

HONOD DOLL

HONOR ROLL

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

MECHANICAL DEPARTMENT

Lester Wolfson

EXECUTIVE DEPARTMENT

Sarah Coburn

TRANSPORTATION DEPARTMENT

Eva Mae Ashley Jack H. Carnagey Barrea W. Farrington 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 Employes 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 Employes' 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.

On 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.

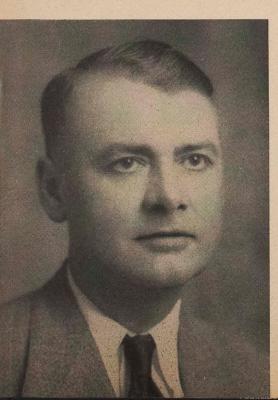
Do not grieve for those who die Like proud eagles in the sky, Not for glory, gold, or greed But the Free Man's deathless creed.



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

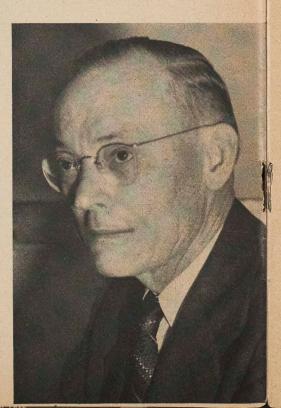
The executive officer of the Department is Assistant General Superintendent T. L. Wagenbach. It is his responsibility to coordinate the varied activities of the Transportation



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. Couts, and the heads of the office bureaus.

The handling of over 116 million

SUPERINTENDENT OF PASSENGER SERVICE

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 employes at the several terminals, and investigations, discipline, and other problems affecting the employes 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 employes—is the prime concern of the Superintendent of Personnel and his assistants, Supervisors F. G. Wakefield and H. E. Leckemby.

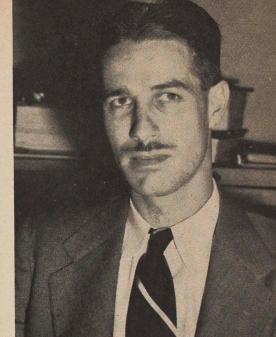
Although located six floors away, Superintendent C. H. Belt's Instruction Department is very much a part of the Transportation Department. Readers will recall the visit to Colonel Belt and his staff in the April issue of the Magazine.

OFFICE MANAGER

The operation of a Department employing over 3,200 persons naturally involves much clerical work, recordkeeping 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.



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 employes of the Transportation Department man the freight yard offices, and the 68 regular agencies outside the City of Los Angeles.

(Continued on Page 8)

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







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 and Leo Vincent, who give special atago. He recalls opening the agency at tention to the complex subject of

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

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

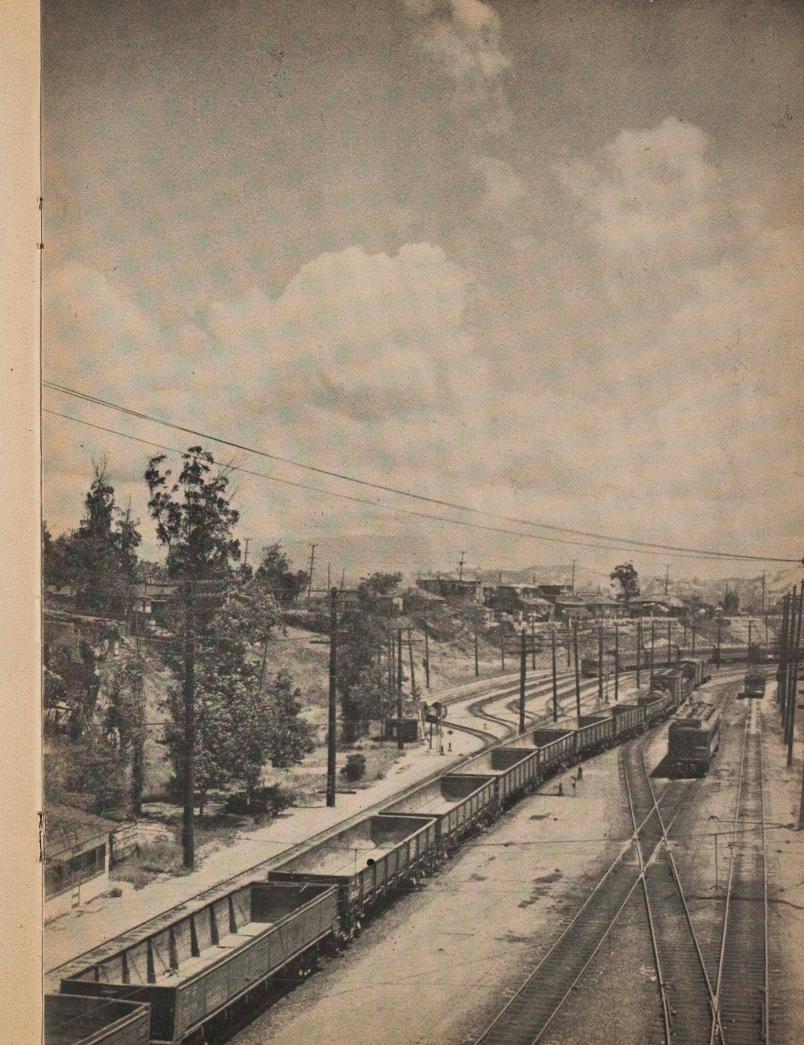
CAR & FREIGHT SERVICE BUREAU

Contributing to the job of moving Pacific Electric's large share of warvital 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.



Lee T. Bashore Dies in St. Louis: Colorful Figure Lost to Company

The death by heart attack of Lee T. Bashore on Thursday, September 14, in St. Louis, removed one of Pacific Electric's best-known employes and one of Southern California's best

Mr. Bashore, 46, had been Assistant Safety Supervisor for several vears in the Transportation Department, and had been a Conductor and Motorman before that since April 19, 1918, when he joined the company.

Born June 7, 1898, in Covina, Lee grew up on his father's ranch and attended Covina High School until 1917, when he became a truck driver for several concerns until he began work for Pacific Electric the following year. He was an Extra Dispatcher and Terminal Foreman on the North from July, 1925, until October, 1932, in addition to being both Conductor and Motorman.

It was as assemblyman, however, that he was best known to the public. Elected to the California State Legislature in 1938, he was serving his third consecutive term as assemblyman from the 49th District at the time of his death, had won both Democratic and Republican nominations in the primaries, and was unopposed on the November ballot for his fourth term. In 1942 he was mentioned for lieutenant governor. Currently he was vice chairman of the Joint Interim Committee on Tax Structure, and was well known as a tax expert. He was also serving on a number of other legislative committees. Beginning in 1933, he was for many years a member of the Glendora City Council.

Lee Bashore went to St. Louis as representative of the California legislature at a convention of the National Tax Association. He was high up in State circles, and was of considerable political influence. But he never lost man Bashore will be sorely missed



LEE T. BASHORE

his democratic spirit. Only two weeks before his death, he was observed in civilian clothes one morning coming to the rescue as Motorman of a Glendora train, which he piloted safely from San Marino to Los Angeles. Political power hadn't made him lose the common touch.

Governor Earl Warren, when informed of Mr. Bashore's death, was quoted by the Los Angeles Times as stating: "Assemblyman Bashore was one of the most able men in the Legislature, and in June had just completed a solid year of work on the teachers retirement bill, which was passed by the Legislature. This was one of the most important legislative jobs in many years. Assembly-

RETIREMENTS

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

NAME	Department	Occupation	Years o Service	
Edna B. Abell	Accounting	Clerk	23	
Celestino Bartolomea	Mechanical	Painter	32	
Mateo F. Flores	Engineering	Towerman	33	
John M. Gipson	Mechanical	Mechanic	26	
Alfred E. James	Mechanical	Machinist	24	
John B. Mays	Western Division	Motorman	20	
Henry Chas. Pingel	Mechanical	Carpenter	17	
Fannie Schumacher	Mechanical	Car Cleaner	25	

in the coming session of the Legislature."

Mr. Bashore is survived by his wife, who lives on their ranch at 250 Live Oak Avenue, Glendora; by two sons: Ensign Lee T. Bashore, Jr., now in the European theatre of war, and Pharmacist's Mate 2/c Glenn H. Bashore, now in the Pacific area; by his father, Perry B. Bashore, of Covina; by two brothers: Eugene, of New York City, and Quinter, of Covina; and by two sisters: Mrs. Zella Hall and Mrs. Elsie Perry, both of Covina. Pacific Electric employes extend to them sincerest sympathy.

HOSPITAL LIST

Employes reported confined to St. Vincent's Hospital, 2131 West Third Street, included, as of September 26:

Jesus Banales, Laborer, Engineering Department.

Frank Chadburn, Retired, Engineering Department.

Andrea Chavez, Car Cleaner, Mechanical Department.

Cecil Cropp, Substation Operator, Engineering Department.

