

October 1944
PACIFIC ELECTRIC
Magazine





HONOR ROLL

Pacific Electric Employees Reported Entering the Armed Services of the Nation in September, 1944

MECHANICAL DEPARTMENT

Lester Wolfson

EXECUTIVE DEPARTMENT

Sarah Coburn

TRANSPORTATION DEPARTMENT

Eva Mae Ashley	Barrea W. Farrington
Jack H. Carnegie	Alsa Sisk, Jr.
	Charles K. White

Reported Returned From Service TRANSPORTATION DEPARTMENT

Nathan Tatilman
Ray H. Bandelin
M. M. Liptz

ENGINEERING DEPARTMENT

Armado G. Pedroza

As of September 25

765

Pacific Electric Employees Were In the Armed Forces



Another Reason For Finishing It Up QUICK

According to latest Washington reports, in the fiscal year ended June 30, 1944, the war cost this country \$89,721,000,000. This was at the rate of \$245,139,344.20 a day — or, broken down even more minutely — \$170,235 each minute.

The cost of the modern airplane, tank, ship, or giant gun runs into the thousands — and modern warfare uses these weapons prodigally and in profusion.

No one begrudges a single dollar spent to assure final victory, for money is a small price to pay to attain so much — when so many others are paying so dearly in life's blood.

Yet, none of us should ever forget that every last dollar spent to win this war must be paid for by us through taxation of one form or another. So everything we can do here at home to speed final victory will not only help save lives — but also help cut down the tremendous cost — to all of us — of this deadly conflict.

\$89,721,000,000 in one year — \$245,139,344.20 a day — \$170,235 a minute.

Another reason for finishing this war up quick!

Charles Stein Missing In Action

Staff Sergeant Charles Stein of the Army Air Force, and a former Relief Agent, has been officially listed as missing in action since the night of September 11, when he was on a mission over Germany. His mother, Mrs. Eula M. Stein, of 214 Milton Drive, San Gabriel, has been notified to this effect by the War Department.

Sergeant Stein has been on military leave since February 5, 1943. He had worked for Pacific Electric for six years.

His many friends join in the earnest hope that the young man is safe and well despite his tardiness in returning to his base, and that better news may soon relieve the anxiety caused by this report.

Moore Replaces Scofield as Southern EBA Representative

The Employees' Benefit Association announces the appointment of William E. Moore as Southern District Representative, effective September 5, 1944, vice W. K. Scofield, deceased. Mr. Moore's headquarters are 1010 Oviatt Building, 617 South Olive Street, Los Angeles.

FREE MEN

by Lynn Forrest

*Do not grieve for those who die
They die in Freedom's name.
On earth, at sea, or in the sky
They never die in vain.*

*Do not grieve for those who die
On some far field alone.
They give their lives to right a lie;
God takes them for his own.*

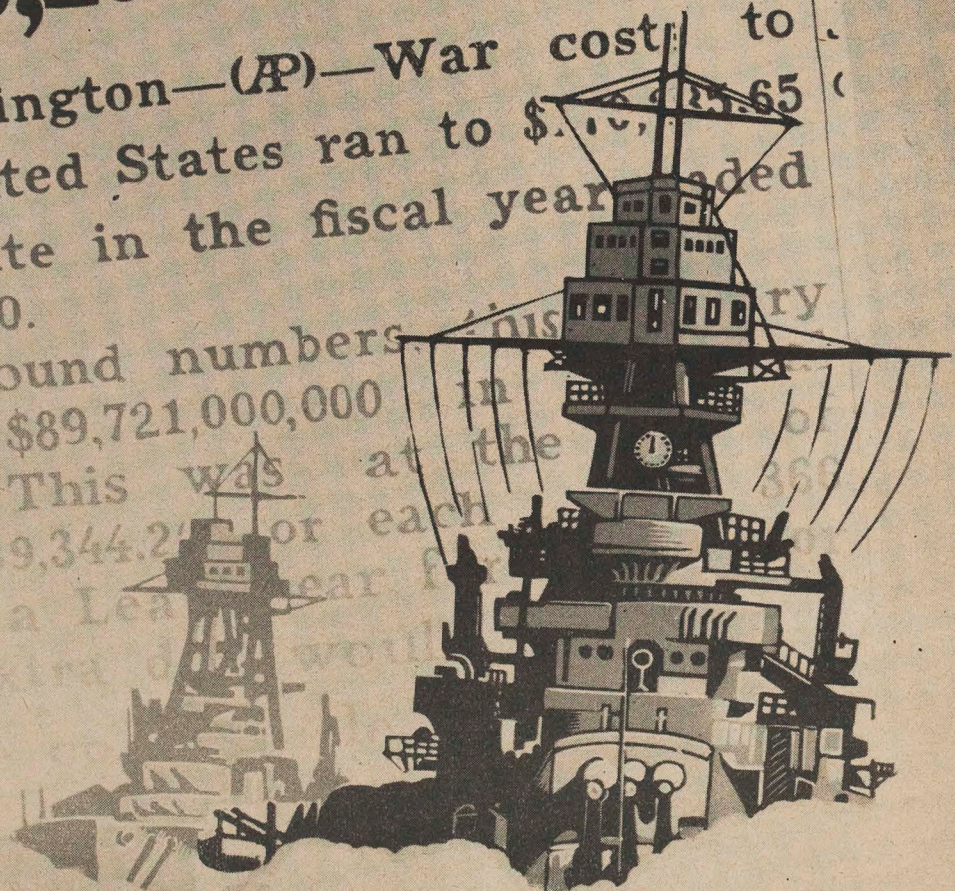
*Do not grieve for those who die
Upon the angry seas;
With Freedom as their battle-cry
They die as free men — these.*

*Do not grieve for those who die
Like proud eagles in the sky,
Not for glory, gold, or greed
But the Free Man's deathless creed.*

