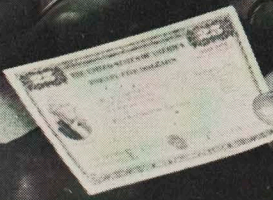


APRIL 1945  
**PACIFIC ELECTRIC**  
*Magazine*





**HIGHBALL TO VICTORY**

**WAR BONDS BUY THEM THROUGH THE PAYROLL SAVINGS PLAN**

ASSOCIATION OF AMERICAN RAILROADS

HAVE YOU AUTHORIZED A PAYROLL ALLOTMENT?

# THE SEVENTH WAR LOAN

A Vigorous Pay Roll Savings Plan Campaign Throughout April, May, and June Will Keynote Pacific Electric's Efforts in the Seventh War Loan Drive, May 14-June 30

## How Pacific Electric Handles War Bonds

The Seventh War Loan Drive begins May 14! Preceding it, and running concurrently with it, will be a vigorous Pay Roll Savings Plan campaign to get more employes to buy through pay roll allotment and to get those who are now doing so to increase their allotment. The Pay Roll Savings drive will run through all of April, May, and June, closing on June 30 with the end of the Seventh War Loan drive.

The plan for conducting the Pacific Electric campaign will be the same that was used during the Sixth War Loan drive. An application for the purchase of Series E War Savings Bonds will accompany your pay check. Fill it in at once and return it to your Foreman, department head, or the person from whom you received your pay check.

Bonds may be purchased for cash from the Treasurer, 270 P. E. Building, or from Agents, who will issue you



\$58,000 WORTH OF BLANK WAR BONDS are being delivered by special mail carrier to Pacific Electric Treasury. Mrs. Ida Snarr, Wage Secretary, signs for them.

a receipt for your money. Agents at the following points are authorized to sell Bonds: El Monte, El Segundo, Fullerton, Glendora, Long Beach, Ocean Park, Pasadena, Pomona, Redlands, Riverside, San Bernardino (Passenger), San Pedro, Santa Ana, Sixth and Main, Subway, Torrance, Watson, Watts, West Hollywood, Whittier.

### PAY ROLL SAVINGS EMPHASIZED

Although every cash purchase is of unquestionable importance to employes as well as to the government, emphasis is on the Pay Roll Savings Plan for at least two reasons: First, regular savings almost invariably mean greater savings. Second, greater savings of this type mean less inflation and more money for the government to use in financing the war—and you're in money by the deal, for your savings earn interest.

### PACIFIC ELECTRIC HELPS UNCLE SAM

In order to make it clear to employes that Pacific Electric is backing the War Bond campaign to the limit, we present in the following pages a series of pictures illustrating some of the details of the big job our company has undertaken of handling the sales of War Bonds to its more than 7,000 employes. Six clerks in the Central Timekeeping Bureau and two in the Treasury Department spend at least 56 working days a month—and dozens of other clerks spend an incomputable amount of time over a like period—doing the bookkeeping work necessary to deliver to you the Bonds you purchase through pay roll allotment and by cash. Head Clerk *U. L. Drake* and his assistants in the Timekeeping Bureau make authorized deductions from pay roll, do the necessary calculating and checking, and inscribe the Bonds. *Miss Bessie L. Jackson*, Assistant Cashier, and her helpers in the Treasury Department authenticate the Bonds, deliver them, and keep the Federal Reserve Bank informed each month of purchases made.

Thus, your company pays employes to do some of Uncle Sam's work—and is glad to perform this patriotic service.

Turn the page and see how you get your War Bonds.

*Here is the record of P.E. Employees' War Bond Purchases through the Company*

* 1942	\$ 358,400.00
1943	741,750.00
1944	1,140,725.00
Jan. - Feb. 1945	168,875.00
<b>Total</b>	<b>\$ 2,409,750.00</b>

*\* March - December 1942.*



**HOW PACIFIC ELECTRIC**

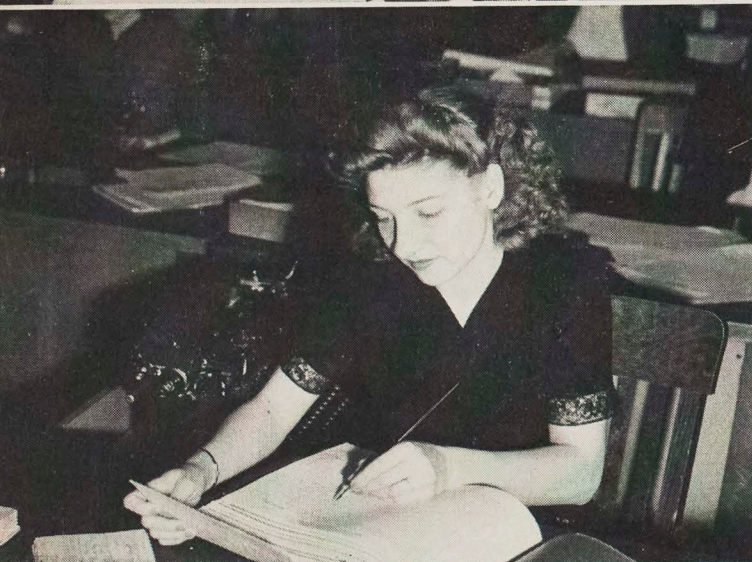
After you have filled out your blank authorizing your participation in the Pay Roll Savings Plan, you return it to the person from whom you secured it (your foreman, department head or agent), and he sends it to the Central Timekeeping Bureau by interoffice mail. *Barbara Hibbard*, Accounting Department Messenger, is here shown bringing a sheaf of such requests to Head Clerk *U. L. Drake* of the Deductions Division, Central Timekeeping Bureau.

Requests are examined by *Marian Green* (left) and *Lavonne McDonald*, Bond Clerks in Mr. Drake's office, for technical errors.

Lavonne enters on your deduction record the amount of your authorization. Typed lists are then prepared from deduction records and passed to the Timekeepers.

Timekeeper *Frank Hardesty* is one of some 30 who take the lists furnished by Marian and Lavonne and make deductions from earnings.

**INVEST MORE IN VICTORY**



**HANDLES WAR BONDS**

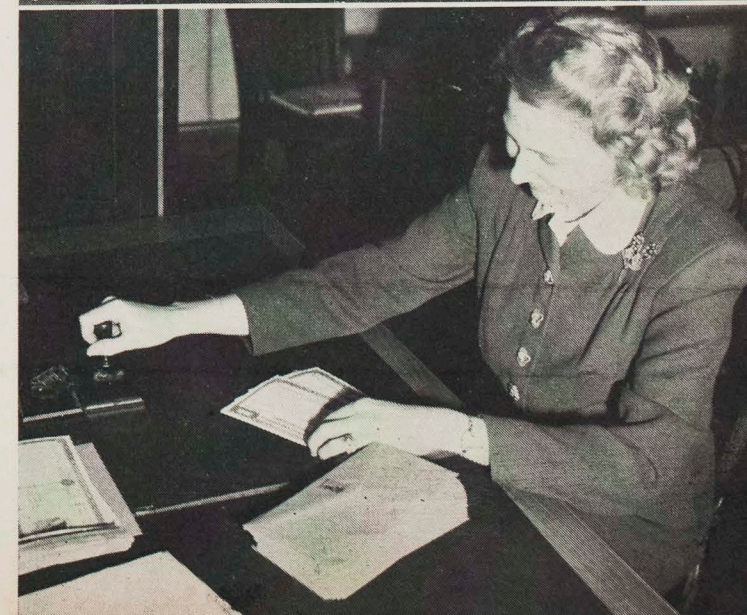
The lists are then returned to the Bond Clerks, thus verifying the fact that the deductions have been made. *Marian* and *Lavonne* then post on your Bond record the amount of your deduction.

The War Bond is typed from your original authorization. Shown doing this are, left to right, *Lavonne McDonald*, *Anne Wiesenthal*, and *Marion Emily*. *Marian Green* is busy checking for errors in typing.

After the Bonds have been inscribed and checked for errors, *Marian Green* takes them, along with a list in duplicate of names, Bond serial numbers, and amounts subscribed, down to *Miss Bessie L. Jackson*, Assistant Cashier in Pacific Electric's Treasury Department. Finding all correct, *Miss Jackson* signs one copy of the list as a receipt—which *Marian* takes back to the Timekeeping Bureau—and keeps the other copy in the Treasury Department.

*Marie Hansen*, Steno-Clerk in the Cashier's office, then authenticates the Bonds by placing on each, in the proper space, the stamp of the Pacific Electric Railway Company as authorized issuing agent for the U. S. Treasury Department.

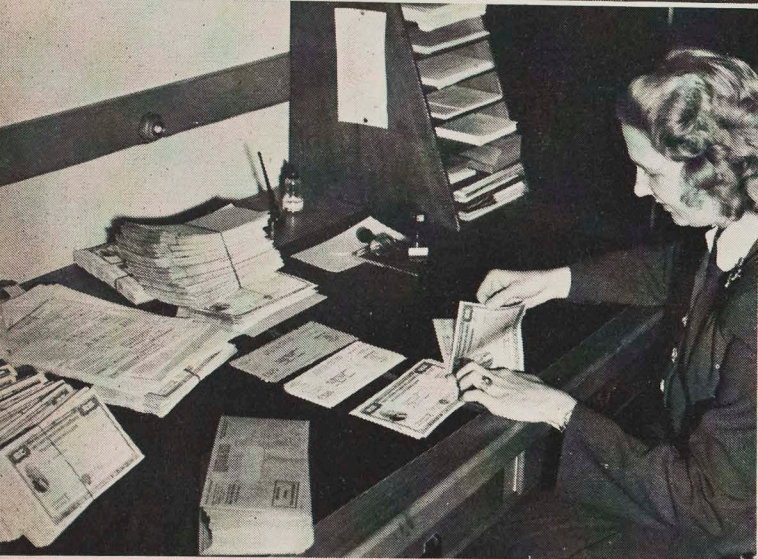
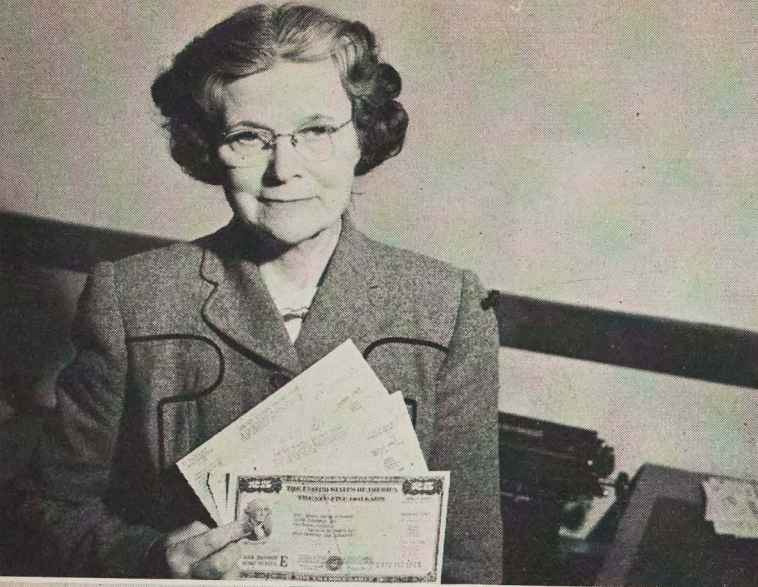
**THROUGH PAY ROLL ALLOTMENT**