B. C. Edmunds, Towerman, Engineering Department.

S. Fernandez. Laborer, Engineering Department.

Marie Golbek, Clerk, Transportation Department.

Estanislando Gutierrez, Freight Car Repairer, Mechanical Depart-

Henry Hames, Operator, Los Angeles Motor Coach Lines.

Richard Heick, Motorman, Western District. Harold M. Leeds, Operator, Los

Angeles Motor Coach Lines. Glenn H. Peak, Motorman, North-

ern District. C. N. Perkins, Attorney, Law De-

Burwood Plant, Retired Clerk, Passenger Traffic Department.

Granville Read, Machinist, Mechanical Department.

William F. Schenk, Machinist, Mechanical Department.

Floyd A. Schultz, Foreman, Mechanical Department.

George Smith, Mechanic, Mechanical Department.

Harry Spencer, Retired, Mechanical Department.

Clyde C. Tucker, Motorman, Western District.

Grant White, Truck Driver, Engineering Department.

Charles Whittle, Brakeman, Southern District.

GOOD MEDICAL SERVICE

Demands Responsible Patients

By William L. Weber, M. D.

Chief Surgeon, Pacific Electric Hospital Association

cific Electric Railway is, and should be considered by every employe, an organization of mutual benefit and responsibility. Every employe contributes to its support and is entitled to its services. The doctors and nurses of the staff devote themselves wholeheartedly to the interests of all who are in need of medical care and attention.

In the employe-doctor relationship there is a responsibility which each individual or patient should assume in order that the best type of medical service may be rendered.

DOCTOR SHORTAGE

There are at times complaints about delays by those who must wait for a doctor to make a house call or who must wait at the office. These delays are most frequently due to the shortage of doctors at this time. We have all been asked to make allowances for the manpower shortage in all occupations — a fact which has made it necessary for the majority of Pacific Electric employes, as well as others, to work harder and longer hours. The Medical Department realizes the handicaps under which, or rather, despite which, Pacific Electric workers manage to perform a magnificent job. It often seems, however, call, whether it be day or night. that workers do not consider the Medical Department in a similar office for treatment must realize the light.

Recently an employe requested a doctor to make a house call. When the doctor arrived, he was informed by a child at the house that the patient had gone out. Two days later the same employe again sent for a doctor, and when the doctor arrived, a day. This volume of work, of not more than two and a half or three hours after receipt of the call. he was not able to arouse anyone within the house despite repeated knocking and making every sincere effort to gain admission.

There is no apparent excuse for this. Had this person even a slight regard for a busy doctor's time, a telephone call would have saved the doctor an unnecessary trip and perhaps enabled him to aid some other Department is doing his or her utmost person in need of medical attention.

While our doctors are on call day and night, I believe that there should be more consideration shown doctors who are assuming heavier burdens during this emergency. Doctors, like others, appreciate, when possible, a surcease from their duties, if only for a short time.

The Medical Department of the Pa- UNNECESSARY HOUSE CALLS

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Another situation that not infrequently arises is due to the fact that very often an employe will wait until night or some other inopportune time to call a doctor, despite the fact that the employe has been ill for a day or two or possibly longer. I appreciate that occasionally such delay in calling a doctor is motivated by the thought on the part of the patient that he does not care to disturb a doctor who is very busy for what might be a minor ailment. However, numerous occasions have come to my attention where the patient calls a doctor, even at night, after having been ill for a day or two, because it is necessary, in order to secure insurance benefits, that the patient be seen at his home by a doctor; and, since house confinement usually brings a higher rate of insurance pay, advantage is taken of the Company doctor in asking him to make a house

DOCTORS WANT TO HELP

Please do not misunderstand or think for a moment, however, that the doctors of your Medical Department are at any time reluctant, much less unwilling, to make any necessary

Those of you who come to the enormous number of patients that pass through these offices in a day. Only last week on one day there were 163 employes seen in our offices, 924 Pacific Electric Building, and the average daily number of employes seen at our offices has been over 100 course, taxes the capacity of our facilities, and it can well be understood that after days like these the doctors are not desirous of making unnecessary calls.

BE CONSIDERATE

In conclusion, I would ask that each employe be as patient and considerate as possible, with the thought that every member of the Medical to render the best possible service. I would ask, therefore, your patience and confidence. Though the hospitals are crowded and the nursing staff is quite definitely depleted, it is our desire to render the most efficient service possible. Remember that to do so, however, we doctors and nurses need your help and consideration.



WILLIAM C. SCHOLL

W. C. Scholl Made Staff Engineer

William C. Scholl, formerly Assistant Research Engineer, has been appointed Staff Engineer in the Personnel Department, the effective date having been September 16.

Mr. Scholl has had 19 years of experience with the company, beginning on October 7, 1925 as Junior Clerk in the Accounting Department. His work in that department included general accounting, special statistical surveys, and special job analyses. On January 1, 1942, he was appointed Chief Clerk of the Medical Department: and on January 1, 1943, was made Assistant Research Engineer. In this latter capacity he dealt with many matters concerning wages and salaries.

The duties of Mr. Scholl's new position are concerned with labor rela-

His many friends wish him the best of luck.

There are many versions of Hitler's phone call to Moses in Heaven. "I want to inquire about that rod

you used on that Red Sea job. Is it true that the waters rolled back and made a clear road when you held it up? If so, I'd like to borrow it. I have a little job to do on the English Channel," Hitler explained.

"It's true about the rod," said Moses, "but I no longer have it in my possession."

'Where is it?" asked Hitler eagerly. "Just tell me where it is and I can get it."

"I very much doubt that you can get it," answered Moses politely. "It is in the British Museum."

Friends Mourn Howard P. Bancroft

By JESSIE EATON Signal Clerk, Engineering Department

It is to the cherished memory of a good and well-loved man that we dedicate this article. The loss of Howard P. Bancroft, Bonding and Welding Foreman, Signal Department, is a great one, and cannot adequately be expressed in words. The hearts of his friends could tell you, if we could read them.

"Banny," as he was affectionately called, was born in Oshkosh, Wisconsin, September 6, 1891. There he worked as an Electrician and Machinist, later being promoted to an Assistant Engineer in a steam plant. It was there, too, he married the only sweetheart he ever had (Mr. and Mrs. Bancroft were schoolmates and met at 14.)

He came to work for the Pacific Electric in April, 1921, as a Welder's Helper. He was promoted to Bonding and Welding Foreman September 11, 1925, a position he held up to the present. With the company's interests at heart, and his untiring efforts, he helped his department expand. In 1933, in addition to his Foreman's job, he was made a Supervisory Employe.

LOVED FLOWERS, **PHOTOGRAPHY**

Outside his passion for work Banny had two consuming interests: flowers and color photography. He was an acknowledged authority on raising chrysanthemums, had lectured on them, and owned several hundred varieties. One variety was named for Mrs. Bancroft. He always participated in the Fall Garden Show, and was an active member of the Glendale Chrysanthemum Club. Most of his colored pictures, which were mounted on slides for screen projection, dealt with different kinds of flowers. Some were scenes of the High Sierras, taken on numerous hunting and fishing trips.

In his lath house, he raised camellias, and they were of such extraordinary quality that the Biltmore Florists promised a ready sale for all he could raise.

His individual garden display (in his own yard) that he gave each fall for friends, was probably unequalled in the Southland for color, arrangement and breathtaking beauty. Mrs. Bancroft plans to carry on these hobbies just as he would have.

ACTIVE IN CLUB WORK

We might mention his many active years in the P. E. Rod and Gun Club *Reported subsequent to last publication.

and the Odd Fellows Lodge, in both of which Banny held high offices.

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He is survived by his wife, Allegra, and one brother living in Santa Ana, G. D. Bancroft.



RESIGNS-Harvey B. Smith, former Architect in the Structural Engineering Division, now in the City Engineer's office.

Sign in window of lingerie shop: "We fix flats."

P. E. Architect **Accepts City Post**

"I lost a good man, and was sorry to see him go," said Structural Engineer Albert de Pfyffer, commenting on the resignation on September 23 of Architect Harvey B. Smith, who has accepted a position with the City of Los Angeles as architectural associate under City Engineer Lloyd B.

Mr. Smith came to work for Pacific Electric on August 26, 1935, as an architect, under former Structural Engineer M. C. Halsey. In his nine years with the company Mr. Smith has been responsible, under the supervision of Mr. Halsey and Mr. de Pfyffer, for a number of major projects, including among others remodeling the Compton Station, designing the new Pomona Bus Station, supervising the architecture of the Vineyard Bus Garage for the Los Angeles Motor Coach Company, and remodeling the floor of the Sixth and Main Station. He is proudest of the Compton Station project, which he says was the most difficult of all.

The architectural design of the Hyperion sewage disposal plant, near El Segundo, is the job with which Mr. Smith is immediately concerned in his new position with the city.

