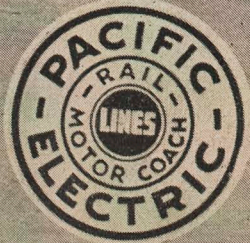


*May 1944*  
**PACIFIC ELECTRIC**  
*Magazine*







**DON'T LET THESE ENEMIES  
DELAY OUR WINNING THIS WAR**

★ ★ ★ ★ ★ ★ ★ ★

« **HONOR ROLL** »

**Pacific Electric Employees Reported Entering the Armed Services  
of the Nation in April**

**ENGINEERING DEPARTMENT**  
 Bernardino M. Cueboz    Joseph A. McKay    Cecilio H. Puente  
 James C. Haley

**MECHANICAL DEPARTMENT**  
 George R. Bell    Ruth Calloway    Lonnie B. Marks

**TRANSPORTATION DEPARTMENT**  
 Richard M. Allen    Joseph H. Elsmore    Irene M. Mason  
 Burgess N. Broberg    Clement E. Mack    Kenneth I. Morse  
 Franklin S. Bruce    Jesus Soto

**REPORTED RETURNED FROM SERVICE**  
 ACCOUNTING DEPARTMENT: Willifred A. Lux

As of April 27,

**7 2 8**

**Pacific Electric Employees Were in the Armed Forces**

★ ★ ★ ★ ★ ★ ★ ★

**CARELESSNESS . WASTE . SABOTAGE**

**Don't Let These Enemies Delay Our Winning  
This War**

We Americans have always believed — and rightly so — that our country offered a tremendous supply of raw materials which we could draw upon for our normal needs.

But these are not normal times — we are at war — and our industrial system, in order to produce the tools of war, must draw heavily upon all stocks of raw materials to meet emergency demands.

Elimination of carelessness and waste in connection with every material thing we use, therefore, is no longer a matter of profit-or-loss. Now, it is many times more serious than dollars — now, upon the elimination of carelessness and waste depends the success of our all-out war effort itself.

And in this connection, we must all be on guard for still another form of carelessness — the deadly carefully planned carelessness which we call sabotage and which the enemy will use against us in order to slow up our war production.

It is the patriotic duty of every American to watch carefully and report to the proper authorities any action which might delay war production — for while our soldiers are on guard on the battle-front, we must be equally on guard on the home-front. Victory demands such caution.

**Why Payroll Savings  
Plan For War Bonds?**

1. Nine out of ten people will buy MORE bonds under the systematic Payroll Savings Plan than under the hit-or-miss cash purchase basis.

2. The War Bond Payroll Savings Plan makes it possible for men and women to purchase bonds uninterruptedly.

3. It saves time, effort and money. No need for you or some member of your family to make a special trip to the bank to buy a Bond; no more bother with filling out cash purchase forms, month after month; no more waiting in line to buy a Bond; no more expense of sending home a money order to buy a Bond.

4. It helps the Government in financing the war effort by assuring a regular dependable flow of funds into the Treasury. Just as you depend on a regular pay day, the Treasury Department likes to know in advance how much money it can depend on.

5. Delivery of Bonds is ordinarily made within 10 days after last deduction. Furthermore, the reason given so many times: "I want the Bond when I put the money on the counter," does not seem too valid because, after all, you can't cash the Bond in for sixty days.

— STAY ON THE JOB —

**Red Cross Needs Help  
To Make Dressings**

Pacific Electric women employes are urged to come to the Red Cross Rooms at the Southern California Gas Company, 810 So. Flower Street, each Monday evening for the folding of surgical dressings. Workers are badly needed.

The work rooms are open Monday, Tuesday and Thursday evenings from 5:00 to 9:30, but you are especially urged to come on Monday, as on that night there is a special table reserved for Pacific Electric employes to work as a group.

For further information, inquire 682 P. E. Building, Miss Cornish or Miss Smith, or phone the Red Cross, Michigan 0171.

When you register at the Red Cross rooms, be sure to register as a Pacific Electric employe so you will be placed at their table and the group will get credit for the hours you work.

**FIFTH WAR LOAN STARTS NEXT MONTH !**



# Nineteen Lessons in Yankee Ingenuity

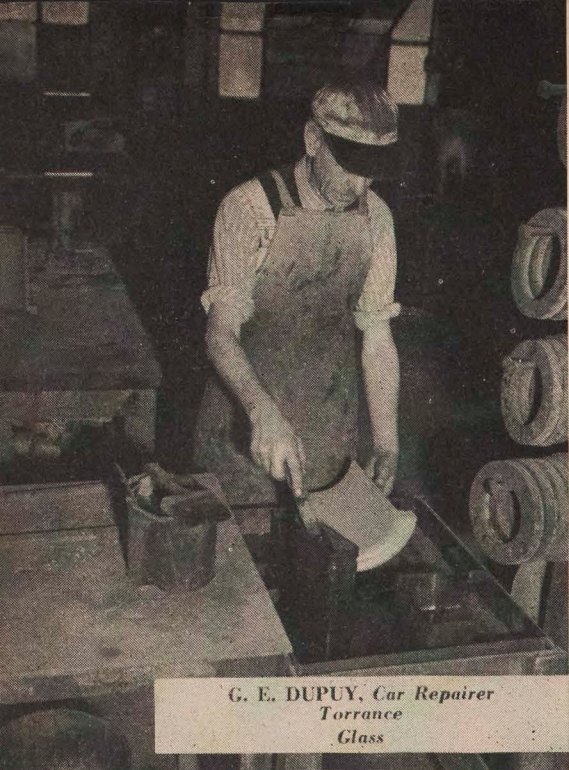
AT LEAST 19 Pacific Electric employees (and there will be, no doubt, many others) will be able to look back with more than average pride, in days to come, at their part in the allied effort to win World War II. For their part in the war consisted of more than a mere participation in the everyday routine of nibbling at a slice of job which had carefully been cut from the pie for them by a foreman, office manager, or department head. Such nibbling is important, of course. But these 19, while they were nibbling, were also thinking how they might do their job more easily and quickly, and thereby contribute that something extra which the American government has asked all Americans to give during the great emergency.

The results of their thinking were a number of ideas which have improved shop procedures, saved time on the job, saved critical materials, saved money, and increased production — and, incidentally, won them recognition by management as men of mental as well as physical dexterity. For all progressive railroad leadership has understood for years the need for new ideas in railroading, and for men who can put such new ideas into operation.

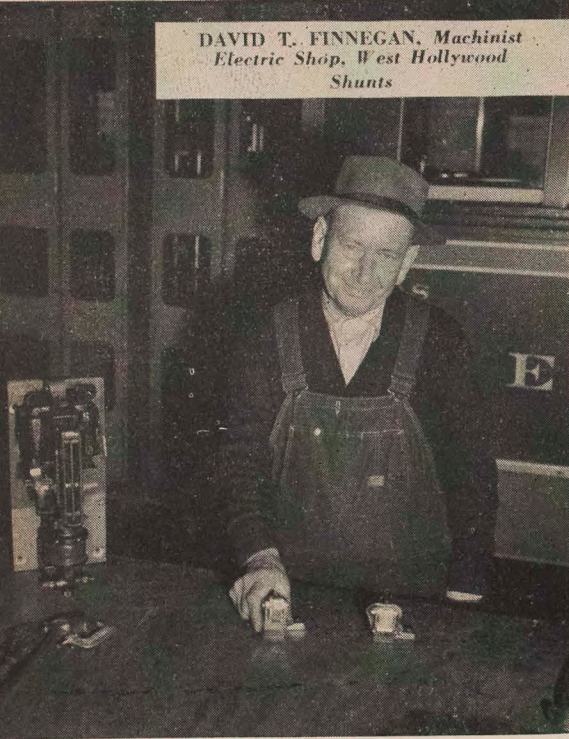
Suggestions other than those shown in these pages have doubtless been made. Described here, however, are all those of which written record was made and which have been adopted by the management. They have accumulated over a period of approximately a year, since the Suggestion System was put into effect by the Management-Labor War Production Committee. All of them, so far, have been ideas for improvements in shop procedures, and all but one have come from men in the Torrance Shops. The exception was one from the West Hollywood shops.

## SUGGESTIONS ADOPTED

G. E. Dupuy, Car Repairer, Torrance, suggested using a glass instead of a metal container for acid used to clean bearings which are to be re-babbitted. Glass made it possible to use stronger acid, and thereby to get the bearings cleaner so that babbitt would stick better.



G. E. DUPUY, Car Repairer  
Torrance  
Glass



DAVID T. FINNEGAN, Machinist  
Electric Shop, West Hollywood  
Shunts



ERIC GRAF, Machinist  
Torrance  
Retainers



MARTIN MONSON, Leader  
Carpenter & Mill Shop, Torrance  
Pipe edge



JOHN JULIAN, Foreman  
Blacksmith Shop, Torrance  
Safety hangers



GEORGE JENKINS, Car Repairer  
Torrance  
Fenders

The Suggestion System Organized by Pacific Electric's Management-Labor War Production Committee Is Helping Speed Up Wartime Transportation and Is at the Same Time Uncovering an Amazing Amount of Employee Ingenuity

David T. Finnegan, Electric Machinist, West Hollywood Shops, suggested a new type of flat braided shunt for use on 806F switch units in 600-700 class cars. The old type of round, twisted shunt caused arcing and consequent damage.

Milton Foster, Foreman, Air and Electric Shops, Torrance, made two suggestions. (1) By putting them into a fixture made of scrap lumber, electrical cables could be spliced on the shop floor faster, better, and more safely than they could be spliced under the car, where working space is limited. (2) He found that 67 cars contained a total of approximately 1000 motor resistance grids which were no longer in use because of previously made changes in circuit. Since these grids are used in other cars, he suggested that they be removed and put in stock.

Eric Graf, Machinist, Machine Shop, Torrance, suggested that instead of buying a new output shaft bearing retainer the old one should be rebuilt by use of the metalizing equipment and machined to fit the bearing. New retainer would cost \$8.74; metalizing would cost approximately \$2.50.

William Griffith, Machinist, Machine Shop, Torrance, developed a tool bit by which he could save considerable time in the making of friction door roller pins.

Harry F. Hillier, Leader, Trim Shop, Torrance, suggested that masking door locks is easier and quicker than taking them off when door is to be painted. He thus eliminated the need for fitting locks twice.

S. C. Humer, Leader, Winding Shop, Torrance, developed a new method of testing the field coils of compressor motors, by making use of the principle of the transformer. If current could be induced in the compressor motor field by making it the secondary coil of a specially built transformer, the induced current was proof that the field was not shorted. This method saved taking the coil apart to find whether it was defective.



GEORGE THATCHER, Assistant Foreman  
Carpenter & Mill Shop, Torrance  
Window strap



JAMES TARBIT, Foreman  
Machine Shop, Torrance  
Insulated stud bolts



*George Jenkins*, Car Repairer, Blacksmith Shop, Torrance, suggested turning scrapped 600-class fenders into 1200-class fenders, as an inexpensive means of bringing the 1200-class fender pool up to the required number.

*John Julian*, Foreman, Blacksmith Shop, Torrance, pointed out that the output of safety hangers could be greatly increased by bending the angle iron (of which they are composed) cold instead of preheating it in the furnace, and then having to wait for the hangers to cool before handling them.

*E. A. Lock*, Leader, Cabinet Shop, Torrance, made two suggestions which were adopted: (1) By a slight change in the sash of locomotive windows, it was possible to eliminate the need for sheet iron strips for the sash to slide in, and therefore the need for drilling and countersinking holes for screws to hold the strips in place. Moreover, the sashes no longer had to be taken from Cabinet Shop to Tin Shop. (2) It is easier and cheaper and quicker to use "wood dough" to fill up cracks and holes in wooden sashes than it is to fill them with plastic wood, which requires sanding. The wood dough is easier to apply and requires no sanding.

*Martin Monson*, Leader, Carpenter and Mill Shop, Torrance, suggested removing reinforcement edges from damaged steel car step sides and applying standard pipe edge instead. This operation saves time used to burn off 15 bolts that hold step to step side, saves sanding the step, and eliminates moving and handling step several times.

*P. William Peet*, Foreman, Paint Shop, Torrance, suggested using a single standard size of steel dash sign on all types of equipment instead of using several sizes. This was done by making the lettering fit the sign rather than by making the sign fit the lettering.

*Charles Pennington*, Leader in Torrance Machine Shop, developed a small jig for use in milling electrolysis switch shafts. The jig eliminated need for considerable walking.

*E. H. Pierce*, Foreman, Mill Shop, Torrance, suggested a method of reinforcing 1100-1200 class car doors by inserting an angle iron on door lock stile near the point where the lock is placed. This angle iron gives extra strength to the door and saves considerable repair work on doors and locks.

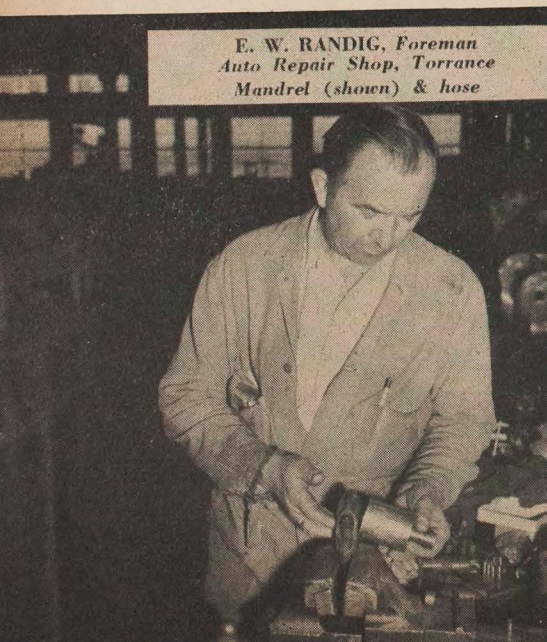
*E. W. Randig*, Foreman, Auto Repair Shop, Torrance, made two approved suggestions. (1) The need for use of a micrometer in truing connecting rods could be eliminated by making a special measuring tool, called a mandrel. (2) Instead of having the mechanic make three trips to carry water to fill the radiator of a motor being broken in, water was piped to the rack on which the motor is placed, and a hose was attached to the pipe.



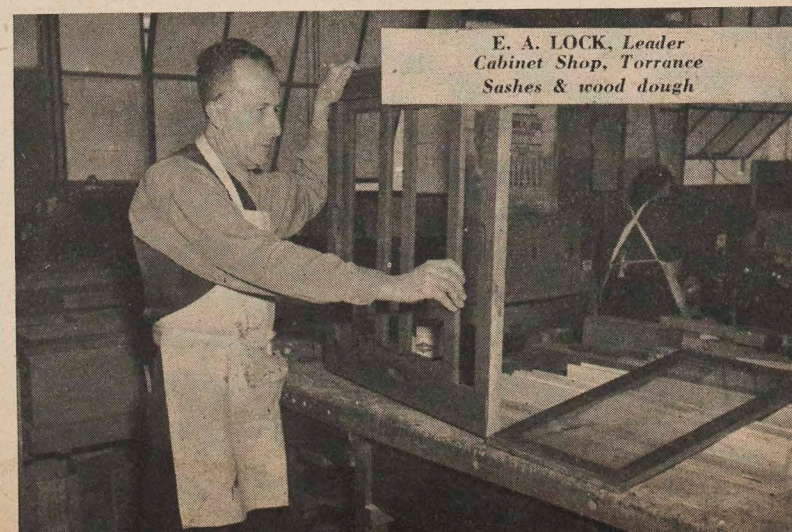
S. C. HUMER, Leader  
Winding Shop, Torrance  
Transformer



FRANK THOMPSON, Leader  
Miscellaneous Department, Torrance  
Thermostats



E. W. RANDIG, Foreman  
Auto Repair Shop, Torrance  
Mandrel (shown) & hose



E. A. LOCK, Leader  
Cabinet Shop, Torrance  
Sashes & wood dough

*Albert L. Rice*, former Assistant Foreman, Winding Room, Torrance Shops, and now retired, saved the Company money by finding a method of salvaging 267-type switch contacts, which had been ordinarily scrapped. His method was to build them up with copper weld and then finish to required shape.

