

SEPTEMBER 1944  
**PACIFIC ELECTRIC**  
*Magazine*





C X MILLE

Save the life of  
some one you love

Do your  
war job well!



# HONOR ROLL

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

### ENGINEERING DEPARTMENT

Frank J. Coburn

### MECHANICAL DEPARTMENT

Donald L. Kucera

### TRANSPORTATION DEPARTMENT

Russell L. Barr	Rex Elder, Jr.	Harold J. Lees
Robert S. Cain	Clifford W. Hanson	John R. Lenz, Jr.
James R. Cox	Beatty G. Henson	Robert F. Zook
Stanley T. Curran	Clyde Hodges	Charles E. Wippert

### Reported Returned From Service

### TRANSPORTATION DEPARTMENT

Calvin I. Bennett	Lester O. Colvin	George I. Hoffman
Franklin S. Bruce		James T. Kelly

As of August 22

# 762

Pacific Electric Employees Were In the Armed Forces



## Do Your War Job Well!

Whether it be on a ship in mid-Atlantic, in Africa, Italy or on a tiny land-dot in the Pacific, there's an American fighting for your life and mine—an American you love.

He may be your son, or your husband, or your brother, or your pal—or may be just that cute red-cheeked youngster from down the street whom you watched catapult from the "toddle" stage into Uncle Sam's fighting khaki or blue, almost over night—it seems.

You want to see that "particular" American come home soon—and come home safely too. That goes without saying.

There's one way to make doubly sure of it—do your war job well.

Your particular war job is transportation. Keep at it. Do it well.

Your war job may also include a necessary civilian activity. Keep at it. Do it well.

Your war job may include giving blood to the Red Cross, being an air-raid warden, saving waste fat—whatever it is, keep at it—do it well.

For all those jobs are helping speed victory, helping bring our loved ones home sooner—safer.

## 2200 Not Buying Bonds, MLWPC Says

Passenger Traffic, 100%;  
Land and Tax, 100%;  
Freight Traffic, 96%,  
Lead Depts.

War Bonds was the chief topic of discussion at an important meeting of the Management-Labor Central Committee on Thursday, August 17, in room 806 Pacific Electric Building. MECCA, gasoline, and the Suggestion Plan also received attention.

### WAR BOND SHOWING POOR

Final figures on the Fifth War Loan Drive indicate an increase of 12.2 per cent in the number of those employes purchasing bonds under the Pay Roll Savings plan. At the end of the drive July 31, 61.6 per cent were subscribing to the plan as against 49.4 per cent reported as of May 15. Two departments—the main office of Passenger Traffic and the Land and Tax office—are now subscribing 100 per cent; Freight Traffic is third with 96 per cent. The total monetary increase of the Fifth War Loan over the Fourth amounts to \$83,150, on the basis of actual bonds issued plus deductions up to July 31. Nevertheless, it was felt by the Central Committee that Pacific Electric's showing is not good. Twenty-two hundred employes are still not subscribing to the Pay Roll Savings plan. As a result, the Central Committee recommended that departmental and group committees to solicit purchases in the next drive be formed early and work harder.

### MECCA DRIVE IN SEPTEMBER

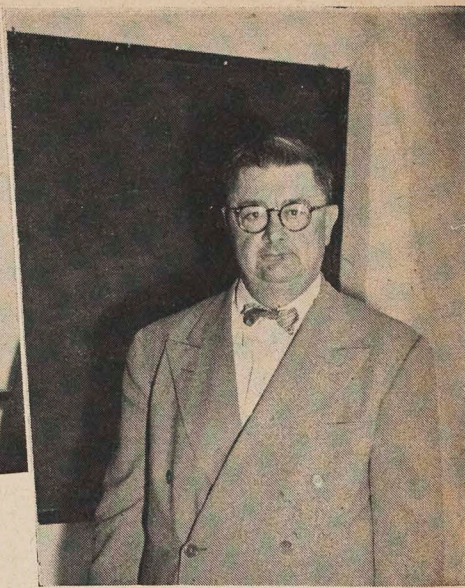
A MECCA drive, beginning in September, was decided upon at the meeting. The names of employes not subscribing will be placed on deduction authorization cards and distributed to subcommittees, who will ask each non-subscriber to contribute the insignificant 30c a month by pay roll deduction.

### SUGGESTIONS TO BE ACTED ON IN 30 DAYS

The Suggestion Committee, according to a report made by H. R. Grenke, has recommended that "all departments are expected to advise disposition of the various suggestions submitted to them by the Suggestion Committee within 30 days." Arrangements for awarding Certificates (see page 4 of this issue) were also reported being made. Each Suggestion Committee member has a complete list of suggestions made to date.



**AWARDS AT TORRANCE**—Above, B. A. Collins is one of 20 who received Certificates of Award from committee including (right to left) F. E. Geibel, O. A. Smith, George Evans, and L. E. Brown.



**MR. SMITH** congratulates group.



**MR. BROWN** urges men to keep on toes.

## 20 Employees Receive Certificates of Award at Torrance Ceremony

O. A. Smith, L. E. Brown, Talk;  
F. E. Geibel, George Evans, Present

workers and war materials to points where they are needed.

"We would have to stop passenger and freight service for only a very short time to see how vital our service is to Southern California and its war industries," he said.

In Mr. Smith's talk was also a note of warning: "Although the war with Germany is apparently coming to a close, the Jap war is far from over. It will doubtless take years to drive the Japanese out of China. With the close of the European war, the flow of supplies through West Coast seaports is going to increase greatly. Hence, the need for all of us to stay on the job will not grow less, but rather greater, in the months to come."

### More Ideas Needed, Says L. E. Brown

Speaking for the Management-Labor Suggestion Committee, Mr. Brown urged that more suggestions should be sent in, and that all employees should "keep on your toes" for new time and money-saving ideas. He emphasized the great care exercised by the Committee as well as by department heads in handling the suggestions.

"Although heads of departments give full attention to

ideas submitted, if the Committee feel that a suggestion which the department head has rejected has merit, they ask for a reconsideration," he said.

Following the talks, the Certificates of Award were presented. Each certificate was inscribed with the name of the employe whose suggestion was adopted, and was signed by President Smith for management, and L. E. Brown (a Torrance Shop worker as well as union leader) for labor organizations. The certificates read "Award for Production Ideas, U.S.A. In recognition of initiative and patriotism, be it known that (name of employe) is hereby granted an award for a meritorious suggestion contributed to the War Production Drive on this 22d day of August, 1944." Space is then provided for the signatures of two representatives of the "Plant Labor-Management War Production Committee."

### Recipients of Awards

Those receiving awards included Electrical Machinist B. A. Collins, Car Repairer G. E. Dupuy, Air Brake Machinist A. W. Ghezzi, Machinist Eric Graf, Machinist William Griffiths, Trim Shop Leader H. F. Hillier, Electric Shop Leader S. C. Humer, Car Repairer George F. Jenkins, Electrician Eric Johanson, Blacksmith Shop Foreman John Julian, Cabinet Shop Leader E. A. Lock,

Field Engineer R. B. Lucas, Carpenter Shop Leader Martin Monson, Paint Shop Foreman P. William Peet, Machine Shop Leader Charles Pennington, Mill Shop Foreman E. H. Pierce, Auto Repair Shop Foreman E. Walter Randig, Machine Shop Foreman James Tarbit, Assistant Carpenter Shop Foreman G. W. Thatcher, Miscellaneous Department Leader Frank Thompson.

### Almost All Are Torrance Employes

All recipients listed are Torrance employes except R. B. Lucas, whose duties as Field Engineer for some time had carried him to Torrance, and enabled him to be present for the ceremony. It was this fact which caused the Committee to decide to make the awards at Torrance. The one woman to receive an award, Mrs. Lillian Connell, a Machinist, was unable to be present because of an injury to her foot.

### MORE YANKEE INGENUITY: 10 MORE IDEAS ADOPTED

Still more ingenuity has been revealed by Pacific Electric employes since the publication of the Suggestion Plan issue last May. Nine more men and one woman, in addition to the original 19, have had suggestions adopted,

**AWARDS GROUP**—After the awards were made, the entire group posed for their picture outside the office of the Torrance Shops. Left to right are Superintendent of Equipment F. E. Geibel, Machine Shop Foreman James Tarbit, Air Brake Machinist A. W. Ghezzi, Truck Shop Leader and Union President L. E. Brown, Assistant Carpenter Shop Foreman G. W. Thatcher, Blacksmith Shop Foreman John Julian, Machinist William Griffiths, Trim Shop Leader H. F. Hillier, Machine Shop Leader Charles Pennington, Carpenter Shop Leader Martin Monson, Paint Shop Foreman P. William Peet, Auto Repair Shop Foreman E. W. Randig, Electrical Machinist B. A. Collins, Mill Shop Foreman E. H. Pierce, Machinist Eric Graf, Electrician Eric Johanson, Cabinet Shop Leader E. A. Lock, Electric Shop Leader S. C. Humer, Field Engineer R. B. Lucas, Car Repairer G. E. Dupuy, Miscellaneous Department Leader Frank Thompson, President O. A. Smith, Car Repairer George F. Jenkins, Shop Superintendent George Evans.



CERTIFICATES OF AWARD for adopted suggestions were presented to 20 Pacific Electric employes who gathered in the Conference Room at the Torrance Shops on Tuesday, August 22, at 10:30 a.m. Participating in the presentation were President O. A. Smith, Superintendent of Equipment F. E. Geibel, Shop Superintendent George Evans, and President L. E. Brown of System Federation No. 159, A. F. L. Mr. Geibel began the meeting by introducing Mr. Smith.

### O. A. Smith Speaks; Praises Group

"You are to be congratulated and complimented for your contributions to the war effort," declared President Smith to the group, emphasizing in his talk the importance of Pacific Electric's job of transporting war

according to the Management-Labor Suggestion Committee. For this they have received awards.

Motor Transit Operator *E. W. Barnett* suggested bolting or nailing short lengths of 2 x 4 to the base of wooden P. E. bus stop sign posts to prevent their being pulled out of the ground by vandals.

Electrician *Eric Johanson* of Torrance suggested improved shelter accommodations at the 119th Street crossing on the San Pedro Line in order to protect waiting passengers from the elements.

Towerman *Henry B. Riley* recommended moving the inbound landing at 24th Street from the south to the north side of 24th Street, as a means of eliminating many delays at Amoco to inbound trains.