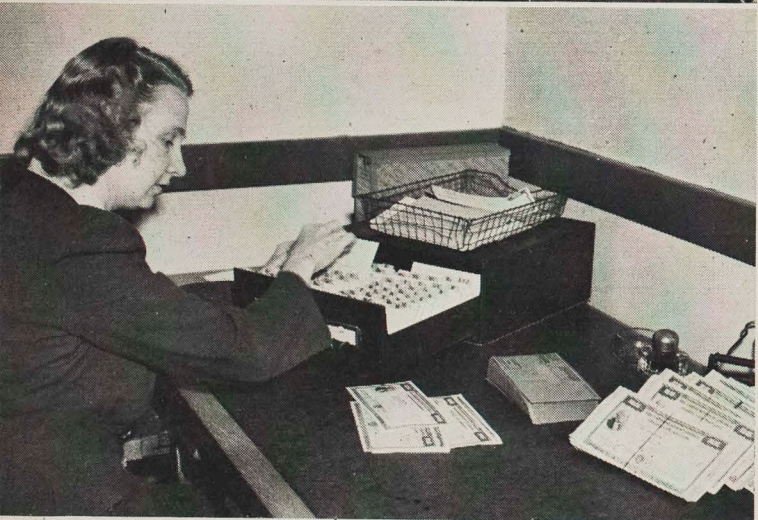


**HOW PACIFIC ELECTRIC**

War Bonds come in three sections, as Miss Jackson here shows. The Bond itself comes to you, one record goes to the Federal Reserve Bank, and the third is kept on file in the Pacific Electric Treasurer's office.



Marie separates the three parts of the Bonds.



She records the date and the serial number of some Bonds on cards in a file. This file contains the names of those employes to whom Bonds will be delivered personally. Bonds so recorded are laid aside from the rest, which are placed in official franked U. S. Treasury envelopes for mailing to the owner.

*Sarah Sweetland*, Steno-Clerk in the P. E. Treasury Department, delivers to the post office the envelopes containing Bonds which are to be mailed.

**INVEST MORE IN VICTORY**



**HANDLES WAR BONDS**

**COVER PICTURE**—*Bette Jo Wells*, Secretary to the Chief Engineer, has been notified by telephone that her Bond, purchased on the Pay Roll Savings Plan, is ready for her. She comes down to the Cashier's window in the Treasurer's office, and gets her Bond from Cashier *J. L. Smale*. It's a happy occasion: Bette is happy to have her Bond, and Mr. Smale is happy to deliver a Bond to a pretty girl with a lovely smile.



Pacific Electric also sells War Bonds for cash. South Conductor *J. M. Reeves* is shown applying to *C. R. Moffett*, Terminal Foreman at Sixth and Main, for a Bond for which he is paying cash. Mr. Moffett fills out an application, takes it, along with the money, to the Cashier's office, and returns with the inscribed and authenticated Bond.



Conductor Reeves gets his Bond from Terminal Foreman Moffett whenever time permits—perhaps the next time he comes in from a run.



Each month Miss Jackson makes out a report of Bonds sold for cash and by Pay Roll Allotment, and sends it to the Federal Reserve Bank.

**THROUGH PAY ROLL ALLOTMENT**





# HONOR ROLL

### Pacific Electric Employees Reported Entering the Armed Services of the Nation in March, 1945

#### ENGINEERING DEPARTMENT

Randall H. Brockman                      Abel V. Ramirez  
Lauriano M. Ledesma                      Jesus Sotelo

#### MECHANICAL DEPARTMENT

Jess J. Chambers                          Dwight C. Morris  
William E. Epps                              Ben F. Wallen

#### TRANSPORTATION DEPARTMENT

Kenneth Dudney  
Charles F. Middleton, Jr.  
Wilbert C. Sarver

#### Reported Returned From Military Service

#### MECHANICAL DEPARTMENT

Joseph H. Fritz  
Claude B. Stubblefield

#### TRANSPORTATION DEPARTMENT

C. T. Bliss  
James A. Presley

As of March 31, 1945

Pacific Electric Employees in Armed Forces.....	766
Employees Deceased while Serving in Armed Forces.....	8
Prisoner of War.....	1
Missing in Action.....	2

## Total - - - - - 777

#### GOLD STARS

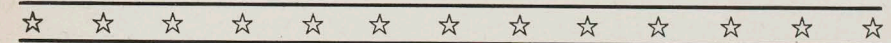
John DeGoede                              Woodrow A. Lewis  
Arnold G. Evans                              Stanley Nemece  
Iver Iverson                                  Wm. F. Nicolay  
Raymond R. Munoz                              R. B. Ruggeri

#### PRISONER OF WAR

Charles A. Stein

#### MISSING IN ACTION

Lee O. Bogue, Jr.  
John R. Eastwood



### Remember--It Isn't Over Yet!

Each fresh edition of our newspapers—every latest news broadcast—brings us startling news, amazing news—cheering news of Allied military successes on all fronts.

The vaunted Nazi "supermen" and the fanatical sons of the "rising sun" are reeling back under the terrific offensive pressure of the Allied armies.

As we read and hear this news—after several long years of watching, working and waiting—we cannot help feeling that the end is near.

Spurred on by this belief, there's the inclination to let down a bit on our wartime activity—whether it be turning out the stuff in America's munitions plants which our fighting men and the fighting men of our Allies need on the battlefields—or buying bonds—or saving waste paper—or keeping down inflation-threatening wartime purchases.

But we can't afford to let down now—we can't afford to let down ever—until the last shot has been fired—until final victory. For remember—it isn't over yet—and it won't be over until the last Nazi and Jap have tasted the bitter dregs of defeat.

Until Victory—our fighting men need all we can produce. Despite the wonderful war news—remember—it isn't over yet!



SGT. JOHN R. EASTWOOD

### Eastwood Son John Missing In Action

Former member of the Pacific Electric chapter of the Sons of the Legion, and son of Motorman John Eastwood of the Southern District, Sgt. John R. Eastwood, 20, member of a 90-millimeter antiaircraft battery, has been missing in action since December 30.

According to the Compton News-Tribune for January 22: "Arriving in England last spring, Eastwood landed in France immediately after 'D' Day, and participated in the battle of France. Following the tide of battle, Eastwood's unit swept into Belgium and was there when Von Rundstedt started his climactic counter-attack."

All Pacific Electric employees sympathize with Mr. and Mrs. Eastwood in their anxiety over John's disappearance, and trust that the anxiety will soon be dispelled by good news.

#### War-stricken People Overseas Need Clothing; Give Your Old Clothes

For overseas war relief purposes, The United National Clothing Collection has designated April 1-30 for a campaign to secure from the people of America contributions of serviceable clothing, shoes, and bedding.

So clean out that old trunk, that old clothes closet, and bring the usable garments to your church, your local school, or the P. E. Club today.



# Remember— it isn't over yet!



## General Foreman Briggs Retires

James F. Briggs, General Foreman of the Mechanical Department, retired on March 31 after a Pacific Electric career of 42 years.

Born in New Brunswick, Canada, March 4, 1880, he worked for several years in cotton mills and in lumber camps in Wisconsin and Washington. In April, 1903, he became a Laborer at the Seventh and Central Shops, under the supervision of Charles Donatin, Superintendent of Shops at the time. He worked continuously in the Mechanical Department, advancing to positions as Night Foreman, Day Foreman, Assistant General Foreman, and finally, on May 29, 1930, to General Foreman in charge of the maintenance of all rail equipment, except freight cars, on the Northern District. On June 1, 1939, maintenance of the Southern District was put under his supervision and on September 1, 1941, the Western District also.

During World War I he was located at San Pedro discharging important duties in connection with shipyard train movements.

"Jim has always been equal to any occasion which arose, and his good judgment has proven very valuable many times," declared Assistant Superintendent of Equipment E. A. Stevens. "In his dealings with his men he has been fair and considerate, and therefore leaves behind a large circle of friends who wish him many long years of enjoyment of his well-earned rest."

Mr. Briggs is somewhat vague regarding his plans after retirement. This summer he intends to visit his 90-year-old father in Wisconsin, and possibly to revisit his birthplace in New Brunswick; but beyond these trips, and taking care of his home at 744 East Villa Street, Pasadena, where he lives with Mrs. Briggs, he has formed no plans except to include some fishing.



JAMES F. BRIGGS, retiring General Foreman, Mechanical Department.

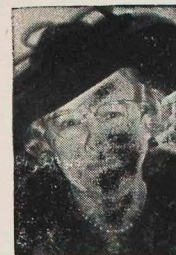
The PACIFIC ELECTRIC MAGAZINE joins all Mr. Briggs' friends in their good wishes for his happiness in retirement.

**RETIRING FOREMAN HONORED**—Some 250 employes gathered at the Macy Street Car House at noon on Friday, March 16, to honor their retiring General Foreman, James F. Briggs, and to present him with a complete set of fishing tackle, a mohair platform rocker, and an airplane luggage set (suitcase and overnight case). Pre-

sentation was made by Assistant General Foreman Roy L. Mankins, with appropriate remarks which were followed by much good fellowship and applause on the part of all. A little speech of acceptance by Mr. Briggs followed. He was then persuaded to sit in his new chair brandishing his new rod, guarded by a piece of luggage on each side, and surrounded by friends—while this picture was snapped.



## HERE AND THERE With THE WOMEN'S CLUB



By Mrs. Lon Bishop

There was no meeting on February 22, so this time we have but one "get-together" to report on—our eighteenth birthday party held on March 8. It was a happy gathering of about forty members—seemed so nice to see some of the older members who have been away too long. Among them was our own beloved Ruth Green, looking like a million.