WAR COSTS U. S. \$170,235 MINUTE

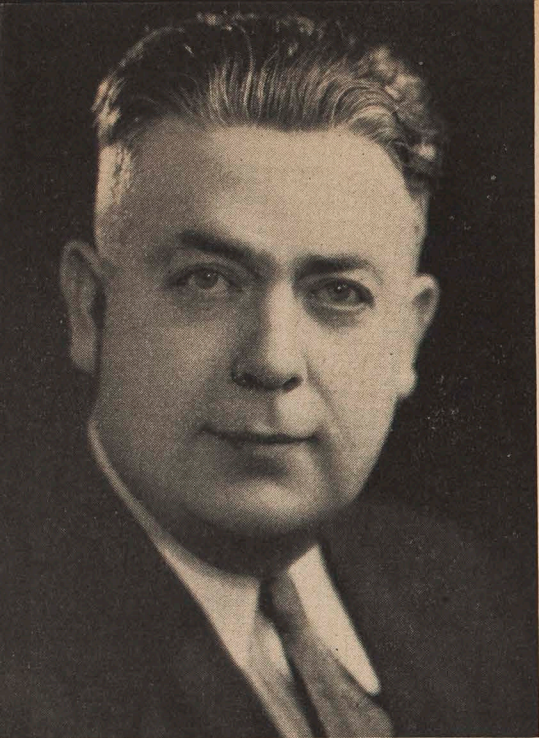
Washington—(AP)—War cost to the United States ran to \$170,235 a minute in the fiscal year ended June 30.

In round numbers, this country spent \$89,721,000,000 in the year. This was at the rate of \$245,139,344.20 a day — or each day, a Leap year would cost the extra \$100,000,000.



Another reason for finishing it up quick!

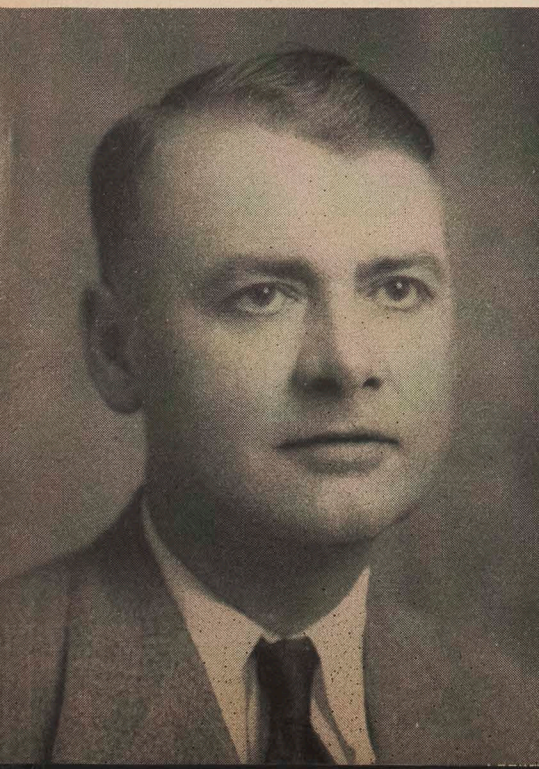
MILLER



G. F. SQUIRES
General Superintendent

IN WAR AND IN PEACE, all of the varied activities of the Pacific Electric organization are directed toward one end — providing transportation service. Nearly 2,700 trainmen are engaged in moving more than 5,000 schedules daily over the 1,076 miles of rail and motor coach lines operated, providing passenger, freight, express and mail service for the people in and around 55 incorp-

J. R. WORTHINGTON
Superintendent of Passenger Service



Who's Who in the MAIN OFFICES of the TRANSPORTATION DEPARTMENT

orated cities in Southern California. The center from which this busy transportation system is directed and coordinated is the main office of the Transportation Department on the second floor of the Sixth and Main Building. Long experience, close attention to duty and a genuine interest in the work are characteristics widely regarded as typical of the railroad man. Evident throughout the Pacific Electric organization, these qualifications are personified in the men who are carrying the responsibility of directing the Transportation Department.

GENERAL SUPERINTENDENT

Quiet, able, demonstrating the administrative capacity for working effectively through his staff of skilled assistants, General Superintendent *G. F. Squires* is the chief operating officer of the Company. A veteran of 36 years of railroading, he started out in 1908 with the Los Angeles Pacific Company, three years before the present Pacific Electric Railway Company was organized. Having worked at many jobs both in train service and in the stations and offices, Superintendent Squires was in 1928 named General Manager of the newly organized Harbor Belt Line. He served in that position until his appointment in 1933 as Pacific Electric's General Superintendent, responsible for all train and motor coach operations and all station activities under the jurisdiction of the Transportation Department.

ASSISTANT GENERAL SUPERINTENDENT

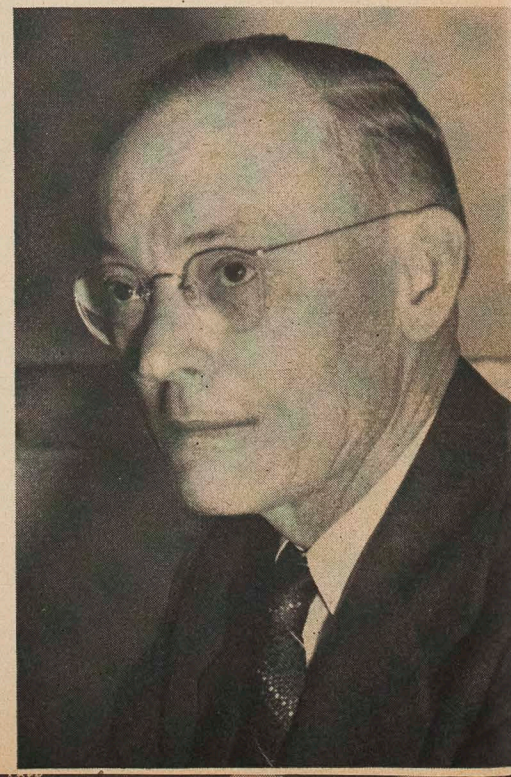
The executive officer of the Department is Assistant General Superintendent *T. L. Wagenbach*. It is his responsibility to coordinate the varied activities of the Transportation