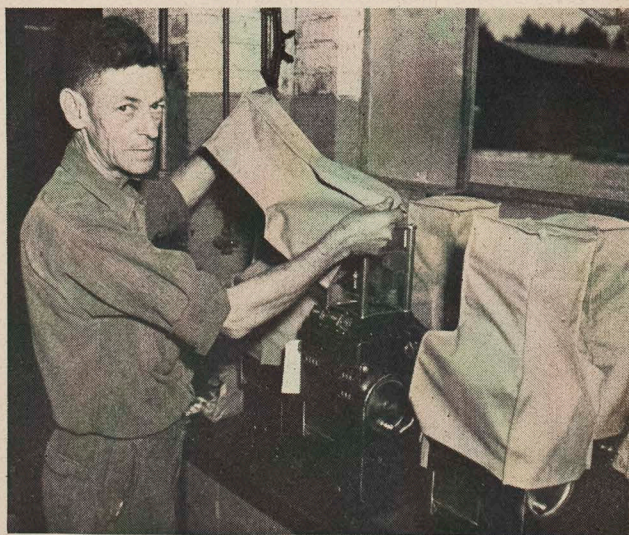
Assistant General Foreman *Roy L. Mankins* of the Mechanical Department devised a bracket for use on the dash of 600-700 cars to hold windshield wiper arms in a horizontal position when not in use. The bracket also keeps the arms clear of window sashes when the latter are dropped. The previous method of parking arms in a vertical position caused many to be bent and broken when the window was opened.

Special Accountant *Charles Sein* suggested a special training course for supervisory forces in the Transportation Department to familiarize them more fully with the current working agreement with the B.R.T.

Air Brake Machinist *Alfred W. Ghezzi* of the Torrance Shop pointed out that many parts could be saved on D3LA dynamotors which have been assembled for use as compressors on 1000-class cars. When it is used as a compressor, some parts of the dynamotor are not needed.

Machinist *Lillian Connell* of Torrance suggested using machined rivets instead of too soft iron rivets for putting fingers on clutch plates of White clutches. The use of machined rivets saves considerable labor in assembling and disassembling.

**B. A. COLLINS**  
Machinist  
Fare Box Hood



Field Engineer *R. B. Lucas* suggested that Motor Coach operators going north on Main Street at night be especially watchful for passengers between Fifth and First Streets because at that time of day people are reluctant to stand in safety zones for fear of careless drivers.

Electrical Machinist *Burt A. Collins* of Torrance suggested using a canvas or other suitable hood over Johnson fare boxes while boxes are in transit for repairs or in storage, as a means of keeping out dust and foreign objects.

Electric Leader *John J. Huemerich* of the Mechanical Department at Macy Street offered a method of preventing arcing in group boxes of 1222-1241-class cars when they are operating in the 1200-volt zone. He suggested using a longer arcing box which would extend through a slot in the group cover and thus would prevent the flash from coming in contact with the cover or case.

### Other Suggestions Being Considered

Among those whose suggestions have just been described are six who could not be present at the ceremony at Torrance on August 22, but who nevertheless received their awards by mail. These include Mr. Barnett, Mr. Huemerich, Mr. Mankins, Mr. Riley, Mr. Sein and Mrs. Connell.

A number of other suggestions are under consideration, and, if adopted, will be described in a later issue. Perhaps you have a suggestion which would place you in line for an award, if you would send it in to the Suggestion Committee. Why not write it up and turn it in today? Blanks for this purpose may be obtained from Terminal and Shop Foremen or the Suggestion Committee, 460 P. E. Building; or perhaps you have the blank that was printed in the May PACIFIC ELECTRIC MAGAZINE.

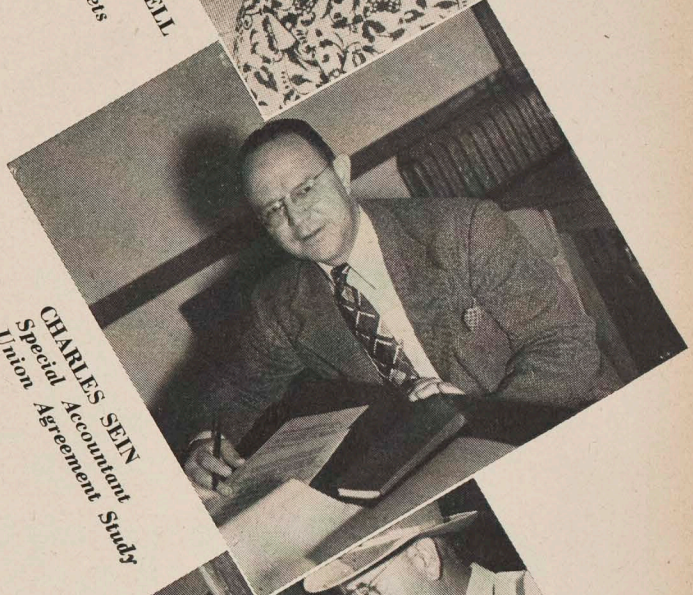
**ALFRED W. GHEZZI**  
Machinist  
Dynamotor Salvage



**LILLIAN CONNELL**  
Machinist  
Machined Rivets



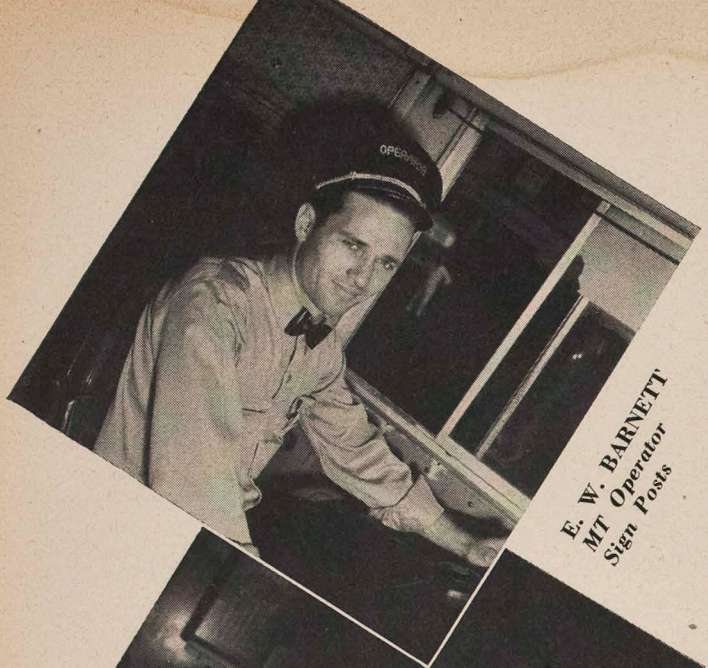
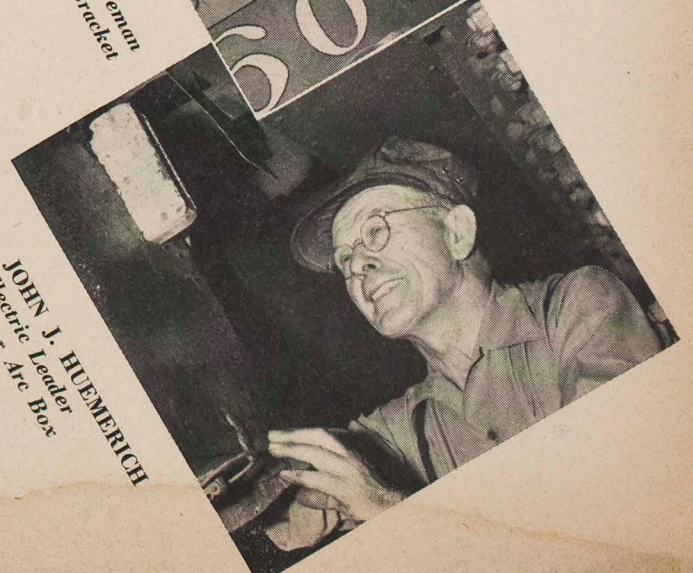
**CHARLES SEIN**  
Special Accountant  
Union Agreement Study



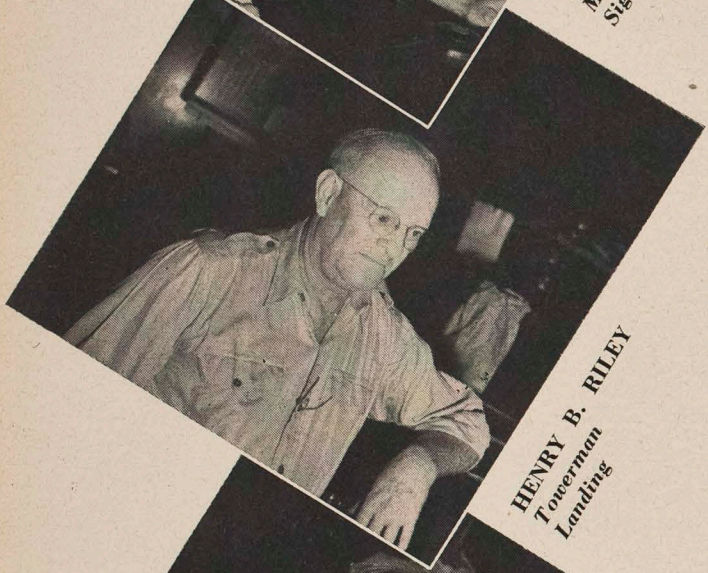
**ROY L. MANKINS**  
Assistant General Foreman  
Windshield Wiper Bracket



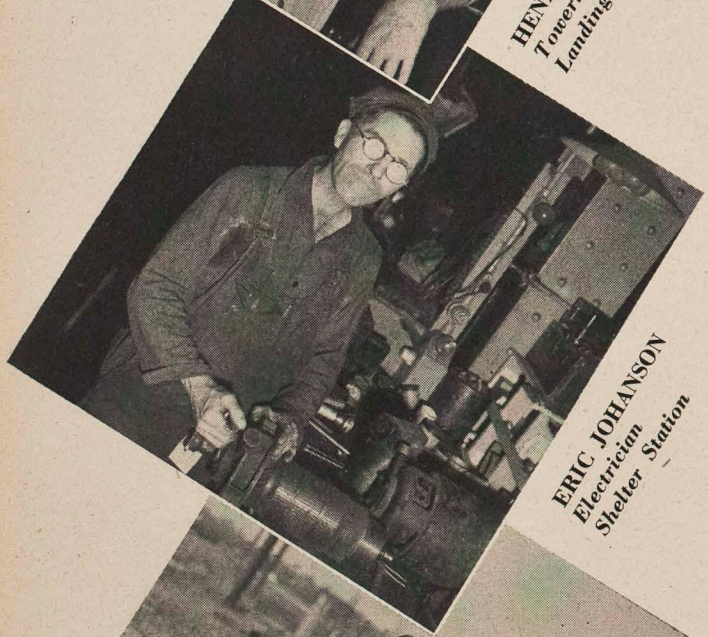
**JOHN J. HUEMERICH**  
Electric Leader  
Longer Arc Box



**E. W. BARNETT**  
MT Operator  
Sign Posts



**HENRY B. RILEY**  
Towerman  
Landing



**ERIC JOHANSON**  
Electrician  
Shelter Station



**R. B. LUCAS**  
Field Engineer  
Watchful Operators

## HOWARD P. BANCROFT

As the Magazine goes to press, we learn with a sense of deep loss of the passing on August 25 of HOWARD P. BANCROFT, Bonding and Welding Foreman, Signal Department. The sincerest sympathy of all is extended to Mrs. Bancroft and his many friends.