Messrs. Thomas and Vickrey were

### PACIFIC ELECTRIC CLUB BULLETIN

- TUESDAY, APRIL 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.
- WEDNESDAY, APRIL 11:**  
P. E. Rod & Gun Club Monthly Meeting. Motion Picture and Refreshments—7:30 p.m.
- THURSDAY, APRIL 12:**  
P. E. Women's Club Sewing Unit—10:00 a.m.  
P. E. Women's Club Afternoon Business Meeting and Program—1:00 p.m.
- FRIDAY, APRIL 13:**  
P. E. Bowling League Matches—1818 W. 6th St. Spectators invited—8:15 p.m.
- TUESDAY, APRIL 17:**  
Veterans of Foreign Wars Post No. 3956. Semi-monthly Meeting—8:00 p.m.
- THURSDAY, APRIL 19:**  
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, APRIL 20:**  
P. E. Bowling League Matches—Last match of schedule, come out and root for the winners. 1818 West 6th Street—8:15 p.m.
- TUESDAY, APRIL 24:**  
American Legion Post No. 321. Semi-monthly Meeting—8:00 p.m.  
American Legion Auxiliary Unit 321. Semi-monthly Meeting—8:00 p.m.
- THURSDAY, APRIL 26:**  
P. E. Women's Club Sewing Unit—10:00 a.m.  
P. E. Women's Club Afternoon Business Meeting and Program—1:00 p.m.
- FRIDAY, APRIL 27:**  
P. E. Bowling League Sweepstakes—8:15 p.m. 1818 West 6th Street—Spectators invited.
- TUESDAY, MAY 1:**  
Veterans of Foreign Wars Post No. 3956. Semi-monthly Meeting—8:00 p.m.
- THURSDAY, MAY 3:**  
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.
- TUESDAY, MAY 8:**  
American Legion Post No. 321. Semi-monthly Meeting—8:00 p.m.  
American Legion Auxiliary Unit 321. Semi-monthly Meeting—8:00 p.m.
- WEDNESDAY, MAY 9:**  
P. E. Rod & Gun Club Monthly Meeting. Interesting Program & Refreshments—7:30 p.m.

the two big brothers present on that day, President Smith and Messrs. Geibel, Collins and Thorburn having sent their regrets. Business, of course, comes first. It seemed like old times having Mr. Thomas. No use keeping it dark; we all "love that man." When he talks to us it is never a prepared speech. There are always some sober thoughts—and some laughs—just a sweet friendly message. (Speaking personally to my former boss: "You don't come often enough.")

Then Mr. Vickrey talked to us, kidded his old friend a bit and renewed his pledge of cooperation in every way possible. There is something lacking very materially at our annual affairs if our big brothers find it impossible to attend, so to these two gentlemen our appreciation and thanks for making it a happy day.

After the sort talks, Mrs. Palmer presented Mr. Paul Mortimer, showing Capt. Clark Gable's picture "Combat America." It is a truly great picture and we hope those who missed it will have an opportunity to see it some other time.

During the afternoon, Mrs. John Ashcroft of Pomona read excerpts from the "freedom letters" she has received from her daughter Evelyn, who was liberated in the Philippines on February 4. It was so thrilling to hear of the joy of the 1350 internees at being free again; to hear about the visit of General MacArthur and then the digging up of the regimental colors of the 157th Infantry—the banner a little wrinkled, but in perfect condition. It must have been

a joy to unfurl an American flag that they had made secretly, and to raise their voices in the national anthem and "God Bless America."

There was so much praise in her letters for the Red Cross, who seem always to know what is needed. They were each given enormous bottles of vitamins the night of liberation. Maybe some of these days we'll have Miss Evelyn as a guest to tell some of her experiences in person.

After the meeting ice cream and cake were served in the tea room by "Beulah" French and Mrs. Chas. Rost. Mrs. Rost's husband is in freight service on the Southern District. Beulah's husband is Mr. J. T. French, and she says with pride he's the oldest man in the passenger service of the Southern District. The ladies were assisted by Mrs. Harry Thomas and Mrs. Edyth Bean.

Just one more thing and we're finished. Mrs. Wm. Smart, at 869 Clark Street, West Hollywood, is opening her home for all-day Red Cross work on Tuesday of each week, so that members or anyone interested in the work and living in that vicinity can help without having to go so far from home. It's a potluck affair; bring your sandwich. This is in connection with the Women's Club Unit which meets every Thursday.

Come! Help NOW! The more we work, the quicker the war will be WON.

P.S. And here is a plug for the patient, smiling man with the flash bulbs, Jack Herold. The Club's gratitude is his.



ANNUAL WOMEN'S CLUB PARTY was held in the P. E. Club rooms on March 8. On the far side of the table in the background we find, left to right, Mrs. Viola Thorne, Corresponding Secretary; Mrs. Ed. Hasenyager, Treasurer; little Phyllis Andrews, next President (?); Mrs. A. J. Andrews (Phyllis' mother), President; Mrs. Frank Palmer, Vice President; and Mrs. William Smart, Recording Secretary.



## PACIFIC ELECTRIC MASONIC CLUB



By  
**M. J.  
Davison**

The deadline caught most of our operatives napping. Not much news to report.

We had an interesting meeting on March 8. After a short business session we were entertained with some very interesting moving pictures by courtesy of the United States Coast Guard.

Several pleasant and instructive visitations to lodges were made during the past month. Shortage of gasoline and long work hours prevented larger turnouts.

We welcome the following new members into our organization:

Michael Levin, West Gate Lodge No. 335, Los Angeles; Joseph H. Tooke, Moneta Lodge No. 405, Los Angeles; James S. Ryan, John S. Lauchlan, Maurice N. Turney, John W. Kipp, Elwood J. Ablott, Ramona Lodge No. 457, Monterey Park; Bertrand A. Williamson, Temple City Lodge No. 612, Temple City; Clarence J. Kimball, Lexington Lodge No. 104, El Monte; Francis M. Sullivan, Glendale Lodge No. 544, Glendale; Charles H. Cooper, Van Nuys Lodge No. 450, Van Nuys; Stewart W. Anton, Crescenta Valley Lodge No. 652, Montrose; Jack W. Anstrom, Stromsburg Lodge No. 126, Stromsburg, Nebr.; Joseph W. Butler, Keystone Lodge No. 1143, Dallas, Texas.

## P. E. Post 3956 VETERANS OF FOREIGN WARS

By **T. E. Dickey**

Members of Pacific Electric Post No. 3956 enjoyed a very interesting meeting on Tuesday, March 6, because of the presence of the Fifth District Commander, Jesse B. Fisher.

Much discussion of interesting subjects was taken up, and, as usual, Comrade Fisher came to our rescue with his knowledge of handling the affairs of veterans.

One new comrade was admitted to membership, and it is anticipated that more applications will be submitted at our next meeting.

On April 17, 1945, the new colors will be presented to the Post by the management. This will be an open meeting night, and the public is invited to attend. Department and national officers of the Veterans of Foreign Wars will also be invited, and we have been assured that the events which will be on the program for this night will be short and snappy.

At our meeting of February 20 we were honored by the visitation

to our Post of Comrade C. C. Chilson, Commander of Private Alex Berger Post No. 1013; and Comrade Floyd Gill, Captain of the Post No. 1013 ritual team.

Comrades Earle Moyer, H. L. Young, et al, have completed our officers' stations and altar, which are now being used to good advantage. The work on this equipment is of excellent quality, and Post No. 3956 can well be proud of these pieces of Post Room furniture.

### HEADQUARTERS ALLIED AIR FORCES SOUTHWEST PACIFIC AREA OFFICE OF THE COMMANDER

March 9, 1945.

Dear Mrs. Moyer:

Recently your son, Flight Officer Ronald E. Moyer, was decorated with the Distinguished Flying Cross. It was an award made in recognition of courageous service to his combat organization, his fellow American airmen, his country, his home and to you.

He was cited for extraordinary achievement while participating in aerial flight over Miri, Borneo, on December 10, 1944.

Your son was a crew member on a B-24 which took off on a 2000-mile round trip to bomb the heavily defended oil refinery at this enemy base. Approaching the target, a barrage of intense and accurate anti-aircraft fire holed the aircraft in thirty places. Nevertheless, a bombing run was made at an altitude of eighty feet over the cracking plant area, and the entire load of bombs struck with telling effect. At the same altitude, and despite the continuous anti-aircraft fire, the B-24 then made four strafing passes over the target, exploding and setting afire four storage tanks.

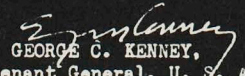
Almost every hour of every day your son, and the sons of other American mothers, are doing just such things as that here in the Southwest Pacific.

Theirs is a very real and very tangible contribution to victory and to peace.

I would like to tell you how genuinely proud I am to have men such as your son in my command, and how gratified I am to know that young Americans with such courage and resourcefulness are fighting our country's battle against the aggressor nations.

You, Mrs. Moyer, have every reason to share that pride and gratification.

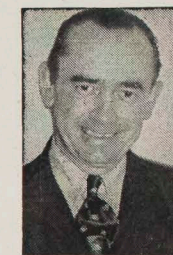
Sincerely,

  
GEORGE C. KENNEY,  
Lieutenant General, U. S. A.,  
Commander.

Mrs. Sarah Moyer,  
525 North Campbell Avenue,  
Alhambra, California.

**FATHER EARLE MOYER of the Accounting Department is a proud man these days. Here's why.**

## PACIFIC ELECTRIC ROD AND GUN CLUB



By  
**Arlie  
Skelton**

Commander Mel Scott of the 23rd district was a recent visitor, giving his thanks for the cooperation that our Post has given this district. Commander Scott stressed the need for help to the returning veterans of the present conflict, and he also praised the Post for the record shown in our membership quota. The district is now in second place, and our Post is away over its quota.

Charles R. Curd, Richard J. Holmes and G. B. Baldwin were admitted as new members; also Mayan J. Lyons, Clerk of the S.P.R.R. Co. Welcome to our Post, Comrades.

On behalf of the Post I wish to thank Comrades A. W. Bone, F. W. Nichols of the hospital committee, and Roy Mead, our service officer, for the work and time spent in helping the veterans. These comrades have given their own time freely and have worked very hard.

A post card was received from Comrade B. N. Broberg, and evidently army life agrees with him, as he is in excellent health.

Comrades W. D. Parker and R. E. Withee have been appointed to the executive committee.

The National Commander has asked the Department of California to play a leading part in the drive for clothing of all types to be sent to the unfortunate people overseas; so, comrades, if you have any clothes to give, please contact any Legion Post and they will pick them up. The local Red Cross will also pick them up.

## HOSPITAL LIST

A speedy recovery to the following employes, who, as of April 3, were confined to St. Vincent's Hospital:

Harold Blake, Brakeman, Southern District.

Thomas Edwards, Carpenter, Mechanical Department.

Albin Georgeson, Car Repairer, Mechanical Department.

Chester Gibson, Conductor, Southern District.

Merritt Goins, Crane Operator, Mechanical Department.

Maybell Giottonini, Car Cleaner, Mechanical Department.

Jesus Lasos, Laborer, Engineering Department.