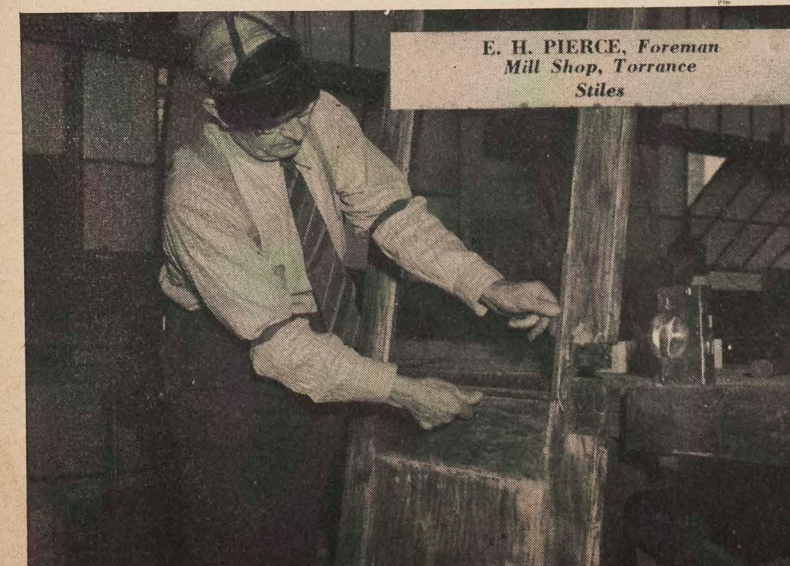
*James Tarbit*, Foreman, Machine Shop, Torrance, suggested an improved method for machining and assembling insulated stud bolts. Much material is saved by assembling the bolts at the bench where they are machined, instead of taking them to another bench some distance away.

*George Thatcher*, Assistant Foreman, Carpenter and Mill Shop, Torrance, developed a method of saving glass breakage on front windows of 600-700 class cars by attaching to them a longer strap so that they could be let down more gently. In the past, as the window was lowered, the operator had hold of only the top of the sash because the strap was too short to hold till the window reached the bottom. Because the sash was difficult to hold, the operator would often let the window fall with a bang.

*Frank Thompson*, Leader, Miscellaneous Department, Torrance, developed a quick method of straightening in a mandrel the seats of thermostats removed from White motor blocks. The body of the thermostat is inserted into a heavy steel receptacle machined to fit exactly the body of the thermostat. The bent seat rests on the rim of the receptacle. Another heavy steel cylinder, machined to fit the top half of the thermostat, is placed over the seat, which is then easily hammered straight.

### SUGGESTION COMMITTEE FORMED BY MANAGEMENT AND LABOR

"And who," said recently Pacific Electric's Assistant Superintendent of Equipment, E. A. Stevens, at a meeting of the Suggestion Committee, "is better qualified to suggest improvements in methods of operation than the fellow who is actually doing the job every day?" The question was rhetorical, and plainly implied a negative answer: "Nobody." Universal agreement, marked here and there by a quick nod of assent, followed the remark. Present were seven representatives of both labor and management, including Chairman J. J. Suman, company Auditor; L. H. Appel, Research Engineer; L. E. Brown, President, System Federation #159, A. F. L.; Glenn E. Collins, Assistant to the President of Pacific Electric; L. R. Lowe, Assistant Field Engineer; F. L. McCulley, Terminal Foreman, Sixth and Main; R. V. Rachford, Division Chairman, Brotherhood of Railway



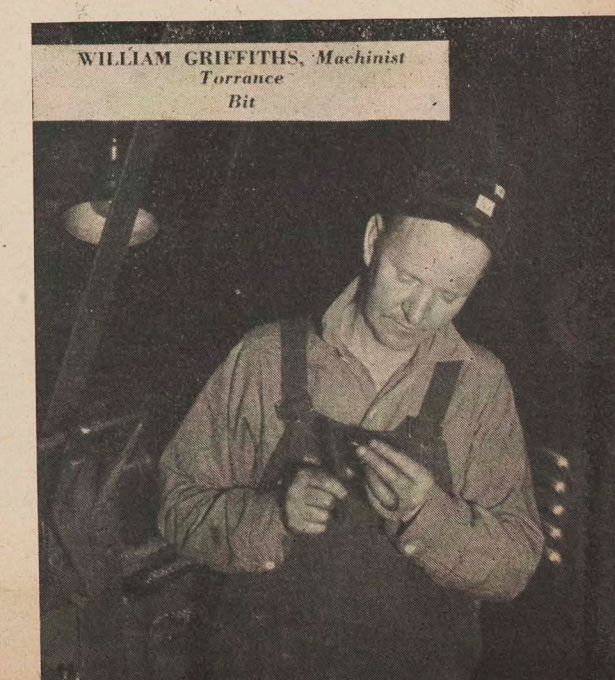
E. H. PIERCE, Foreman  
Mill Shop, Torrance  
Stiles



MILTON FOSTER, Foreman  
Air & Electric Shop, Torrance  
Wiring (shown) & grids



ALBERT L. RICE, Assistant Foreman (ret.)  
Winding Room, Torrance  
Switch contacts



WILLIAM GRIFFITHS, Machinist  
Torrance  
Bit



Clerks; and Mr. Stevens. This Suggestion Committee was formed at a meeting of the Central Management-Labor War Production Committee in July, 1943, as a hoped-for means of contributing to the war effort by improving Pacific Electric's war transportation system through employe suggestions which would save critical materials, time, and labor. The whole function of the committee is to encourage employe suggestions, and to see that all suggestions receive proper attention.

It should be clearly understood that *all* phases of Pacific Electric operations are open to suggestions for improvement. Office procedures and routines, for instance; or printed forms; or train operation—the possibilities for improvement are as numerous as the employes who fill the jobs.

### HOW THE SUGGESTION PLAN WORKS

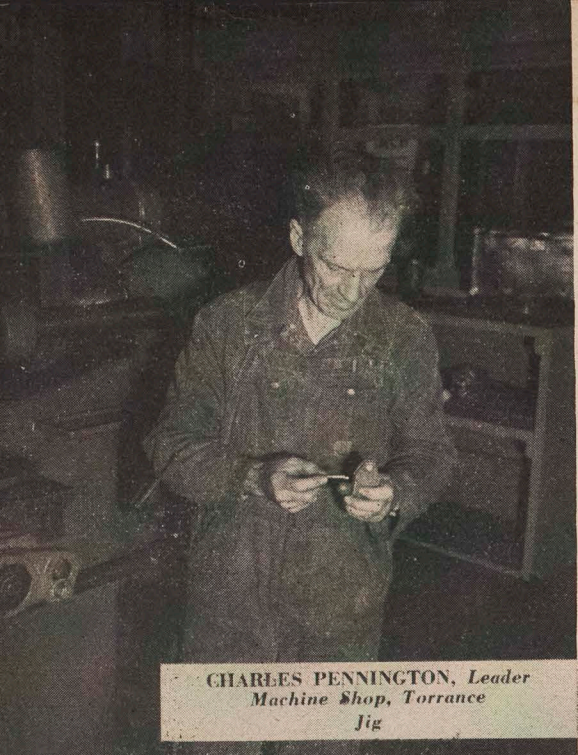
Here's how the Suggestion System, as outlined by the Suggestion Committee, works:

You fill out the form inserted in this issue of the PACIFIC ELECTRIC MAGAZINE and return it to the Suggestion Committee at 460 Pacific Electric Building. The committee will give your suggestion a number, of which they will notify you when receipt of your suggestion is acknowledged. Your idea will then be submitted, *without identification except for the number*, to the head of the department concerned. He will give the suggestion his careful and impartial consideration, and will report his decision within a reasonable time to the Suggestion Committee. If the decision is favorable, the committee will so inform you; if unfavorable, you will be given a reason for its rejection. The Suggestion Committee will see that every suggestion is followed to a conclusion. You may ask the committee at any time about the progress of your suggestion. In case you do so, you should state the number assigned your idea. The committee, if it feels that your idea is worthy of adoption, may appeal an unfavorable decision by the department head. The benefit of every doubt is given you.

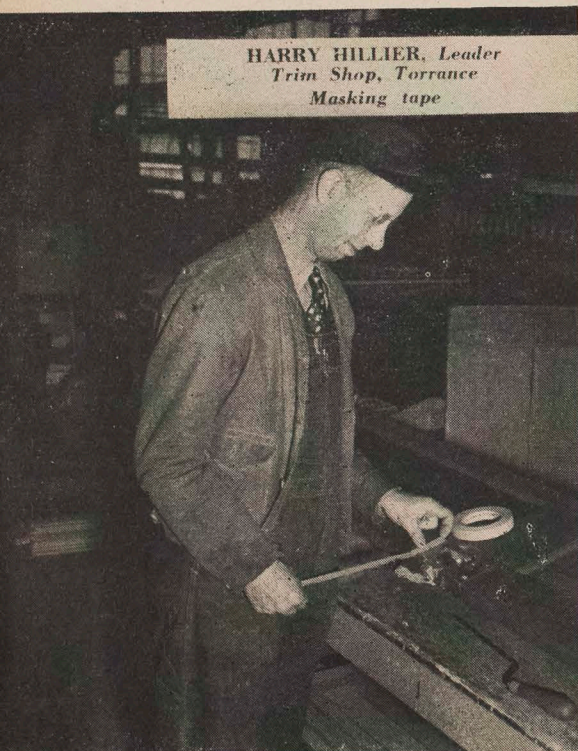
### RECOGNITION GIVEN WORTHY SUGGESTIONS

Recognition for suggestions adopted is in the form of a Certificate of Award, plus publicity in the PACIFIC ELECTRIC MAGAZINE. To receive such recognition, however, your suggestion must be written up and turned in to the Suggestion Committee. Publicity will be given to adopted ideas as fast as the committee notifies the magazine.

And let's remember that every new idea that saves time, money, or materials also helps the war effort. Turn in *your* idea today.



CHARLES PENNINGTON, Leader  
Machine Shop, Torrance  
Jig



HARRY HILLIER, Leader  
Trim Shop, Torrance  
Masking tape



P. WILLIAM PEET, Foreman  
Paint Shop, Torrance  
Dash signs

*Pages 9 and 10 constitute a Suggestion Blank which is intended to be torn out and used for your suggestion. How to turn in your idea will be found on page 10, the reverse side of the blank.*

## PACIFIC ELECTRIC RAILWAY COMPANY

MANAGEMENT-LABOR WAR PRODUCTION COMMITTEE

Management-Labor Suggestion Committee  
460 Pacific Electric Building

Date.....

Sirs:

My suggestion is as follows:

Multiple horizontal lines for writing a suggestion.

TEAR OFF

Name.....

Title of Job.....

Department.....

Suggestion No. ....  
(Committee will assign the Number)

(See other side)



## MANAGEMENT-LABOR WAR PRODUCTION COMMITTEE

### YOUR SUGGESTION —

#### How and Where to Submit It

1. Use reverse side of this sheet to write up your idea. Write or type legibly.
2. Attach to this sheet, if necessary, extra sheets with drawings or other information.
3. Put this sheet, along with any other attached sheets, in an envelope addressed to:

**SUGGESTION COMMITTEE**  
**460 Pacific Electric Building**

and place in company mail. Or bring personally to above address.

The Suggestion Committee will acknowledge receipt and advise you of number assigned.

4. More sheets like this one may be obtained from the Committee at the above address.

(See other side)

### Tarawa Story Told By Former Agent Bradley

"The P. E. boys are doing their stuff, and Sgt. Bradley is one that is the salt of the earth," declares Charles Mullins, Agent at West Hollywood, who sent in a clipping from the Memphis Scimitar about the Tarawa battle experiences of Frank H. Bradley, former Gardena Agent, and one-time Assistant Agent at West Hollywood. Bradley is now a Marine First Sergeant, having enlisted in March, 1942. In the clipping Bradley relates in a letter some of the fast action he saw during the battle:

"It was just after we had hit the beach and come upon a command post that was 25 yards wide and 10 yards deep—from the water's edge.

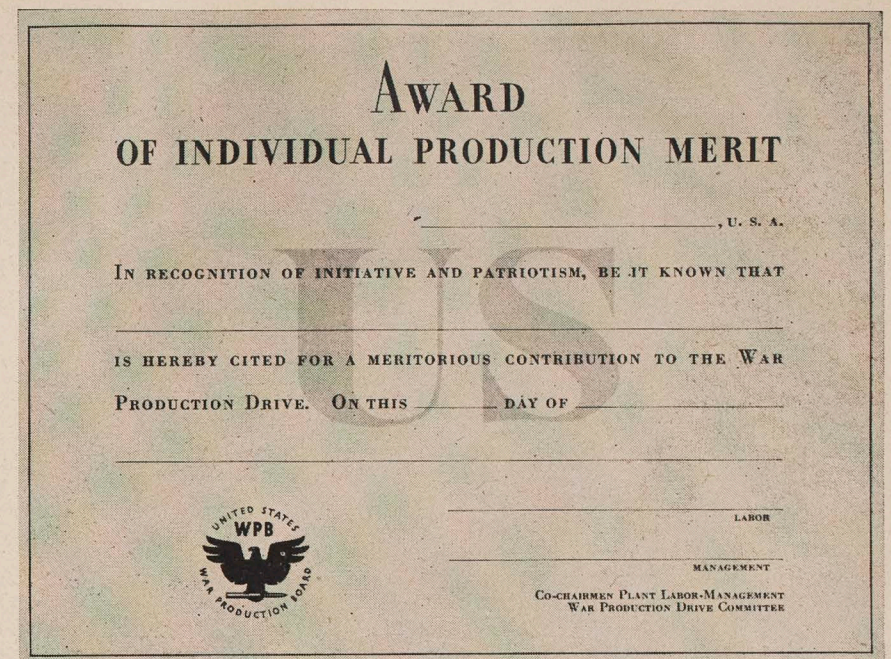
"I had lost my captain trying to get into the beachhead in three attempts and was trying to reorganize the remnants of my communication detail when I saw Burgess [Sgt. Wilbur M. Burgess, evidently one of Bradley's buddies] standing on the highest knoll in the area, machine gun and sniper's bullets whistling all around him.

"I yelled at him, figuring he must have gone crazy from the terrific punishment of making the beach. When he heard me, he started brandishing his carbine in circles—over his head—indicating he wanted me to send him a flock of men.

"It looked just like those pictures you see of 'Custer's last stand,' only it wasn't funny and it wasn't an act.

"Burgess' outfit had been heavily hit and he was mad clear thru. Since my gang couldn't do much sitting in that death trap, I sent him about 15 men.

"He was yelling at the top of his voice, still waving his weapon when they reached him. I saw him point in



**CERTIFICATE OF AWARD** presented by the Suggestion Committee to those whose ideas have been adopted by the company. Actual size is about 6 x 8 inches.

the direction of a pill box and they all took off.

"I thought at the moment that would be the last time I'd see any of them. But later on I heard that Burgess and the boys had done a real job, routing snipers and the Japs in general.

"I guess he knew what he was doing, and I know he was as mad at those Japs as he'd ever been at anybody. But I sure thought he had gone out of his head when I first saw him standing on that hill—a perfect target if I'd ever seen one."

In a letter to his father, Frank H. Bradley, Route 4, county school bus

driver, Sgt. Bradley writes:

"I'm getting pretty old and decrepit for this kind of business but I guess I'm good for another operation or two. I didn't act old, however, when those bullets started kicking up dust around me. At one time we had to cross an open airstrip which was under machine gun fire. I took off like a scalded cat, but still I counted four or five guys who passed me up, carrying heavier loads than I had. I did most of my duties crawling from hole to hole. I can get deeper in a hole than any man alive, and if necessary, dig one like a healthy mole."

### A Soldier Speaks

**S**O YOU'RE SICK of the way the country's run,  
 And you're sick of the way the rationing's done,  
 And you're sick of standing around in line,  
 You're sick, you say—well, that's just fine.  
 So am I sick of the sun and the heat,  
 And I'm sick of the feel of my aching feet,  
 And I'm sick of the mud and the jungle flies,  
 And I'm sick of the stench when the night mists rise.  
 And I'm sick of the siren's wailing shriek,  
 And I'm sick of the groans of the wounded and weak,  
 And I'm sick of the sound of the bomber's dive,  
 And I'm sick of seeing the dead alive.  
 I'm sick of the roar and noise and din,  
 And I'm sick of the taste of food from a tin;

I'm sick of the slaughter, I'm sick to my soul—  
 I'm sick of playing a killer's role.  
 And I'm sick of blood and of death and the smell  
 And I'm even sick of myself as well;  
 But I'm sicker still of a tyrant's rule  
 And conquered lands where the wild beasts drool.  
 And I'm cured mighty quick when I think of the day  
 When all of this hell will be out of the way,  
 And none of this mess will have been in vain,  
 And the lights of the world will blaze again.  
 And things will be as they were before,  
 And kids will laugh in the streets once more—  
 And the Axis flags will be dipped and furled  
 And God looks down on a peaceful world.