T. L. WAGENBACH
Assistant General Superintendent

Department; to see that the complete machine functions efficiently. A forceful and energetic man of broad experience (when he came to Pacific Electric 19 years ago he brought with him 13 years of experience in responsible positions with Southern Pacific), Mr. Wagenbach exercises supervision through the Superintendents of Passenger Service, Personnel, and Instruction and Safety, Freight Term-

E. B. WHITESIDE
Superintendent of Personnel



October, 1944

inal Trainmaster *C. W. Coutts*, and the heads of the office bureaus.

SUPERINTENDENT OF PASSENGER SERVICE

The handling of over 116 million passengers during the year 1943 was an accomplishment which reflects credit upon every man and woman in the Company. This year it is being done again, on an even larger scale. It is not an easy job, and it is complicated by wartime problems with which we have all become familiar. Additional new equipment would have helped; gasoline and tire shortages and speed restrictions have to be accommodated; manpower is not plentiful. These problems have had their effect upon the offices of the Transportation Department, just as they have in the field. With jurisdiction over all rail and motor coach passenger operations, Superintendent of Passenger Service *J. R. Worthington*, a veteran of 27 years of railroad work, has called forth the best efforts of the Schedule Bureau in devising schedules to meet the ever-increasing needs of the public, and assignments to utilize as efficiently as possible the available trainmen and operators. Assistant Superintendent *C. M. Allen* (Motor Coach North and South Districts) and Trainmasters *J. E. Douglass* (West Rail and Motor Coach) and *B. G. Jones* (North and South Rail) with their assistants, Supervisors and Terminal Foremen, make up the organization through which Mr. Worthington directs Pacific Electric's passenger operations. Assisting the operating Superintendents with special studies and investigations of operating problems, *R. W. Forcier* serves as Staff Engineer of the Department.

SUPERINTENDENT OF PERSONNEL

All matters relating to personnel of the Transportation Department are handled by Superintendent of Personnel *E. B. Whiteside*. These matters include assignment of employees at the several terminals, and investigations, discipline, and other problems affecting the employees of the Department. Superintendent Whiteside expresses his own convictions — matured through 38 years service in the Transportation Department of Pacific Electric — as well as the attitude of

PACIFIC ELECTRIC MAGAZINE

the Department, when he affirms that the main responsibility of his job is to prevent the men's minor troubles from growing into serious ones. The conservation of one of the most valuable of Pacific Electric's assets — loyal and efficient operating employees — is the prime concern of the Superintendent of Personnel and his assistants, Supervisors *F. G. Wakefield* and *H. E. Leckemby*.

Although located six floors away, Superintendent *C. H. Belt's* Instruction Department is very much a part of the Transportation Department. Readers will recall the visit to Colonel Belt and his staff in the April issue of the Magazine.

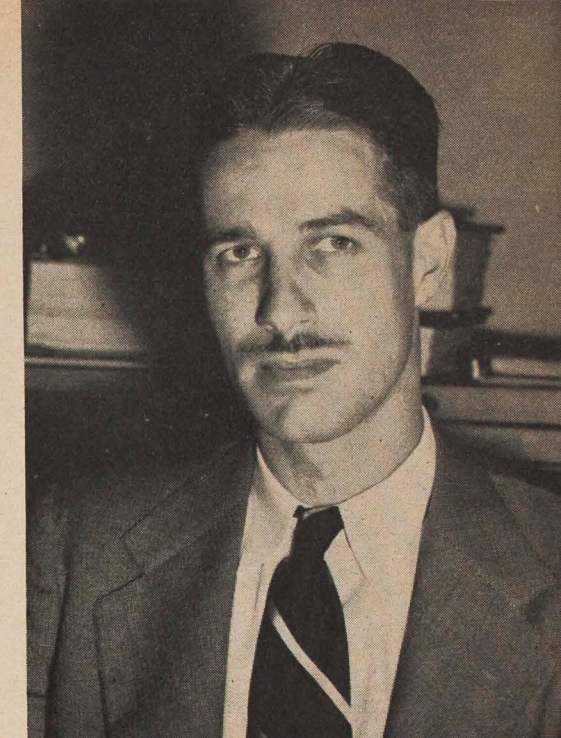
OFFICE MANAGER

The operation of a Department employing over 3,200 persons naturally involves much clerical work, record-keeping and correspondence. Office Manager *I. W. Erhardt* is responsible for the provision of such services for the offices of the Superintendents, Terminal Foremen, Trainmasters, and the several bureaus of the Department. The complicated office work of the General Superintendent and his executive assistant is expedited through the good management of *Mrs. Helen Semnacher*, Secretary-Clerk for Mr. Squires, and *Miss Ruth McCabe*, Secretary-Clerk for Mr. Wagenbach.

CHIEF CLERK

The clerical and stenographic staff of the Superintendent's office, located in Room 221, is under the direct supervision of Chief Clerk *Lonnie A.*

MRS. HELEN SEMNACHER (left) and MISS RUTH McCABE are Secretary-Clerks, respectively, to Mr. Squires and Mr. Wagenbach.