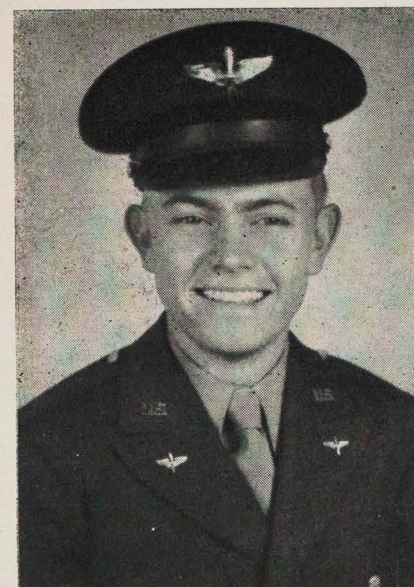
Yrinea Perada, Laborer, Engineering Department.

Walter Polson, Freight Conductor, Southern District.

William Schenk, Leader, Machine Shop, Torrance.

Charles White, Conductor, Southern District.

Rufus Woolverton, Motorman, Western District.



**LT. RONALD E. MOYER, winner of D.F.C.**

Comrade R. U. Mudgett proudly displayed a picture of his son-in-law, Sgt. Paul E. Meredith, Jr., a member of the Marines. The picture was taken on Iwo Jima Island and was printed in the Los Angeles Examiner of February 28, 1945, which happened to be the first wedding anniversary date of Sgt. Meredith and Comrade Mudgett's daughter, Gloria, wife of Comrade Meredith.

Herewith is shown a copy of the citation received by Mrs. Sarah Moyer, wife of Comrade Earle Moyer and mother of Comrade Ronald Moyer. As this citation testifies, the fortitude of our comrades in combat zones is being noted by their officers and recognition made accordingly. Comrade Moyer had also been awarded the Air Medal on February 22, 1945.

## P. E. POST 321, AMERICAN LEGION



By  
**C. E.  
Wilcox**

Ye Scribe was pleased to see our Adjutant, Comrade Newman, up and able to attend the meetings, and by the time this goes to press I hope he will be fully recovered.



F. B. Patterson reports the year-book will be ready to go to press, probably at next meeting, when it is hoped all of the ads will be in.

President A. M. Cross announced the club is still in the market for a 16-mm. movie projecting machine for club movies.

Don't forget that the annual outing to Arrowhead for the opening of trout season starts in the evening of April 30. Be there in time for a good night's rest before the fishing starts at daybreak of May 1. The contest closes at noon. All fish are to be registered at the camp by noon. Those who wish to fish in the afternoon may do so at no extra cost for their boat, but fish caught in the afternoon may be registered only for annual prizes.

We hope to see you there ready for some real fun.

**PACIFIC ELECTRIC BOWLING NEWS**

By

**Charlie Hill**



The Pacific Electric Bowling League is entering the season's home stretch, and at the close of the 26th week only four more weeks of schedule remain for the wind-up of a very close race. At this time the Motor Transit is holding the top of the ladder, with 67 wins and 37 losses, having broken a tie for the top rung with the Claim Department and taking all points. The Los Angeles Street Terminal, now in third place, had advanced rapidly until they met the Claim Department contingent on March 16, and then again took it on the chin at the hands of the West District, in both instances by 3 to 1 counts.

In fourth place stands the Subway Terminal, 59 wins and 45 losses, followed by the South District two points behind. The Schedule Bureau has worked its way to sixth place, one point behind the fifth position team. The Schedule-men have taken

15 out of the last possible 16 points. Too bad for these boys that they got started so late.

Several important and exciting matches were rolled among the league leaders during the past few weeks. The Los Angeles Street Terminal-Motor Transit fracas was outstanding. At the close of the second game the score was all evened up; however, the terminal men turned on the gas and took the third game and total pins by a narrow margin of ten pins. Stuernagle, with a 573, was the real hot member for the terminal team. The Claim Department-L. A. Street Terminal match proved a hum-dinger, the Claim-men besting their opponents 3 to 1 after losing the opener by six pins.

Stuernagle has been the main spark of the league, leading all of the bowlers in high average, while Claude Kazee and Harry Welch are next in line. For the ladies, Marian Lutes has the highest average, with Cora Rogers a close second and Myrtle Shaw third.

Bill Hawkins of the Field Engineers has left to join the Brooklyn Dodgers. If he is as good a ball player as he is a bowler, Bill should star on the diamond. Good luck, Bill.

Rosy Henthorne has departed on the sea of matrimony. Her place has been very ably taken in the Time-keepers line-up by Helen ("Dimples") Berta. Bon voyage, Rosy!

The regular schedule of the league will close on April 20, followed by team, doubles, and singles sweepstakes on April 27. Awarding of season prizes and point money, as well as sweepstakes, will be presented some time during the week of April 30, the time and place of this special gathering to be announced later.

**Home-Stretch Classic**

The Home-Stretch Classic was held on March 16. High series prize was won by "Wimpy" Comstock, who rolled 680, and second place went to "Tony" Huber, rolling 668. High game (261) was taken by "Jack" Kolar, and second high game (251) by "Chuck" Ruckman. All of the above scores include handicap. The contest was close, fifteen bowlers hitting series of 614 or over. One fair sex member rolled 678 but had failed to enter the contest. Too bad.

**Steamship League**

The Pacific Electric team won the much coveted championship of the

**OPA Answers Your Questions**

The following information is authentic, having come directly from the OPA News Bureau. It was dated March 6:

**Q.—I want to sell an electric stove and a refrigerator. Do they have ceiling prices?**

**A.—Yes.** Buyers or sellers can ask the price clerk of their local OPA board for the ceiling price of the particular model unit they are interested in.

**Q.—Can a merchant refuse to sell me cigarettes that I see him selling to others?**

**A.—Yes.** Many merchants try to save their small stocks for regular customers, by refusing sales to strangers who may be shopping around seeking more than their share to hoard.

**Q.—My son rented a house and was required to pay six months rent in advance. Is this legal?**

**A.—No.** The landlord can collect only one month's rent in advance. OPA rent control should be advised of longer advance collections so that the landlord can be instructed to refund the excess amount he collected.

**Q.—Are the surplus items being released by the Army under price control?**

**A.—Yes.** As new surplus items come on the market OPA establishes ceiling prices to be charged by wholesalers and retailers.

**Q.—Can a landlord evict a tenant in order to make room for his daughter and her family?**

**A.—Yes.** He can obtain the premises for occupancy by a close relative through application to OPA rent control. After meeting certain requirements, he is given permission to use local law in evicting. The present tenant is given 30 days' notice, if the landlord owned the property prior to rent control, or 90 days if the property was acquired by the owner since 1942 when rent control began.

Steamship League. It was one of those battles that went into the last scheduled match before the winner could be determined, and the P. E. team took a final two-point lead.

By virtue of winning the title in this league, the P. E. team will journey to San Francisco over a

week-end during the latter part of April to bowl the winners of the Pacific Traffic Association League of that city. Captain Charlie Gonzalez is a very proud man and he deserves congratulations.

"Stan" Worsdell's 568 was the big factor in the winning of the final series, and he was aided by Johnny Hubener and Charlie Hill, each of whom hit above the 500 mark. Worsdell ended up the season as high average man in the league.

The league sweepstakes will take place on March 27, with the annual banquet the following Tuesday night. There will also be a play-off between the P. E. team and the Wabash team, winners of the local Southern California Passenger Bowling League.

**LATE FLASH**—By virtue of a win Tuesday night, April 3, over the Wabash team, the P. E. team is now local transportation champion!

**BASKETBALL NEWS**

By

**George M. Kappers**



Here is the windup for the 1944-1945 season, and a successful first season it was:

Your P. E. team captured third place in the local Class "A" AAU play, in competition with seven of the strongest teams in the city. That this was a real accomplishment may be seen in the fact that securing second place would have sent the team to the East to the national tourney.

To summarize the season's record, the team placed fourth in the all-city pre-season tournament, played about ten non-Conference games and won all but one (they split a two-game series with L.A.M.C.), and went by invitation into the Class A National AAU Conference to place third.

Hats off to the boys, Ray Milnes, Ray Savoie, Ray Clark, Bill Reid, J. M. Craft, Hal Schuler, Joe Hickey, Bill Hawkins, "Red" Taylor, Bill Easterman, Tom Marshall, Tom



P. E.'S SAVOIE (man closest to camera) gets the ball in a tense moment of the LAMC game.

Arnold, and all the others who helped make ours a winning team.\*

And on their part, the team want to express appreciation to the Company for outfitting them so well, to Glenn E. Collins, Assistant to the President, and N. B. Vickrey, P. E.

Club Manager, for their whole-hearted cooperation, and to Mrs. Kappers and Mrs. Reid for their faithful efforts in scoring and timing the games.

The prospects for next year are bright. With such a team to root for you won't want to miss the fun and the sport. We'll be looking for you!

\*Not the least of whom is Founder-Coach-Manager George M. Kappers, who, keenly sports-minded but unable for health reasons to take an active part in strenuous games, went about single-handed, got some good players, coached them into a harmonious team, and, by dint of spending many leisure hours a week away from home on a basketball floor, produced in one season a first-rate team which is recognized by sports authorities as one of the really fine teams in a city of fine teams.—Ed.

**LATE FLASH**—The P. E. basketball team, as one of the city's eight best AAU teams of any class, was selected by the Managing Board of the L. A. Municipal Sports Division to play in a post-season invitational

**P. E. CROWD at the LAMC game at Fairfax High Gym. Let's have more next year!**



**WEEKLY HIGHLIGHTS OF THE PACIFIC ELECTRIC BOWLING LEAGUE**

Team	High Game	Team High Series	*Individual High Game	*Individual High Series
Feb. 23	Claim Department (956)	Electrical Dept. (2704)	O. Stuernagle (209)	T. Buck (572)
Mar. 2	North District (1005)	Claim Department (2786)	J. J. Shafer (232)	J. J. Shafer (601)
Mar. 9	Trainmasters (965)	‡South District (2758)	C. G. Gonzalez (225)	J. Latimer (599)
Mar. 16	Trainmasters (957)	‡Claim Department (2758)	J. Kolar (229)	J. Kolar (568)
Mar. 23	Electrical Dept. (972)	Trainmasters (2701)	J. H. Rowe (215)	J. Kolar (567)
		Schedule Bureau (2683)		

\*Individual scores do not include handicap.  
‡Tied for high series on March 9.



tourney. The invitation had to be declined because Center Bill ("Two-Story") Reid has gone to a new law post in San Francisco, and because the three Rays enter the Army next month.

Another invitation—to a banquet for top-flight AAU teams, to be held April 6 at Clifton's Cafeteria—was gladly accepted.

### Brenton Daughter Graduates as Nurse

Miss Katheryn Brenton, daughter of Horace F. Brenton of the Freight Traffic Department, graduated with her class as a nurse on Sunday afternoon, February 11, at Mercy Hospital, San Diego. The event occurred on her 21st birthday. Graduation exercises at St. Joseph's Cathedral were followed by a reception at the Mercy Hospital parlors for friends and relatives of the graduates.

Honoring Miss Brenton, and preceding the graduation exercises, her parents entertained 22 relatives and friends at a noon-time dinner in the New Palace Hotel. Her father presided as toastmaster.