## 40th Anniversary of Founding of Glendale Rail Lines Celebrated

The front page of the Glendale Star for Thursday, April 13, carried a two-column story celebrating the fortieth anniversary of the founding of the Pacific Electric Railway in Glendale, and Agent R. H. McLaughlin of Glendale was kind enough to send in the issue containing the story. Said the Glendale Star:

Fortieth anniversary of the founding of the present Pacific Electric Railway in Glendale was being celebrated this week in the city, for on April 10, 1904, the L. A. & Glendale Electric Railway (now the PE) was about to start on its initial run.

The years have been marked with consistent progress, said O. A. Smith, president, who assured Glendaleans that the PE will continue to render our citizens the best possible service, experience proving to the company that its citizens may be depended upon for understanding cooperation.

The day the PE came to town was a big day for Glendale—for on this day a country garden was changed into a field for realty developments, fine homes, and commercial and industrial expansion.

Where it formerly had been merely "a place out in the country," as a Los Angeles newspaper of that time termed it, reached only by a long, difficult drive up the river and around Elysian park, it became linked with the southland's metropolis by a 10-mile double track railroad and by a broad highway named Brand boulevard in honor of Leslie C. Brand, the man whose vision and energy made possible the construction of the railway.

In celebration of the opening of the line, a big barbecue was held 40 years ago today in the gardens of the Glendale hotel on East Broadway—the hotel which later became a sanitarium and since then has been demolished. Thousands attended the barbecue and, as a writer of that era said, "the program was elaborate."

Quoting the same writer further: "After the barbecue, the throng gathered about the balcony of the hotel for the speech making. Chairman J. C. Sherer was the first speaker. He introduced Brand who said in part, in giving the history of the railroad: "In driving through the Elysian

foothills I conceived the idea of building this, the most scenic road in California. I interested H. E. Huntington and sold him one-half of my holdings in this vicinity.

"It is our intention to make this valley bloom as the rose. I made the proposition to the people of Tropic and Glendale that if they would furnish a free right of way I would build this road or forfeit a \$10,000 certified check. I believe I have done my part."

Other speakers at the barbecue included Edgar Leavitt, president of the Glendale Improvement association which had been sponsoring uniform planting of trees along Brand boulevard.

A scrapbook kept by Brand himself contains many interesting and enlightening data regarding the railway project. Most of the clippings were taken from newspapers. The comments by writers indicated that in those days Glendale and Tropic were looked on as a place for the growing of citrus fruits and berries. Reference was made to the fact that the projected railway was commonly called the "Strawberry line."

— FINISH THE JOB —

### Timekeeper Praised; Returns Lost Wallet

It isn't always a P. E. Conductor who receives commendation for courtesy to patrons; this time it's Engineering Timekeeper John A. Hoffman, according to the following letter addressed to Assistant Engineer George S. McClure on March 27:

Dear Sir:

I write to express my appreciation and thanks to Mr. Johnnie Hoffman, Timekeeper for Engineering Department, for returning billfold and contents left on Van Nuys P. E. car March 22, 1944.

Thanking you again—

MISS DARLENE SPELLMEYER  
7143 Hayvenhurst Ave.  
Van Nuys, Calif.

The billfold contained \$18 in currency, Miss Spellmeyer's social security card, and other valuables.

This is the third time Mr. Hoffman has found and returned lost money to its owner. Once before he returned \$50, and another time \$35.

When Miss Spellmeyer insisted on giving her benefactor a reward, he would accept only enough to treat her, her baby sister, her friend, and another child to a malted milk in a nearby store.

—Just another example of Pacific Electric courtesy.



SIXTH & LOS ANGELES STREETS, 1898—This picture was lent to the magazine by the courtesy of Mr. William Dibble, rancher of long standing in Southern California. He leased this corner for a feed and fuel store in 1897. Traffic rules didn't matter much in those days, as witness the team drawn up on the wrong side of the street by the hydrant!

## IF YOU ARE ILL OR INJURED

### OFFICIAL INSTRUCTIONS TO EMPLOYEES

By Dr. W. L. Weber

Chief Surgeon  
Pacific Electric Hospital Association

(Tear out this page and keep for ready reference)

The following instructions should be followed in cases of sickness or injury as the result of accident:

1. Contact the Pacific Electric Railway Company Hospital Association district doctor and follow his advice and instructions (see list of doctors which follows), or report to the Main Medical Department Office, 924 P. E. Building.

2. Each month treatment is required, furnish your district doctor with an Order for Treatment signed by a qualified person, such as the terminal foreman, station agent, shop foreman, etc. If not convenient or possible to obtain this form at the time of contacting the district doctor, do so at your earliest convenience afterward. An Order for Treatment is also required by the Main Medical Department Office for each month treatment is necessary.

3. If medical aid is necessary and you are able to report to the Main Medical Department Office, Room 924, Pacific Electric Bldg., by all means do so.

4. In cases where the injury or sickness is of a nature to require an ambulance, the Main Office, Tucker 7272, Station 2968, should be requested to order an ambulance, if during hours the Main Office is open; if after hours of Main Office, contact the dispatcher, the terminal foreman, or the telephone operator at Tucker 7272.

5. It is desired that all persons, sick or injured to a degree that requires hospitalization, be hospitalized at St. Vincent's Hospital, Los Angeles, where medical and surgical assistance is obtainable at all times. First aid may also be obtained at St. Vincent's Hospital.

6. If you have been referred by the Main Medical Dept. Office to one of the Association specialists for treatment, and it becomes necessary to continue the treatment from one month to the next, present an Order for Treatment to the Main Medical Department Office for the new month and a new reference slip will be issued, provided it is decided that treatment should be continued by the specialist. This procedure should be followed each month until the service of the specialist is no longer required.

7. All employees, especially those entering the service for the first time, should familiarize themselves with the various sections of the "Hospital Association of Pacific Electric Railway Company and Affiliates, Rules and Regulations," a copy, or copies, of which will be furnished upon receipt of request by the Medical Department.

The following is a list showing telephone numbers and addresses of all Hospital Association doctors:

#### MAIN MEDICAL DEPT. OFFICE

—924 P. E. Bldg., Dr. W. L. Weber, Chief Surgeon, Tucker 7272, Station 2961; Dr. A. M. Scholz, Assistant Chief Surgeon, Tucker 7272, Station 2962; Dr. Andrew Nagy, Tucker 7272, Station 2968; Dr. F. W. Kidder, Roentgenologist, Tucker 7272, Station 2966; Dr. Riley Shrum, Tucker 7272, Station 2964; Dr. P. G. Shennum, Tucker 7272, Station 2963; Dr. A. J. Barmaneder, Tucker 7272, Station 2963.

The Main Medical Department, 924 P. E. Bldg., office hours are continuous from 9:00 a.m. to 5:00 p.m., Monday through Friday, and from 9:00 a.m. to 12:00 noon on Saturday, and services of doctors and nurses are obtainable at all times between these hours. In event of an emergency arising on Saturday afternoon or on Sunday, contact Dr. Weber or Dr. Scholz.

For house calls between the hours of 9:00 a.m. to 5:00 p.m., call the Main Medical Department Office, Tucker 7272, Station 2968. Between the hours of 8:00 p.m. and 7:00 a.m., call Dr. Daniel Beltz, 3742 West Slauson Ave., Axminister 2-7444, Residence, Axminister 2-7666, or Dr. J. L. Lapeyre, 1930 Wilshire Blvd., Drexel 1156.

#### ASSOCIATION DOCTORS IN OUTLYING DISTRICTS

ALHAMBRA—Dr. B. H. Chamberlain, 201 Medical Bldg., Atlantic 2-1749; Residence, Atlantic 1-2275.  
BALBOA—Dr. Conrad Richter, 107 - 22nd St., Newport Beach, 133; Residence 74. Dr. G. H. Grundy, Ninth & Central, Newport Beach, 37; Residence, 25.  
BELL—Dr. G. D. Wells, 4317 Downey Road, Kimball 7241; Residence, Kimball 7241.  
BELLFLOWER—Dr. John S. Simms, 530 Bellflower Blvd., Torrey 7-7507; Residence, Torrey 7-7547. Dr. Clifton M. Brakensiek, 540 S. Bellflower Blvd., Torrey 7-1222; Residence, Torrey 7-6295.  
BREA—Dr. E. F. Otis, 216 E. Birch St., Brea, Brea 4; Residence, Brea 4.

CLAREMONT—Dr. M. L. Hsley, 1111 Indian Hill Blvd., Claremont 6391; Residence, Claremont 6381.

COLTON—Dr. C. F. Whitmer, Arcade Bldg., Colton 192; Residence, Colton 88.  
COMPTON—Dr. John W. Elder, 240 East Compton Blvd., Newmark 1-2442; Residence, Newmark 1-2442.

COVINA—Dr. W. P. Magan, 155 West College St., 251-61; Residence, 106-41. Dr. R. D. Nethery, 155 West College St., 251-61; Residence, 160-64.

EL SEGUNDO—Dr. H. W. Prince, 351 Main St., 191; Residence 291.

EL MONTE—Dr. E. D. Farrington, 566 S. Tyler Ave., BUdlong 8-6293; Residence, BUdlong 8-6230. Dr. Joseph A. Marlo, 113 East Valley Blvd., BUdlong 8-0607; Residence, BUdlong 8-0607.

FULLERTON—Dr. E. F. Otis, 216 E. Birch St., Brea, Brea 4; Residence, Brea 4.  
GARDEN GROVE—Dr. C. C. Violett, 225 W. Stanford Ave., 6381; Residence, 6381.

GLENDALE—Dr. Chester L. Roberts, 118 W. Wilson, Citrus 2-8824; Residence, Citrus 3-4855.

GLENDORA—Dr. C. H. Wood, 101 W. Bennett Ave., 440-61; Residence, 449-62.

HUNTINGTON BEACH—Dr. B. W. Hardy, 501 Walnut Ave., 132; Residence, 455.

HUNTINGTON PARK—Dr. G. D. Wells, 4317 Downey Road, Kimball 7241; Residence, Kimball 7241.

LONG BEACH—Dr. D. C. Sigworth, 709 Professional Bldg., 614-34; Residence, 434-51. Dr. G. G. Verbruyck, 516 Professional Bldg., 6-3474; Residence, 8-1167.

MAYWOOD—Dr. G. D. Wells, 4317 Downey Road, Kimball 7241; Residence, Kimball 7241.

MONROVIA—Dr. E. H. Kelly, 104 E. Foothill Blvd., 138; Residence, 434.

NEWPORT BEACH—Dr. Conrad Richter, 107 - 22nd St., Newport Beach, 133; Residence, 74. Dr. G. H. Grundy, Ninth & Central, Newport Beach, 37; Residence, 25.

OCEAN PARK—Dr. Leonard E. Croft, 327 Wilshire Blvd., Santa Monica, Santa Monica 590-82; Residence, Santa Monica 541-89.

ONTARIO—Dr. C. N. Abbott, 125 W. "F" St., 611-06; Residence, 622-151.

PASADENA—Dr. Frank S. Newcomb, 201 North El Molino, Sycamore 3-6771; Residence, Sycamore 9-4624. Dr. Joseph A. Walsh, 880 East Colorado, Sycamore 2-3811; Residence, Sycamore 3-6463.

POMONA—Dr. R. Smith, 281 South Thomas St., 1181; Residence, 1181-X.

REDLANDS—Dr. H. G. Hill, 47 East Vine St., 3191; Residence, 3196.

REDONDO BEACH—Dr. E. G. Butt, 106 Emerald St., 3301; Residence, 3329. Dr. J. F. Spencer, 201 Torrance Blvd., 3761; Residence, 5352. Dr. C. T. La France, 296 South Pacific Ave., 3343; Residence, 6373.

RIALTO—Dr. W. S. Cherry, 109 N. Riverside Ave., 10; Residence, 216.

RIVERSIDE—Dr. T. A. Card, 3616 Main St., 2900; Residence, 743. Dr. P. E. Simonds, 304 Loring Bldg., 1880-J; Residence, 1880-M.

SAN BERNARDINO—Dr. Steele Forsythe, 569 - 4th St., 291-73; Residence, 431-45. Dr. A. S. Garnett, 569 - 4th St., 291-73; Residence, 261-25.

SAN GABRIEL—Dr. G. G. Dollinger, 399 W. Las Tunas Dr., Atlantic 234-63; Residence, Atlantic 146-81.

SAN PEDRO—Dr. W. J. Ryan, 804 S. Pacific Ave., Harbor 63; Residence, 4545.

SANTA ANA—Dr. W. P. Baker, 201 East 7th St., 363; Residence, 1826. Dr. P. B. Gillespie, 1417 North Main St., 4426; Residence, 4426.

SANTA MONICA—Dr. Leonard E. Croft, 327 Wilshire Blvd., Santa Monica, Santa Monica 590-82; Residence, Santa Monica 541-89.

SOUTH PASADENA—Dr. Albert Supple, 1401 Fair Oaks Ave., Sycamore 9-3955; Residence, Sycamore 9-1552.

(over)



# MECCA's Red Cross Contributions Boosted to \$5,000 by Fourth Dividend

Total MECCA contributions to the 1944 Red Cross drive have been brought to \$5000 as the result of the fourth dividend of \$2500 approved by the MECCA Administrative Committee on April 20.

MECCA's third dividend of \$2500, declared in March, was also voted to

the Red Cross.

Distribution to counties, cities, and towns of the fourth dividend is based on the residence of employes and is detailed below. The amount indicated should be doubled to find the total apportionment of the combined third and fourth dividends.

### FOURTH DIVIDEND

	Amount
Los Angeles County Red Cross War Fund	\$2,370.78
Riverside County Red Cross War Fund	25.83
San Bernardino County Red Cross War Fund	60.11
Orange County Red Cross War Fund	43.28
<b>TOTAL 4 COUNTIES</b>	<b>\$2,500.00</b>

### Detail of Distribution

Los Angeles	\$138.97	Wilmar	\$10.43
Hollywood	119.16	Wilmington	10.43
Alhambra	91.85	Ocean Park	9.43
Long Beach	90.36	Lynwood	9.43
Pasadena	87.88	Altadena	9.43
Glendale	74.47	Watts	9.43
El Monte	61.57	Bell	7.45
Venice	51.14	Bellflower	5.96
Compton	49.15	Sunland	5.96
Torrance	41.70	San Marino	5.96
Redondo Beach	28.80	Maywood	5.46
Arcadia	28.80	Hawthorne	5.46
San Gabriel	27.31	Glendora	4.97
San Nuys	25.82	Manhattan Beach	4.97
South Pasadena	21.35	Beverly Hills	4.47
Gardena	19.36	Hermosa Beach	4.47
Temple City	18.87	Downey	4.47
Culver City	17.38	El Segundo	4.47
Pomona	18.37	Garvey	3.97
Monrovia	17.38	San Fernando	3.97
Willowbrook	16.88	Lomita	3.97
Huntington Park	16.38	Palos Verdes	3.47
Santa Monica	15.89	Norwalk	3.47
Monterey Park	14.89	Montebello	3.47
Burbank	14.89	Covina	3.47
Baldwin Park	13.40	Palms	2.98
San Pedro	12.91	Clearwater	2.48
Azusa	12.41	Los Nietos	2.48
South Gate	12.41	Sierra Madre	2.00
Whittier	11.91	Sherman Oaks	2.00
Inglewood	11.91	Laverne	1.50
Rosemead	11.91	Highland Park	1.00
Montrose	11.42	Artesia	1.00

TOTAL LOS ANGELES COUNTY \$2,370.78

Riverside	\$23.34	Corona	\$2.49
TOTAL RIVERSIDE COUNTY \$25.83			

San Bernardino	\$38.73	Redlands	\$6.95
Upland	4.96	Rialto	3.48
Ontario	2.49	Colton	2.00
Fontana	1.50		
TOTAL SAN BERNARDINO COUNTY \$60.11			

Santa Ana	\$15.89	Westminster	\$2.00
Sunset Beach	3.97	Brea	2.00
Anaheim	3.48	Garden Grove	1.50
Huntington Beach	2.98	Newport Beach	1.50
Orange	2.48	Balboa	1.00
Stanton	2.48	La Habra	1.00
Fullerton	2.00	Yorba Linda	1.00
TOTAL ORANGE COUNTY \$43.28			

### MECCA Administrative Committee

B. A. Collins, Chairman      G. E. Collins, Vice Chairman      Leonard Anderson  
 H. W. Jenkins, Secretary      M. S. Wade, Treasurer      Frank Karr  
 April 22, 1944

### REPORT OF VITAL STATISTICS

March 21, 1944 to April 20, 1944

NAME	Occupation	Died	Group Insurance	Mortuary
Lockridge, Sam H.	Clerk	4-3-44	No	No
Fisher, William	Foreman	4-4-44	Yes	Yes

### EMPLOYEES' WIVES' DEATH BENEFIT FUND

None

**SUNSET BEACH**—Dr. B. W. Hardy, 501 Walnut Ave., Huntington Beach, 132; Residence, 455.

**TORRANCE**—Dr. J. W. Beeman, 1329 Sartori Ave., Torrance 14; Residence, 1078. Dr. H. A. Wood, 1329 Sartori Ave., Torrance 14; Residence 1241-W.