In the next issue will be found a more complete story about Mr. Bancroft, whose record of outstanding service goes back many years.

## Bonds Delivered in About 15 Days

Except for months when there is an unusual number to handle, there is only about a 15-day interval from the time the last deduction is made to the time you receive your War Bond, declares U. L. Drake, Head Clerk of the Central Timekeeping Bureau.

The Management-Labor Central Committee requested this statement because some members declared they had heard that some employes were refusing to buy War Bonds on the ground that they had to wait too long for their bond.

All War Bonds are dated the first day of the month in which purchase is completed. For example, if the last payment on the bond is deducted from the second period pay check for August, the bond will be dated August 1.



SGT. PAUL W. WILSON, former Relief Agent.

## Former Relief Agent Reads Mag. in Italy

In appreciation for receiving his copy of the PACIFIC ELECTRIC MAGAZINE every month so far, and for the news of Pacific Electric activities that it contains, Sgt. Paul W. Wilson, former Relief Agent, writes as follows:

June 25, 1944  
Italy

Editor  
PACIFIC ELECTRIC MAGAZINE  
Dear Sir:

I wish to thank you for sending me a copy of the PACIFIC ELECTRIC MAGAZINE every month, for I surely do enjoy it, as the news of the Pacific Electric is of much interest to me.

No doubt you wonder who I am. Well, I am a Relief Agent on leave. I am now in Italy with the Military Railway Service of the U. S. Army, acting as an agent. And I can say that it is much different from working on the P. E., in many ways. For one must do everything from the job of flagman up to that of trainmaster. I enjoy my work with the Army, but I am ready to return to the P. E. Ry. the moment this war is over.

I wish to say hello to my many friends in the P. E. and would be glad to hear from them. Regards to everyone.

SGT. PAUL W. WILSON

Sergeant Wilson's complete address may be obtained from the editor.



ALISO STREET VIADUCT OFFICIALLY OPENED to highway traffic on August 14 with the cutting of this rope of asters by a pair of five-foot shears. Having a hand in the cutting were, left to right, City Engineer Lloyd Aldrich, Mayor Fletcher Bowron, Councilman J. W. Baumgartner, President O. A. Smith of Pacific Electric, Chairman Herbert C. Legg of the Committee for Congested Production Areas, Harrison R. Baker of the State Highway Commission, and Supervisor John Anson Ford. Pacific Electric trains have been crossing the viaduct since July 18, 1943.

—Photo courtesy L. A. Times

## P. E.'s War Effort Praised By MT Supervisor, Now in France

War "Fast Coming to Close," Writes Capt. Loral I. Mosier  
In Letter of Thanks for Pin-Up Album from Employes

An album of pin-ups sent to Captain Loral I. Mosier, former Motor Transit Supervisor and now with the U. S. Army in Europe, elicited the following letter of thanks, which also contains an important message for us here on the home front:

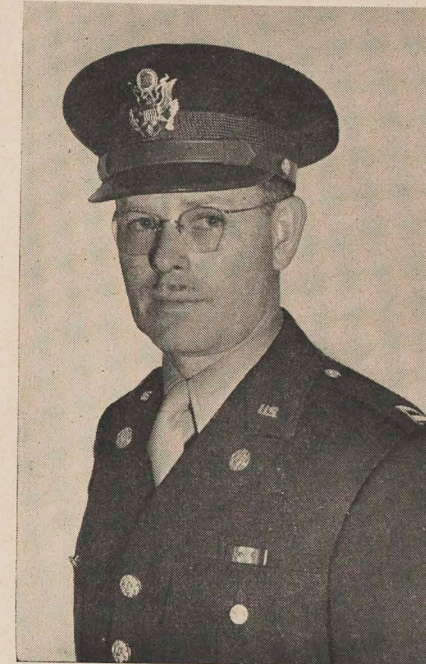
My Friends and Fellow Employes:

May I take this opportunity to thank each and every one of you for the album of pin-ups which I received today and which was autographed by so many of my friends and fellow employes, and especially signed by "The Temple City Gang, MC Operators, and Uncle Walter's Dog House." Mere words could never express my deep appreciation, and I only wish I could thank each and every one of you personally for your good wishes and kindest regards.

But in the very near future I hope to be back among you, and then I shall give you all my personal thanks. Yes, I said in the very near future, for this war is fast coming to a close and then my job will be done over here and I will be ready to come home.

I especially enjoyed the gorgeous paintings, for they are most appropriate here in the ETO; but, most of all, your personal signatures meant a lot to me and I am most grateful to all of you. I just want to say "I miss you all very much, and will be very happy to be back among you once this mess is over, over here."

Each and every one of you is to be congratulated upon the fine job you are doing in keeping things rolling and buying bonds. We over here realize the importance of you people at home in your support of the boys that are doing the job and doing it well. You carry on the tremendous task of keeping the home front moving; moreover, your purchases of bonds make it possible for the boys to have the best equipment, the best arms and supplies, the best food, and above everything else the best army in the history of the world. Your job is to see that we get the stuff, and you are doing your job well. My job is to see that it gets to its proper place on schedule, and I am doing my best. We are all doing our best. That is why our efforts are being rewarded; that is why many of us will come back who might not come back if it were not for you people who are giving us the best of everything to do the job with.



CAPT. LORAL I. MOSIER, former MT Supervisor.

It was my pleasure to make a trip over Normandy this morning and see from the air just what is going on, and just where all the things are happening. From what I see, I can predict that the boys will have the job done for you in the very near future. But we must not relax for one moment until that is accomplished, for this is a big job and it must be done for keeps this time so that it will never have to be done again for all time to come. A lot of you have sons and brothers in that "hell hole" I saw this morning and I know you will not let them down. I wish I could only tell you some of the things I have seen—but that will have to wait for the duration. I can say, however, that from the air those patches of "crazy quilt" patterns that

make up the hedgerows are a sight to look at. I know that the papers at home keep you informed of everything as it happens, and I assure you that your information is authentic.

Again may I say that I am proud of the fine job the employes of the Pacific Electric are doing, and proud that I can say, "I am one of you." Wish we could enjoy some of our California weather over here, but we can't have everything. Also wish we could get some ice cream, and many other things we have at home. These countries are many years behind us in just about everything, but when they are built up again they may come up to our standards. Who knows?

Wish I could write more, but this is just about all I can write about. So, until we meet again, will say, "Keep 'em rolling!"

Very sincerely yours,

LORAL I. MOSIER, Capt. T.C.  
APO 350, c/o Postmaster  
New York, N. Y.

## Overseas Personnel Get Absentee Ballots

Qualified voters among Pacific Electric employes now serving overseas should request from their commanding officers a post card which they should send to their county registrar of voters or county clerk in order to secure an absentee ballot to cast in the forthcoming presidential election. A signed request by letter from each applicant will also be honored, provided that it gives present address and legal residence address.

In Los Angeles County the registrar of voters is M. J. Donoghue, 808 North Spring Street, Los Angeles 12, California.

The requested absentee ballot will be mailed back to the applicant, and will be accompanied by complete instructions for voting.

Time is short, and the election is of the utmost importance to all now serving overseas.

## RETIREMENTS

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

NAME	Department	Occupation	Years of Service
George E. Bailey	Mechanical	Machinist	25
Ruby L. Cason	Transportation	Supervisor	17
Harry C. Lehman	Mechanical	Carpenter	18
Albert E. Lloyd	Mechanical	Electric Machinist	35

HERE AND THERE  
With THE WOMEN'S CLUB



By  
Mrs. Lon  
Bishop

Not very much to write about this month except to remind you members and all you Past Presidents of your appointment at the club rooms September 14 at one o'clock.

Do you remember when you were an officer, how much it meant to you to see every chair filled on the opening day? We knew you do, so let's be on hand to give the new leaders the support they need and deserve on President's Day.

Mrs. Palmer, Vice President and Program Chairman, is on the hunt for interesting speakers to make our meetings well worth attending, so, "good hunting," Mrs. Palmer. If you should know of any available talent, you'll be doing your club and Mrs. Palmer a very great favor by passing on that information to her.

On President's Day, our invited guests are the club's five big brothers, Messrs. Smith, Collins, Thorburn, Thomas and Vickrey, who, with "Pater" Geibel, make the six we always depend on to give us the good start we need at the beginning of a new year.

Another one of our members will be missed from our meetings; Mrs. Daisy Burke, who passed away in August. Our deepest sympathy is extended to the family.

Manpower Secretary  
Leaves to Join Wacs

After she had worked on the Pacific Electric manpower survey since April 3 of this year, Miss Sarah Coburn, Secretary for Assistant to the President Glenn E. Collins, decided that the manpower situation in the Army was so bad that womanpower would have to help out.

Hence, she joined the Wacs, and reported for active duty at the Wac office in the P. E. Building at 11:00 a.m. on Monday, August 21. She thought at that time that she was headed for Des Moines for basic training in the Wac Medical Corps as a Surgical Technician, for which work Red Cross First Aid courses had given her some foundation.

Miss Coburn is a native of Boston, where her family resides.

Before coming to Pacific Electric,



MISS SARAH COBURN

she was Assistant Purchasing Agent for the Bank of America, and had previously held other positions with that bank.

Intelligent, decisive, efficient, Miss Coburn had a way of getting things done which will make her services missed around the Executive Department. . . . Best of luck in your new undertaking, Sarah Coburn!

PACIFIC ELECTRIC  
MASONIC CLUB

By  
M. J.  
Davidson



We are sorry to lose our good friend E. J. A. Hasenyager as editor of this column.

All the old friends of our retired brother, J. M. Geopfert, will be glad to hear that he is as active as ever. He is Patron of Oceanside chapter, O.E.S. this year. Our loss was their gain.

Several of our members enjoyed visits to Glendale, Glendora, and Utopia Lodges during July.

We regret the passing of Brother Tyler O. Trowbridge and of the mother of Brother H. L. Bortley last month.

We are happy to see Brother James E. Harper getting along so well. Hope he will soon be able to throw away those sticks.

New members since last publication include:

Winthrop H. Owen, Transportation, Lexington Lodge No. 104, El Monte.

Theodore V. Hoyle, Transportation, Lexington Lodge No. 104, El Monte.

L. V. Hanson, Transportation, Manchester Lodge No. 585, Los Angeles.

Albert M. Brouwer, Transportation, Ramona Lodge No. 457, Monterey Park.

Oscar L. Perry, Transportation, Ramona Lodge No. 457, Monterey Park.

W. P. Brewington, Transportation, Marcus Lodge No. 110, Fredericktown, Missouri.

Ralph C. Girtch, Transportation, Garvanza Lodge No. 492, Highland Park.

Earl H. Peet, Building Engineer, Huerfano Lodge No. 27, Walsenburg, Colorado.

Ballard C. Merrill, Engineering, Trinity Lodge, Clinton, Massachusetts.

Wiley M. Carpenter, Transportation, Lamar Lodge, Lamar, Colorado.

Verl E. Walker, Freight Traffic, South Gate Lodge No. 320, Los Angeles.