His many friends in Pacific Electric wish him Godspeed, and, like Mr. de Pfyffer, are sorry to see him

REPORT OF VITAL STATISTICS

August 21, 1944 to September 20, 1944 DEADITO

DEATHS			
Occupation	Died	Group Insurance	Mortuary
Laborer	7- 1-44	Yes	No
Machinist	8-21-44	Yes	Yes
Conductor	8-23-44	Yes	No
Foreman	8-25-44	Yes	Yes
Car Cleaner	8-30-44	Yes	Yes
Track Walker	8-30-44	Yes	No
Conductor	9-13-44	No	No
Retired Car Repairer	9-13-44	Yes	Yes
Safety Supervisor	9-14-44	Yes	Yes
Conductor	9-15-44	No	Yes
Retired Engineer	9-16-44	No	Yes
Supervisor	9-16-44	Yes	Yes
	Occupation Laborer Machinist Conductor Foreman Car Cleaner Track Walker Conductor Retired Car Repairer Safety Supervisor Conductor Retired Engineer	Occupation Died Laborer 7- 1-44 Machinist 8-21-44 Conductor 8-23-44 Foreman 8-25-44 Car Cleaner 8-30-44 Track Walker 8-30-44 Conductor 9-13-44 Retired Car Repairer 9-13-44 Safety Supervisor 9-14-44 Conductor 9-15-44 Retired Engineer 9-16-44	OccupationDiedGroup InsuranceLaborer7- 1-44YesMachinist8-21-44YesConductor8-23-44YesForeman8-25-44YesCar Cleaner8-30-44YesTrack Walker8-30-44YesConductor9-13-44NoRetired Car Repairer9-13-44YesSafety Supervisor9-14-44YesConductor9-15-44NoRetired Engineer9-16-44No

EMPLOYES' WIVES' DEATH BENEFIT FUND

NAME	Wife of	Department	Died
Cook, Lida Mary	Merton Cook	Engineering	8-22-44

VFW Post Formed For P. E. Veterans

The first meeting of employes interested in forming a Pacific Electric Post of the Veterans of Foreign Wars was held in the P. E. Club on September 19 at 7:30, and resulted in the election of Charles Wakefield as temporary chairman, the setting of the first and third Tuesdays of each month as meeting dates, the selection of October 3 at 8:00 p.m. as next meeting date (with refreshments), and the promise of the 12 who were present to publicize the next meeting and bring other interested veterans along.

The Department officers were guests at this first meeting. Commander Jesse Fisher of the Fifth District outlined the manner of forming the new post; Harry Walmer, Fifth District Chief of Staff, and his assistant, Comrade Dostal, gave timely advice and assurance of their help in forming a new post. Harry Harding, Senior Chief of Staff, Department of California, also presented some ideas concerning VFW organization work.

"Now is the time to join the VFW -the gold chevron organization." declared Temporary Chairman Wakefield. "Those holding honorable discharges of World War I, as well as soldiers, sailors, and marines of World War II now serving in foreign lands or waters, are eligible. We must see the honorable discharge for W. W. I, and the APO number of men in W. W. II now in U. S. service. Payment of \$2.00 application fee for charter members and the current calendar year's dues of \$3.00 are necessary."

NEW EQUIPMENT

Ten new 44-passenger, 12-cylinder White busses, numbered 2350 to 2359, were delivered in August and immediately put into operation on the Alhambra-Temple City Line. They are identical with other 2300-class equipment except that the newer busses have green plush upholstery instead of leather.

Fifteen new Whites identical with the 2350's arrived in July and were put into immediate operation on the Los Angeles Motor Coach Lines. Numbers are 3311 to 3325.

It is expected that three new Diesel-electric switchers, similar to the 1650 and the 1651 acquired in 1943, will be delivered from the East some time this month.



H. G. McDONALD, former Pacific Electric Building Manager, resigns.



JAMES C. RANKIN, new Pacific Electric Building Manager.

McDonald Leaves PE Building; Rankin Appointed His Successor

of H. G. McDonald as Manager of the Pacific Electric Building and the appointment of James C. Rankin on September 16 as his successor were recently announced by E. L. Young, geles. head of the Land and Tax Depart-

Mr. McDonald resigned to assume the managership of the Van Nuvs Building at 210 West 7th Street. He had been with Pacific Electric for 36 vears, beginning in 1908 as Chief Clerk to the Superintendent of Telegraph, Telephone, and Signals. From 1913 to 1939 he was a General Clerk and then Chief Clerk of the Executive Department. He became Manager of the P. E. Building in April, 1939.

Mr. McDonald said he would like to thank each of his friends for their consideration and cooperation during his many years of service, and also for their kindness and good wishes for his success in his new position. He is also grateful to employes of the Building who remembered him with a handsome watch upon his retirement from Pacific Electric service.

Mr. Rankin began in July, 1942. as Assistant Research Engineer, and was in that capacity up to the time of his appointment. He was also assigned as Vice Chairman of Pacific Electric's Transportation Committee on gasoline and tire rationing under the direction of Assistant to the President Glenn E. Collins, and will still remain for some time in an advisory capacity on that board, which will now be handled by his former

The resignation on September 15 assistant, Mrs. Gladys Black. Mr. Rankin was recently elected Chairman of the Joint Railway Transportation Board organized last spring by the principal railroads of Los An-

To Mr. McDonald and Mr. Rankin go the best wishes of the company in their new positions.

Departments Shift Office Quarters

Several moves are currently being made by departmental offices in the Pacific Electric Building:

The Research Bureau has moved from room 460 to suite 984-994. The Schedule Bureau has moved from its old quarters on the fourth floor to temporary quarters on the ninth with entrance at 971. As soon as former Research and Schedule Bureau quarters are remodeled, the Claim Department will move in from its second floor quarters, which will then be remodeled for the Schedule Bureau, which will then move in from its temporary ninth floor suite.-Savvy? It's really not as complicated as it sounds!

"Did you ever taste moonshine whiskey?'

"Certainly not," replied Uncle Bill Bottletop. "Anybody who can't swallow fast enough to keep from tastin' it has no business tryin' to drink it."

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, Cali- award read: fornia, have been awarded the cov-Lieutenant Bates is a pilot in a fighter group now operating in Sergeant Calvin L. Bates, of Pasa-France and Staff-Sergeant Bates is dena, California are awarded the Sol-

"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

"For heroism, on 4 July 1944, the Army Air Corps." eted Soldier's Medal for heroism by when their B-26 aircraft crashed Headquarters, Ninth Air Force. shortly after take-off, Second Lieutenant Wallace E. Bates and Staffan engineer-gunner in the crack dier'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

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

October, 1944

"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 Com-

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

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.

WILL IS	VARIETY	S OF	How Deep to Plant	SPACING		Amount to Supply Family of Four	
KIND VARIETY		Seeds	How to Pla	Rows	Plants	Feet of Row	New Plant- ing Every
Leaf lettuce	Black Seeded Simpson	Seeds	1/4"	12"	611	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 12 plts.	2 months
Cabbage**	Copenhagen Danish Ballhead Savoy	Plants		187	18"	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	11/2"	3' 5' 4'	4''	25' of each variety	early fall and late winter
V	Sweet Spanish White Portugal Globe	Seeds	1/2"	12"	3" -	100' for	I planting
		Sets	I	12''	3''	dry 10' for green	monthly

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

**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 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

PASSENGERS APPRECIATE

Conductor Pat Murphy

September 16, 1944

Pacific Electric Railway Co. Los Angeles, California Dear Sirs:

You will perhaps be interested in Conductor the following incident which occurred on a Los Angeles bound Oak Knoll car No. 1117 at 9:21 p.m. the 10th inst.

A Catholic priest was sitting across the aisle from three U.S. sailors who, judging from their attitude and pernicious conversation, had never seen active duty. They saw the priest sitting alone and increased the tempo of their voices so that everyone in Angeles. the smoking compartment could hear. for his particular benefit but they accused all chaplains of being cowards. While this conduct was going on, the Conductor was collecting tickets. He understood the situation in a flash and I saw him stop in front of the priest, place his hand in friendly fashion upon his arm and say: "Father, would you please come back here with me? I want to talk to you and ask you some questions?" After they left. I reminded the sailors that chaplains had displayed more fearful of breakage I held my packreal courage in this war than lots of others and this shut them up.

a lively interest in the general welfare of his company's patrons as envisaged above should be brought to the attention of his superior officer for earnest consideration.

Therefore, I take great pleasure in identifying the Conductor as Mr. Pat Murphy! This was obtained from the Motorman.

PACIFIC ELECTRIC MAGAZINE

R. VAN DEVENTER PATERSON

C. O. Stout

September 20, 1944

Pacific Electric Railway Los Angeles, California Dear Sirs:

I wish to write to you regarding Gentlemen: one of your men working on the Pasadena lines between Pasadena and Los

This man's number is 1192. He Not only did they abuse the Church served on I think a "Short Line" train -at any rate his car arrived at Sierra Vista at 6:32.

> This man is most courteous to every one.