**UPLAND**—Dr. J. B. Craig, 404 Second Ave., 311-21; Residence, 312-113. Dr. A. L. Weber, 311-21; Residence, 312-104.

**VAN NUYS**—Dr. G. T. Sprague, 14507 Sylvan St., State 5-1344; Residence, State 5-2760.

**VENICE**—Dr. Leonard E. Croft, 327 Wilshire Blvd., Santa Monica, Santa Monica 590-82; Residence, Santa Monica 541-89.

**WEST HOLLYWOOD**—Dr. J. G. Abbott, 806 N. Clark St., CRestview 645-05; Residence, CRestview 645-05.

**WESTMINSTER**—Dr. Russell I. Johnson, 181 Westminster Blvd., 8171; Residence, 8671.

**WHITTIER**—Dr. C. R. Coate, 402 Bank of America Bldg., 410-230; Residence 410-530.

**WILMINGTON**—Dr. W. W. Horst, 802 Avalon Blvd., 0235; Residence, 1125. Dr. A. H. Nerad, 802 Avalon Blvd., 0235; Residence 0370.

### EYE SPECIALISTS

The following doctors are Eye Specialists in outlying districts and should be contacted only in event of an emergency.

**PASADENA**—Dr. N. Bobbitt, First Trust Bldg., SYcamore 2-7924; Residence, SYcamore 2-7924.

**POMONA**—Dr. C. W. Hale, 281 S. Thom; St., 1278; Residence, CLaremont 6191. Dr. J. G. Rea, 320 S. Thomas St., Pomona 1091; Residence, 1570.

**SAN BERNARDINO**—Dr. C. M. Hadlev, 315 Platt Bldg., 391-14; Residence, 413-26.

— FINISH THE JOB —

## PE Passes Not Good At Redondo Dance

Because of a change in policy, the Redondo Palace Ball Room can no longer honor Pacific Electric passes, and is charging straight admission prices, says C. B. Short, Motor Coach Operator on the Redondo Line and manager of the ball room.

This information was supplied the magazine by A. H. Zurborg of the Torrance Store.

## Congratulations to MECCA!

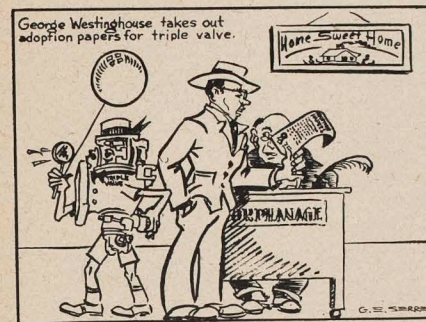
Congratulations to the members of MECCA, who have made it possible for their Administrative Committee to donate the substantial sum of \$5000 to the Red Cross. Every employe of Pacific Electric should read the news of this contribution with a feeling of pride in the Management-Employe Charity Chest Association for the excellent job they are doing, and with an equal feeling of pride in the part Pacific Electric employes are taking in backing what is perhaps the most practical, down-to-earth charitable organization in the world today—the Red Cross.

# How to Keep George Westinghouse From Turning Over in His Grave

Los Angeles, California  
April 21, 1944

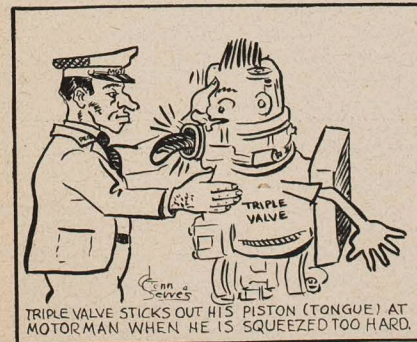
Dear Mr. Editor:

I got a holler coming and I'm sure going to yell my head off until I'm treated better. George—you know George Westinghouse—adopted me,



raised me and named me "Triple Valve." What a name! But it fits; and he charged me with the responsibility of doing three things: charge the brake system, set the brake, and release the brake. How can a guy do good work and do these three things and make the passengers like me if the fellows I work with don't cooperate and help?

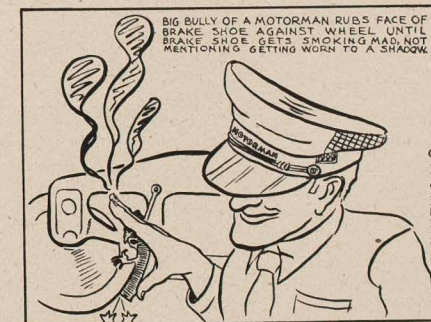
If a Motorman talks to me nice, I talk right back to him just as nice, but if he forgets me (you know that I am hid under the car), I remind him I'm there. When he don't get rid of that awful pressure he slaps against the application portion of my slide valve, I stick out my brake piston at him and leave it there. Result:



A rough stop. The passengers cuss him, and am I glad! If he had released that pressure when I asked him to—Please! just a little distance

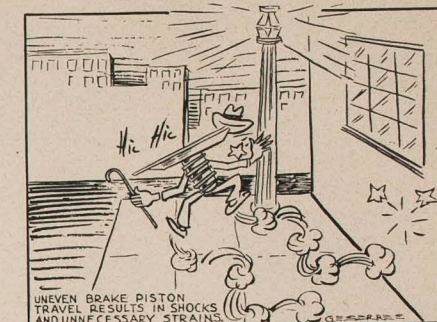
before the car comes to a stop—then everybody would have been happy and nobody would know I was there, as I would have been, as the railroaders say, IN FULL RELEASE.

The brake shoes are burnt up too. They tell me this Motorman or that Motorman—you know how things like that get around—starts his application 'way back before the stop and hangs on, rubbing their cast faces against a steel wheel. I tell you it is wearing them down to a shadow and they blame me. If the Motorman would only make the application all at once and then ease the pain by graduating me and reducing the pressure a little at a time with the brake valve, until the car comes to a smooth stop with practically no air in the brake cylinder, I wouldn't have a chance to crab. Eighty-seven and one-half pounds of air per square inch in a brake cylinder is a lot of air, believe me; and if the frictional resistance between the brake shoe and the wheel could be converted into



electrical energy, there would be enough to lift that car a mile in the air. See what I mean?

The Motormen are not to blame for all of the rough handling either. If, when cars are coupled together in a four or five car train, some brake cylinders have a long piston travel and others a short piston travel, a very uneven braking force will be developed for any given brake pipe reduction, which will retard some cars more than others, and result in shocks and unnecessary strains and is one of the principal causes of wheels sliding. Here is where the shopmen, by maintaining a standing four-inch piston travel, along with the assistance of the slack adjuster, can cooperate and help smooth out some of these rough stops.



I have crabbled enough for this time, Mr. Editor, but if this singing the blues does any good, I might come back some other time and tell you more about myself.

Yours truly,  
UNIVERSAL TRIPLE VALVE

— FINISH THE JOB —

## Section Hand Praised For Using His Head

At about 2:30 p.m. on April 6, Juan Pacheco was going about his duties in the San Bernardino P. E. Yards, working as a member of the Extra Gang. Though he was entering the armed forces of his country the next day, the young man was still a railroader, and demonstrated the conscientious vigilance of the railroad man. Finding broken pieces of a wheel beside the track, he immediately took them to the Yard Office.

Yardmaster L. J. Middleton and Mechanical Foreman R. E. Van Deren at once set out to find the car from which the fragments came, and discovered loaded car Sou. 12731 with one of the wheels in bad condition.

According to C. H. Jones, P. E. Agent at San Bernardino, who reported the incident and commended the Section man, the alertness and prompt action of Juan Pacheco may well have averted a derailment which could have been serious.

Congratulations on a good job, and good luck to you in the Service, Juan.

— STAY ON THE JOB —

## P. E. Blood Donor Plan Complete

The Management-Labor Morale and Publicity Committee, cooperating with the Red Cross, has completed arrangements for a Pacific Electric blood donation plan which is to be placed in operation on May 8, and will continue for the duration, according to Committee Chairman T. L. Wagenbach.

Complete details of the plan will be given in the June issue of the PACIFIC ELECTRIC MAGAZINE and in circulars which are being sent throughout the system.





STATE STREET YARD OFFICE has undergone improvements and additions in the last few months, including a new and larger office, fluorescent lighting, new paint, and a girl. Top left: 7:00 a.m. to 3:00 p.m. shift, left to right, includes Car Clerk Andrew Moreno, Interchange Clerk J. W. Walsh, Yard Clerk Ralph E. ("Tiny") Ross, and Yardmaster Roy Bressie. Top center: 11:00 p.m. to 7:00 a.m. shift includes Car Clerk S. H. Weisberg, Yardmaster W. B. Young, Yard Clerk Ben F. Oliver, Interchange Clerk Bartow M. Cowles. Top right: 3:00 p.m. to 11:00 p.m. shift includes Yardmaster J. A. Martin, Interchange Clerk Fred C. Stramad, Car Clerk J. G. Euneman, Yard Clerk Francis O. Strommen. Below, Trainmaster D. W. Yeager and Addition and Improvement Suzanne M. Jacquemin, Trainmaster's Clerk.

TRANSPORTATION DEPARTMENT



By Suzanne M. Jacquemin

On my third month's anniversary as Trainmaster's Clerk at State Street, here's a little news from the Transportation Department.

Dorothy Hill's job has been filled by Patricia J. Frige. Dot is a Miscellaneous Clerk for the San Francisco branch of the Southern Pacific. . . . L. H. Lutes has been appointed Assistant Station Supervisor and P. B. McDonald is the new Assistant Chief Clerk. . . . Rose Ann Smith is the Messenger Mail Clerk of the

building; you see her in pigtails and overalls. . . . Lonnie Campbell has had a conglomeration of things happening to him lately—it started out with his going on vacation and ending up by selling his place on Duane Street and moving out to the country in San Gabriel. . . . Buck Jones has finally acquired that "one" needed grey hair he was hoping for. . . . Virginia Miller and Jean Strickland are both living in New Mexico where their husbands are stationed. . . . Margaret Fenne is really to be given credit, as is Gladys Clay, for holding down a "man's job" in the C. F. S. Bureau. . . . Gladys has a lovely little girl with a smile just as nice as her "Mommy's". . . . \$5 was collected for dried fruit which was taken to Joe Padou at the hospital by Lucy Paige. . . . Josephine Hollebaugh is no longer in the Personnel Bureau, as she has left the company to go into research work. . . . Esther Lane is holding down "Holly's" job. . . . Patsy Reyngoudt has been off sick for the past month

with a very severe stomach ailment. . . . W. A. ("Flash") Buck from San Bernardino paid State Street a visit and was discussing his favorite sport, fishing. . . . Jack Walsh threw in a few fish stories himself, with Roy Bressie and Andy Moreno assisting him. . . . The writer took a few days' vacation and spent them on a farm milking cows, picking strawberries, eating sweet tangerines (was I fooled), feeding chickens, etc. . . . While the P.E. was repairing tracks at Aliso and Alameda the following sign was seen in a corner gas station: "Thes es no stret kep owt." How's that for spelling? . . .

Major Robert D. Harris, son of O. D. Harris, retired, is wishing he had learned French, as he is now located in the North African Theatre. . . . Vacations are in full swing with Roy Pickins, Mary Margaret Hendrix, Ray Miles, Frank Anders and Neal Breese off at Butte Street. . . . Ray Morse, Night Chief Clerk, was taken down with a touch of appendicitis. . . . The Turnabout Theatre still will

not give us credit for having "swivel" chairs! . . . Sam Weisberg has bid in at Butte Street from State Street, and Ralph Ross is holding down the Night Crew Dispatcher's job vacated by Sam. . . . Trainmasters have a language of their own (especially "Jug" Yeager) with such phrases as "Let 'um come," "Lovely," and "Okedok" quite prevalent. . . . Ed Wheeler, Night Desk Clerk, was given a birthday lunch on March 30 by the help on the graveyard shift. His age? Ask the draft board! . . . Mr. Norman ("Warbler") Boxley will give a tenor solo for the gang, if the gang will be there. . . . Dave Newman says the following are newies for the month: Luvelle Smith, Marion Hoyt, Walt Dunning, Bob Hill, Richy Richey (confusing, no?) and Harry Green. Stop.

MAIN OFFICE

By Lucille Paige

Word just received from Pvt. Edna L. Green indicates she has recently been assigned as Steno-Clerk to Major Robert R. Wilson,\* Chief Transportation Officer in charge of all transportation at the Fort Devens, Massachusetts, Post. Although for a while speculation was that Pvt. Green was going overseas, her new assignment has altered the situation. In a recent letter received by one of her P.E. friends, she states, "I really feel I am doing something worthwhile. Lots of hard work, but interesting."

Gals in Room 221 were quite surprised when Mrs. Chas. O. Williamson, nee Lauretta Siegfried, dropped in out of a clear sky from Provo, Utah, and wedded bliss, to announce that she is to be a war widow veddy soon, as doctor husband is going into the Army or Navy. What's going to happen to all of those chickens, peach trees, etc., in Provo?

Betty Hoefener, our "May I help you, sir?" young lady in 221, sported a wicked-looking swollen eye this week, contending that a little spider bit her. Some spider!!

Lonnie Campbell, Chief Clerk, really began life as of April 20. He had a birthday, of course, and we're not giving away his age. Just use your own imagination. Girls in 221 had a treat on his natal day—to the fragrance of a Corona-Corona cigar, a gift from one of the stenos.

SCHEDULE BUREAU NEWS

By Paul Durbin

In the last issue of the Magazine we told you our Supervisor of Public Time Tables was anxiously awaiting

\*Not to be confused with Pacific Electric's former Superintendent of Motor Coach Operations, Lt.-Col. Robert R. Wilson, now Transportation Officer at a New Guinea base.

a visit from that well-known bird, "The Stork"; and, what do you know, the dern thing came in the form of an Easter bunny, bringing to the Hart household a beautiful dark-haired girl to be known as Cathryn Marie. Knowing the Hart family as we do, we know Cathryn Marie will be given the best they can give her, and we take this opportunity of congratulating you and your wife, Dave, and best of good luck.

Mr. McGrath spent Easter Saturday and Sunday in the fogbound, windblown city of San Francisco (business and pleasure combined) and returned to the office Monday, April 10, looking fit as a fiddle. Mr. McGrath has at last received the seclusion which he not only very badly needed, but greatly deserved, by having a private office built for him in the northeast corner of 448. Private offices for two Supervisors and one Schedule Clerk in 448 seem to be stymied at the blue print stage for the time being, but then they say "all things come to those who wait."

We were a day late in finding out our "BOSS MAN" had a birthday April 19, but here is wishing you

many happy returns, Mr. McGrath. Mr. A. C. Moll, formerly on the Western District, is now, as of Monday, April 17, 1944, a member of this department. Welcome to you, Mr. Moll.

This department feels quite proud that the bowling team known as "SCHEDULE BUREAU," captained by our Supervisor, C. P. Hill, finished in first place in the P. E. Bowling League. Congratulations to the five winning kegglers, and thanks for carrying our name to such a glorious victory.

FINISH THE JOB  
SIXTH AND MAIN  
TERMINAL

By W. B. Shrewsbury



We were all set to fill the major part of this column with a nice long story about Conductor D. M. Ruple's wife joining the WAMS (lady marines to you), but at the last minute he talked her out of it. He told her he knew she would not like it because it was noncombatant duty.

Have any of you fellows tried to buy a corsage lately? The OPA must have overlooked the florist. Being a bit penurious ourselves, we seldom go in for ritzy evenings, demanding flowers for milady's bodice, etc. But last month we had a special occasion, so we dropped in at the neighborhood florist shop for a posy — and were we shocked. A corsage of two gardenias and a little green fern was priced at two dollars and a half, and old, wilted, yesterday's gardenias at that. We used to buy the same thing for six bits. After smelling a couple more corsages (the smell was free), we went home and picked four "dandy-lions" and wrapped them in a leaf of lettuce; served the same purpose—and much cheaper.

The Sixth and Main Terminal lost four more men to the United States Armed Forces this month. They are: L. C. Stenvick, A. B. Cave, K. I. Morse, and D. E. Lars. All four were Conductors.