Luther T. Morgan, Transportation, Granada Lodge No. 608, Alhambra.

We understand Brother Frank W. Anders is the only brother in the hospital.

Watch for announcement by mail of our September meeting.

Any contributions to this column should be sent to the new editor, M. L. Davison, in care of the Pacific Electric Club.

Pressure of duties has forced Ed Hasenyager to relinquish his Masonic column to the Secretary of the P. E. Lodge, M. J. Davison, whose first column appears in this issue. We are sorry to lose such a faithful correspondent as Ed has been.

Nevertheless, we're glad to welcome M. J. Davison, Rate Clerk in the Auditor's office, who has worked for P. E. since 1926 and belongs to no less than five Masonic organizations. Claims his hobbies are Masonic work and gardening, and is very proud of his large dahlias. Born May 7, 1900, at Pickford, Michigan, he is unmarried.

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

The first meeting of newly elected officers of the Post for the ensuing year was held July 25 and high tribute was paid to the retiring officers in conducting the affairs of the past year.

On this date the Post admitted three new members, Chas. M. Bulla, Paul Wolensky, and Lee E. Guyette, each having served in World War I. Comrade Guyette also served in World War II. On August 8 Louis C. Kady was also admitted as a comrade of our Post. He is a veteran of the present war. The Post extends its welcome to these new comrades.

The Service Officer, Comrade Roy Mead, is well deserving of the tribute paid him, as this office is a very important one and he has done a very good job in handling the work of the Service Officer. Congratulations, Comrade Mead! The Post is proud to have a comrade like you.

Comrade Newman presented a diamond-studded Legion lapel button to Past Commander Nichols for his work and duty to the Post in the past year.

Ye Scribe would like to see more comrades attend the meetings; so, comrades, make an attempt to attend at least one meeting a month. I am sure as Legionnaires you will do this and help keep up the attendance record.

Comrades, this is my first attempt at writing; so please bear with me. As time goes along I hope to satisfy the readers with different articles of interest and I want to thank the comrades who placed their confidence in me by electing me Post Historian. Until the next issue, Aloha!

SAVE WASTE PAPERS

AMERICAN LEGION  
AUXILIARY



By  
Anna S.  
Tucker

We are very glad to welcome home Lily Malmberg, who has been in Salt Lake City for the past year.

Treasurer Myra Belle Clemons has been in Ohio and Washington, D. C., visiting relatives for the past month. She is expected home soon.

Second Lieutenant and Mrs. George Withee visited home folks, Mr. and Mrs. Ray Withee, the past week. George is now stationed in Nebraska.

Gene Clemons, M 2/c, was given

special leave last week to take his first degree in the York Masonic Lodge here at home.

The last meeting of the Unit was handled by the newly-elected officers, and was very interesting. The coming year will surely be full of good work under their supervision.

We are sorry to disappoint the members by not having the picture of the officers at this time, due to a misunderstanding as to the meeting night. However, it will appear at a later date.

Mr. and Mrs. Frank A. Bryant are very happy to announce the marriage of their daughter Maudie, to Ensign Robert L. Etchart of the Naval Reserve. The marriage was solemnized in the Navy Chapel in Norfolk, Virginia, July 1. Maudie returned August 16 to finish her degree in art at Santa Barbara. We extend our heartiest congratulations, and wish them the best of luck in all their undertakings.

By the way, Mr. and Mrs. Bryant celebrated their silver wedding on August 10. Ellen is a staunch member of our Unit and was elected First Vice President for the coming year. Frank is a good Post Comrade. Please remind us when you are ready for the golden celebration and we will all be there.

I am very sorry to report this will be my last article for a while, due to circumstances beyond my control. The best of luck to my successor. Thanks very much to all who have cooperated so generously and have helped to make the column worth while. My thanks and appreciation to the Editor for his kindness and forbearance with mistakes.

The best of luck to you all!

NEW LEGION OFFICERS—Elected for 1944-45 as officers of the P. E. Post, American Legion are, left to right: First Vice Commander G. F. Michael, Commander O. R. Newhouse, Past Commander Fred Nichols, Second Vice Commander E. P. Malmberg, Service Officer R. Mead, Executive Committeeman A. W. Bone, Chaplain R. O. Carey, Adjutant C. A. Newman, Finance Officer K. M. Brown, Historian C. E. Wilcox, and Sergeant at Arms R. E. Withee.



REPORT OF VITAL STATISTICS

July 21, 1944 to August 20, 1944

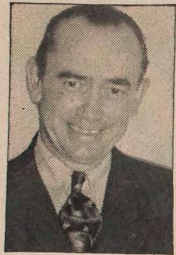
DEATHS

NAME	OCCUPATION	Died	Group	
			Insurance	Mortuary
*Barham, Lyman	Car Cleaner	7- 1-44	No	No
*Ortega, Manuel	Laborer	7-17-44	No	No
Stephenson, Robert L.	Conductor	7-30-44	Yes	No
Trowbridge, Tyler O.	Conductor	7-31-44	Yes	Yes
Ramirez, Juan C.	Laborer	8- 1-44	No	No
Elias, Bruno	Laborer	8- 2-44	No	No
Phillips, Harry	Car Repairer	8- 3-44	No	Yes
Dillon, John R.	Car Repairer	8-10-44	Yes	No
Lingley, Atlee C.	Clerk	8-13-44	No	No
Coyle, James	Clerk	8-14-44	Yes	Yes

EMPLOYES' WIVES' DEATH BENEFIT FUND  
NONE

\*Reported subsequent to last publication.

### PACIFIC ELECTRIC ROD AND GUN CLUB



By  
**Arlie  
Skelton**

Greetings, Rod and Gun Clubbers! Notes, while checking over the minutes of the August 9 meeting: President **J. Sam Harris** gaveled the meeting to order at 7:30 p.m. and the following officers answered to roll call: First Vice President **A. M. Cross**; Financial Secretary **Robert Dornor**; Recording Secretary **Rollin A. Podlech**; Treasurer **C. G. Gonzalez**; Executive Committeemen **B. F. Manley, L. L. Lloyd, W. G. Knoche** and **J. B. Rogers**. Also a good-sized crowd of members. Guest of honor was **William Slater**, Assistant Chief Special Agent. We always feel honored to have a man like Mr. Slater with us.

We regret to find such well-known members as Executive Committeemen **Jack Quinn** and **Scott Braley** absent on account of illness. We hope it is not serious and that we may have them back with us again soon. After a short business session the meeting was adjourned for pictures shown through the courtesy of the Canadian Trade Commission, who were so kind as to lend us two reels of sporting pictures showing the way they do it in Canada. One was a hunting picture and the other an angling picture. Both were enjoyed very much by the members present.

Speaking of hunting calls to mind some of our big game head hunters: Dispatchers **Lee C. Bartula, G. F. Michael**, and **Paul Enders**, who are heading a party to the heart of the forbidden area, to the private ranch of a brother of a friend, who knows a fellow. With a connection like that, how can they miss?

If deer hunting was ever a sport, and we believe it was, it is doubly or trebly so now; it's a sporting game to save back a few of those precious "A" gas stamps; another sport to find someone with some pre-war ammunition to fit into your gun. Then try to find your way into the forest. Brothers, if you are then fortunate enough to get a deer, you have had SPORT! Fishing is just about as bad, but we won't go into that this month.

We were glad to have associate member Corporal **Arlie Don Skelton**, who is stationed at Tampa, Florida,

at home on furlough with us this month. The Corporal, though hale and hearty, is definitely not a Florida booster.

According to reports trickling in via grape vine, we find many fat bucks finding their way back to the cities and cold storage. According to **Ike Walton, Jr.**, a trout weighing 11 1/4 pounds was caught in Big Bear Lake on August 6 by **James Dail**. The trout was 27 3/4 inches in length and 29 7/8 inches in girth. Said trout gave battle for two hours and fourteen minutes.

This column will be written from the "deer-hunting grounds" of the High Sierras next month (we hope).

### He's Sergeant Now Writes Hedgpeth

**Carol M. Hedgpeth**, formerly of the Engineering Department, writes that he has been promoted from Corporal to Sergeant, that he has a new address, and that he enjoys the Magazine. Last time we heard from him was in the December, 1943, issue, when he began operating an airplane control tower. The letter:

July 31, 1944

Editor

PACIFIC ELECTRIC MAGAZINE

Just a line to tell you how much I enjoy receiving the Magazine each month and to let you know my new address which you will find at the end of this letter. Please change the mailing address of the Magazine to correspond with it.

I was promoted to Sergeant on March fifth this year and I have been transferred down here to Del Rio, Texas, the former home of [illegible] Brinkley.

It's even hotter down here than it was in Louisiana. I surely wish I were back in good old Los Angeles working for the P. E. again.

I'm still working in the Airplane Control Tower here and am rated as a Tower Senior Controller. We have B-26's here and lots of them. I guess we take off and land over a thousand planes a day. How does that compare with the traffic in the P. E. Towers? . . .

Hello, there, **Jimmy Casey** and **Paul Morris**! Hello, Mr. **Jeremiah**! Are they keeping you busy down at Macy Street?

See you later.

SGT. CAROL HEDGPETH  
105 AACs Squadron  
Laughlin Field  
Del Rio, Texas

### PACIFIC ELECTRIC BOWLING NEWS



By  
**Charlie  
Hill**

Everything appears to be in readiness for the opening of the Pacific Electric 1944-45 bowling season, scheduled to begin on Friday evening, September 15. There will be a change of scenery this season, because the Arcade Recreation, where the league has rolled during the past several years, does not possess sufficient lanes to accommodate the organization with its increase in number of teams. All 12 teams of last season have returned to the fold, and four additional teams have been added to make a total of 16 teams. The **Bonnie Brae Bowl**, located at 1818 West Sixth St. (Sixth & Bonnie Brae) has been selected as the most centralized house available. This is one of the newest and most modern establishments, and is easily reached from all sections by bus and street car. The matches will start at 8:30 o'clock.

The regular annual meeting, which was held on August 16 at the Pacific Electric Club, had a fair attendance, and judging by the interest and enthusiasm shown, the coming season should be a successful one.

Election of officers resulted in retaining **Chas. P. Hill** as prexy, by a unanimous vote. **James C. Rankin** was selected as First Vice President, **Archie Brahm** as Second Vice President, and **Charlie Gonzalez** was re-elected Secretary-Treasurer. **Harry Hampton** was again appointed as League Manager by the P. E. Club.

The league will be on a handicap basis, the same as last season, with a few minor changes in rules and regulations.

All employees who are not now members of a team in the league, and would like to bowl, are asked to communicate with Secretary **Gonzalez** or President **Hill**.