KATHERYN BRENTON

The young graduate has entered the Navy and for six months will be stationed at the San Diego Naval Hospital. A native of Red Oak, Iowa, Miss Brenton came to Long Beach in 1939, graduated from Polytechnic High School in 1941, and attended Long Beach City College for one year before entering upon her nurse's training at Mercy Hospital.

Her brother, Master Technical Sgt. Perry S. Brenton of the U. S. Marine Corps, has been in the South Pacific for the past 29 months. Her sister, Miss Marie Brenton, is employed in the X-ray department of the Pacific Electric Hospital Association.

### Robert Hamilton Writes from France

"... you must have wondered if I finally caught one with my name on it," on February 13 wrote Cpl. Robert P. Hamilton, former Electrical Inspector in the Electrical Department, to Assistant Electrical Engineer C. F. Quirnbach, in a letter from France thanking the latter for a package of gifts which, mailed last October, arrived February 12.

"Actually, I am in a very safe location and have had a very good job since my coming to France and being assigned to SHAEF. . . .

"One nice thing about my location here is that I am able to get to Paris on pass and I have made good use of the opportunity. During my first visits there I went on tours of the city that the American Red Cross sponsors, and so I have seen most of the more famous spots, such as the Arc de Triumph, Notre Dame, the Louvre Museum, the Opera House, the Palais Royal, Napoleon's Tomb; and of course I walked under the Eiffel Tower, but no one is allowed up into it as yet."

Corporal Hamilton was in England before he went over to France. He writes: "All of the time I spent in England I was located in the north near the city of —, which is a very quaint old place, but the surrounding country is about the most beautiful that I have ever seen. . . .

"I hope you and family are in good

### RETIREMENTS

Best wishes to the following employes, who, according to the Treasurer's office, retired during the month of March:

NAME	Occupation	Department	Years of Service
James F. Briggs	Foreman	Mechanical	42
Oliver B. Edwards	Motorman (West)	Transportation	25
William Martin Prediger	Shear & Punch Operator	Mechanical	20

health—and give my best wishes to Mr. Duguid, Mr. Adams, Mr. Hasenyager, and Mr. Copenhaver. I would like to give those best wishes in person."

The young (24) corporal, who worked in Pacific Electric's Electrical Department for some two years, entered the Army on November 11, 1942, and specialized in radio and radar.

### NEWS SERVICE and RESTAUR-ANTICS



By J. A. Degerman

In this issue of the P. E. Magazine we make our debut, and will endeavor from time to time to share with you the interesting news and comments we gather from the scene of our operations—our restaurant in the main waiting room of the Sixth and Main St. station, any news stand in that station, also the fountain lunch counters and news stands located in the Subway Terminal Bldg., and the Long Beach passenger station. A very fascinating business, this service of ours. In order for you to become better acquainted with it from the other fellow's point of view, we believe you should MEET US right here, individually, each month, beginning with our leader and co-worker, Mr. C. F. Hill, Superintendent of these units, and continuing with each one of the members of our personnel who combine their efforts to fulfill your requests whenever you stop for that "bite to eat," a "coke," a magazine or a bag of popcorn at any unit for the Pacific Electric Restaurant & News Service!

Many acquaintances and RESTAUR-antics were renewed upon the re-opening of the restaurant at 6th & Main on January 2! The good-fellowship inspired over that friendly cup of coffee, and the comments exchanged, have been invaluable to all of us in our efforts to be at your service!

Do you notice the improvement that six months of repair work has done for the restaurant? And we're still at it! The fountain is now undergoing the same treatment and re-opening is due very shortly. We'll



CARL F. HILL, Superintendent, P. E. Restaurant and News Service.

be there soon to welcome those of you who like to stop for that quick 'coffee and' or that afternoon refreshment.

By the way, have you noticed how understanding and patient the customer is when there happens to be a short wait, when you're obviously doing your best?

We have one of the finest places now in operation in this area serving food. We know because it is the expressed opinion not only of our patrons, but of representatives of the Los Angeles City Health Department.

The popularity of our fountain, lunch counter and news stands in the Long Beach Station and Subway Terminal Building too is indicated by the fact that they are constantly a center of activity. And where there is activity, there is news! This, and 'word pictures' of our attendants, who take so much pride in maintaining the cordiality proffered every customer—no matter how great the activity—are some of the things this column will convey in future issues.

More news and RESTAUR-antics next month.

### CARD OF THANKS

To Our Many Friends of Pacific Electric:

We wish to acknowledge with thanks your lovely card expressing kind thoughts on our silver wedding anniversary. It is something we shall always cherish.

LOUISE & MICHAEL LEVIN

We wish to acknowledge the assistance of Miss Kathryn McArthur, Secretary to Mr. Hill, in preparing this issue of the column.

John A. Degerman, Assistant to Superintendent Carl F. Hill, P. E. Restaurant and News Service, will tell each month of the doings of his department and its members. We understand that readers will frequently find some interesting information about food herein. John is interested in philosophy, and has published several pamphlets on such abstruse topics as government. Also likes all sports, and collects coins and semi-precious stones. Married three years (is that why he collects gems & coins?). Let's give him a hand!

### INFORMATION NEWS-LETTER



By Adeline McIntyre

Dear Mr. Editor:

Little drops of water,  
Little grains of sand,  
Make the mighty ocean  
And the brilliant land.

Did that come out of me? Well, it's Spring, and coming out of hibernation, first thing is to write you again. You know, everything happens to us.

Just today a very perturbed lady called in, asking: "Has anything been found out near Abila—like a cow? I have missed my cow since last Friday." Just think of the nice juicy steaks running around!

Another voice: "Do the Electric Pacific cars know how to get to 100 Roxbury?" I bet the cars know all things. And then: "I want to go to San Bernardino by the Inland route—I don't want the coast. When does it leave?" And a very excited voice: "Quick! When is the next car by here?" "Where are you?" we asked. "I am in a telephone booth, of course!"

Seriously now: First thing, we wish to welcome Elsie Tappendorf to our fold—lots of luck, Elsie! And would you believe it? Four of our nice partners have birthdays in March! Edna Tilley, Louise O'Connor, Evelyn Cook

and Carolyn Dalthorp. More fun! We have the very nice practice of giving each girl a birthday card. Of course she furnishes her own candy. Imagine what four birthdays do to our "Sock." Anyway, we think it a nice practice, and love it, too.

Oh, jeeppers, what I saw the other day—Dean Koch wearing a bandage from her toe to her knee! After pleading for an explanation, all I got was: "I have a cold in my heel." What do you make out of that? Not caterpillars, either!

No insinuations to the above, but a very serious voice over the phone: "I am going to a funeral one way; how much is the ticket?" Even that does not discourage us.

Very late one evening this question: "Will you please tell me what the voltage is running into private homes?" Checking with the Department of Water and Power, I learned that for domestic use in private homes 120 volts is used; and for electric ranges and water heaters, 220 volts. I feel like a "Girl Scout" now. At the counter a lady rushed up, asking: "I phoned you a while ago to preserve a ticket for me. Where is it?"

Which reminds me to be sure and ask the Keeper of the Pearly Gates to preserve a ticket for me—it would be fun directing the clouds to different planets. Anyone want to put in a request now? That's all, folks, and thanks for reading, Mr. Editor. Maybe another pow wow later.

### Magazine "Important," Says Cpl. Ray Hillier

Cpl. Ray Hillier, Trucker-Clerk in the Transportation Department on military leave as of November 8, 1942, pleasingly finds the PACIFIC ELECTRIC MAGAZINE "important" out there in the Philippines. Writing as of March 6, he says:

As an employe on the Transportation roster, I have received copies of your Magazine, which I enjoy. However, I've moved considerably & APO numbers change frequently. As a result I guess the Magazine has been delayed. My present APO is 70. Editor, I would appreciate it if you would forward a monthly copy to this address. It's very important out here, where the going isn't so good, to keep in touch with the news. Climate very similar to L. A., except it's hotter—in more ways than one.

Kindly oblige

Yours very truly,  
RAY HILLIER

Address is changed, Ray, and we hope the magazines catch up with you, especially if it's in Tokyo.



CENTRAL TIMEKEEPING BUREAU



By V. B. Tellechea

(Sweet voice): "Where did you come from, baby, dear?"

(Newly born tough egg): "Wudn't you like to know, Bub?"

With the Frank Wards it wasn't, "Where did you come from?" but "Why inarnation did you take so long in arriving?" Paula Francine Ward was duly born March 3, on time for lunch (certainly not C.T.B. Time), 6 lbs. 12 oz., 20 in. long, blue eyes and very blond! Hope she liked our gift of war stamps instead of the usual 6 doz. diapers!

Jim Owens is another fellow with his head in the clouds—and no wonder—he has seen a little bit of heaven in the form of his new grandson, James Anthony!

Blanche Maitorena was agreeably surprised when she received a box containing a grass skirt, head-band, fan and some beads from a friend in the Marshall Islands. But then—then followed the instructions! An appeal from the G.I.'s for Blanche to array herself in the provocative hula costume (see picture) to boost their morale! A pin-up girl, no less!

Well now, there's the skirt—the fan—the beads—the hold on there fellows—she didn't know it was supposed to be a head-band!

A rumor has been going round that Rosetta Epple used a couple of glasses of water to put out a good-sized fire in her home recently. However, it is just a figment of the imagination, we'll wager. What really happened was that she sneezed with great intensity (as is her custom), and that did the trick! But disregard the whole thing. As we said, it is just a rumor.

Ray Albrecht has gone in for gardening and chickens and stuff, and in comparing notes with U.L.D. they sound not unlike a pair of old hens cackling over who laid the biggest egg! Ray has a standing invitation for anyone willing to wheel the plant food around. Where is that smell coming from?

It is good to see Margaret Taylor back from a long siege of illness. There is an informality about her that we like.

Marie McAllister is also back after a week of fighting the flu.

We regret the passing of Florence Moss' beloved mother. Our sympathies to the bereaved family.

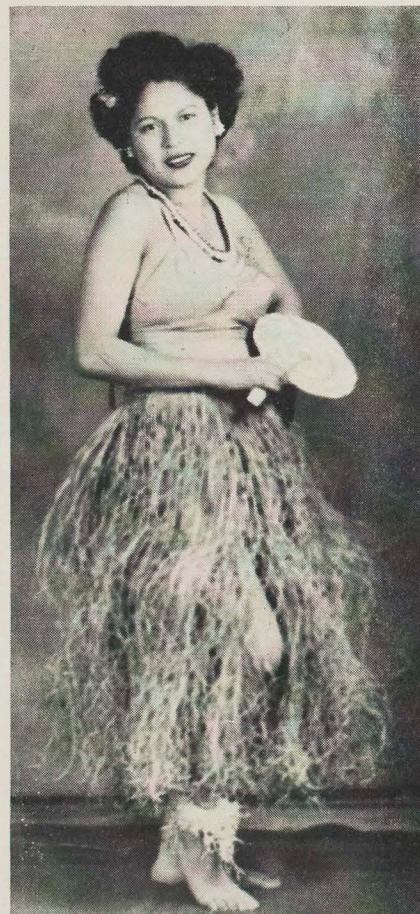
New faces: Margaret Willis and Ruth Reece. Welcome!