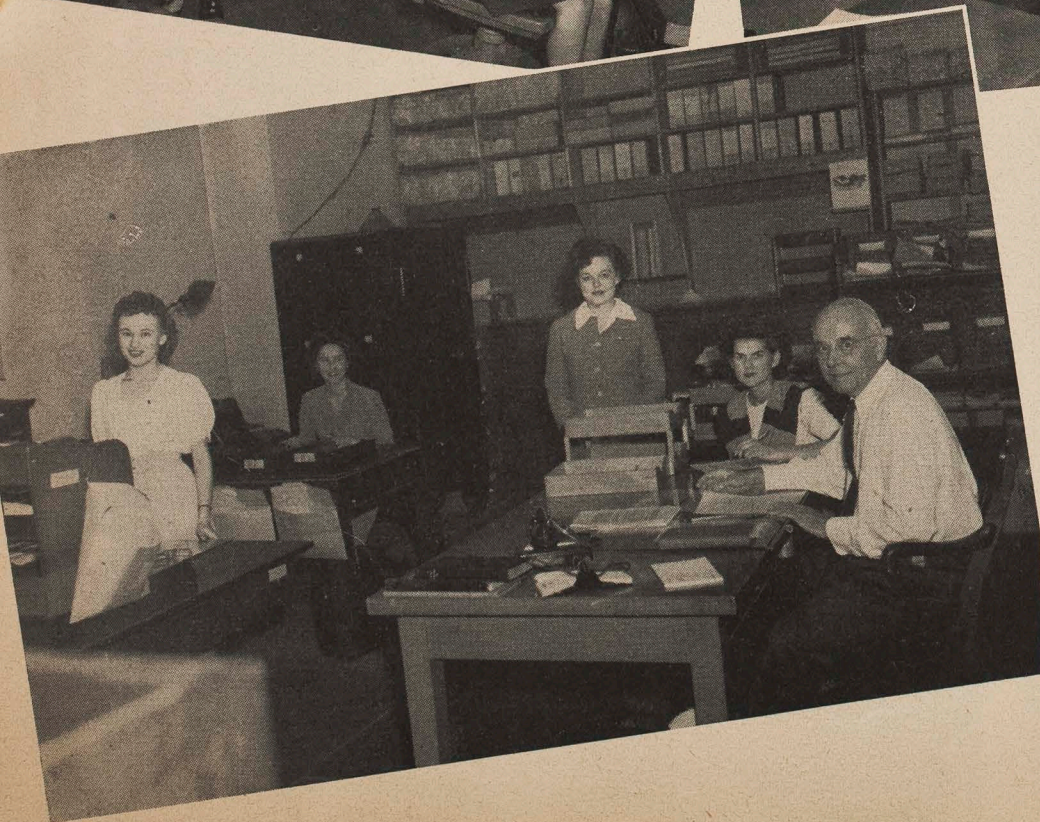
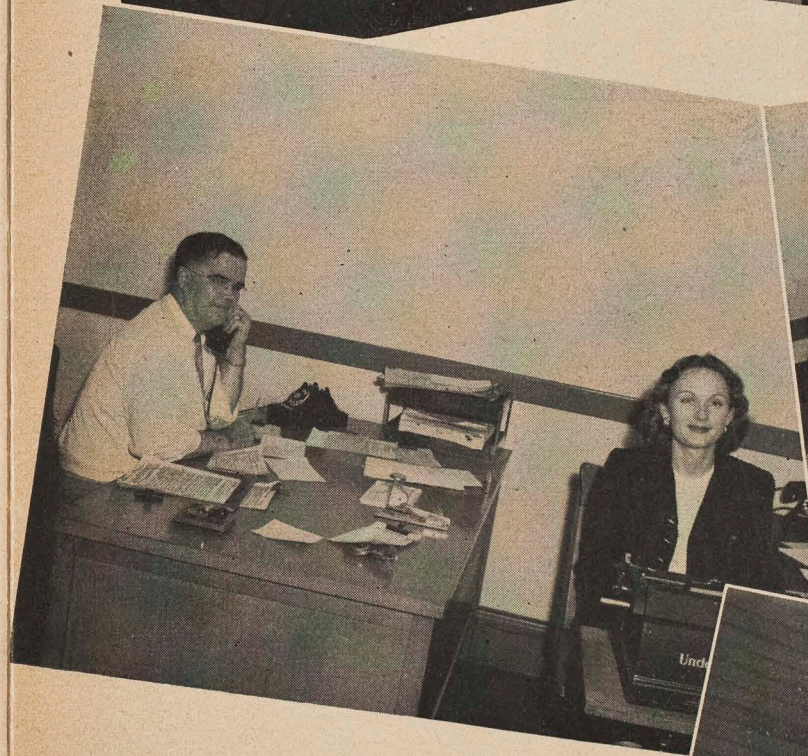


R. W. FORCIER
Staff Engineer

Campbell. Activities of this unit include the provision of secretarial service, the abstracting and recording of efficiency test reports, maintenance of watch inspection records, and similar work. Across the hall in Room 220 is the file room, in charge of Head File Clerk *J. A. Padou*. Here the Department's records are filed, Department mail is dispatched, and inter-office mail for the entire building is handled.

STATION SUPERVISOR

Some 350 employees of the Transportation Department man the freight yard offices, and the 68 regular agencies outside the City of Los Angeles.
(Continued on Page 8)



THEY HELP KEEP 'EM ROLLING
—General office staff of the Transportation Department. Top left: Lonnie A. Campbell, Chief Clk.; Miss Mildred Johnston, Sec'y-Clk. Top right: I. W. Erhardt, Office Manager; Miss Lucille Paige, Sec'y-Clk. Left center: Miss Lorraine Larson, Typist-Clk.; Miss Betty Hoefner, Sec'y-Clk.; Mrs. Rose Ann Smith, Adding Machine Opr. Right center: Miss Jeannette Everson, Sec'y-Clk.; Mrs. Clare Tomes, Steno-Clk. Bottom: Head File Clk. J. A. Padou in Record Room with (left to right) Miss Georgia Harris, Mail Clk. & Messenger; Miss Margaret Jackson, same; Miss Helen Berta, Messenger; Miss Irene Nordquist, Asst. File Clk.