The following teams have entered for the ensuing season:

Captain  
B. of R. T. . . . . **Tom Boswell**  
Butte Street . . . . . **Dave Newman**  
Claim Department . . . . . **Archie Brahm**  
Electrical Department . . . . . **Kenny Coats**  
Field Engineers . . . . . **George Kappers**  
Hi Lo . . . . . **Gertrude Yeager**  
Motor Transit . . . . . **Ole Swanson**

Northern District . . . . . **Harry Hampton**  
P. E. Club . . . . . **Leslie Lutes**  
P. E. Scrubs . . . . . **Jean Kappers**  
Schedule Bureau . . . . . **Charlie Hill**  
Southern District . . . . . "Vic" **Prettyman**  
Subway Trainmen . . . . . **W. J. Gearhardt**  
Timekeepers . . . . . **Phyllis Chubbie**  
Trainmasters . . . . . **Don Houston**  
Vineyard . . . . . **Charlie Ruckman**  
Bimini Scratch League

The Pacific Electric team in the Bimini Summer League is still in possession of the first rung of the ladder, or in other words, the bottom. The only outstanding feature to report since last issue of P. E. MAGAZINE was the capture of two points on August 7 from the Alexander five, when each P. E. bowler rolled 500 or better, **Archie Brahm** leading the bombardment.

Two of the regular members of the team are out of the line-up for the balance of the summer season. They are "Stan" **Worsdell**, on account of an appendectomy, and "Poopsie" **Hill**, who has developed muscular trouble about the pelvis and hip.

### 25 YEARS AGO



### On the Pacific Electric

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

By "Alec"

**Archie Brahm**, 25 years ago, returned to his post as Claim Agent for this Company after sixteen months in "Uncle's" service, having gone through extensive railroad experience while in France, working himself up the hard way from a Buck Private to Sergeant.

Also returned to service with P. E. was Major **John Lansdale**, formerly Assistant Engineer, who beat **Archie Brahm's** military service record by 3 months.

The P. E. monthly Almanac also reveals another item of interest: **B. F. Manley** became the proud pater of a nine and a half pound girl with a 2 weeks hunting trip mentioned in the same dispatch. Some connection? Ask Mr. **Manley**.

Appropriate, though premature: A

### Attention, Basketballers!

We are planning to organize a basketball team to represent the Pacific Electric Railway Company in league play during the 1944-45 season. We have quite a number of good prospective players and hope to have more. A company this size should be able to produce a crack team, and I'm sure we can.

The team is to be backed by the P. E. Club, headed by **N. B. Vickrey**, who is an ardent sports fan as well as a "good guy."

All prospective players interested should attend an organization meeting to be held at 7:30 p.m., Friday, September 15, in the P. E. Club rooms.

Direct any inquiries to Mr. **Vickrey** at the P. E. Club (Ext. 2171) or to **G. M. Kappers**, Engineering Department, room 660 (Ext. 2120).

Let's show some real interest in working up a championship team!

—G. M. KAPPERS

bon-mot carried in the same issue of the P. E. Magazine, reading: "What are you laughing about?" "Now that peace is here I'm thinking of the poor guys who got married to escape the draft."

### PACIFIC ELECTRIC CLUB BULLETIN

TUESDAY, SEPTEMBER 12:  
American Legion Post No. 321. Semi-monthly Meeting—8:00 P.M.  
American Legion Auxiliary Unit No. 321. Semi-monthly Meeting—8:00 P.M.

WEDNESDAY, SEPTEMBER 13:  
P. E. Rod & Gun Club Monthly Meeting—7:30 P.M.

THURSDAY, SEPTEMBER 14:  
P. E. Women's Club President's Day Party. First meeting of the new season. An interesting program promised—1:00 P.M.  
P. E. Women's Club Sewing Unit—10:00 A.M.

FRIDAY, SEPTEMBER 15:  
P. E. Masonic Club Regular Meeting—7:30 P.M.

THURSDAY, SEPTEMBER 21:  
P. E. Women's Club Sewing Unit—10:00 A.M.  
P. E. Women's Club Afternoon Card Party. Prizes to winners—1:00 P.M.

TUESDAY, SEPTEMBER 26:  
American Legion Post No. 321. Semi-monthly Meeting—8:00 P.M.  
American Legion Auxiliary Unit No. 321. Semi-monthly Meeting—8:00 P.M.

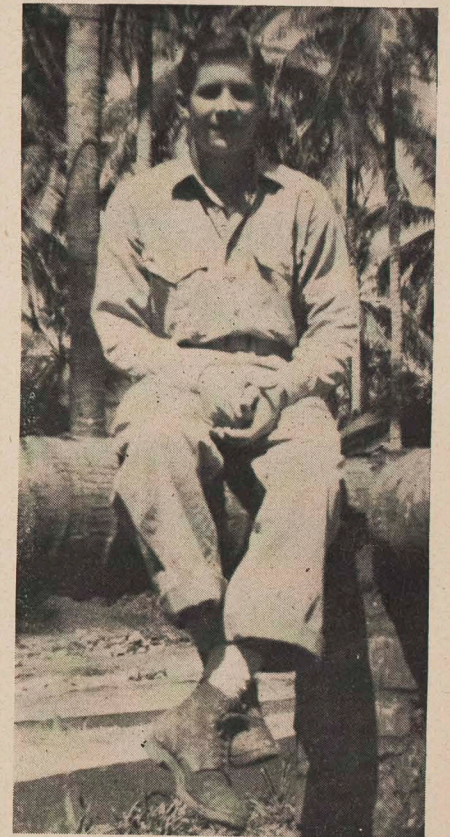
THURSDAY, SEPTEMBER 28:  
P. E. Women's Club Sewing Unit—10:00 A.M.  
P. E. Women's Club Afternoon Meeting and Program—1:00 P.M.

THURSDAY, OCTOBER 5:  
P. E. Women's Club Sewing Unit—10:00 A.M.  
P. E. Women's Club Afternoon Card Party. Prizes to winners—1:00 P.M.

TUESDAY, OCTOBER 10:  
American Legion Post No. 321. Semi-monthly Meeting—8:00 P.M.  
American Legion Auxiliary Unit No. 321. Semi-monthly Meeting—8:00 P.M.

WEDNESDAY, OCTOBER 11:  
P. E. Rod & Gun Club Monthly Meeting—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.



CPL. **J. M. STRICKLIN**, USMC, takes time out to sit on a log in the South Pacific area. He began work for P. E.'s Mail Room at Sixth and Main on June 6, 1941, and was in the Agent's office at Torrance at the time of his enlistment. He's been overseas since February, 1942. Corporal **Stricklin** is the nephew of **Long Beach Terminal Foreman R. L. DeMoss**, who sent in the picture.

## INFORMATION BUREAU



By  
**Adeline  
McIntyre**

Dear Mr. Editor:

I feel almost as bad as the lady who asked: "When will the driver let me down?" — Didn't let you down, really. Between answering questions, vacations, black eyes, etc., I am still perking on all cylinders (so I am told). Such fun! Speaking of vacations, Catherine Haldeman is our latest vacationist—I understand she is spending her leisure days in her lovely North Hollywood home. She's one of our newest brides, you know. But Deane Aspelmeier—well, I put on my Sherlock Holmes cap, but was unable to get any data as to what she is doing with her two weeks. Rather mysterious, I call it, but won't let her get away with it. Oh, yes, the black eye—I really came by it honestly, etc.

Amid the hustle and bustle, we are always able to get a few laughs exchanging stories about our ever-traveling public, and will pass a few of them along to you.

Over the 'phone a very slow voice drawled: "I want to talk to somebody 'bout the street cars a-goin' by here a-tootin' thar tooters."

And: "Will you please tell me what time the last trolley leaves Long Beach for California?" (Attention: Chamber of Commerce)

That is really the "pink limit."

And, "I don't know whether I am the same party that talked to you before or not, but I want you to tell me again how much to Long Beach." The irony of it all!

And, a very serious voice: "Where can I buy a home where I can have sit down service?" That is really having confidence in our department!

Thanks, Mr. Public.

We get lots of compliments too, of which, more later.

From the ticket department:

A very excited girl came up to the counter: "Quick! Give me two tickles on the Ashberry bux!" She got two tickets, of course.

And another, all in one breath, "I want a ticket to Alhambra do you know if Main Street is still there?"

Now I must tell you some stories on myself:

A lady going to Glendale: "Yes," I said, "during the day we have 10-minute service from the Subway."—"Oh," she said, "10-day service!" and hung up quickly. Please, Subway employees, will you help me out of this?

Now for the last straw, etc. A lady came up to the counter, very excited, and very loudly said: "I just lost my bus! Do something!"

So, you see, Mr. Editor, it shows to go you that it's still a wonderful world. Oh, a wonderful world!

A business man advertised for an office boy. The next morning there were some fifty boys in line. He was about to begin examining the applicants, when he was handed a card on which was scribbled: "Don't do anything until you see me. I'm the last kid in line, but I'm telling you I'm there with the goods!"

## SIGNAL DEPARTMENT

By  
**Virginia  
Simmons**



"'Twas early one September morn"—and to thousands of Los Angeles school children, it meant going back to school again, just when the weather was getting really nice. To most P. E. employes, it meant work as usual. Most vacations had been realized, although a few were still in the offing. In our particular department, it meant men working on the Government "Hold Yard" 10 hours a day; and Anaheim Landing required considerable work to keep ahead of the contractors.

We could, in all sincerity, dedicate this month's column to babies. Ed Farmer, Night Arc Welder, became the proud father of a little girl, Gail Patrick (the first one). Ad Forbes became grandparent for the first time to a baby girl, Sharon Ann. P. J. Baker is also a grandpa again! Not to be outdone, Henry Riley told us he now has six grandchildren, the last one a 9 lb. 10 oz. boy, Raymond.



MEET YOUR SON, DADDY!—

Towerman Byron A. Hauser, overseas in England for a year, has never seen his small son, Cliff Edward, here pictured on his Mommy's lap at the age of five months (the picture was taken last April).

## FALL GARDENS

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

In Southern California fall and winter gardening is, in some respects, easier and more profitable than spring and summer. True, the mental hazard of starting in hot weather is greater! Fertilizer should be applied and spaded into the soil, and the area irrigated. All that is sudoric labor!

The rewards are great, however, for fall and winter is a "natural" for many crops—head lettuce, cabbage, cauliflower, Brussels sprouts, and others. One planting of carrots, turnips, and parsnips will last far longer than in summer because they can be left in the ground—it's easy storage! Garden peas cannot be grown inland in Southern California except in winter and early spring. All these and others, too, can be grown successfully in fall and winter gardens and they'll be your continued contribution to the world food battle, and will improve your family diet.

Start with careful lay-out. Have the rows short—50 feet is twice too long—and almost level so that water will just move to the far end. This will provide surface drainage during winter rains and will make irrigation during the fall easy.

Plant on three to five inch high beds—raised beds. They're easy to make. Imagine the plants are in place and make a good big furrow on each side of an imagined row of large plants like cabbage, or between every other row of twelve-inch spaced lettuce or six-inch spaced onions or carrots. Then flatten the dirt between the furrows and you have a series of twelve to twenty-four inch "beds" with furrows already made between. Sow seed or set plants about two to three inches from the edge for double row beds or in the center for single row plantings.

Seed must be kept moist while sprouting. A mulch covering with dry grass cuttings will help. Covering the seedbed with paper or board for two to five days until the seed sprouts (no longer!) is good practice, too.