Scoop: Ronald Moyer has been decorated with the Distinguished Flying Cross! We're proud of you, Ronald, and hope you will be home soon.

Harry James Shea is one of our most prolific blood donors. He is proudly displaying a silver button and puts to shame those of us who unintentionally have a habit of procrastinating.

Rosie Henthorne has at long last succumbed to the "call to arms," said arms belonging to Master Technical Sergeant Lyndel Lasater. Best wishes for happiness!

Florence Howard is the luckiest thing we've seen so far; she has won



PIN-UP GIRL—Attractive Blanche Maitorena was requested by some of the G.I.'s in the Marshall Islands to pose in an original hula costume—to boost morale. Blanche is in the Central Timekeeping Bureau and has two years there of running around as a messenger girl. Seems to know everybody.

a bond four times out of six. Congratulations!

Madeline Mathews enjoyed a birthday on the 14th of March; Ray Albrecht on the 17th.

Eddie Edmonson, U.S.M.M., writes from Iran that he has visited Cairo, Egypt, and Bombay, India. Says he is sending some pictures soon. We'll be waiting!

Alberta Campbell likes this so much she keeps it on her desk as a reminder: "O Lord: Please help me keep my blankety blank nose out of other people's business!" Me too!

STATION STATIC



By James J. Adams

Though dated last October 22, a letter to Ticket Agent Henry Eggert from Pfc John L. Fraker, former Receiving Cashier at the Subway Terminal, is of such interest as to warrant publication. John went on military leave on October 11, 1942.

Somewhere in Germany 22 October 1944

Friend Eggert:

... I have been trying to drop you a few lines ever since I crossed the pond, but of course since coming to France we have had very little time for anything but our job here. We have covered quite a bit of ground — France, Belgium, Holland, and now Germany. Being a combat outfit we didn't get to Paris, as we bypassed it; but we did have a view of the Eiffel Tower on the skyline as we pushed on.

I often think of you all, and hope you don't think I have forgotten you. I receive the P. E. MAGAZINE and enjoy reading it. I wish you would give them my new address, as they still use my Florida one.

... for one I have had enough of close calls and we hope and pray this thing will soon be over, as we have been in front all the way—so there's not many of the old fellows left. I don't care so much for the big shelling; it gets you down—and the bombing from planes—we have taken to cellars in these towns—which makes one feel safe.

I suppose I wouldn't know the old place—so many changes and so much business. I often wonder what I'll do after I return after all this.

It's been somewhat quiet today; so I'm upstairs writing this—but I'm very handy to the cellar.

Give my best to everyone and my thanks and best wishes to you for your kindness to me.

Sincerely, JOHN L. FRAKER

ENGINEERING DEPARTMENT

By Vic Labbe

Edna Klein is happily planning what to do when her boy friend returns on furlough. She says wedding bells this time.

Nancy Kelly said she would like to take Jean Fogarty on her trip to Mexico, but thought the bars would tempt her too much.

Maud Kirby has been off work for some time because of sickness in her family. Hope she is back by the time this goes to print.

Ralph Cobb is back to work after a long rest, and we hope he is back for good this time.

Marie Denman and Faye Kuykendall certainly prefer Marines.

SIGNAL DEPARTMENT

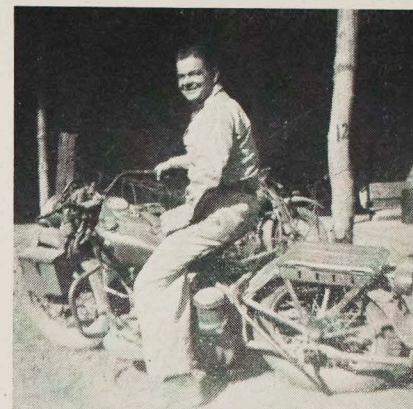


By Virginia Simmons

Easter came on April Fool's Day this year . . . which could account for ladies' hats! We half expected rabbits to jump out of some, and no joking!

So . . . Walter Stratman sleeps in on rainy a.m.'s . . . Alibi: His truck broke down and had to be towed in. Tsk, tsk!! Felix Brac and Ernie Engelmenn tried to pull a Paul Bunyan recently—were out on the Whittier Line, when a bell pole crashed directly in front of them . . . still arguing over who blew harder! If you see a fellow running around with his shirt tail out, that's Johnny Brenchley, on his new job!

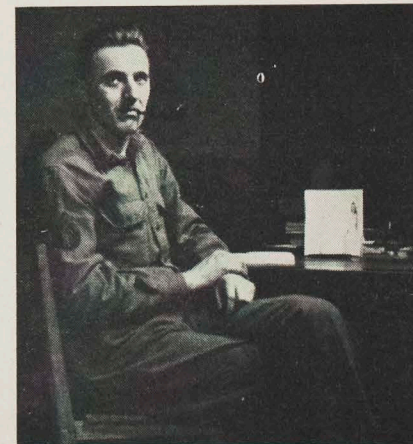
Ed Hasenyager has his plate in



SGT. LARRY BOWMAN, former Bonder and Welder, now in Burma with a railway battalion. Working 12 hours a day, he's helping build 300 miles of railroad through dense jungle. Writes Larry: "By the way, what's a bathtub, a salad, a clean white shirt, an easy chair, a steak, a cold beer, or—women?"

hock . . . can't say "soup!" "Spud" Russell says to call him "Casanova" from 7 to 11 p.m. What's this about Bert Brainard's cute little sister-in-law? While we're on the subject of Linemen, we might mention a new spur put in for Phelps-Dodge Copper Co. on the Whittier Line. New track and 3500 feet overhead lines. Still busy changing and extending cross-overs on the El Monte, Baldwin Park and Covina Lines.

Bine Baldwin rigged up a neat stove for Washington Street Yard's coffee sippers. (Bine is new Financial Secretary of B.R.S.A.). Bob Burns' lunch exchanged hands one Saturday . . . thanks pal, 'twas elegant! J.V.E. requested Bill ("Walking Drugstore") Moesby to save all his bottles for her (?). Bill just returned from



CPL. T/5 BYRON A. HAUSER, former Towerman now in France. His greatest ambition, at the moment, is to visit gay Paree.

two weeks' vacation, mostly spent in his lath house, where he installed a fog system for his plants. Hubert Dennis off on vacation to visit his brother in service in the east.

Towermen are mighty happy over the new increases in pay. Larry McKoane really deserves a big "Thanks." New paint jobs at Amoco and Rear Towers; the latter even has new linoleum . . . very nice. Henry Riley is 17 lbs. lighter . . . been dieting . . . looks like a million. A. W. Tollman says Max Schuring is the best story-teller on the Division. Corner him, boys; Gordon Stewart just graduated from a three-year ministerial course . . . is now taking his degree, which means another year. Spent part of his vacation preaching in San Bernardino.

Ad Forbes' gang, who are installing electric interlocking machines at Dominguez, are all left-handers . . . Larry Sauber, Frank Nolting and Harry Connery. Wonder whose ball team they broke up?

Sgt. "Jerry" Brewer, Signalman, writes from Marseilles, France, "Send me some swim trunks, the bright, shiny ones, Sis!" Cecil Martin, E.M. 1/c, Signalman, aboard ship with the "MUMPS!" Mtr. Johnny Huber reports son Henry (Sgt.) is back in action with the 7th Army, after being hospitalized for a short time. He ran into "a boy from home," finally, Henry Ralph, son of Signalman E. D. Ralph. Just imagine!

Watch out for Jinx day, Friday the 13th! Don't forget May 7, BLOOD BANK!

Where Are the Cans?

Many types of cans have been adapted to new war uses. Coffee cans now contain Very pistol projectors and bomb fuses. Beer cans are now noses for gas masks. Cookie and bread boxes hold ammunition. The varnish can is now a booby-trap—filled with explosives. Household oil cans protect cleaning fluid for rifle bores. Tennis ball-type cans carry precious blood plasma. These are a few of the wartime roles of the cans once so familiar to America's housewives. 30,000 tons of food packed in cans is eaten every day by our armed forces. Cans bring our boys food, ammunition, medicines, and safety-devices. This tremendous wartime job has been assigned to cans, because no other container protects like the can.—Can Manufacturer's Institute

Traveler: "What do you do when a customer forgets his change?"

Clerk: "I always tap on the counter with a dollar bill."



### FIELD ENGINEERING NEWS

By Virginia F. Lovell

George Kappers, Andy Cole, Harry Bieker and Dave Crossman spent a week in San Bernardino for field clearance survey.

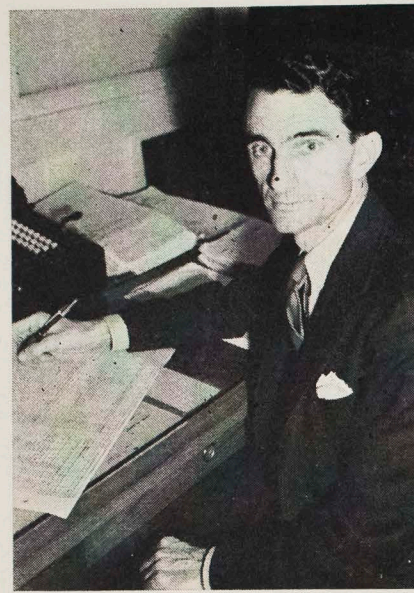
We are told that Andrew Cole, member of George Kappers' pole survey party, won the Kentucky Golden Gloves Championship when a mere lad of sixteen.

Rudolf Widman of the San Bernardino office surprised this office with a business visit on Friday, February 23. Messrs. J. D. Swanson, L. V. Blackburn, L. H. Lowe and H. R. Searing entertained him at lunch. Reason was Rudy's birthday, and though belated, we all wish him many happy returns.

R. J. Holler, ex-Jr. Engineer, now working for Union Oil Co., paid us a visit March 5. Said he is waiting on Uncle Sam to make up his mind.

Richard Lee Searing, seventeen-year-old son of H. R. Searing, Asst. Engineer, is an apprentice seaman going through boot camp at San Diego. Richard gives a favorable report of the Navy as a whole and thinks the Waves are a great institution.

Barbara and Ensign Van Vuren have been having steady week-end



PAUL DU PAR, Work Order Clerk, Field Engineering Bureau, since December, 1942, takes engineering estimates and sets them up in work order form. He came to P. E. in July, 1934, as a member of the Valuation Bureau.

dates for quite a few months now. This will continue till his ship gets the final O.K.