— IN THE TRANSPORTATION DEPARTMENT — Car and Freight Service Bureau (top four pictures). Top left: P. B. McDonald, Asst. Chief Clerk & Car Distributor; Mrs. Gladys Clay, Car & Frt. Service Clk. Top right: L. H. Lutes, Supervisor, Car & Frt. Service; L. C. Maloney, Asst. Supv., same. Left center: William W. Barnes, Car & Frt. Service Clk.; Mrs. Margaret Senne, Car & Frt. Service Clk. Right center: Miss Eileen Baldwin, Steno-Clerk.; Mrs. Kathryn Adsit, Car & Frt. Service Clk. Bottom: Asst. Supervisors (for Superintendent of Personnel) F. G. Wakefield and A. E. Leckemby, with Mrs. Martha Smith, Acct. Clk., in center.



government bills of lading; and the unit's efficient Secretary-Clerk, *Mrs. Lillian Teter*.

CAR & FREIGHT SERVICE BUREAU

Contributing to the job of moving Pacific Electric's large share of war-vital freight are the staff of the Car and Freight Service Bureau. Freight specialists *L. H. Lutes*, Supervisor of Car Service and Freight Operations, and *L. C. Maloney*, Assistant Supervisor of Freight Operations, under the direction of Mr. Wagenbach make investigations and studies for the purpose of maintaining the efficiency of yard service, coordinating freight schedules with those of connecting railroads, and insuring compliance with Office of Defense Transportation regulations relating to car conservation and the expediting of traffic. Car and Freight Service Clerks *W. W. Barnes*, *Gladys Clay*, *Margaret Senne*, and *Kathryn Adsit*, and Steno-Clerk *Eileen Baldwin*, under the direction of Assistant Chief Clerk *P. B. McDonald*, take orders for freight cars from shippers, either direct or through the local Agents. The orders are 'phoned to the appropriate yard, where Yard Clerks select the cars to be used to fill each order. Constant efforts are made to get maximum use out of every car, and, so far as possible, to move cars back toward their home roads, fully loaded.

ALL 3200 HOLD ESSENTIAL JOBS

In the past we have told of the activities of some of the terminals, yards, agencies and other phases of the Transportation Department's operations. Many more of these stories are still to be told. In this visit behind the scenes in the central office, at every hand is found evidence—and recognition—of the good work of the Department's 3,200 employes throughout the system. May this story, then, stand as a tribute to all of the 3,200, each of whom may well feel that his or her part is unqualifiedly important in the united effort of all in carrying on the big and vital job they are doing.

→
MACY YARD, looking east from *Macy Street Bridge*. Around the bend are the *Macy Shops*.



STATION SUPERVISOR'S OFFICE: *Left to right are Assistant Station Supervisors R. P. Mendelson, E. W. Swanson, G. F. Jehl, and Leo Vincent. Below: H. E. Foskett, Station Supervisor, and his Secretary-Clerk, Mrs. Lillian Teter.*

TRANSPORTATION DEPARTMENT

(Continued from Page 5)

Personnel for positions at these locations are interviewed and assigned at the office of Station Supervisor *H. E. Foskett*. Mr. Foskett worked for the Illinois Central for 20 years before he joined Pacific Electric 24 years ago. He recalls opening the agency at

Wingfoot in a box car two weeks after going to work for P.E., and he was thereafter Agent at one location or another until his appointment to his present position in January, 1943. On the Station Supervisor's staff are Assistant Supervisors *George F. Jehl*, who takes care of personnel matters and the extra board for stations and yards; *E. W. Swanson*, who makes station inspections; *R. P. Mendelson* and *Leo Vincent*, who give special attention to the complex subject of



Bates Sons Win Soldier's Medals For Heroic Acts at Chance Meeting

Headquarters
Ninth Air Force
European Theatre of Operations
Public Relations Office

A U. S. NINTH AIR FORCE BOMBER BASE, ETO. — Two brothers, Second Lieutenant Wallace E. Bates, 21, and Staff-Sergeant Calvin L. Bates, 24, of Pasadena, California, have been awarded the coveted Soldier's Medal for heroism by Headquarters, Ninth Air Force. Lieutenant Bates is a pilot in a fighter group now operating in France and Staff-Sergeant Bates is an engineer-gunner in the crack

"Black Death" Marauder Group commanded by Colonel Gerald E. Williams. Both are sons of Mr. and Mrs. Harold A. Bates, of 1475 North Grand Oaks, Pasadena. Their father is a North and South District Supervisor of the Pacific Electric Railway.

The citation accompanying the award read:

"For heroism, on 4 July 1944, when their B-26 aircraft crashed shortly after take-off, Second Lieutenant Wallace E. Bates and Staff-Sergeant Calvin L. Bates, of Pasadena, California are awarded the Soldier's Medal. Lieutenant Bates and

his brother entered the blazing aircraft to save the life of the tail gunner whose arm had been broken in the crash. Despite the fact that ammunition was exploding and the gas tank in the right wing was likely to explode at any moment; they persisted in their heroic efforts until they were able to drag the tail gunner to safety. Their courage, promptness and decision undoubtedly saved the life of the injured gunner and are characteristic of the high ideals of the Army Air Corps."

Lieutenant Bates was on leave, visiting his brother at the Marauder Base, when the crash occurred.

Have you ever been on a trip to a city in some distant state and experienced the warm glow that came from merely seeing a California license plate on a car belonging to an utter stranger? If so, then perhaps you can imagine the happiness that came to these two brothers in uniform who met half way across the world amid the uncertainties of global war. They hadn't seen each other in four years. . . . And then, to cap the climax, they win medals together!

We all share Supervisor Bates' pride in his sons.