Vi: "Did anyone ever tell you how wonderful you are?"

Al: "Don't believe they ever did."

Vi: "Then where'd you get the idea?"

"Mrs. F—— told Judge Smith she still loved her husband yearly, always had and always would."

—Hollywood (Calif.) Citizen-News

## TORRANCE TOPICS (Stores Department)

By  
**Fred B.  
Hopkins**



"Well, here I am again!" as the prospective patient said to the doctor after he had been told that the charges for the first visit were \$5 and all subsequent visits, \$2. Let's first have a look at our friends in the Service:

First, behold Mrs. Lura Bangle, Typist and Requisition Clerk, with her husband, Edward C. Bangle, Seaman 2/c, who is attending Aviation Machinist School, U. S. Navy, at Norman, Oklahoma. Last month they observed their first anniversary, having been married on August 1, 1943.



ON A BICYCLE BUILT FOR ONE are Mrs. Lura Bangle, Typist and Requisition Clerk at the Torrance Store, and her husband, Edward C. Bangle, Seaman 2/c.



Her husband entered the Navy on April 14 of the present year. Lura is a daughter of Mrs. Rose Wiese of the Track Store as well as niece of Track Storekeeper Charles Stock. Charlie also has a son in the Navy—Glen, who is stationed at Pearl Harbor and carries the rating of Aviation Machinist's Mate 3/c.

News comes of the "Fighting Cains"—Gene, who is in the Military Police of the U. S. Army, was at last reports in England. This has been his second crossing of the Atlantic. Bob, whom we used to know as "Little Sling Shot," has been inducted into the Army and is stationed

## How Blood Bank Is Financed Explained

To acquaint Pacific Electric employees more fully with the scope and methods of the Red Cross Blood Bank, the Pacific Electric Blood Bank Committee, under the chairmanship of Assistant General Superintendent T. L. Wagenbach, has requested the publication of the following information written by Sunny Elderkin of the Blood Donor Center at 925 Western Avenue:

### Amount of Blood Required Nationally

The Army and Navy have asked for an additional 5,158,000 pints of blood in 1944. Added to the 5,700,000 collected as of January, 1944, this will come to more than 10,858,000 pints, or approximately one pint of blood for every man in service. The Red Cross blood donor project is the largest controlled undertaking in medical history, and thousands of lives have already been saved.

### Cost of the Blood Donor Project

The Red Cross is charged by the Army and Navy with the responsibility of procuring the blood from which plasma and serum albumin are processed for the armed forces. The cost of the procurement program is borne by the Red Cross, with the Organization and local chapters participating in the program. From the time the blood is shipped to the laboratories for processing, it is under the jurisdiction of the Army and Navy and all costs of shipment and processing are borne by the War and Navy Departments.

The blood is collected through 35 fixed centers located in key cities near the processing laboratories and through some 63 mobile units, attached to the centers, which visit nearby towns. Approximately 1,000 paid and 5,000 volunteer workers are regularly engaged in this work, and it is estimated that approximately 19,000 other Red Cross volunteers assist on a part-time basis.

The cost of this project to the Red

at Camp Roberts, near Paso Robles. The Professor, also known as "the Famous Two-Gun" Cain, says that "he always knew them 'ere boys er his'n was good at handlin' shootin' irons."

Last month Storekeeper Ward McCall received a letter from Cliff Ruppel, who is with an Amphibious Tank Battalion, stationed somewhere in the South Pacific. Cliff said that he had always wanted to take a long voyage and at last that opportunity had been granted him, but minus the comforts of home. Instead, there were new features and experiences, the like of which he had never dreamed

Cross is considerable, the funds, like funds for other Red Cross activities, being obtained from voluntary public donations usually contributed during Red Cross War Fund campaigns. However, since so many variable factors enter into the budget, and since the Army and Navy pay for shipping the blood and the cost of processing it, War Fund officials at National Headquarters feel that it would be inadvisable to attempt to itemize the cost for publicity purposes, or to attempt to break down the cost on a unit-basis.

## Former Riverside Employee Now Stevedoring for Army Somewhere in South Pacific

By Public Relations Department  
U. S. Army

AN ADVANCED BASE IN THE SOUTH PACIFIC — Pvt. Lorenzo Amaya, former employe of the Pacific Electric Railway Company at Riverside, California, is now on duty here with a Port Company of the Army's Service and Supply forces in the South Pacific.

His organization has been trained as a stevedoring unit, to load and unload ships. Private Amaya is a stevedore with his section.

The brother of Mrs. Socorro Amaya, 1597 Kingman Street, San Bernardino, California, Private Amaya entered the Army December 2, 1942, and came overseas in January, 1944. He received his training at Camp Hathaway, Washington; Camp Stoneman, California; and Benecia, California.

A townsman, Pvt. Jesus Garcia of the same company, is here with him.

A flapper says, "Who is he?"

A young lady says, "What is he?"

An old maid says, "Where is he?"

of. Said his health is good and his hair is still curly and that he is quite intrigued by the beauty of the native girls, who are decided brunettes. We were all mighty glad to hear from Cliff.

And speaking of Cliff Ruppel also makes us think of Bill Nicolay, as they were closely associated in their work here at the Torrance Store. Bill met with a serious accident last year back in Dayton, Ohio, while with the U. S. Army, Procurement Division, and is now recuperating at the Veteran's Hospital over at Sawtelle. His many friends will be glad to know that he is improving a little each day although the progress is slow.

Tom Wilkes' son, David, who is in the Coast Guard, is now with one of the L.S.T. barges in the South Pacific, as is also Eddie Wurm, who last fall was driving the Store Department truck from Torrance to Los Angeles. The Deacon, Burt Ordway, hears from him every now and then, as well as from his own boy, Dan Ordway, who has also gone from Pearl Harbor to the remote recesses of the South Pacific.

Mrs. Genoveva Villareal, whose son was awarded the Purple Heart as a Paratrooper after being severely wounded in Italy, has received word that he has sufficiently recovered from his wounds as to leave the hospital, and has gone back to the front again.

We are informed by Storekeeper Cliff Curle at West Hollywood that his new Helper, William Tremaine, has had a very interesting career of three years in the Army. He was aboard a troop-ship as Lieutenant and bound for North Africa when the ship was torpedoed by an Italian submarine. He was in the water for more than three hours and in consequence developed pneumonia, which resulted in a physical disability discharge—and thus we find him at the West Hollywood Store, where he has been the past three months. Cliff informs us that he spent a week of his vacation in a cabin at Crestline up in the San Bernardino Mts., resting—when he wasn't looking for the "Little Bear."

Several other vacations have been in order since last we chronicled the events in these columns. George Seitz was seen paddling a gondola along one of the canals over in Venice. Bill Jolley was confined within the walls of his house—painting, fixin' things up and getting ready for the winter rains when they arrive this fall. Mrs. Ed Reiber, with son, Edwin, Jr., and daughter, Betty Joann, went to San Antonio, Texas, expecting to spend the summer, but the heat, Oh my!—made them yearn for

## PASSENGERS APPRECIATE

### Ticket Clerk Geo. R. Moore

August 1st, 1944

Pacific Electric Railway Company  
Los Angeles, California

Dear Sirs:

I am privileged to write about one of your men whom I know only as "George" and whose unusual ability it was my pleasure to witness.

At your El Monte Depot on Sunday afternoon, July 23rd, I applied for bus reservations to a little out-of-the-way place in the middle west. It was 3:00 P.M. "George" and a woman clerk were on duty. George was busy and as soon as he could wait on me he asked what he could do for me. Other customers were asking for tickets and between ticket sales he tried to get my reservations. Realizing he was busy, I asked him to wait on other customers and signified my willingness to wait. It was 4:50 by the time I got the tickets. (The woman clerk left at 4:00.)

It was necessary for George to do considerable checking of my route and to phone Greyhound in Los Angeles. George, during that 110 minutes, sold tickets to and answered questions by about 150 people. He also checked in between 15 and 20 of your operators. Many times both phones rang. During the entire procedure he maintained perfect composure. A smile and cheerful answer for everyone. Beads of perspiration stood out on his forehead. Such commendable conduct is so unusual.

I hope you can see fit to tell this man that at least one customer appreciates his difficult position.

Very truly yours,  
F. L. PARGEE

### M. C. Operator T. J. Koskey

August 9th, 1944

Mr. G. F. Squires:

Mr. and Mrs. D. M. Merring from Vermont, who are visiting in California, called at this office on August 8th to report unusually efficient services of motor coach operator No. 2007 [Thomas J. Koskey].

These people made a trip on the Hollywood - Beverly Hills - University Motor Coach Line with Operator No.

2007. Being interested in seeing as much as possible of the points of interest en route, they made some inquiries of the operator who, in turn, was very courteous in pointing out many of the points of interest along the line. The parties involved stated that this operator treated other passengers with similar courtesy and that his manner of conduct was a distinct asset to the company.

H. O. MARLER

### M. C. Operator K. A. Ewing

[No date]

Pacific Electric Railway Company  
Los Angeles, California

Dear Sirs:

On Tuesday, July 25th a badly crippled friend of ours was brave enough to come down to spend the day with us at Hermosa Beach. We helped her board the 10:02 P.M. bus through Del Rey for Los Angeles and today we got a card from her which we are enclosing. The conductor was very kind, and saw that she was seated before he started the bus. We spoke of him and his kindness after the bus had left.

[No signature]

[The card, in part:]

... "the motorman... was surely a swell man. When I got to Venice and Vermont he got up and helped me off the car. The number of the bus is 2329." ...

### M. C. Operator D. W. Varner

August 17, 1944

Mr. G. F. Squires

Attention: Mr. J. R. Worthington

Had a telephone call from Mr. Widman of El Monte, a regular patron on our lines, who stated that no doubt the company receives many complaints from patrons relative to service and general conditions, but that, on the other hand, he felt it his duty to commend Operator 1687 [D. W. Varner] on coach leaving El Monte (time uncertain). The operator was extremely courteous and had a pleasant good morning for everybody.

H. O. MARLER



HUNT BROTHERS—L. F., left, was the Motorman on the first Short Line car to leave Pasadena Car House. W. F. was the Conductor on the first Oak Knoll car ditto. Both have about 25 years of seniority.

### TRANSPORTATION DEPARTMENT



By Suzanne M. Jacquemin

Feel somewhat like 'Cinderella, being back at the job again after spending four perfect days of vacation at Arrow-Bear and celebrating a birthday to boot!

'O' 'C' Jordon informed me that you don't "catch"—you "bag" a deer. Apologies to all you sportsmen.

C. L. Settle relieved Jack Martin as Yardmaster at State Street.

Andrew Marino vacationed for two weeks and told the gang that he has now been with PERYCO for a quarter of a century.

Charlie Coutts, Terminal Trainmaster, and Clyde Coutts, Yardmaster, went home to visit their folks in Missouri.

Beverly Schindel, Steno-Clerk at 8th Street, took a leave and visited her folks in Iowa.