We also lost Frankie Hight to Motor Transit. Frank got tired of the big, steel-wheeled monsters and thought he might like to run the big, rubber-tired street cars for a while. We saw him in the Terminal the other day with his break-in card. We





looked it over and noticed an odd little quirk in the way Motor Transit breaks in a man. As a rule the student does not drive, but sits behind the Instructor and takes notes as to the route, etc. However, some Instructors require that the student drive and sell tickets too. If the student drives, the Instructor marks a D after his name, and if he also makes change and sells tickets the Instructor marks a T after the D. The other day Frankie broke in on the Sunland Line and the Instructor had him drive and sell tickets both, so when Frankie returned to L. A. he had the D T's all right, but they weren't all on his report.

We noticed in the paper the other day that coffee is back to five cents a cup in San Francisco. That made us curious as to why it is still ten cents here. So we went in and asked the managers of a few places near here. One bluntly told us it was none of our business; another told us their coffee was really only two cents, but the service charge was eight cents, hence ten cents per cup; still another place told us that they only charged ten cents for coffee during the dinner hour and the reason for that was to keep the five cent coffee sippers out of the lunch room so the big money spenders who buy the blue plate special would have a place to sit down to eat. May be all right, but we can remember when the restaurants practically used to beg you to sit down and sip five cent coffee with no charge for a refill.

**Commiserations to:**

**L. E. Hager**, Conductor on the San Pedro Line, who fell from his train while it was traveling at high speed, and suffered brain concussion and possible internal injuries.

Conductor **G. E. Levene**, whose glasses were broken and who received minor cuts on the face when some playful little urchin threw a rock through his train window.

Conductor **F. D. Knox**, who had his pockets picked of one hundred dollars right after pay day.

Conductor **Al Sisk**, who is breaking in as Dispatcher and, at last report, was mumbling to himself over the Dispatcher's single track test.

Motorman **W. B. Shrewsbury**, who ran through a rigid switch at Palo Verde, and to the Section Crew who had to get up at two a.m. to fix the switch.

**Seen and Heard Around the Terminal**

**E. F. Lamm** and **Frank S. Burt** in Sunday-go-to-meeting clothes preaching madly to anyone who will listen, from atop a couple of old soap boxes. Assistant Terminal Foreman **Robert**

**Curnutt** asking Terminal Foreman **R. L. DeMoss** to please keep his hat on, as the reflection of light from his bald head was blinding him. Two Santa Ana Dispatchers in strait jackets being led home from work by their keepers.

Brotherhood men will be interested to know that **Bill Nutter**, former Conductor and General Chairman of the B. of R. T., was back in the city on a 15-day furlough. **Rowland W. Craft**, the Relief Station Master with the little mustache, received his greetings from Uncle Sam and expects to go any time now.

**W. Shefronick**, Motorman from the South, also leaves for the army the 26th of the month. We wonder why the fine Irish baritone of **Jerry Sullivan** was omitted from the last play; looks to us as though someone passed up a good bet, as Jerry took honors last time. **F. L. McCulley** and his assistant **C. R. Moffett**, members of the War Production Board, have something up their sleeves—might be the Fifth War Loan Drive. Incidentally, our Terminal went over 100 per cent on the last drive. Motorman **F. M. Willard** has been appointed to the Instruction Department temporarily, to instruct on single track and to handle various other duties.

We ran across a bit of verse the other day that went something like this:

The poor benighted Hindu  
She does the best she kin do  
For her dress she makes her skin do

And we hear the gals around here griping because they can't get nylons.



WHAT! ME SABOTAGE THAT GUY'S VICTORY GARDEN? WHAT DO YOU TAKE ME FOR - A JAP?

**MACY STREET TERMINAL**



By **Ted Harrison**

Seems there must be a war on or something, for the boys at Macy seem to be so busy that they don't find time to write up a little scandal and turn it in for the Magazine. Guess I'll have to remind Van about the box he promised to place just inside the window for news items.

Motorman **Hale** is now seen collecting fares on the Glendora line. Seems to be enjoying the change from the front end.

**Shades of the Past . . .**

The telephone rang the other day (as it does so often at Macy St.), and **Ed Fox** picked up the receiver and in his pleasant way said "Hello." A voice from the other end said "This is Mr. — —; remember me?" "Can't say that I do," said Mr. Fox. "Sure you must," came the reply. "You knew me when you tended bar at the Pig'n' Whistle."

Conductor **Vallen** has bid in a night run as Motorman on the Glendora line.

The hero of the month. Motorman "**Red**" **Lloy** of the Baldwin Park line was about ready to retire the other night when he thought he smelled smoke. A little investigation and he found his neighbor's house on fire. Rushing madly out he waked up his neighbors all around, and was about to take charge of a willing group of fire-fighters when he discovered it! Discovered what? Oh, nothing much. Just a little matter of leaving off half of his pajama suit. Sure he had the jacket on! Ha, ha, Red, and was your face red??

These beautiful spring days have had their effect at Macy Street, for we have noticed quite a number of the boys taking vacation. Here are a few names together with their mode of spending a carefree week away from the maddening crowd.

Conductor **Howard** stayed at home and built a fence across the front of his place in Monrovia.

Conductor **Nelson** of the Glendora line took a week at Barstow where he had a nice rest and reports a swell time with pleasant weather, not too hot this time of the year.

Conductor **Gillespie** of the Glendora Box Motor took a trip to Salt



Lake City. Said he was going to check up on some of the big mountain engines the Santa Fe and Union Pacific were using in the Cajon Pass.

Say, I wonder if you heard of the break-in trip Conductor **Cutler** made with **Jack Richey**? It seems **Cutler** thought it would be nice to have some oranges to slice for breakfast, so he got a sack of the best to be had and carried them home. Imagine his surprise when he reached for an orange and got a stone. Seems the contents of the sack had turned to stone. Couldn't be anything else, for we all know **Jack Richey** wouldn't put rocks in the sack.

Sorry I've no news from old copies of the P. E. Magazine this time but maybe I can get in touch with Conductor **Gillespie** by next month as he will be back and all settled from Salt Lake City.

— STAY ON THE JOB —

**SUBWAY TERMINAL**



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



An old proverb: "I complained that my shoes hurt my feet, until I met a man who had no feet." Just a reminder that it never gets so bad that it couldn't be a little worse.

Being on the worse side, our Terminal Foreman, **Mr. H. W. Brad-**

bury, was confronted here a while back with 105 jobs to fill with 65 men. Our arithmetic is unequal to that problem; how's yours?

This brings to mind that we have about six regular men working a.m. trippers, and about fifteen regular men working p.m. trippers. Maybe this partly accounts for the difficulty in obtaining vacations.

Have you noticed that the experts are once again blossoming forth in the corner and side pockets? The one thing that we think is responsible for this new interest is the new covers on the pool tables, and the addition of a few new balls. Thank you.

We would like to welcome **Mr. C. H. Cooper** to our midst as a Supervisor, with general headquarters on the Bus Deck. **Mr. Cooper** comes over from Motor Transit. MT's loss; our gain.

We see that the business on the Bus Deck is starting to level off again. For a while, there was considerable uncertainty as to who was going to out-bid who, and likewise, who had a bump coming due to new schedules on the Redondo Beach and Santa Monica Motor Coach Lines.

Thanks to our good friend **R. G. Farr** for regaining his voice. We had a devil of a time there for about a month, trying to figure out what he was talking about. Let's all hope he has a quick and complete recovery.

Some of our boys are coming up for induction. Your two correspondents aren't exactly sitting on easy street.

**W. E. Brown**, our gaily-clad Motorman, has returned from the Army. **Brownie** hasn't changed a bit, at least not for the worse. Welcome home, **Brownie**.

More and more of the boys are breaking in on busses. There can't be too many, so keep up the good work. And believe us, there's work.

**Mr. H. F. Fortner** and **Mr. F. L. Nuzum** are now amongst the fraternity of Terminal Foremen. We wonder which of the two will be the easier to "touch" for a day off?

Now, just a word about the "No Smoking" ordinance. Don't forget to remove your smoked glasses, when you reach the city limits next month. And until next month, we'll see you guys around.

— STAY ON THE JOB —

**Schedule Change, Driver, Commended**

A schedule change, the resulting improvement in Valley Boulevard service, the whole Pacific Electric organization, the drivers in general, and Motor Coach Operator **L. L. McDonald** in particular, receive the plaudits of a San Gabriel patron in a letter to Passenger Traffic Manager **H. O. Marler** dated April 21:

Dear Sir:

Just a word to tell you that I appreciate the recent change in the bus schedule and improvement in the service on Valley Boulevard lines.

You have done a wonderful job, and I hope that the fickle public will co-operate and respond to this new service.

All in all, I believe that you have a very fine organization, and most of the operators are a pretty decent sort of fellow.

For efficiency and politeness, I wish to commend **Mr. McDonald**—he is a fine fellow. I have ridden with him for the last four years, and regret his leaving the old run.

Sincerely yours,  
**ROY H. KAMM, SR.**  
1324 South Walnut  
San Gabriel, California

— FINISH THE JOB —

**Military Convoys Have Right of Way**

As an immediate aid to our war effort, the Southern Securities District of the Ninth Service Command, U. S. Army, requests all citizens to yield the right of way to military convoys. With an increased tempo in the Pacific theater of war, our military vehicles must be aided in their movements to the greatest possible extent, says the Traffic Education Unit of the Los Angeles Police Department.





**CITED FOR BRAVERY**—Signalman 2/c Lee C. Westphal, U.S.N., son of Motor Coach Instructor F. C. Westphal, is now somewhere in the South Pacific.

### Instructor's Son, Naval Signalman, Receives Citation

Lee C. Westphal, Signalman, second class, U. S. Navy, 24-year-old son of Motor Coach Instructor F. C. Westphal, has what it takes in battle. As a result, he won a citation from Admiral Halsey. Let it speak for itself:

#### COMSOPAC FILE

SOUTH PACIFIC FORCE  
OF THE UNITED STATES  
PACIFIC FLEET  
HEADQUARTERS OF THE  
COMMANDER

The Commander South Pacific Area and South Pacific Force takes pleasure in commending

LEE C. WESTPHAL, SIGNALMAN SECOND CLASS, UNITED STATES NAVY for service as set forth in the following CITATION:

"For meritorious devotion to duty while serving on a destroyer during the night engagement with Japanese naval forces in the Solomon Islands area on Oc-

tober 6, 1943. WESTPHAL after his ship was damaged by the enemy, took charge of the signal bridge and assisted in sending and receiving messages for the rescue ship. Then he assisted in destroying confidential publications and secret equipment. He remained on the bridge still maintaining the signal watch, until the last man was off the ship and abandoned her with the commanding officer. His courageous conduct was in keeping with the highest traditions of the United States Naval Service."

W. F. HALSEY  
Admiral, U. S. Navy

Lee was also at Pearl Harbor on December 7, 1941. He was signaling at his station on the second deck of his battleship during the Japanese attack, when, by the luck of the gods, he had to walk some distance away to get some more signal flags. Before he returned, a big bomb came through the deck at the exact spot where he had been standing.

Since joining the Navy on March 13, 1940, the young signalman has been in four major battles. He has seen service on both the Atlantic and the Pacific Oceans, and has taken part in both convoy and patrol duty.

#### FINISH THE JOB

### HOSPITAL LIST

The following employes were confined to St. Vincent's Hospital as of May 1, according to N. B. Vickrey, Manager of the Pacific Electric Club:

Henry Bell, Carpenter, Mechanical Department.

Bessie Bundy, Information Clerk.  
Homer Carner, Signalman, Engineering Department.

Walter Dekema, Estimator, Engineering Department.

Julian De La Torre, Laborer, Engineering Department.

Johnson Ellison, Conductor, Northern District.

John M. Finney, Check Clerk, Local Freight House.

Oscar Fletcher, Brakeman, Southern District.

Cecil E. Kirby, Towerman, Engineering Department.

Melvin Poundstone, General Claim Agent.

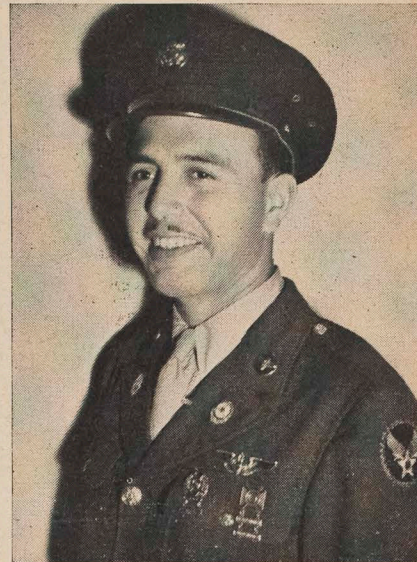
George Preston, Car Repairer, Mechanical Department.

Catherine R o h w e r, Information Clerk.

Charles Veazy, Engineer, Northern District.

Theodore Villa, Laborer, Engineering Department.

Santiago Viramontes, Car Repairer, Mechanical Department.



"HELLO!" says Private Richard J. Leanos.

### Private Leanos Wants To Hear From Friends

Private Richard J. Leanos (with a tilde over the n), former Conductor-Motorman out of Macy Street, and now with the Army Air Corps at Robins Field, near Macon, Georgia, came back on a 20-day furlough in March and wants to say hello to his friends on the system. He also wants to hear from some of the gang, and for that purpose furnished his address:

Pvt. Richard J. Leanos  
No. 39709437  
535th Service Squadron  
77th Service Group  
Robins Field, Georgia

Private Leanos left P. E. September 10, 1943, after slightly more than a year's service, and married Maida Perkins September 14. He had been inducted September 2. Mrs. Leanos has so far been able to accompany him on his army moves, and he is able to live with her away from Camp Robins.

Leanos has two children by a former marriage: Richard John, Jr., 8, and John David, 6, who are staying in Los Angeles with relatives.

He could not disclose the nature of his duties at Camp Robins.

#### STAY ON THE JOB

Myron — Tell me how you were brave enough to rescue your friend from falling into the broken ice in the river?

Byron—I had to. He had my skates on.

### OCEAN PARK CAR HOUSE & BUS LOT



By  
C. H.  
Croninger

They come and they go and they go and they come.

Harold McClintock, who was holding down a Motorman's run on the South, has come back to the Ocean Park Front, and now has a night bus run.

M. F. Bidwell took a West Hollywood run for a short time, but decided that the salt air of the beach was better to work in than the crowded portion of Hollywood. He is now working the Ocean Park Board.

George Tuttle and Charlie Denman are both on the Southern District. George is working as a Freight Motorman and Charlie has a San Pedro passenger run.

PICTURES DON'T LIE—So Bill Stosberg, Mechanic at Ocean Park, inveigled a friend into taking this one to prove his story. There are two catches: (1) the fish, and (2) the fact that this is last year's catch.



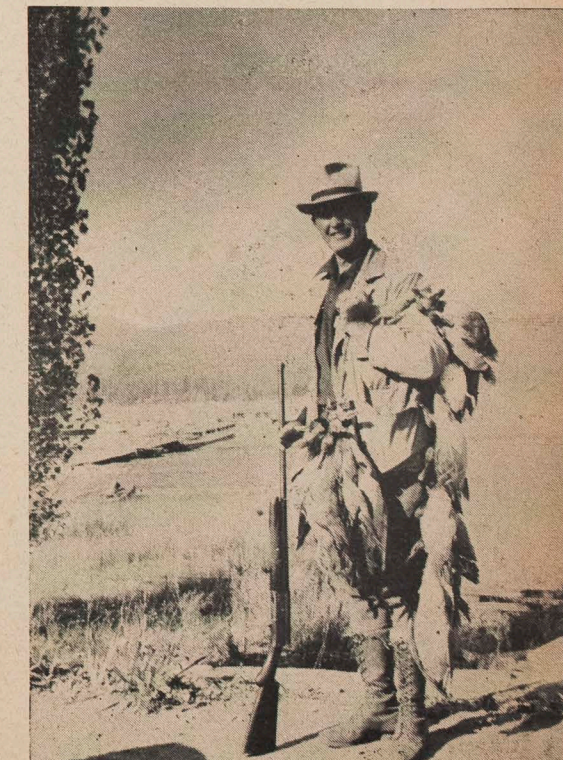
### WEST HOLLYWOOD DISTRICT

By  
G. R.  
Stevens



Of course the war effort and buying War Bonds comes first, but with spring also comes the desire to bend a fly rod over inviting trout streams and lakes, not too far from home. With the opening day of trout season at hand the old fishing fever grips a fella, and, despite the hardness of war, a young man's mind turns lightly to fishing. It's the same with old veteran fishermen, who haven't lost the knack of luring an old angle worm in some deep trout hole. Many of the West Hollywood Trainmen and Bus Operators are planning on at least getting in a cast for those fast, beautiful cold-water rainbows. Of course, gasoline rationing doesn't permit long trips, but some of our fishermen, heeding the call of old Izaak Walton, will be able to indulge

R. B. HOOPER, Motorman, West Hollywood, with ducks killed on opening day at Big Bear Lake.



Bill Austin is thinking of coming back to the beach and said that he might take a front end job on the Venice Short Line.