BROTHERS WIN SOLDIER'S MEDAL—Staff-Sergeant Calvin L. Bates, an engineer-gunner, shakes hands with Major General Samuel E. Anderson, commanding general of the Ninth Bomber Command, during the presentation ceremony held recently in England. Calvin's brother, 2d Lieutenant Wallace E. Bates, (picture at right), a pilot in a fighter group, was flying with his outfit in France at the time and was consequently unable to attend the ceremony with his brother.

Telephone Courtesies

"Courtesy on your end of the telephone wire inspires cooperation at the other end."

This was one of the elementary but often forgotten truths emphasized in a motion picture, "The New Voice of Mr. X," presented eight times each day on July 13 and 14 in the Pacific Electric Club Theatre by the Southern California Telephone Company, for employes of Southern Pacific and Pacific Electric. The several showings were well attended, and held the attention and interest of those present.

The film, in a realistic and frequently amusing fashion, effectively demonstrated the importance of courtesy on the telephone, courtesy including such points as the use of an attentive and pleasant tone of voice, promptness in answering, thoughtfulness in avoiding unnecessary and futile transfers of calls, and readiness to assist the caller in any practicable manner.

Eric J. Menard, Agent in S.P.'s Passenger Traffic Department, acted as master of ceremonies for the programs. He briefly outlined the problems arising from the extremely heavy volume of telephone business being transacted in our offices today, and introduced Miss Anna Maguire, Supervisor, from the Telephone Company.

Miss Maguire demonstrated how turning the dial selects the number, and some of the right and wrong ways of using the dial phone. Some tips:

When you dial, let the dial spin back freely. If you interfere with the return of the dial either by retarding it or by speeding it, you are likely to get a wrong number.

Wait for the dial tone before you start to dial. There may be a slight delay, as the lines are busy, but you won't get your number unless you wait for the tone.

When you flash the operator, move the hook up and down slowly—about once a second—three or four times. This gives the operator a chance to see your signal.

Let's resolve to improve our business contacts by forming good telephone habits.

In Spring, the gay suburbanite,
Expending his last nickel,
Proceeds to carry home at night
One hoe, one rake, one sickle.

The garden soon gets under way,
And if he keeps on workin'
He'll have on some late summer day
One beet, one spud, one gherkin.

YOUR VICTORY GARDEN

By Agricultural Extension Service, Los Angeles County
University of California and United States Department of Agriculture

Vegetables suitable for winter planting in Southern California include lettuce, broccoli, cabbage, spinach, Swiss chard, onions, carrots, beets, and turnips. Peas are a favorite with many but comparatively few have successful crops. Many of the crops listed will produce a finer quality and, of course, harvest over a longer period when planted in September and October than at any other time of the year.

It's tedious to name kind, variety, depth of planting, and width of spacing of row for a dozen vegetables. The following brief table will suffice.

KIND	VARIETY	Seeds or Plants	How Deep to Plant	SPACING		Amount to Supply Family of Four	
				Rows	Plants	Feet of Row	New Planting Every
Leaf lettuce	Black Seeded Simpson	Seeds	1/4"	12"	6"	10	3-4 weeks
Head lettuce	New York Market	Seeds	1/4"	12"	12"	12	3-4 weeks
Spinach	Viroflay	Seeds	3/4"	12"	1/2"	10-12	3-4 weeks
Swiss chard	Lucullus (all green) Rhubarb (red stems)	Seeds	1/2"	24"	12"	10-12	4-5 months
Beets*	Detroit Dark Red Early Wonder	Seeds	3/4"	12"	4"	25	2-3 months
Turnips*	Purple Top Strap Leaf	Seeds	1/2"	12"	4"	15-20	2 months
Cabbage**	Copenhagen Danish Ballhead Savoy	Plants		18"	18"	12 plts. each variety	2-3 months
Carrots	Imperator Red Core Chantenay Danver's Half Long	Seeds	1/4"	12"	1"	25' of dbl. row	3 months
Garden peas**	Laxton's Progress Alderman Pole Stratagem	Seeds	1 1/2"	3' 5' 4'	4"	25' of each variety	early fall and late winter
Onions	Sweet Spanish White Portugal Globe	Seeds or Sets	1/2" 1"	12" 12"	3" 3"	100' for dry 10' for green	1 planting monthly

*Beets and turnips should be planted in inch wide seedbeds, seed fairly close. Thin out plants and use them for greens, leaving one every four inches to mature.

**Copenhagen and Danish Ballhead are early varieties and will mature faster than the Savoy. A dozen plants of each, therefore, will supply cabbage over a long period. Peas are early, mid-season, and late in the order listed. If only one variety is planted, repeat plantings monthly.

DENTAL DEPARTMENT

PACIFIC ELECTRIC RAIL AND MOTOR COACH LINES

OWNED AND OPERATED BY

BEN A. PATTON, DDS., BS.

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

TERM PAYMENTS, IF DESIRED
BY PAYROLL DEDUCTION

826 Pacific Electric Building
TUcker 7272
VAndike 5844

LONG BEACH FREIGHT HOUSE



By
Jack
DeLaney

Our ticket office is a pretty busy place these days. We're just about back to the regular routine of business now, but prominent amongst the missing is our good old friend "Mac" McDougall, who has been off for almost four months on account of illness. We hope to see Mac back soon.

Beulah Edwards, Night Ticket Clerk, has returned to work after a month's illness, as has also Harry Hatch, Cashier.

Alice Morley is welcomed back among us after an absence of quite a spell.

Bob Haynes, our Agent, states he is mighty pleased to have his clerks return after so long a time off. Bob, by the way, is quite a fisherman. That is, he says he is—we haven't seen any of the fish he says he has caught. But that is typical of fishermen. Bob is looking forward to a few trips to Lake Henshaw, his old fishing grounds.

Ollie Flemoy is a new employe amongst us and a welcome one at that.

We are all busy at the Freight



LT. R. W. SWITZER

Station, but managed to take a few minutes off one day during the latter part of August to present Sanford Burrows, Car Clerk, with a birthday cake. We had only 50 candles to decorate it with, as we ran out of them.