Emma Brusasco, formerly of the Schedule Bureau, is doing vacation relief work at 8th St., and wants to say hello to all her PE friends.

BETTER JOB RELATIONS between employe and supervisor is the subject these Supervisors of the Transportation Department are studying as part of the U. S. government's Training Within Industry program.



sity to continue her doctor studies at the end of the summer.

Art Nasher is paying the windy city of Chicago a visit.

W. E. Craig, Yardmaster, also on the vacation list.

That does it for this month, folks.

#### ROOM 221 AND VICINITY

by Lucille Paige

The event of the year took place when Elsie Ungar, of this office, and B. G. Jones, Trainmaster, "I dood" it on August 26, after which they left for a two weeks honeymoon.

Elsie's many friends gave a shower in her honor August 16, in the home of Miss Betty Hoefener, at which time she was presented with a beautiful lamp and table set.

Lt. Col. Roy R. Wilson recently returned from New Guinea looking as lieutenant colonels usually look in their uniforms . . . just super!

Ivan Erhardt vacationing for two whole weeks and spending a few days in San Francisco.

J. R. Worthington vacationing in Big Bear.

Ed Leckemby returning from vacation and being promoted to Assistant Supervisor.

Milo Seiglar appointed new position of Assistant Terminal Foreman, West Hollywood.

Joe Padou, new Head File & Mail Clerk.

Mildred Johnston requires the map of the world to locate her three brothers in action on the fighting fronts: Pfc. Gordon, in the South Pacific since March 1943; M/Sgt.

Ralph, Air Corps, in Italy since November 1943; and S/Sgt. Sidney, Air Corps, now situated in India since early part of this year.

The gals in this office surely surprised me on my birthday. Chinatown with all the trimmings! So good!

Be seein' you.



MISS EVA MAE ASHLEY

### Schedules Girl Joins Waves

Another P. E. girl has answered the call of the Waves, and this time it is Miss Eva Mae Ashley, a member of the Schedule Bureau's clerical force.

Eva Mae entered the service of the company on October 8, 1942, as a Clerk in the Los Angeles Baggage Room; transferred to the Personnel Department in January, 1943; and thence to the Schedule Bureau February 1, 1943.

Eva Mae's family is truly a P. E. family, as her father, Martin L. Ashley, and her two brothers, "Curley" and Harold, are employed in train service on the Western District.

We are going to miss Eva Mae, but can appreciate the fact that the P.E.'s loss is the Navy's gain. With her capabilities, willingness to work, and pleasing personality, we feel assured of her success in her new venture.

#### SUBWAY TERMINAL



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



It is with reluctance that we write this final column. I say we, because in its initial stages, as well as in its conclusion, we always collaborated in its preparation.

In collaboration, Conductor Geo. O'Brien tells us that he received a letter recently from former Conductor D. E. Stewart. Mr. Stewart is now residing in Memphis, Tenn., and is anxious to advise that So. Calif. and the Pacific Electric were pretty good places after all.

We were honored a while back by a few minutes conversation with Operator J. V. Adams, who is now affiliated with Motor Transit.

And as long as we're reminiscing, an old friend of ours, Conductor G. L. Sullivan, recently returned to his old stamping grounds in the Subway from the Southern District.

That capable possessor of effervescent good humor, Conductor J. T. Kelley, returned also, to rejoin the ranks of Subway-ers.

Operator R. H. Newton tells us of a horrible experience he had recently. It seems that in appreciation

for hauling several bundles of "The News" to Hermosa Beach every evening, the "News" slips R.H. a couple of extra copies. But lo and behold, one night our hero arrives on the Bus Deck to find that some scoundrel had substituted five pennies for one of the "extra" copies.

Several requests as to the present whereabouts of former Motorman R. E. Cooke have reached us. The last we heard of "Cookie" he was in the restaurant business at 4426 So. Hoover St.

Everyone seems to be enthusiastic about the new sealed-beam headlights on the 600-700 class cars. Boys, with a little discretion shown now, there is a promise of more to come.

We hope we're being discreet in mentioning that Bonnie Nelson, that winsome lass on the left-side turnstile in the Subway, is slowly regaining a normal reflex action.

August 10 was likewise important to Laury Murray, who took a new job as Assistant Chief Clerk.

Sunday, August 13, the loads on Santa Monica Motor Coach and the Venice Short Line exceeded all previous records.

A new, but welcome face, will be seen from now on at the turnstiles from 5:30 a.m. until 2:00 p.m.

Mr. Albert Murray, bus cleaner deluxe, is back from his vacation.

His office on the Olive Street Bus Deck is again open for business. He likes cigars, even if he is a willing worker.

We wish to take this means of voicing the thanks of several men in the Subway, including ourselves, to the Pacific Electric Club, and Mr. N. B. Vickrey, for having the piano tuned.

We nominate, as our last nomination for a bouquet, Mr. Ira Junkins, the Subway Terminal Janitor, who for several months has been conscientiously and capably improving our "living" room.

In a serious vein, gentlemen, we can all give our boss, Mr. J. E. Douglass, a helping hand. Our "Pop" hasn't been feeling too well of recent date. His ill-health has necessitated several days of absence from ever-mounting duties.

In closing, may we take this opportunity to thank a really nice bunch of people for the appreciative way in which they have accepted our humble efforts in past endeavors.

"The driver of the machine, James P—, told police he swerved his automobile to avoid missing the girl's husband."

—Smithson (Ore.) Post

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"WE DONT STARVE"—Motorman D. E. Coleman and Mrs. Coleman in their Victory garden—described in Ted Harrison's column.

### MACY STREET TERMINAL



By  
Ted  
Harrison

Hi, men! Surely is vacation weather, and I know there are lots of you that have had vacations and never told me what you did or where you went. I've been working a system job wandering around in the wee small hours and haven't had much time around Macy. So don't be backward in coming forward with the news.

Our genial Terminal Foreman D. B. Van Fleet recently returned from his two-weeks vacation. Didn't say what he did, but we don't see

how he got along without five or six 'phones ringing all the time.

We regret to announce the death of Conductor R. L. Stephenson, who passed away about two weeks ago as the result of injuries sustained in an accident. He had been working in freight at State Street. Our deepest sympathy is extended to his family.

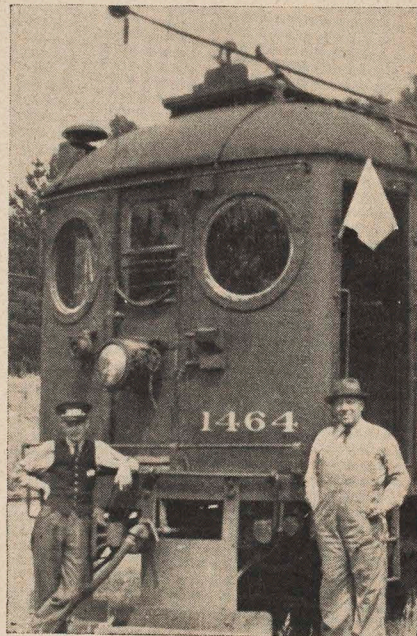
Say, fellows, why not buy that extra Bond through the company? Applications may be had from your Terminal Foreman, and buying this way will give us extra credit. After all, the Bonds you buy this way are just as good as the ones you buy at the bank. Uncle makes them all.

Conductor D. E. Gillespie and Motorman F. R. Quinney are working a box motor job that went to Sierra Madre in the course of the day's work. On July 6 this trip was discontinued.

We heard about that wonderful Victory garden out in El Monte a couple of months ago. Well, not to be outdone, Motorman D. E. Coleman, who lives in East Pasadena, sent in the following report just too

late for last month's issue; so here it is.

"I have a space about 45 x 80 feet, and in it I have three plantings of corn spaced three weeks apart, Kentucky beans, bush beans, black-eyed peas, little cream table peas, white crowders, yellow crowders, carrots, cabbage, lettuce, two kinds of squash, two kinds of tomatoes, four kinds of turnips, mustard, parsnips, beets, onions (both seeds and sets), collards, peppers, cucumbers, peanuts, pole butter beans—and, just for variety, boysenberries. So you can see we don't starve. We have canned twenty quarts of string beans and just picked three lugs of Kentucky beans today. Can you beat it?"



ON THE SIERRA MADRE LINE  
Conductor D. E. Gillespie, left, and  
Motorman F. R. Quinney pose with  
their box motor.

Jack Ferrier, who sits behind the bars here at Macy and holds up all you Conductors as you come in off your runs, has just returned from a two-weeks trip East which took him as far as Chicago. Says he had a swell time and saw lots. He was especially excited about riding different electric trains on his trip, for Jack is quite a rail fan.

Conductor H. B. ("Sleepy") Peterson has been heard from somewhere in the South Pacific. He's on the job for Uncle Sam's Navy.

Conductor Jimmy Krueger, also in the Navy, is now stationed at San Pedro.

### PASADENA TERMINAL



By  
H. L.  
Woodford

Our sympathies go to Arthur and Gilbert Reid on the passing of their beloved mother in her 82d year.

Sympathy is also extended to Charles Hallett for the loss of his devoted wife.

Conductor Luther Wright is back on the job after being in a cast for six months on account of falling into a pit. Anybody contemplating falling into pits please see Luther.

Conductor Fred Miller is on the sick list, but is coming along O.K.

Retired Assistant Superintendent H. E. Rodenhouse is convalescing at St. Luke's Hospital, Altadena, after an operation.

After serving 14 months in the South Pacific war theater on a sub-



"TOPS" — Mechanics Pete Alig, left, and Ralph Bridges are given this rating by the Motormen out of Pasadena who operate the cars whose brakes are kept in adjustment by the aforesaid mechanics. Pete has 25 and Ralph two years of seniority. So reports Correspondent H. L. Woodford.

### SIXTH & MAIN TERMINAL

By  
W. B.  
Shrewsbury



A character asked us recently why we headed our column "Sixth and Main Terminal," for, as he put it, he never found anything in the column about said Terminal. Well, just to appease this fugitive from a gin rummy game, we have called on our secret observer to gather all the information possible and submit it to us. Yesterday we received a 37-page report (postage due) and we have picked out a few of the highlights which we are sending in to our censor.

#### Secret Observer's Report

"The Sixth and Main Terminal is located in the Pacific Electric Building, which, oddly enough, is also located at Sixth and Main Streets. It is a large building one block deep and nine stories high. Besides the Terminal, the building is occupied by various Pacific Electric departments and a few subsidiaries of the Pacific Electric such as the Southern Pacific Co. and a couple of steamship lines. (Note: Watts local transfers are not good on these steamship lines.) Access to the different floors is had by elevators and stairways. Unless you have been practically born and raised\* in an elevator it can be a very dangerous mode of transportation.