R. W. Woodbury, former Jr. Engineer in the Roadmaster's office, is

attending radio school at Treasure Island, as is also R. E. Graham, Jr. Engineer. Ralph's wife is living close by in Berkeley.

One of the prize possessions of George Brown, collector of antique guns, is a Krag-Johnson rifle used in the Spanish-American War. George also owns a 45-70 Springfield, the first rifle adopted by the U. S. after the Civil War.

Glad to have John McFadden, field man, back with us once more.

Our survey equipment room No. 3 on the mezzanine floor is scheduled for repainting in the near future, as is room 660.

Virginia F. Lovell, pretty Chainman in the Field Bureau, is the second in a series of Field Bureau correspondents. She went to Pasadena J. C.; learned blueprint reading while working for the Army in '42; for hobbies, collects boogie records, plays the piano at Pasadena's Hospitality House and at Army hospitals; used to write a column for a paper at a naval air station where she was a plane instrument technician before she came to P. E. in August, 1943.—Nice going, Virginia!

### EASTERN DISTRICT ENGINEERING DEPT.

By

Mabel E. Forsberg

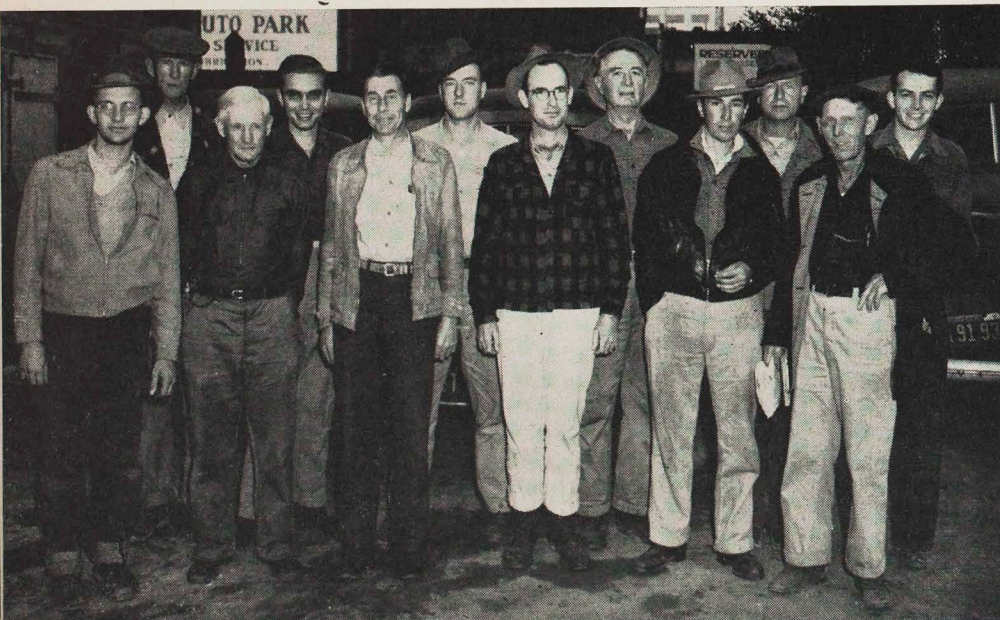


Just a few more days, and our new San Bernardino passenger station will be open to the public. By the time this appears in print, everything will be in full swing. From all reports, we will have reason to feel very proud of our new station.

Our Paving Foreman, Dionicio Ortiz, is a bit boastful about his gang. He claims he now has a fine crew that show up for work every day and are unusually willing and capable.

Tom Sharp and his Extra Gang 9 have been dumping ballast west of Rialto and east of Upland. Part of this gang is working west and Extra Gang 13 is working east. Does anyone have a golden spike to place where these gangs will meet?

Smiling Jose Martinez has been looking over the age range of his Extra Gang 13 and finds that his youngest man is 17 and his senior member is 84.



FIELD SURVEY MEN—Just before they were ready to leave for their respective field surveying jobs, we lined them up for a picture one morning last month. In the front row, left to right, are Chainmen Harry C. Bieker and Homer C. Bosworth, Field Engineers Russell B. Lucas and William J. Blackburn, Chainman Beryl C. Dawson, and Assistant Engineer George H. Brown. In the back row are Field Engineer Carl J. Cobb, Junior Engineers (j.g.) F. M. Sweeney and Walter R. Duffy, Rodman Robert G. Aten, Field Engineer Clifford C. Mayne, and Junior Engineer (j.g.) Edward E. Spier, Jr. Absent when the picture was taken were Junior Engineer G. J. Holland and Chainman J. M. McFadden.

According to Rene Hunckler, Signalman, certain youngsters have been overly active breaking his switch lamps and wig wag lenses at Congress Yards, Colton. So "Professor" A. B. Holmes is going to lecture the little school children at a special assembly some day soon in an effort to impress upon them the seriousness of the situation.

The overhead and telephone lines have been removed at May Tower so that the Santa Fe can start installing C.T.C.

"Oh, I wish I had the wings of an angel." Yes sir, the "Prisoner's Song" has really been heard around Day Canyon. You knew, didn't you, that George Redd and his crew have been housed and fed at the Prison Camp while working on the new Day Canyon Bridge? Their only complaint seems to be that the gates are always locked.

### Elmer H. Baldus Dies on USO Tour

Elmer Henry Baldus, 51, former Ticket Clerk at El Monte and Pasadena, died of pneumonia on February 20 while on tour with a USO dramatic troupe in Italy. He had been appearing in the play "The Night of January 16th," which was currently being performed in Rome and in small Army camps near the Fifth Army front. Death occurred in an Army hospital in Rome.

Mr. Baldus was employed by Pacific Electric as Ticket Clerk in El Monte on December 19, 1942, transferred to Pasadena on December 27, 1943, and remained there until granted a six-months leave of absence to join the USO for overseas duty on November 14, 1944. He had come to

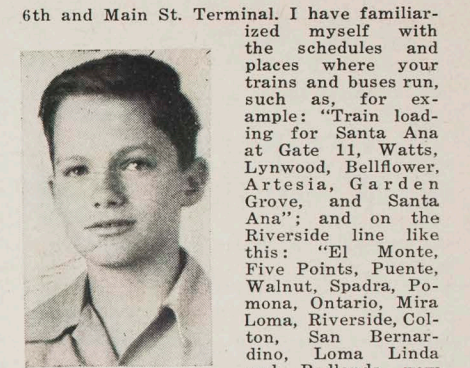
HEAVY FREIGHT TRAFFIC made it imperative to build a new freight station at Hawthorne to replace the old, totally inadequate wooden shack. Begun in September, 1944, the new station was finished on February 7 of this year. At right: Agent J. C. Sams, first Hawthorne Agent (February 1, 1943), but an old-timer (April 16, 1920) with Pacific Electric, waits on a customer. He is reportedly very happy in his new station.



work for Pacific Electric when the operations of Pikes Peak Auto Livery, of which he was superintendent and general manager, were frozen for the duration by the ODT. This company operated in Denver, Colorado. He had previously, with associates, organized the Blue Goose Motor Coach Company, which operated from January, 1915, until January, 1939, between Belleville, East St. Louis, and St. Louis. It was then sold.

Mr. Baldus was an outstanding personality, and one of the most popular Ticket Agents Pacific Electric ever had, according to friends who had worked with him. For seven years he had been living with his parents, Mr. and Mrs. Hubert Hartmann, Jr., at 1740 Crenshaw Boulevard, Los Angeles. His brother, A. F. Baldus, is vice president of Southwestern Greyhound Lines, with office in Fort Worth. His daughter, Mrs. Jack Day, is the wife of the Superintendent of American Air Lines at Long Island, New York.

Pacific Electric employees extend their sympathy to surviving relatives.



JIM GRIFFIN

I am 14 years old and attend Washington School in Bellflower, and am in the 8th grade. I have gotten good grades all through school.

For references—Conductor Alsa Sisk, Badge No. 1106; Conductor Hubbard, Badge No. 1386; and Conductor H. Blackwell. Mrs. V. Good, Teacher, Bellflower School District. Inclosed is a self-addressed envelope and my picture.

Sincerely yours,

JIM GRIFFIN

P. S. If you can't give me that job I will take any around the terminal. I can work Friday nights, Saturdays and Sunday. My Social Security No. is 567-32-4740.

Thank you very much.

JIM GRIFFIN

March 8, 1945

Mr. Jim Griffin  
537 Los Angeles Avenue  
Bellflower, California

Dear Jim:

This will acknowledge receipt of your application for position of Broadcaster at our Sixth and Main Street Terminal.

I regret exceedingly that the California State Laws do not permit us to employ anyone who has not reached his sixteenth birthday, and therefore could not consider your application at this time.

Your application indicates your desire and ambition to affiliate yourself with that great fraternity of Railroaders, and I trust that you will continue to have this ambition until you reach the age that will give us the privilege of considering your application for employment with this company.

Very truly yours

H. E. FOSKETT  
Station Supervisor

Dear Sirs:

I would like to apply for the job of announcing over the public address system, stops and buses and trains loading at the

Bellflower, Calif.  
March 6, 1945



# PASSENGERS APPRECIATE

## M. C. Operator F. W. Muller

TOWN SCHOOL FOR BOYS

San Francisco 15, California

February 9th, 1945

Pacific Electric Railway  
Los Angeles, California

Dear Sirs:

On Monday, January 29th, 1945, I boarded a bus in Pomona bound for Los Angeles. The driver of that bus was No. 3043 [F. W. Muller]. The bus was very crowded, and the prospect of a very unpleasant and cramped ride was not pleasant to contemplate.

That the ride to Los Angeles was neither unpleasant nor too cramped was due to the fine spirit and excellent management of the driver. For the record, it should be stated that that ride was the most pleasant I have had in these difficult war times. The driver was pleasant beyond anything I have seen, and he was an excellent manager. Everyone was smiling, everyone moved back in the bus willingly, and everyone commented upon his fine spirit. . . .

. . . I have no idea about your procedures for commendation, but would like driver No. 3043 to know that his contribution to the war effort in keeping civilian nerves calm is of considerable importance, and that the writer, for one, certainly feels that he should be commended.

Sincerely,  
EDWIN M. RICH  
Headmaster

## Conductor W. C. Clements

March 17th, 1945

Pacific Electric Railway Company

Dear Sirs:

I have written before commending certain conductors on the Santa Ana Line, so I hope I am not becoming a bore.

Having ridden this line for over 25 years and coming in contact with them almost daily I have a chance to study them. So, briefly, let me say it gives me great pleasure to commend to your attention Conductor No. 1030, a Mr. [W. C.] Clements, a very fine and accommodating young man, and I like him very much.

Very respectfully yours,  
GEORGE T. GANTT

## Fine Bus Service For School Party

NORWALK SCHOOL DISTRICT

February 27, 1945

Mr. and Mrs. C. E. Palmer  
Pacific Electric Company  
Norwalk, California.