Our two old timers, Jolly and Kallman, respectively Assistant Chief Clerk and Warehouse Foreman, tried to keep their birthdays quiet, but we always have a way of finding out. We served them a couple of doughnuts and coffee.

Our good old friend Amos Tang, Trainmaster, gets back here quite often. He is located at Dolores now. We are always glad to see him and listen to his words of wisdom.

New Guinea Stork Scares Lt. Switzer

First Lieutenant R. W. Switzer, MP, son of Locomotive Engineer Erle E. Switzer, found that military science books didn't cover all phases of duty in New Guinea. There was nothing said, for instance, about obstetrics.

According to Yank, Lieutenant Switzer and his MP unit happened to be in charge of a group of Indonesians who had been freed from the Japs. Among the group were two pregnant native women, and, says Yank, "you could practically hear the whirr of the stork's wings." Something had to be done quickly, and it is reliably reported that the young lieutenant (32 and married but not a father) got into a cold sweat.

No, he didn't deliver the babies with his own hands; he located a doctor just as the population of his native group was about to be increased by two.

Lieutenant Switzer went overseas to Australia from Fort Lewis, Washington, in February, 1942, as a Second Lieutenant of Infantry. Some time in 1943 he was promoted to First Lieutenant, and a few months later transferred to the Military Police. He put in 76 days fighting in New Guinea and bringing back wounded from the front lines, but was never wounded. Sent back to Australia, he there contracted malaria, recovered, and was assigned full charge of a prison camp. He is now on special detail duty, with whereabouts unknown to his parents.

His wife, the former Edith Rhodes, lives with her parents at 236 West 109th Street, Los Angeles. His father has been a Pacific Electric Locomotive Engineer and Freight Motorman for 18 years.

SAN BERNARDINO DISTRICT

By Bob Belfrage

Herb Hall, our Agent at Alta Loma and Etiwanda, is the busiest man in town handling one of the largest grape shipments in years. However, his work is made much easier with the help of his wife, Evelyn, a very competent Clerk working early and late.

The long talked of Ellena Brothers' Spur is about to become a reality. When completed it should aid one of Agent Hall's best industries, in the Etiwanda-Alta Loma district.

We extend our sympathy to Agent C. O. Stephens at San Bernardino for the passing of his father F. W. Stephens, who on September 8 was 81 years of age, and a resident of Etiwanda for the past 50 years.

Miss Faye Kloiber, Ticket Clerk, San Bernardino, is on ninety-day leave of absence. The writer heard something about wedding bells.

Carroll Correll, who recently resigned as Yard Clerk in the San Bernardino Yard, has purchased a citrus grove in the Fontana district, and will devote his time to caring for his grove and raising chickens. Best of luck and good wishes, Carroll!

Carroll Collins, Senior Car Clerk in our San Bernardino Yard Office, has recovered from his recent operation at St. Vincent's Hospital. Carroll and his wife Ann spent three weeks with his mother in Hollywood recuperating, and is back on the job again just as quiet as ever.

Motor Coach Operators of the Northern District who have transferred in to freight service at San Bernardino include L. Storey and B. H. Fraysher. Best of luck, boys!

H. R. Searing, member of the Engineering Department for the past 25 years, has been assigned as Resident Engineer at San Bernardino during ninety-day leave of absence granted Leo J. Bush, who is taking a much-needed rest in the mountains. Mr. Searing, who has been making a careful survey of the entire district, has appointed A. B. Holmes as his assistant. Mr. Holmes for many years has been in the Engineering Department in this district and is an expert track man. We extend our best wishes to Mr. Searing and his staff.

Russ Corey, our Assistant Agent at the Local Freight Station at San Bernardino, is the champion fisherman in this district, and never fails to take advantage of a Sunday off to go trout fishing in the quiet streams in the mountains adjacent to this city. It was on his last trip to one of these quiet streams that it happened. Quoting Russ: "I was fishing

along the edge of a high cliff, when, without warning, a large rock came at me, hit me, and knocked me out." Russ had many scars on his face and head. This could be just another fisherman's tale!

San Bernardino Yardmasters R. A. Shaw, L. J. Middleton, and A. E. Spohn have just completed their vacations, having been relieved by R. B. Snedaker. All report having a good time and enjoying the much-needed rest.

A Sunday picnic at Forest Home was enjoyed by members of the San Bernardino Freight House. The following attended with their basket lunches: Mr. & Mrs. Stephens, Mr. & Mrs. Corey & daughter, Mr. & Mrs. Hollyfield & son, Ellen Kalesar, Mr. & Mrs. Ott & three children, Helen Cooper, Thomas Palmer, Marie Goldek, and Don Clegg with his mother & brother.

If you have tried to reach Mr. C. H. ("Casey") Jones, General Agent at San Bernardino during the past few weeks, day or night, his Chief Clerk, Bob Belfrage, would probably say, "Sorry, Mr. Jones is at Colton expediting freight trains due to the heavy traffic we are handling from the SP at this point."

Mrs. Katherine Reed, Accountant in the San Bernardino Ticket Office, left Los Angeles via TWA for Newark, New Jersey, to be with her father, who had to undergo a critical operation. Lots of luck, Kay.

The father and mother of A. R. Luetke, Trainman, celebrated their fiftieth wedding anniversary August 25.