T. A. ("Spats") Robinson has finally carried out his threat to quit and has retired to his cab business in Inglewood.

Russell Wiseman, who has been around the beach for about 18 years, has resigned because of ill health.

There has been another name added to the color combination of men working at Ocean Park; the new name is H. H. Gold. The others are Claude Green, Albert Gray and Allie E. Brown.

If any one wonders why Gurson Meyer Levitt is walking around with a big smile, it is because his draft board has postponed his examination for a while. He has given up his Motorman's job and is now bucking the board.

Only eight new men showed up this month at this end of the system. Tom P. Capps, who used to drive a cab with me in Santa Monica when things were normal and who for the last few months has been a turnkey at the sheriff's office in the county jail, has decided that he would rather pack the people in on the Venice Short Line than in the county jail. The other new men are E. H. James, C. T. Kaneer, F. Kingsman, J. E. McEloray, W. L. Bates, G. Lloyd, and B. L. Virgin.

Bill Stosberg, the Ocean Park Mechanic, who has been nicknamed "Dago Bill," has gone on his vacation and has promised everybody a mess of fish when he gets back. This is a picture taken last year, and if he does as well this year he ought to be able to take care of quite a few of the boys.

Ada Robinson is Whitie's new assistant at the garage now on the night shift, from midnight till dawn.

C. F. Schroder passed away last month. Although he had only been working for the P. E. about three months he was very well liked by all the boys and will surely be missed.

The reason that this is a short column is that none of my would-be assistants have given me any news; so if youse guys and gals want to read more give it to me or put it in an envelope and put my name on it and I will see that it is published.

#### STAY ON THE JOB



Would anyone have to beg you to give your utmost at the pump, if your house were on fire? You've done your bit; now do your best. Buy more War Bonds.



close at home. Among the lucky ones so far are Glenn Banta, Tom Bruner and Motorman Crunk, who have just returned from Lake Henshaw. They report blue gills and bass fishing good. Arrowhead and Big Bear offer good fishing, according to best reports available, as do the deep sea, and the piers of Santa Monica and Malibu.

At West Hollywood Motorman R. B. Hooper can truly say he caught the limit on ducks last opening day at Big Bear. His picture tells the story.

Our new Agent at West Hollywood is "Buzz" Gibbons, son of W. A. Gibbons, former Cashier, now retired. He replaces Mel Soper.

This writer is happy to report that Charlie Mullins' health has greatly improved. He is able to come and see the boys.

Conductor E. E. Green has returned from thirty days vacation in Texas.

Conductor Robert Turner is in the hospital for appendix removal.

Miss Marjorie Smith, daughter of Motorman and Mrs. W. A. Smith of West Hollywood, was married to Corporal Lelon Shelton on April 4, at Redding, California. Congratulations and best wishes to the happy couple.



"I'm STEVIE TICE, and I arrived on January 7, 1942," says the bright young man proudly being held for this picture by his grandparents, Motorman (West) and Mrs. R. M. Woolverton. "My Grandpa's worked for P. E. since 1917. I'm his first grandchild, and we're all happy about the whole affair."

## INFORMATION HI-LITES



By  
Deane H.  
Aspelmeier

If Mr. John Q. Public were to listen in at the Information Desk he might get a few surprises and possibly a chuckle or two, just as a bus dispatcher did one day recently. This dispatcher said he thought all the crazy things happened when folks were boarding busses, but he realized he was badly mistaken after listening to the Information Clerks for a time.

One never knows what the next person stepping to the counter may say. Perhaps he may say "Where can I buy a Communist ticket?" Or "How long is this timetable good for?" Again, a person stepped up and asked "Did a girl with two suitcases get on the last San Gabriel bus?"

Or perhaps you heard the service man who came to the counter about ten-thirty on a Sunday morning saying he was to be married at noon that day and didn't know where he was to go. His suitcase, which had been lost or stolen, contained his personal effects and the address of the place where he was to meet his fiancée, and he could not remember the name. After deliberating over the names of various towns in the locality which seemed at all possible, he settled on a little town about twenty-two miles out and left on a bus due there thirty-five minutes after time for the wedding ceremony. Poor little bride, left waiting at the altar!

People are so forgetful! Someone is always leaving a suitcase, a purse or a package on a car or bus and coming frantically to Information for assistance. A recent experience with a young lady who left her purse on the Watts line was a real eye-opener and almost a shock to a seasoned Information Clerk. After we had learned the facts of the case, the purse was finally located at Watts. The operator was advised to send it to L. A. on the next limited train and leave it with the Depot Master. This was necessary as the owner, after seven days' waiting, had secured Greyhound passage to a destination in Arizona where we understood she was to meet her two babies and her mother. The leaving time of the bus was four p.m. After checking the trains until three-thirty without results, we again

called Watts to find that the purse had not been sent, and it was only thru the aid of a "higher-up" that the purse arrived about two minutes of four. In the meantime arrangements had been made at the Greyhound desk for Mr. Sousa to take the woman and try to get the bus. Consequently the two tore out of the P. E. Station via the rear exit and across the street to the Greyhound depot, only to find that the bus had started. At Mr. Sousa's signal, the driver stopped to pick up the passenger. She started to get on the bus and stopped suddenly, and turned to say "Oh, but my two babies are in the depot." There were no casualties that we know of.

— FINISH THE JOB —

## ENGINEERING DEPARTMENT

By Vic Labbe

Albert G. Walker, Jr. dropped in to say hello. He is in the Navy, stationed at San Diego.

Dear William F. Nicolay: Your old friend George Quesenberry is that way and is daily found walking among the babbling brooks and the tulips. His girl friend Diana says, "Isn't George sweet?" and she wonders why people do not ask him for his autograph, but to date he has only been asked for his fingerprints. Oh, yes, he has moved out Monrovia way. You guess why.

Clara Patton got a dog for Christmas. She has to get up several times at night. Swartz suggested she get two kidney pans and a broom handle and hope for the best.

The Engineering Department office is different now. They put partitions all over the office. Each one has his own cell. It is rumored they are going to pad Labbe's and put a big picture of a squirrel on the door. But, Bill, this is just rumor.

Well, Bill, I will cut this short this time and write again soon.

So long,

VIC

Jean Fogarty is still trying to get out of the old maid class but it looks hopeless.

Florence Davis has booked passage on a Clipper. She is going to India to visit her husband.

Edna Klein is just about ready to blow up. Ask her why?

Walt Dekema, the wild soccer player from Borneo, broke his leg. The Army is not half as rough, Walt.

Doc Weber told Doris Newhaven she did not have a cute appendix.

Fred Bixenstein is back on the job after a siege at St. Vincent's.

Our good friend Mrs. Houseman, after a sojourn at St. Vincent's, is now home again and doing fine.

Drop in and see us real soon.

Josephine DiNoto bid in the Electrical Department.

Brother Lynch of the Structural Department is planning to start a harem. I think he has a good start already.

Guess if I wait long enough Burley Manley might have some improvements done for me—or would it be Doris?

E. W. Battelle now has new quarters for the Pass Bureau. He is searching for a snappy blonde receptionist. Apply at Room 688.

It's another girl for the Hollers. Thanks for the cigars and a lot of luck.

Doris Newhaven thinks all file clerks are devils and all roadmaster's clerks wolves.

Sorry to learn that Harold Miller is in the hospital and hope he recovers real soon.

— STAY ON THE JOB —

## Driver W. H. Lantz Receives Accolade

The cautious and efficient driving of Operator W. H. Lantz moved one of his patrons, C. T. Ehred, D. D. S., to write on April 13 a letter of commendation to Passenger Traffic Manager H. O. Marler. Patron Ehred is Secretary and Treasurer of the Nodor Chemical Company of Alhambra. The letter:

Dear Sir:

This morning I boarded Bus No. 2349 at Cordova and Main Sts. in Alhambra. As we were passing through Sierra Vista a truck started to pass the bus on the left when suddenly at the same time a sedan shot out from the curb without any signal being given, directly in front of the bus. The driver very dexterously avoided hitting the auto and at the same time avoided a collision with the truck on our left.

We had the green light when we reached the intersection of Aliso and Alameda Sts. The bus was next to the curb and a sedan with a trailer attached made a right-hand turn from the center of the street directly in front of the bus, and again he avoided a collision.

When we reached 6th and Main Sts., Los Angeles, we had the green light and the driver made a left-hand turn on 6th St. When he reached the property line an auto traveling north cut in on the bus on the right while trying to make a right-hand turn and again the bus driver avoided a collision by swerving

to the left and applying the brakes.

I have been driving a car since 1911 and I am submitting this information because I consider said bus driver exceptionally efficient. I have never seen the man before today and I learned his name is W. H. Lantz, No. 424, operating bus No. 2349. We arrived at the Pacific Electric Station at 8:19 o'clock, this morning.

Respectfully submitted,

C. T. EHRED, D. D. S.

— FINISH THE JOB —

## TORRANCE TOPICS (STORE DEPARTMENT)



By  
Fred B.  
Hopkins

In the Spring a young man's fancy lightly turns to thoughts of love, But the older married brethren—What may they be thinking of? They may rise with hearts of gladness

And with thoughts buoyed up with hope,  
But they sniff the air with sadness  
When they smell house-cleaning soap.

To those who read our column a year ago we bring the reminder that it was about this time last year that we inserted our article with picture of the "posies" impersonated by none other than Gladys Harrell and Bette Hay. Well, Gladys, whom we designated as "Gladiolus," has been on the sick list for quite some time but the last report was of improvement so that we will be looking forward to her smiling countenance and beautiful blonde hair in the very near future.

And while we are speaking of the sick we have to report that Nick Vasileu suffered a sudden and severe heart attack last month and for a while was at St. Vincent's Hospital but has now returned home and is well on the road to recovery.

Since we last appeared in these columns there have been quite a number of birthdays to report, to wit:

Edgar W. Lock had one the 27th of March. . . Genevieve Fattler observed hers on April 1. . . then on April 3 was that of Teresa Vasquez

and Fred Hopkins. . . Violet Lock, April 14, and on the 17, Bette Haye had reached another milestone along life's highway.

Shown herewith is the picture of Paratrooper Robert G. Villareal, U. S. Army, wounded in action and winner of the Purple Heart and various and sundry medals for distinguished service, pistol, bayonet and rifle decorations. Fearing they might become lost or stolen and realizing their precious value, Robert sent them to his mother, who is a Helper in the Stores Department at Torrance, and it was with justifiable pride that she exhibited them to us the other day. Robert, who will be 21 years of age next July 29, joined the U. S. Army on January 27, 1942 and was trained as a paratrooper for overseas duty. He was wounded in Italy and at the present time is recovering in a hospital there.

Mrs. Villareal, whom it has been our pleasure to know, is a quiet and modest little woman; and it was only after considerable inquiry that we learned of the distinction that had come to her heroic son. She also has another son, Richard D., 19 years of age and who has been in the Marine Corps, stationed at Santa Barbara for the past eleven months.

And while we were engaged in writing the above, who should come in but Andrea Palacios, who informed us that her brother, Pasqual, was on his way home from the South Pacific



ROBERT G. VILLAREAL, winner of the Purple Heart. His mother works at Torrance Store.



where he has been with the U. S. Army Air Corps for two years or more. Needless to speak of the joy that awaits him as he arrives for his furlough.

He was (prior to entering the service) employed as a Helper in the Stores Dept. and acquired considerable popularity while he was here with us.

Our friend, the Deacon, was in the other day and informed us that his son, Dan Ordway is still at Pearl Harbor and has now received his rating as Torpedoman's Mate 3rd Class.

The Professor, otherwise known as "Two Gun" Cain, also reported on his boy, how that he is still down at Little Rock, Arkansas, in the Land of Uncle Fud and Aunt Pudgy, but is expected home on furlough almost any day. The Professor's other son, Bob ("Little Sling Shot") has been reclassified and is now in Class 1-A.

Lucille Tielens, of whom we used to sing, "Come along with me, Lucille, In my merry Oldsmobile," has moved, bag and baggage, having transferred to the Stationery Store, so "if you happen down that way, just call in and see Roy."

Joe Torres had a fine trip down to Ardmore, Oklahoma, where he visited his daughter and son-in-law, who is a Technical Sergeant, U. S. Army, stationed there in the land of Will Rogers. Joe brought back to many of us mementos of his trip.

**THE WHISTLER**

The fellow who can whistle when the world is going wrong,  
Is the fellow who will make the most of life.  
No matter what may happen, you'll find him brave and strong;  
He's the fellow who will conquer in the strife.  
The fellow who can whistle when the whole world seems to frown,  
Is the kind of man to stand the battle's brunt;  
He's got the proper mettle, and you cannot keep him down,  
For he's just the sort that's needed at the front.

The fellow who can whistle is the fellow who can work,  
With a note of cheer to vanquish plodding care;  
His soul is filled with music, and no evil shadows lurk  
In his active brain to foster grim despair.  
The fellow who can whistle—he is built on nature's plan,  
And he cheers his toiling fellow-man along;  
There is no room for pessimists, but give to us the man  
Who can whistle when the world is going wrong.

(Reprinted from the Long Beach Municipal Band Program, edited by Clarence Crary, but now dedicated to Lucille Tielens and Bob Cain, both of whom are adept whistlers with extensive repertoires.)

**FINISH THE JOB**

Alice: "Those cakes of Mrs. Smith's at tea were as hard as iron."  
Alicia: "I suppose that's why she said, 'Take your pick,' when she handed them around."

**SIGNAL DEPARTMENT**



By  
**Virginia E. Simmons**

Strawberries are ripe! They may be yours for 35 cents a box, and up. Confidentially, Johnny Neff, Bob Hart and Jimmy Dullnig raise them. As for cream, well . . . we understand Frank Ryder has a cow!

Arle Skelton, at the Rear Tower, has presented quite a problem to the Dispatchers next door. First, it was borrowing clean towels. Then one night they sent the Maintainer in to check up on the light situation. No, they weren't out, but only dimmed, to protect the eyes of his lady student! Mystery solved.

Bob ("Screw-ball") Burns, Bonder & Welder, spent his vacation at Three-Way ranch. He milked cows, painted the cow-shed, and ran a tractor. He also mentioned something about a dream in which he cooked in water drums and was attired in a bonding helmet. We wonder about that nickname!

Did you know: The "Boss" (Al Smith) is sporting a new suit? One thing bothers us, though. Who ever heard of an Irishman wearing Scotch tweeds? George Shaver, Assistant Signalman, is the proud papa of a new little girl, Patricia Ann. Milt Stoll, who recently took over Bert Evans' gang, also has a new daughter, Susan Marie. Leonard Andersen says he hears all his stories from Edna Klein. Tsk, tsk!

Happy birthday, fellows! And we do mean Signalmen W. L. Hume, G. E. Neighley, Bert Stephens and Johnny Huber; Leading Bonder & Welder E. B. Hargreaves; Towermen Sam Newland, Roy Mead, Robt. Wiegman and Jesse Grogan.

There are few among us in the Signal Department who have not

Fred B. Hopkins, Requisition Clerk at the Torrance Store, has already contributed to several issues, but we just found room for this. He has been with P. E. since 1922. Home state: Rhode Island, of which his great-great-grandfather Stephen Hopkins, signer of the Declaration, was governor. A bachelor, Fred keeps up a full-sized home in Torrance, and collects stamps. He has had considerable experience singing bass and giving readings.

someone in Service; a son, brother, husband, nephew, niece, sweetheart or dear friend. Because of this, it has been our desire to present each month stories or pictures of men in uniform.

Unfortunately, this cannot always be good news, for war plays no favorites. We, in this department, extend our deepest and most heartfelt sympathy to Signalman John Branchley and his family over the loss of their son, Sgt. John M. Branchley, U.S.M.C., killed in action February 20, 1944 at Eniwetok, Marshall Islands. Sgt. Branchley enlisted in the Marines in December, 1936. He received his training at San Diego and had been serving overseas since June, 1942.

Signalman Branchley has 21 years service with the Company.



**SGT. JOHN M. BRANCHLEY, USMC**

Hugh Williams, Towerman, who has been in the Navy two years, recently paid us a visit. He is a radio technician, RM 1/c, and is stationed at San Pedro section base. Hugh was in the radio business before he became a Towerman, but "the P. E. treated me so well that instead of staying a short while, I stayed six years."

"Yes, I like the Navy fine, and if I were a younger man, would make a career of it."