"Take my own case, for example. While gathering data for the brilliant intellectual that writes this column, I naturally had to inspect all floors; and being a lazy type of person, I rode the elevator to the eighth floor where the P. E. MAGAZINE headquarters are located, rather than walk the seven flights of stairs. I finished my snooping shortly after 12 o'clock noon, and boarded the elevator for a quick journey down. By the time I reached the main floor I had made the first big impression I ever made in my life. It was in the rear wall of the elevator. At every floor we must have picked up 50 to 60 screaming office girls on their way to lunch. By the time I had gathered enough strength to crawl out, we were already back up to the ninth floor. The

\* Joke.

marine tender, Electrician 1/c Ralph Ellison came home on leave. Observations Around the Car House  
Conductor L. E. Neal looking and feeling like a million since cutting out smoking about three months ago. . . . Motorman E. A. Montgomery enjoying his four big scoops of ice cream over at the B & C Lunch Room and getting a big kick out of the Toonerville Trolley cartoon in the funny section. . . . Conductor H. R. Gavert talking Swedish, and Motorman Harley D. Haverick doing a good job of pretending to understand him. . . . Conductor R. ("I don't need a trailer") Nywening taking over his new run. . . . Conductor V. J. Wong filling up his pipe with that nice perfumed tobacco.

Motorman Mode Frasure, after 10½ years on the Oak Knoll Owl, bids on and is awarded the Short Line Owl, and wishes he had made the change sooner.

#### HOSPITAL LIST

Employees reported confined to St. Vincent's Hospital, 2131 West Third Street, included, as of August 28:

Richard Butler, Operator, Motor Transit District.

Vincent Calli, Operator, L. A. Motor Coach Lines.

Frank Chadburn, Retired, Engineering Department.

Lawrence Fivecoats, Conductor, Western District.

Arthur G. Hotzell, Motorman, Southern District.

Simon Lopez, Laborer, Engineering Department.

Shirley Mitcham, Brakeman, Southern District.

Glenn H. Peak, Motorman, Northern District.

Victor Penrod, Yard Clerk, Local Freight House.

Esther Quast, Clerk, Accounting Department.

Rafiel Ramos, Laborer, Engineering Department.

George Smith, Mechanic, Mechanical Department.

Glen Stancer, Brakeman, Southern District.

Archie D. Thompson, Conductor, Southern District.

Leonard W. Warren, Conductor, Western District.

Boyfriend—We're going to have a swell time tonight, honey. I've got three seats for the movies.

Honey—Three seats? What do we want with three seats?

Boyfriend—One for your Pop, one for your Mom, and one for your kid brother.

operator opened the door and again I was slammed back against the wall and carried to the first floor. Before I could recover my wits I was back on the ninth floor again. This went on for hours—or maybe it was weeks—I don't remember much after the third trip, but I do know that when I eventually got out I had lost 15 pounds and was wearing a snood, Evening in Paris, a fur neckpiece, a pair of rayon stockings, and a black eye."

This is all the room we have for our secret observer's report in this issue. If there is anything else you would like to know about the Sixth and Main Terminal just drop us a line.

**Passing Through:**

Ex-Conductor D. Menicucci, on furlough from Alaska. . . . Captain Quinn, on leave (also ex-P. E. man). . . . R. W. Kraft, ex-Stationmaster, on leave from the Navy. . . . E. E. Gilliland, ex-Conductor from South, now a Sergeant in the U. S. Army. . . . C. B. Huscroft, Ph. M. 2/c, has made an appeal by V-mail for news about the P. E. You may get his complete address from the writer or from the Editor. . . . Just in time to make the deadline was the news that R. J. Johnson, Motorman, is the proud father of a 9-lb. baby boy.

Judge: "Guilty or not guilty?"  
 Defendant: "Guilty, your Honor."  
 Judge: "Very well. I'm giving you the maximum penalty. I'm letting you go free to worry about taxes, rationing, shortages and everything like the rest of us."

**LONG BEACH FREIGHT HOUSE**



By  
**Jack DeLaney**

As I am just getting started writing articles for the Bulletin I may not be able to give you so much news this time, but will endeavor to do better for the next one.

Our finest improvement for the Long Beach Freight Station is our new neon lights which have been installed within the past few weeks. Needless to say, they are fine and much of an improvement from the old electric lights. We feel very grateful toward Mr. Berkhoel, our Agent, for this big improvement.

Another thing we have at this station each payday is a Bond drawing. We have about fifty employes signed up for fifty cents each and each pay day we have a drawing. First winner gets the War Bond, and the next winner gets the stamps. It is a very good idea and we believe that other stations not doing this would find that this would be very interesting. Not only helps the winners but also good old Uncle Sam. We often hear from our former

Agent, H. P. Clark, who left the services about a year ago to enter the services of Uncle Sam. Mr. Clark is stationed somewhere in France. He writes some very interesting letters to us, telling of the times he has to crawl into the fox holes to watch some big shells whizzing thru the air.

Quite a coincidence is connected with this item. Major Löffner, formerly Mr. Clark's Chief Clerk at the station here, is with him. Both of them were in Normandy together when Mr. Clark last wrote. We hope to get some news to the Magazine next time about our Trainmen here in the yards. We have several old timers with the Pacific Electric and should be able to get some stories from them.

Jack DeLaney, who works down in the Long Beach Freight Station, is going to take up the correspondence cudgels for J. E. Neville of the South District until Brother Neville comes back from the Never-Never Land of Anaheim. He used to correspond for the Sacramento Bee while employed with Southern Pacific at Knight's Landing, back in 1917. A rail fan, his hobby is collecting railroad pictures of various nations.

**OCEAN PARK CAR HOUSE AND BUS LOT**

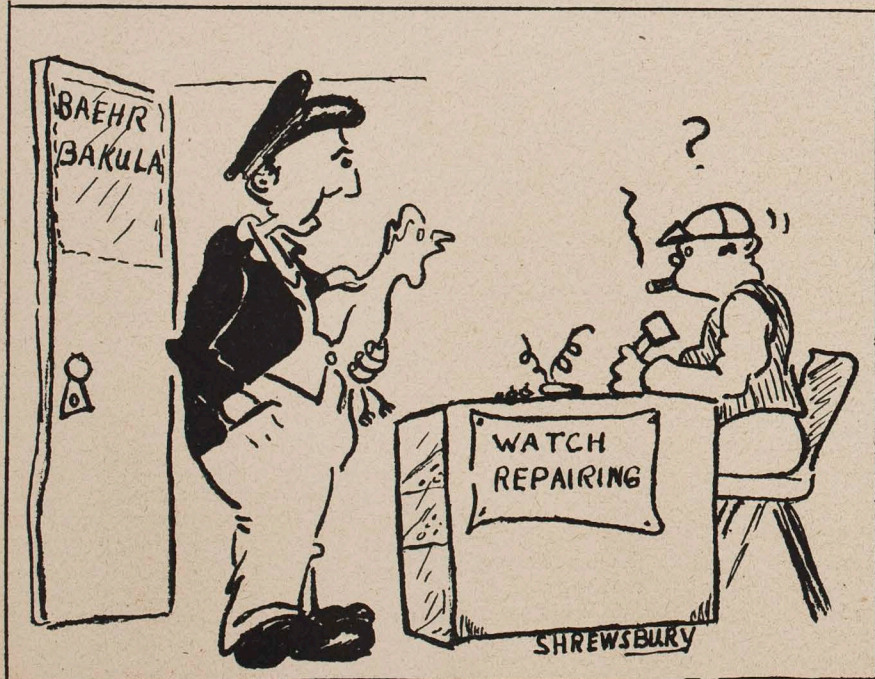


By  
**Charlie Croninger**

It seems that the month of August was bump month at the Ocean Park Terminal. At the bus lot W. R. Grissenger, who has been off for about a month, came back and bumped N. La Borde, who bumped W. C. Lambert, who bumped F. B. Noel, who bumped H. P. Jochimson, who bumped Frank Beattie back on the extra board.

At the Car House C. C. Berry, who has been working freight, bumped G. E. Franklin, who bumped P. H. Short back on the extra board. And that takes care of the bumps.

Grandpappy Aichele has taken a month off to go back east to Massachusetts to see his son Carl G., Jr., who is a gunner in the Air Corps on a B-24 and is ready to go overseas. So Grandpappy, whose wife is back there, is going to see Jr. off and



"I wonder if you could adjust him? He's about an hour slow and I have missed out three times this week."

bring back his wife, as the kitchen is loaded with dishes that need scrubbing.

**It Pays to Be Honest**

It surely does in the case of Raymond C. ("Whitie") Stiltz, who is head man at the Ocean Park Bus Lot nights, when the drivers finish their runs and take their busses to the bus lot. Sometimes they forget something; so "Whitie" and his crew check and see who brought the bus in and see that the article is returned.



**OLDEST AND YOUNGEST in seniority among Ocean Park trainmen are, respectively, left to right, S. T. Cloud and Clifton K. Drum, says Correspondent Charlie Croninger. S. T., better known as Sam, came to P. E. November 3, 1917; Clifton K. (does the K. stand for "Kettle"?) comes from Kansas and has been with us since July 21, 1944.**

Sometimes when the drivers are in a generous mood they donate to "Whitie's" coffee fund. "Whitie" always has a pot boiling for the shine men, and you have to have a strong constitution to drink it.

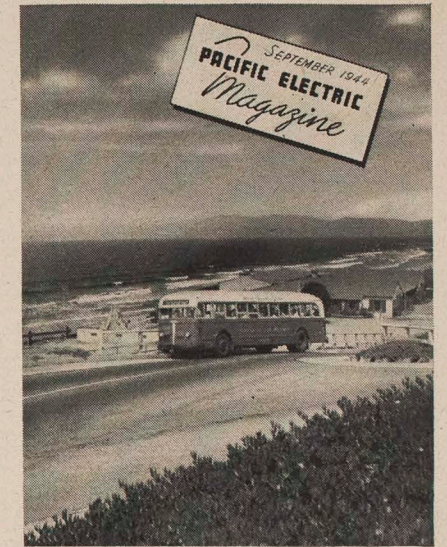
Sarge Cochram, who used to have a bus run around Brentwood way and for the last year has been working freight, has talked such a pretty picture of working freight that LeRoy Stack, who has been going to try freight for about a year, has left and is breaking in.

Leonard Washford has also given up his bus run and hit the freight trail.

And speaking of freight, while I was in St. Vincent's Hospital with a sore back, Shirley L. Mitchell, who works freight out of Butte St. was in the bed next to mine with a sore back and an injured leg. He was riding a caboose down a siding and the brakes wouldn't take; and when the caboose hit the tie-on car it knocked Shirley off, and Shirley doesn't like the idea of the passenger men coming over and bumping the freight men off their runs.

**DEADLINE**

Copy deadline for October issue: September 20.



**COVER PICTURE—It's cool along the beach lines these September days.**

**JUDGE JINGLE SEZ . . .**

"A pox on Bessie Bereft, She signals to turn to the left . . . She sticks out her paw Quite according to law, But, DARN IT, she turns to the left!"

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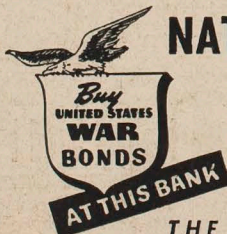
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