Last night the trains were so crowded there was hardly a space for a piece of paper. . . Long before reaching Sierra Vista he had passen- I think it was 2364.* gers grouped at the back entrance for exit-so nice to every one-I unexpectedly was loaded with glassware and ingredients for chemistry. A little ages close. He passed by before the time to alight at our station; in fact, Surely a Conductor who shows such at the switch—came to me and took my boxes of tubes, etc., and helped me to alight.

This man is a small, tired-looking man along in years—and so many times I have ridden with him-had

no conversation with him-but always noticed him and wondered how many men under the same strain (last night it was terrible) would always keep his smile and pass on the little pleasantries that he does.

I come from a long line of railroad employes, as well as executives, and know how little such men as he are appreciated. He is a host - even though it might be only on a street car for which we pay our fare.

Sincerely yours,

GERTRUDE HAINES AINSWORTH

Motorman F. C. Kessenich

August 30th, 1944 Pacific Electric Railway Company

Today about 2 o'clock I boarded the car at Lomita Street in Glendale to ride to Atwater Station in Los Angeles. I found I had left my coin purse at home and so had only a \$5 bill which the conductor was unable to change. Instead of asking me to leave the car, he paid the ten-cent fare and gave me his number. I guess today has been my bad day, because when I got home I couldn't find the number he had given me-

Anyway, I am enclosing the ten cents and hope you locate the conductor. He was so very courteous, I feel very sorry I lost the number. MRS. C. E. SPENCER

*Research by the West Trainmaster's office revealed that the correct number was 2643 — Motorman F. C. Kessenich.

M. C. Operator V. E. Delmar

September 18, 1944 Pacific Electric Railway Company Los Angeles, California Dear Sirs:

I wish to bring to your attention the outstanding courtesy of driver number 2661 [V. E. Delmar] on the Redondo Beach bus line. His careful and splendid driving as well as his politeness to passengers is noticeable.

We feel that bouquets as well as brick bats are in order when deserved.

Very truly yours, MRS. GORDON COLLINS

Civilian: "Can you direct me to

the destroyer Satan?" Cox'n: "Sorry, mister, there's no

ship in port by that name." Civilian: "That's odd. The paper said the Marine Chaplain would speak on Satan, the great destroyer."

TRANSPORTATION DEPARTMENT



By Suzanne M. Jacquemin

Since Jack Walsh is working out of Sixth and Main as an Assistant Supervisor, Trainmaster D. W. Yeager has to come over to State and drink an extra cup of java (witches' brew) to even things up. Christine Spray, Edward Hume, Joe Alexander, vacationists, with Dave Newman going to Chicago and "Pinkie" (yours truly) spending a weekend at Cedar-Pines Park way above the clouds near Crestline. . . Accident Clerk Eleanor Lifur looks mighty pretty in a blue Irish linen two piece dress, incidentally her own creation. . . Gladys Black, the gal who knows most all there is to know about gas rationing, spent her time off just loafing. . . If you want to eat lunch with Lillian Teter, better get her in between diets. . . Jim Prathers is very touchy on the subject of just what happened to the money in his trousers when his wife decided to do a large family wash. . We were glad to welcome back from the sick room Mary Hendrix and Carroll P. Schye, both of whom underwent serious surgical operations. . . Sorry to hear of the passing of the sister of Ellis Calef and the passing of our own Fireman J. T. Golden. Our sympathy goes out to their families. The big event took place on September 9: Amos ("Pappy") Tang, Assistant Trainmaster, and Dotty Blow were joined together in holy matrimony in the City of the Angels and held an open house on the 16th and 17th where a good time was had by all. Their new abode is 1945 Preston Avenue. . Freight Clerk newies are Ellis Calef, Everett D. Smith. Norman Groves. R. H. Tufts, Howard Ballinger, Frank Rushton, Eugene St. Clair, and Orval Ellis. . . Elvin C. Wheeler is new Assistant Chief Clerk at Dolores (quite a jump, hey boy!) and Ray Morse went back to Hill St. as Assistant Service Director. . . Leroy Thompson, midnight Car Clerk at Butte, had a touch of black-cat-underladder luck when he had his billfold taken. . . Art Nasher is back on the job after a sojourn back East. . . We think we know what puts the stars in Marie Shaw's eyes. . . Dick Leanos

Murphy went to Texas to visit her master Jack Martin. husband. . . Catherine ("Casey") Hoffman off for a week. . . Our little cat died and the engine crews have made a grave for it, cross and all. . Harry Snyder is very handy with his brake-club (now who said that?). . Andy Moreno, Crew Caller, received a letter from H. W. Holt from the Marshall Islands and he sends his best to the Butte and State Gangs. . . J. W. Church and Ira Nicholson on pay day vie for honors showing off their families. . . J. K. Kennedy has Herder job of G. R. Hurley and wonder if the pin-ups go with the job. . Fireman L. O. Goodwin is still on the sick list. .

September 14 the PE family heard of the passing of Lee T. Bashore. Lee will be missed greatly, especially by the boys on the North who worked with him for years.

Barney Blevins, Yardmaster, is back at State bumping Yardmaster Roy Bressie, who will work the 11 to 7 assignment. . . It is rumored that there will be a marriage soon in Roy's immediate family. . . Harlaw, is clerking here. . . Conductor Bob Sanchez surely is ready with a smile when you ask how his little daughter is. . . Ruth Penrod and her GRANTED: Mr. Erhardt's expert

is now a corporal-pretty good for "sea-faring husband" announce the hardly a year in the Air Corps. . . arrival of Susan Ann Penrod, 8 lbs., Got in on a piece of birthday cake 4 oz. on September 7. Mighty nice celebrating Col. Carle Belt's birthday name. . . R. L. ("Bob") Cason passed on September 6. . . Evelyn Moore on Saturday, September 16, followreturned from a leave. . . Seems as if ing a long illness. Bob was always Beverly Schindel and ye scribe have well liked by his fellow workers. . . taken a sudden (?) turn from "Sea- We all regret to hear of the passing bees" to "Leathernecks." . . Mildred on September 20 of the wife of Yard-

> Room 221 and Vicinity by Lucille Paige

With only a thimbleful of space in which to give elbow room to my journalistic endeavors, I brief the following items from my latest volume of information gathered from here and there:

Vacation being a problem this year, Mildred Johnston found a few days of relaxation at Lake Arrowhead. . . Betty Hoefner sunned for two weeks at Hermosa Beach. . . Jeanie Everson hopes to get to 7th and Broadway. at least, when her vacation comes

OUR LOSS-Uncle Sam's gain . . . Edythe McMichael, our be-slacked Mail Messenger, off to Palm Beach to become a Spar.

OUR LOSS-Portland's gain . . . Rosella Smith.

NEW FACES-Clare Tomes, Lorraine Larson in 221; Kathryn Adsit, Leola Butler, Esther Seaman in Freight Service Bureau; Helen Berta old Hacker, Vic Penrod's brother-in- in File Room; Mary Lou Potter now in Schedule Bureau; Alma Flinn in Instruction Department.

THINGS TO TAKE FOR



D. L. DAVIDSON, West Supervisor, drops in for a cup of coffee at the Playa Del Rey restaurant of Henry ("Jack") Edilson. Jack was a West Conductor 20 years ago, from 1918 to 1924, when D. L. was working the Del Rey Jigger between Windward Avenue and Del Rey.

SPECIAL

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SEE OUR AGENTS AT TERMINALS

J. R. Dougher, Rep. L. A. Motor Coach Employees
Harold Burleson

J. G. Duesterhoff
P. A. Du Bose at P. E. Club
Joe Sharpless, Western District

Truly yours,

pronunciation of the names of French cities . . . Katharine Salmon's generous surprises; for example, that 25 YEARS AGO delish birthday cake for "Bubbles" Jackson on her umpteenth birthday, and of course your correspondent had to taste said cake to write about it.

Just in receipt of new address from Private Edna Green of the Wacs. indicating her future residence to be somewhere beyond San Francisco.

The thimble's full, so that's all for

Mail Messenger Joins Spars

Edythe McMichael, Mail Messenger for the Transportation Department since June 2 (when she joined Pacific Electric) joined the Spars and on September 18 left for Palm Beach. Florida, where she will undergo six weeks of basic training. She was sworn in at the Spar recruiting office in the Pershing Square Building on September 7.

She hopes to get some training in photography because her hobby is photo-coloring—but she says she is "willing to do anything."

A 1942 graduate of Mead High School, Spokane, Washington, Edythe, 20, is a native of that city. Before coming to Los Angeles last May, she worked for about a year and a half as a radium dial painter for the Spokane Air Service Command.

Asked why she chose the Spars. Edythe replied that the Coast Guard women's organization was smaller overseas. than other women's units, and she felt that there would be a chance for N. B. Vickrey in the role of referee more rapid promotion.

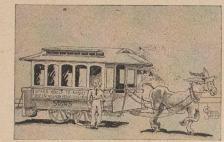
she will be living-along with other Spar trainees—in the Biltmore Hotel.

the best of luck in her new undertaking.