We were rather rushing things for Floyd Leary when we stated last month he'd gone into service. However, he'll soon be on his way, along with another member of the line gang, Pete Day. Pete is really going all out for Victory (he planted a Victory garden during his vacation). Jim Haley, Bonder & Welder, is already in Uncle Sam's Army. Private Haley's ambition is to work in a mess hall (he wants to be a cook!)

**English Are Friendly, Says Former P. E. Man, Now in England**

From Merrie England comes a welcome V-mail letter from Private J. E. Van Deusen of the Army Transportation Corps, asking that the PACIFIC ELECTRIC MAGAZINE be sent to him. "Van" will be remembered by some as the cheerful, happy-go-lucky young Assistant Research Engineer who used to keep things lively in the Research Bureau, before he entered the Army last August.

His address now is:  
Pvt. J. E. Van Deusen, 39920048  
Hq. & Hq. Co. 2d Mil. Ry. Serv.  
APO 887  
c/o Postmaster  
New York, N. Y.

His letter, addressed to the Editor, is as follows:

I would like to have you send me the P. E. MAGAZINE if it is at all possible. While in the states my wife forwarded it to me from home, but not now. No doubt Harold [H. F. Stewart, a Conductor formerly in the Research Bureau] told you of my transfer to the Transportation Corps around Christmas time. This is certainly more along my line than the Engineers was. While at Camp Planche in Louisiana I ran across Captain Mosier, formerly with the P. E. [as Motor Transit Supervisor], and we had several nice talks.

Being "somewhere in England" for the first time is quite a thrill and I am enjoying it a lot. The people so far have been very friendly and hospitable. This week-end I hope to get into London to see some of the sights. I have a devil of a time getting used to doing things on the wrong side of the road, and the English habit of telling you "you can't miss it" is a damn lie because most of us never hit it the first or second time. I have just succeeded in mastering the money situation, which was tough. Let me hear from you if you have time. Give my regards to everyone.

**JOHN**

**FINISH THE JOB**

In a southern California war plant employes are forbidden to smoke. So they made a practice of sneaking back to the locker room to loaf a bit and puff a cigaret.

Last month, someone wrote with red crayon on the locker room wall: "Fellows—I've gone to work, I'll be back in ten minutes."



**ENSIGN A. H. BRAINARD**

**STAY ON THE JOB**

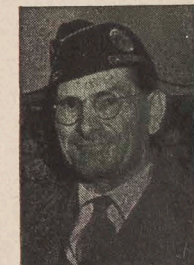
**JUDGE JINGLE SEZ . . .**

"Pushing up pansies is Moses Moss. Too bad, too . . . it's quite a loss. He was feeling superb When he stepped from the curb, But collapsed when cars stopped to let him cross!"

**PACIFIC ELECTRIC CLUB BULLETIN**

- TUESDAY, MAY 9:  
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, MAY 10:  
P. E. Rod & Gun Club Monthly Meeting—7:30 P.M.
- THURSDAY, MAY 11:  
Red Cross Sewing Unit—10:00 A.M.  
P. E. Women's Club Afternoon Meeting and Program—1:00 P.M.
- THURSDAY, MAY 18:  
Red Cross Sewing Unit—10:00 A.M.  
P. E. Women's Club Afternoon Card Party. Prizes to winners—1:00 P.M.
- TUESDAY, MAY 23:  
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, MAY 25:  
Red Cross Sewing Unit—10:00 A.M.  
P. E. Women's Club Afternoon Meeting and Program—1:00 P.M.
- TUESDAY, MAY 30:  
Memorial Day, Club Rooms closed all day.
- THURSDAY, JUNE 1:  
Red Cross Sewing Unit—10:00 A.M.
- THURSDAY, JUNE 8:  
Red Cross Sewing Unit—10:00 A.M.
- TUESDAY, JUNE 13:  
American Legion Post No. 321—Semi-monthly Meeting—8:00 P.M.  
American Legion Auxiliary Unit 321—Semi-monthly Meeting—8:00 P.M.
- WEDNESDAY, JUNE 14:  
P. E. Rod & Gun Club Monthly Meeting—7:30 P.M.
- THURSDAY, JUNE 15:  
Red Cross Sewing Unit—10:00 A.M.
- FRIDAY, JUNE 16:  
P. E. Masonic Club Regular Meeting—7:30 P.M.

**PACIFIC ELECTRIC POST, AMERICAN LEGION**



By  
**James E. Davis**

Last month we had two pictures on the American Legion page. School award winners William Cato and Evelyn Willits, at the upper right and Comrade Ray E. Withee and his son Comrade George M. Withee, at the lower left corner of the page. Unfortunately the captions under the pictures were transposed in some copies of the Magazine, thus presenting our comrades as school award winners.

March twenty-first, Comrade George M. Withee married Lucile Jackson. We wish to congratulate the happy pair and wish them long life and happiness.

Commander Frederick W. Nichols and his wife, Chaplain Beatrice Nichols of our Auxiliary, are continuing their regular semi-monthly visits to the Veterans Hospital at Sawtelle.

Commander Nichols told us about a blind veteran now in the hospital who, several years ago, shoved a



crippled veteran in a wheel chair from Idaho to San Francisco. In a restaurant in San Francisco, the crippled veteran saw a sign: "If you want credit, leave your right eye." He told the blind veteran, who placed the bill and his right eye in front of the cashier and started to walk out. The cashier made a fuss and called the manager, who tore up the bill and returned the glass eye.

Somewhere, somehow, Comrade Alfred W. Bone is buying candy and chewing gum, which he turns over to Commander Nichols for delivery to the veterans in Ward 3, Sawtelle. The post reimburses Comrade Bone, and also repays Commander Nichols for the money he spends for cigarettes. We imagine the addition of candy and chewing gum to our cigarette program is pleasing to the vets, especially to those who do not smoke.

Commander Nichols is a member of the Twenty-third District Hospital Committee. He informed us that, each week in this Legion year, representatives of some post in the District have visited all Twenty-third District Legionnaires in the Sawtelle Veterans' Hospital, and given them candy and cigarettes. This cost the post making the visit about \$7.50. Each post in the District has made a visitation, and several weeks remain of the Legion year. Therefore, to successfully complete this program, some posts must make a second visit. Motion made by Comrade Bone, seconded by Comrade Carey that our post make a second visit, was carried.

Comrade Nichols brought us good news from Comrade Trowbridge. He is getting much better.

The U. S. Government has built a new hospital near Van Nuys, in the San Fernando Valley. The P. E. has extended one of its bus lines to serve this hospital, which is called the Birmingham Hospital. This hospital needs books, magazines, playing cards, jigsaw puzzles, etc. for the convalescing patients. Anybody wishing to make such a donation can leave their packages at the P. E. Club for Commander Nichols, or at his office at the P. E. box motor yard

at the Union Passenger Station, where he has charge of box motor operations on the system.

Charles Sein, of the timekeeper's office, donated one dozen packs of playing cards, and Ye Scribe, several books and jigsaw puzzles.

Our post contributed \$25.00 to the Twenty-third District fund to furnish a sun room at the Birmingham Hospital.

In reporting a District meeting, Judge Advocate Broberg read an interesting account of a talk made by a girl who had just got home from Shanghai, describing how American civilians were treated from the beginning of the war until she was sent home.

Commander Nichols said he had made no notes at the Fourth Area meeting he attended in Glendale, because he was sure Comrade Broberg was preparing a report. Comrade Broberg was absent, however, so we have not heard this report yet.

Commander Nichols won the war stamps and Second Vice Commander Michael won the door fund on March 28.

On April 11, Comrade McBride again acted as Adjutant. The stamps were drawn by Historian James E. Davis, the door fund by Junior Past Commander K. M. Brown. In drawing for the stamps, the numbers were drawn of many members who are not in the habit of attending meetings, and of many who often attend, but were absent from this meeting. To mention a few from memory: Sergeant-at-Arms Alfred A. Malmberg, Service Officer Ramon C. Milnes and Comrades C. C. Carney, W. A. Gillespie, C. L. Settle, E. W. Steinmueller, A. C. Tanner, Trowbridge, A. L. Young, and many others, including new members Elliott and O'Neil.

Brakeman Robert Erwin O'Neil, who served in the First Cavalry, 382nd Signal Corps, Second Division in World War One, joined our post April 11. He visited us before the meeting, but did not wait for the meeting. His name was the third or fourth drawn for the stamps. Comrade O'Neil has two sons in the ser-

vice. William O'Neil had an appendectomy in New Zealand, after serving in the U. S. Army for several months in the South Pacific. Jack O'Neil is a Navy flier now serving in the Aleutian Islands.

A motion was made by Comrade Bone and seconded by Finance Officer Roy Mead, that the Adjutant be instructed to send ballots to all members of this post, so that they could vote on transferring this post to the Seventeenth District. Arguments advanced in favor of change; we are located in the Seventeenth District area and District meetings of the Seventeenth District are held at Patriotic Hall, which is a more central location than the posts where the Twenty-third District has been holding their meetings. Most of the other industrial posts are in the Seventeenth District. Arguments urged against the change; the Seventeenth District already has too many posts and a small post has a better chance for prominence in a small district than in a large district.

— STAY ON THE JOB —

### AMERICAN LEGION AUXILIARY

By  
Anna  
Tucker



Congratulations and best wishes for a life of happiness for Lt. George Withee and his bride of a few weeks. They were married in Long Beach, California and are now at Ft. Hobbs, New Mexico, where Lt. Withee is stationed.

Kathryn Brown, Poppy Chairman, reports all is in readiness for our poppy sale — May 25 and 26. The need is greater than ever, so don't forget to buy a poppy.

A shower was given Wanda Stewart on April 24, with lots of good wishes from all the members.

The Unit extends sympathy to our Press Chairman, Anna Tucker, who has been called out of town on account of a death.

An invitation is extended to all who are eligible to membership in the American Legion Auxiliary to attend our meeting and get acquainted — especially the wives and mothers of veterans of this war.

— Martha Harper

Thanks to Mrs. Harper for substituting for Mrs. Tucker this month.—ED.

## Canning Advice, Also Extra Sugar, Available

Now that sugar allotments for home canning are known, particular interest attaches to the WFA announcement that trained advice is available for school, civic, victory garden groups or neighborhood organizations which plan community canning this year. In many cases, as last year, the canning facilities of school kitchens will be made available to these women. In Southern California, expert advice is available for the asking at WFA from either Ben H. Body, connected with the commercial canning industry over a period of years or Bernice O. Redington, widely known as a home economist as the result of her connection with a number of Pacific Coast newspapers. A part of their work will be the organization of local canning centers where housewives can get the most modern equipment, and be sure of using up any local surplus food crops.

For purely home canning, this year's sugar allotment will approximate that of last season with a maximum of 25 pounds per person. Five of these can be secured as needed from sugar stamp No. 40 in War Ration Book 4. The other 20 must be applied for, using a new and simplified form which Mrs. America's ration board will supply. On this all members of a family can be reported, and when it is mailed, spare stamp No. 37 from Ration Book 4 must be included. If Mrs. America wants to can fruit for commercial sales, any single family can have up to a maximum of 250 pounds of sugar, to be used entirely on products for sale. Ration coupons must be collected when this is sold, and turned in to her ration board by the 10th of the month following the sale.

— STAY ON THE JOB —

### PARDON, PLEASE!

Sorry to say you got the wrong angle on Johnston last month in the story "The College of Pacific Electric." Several lines were transposed. The story should have read:

"Instructor O. C. Angle reviews train rules with all students before they write their train rules examinations, instructs Northern and Southern District students on tariff and transfer rules of their districts, and conducts single track instruction and examination.

"Instructor J. T. Johnston instructs and examines all student Motormen, and is in charge of the student instruction car two days a week, at which times he gives practical demonstrations of train rules, with special attention to Rules 99 and 29 concerning train protection."

## HERE AND THERE WITH THE WOMEN'S CLUB



By  
Mrs. Lon  
Bishop

At the last meeting in March the guest of the afternoon was Miss Franz, telling of the Red Cross services to the men overseas. She made the story doubly interesting because of her own participation—for three years in the field and in field hospitals. She went into detail about five distinct services rendered: the huts which are put up behind the lines, the mobile equipment driven by girls almost to the firing line carrying supplies, the splendid estates that have been turned into rest homes, the efficient work of the Field Director (a soldier in every respect, except that he is unarmed), and last, the close relationship of the Hospital Director to the man in uniform. The charming speaker left her audience a much better understanding of the really human, intimate relationship that exists between the Red Cross and the armed forces. We should support it freely and proudly.

Apropos of that kindly feeling we write next about our own Ambassador of Good Will to St. Vincent's Hospital, Mrs. Florence Johnson, who has required a bit of home nursing for a couple of weeks, but is back on the job again. According to reports from the office, her appearances every Wednesday at the hospital are eagerly looked forward to, not only by the patients she visits, but by the doctors and nurses as well. It seems she is better than a tonic. More power to you, Florence ("Nightingale") Johnson.

Our heartfelt sympathy is extended to Mrs. Wm. Fisher, whose beloved companion passed away so suddenly on April 4.

The April 13 meeting was presided over by First Vice-President Mrs. Kitto, as our President, Mrs. Howe, was ill. We listened and laughed with Mrs. Elvira Curle, who went back a few years and related her experiences, coming from Copenhagen to the United States all alone when she was only 10 years old. She was placed in the Captain's care—and how he must have loved it??? It's only fair to add that if son Clifford Curle ever gets into any mischief over in West Hollywood, he ought never to be

blamed. "Mom" is some entertainer.

We are glad to report that Mrs. J. B. Green, our Welfare Chairman, is improving, but the doctor has ordered several hours of rest each day. Her report of the aid given by the Club at Christmas time was read, showing that nine families have been helped with food certificates.

Mrs. Kathryn Curle read a very interesting W.A.C. letter, telling of experiences aboard ship and notes of interest about Casablanca. We'll have another chapter soon.

We know that here in California we're noted for raising "beeg" things, but sister "you ain't heard nothing." Mrs. Fuller told about receiving a letter from one of the boys, who squeezed a quart of juice out of one lemon. We can just hear Native Daughter Ruth Green saying "Isn't it strange how our California lemons get around?" Be seeing you.

— STAY ON THE JOB —

## Conductor's Courtesy Noticed By Patron

Conductor Jack Taylor (No. 826) is courteous, and especially so toward older people, declares one of Pacific Electric's regular patrons in a letter to Passenger Traffic Manager H. O. Marler dated April 19. The letter:

Dear Sir:

As a constant passenger on your cars, mostly Sunset Boulevard to City (Hollywood Boulevard cars), I would like you to know that some of your conductors on these cars deserve to be commended.

Yesterday, April 18th, 1944, your conductor No. 826—car No. 657, was most courteous and painstaking in helping passengers on his car (about 7:30 a.m.), so much so that I thought you should know about it.

He is invariably attentive, courteous and helpful to all passengers, and especially to the older people on his car. I do not know his name, but the number will be all you require, I expect.

Hoping you will make a note of the above.

Very truly yours,  
ARTHUR W. STREET

— FINISH THE JOB —

A man who ran for sheriff got 55 votes out of 3,500, and the next day he walked down Main Street with two guns hanging from his belt.

"You were not elected, and you have no right to carry guns," fellow citizens told him.

"Listen, folks," he replied, "a man with no more friends than I've got in this county needs to carry guns."

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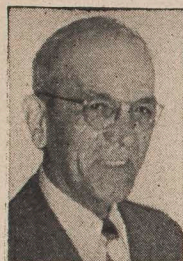
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**PACIFIC ELECTRIC  
MASONIC CLUB**



By  
**Ed. J. A.  
Hasenyager**

**OFFICERS OF LODGES:**

In April your Secretary and the "near editor" of this column requested that members of our club who were officers in their respective Lodges report such information to the Secretary. The following is the result of our joint request, but it seems incredible that so few of our FOUR HUNDRED members are active in the work of our Fraternity. Any omissions should be reported to the Secretary at once. It is only by participation in the activities of our Fraternity that we get value received for our investment.

Ivan M. Cammack, Master, Ramona Lodge No. 457.

A. E. Einert, Master, John Marshall No. 636.

Weaver D. Stewart, Jr. Deacon, Van Nuys No. 450.

Guy Wooley, Sr. Deacon, Elysian Lodge No. 418.

M. J. Davison, Sr. Steward, John Marshall No. 636.

Tom Slack, Sr. Deacon, John Marshall No. 636.

C. Newman, Jr. Steward, York Lodge No. 423.

Marion W. Hansen, Jr. Deacon, Glendale Lodge No. 544.

\*J. E. Garner, Tiler, John Marshall Lodge No. 636.