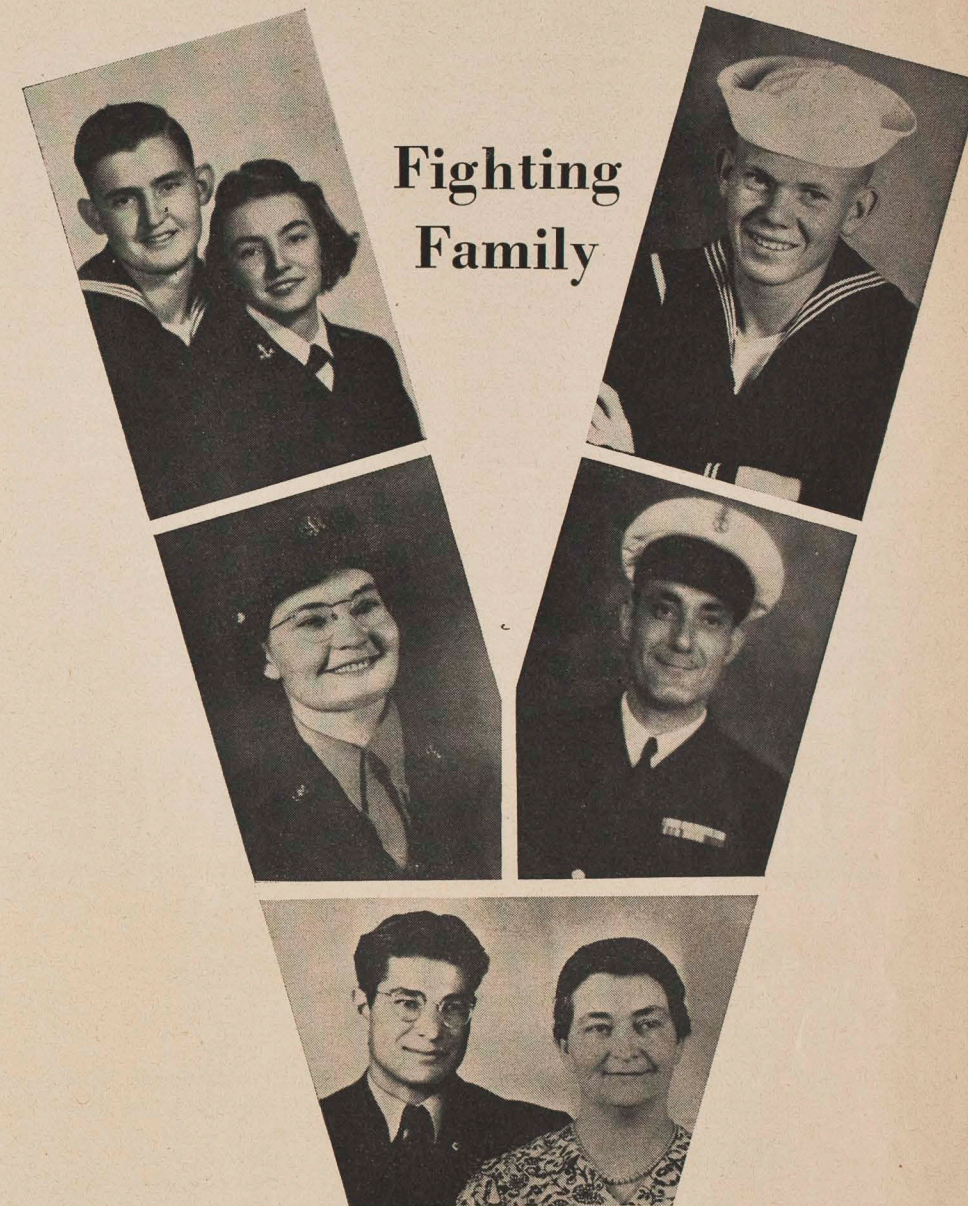
LILLIAN CONNELL

Mother, Patriot, Machinist

Mrs. Lillian Connell—the same who received a Certificate of Award for a suggestion she turned in regarding rivets (see September PACIFIC ELECTRIC MAGAZINE)—is not only a Machinist who works in the Bus Repair Shop at Torrance. True, she has made a career of proving that women—some women, at least—can do about anything in the mechanical line that men can do, provided they are given a chance. She's been proving it for the last 21 years in her work with Pacific Electric, beginning as Car Cleaner, and then becoming successively Laborer, Drill Press Operator's Helper, Babbitt Room Helper, Machinist's Helper, and, finally Machinist.

But she has done more than fill a manual job with Pacific Electric with ability, dignity, and good humor. For

Fighting Family



TORRANCE MACHINIST'S FAMILY IN UNIFORM—Lillian Connell, Torrance Machinist, is shown at bottom of V-for-Victory picture with her son Beryl. Directly above Mrs. Connell and her son are her sister, Almira S. Long, and her brother, Vernon C. Deffenbaugh. The young couple above Almira are Mrs. Connell's nephew and niece, Clement and Jean Long. Above Vernon is Mrs. Connell's nephew James E. Deffenbaugh.

15 years she worked the night shift so that she could supervise her son's upbringing in the day time. He is at present a Radio Technician, 1/c, U. S. Navy. Mrs. Connell is first and foremost a mother.

Mrs. Connell comes from a long line of patriotic ancestors. Her direct ancestor, George Deffenbaugh, with three of his brothers, fought in the Revolution. In the present war many

of her family are again serving. Besides her son, Beryl Waldren Pennywell, she has a sister, Private Almira S. Long, in the Wacs; a brother, Vernon C. Deffenbaugh, Chief Water Tender, U. S. Navy; a nephew, Clement Long, Aviation Machinist's Mate 2/c, U. S. Navy; and another nephew, James E. Deffenbaugh, still in training at a Naval Training Station.



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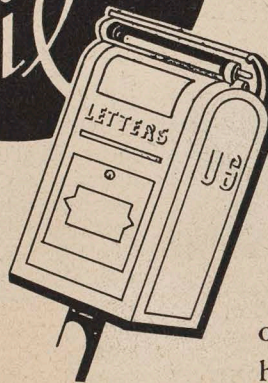
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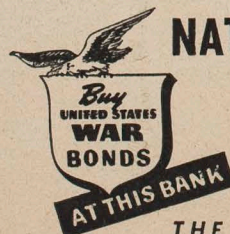
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