EDYTHE McMICHAEL

PACIFIC ELECTRIC MAGAZINE



On the Pacific Electric

By "Alec"

(From the files of the PACIFIC ELECTRIC MAGAZINE for October,

The tumultuous days on Pacific Electric were over by October, 1919, and the "family spirit"-proverbially attributed to the employes of Pacific Electric-was returning, according to an editorial in the P. E. MAGAZINE for that month. Vice President H. B. Titcomb complimented and thanked the operating staff for the "splendid results obtained under trying circumstances."

Roy T. Davis of the Signal Shop, Arthur H. Hildebrandt (who met an untimely end only a few years ago) Benjamin A. Richards, and R. D. Corey, all of Engineering Department returned to their posts from service

Some items of interest involve in a fight between two bucks at the While in Palm Beach, Edythe says Alpine Tavern at Mt. Lowe, around which place at that time lots of doesateoats. Said fight eventually re-Pacific Electric employes wish her sulted in the necessity of (as "Vic" would term it) "shooting one buck" there; and—"employes of the Tavern dined last week on venison," according to a story appearing in the October, 1919, issue. There was also news that Henry Ford was working on a new Ford street car, designed to operate on rails with power furnished from the inside of the car. thus eliminating necessity of power plants, overhead, etc. Never heard about it any more. Must have been on the wrong track.

> "I often feel," remarked Dusty Dan, the hobo, "that I should like to do something clean and big before I pass out."

"Huh!" replied Rusty Rufus, his traveling companion, "why don't yer try washing an elephant?"

MOTOR TRANSIT & NORTH MOTOR COACH LINES

By Joe Peyton



A hearty welcome to the many new men joining our Motor Transit District. May you find your work pleasant and interesting.

H. M. Mosher, in charge of a.m. rollouts at Temple City, is enjoying a thirty-day vacation at Balboa Beach. Lucky fellow!

Operator H. N. Chambers must have a very uninteresting dentist, for he claims the doctor gets on his

J. R. ("Junior") Moore has transferred to the Western District. The boys will miss Junior's bark. In his three years with MT he has never been known to bite anyone.

Cigars were recently passed around by Operator W. J. Rueth, the occasion being the arrival of a baby boy, W. J. III. Congratulations to the proud parents.

We sincerely regret the unfortunate automobile accident of A. A. Phipps, who was injured August 2, while on a trip to Big Bear Lake. His pleasant personality is a welcome sight around our district. It is good to see you up and around again, Art.

Operator L. E. Whipple is looking tops these days. Working a San Bernardino run and doing a fine job.

Our nomination for the most popular man at the Sixth and Main section is "Pop" Reynolds. We hear Pop will soon be eligible for retirement. His presence with the company has always been a welcome addition. It wouldn't seem the same without you,

It takes the annual doctor's examination to bring some of our men in from the outlying terminals. Brady Adams was in from Long Beach, Levi Couch from Pasadena, Tony Fabun from San Bernardino.

It seems good to welcome back several of our boys returning from the service. May the day come soon when our boys will be home to stay. Until then-buy more bonds and keep 'em rolling.

We are proud to have E. W. Barnett, of El Monte, on our district, because he is such a well posted Operator. Seems Barney had an idea to safeguard our motor coach stop signs by giving them more secure foundations.

Walter Deal, our Head Service Director, is busy with his new duties of seeing that our schedules are out on time. It is a full time job, and one for which Walter is fully qualified.

Ruth Fisher, who up to a few months ago was faithfully recording the doings of Uncle Walter's Dog House et al., has found that increased pressure of duties makes it impossible for her to continue as correspondent for MT. We're sorry to lose a good correspondent, and appreciate her faithful service of 11/2 years' duration.

Joe Peyton, her successor, has been officially with P. E. since 1937 in several branches of the Transportation Department, but his real connection dates back to the time when he was born (you'll have to ask Joe how long ago) only one block from the West Hollywood Car House, His father, Henry A., was a P. E. Trainman and Terminal Foreman, says Joe, for some 20 years. So Joe is a rail fan from the word "go." He's especially interested in miniature trains. Married, he has one boy, 14, named after his dad.-Welcome, Joe, to these pages!

SUBWAY TERMINAL



By W. F. Servranckx

Here we go again, boys! Had a nice rest, eyes feel better, and our two wits have left us, so someone has to keep the Subway Terminal on the front pages.

James R. Hollis, that goldenvoiced man from Tennessee, has that serious look again. What causes it, says you? Lead poison again, boys.

Heard from the "man from Mars," none other than R. E. Gilbert. Rainy season is nearly here and then you will see him, hat, coat, and boots. E. Jardell please copy.

With the long evenings approaching, we should hear from our own "Subway Dwarfs," the baseball team headed by Bill O'Hern, who gave those experts from Ocean Park such a thrashing several years ago.

Received a letter from Sgt. R. L.



NEWLYWEDS-Mr. and Mrs. Jack Gerhardt. For further details see Subway Terminal news.

("Birdseed") Burdsal who now has a gravy job with Uncle Sam, at Louisville, Kentucky, and he wishes to be remembered to you all.

What has become of that man, Ray Hightower, he who says Texas has rabbits as big as goats? Someone said he means Oklahoma. How about that, Ray? We thought you were a longhorn native.

Conductor James S. Taggart had his right hand seriously injured while trying to close a door on a box car, but is now back at work. He certainly keeps his distance from box car doors. Glad to see you back, James!

Have you given that pint of blood to the Red Cross yet? Pay a visit to the Blood Bank on Western Avenue and you will feel better, in addition to the grand feeling that your blood may save the lives of our boys who are offering all for democracy.

Received a flash from Redondo Beach stating our handsome Operator Joseph Mahon got married some three months ago. No wonder he has that happy look-home-cooked meals, etc. May we offer our sincere congratula-

We understand from E. D. Sale that all the handsome Motor Coach drivers are working on the Redondo

And then there is that genial Motorman Instructor J. T. Johnston. who has a smile for everybody. You can actually hear that guy smile over the phone!

We lost another dear friend with the passing of Brother Jesse Golden who died at St. Vincent's Hospital as the result of injuries. He was a Mason, and a member of B.R.T. Lodge No. 448. We extend our sincere sympathy to the bereaved fam-

Attention, veterans of the "State of Matrimony." It is rumored that our good friend Jack Gerhardt is walking around with that far away look. Well, you know how you acted when you were just married. For awhile we thought that Jack was admiring the pleasant features of H. W. Bradbury around 11:30 a.m. If you look long enough, however, you will see a lady come to the window, with that come hither look. None other than Mrs. Ann Gerhardt.

Conductor and Mrs. D. O. King are spending their vacation visiting their son, Lt. D. O. King, Jr., of the U. S. Army Air Force at Clovis, New

Learn to pronounce names of Belgian cities by contacting Capt. Harry Allard.

Buy War Bonds and keep them.

MACY STREET TERMINAL



By Ted Harrison

Hi, fellows! What's the matter with this column? Seems to be a lack of news. Well, why don't you just write your little "scoop" on a scrap of paper and hand it in to the Terminal Foreman? I'll get it. Personally, "I don't know nothing"; so how can I write?

Motorman "Zip" Myers of the Glendora Line just returned from his vacation. Says he had a swell time around home most of the time.



EIGHTEEN INCHES is the length of the larger rainbow trout, and 14 inches is the length of the smaller, both being held by Mrs. J. L. Karalis, wife of El Monte's Head Switchman. Joe caught the larger and his wife the smaller—Joe says—on July 27 while vacationing at Big Bear.

The recent death of Lee Bashore came as a shock to many in Southern California. To many he was known as a State Assemblyman; to many of the newer employes of the Pacific Electric as one of the official family; but a lot of the old men at Macy Street remember when we used to talk to him over the dispatcher's line and some of us worked with him on the cars on the Glendora Line and the Pomona Line. His passing is a distinct loss to many and we at Macy Street extend our deepest sympathies to those he left behind.

Another of the older men in point of service who passed away quite suddenly recently was Conductor E. R. Smith. He had been in rather poor health for some time and at the time of his death was working the flagging job at 6th and San Pedro Streets. We of Macy Street extend our sympathies to his family.

It has been only recently that Conductor "Ole" Jensen seemed to disappear from sight around Macy Street though some of us heard his voice over the dispatching line at times. Well, if you want to know who "Ole" is, just get around 6th and Main Station when one of the regular Stationmasters is taking his day off. That tall, good-looking man with is the man. Too bad he hasn't got dena High School.

that "knock 'em down" mustache he used to own!

PACIFIC ELECTRIC MAGAZINE

Our Assistant Foreman, A. M. Brouwer, returned from his vacation recently. Didn't say where he went, but he surely looks tanned.

PASADENA TERMINAL

By H. L. Woodford



Having had their tonsils removed successfully, Conductors J. E. Newman and W. C. Darnley are now back on the job.