\*Hugh E. Moor, Treasurer, South Park No. 563.

E. J. A. Hasenyager, Secretary, Glendale No. 544.

\*Past Master.

The Membership Committee is still doing a good job. The following applications have been received since the last issue:

L. J. Simmons, Transportation Dept., Zerodath Lodge No. 189, St. Louis, Mo.

Earl Morehead, Transportation Dept., York Lodge No. 423, L. A.

Neal E. Ball, Transportation Dept., The Gardens No. 621, Belvedere Gardens.

Marcus J. Edwards, Machinist, Mechanical Dept., Torrance Lodge No. 447.

Walter Spangles, Transportation Dept., Granada Lodge No. 608, Alhambra.

Henry T. Whipple, Transportation Dept., El Segundo Lodge No. 588, Los Angeles.

Wm. P. William, Transportation Dept., John Marshall Lodge No. 636, Beverly Hills.

— FINISH THE JOB —

**PACIFIC ELECTRIC  
ROD AND GUN CLUB**

By  
**Arlie  
Skelton**



Well, folks, the time we have been waiting for all winter has finally arrived. That is the opening of trout fishing season, and, by the time you

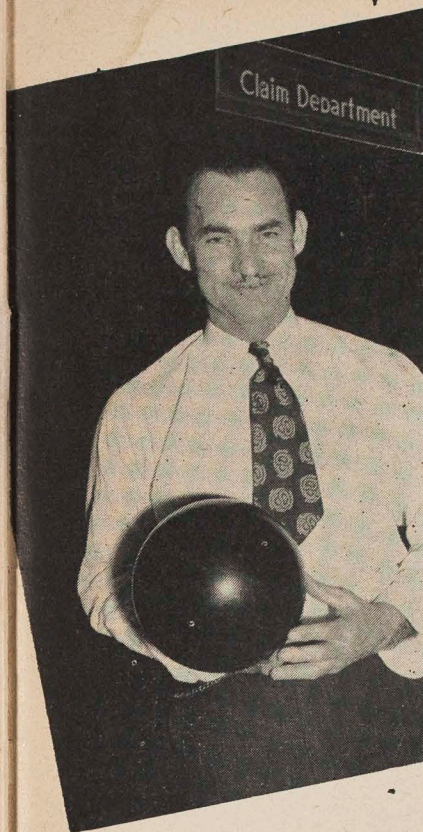
read this in your May issue of the P. E. Magazine, the boys will be laying plans for the grand opening in 1945, when we hope the world will be at peace and many of our loved ones can be back home and planning to go along with us.

Noticed some of the boys, namely, B. F. Manley, Harold Smith, H. P. Bancroft, J. B. Rogers, A. M. Cross and Scott Braley, walking around lately with their hands in their pockets and wearing a satisfied smile, as though they had stolen some kid's Easter egg, but, on making inquiries, found they had cans of big vicious worms cached away for the opening of trout season. Bless their hearts. I'm going to sign them up to become members of my Boy Scout troop. We are very sorry Mr. Knoche will be unable to accompany us on our outing this year. Those holding reservations and planning on going this year are as follows: President J. Sam Harris, 1st V. P. A. M. Cross, 2d V.P. Arlie Skelton, Financial Sec'y Robert Dorner, Recording Sec'y Rollin A. Podleck, Treasurer C. G. Gonzalez, Executive Committeemen L. L. Lloyd, H. P. Bancroft, B. F. Manley, J. B. Rogers; Field Captain E. P. Malm-borg; Harold Smith, Scott Braley, Jack Quinn, George Woodruff, Lee Rice, B. L. Mutz, J. R. Johnson, A. C. Smith, E. L. H. Bissinger, F. Converse, H. E. Pierce, Archie Brahm, Roger LeMille, R. M. Lawrence, K. L. Oefinger, Richard Oefinger, A. Ghezzi, E. Brucker, J. W. May, Vern May, Orson Wells, James Stewart, Geo. Anderson, Paul Turri, Richard Turri, H. Todd, C. Mitchell, H. W. Polzien, J. A. Griffin, F. W. Coy, Chas. Rushing, Horace Rushing, E. W. Borgeson, L. W. Buffington, L. J. Hausien, W. H. Boardman, Wm. Shoup, and J. E. Jeffery. A total of fifty "boys at heart." Most of them will catch a mess of trout. Those that don't will have very good alibis.

\* \* \*

LATE FLASH!—Results of Arrow-head fishing: 46 fishermen registered a total of 210 fish caught as of noon-time, May 1. Top number caught: 15, registered by Jack Quinn. Prizes for 5 largest fish: (1) H. P. Bancroft, 14½ in.; (2) Lee Rice, 14¾ in.; (3) Jack Quinn, 14 in.; (4) K. L. Oefinger; (5) George Woodruff.

Members of the club have collectively and individually expressed keen appreciation of the generosity of President O. A. Smith in offering them the use of the 1299 to San Bernardino; many would otherwise have been unable to make the trip. Thanks, Mr. Smith!



**PACIFIC ELECTRIC BOWLING LEAGUE CHAMPIONS, 1943-1944 SEASON**

In center picture is the Schedule Bureau team, league champs. Left to right, standing, are Charlie Hill (Captain), Joe Shafer, "Ace" Harrison; kneeling are Ted Wolfe and Jimmy Rankin. Each member of the team received a trophy from the Arcade Recreation Center, a slice of prize money, and a tie clasp with an engraved bowling ball from Captain Hill. Picture at left: Tommy Putman, who won high game of season honors and a prize bowling ball from the P. E. Club. Picture at right: Julian Anderson, who won high series honors for season and prize bowling ball from P. E. Club.

**PACIFIC ELECTRIC  
BOWLING NEWS**



By  
**Charlie  
Hill**

The Pacific Electric Bowling League season of 1943-44 came to an official close on April 7 at the Arcade Recreation, followed by sweepstakes events on April 14.

The Schedule Bureau team, which took the lead on October 15 and led the way throughout the rest of the season, finished 11 points ahead of its nearest contenders, the Trainmasters. Your scribe, he is proud to say, was Captain of the "winnahs," and, throwing all modesty to the winds, he feels that his team was entitled

to the honor attained, without any reflection whatsoever on the other eleven teams that participated, as they were all in there "pitching." The winning team perhaps rolled more consistently throughout, as depicted by the fact that of the total pinnage credited to this squad, only 201 of such total represented a net handicap during the entire season. Joe Shafer was the outstanding light of the team, with a season average of 184, which was, incidentally, also top for the league. Jimmy Rankin, "Ace" Harrison and "Ted" Wolfe did their full share, with your scribe coming in at the place that wags.

The season just closed was one of the most successful in the history of the league, despite the fact that many of our old members were missing from the various line-ups, doing service in the armed forces, making it possible for the rest of us at home to play a little.

As President of the organization, I have enjoyed the association with all of the members, and hereby extend thanks to all concerned for their

splendid cooperation, especially to the other officers. I want to particularly mention Charlie Gonzalez, our war-horse Secretary-Treasurer, whose untiring efforts have always been one of the big factors toward the success of our league each season. He deserves more than a vote of thanks.

Much credit is also due Sam Newcomer, of the Pacific Electric Club staff, for the able manner in which he has computed and gotten out the weekly bowling sheets.

There was some flossy bowling during the sweepstakes, 55 200-games being rolled, including handicaps. The high prize in this event went to Ona Gregg, who, in order to substitute, was forced to join the ranks of the girls, where he pinch-hit for the only absentee of the night.

Cash prizes for team high season series were won by (1) North District, (2) Schedule Bureau, (3) Claim Department, (4) Trainmasters, and (5) Hi Lo (2757); and for high team season games by (1) P. E. Club, (2 and 3 tie) Motor Transit and Electrical Department (1000),

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(4) Vineyard (961), and (5) South District.

Top individual prize honors were taken by Julian Anderson for high season series of 740, and by Tommy Putman for high season game of 293. Prizes for these two gentlemen bowlers are bowling balls as donations from the Pacific Electric Club.

Other individual cash prizes were awarded as follows:

For high series: (2) Bill Almany, 714, (3) "Jug" Yeager, 711, (4) Dave Newman, 709, (5) Joe Shafer, 707, (6) Archie Brahm, 705, (7) "Red" Jones, 698, (8) Marion Lutes, 606, and (9) Jack Williams, 693.

For high games: (2) Jimmy Rankin, 283, (3) "Andy" Robertson, 279 (4) Charlie Coutts, 276, (5) Charlie Oliver, 274, (6) Ed Hasenyager, 273, and (7, 8, and 9 tie) "Ace" Harrison, "Vic" Prettyman, and Don Houston, 266.

Under special prizes for the lady bowlers, the Hi Lo and P. E. Scrubs ended the season with a tie, 53 wins and 55 losses. High individual series prize was taken by Marion Lutes (696) with Jean Kappers second place (686). Frances Houston took first place with a high game of 256, with Elsie Oliver coming in second with a 247.

In the sweepstakes events held on April 14, the team events were taken by Trainmasters, P. E. Scrubs, Hi Lo, South District, Motor Transit, and Vineyard. Vern Brantley won high individual series of 640, and E. Wheeler took second place with 628, while high game was won by Ona

# Golf Champ Rankin Among Notable Pacific Electric Athletic Stars

## Plays Class A Amateur Golf in 70's; Has Won Trophies in Ohio and West Coast Golf Tourneys

To see him industriously at work on gasoline applications or on sheets of statistics for the Research Bureau, you'd never dream that Jimmy Rankin, Assistant Research Engineer and Assistant Chairman of Pacific Electric's Transportation Committee, is a Class A golfer. With his rimless spectacles, high forehead, and serious air, he appears more the student type than the athletic.

To come directly to the point, Brother Rankin, in his first full tournament played on the West Coast, at Sunset Fields, grossed a score of 154 for 36 holes of medal play, and posted scores of 78-76 as a Class A amateur golfer. His 154 was the sixth lowest score in a field of 150 participants, and won him the handsome trophy pictured on this page.

**Began As Caddy**  
Like most expert golfers, Jimmy started out back around 1920 caddying at Losantiville Country Club in the state of Ohio. He caddied for famous golfers, watched their form, and practiced whenever he got the

chance. He won his first trophy in the Queen City Amateur Matches at Cincinnati, when he was runner-up to Johnny Fischer during the year that Fischer visited Britain as a member of the Ryder Cup team. From then on Jimmy was well known around Ohio for his golf, and, as a member of Mariemont Country Club, won a number of prizes for his team play.

### The Five Place-Winning Teams

	Won	Lost	Total Pins	Season High Series	Season High Game
Schedule Bureau	72	36	70,084	2801	1012
Trainmasters	61	47	68,467	2773	965
Claim Department	58	50	68,401	2797	989
South District	56	52	68,260	2696	942
North District	54	54	69,290	2880	1005



GOLFER RANKIN

He had to neglect his golf to some extent after 1935 because of heavy duties with the City Transit Company in Cincinnati, but after joining Pacific Electric in 1942 he found time to practice his golf Saturday afternoons and Sundays. Last November he qualified at Fox Hills for play in the California State Open Victory Golf Championship, but, as luck would have it, was unable to play the final rounds because at that time he took on some added duties with P. E. as a functionary of the gasoline rationing board.

He's playing in the Tri-Club War Bond Tournament which started April 30, as a member of the Sunset Fields Club. Play will cover 54 holes—18 at Sunset Fields, 18 at Western Avenue, and 18 at Rio Hondo. Prizes will amount to \$400 in War Bonds to the winners in a field of 150 players. . . . More power to you, Jimmy!

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Overheard at Griffith Park Riding Academy by Maye Ritterhoff of the Treasurer's office:

"What kind of a saddle do you want—Western or English?" asked the instructor of a couple of sweet young things apparently out for their first ride.

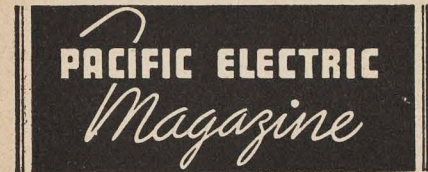
"Well, . . ." one of them hesitated, "what's the difference?"

"The Western saddle has a horn," was the reply.

"Oh, well, the horn doesn't make any difference," breezily smiled the naive one, obviously relieved. "I'm not going out in traffic."

Rear Rank Rudy: "What do they mean by 'horse sense,' sarge?"

Sgt. Angus MacTavish: "Horse sense, laddy-buck, is that state o' mind which keeps horses from bettin' on people."



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### PHOTOGRAPHY

Jack B. Herold

Around the post exchange, some boys from Chicago were telling a lanky Texan about the stockyards. "Aw, we have branding corrals bigger than that," said the Texan. That night, the Chicago boys put some big snapping turtles in the Texan's bed. One of them grabbed a toe. "What's this?" asked the Texan. "Illinois bed bugs," was the reply. The rangehand scratched his head a minute and then came back: "Must be young 'uns."

It was kit inspection, and the soldiers had their things laid out on their beds. The orderly walked into the room and approached Private Brown.

"Three shirts, Brown?" he asked. "Yes, sir. One on, one in the wash and one in the box," replied the private.

"Two pairs of boots?" "Yes, sir; one pair on and one pair in the box."

"Two pairs of socks, Brown?" "Yes, sir; one pair on and one pair in the box."

"Good! Now, where's the box?" "Dunno, sir; I've lost it."

Sentry: "Who goes there?" Major: "Major Jones."

Sentry: "I can't let you proceed without the password, sir."

Major: "Drat it, man, I've forgotten it. You know me well enough."

Sentry: "Must have the password." Voice from guardhouse: "Don't stand there arguing all night; shoot him."

A beautiful young lady lay on her bed in the receiving ward of a hospital, her only covering a large white sheet. Two upstanding young gentlemen in white passed by and were struck by the young lady's lovely features.

One of the young men drew back the sheet and carefully examined the patient from head to foot.

"Do you think you'll have to operate?" the girl asked anxiously after a few minutes.

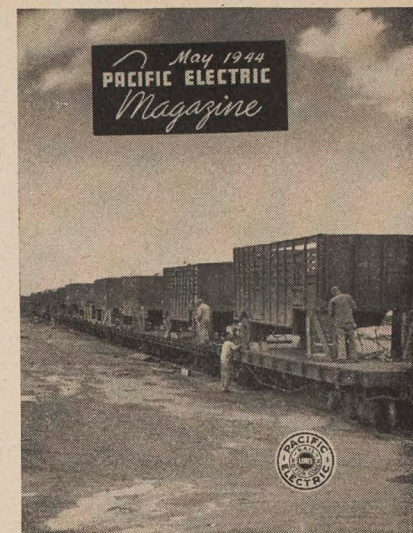
"Oh, you'll have to ask the doctors," said one of the young men, cheerily. "We're only ensigns."

A new musical comedy came to town. The billboards read: "Fifty beautiful girls, forty-five gorgeous costumes."

Ten people were killed in the rush for tickets for the opening performance.

"Following the discussion, Mrs. T——, president of the Women's Club, gummed up the proceeding with a few well-chosen words."

—Rellis (Calif.) Tribune



COVER PICTURE—Proof that Pacific Electric transports large quantities of the materials of war is furnished by this picture showing the Army loading big trailers on P. E. flat cars at Hobbs (fair grounds at Pomona), one of the bases served by Pacific Electric. Your suggestion may, directly or indirectly, enable P. E. to move such vital war freight more rapidly.

A nice old gentleman of 75 went to a physician and explained that he wanted a general check-up. After looking him over thoroughly the medical man reported he could find nothing the matter with him. "Tell me," he said, "have you followed any particular regimen which would account for your excellent physical condition?"

"Well, doctor," he said, "it's this way. When I married, some fifty years ago, I entered into an agreement with my wife, to this effect: Whenever I lost my temper and began to blow off steam, she was to remain silent. On the other hand, when she lost her temper I agreed to leave the house. Well, for over fifty years now I have enjoyed the excellent state of health you see me in today, which I attribute to the well known advantages of an outdoor life."

"So you desire to become my son-in-law?"

"No, I don't. But if I marry your daughter, I don't see how I can get out of it."

Captain: "Why didn't you salute me yesterday?"

Private: "I didn't see you, sir."

Captain: "That's all right, then. I was afraid you were mad at me."





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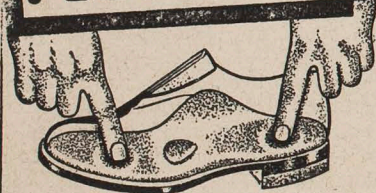
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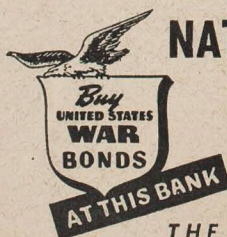
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