Macy Street and Pasadena traded a few men this past month. From Pasadena to Macy: Conductor J. Borger and Motorman Bill Lovelace, to 6th and Main night switching job; Motorman R. W. Burgess to box motor switching at Union Station; Motorman E. C. ("Bumps") Shapley to Temple City bus run; Conductor R. N. Penny to Watts Local. From Macy to Pasadena: Motorman Jay Wyatt to Oak Knoll; Motorman J. Tilli to Short Line; Motorman Arthur M. Redding to Pasadena extra board; and Conductor J. Rice to Pasadena extra board. Even trade; no cash

Vacations this past month: Conductor W. J. Hunt spent four wonderful days at Big Bear Lake; Conductor P. J. Murphy and family spent a few days at Gilman Hot Springs. Pat raved so about the sulphur baths it would pay the Gilman people to



WELL SCHOOLED-After completing their basic training this past school vacation, Conductor V. J. Wing and Motorman D. W. Claudin are transporting the San Marino boys all the stars and stripes on his sleeve and girls to and from the South Pasa-

hire him for a publicity agent. Conductor Bob Forsythe spent a few days at San Jose and then on to San Francisco, where he caught a nice head cold and had to cut his visit short to come back to good old Southern California.

Former Conductor John Schuster paid a visit to the Car House. John retired in 1938. P. E. Holmes, ex-Pasadena Conductor and now of the Western District, dropped around to see some of his friends.

The old timers of Pasadena who considered Lee Bashore their very good friend would like to extend their sincerest sympathy to Mrs. Bashore on the loss of her distinguished husband.

FREIGHT STATIONS AND YARDS

By Arden H. Nasher



Kind of hard to get our feet on the ground after a rather whirlwind trip, partly vacation and partly personal business, and to add to the deefewculty we caught a lovely cold the first day back, which still persists. Of one thing we can assure you: we are all mighty lucky to be living here (and no connection with the Chamber of Commerce). There is no butter in New York, no cream, very little milk, very little sugar, very little gas, etc., etc., until you just simply give up in disgust. Chicago is slightly better, but still far behind the West Coast.

Mighty sorry to hear of the passing of several good friends; Lee Bashore, Jimmie Coyle, J. L. Hudson, and Bob Cason. They were all swell fellows and everywhere there is a sense of personal loss among those who knew them.

In the mail box this month is a note from friend Ernie Donaldson, Agent at El Segundo, giving the news from that point. Ray Krafft, whose health has been failing for some time, finally moved to a job in San Bernardino, where we sincerely hope he will be a lot better. Ernie says Ray is planning on picking fruit at Hemet in his spare time (WHAT spare time?).

Jim Scott has left the yard office and we now have Orville Russell, Leland Reinhold and Earl Wells, who is a real standby. Henry England is any change in his army status or PACIFIC ELECTRIC CLUB now Car Tagger. In the office Al Adams is Assistant Agent. Fred nothing will happen to change his plans.

TUESDAY, OCTOBER 10:

American Legion Post No. 321. Semi-monthly Meeting—8:00 p.m.

American Legion Auxiliary Unit 321.

Semi-monthly Meeting—8:00 p.m. Dolton is S. P. ticket man, and of course we still have "Elsie of Elsey" - Elsie Swanson from Minneapolis.

Bill Maurice, formerly Clerk at Graham Yard, is taking Ray Krafft's place. Ernie says he'll remain as Agent until after the war, hoping that the retirement setup will be more lenient at that time. Business still mighty good, freight, tickets, and everything. PMT doing the hauling to town now, account Government using main line to the station. If they moved the station to Wise, it would be tough on Ernie and gang, trying to climb over jackrabbits to get to work.

As we go to press, Brother Jordan, Trainmaster at State Street, is enjoying a needed vacation at Lake Gregory, near San Berdoo. Charlie and Clyde Couts spent their vacations together, making a trip to the old homestead in Bigelow, Missouri, where Ernie Donaldson says they were met by a brass band and a banner reading "Couts Brothers make good in the West. Home town boys." (What a line! Ernie, if you ever visit the old homestead let us know and we'll have Paul Whiteman there!)

Margot Jacquemin says Brother Wherry, Fireman at State Street, is expecting an increase in the family as this is written. Wonder how that gal gets all this dope? She's getting to be a regular female Winchell. Anyhow, good luck to the Mrs., Bill, and may it be a boy that looks like you.

At the freight house, we find F. B. Spencer's daughter, Dorothy, working at our old job of O.S.&D. Clerk. Joe Peeler says she's doing a right smart job.

New lineup at Trainmaster's Offices: Desk Trainmaster at 8th Street around the clock, Robertson, Buck and Houston relieving each other. The writer now freelancing for Mr. Wagenbach on freight matters. At State St. Barney Blevins is now first trick Yardmaster. We have a new Trainmaster, Mr. E. G. Johnson, whose appointment deprived us of one of our very best Freight Conductors. Business has surely been booming right along the past several weeks.

Spoke to Mrs. J. G. Blake a few days ago, and was very glad to hear that Jim Blake is expected back in the U.S. some time around next February after a mighty tough two years in the "Black Hole" of Calcutta. Of all the group of officers who went over there together, Jim is the only one still on the job. Don't know whether his return will signify

not, but in any case we're all looking forward to seeing him, and hope

Apartment seeker: "You told me this was a four-room apartment. I see only three rooms."

Agent: "But don't you see the room for improvement?"



REJECTED — After having been turned down by all the branches of the armed services for being slightly under age, John Calvin Woodie, 2, son of Conductor H. C. Woodie, decided to come back to the old home-

BULLETIN

WEDNESDAY, OCTOBER 11: P. E. Rod & Gun Club Monthly Meeting. Interesting Program-7:30 p.m

THURSDAY, OCTOBER 12:
P. E. Women's Club Sewing Unit—10:00 a.m.
P. E. Women's Club Afternoon Meeting and Program—1:00 p.m.

FRIDAY, OCTOBER 13:

Pacific Electric Bowling League Matches Bonnie Brae Bowl—1818 West 6th St.

TUESDAY, OCTOBER 17:
Veterans of Foreign Wars Meeting—8:00
p.m. Employes having served in foreign countries and hostile waters invited to attend. THURSDAY, OCTOBER 19:

E. Women's Club Sewing Unit-10:00 a.m.
P. E. Women's Club Afternoon Card
Party. Prizes to the winners—1:00 p.m.

FRIDAY, OCTOBER 20:

Pacific Electric Bowling League Matches
—8:15 p.m. Bonnie Brae Bowl—1818
West 6th Street.

TUESDAY, OCTOBER 24:

American Legion Post No. 321. Semimonthly Meeting—8:00 p.m.

American Legion Auxiliary Unit 321. Semimonthly Meeting—8:00 p.m.

THURSDAY, OCTOBER 26:

P. E. Women's Club Sewing Unit-10:00 a.m. P. E. Women's Afternoon Meeting and

Program—1:00 p.m. FRIDAY, OCTOBER 27:

Pacific Electric Bowling League Matches
—8:15 p.m. Bonnie Brae Bowl—1818
West 6th Street.

THURSDAY, NOVEMBER 2:
P. E. Women's Club Sewing Unit—10:00

a.m.
P. E. Women's Club Afternoon Card
Party. Prizes to the winners—1:00 p.m.
FRIDAY, NOVEMBER 3:
Pacific Electric Bowling League Matches
—8:15 p.m. Bonnie Brae Bowl—1818

West 6th Street.

TUESDAY, NOVEMBER 7:
Veterans of Foreign Wars Meeting— WEDNESDAY, NOVEMBER 8:

P. E. Rod & Gun Club Monthly Meeting
—7:30 p.m.

THURSDAY, NOVEMBER 9:
P. E. Women's Club Sewing Unit—
10:00 am

P. E. Women's Club Sewing Unit—
10:00 a.m.
P. E. Women's Club Afternoon Meeting
and Program—1:00 p.m.
FRIDAY, NOVEMBER 10:

Pacific Electric Bowling League Matches
—8:15 p.m.

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LONG BEACH FREIGHT HOUSE



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 Havnes, 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

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 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 Fave 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 muchneeded 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 has been a Pacific Electric Locomo- city. It was on his last trip to one tive Engineer and Freight Motorman 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!

October, 1944

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

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.

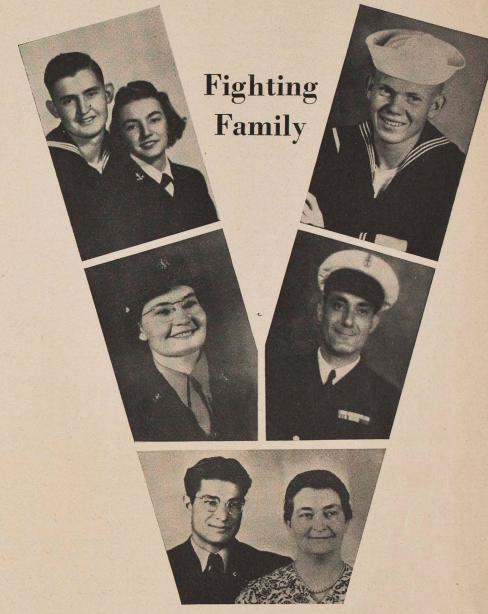
The father and mother of A. R. Luetke, Trainman, celebrated their fiftieth wedding anniversary August

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 Revolution. In the present war many



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 of her family are again serving. so that she could supervise her son's upbringing in the day time. He is at present a Radio Technician, 1/c, U.S. Navv. 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

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.

RIVERSIDE DISTRICT

By H. F. Dostal Riverside Station has received a new coat of paint, which surely

brightens up things in general. Night Ticket Clerk Horst has returned from his vacation explaining that the big ones are still in the Ocean. Horst catches them away out. Says no subs at 50 miles out.

Supervisor Harry Fabun has disappeared for his vacation, and is being relieved by Supervisor Irby. The weatherman seems to favor Irby by making the first cool days this summer for his sojourn in Riverside.

School started September 18 in Riverside. The crowds just move over and make room for the school chil-

The Tower crews are completing removal of cable and wires over streets in Riverside, a fact which makes the skies seem much closer to Market Street.

On sick list, Riverside, were: Ray Bryan, John Horst, Frances Wodal. All are now back to work, however.

SIGNAL DEPARTMENT

By Virginia Simmons



"Back to Sixth and Main in 1950" -quoted, but not by us. This is to tell you the Signal Department has changed headquarters to the West Yard of Washington Street. Those music? who trekked south were Signal Foremen Bill Moesby, Felix Brac, and Walter Stratman; Signal Clerk Jessie Eaton and trouble shooter Signalman Wally Bone. Relayman Bine Baldwin will eventually move in. It goes without saying, all the men in the Signal gangs are included.

It's really a nice set-up, with lockers and showers installed for the men.

Train for the job that best fits you

The eve-catcher, though, is a huge laving bowl around which 15 or 20 people can stand "washing up." All you do is step on the pedal-ouch, my

"Wimpy" Scranton is still trying to catch the kids who borrowed his car one afternoon. Parked in Watts, he did some shopping, returned to find it missing. Time was too short to make a search because he was due at Watts Tower to work. During the afternoon rush, his car passed the tower three times! Maintainer Johnny Huber took out after them once, but had no luck. The car was found next morning-parked-with a blown tire, wrecked wheel, and stripped of all accessories but the radio. What, no

Gordon Stewart "missed the connection"-for his electric razor, when the new microphone was installed in the Subway.

Jim Haley, Bonding and Welding Helper, just graduated from 17 weeks basic infantry training, Camp Roberts, and has a diploma to prove it. Jim visited old friends on his tenday furlough, and is now at Fort Meade, Maryland. Good luck, boy!

Bernie Edmunds has a 1903 issue of the Los Angeles Examiner. The news of the day was that for 10 cents, you could see the best show in town, or revel in the wonders of Chutes' Amusement Park. The legitimate theater was higher priced, seats being twenty-five cents to one dollar. Incidentally, Bernie is looking for a place to live, would like a fiveroom house, unfurnished, close to town

Who sewed up the lining of my coat sleeves, so I couldn't put my arms through? It was hanging in the closet of the Rear Tower, and I might add, that's one way of keeping a girl in stitches.

We regret losing Mateo F. Flores, Towerman at Lamanda Park, who retired from service September 12. Flores entered service January 15, 1913, and headed the Towerman's seniority roster for many years.

October brings Happy Birthday wishes to Signalmen E. S. Perry, G. P. Wurtz, Fred Maddy, Robert H. Hart, to Towermen Hans Dullnig and Stanley Reid.

The entire department is grieved and shocked over the passing of H. P. Bancroft, Bonding and Welding Foreman. For story see Page 00.

We are proud to present Plt. Sgt. Edward R. LeMelle, son of Signalman and Mrs. Roger LeMelle. He has served in the Marines since December 13, 1937, and prior to war spent many months in Pacific waters, at one time serving as orderly for Admiral Yarnell. Returning to the

October, 1944

SON OF SIGNALMAN - Platoon Sergeant Edward R. LeMelle.

United States in December 1940, he served as Marine Guard at the U.S. Naval Hospital in San Diego. In May 1943, he went overseas and landed on Tarawa (three days after initial landings) where he remained several months. At present he is on an island with censorable name.

Plt. Sgt. LeMelle is gun captain of a 90-mm. gun and has a crew of 16 men serving under him. He is 25 years of age, married, and has a small son.

A recent gift to his father, who is a Corporal in the National Guard, was a Japanese foot-locker, 37 inches long, 15 inches square. Made of mahogany, it contained 2 hula skirts, several strands of coral beads, 45 rounds of live Jap ammunition, a 1/3 pound live Jap bomb, a ½ pound Jap bomb that had been discharged, a Jap pocket-sword, a Jap bayonet and shield, an American machete, and 5 pieces of shrapnel that blew up his gun at Tarawa!

EASTERN DISTRICT ENGINEERING DEPT. By

Mabel E. Forsberg

Even the smallest member of a family likes to make himself known occasionally—so here we are, all set to renew acquaintance with our Pacific Electric family.

The following members of our happy little band have enjoyed a vacation during the past month and have returned to work with renewed vim and vigor: Henry Williams, Signalman: Charlie Shunk, Foreman of Section 32; Joe Martinez, Foreman of Extra 13; Tony Contreras, Bonder & Welder: Carmen Macias, Switch Repairer; Tom Sharp, Foreman, Scotty Burns, Timekeeper, and Jesus Torres, Student Foreman, all of Extra 9

Henry Williams, Signalman, having an inventive turn of mind, is

working on a fool-proof trolley contactor brush.

Ralph Coons, Truck Driver, is very proud of his new little red truck and has issued a "hands-off" warning.

William Hasty, Painter on B & B gang, who has been on the sick list for the past month, returned to work last Monday, the 18th.

Herman Sharp, the smiling son of Tom Sharp, Foreman of Extra 9, has re-entered service with P. E. as a bus driver. Herman served with the Army and has been released just recently.

Feliciano Cobral, Laborer on Extra 9, has been seen proudly showing the picture of his son, Sgt. Francisco Cobral, at present a waist gunner on a B-26, based in England. Sgt. Cobral has just been decorated for bravery in action.

The members of Extra 9, having worked together for more than a year, decided to give themselves a party. Cannale's Garden on West Fifth Street was taken over for the evening and members and former members together with their wives, gathered for a very pleasant evening. Supper and refreshments were served.

We claim a world's record Bonder and Welder's family, which numbers

One Saturday afternoon a few weeks ago, after we had closed the office for the day, some of our fine trusting lads took the office apart, as it were, and with paint brushes flying, prepared a grand surprise for us. For behold! on Monday morning the office was proudly wearing a new coat and much praise is due those who took part for their splendid efforts.

Considerable interest is being shown by tenants of Section Camps in connection with clean-up program now under way. Mr. Gilmore has offered many helpful suggestions and painting is already under way under supervision of Mr. Soderberg.

The recent fire at Arrowhead was the cause of much flurry and excitement, with some damage to track and overhead.

WHAT'S GOING ON In the Engineering Dept.

The El Monte Station has been renovated, the job having been completed August 25. A new waiting room with modern lunch counter was built on to the east end of the building; the old waiting room was made part of the office, which greatly needed room for expansion. Rest rooms were rearranged and enlarged to provide adequate separate facilities for employes and passengers. A locker room has been provided for bus drivers, and the station has been rewired and repainted.

On Pacific Electric's West Basin Line in the Harbor Belt zone of operations, Pacific Electric is supervising the job of relaying 5.87 miles of track between Frigate Avenue and "B" Street at one end, and the junction of the West Basin Line with the Gardena Line at Half Way House on the other. The job involves substituting 90-pound rail for 70-pound, and using Number 9 instead of Number 7 frogs in the turnouts. Work began Thursday, September 7, under the supervision of Track Foreman Scott Braley; and it is hoped that the job will be finished before the rainy season begins.

Near the Pacific Electric Station in San Pedro, new rest rooms, for use by the public as well as by passengers, are to be built on land which Pacific Electric is leasing to the City of Los Angeles. It is expected that the building will be completed by November 30.

Wilmington Station is being altered to provide a new rest room and a larger baggage room. It is anticipated that work will be finished by November 15.

A 63-foot through plate girder steel railroad single track bridge is to be built across Day Canyon Creek on the San Bernardino Line because of a new flood control project being undertaken by San Bernardino County. The bridge will be located between Alta Loma and Etiwanda near Grapeland Station. A 544-foot shoofly will



TRUEMAN J. CLIFFORD, JR., son of Equipment Inspector T. J. Clifford, enlisted in the Navy March 25, 1944 on his 17th birthday and is now a Hospital Apprentice 2/c at Mare Island. He received his boot training in San Diego.

Trainmen, freight and Stop Motor Coach Operators Station Help AND Freight Handlers and Truckers Linemen and Linemen Helpers Signalmen and Look Signalmen Helpers Freight Car Carpenters

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be constructed for use by trains until the bridge is finished. The new flood control project will minimize flood damage to rails and consequent debegin about November 15. H. R. for Pacific Electric.

P. E. POST, AMERICAN LEGION By C. E. Wilcox

At the last meeting the Post had two guests. One was Roy Roepke, Past President of the 31st Railway Engineers, who gave an interesting talk about events that happened in Germany in World War I, and compared them with events taking place over there in the present conflict. The last war appears to have been comparatively mild. Also present was Capt. Eugene M. Wallace and his navigator Lieutenant, M. C. Hughes of the A.A.F. Captain Wallace was shot down over New Guinea while in a dog fight with the Japs, and wandered through the jungles for ten and a half months, living on edible roots and worms. Captain Wallace was given the honor of pinning the Order of the Purple Heart on Chaplain R. O. Carey for wounds received in World War I.

The annual School award was won by Miss Harriet Antrumas and Louis Frank of the Robert Louis Stevenson Junior High School, the award being



WIN LEGION AWARDS — Harriet Antrumas and Louis Frank, of Robert Louis Stevenson Junior High School. have them.

made by Past Commander Brown and comrade A. W. Bone.

Each Sunday Past Commander solo. Come again, Freda! Brown goes to a military hospital to lays in service. Work is scheduled to visit the boys who are convalescing, a little cheer to these boys, as most of us know from experience what cream, cookies, and coffee. this means.

HERE AND THERE With THE WOMEN'S CLUB



By Mrs. Lon Bishop

This correspondent is supposed to be retired, but kind o' looks like you'll have to put up with her one more month. We find, after nearly 14 years at this work, that it is a lot harder to break away from an organization than it is to get in.

The Club's 17th year started off pretty well-taking everything into consideration—on September 14, with nearly 40 members present and three relatives. Now that, from what we hear of other clubs, is starting off in grand fashion.

The three relatives? — Oh, yes, Eddie Thomas and Neal Vickrey.

We missed Mr. Smith, who was held up by pressure of business (easily understood) and Mr. Thorburn, who, we understand, is on his vacation; and this marks the first year we have failed to get his annual report on the grandchildren. Ruth Green was all set to match witsand how happy we all were to see her well enough to attend the first meet-

It was a jolly afternoon from start to finish. Pater Geibel pinned the stamp corsage on our tiny President, Mrs. Andrews, and was booed considerably by the other two boys, who felt they could have done it more gracefully. How grateful we are for the laughs so much needed nowadays!

Twice a year our big brothers visit us and we always look forward to a lot of heckling and good-natured ribbing. There was a bit of it this time, but most of the talks were given in a tone of seriousness that left many a sober thought to carry home. We do hope that the old guard will always feel as happy to visit us as we are to

Mrs. Palmer's daughter, Mrs. Freda Johnson, presented a lovely

The rest of the afternoon was given over to reports, the appointing and we think he is deserving of a of chairmen, the development of Searing is the supervising engineer lot of credit in his endeavor to bring plans for the year ahead, and finally adjournment to the tea room for ice

The President's table was very pretty with ferns and pink oleanders. pink and green favors, etc. The committee received a big hand: Mesdames McDaniels, Childs, Hasty, McKinley, and Bishop were in charge.

It was a nice party. Everybody seemed happy to get together again, and we hope it's the first of many happy and successful meetings.

All members are reminded to begin getting ready for the bazaar.

PACIFIC ELECTRIC MASONIC CLUB

By M. J. Davison



Since last publication, the club has enjoyed visits to Ramona Lodge, Monterey Park; San Pasqual Lodge, "Pater" Geibel, and big brothers Pasadena; and John Marshall Lodge, Beverly Hills. Redondo Beach Lodge and Ramona are again on the list of visits in the near future.

> We had a visit from our retired brother John T. Ashcroft of Pomona the other day. He had been ill, but was feeling quite well, and we hope he will soon be his old self again.

> It has pleased the Great Architect of the Universe to take two more brothers from our midst. Masonic funeral services were conducted for brother E. M. Beall, retired from the Mechanical Department, and brother Jesse Golden of the train

The following members were in the hospital at time of writing: Floyd A. Shultz and Glenn H. Peak.

May we take the liberty to renew that time-worn request? . . Attend your lodge and give your master the support he deserves.

We are contemplating a family night in the P. E. Theatre soon. Will welcome any local talent we may have. If you can sing, play, or act, drop the Secretary a line, care of the P. E. Club, giving full particulars.

PACIFIC ELECTRIC **BOWLING NEWS**

By Charlie Hill

The 19th season of the Pacific Electric Bowling League got under way at the Bonnie Brae Bowl on Friday night, September 15. All sixteen teams were in the line-up, with the return of a number of faces after several years absence, and there were some new ones. Several of the teams were dolled up with uniform shirts. the most striking being the Vineyard squad with their bright cardinal toggery. The Subway Terminal, a new member, made a nice appearance in the Pacific Electric color scheme; and, incidentally, this outfit is going to prove tough to beat, as they have one of the good teams.



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employes or activities of the company are invited, and should reach the Editor on or before the tenth working day (Saturdays, Sundays, and holidays are not counted as working days) before the fifth of the month.

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PHOTOGRAPHY Jack B. Herold

Deadline for November issue: October 20.

It seemed particularly good to see again the jovial face of Lieut. Colonel Roy Wilson, who has returned from service in Australia and New Guinea.

Many of the "hot shot" bowlers failed to roll their averages, maybe because they have been laying off the keggling game during the summer months; maybe because of the strangeness of the alleys; or maybe because they were stalling in order to build up a big handicap. If the latter was their goal, many of them succeeded, and will no doubt be tough from now on. High series for the evening was 526, rolled by your scribe. Jack Kolar, Harry Hampton, Jack Gerhardt, and Claude Kazee bowled the only other 500 series. Gertrude Yeager rolled high series for the ladies.

There were no shut-outs, but six of the teams got off to a 3 to 1 start; namely, the P. E. Scrubs, Hi Lo, Trainmasters, P. E. Club, North District, and Electrical Department. The Schedule Bureau, Subway Terminal, Field Engineers, and Los Angeles Street Terminal (another new team) broke even in their efforts. The B. R. T. and Timekeepers (ladies) were not so lucky in their start, but after a little more seasoning these two teams will be in there battling.

Another member to return to the active roster was Kenny Coats, who, with his melinite* ball, led his Electrical Department to a win over the Claim Department contingent.

Steamship League

With its usual color and vim. the Steamship League opened on Tuesday night, September 19, at the Angeles. Ten teams, practically all of which are uniformed, are competing this season. While no individual member of the Pacific Electric team was really "hot," PE came out the 3 to 1 victor over the St. Paul White Insurance quintet. The P. E. team consists of Charlie Gonzalez (Captain), "Stan" Worsdell, Johnny Hubener, Archie Brahm, and "Poopsie" Hill.

Irwin Heads A. B. C.

Elmer ("Red") Irwin, Manager of the S.P.-P.E. Duplicating Bureau, is the new President of the American Bowling Congress, which organization has a membership of approximately 145,400 teams. He was recently feted at a testimonial dinner at the Palace Hotel, San Francisco, with 600 in attendance. We extend congratulations to Mr. Irwin. Incidentally, he is quite some bowler, with five 300-games to his credit, and carries an average of 194 during the past twenty-five years.

*Melinite: "a high explosive similar to lyddite."—Webster's Collegiate Dictionary.



COVER GIRL-Mrs. Katharine Salmon, Receptionist and Pass Clerk in the General Superintendent's office, besides having a long record of faithful and efficient service in several capacities, is a gentle lady who has endeared herself to all who know her -ask anyone in the Transportation Department. There is perhaps no one in the department more universally esteemed; she radiates kindness of

PACIFIC ELECTRIC BASKETBALL NEWS By George M. Kappers

The first meeting of the 1944-45 Pacific Electric basketball team was held in the P. E. Club rooms at 7:30 p.m. on Friday, September 15. Organization was completed, and about 15 registrations were received. Your correspondent was elected Manager, and he in turn appointed a committee including R. B. Lucas (Chairman), Bill Easterman, and Glen Clymore to obtain uniforms and equipment; and a second committee, composed of Dick Prettyman (Chairman), C. W. Bates, and Louis Krug to locate and make arrangements for our entering into a league for the coming season. The next meeting was set for 8:00 p.m., Tuesday, September 26.

Registrations for basketball players will be accepted until October 15. If you are interested, inquire at the P. E. Club rooms on the ninth floor of the Pacific Electric Building at 6th and Main. To date it looks as though we have some crack players registered, but we can always use more. If necessary, we can develop a second team. Let's make P. E. conference champs!

More specific information next



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