Dear Mr. and Mrs. Palmer:

We wish to thank you and the Pacific Electric Company for the fine bus service to and from Los Angeles, given our party of school children last Saturday, February 24th.

In this day of transportation problems we were especially grateful for the courteous treatment received from all connected with the Company with whom we came in contact.

Sincerely yours,

(Miss) CATHERINE GREGORY  
Supervisor of MusicCopy to Mr. Henry Eggert  
Ticket Office, Pacific Electric Bldg.  
6th and Main  
Los Angeles, California

## Conductor E. E. York

March 5th, 1945

Pacific Electric Railway Co.

Dear Sirs:

I know you hear many complaints about the traffic situation these days but I should like to tell you of the courteous treatment all the passengers received on one of your cars recently.

On February 12th, I left Long Beach at 7:50 a. m. on car number 4502. It seemed to me that many of us on the car did not know just where we were going or how to get there if we did. Several of us asked the conductor [E. E. York] several questions about where we were to transfer and which way to go to get the next car. He not only took time to give us directions but was cheerful and courteous. Several of us who came to the end of the line saw him take time to be courteous to the passengers and wondered if he had lost time in doing so; we inquired at the station and found that his car made it on time. The number on his cap was 1034. We appreciated this conductor's courteous ways and wanted you to know that we did.

Very truly yours,  
VIRGINIA BROWN

## R. E. Williams; Grady Cain

February 28th, 1945

Pacific Electric Railway Co.

Dear Sirs:

I have been riding the Pacific Electric cars between Bellflower and Los Angeles for the past eighteen years. I feel that I know when a motorman is rough in handling his train after riding for this period of time.

I always ride your No. 216 train every morning, leaving the Bellflower station at 7:48 A.M.

I wish to state that your motorman, Mr. R. E. Williams, handles his car just about as smoothly as any motorman that I have ever ridden with; is very capable and careful of his car at all times. I also wish to state that the conductor running on No. 216 who is Mr. Grady Cain is one of the most well liked conductors by all his passengers that your company has ever had on this run. Mr. Cain is at all times very courteous and considerate of all the passengers riding his car.

Yours sincerely,  
CLARENCE B. RUSSELL

## Camp Haan Bus Service

March 12, 1945

Mr. J. R. Worthington:

The following paragraph taken from a letter written by Lawrence\* in France on Monday, February 18, seems to substantiate our claim that service to Camp Haan was as good as or better than that anywhere in the United States.

"I was making conversation with a lad from the Anti-Aircraft yesterday. He trained at Camp Haan, was highly complimentary with the bus system. He thought the service was as good as, if not better than, that to any camp in the States. 'Most everyone from Camp Haan says the same thing. You probably hear a lot of gripes from the men there, but down beneath that rough exterior, they really appreciate it.'"

C. M. ALLEN

\*Lawrence C. Allen, former Ticket Clerk in Claremont (see March issue, page 14.)

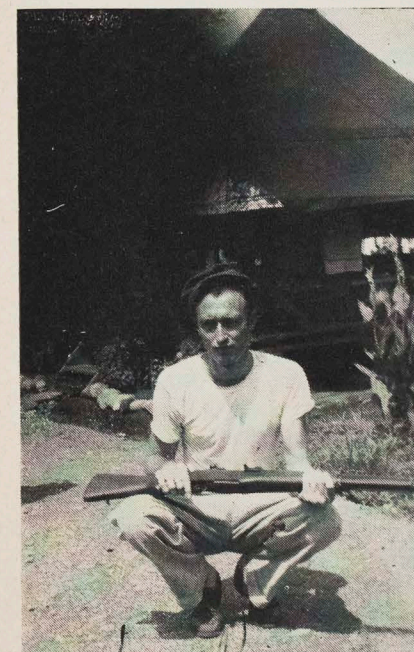
## TRANSPORTATION DEPARTMENT



By  
Suzanne M.  
Jacquemin

Did you all have a green St. Patrick's Day and a Happy Easter Bunny? How did that new Spring bonnet go over?

Mr. and Mrs. Leo Vincent surely had a surprise for the office when candy was in order to announce the birth of Lois Nadine Vincent, 7 lbs., who arrived at 11:45 p.m. on March 17. The Vincents also have another



CPL. WILLIAM B. FARROW, known as Bill, 23, was employed by the Pacific Electric as a Typist-Clerk on September 23, 1940, and from that date on worked as Freight Service Clerk and in various other clerical jobs until given a military leave on October 1, 1942, from his job as a Schedule Analysis Clerk. Bill has now been in Guinea for over two years and is learning the art of cooking in quantities quite beyond the average household needs. He actually is a trained Signal Corps operator. Bill says New Guinea is O. K., but he'd much rather stroll down Hollywood Blvd. with a certain dulcet personality clinging on his arm. Picture taken in New Guinea.

child, Armand, who will be 4 in July. Congratulations, and Leo you surely know how to keep a secret! Rumor has it that Warren Silliman, our Editor, also has a new arrival at his home! O. K., Dads, start bragging! Engineer O. E. Olafson still says the Pasadena Motorman's board is his favorite, if you please. . . .

The Switchmen at State St. have a grievance against the city for fencing the south side of yards—no more escorting the pretty babes across the tracks. . . . The new herder on the 11:00 p.m. shift is our old friend J. E. Gerst—how come you've deserted the "high iron," Joe? . . .

Conductor J. G. Ralston keeps the cars rattling on the day yard job. . . . Engineer F. V. Malone is the owner of the 11:00 p.m. Berdoo hauler job and says it won't take long to lift the mortgage. . . . Brakeman J. C. Sprowl is still confused about the fortune-telling powers of the West District boys.

Brakeman W. J. Gerhart's conversation on and off the job is nothing but the little bundle of joy that is expected soon at his home. Jack and Ann's picture is in the October PE Magazine. . . . Firemen Lee Goodwin and W. Owen have traded jobs. Goodwin's health won't permit steady

## QUESTION AND ANSWER BOX for PASSENGER CONDUCTORS AND OPERATORS

By W. J. Fenwick  
Supervisor, Northern and Southern Districts

The first question for this month is answered by I. H. Bromley's poem:

### THE CONDUCTOR

The conductor when he receives a fare  
Must punch in the presence of the  
passenjare  
A blue trip slip for an eight-cent  
fare,

A buff trip slip for a six-cent fare  
A pink trip slip for a three-cent fare  
All in the presence of the passenjare.  
Punch, boys, punch, punch with care,  
All in the presence of the passenjare.

QUESTION: When I have a crowded car, would it be all right to cancel tickets later when I have more time?

ANSWER: Tariff Instructions PD No. 1850, Section A, Third Revised Page A-1, Rule 3, states: "Conductor or operator will cancel, with three punch marks in body of ticket, trip or coupon pass, transfers or exchange check at the time collected, being careful not to interfere with serial numbers or other punch marks already in ticket, etc."

If, in issuing a ticket, it is punched incorrectly, all coupons should be fastened together, cancelled and re-mitted in "Auditor's Stubs Envelope."

When a trip pass is presented for transportation, before cancelling please see that it is signed by passenger.

When the wrong date is punched in error, please do not punch the correct date on the same ticket and issue it to passenger. Cancel the ticket, punched in error, in accordance with Tariff Instructions and issue another ticket.

Would suggest that when tickets are cancelled and turned in, that the numbers of tickets that are cancelled

be listed in remarks column of trip report. For example: Spl. 46 489220 to 489229, inclusive, turned in as cancelled.

Do not punch tickets "on the line." See that your tickets are "clean cut," that they have the correct date and proper direction punched.

QUESTION: I tore off the wrong portion of a round-trip and cancelled it before I noticed. How could I have made this right?

ANSWER: Rule 4 in PD 1850 covers this question: "When a ticket has been cancelled in error by conductor or operator, punch marks should be circled with pencil on back of ticket, adding "O.K., No. . . .," showing badge number, and ticket returned to passenger. Such ticket will be considered as not having been cancelled and will be honored if otherwise valid."

There is a tendency, on the part of a trainman, when a mistake is made in cancelling wrong ticket in error, or when an incorrect fare is charged, to pass over the error without correcting the mistake.

When an error is made in punching a ticket or an excess or insufficient fare is charged, face the matter at once. If it is possible to locate the passenger, correct the mistake, explaining in a courteous manner that an error had been made. If passenger cannot be located, turn in the amount overcharged in regular remittance and make a note in remarks column of trip report explaining transaction.

Send in any tariff questions, that you care to have answered in this column, to W. Fenwick, Supervisor, Room 212, P. E. Bldg.





NEW CASH RECEIVING OFFICE on the Sixth & Main Viaduct was completed last month to replace the old, inadequate one just across from it. The new one, besides providing more commodious quarters for the Cash Receivers, has the receiving windows inside where Conductors are not disturbed by noise, wind, and the jostling of passengers rushing to their trains. The trainman in the picture is P. J. Bever—who, incidentally, in his nine years with P. E. has qualified as Dispatcher, Motorman, Conductor, Operator, Terminal Foreman, Stationmaster, Freight Motorman, and Fireman.

work on the road and Windy wants to get in more firing hours, so all is well. . . Yardmaster W. E. Craig is a busy man these days, having recently purchased a new home. He says that Mrs. Craig has the funniest ideas about how the place should look and doesn't.

There have been several instances of sons of men working out of State Street reported missing in action—

to these bereaved families, the writer offers her condolences and wishes with all her heart that good news will be received soon concerning their safety.

. . . Nice renewing handclasps with Art Smith, Supervisor, who mixed business with pleasure the other morning and dropped in to say "hello". . . Lucy Paige's biographies in the last two issues of the

Magazine surely are well written and enjoyed by all. Watch out, you might be next! . . . Hear Irene Cunha is much better, but will be in the hospital for some time yet. . . . Walt Monroe has officially retired, and we'll miss seeing him around.

. . . Assistant Trainmaster A. L. Robertson, at 8th Street, the "man with the mustache," was off for a week. . . . Everett Smith, mud-hop, left the PE to devote his time to his ranch and the raising of bigger and better chicks. . . . To my spontaneous collecting spirit can be attributed the fact that I'm now the proud possessor of a cedar chest—its odor is so pungent. . . . Art Nasher and W. O. Baker rushed the season with new spring suits. . . . So, Lonnie Campbell doesn't like lamb—ha,ha! Will you settle for possum, you ol' Southern boy? . . . Heard in and around the yards—"Gee! I feel like a penny waiting for its change"—"How's about passing me some? Do you think I'm a camel and only eat every three days?"—"I'm going to turn in a run-around"—"Cut the board!" . . . Accentuate the "4 W's"—with Mr. T. L. Wagenbach; Mr. J. R. Worthington, Mr. R. R. Wilson, and Mr. E. B. Whiteside, working side by side. . . . The Claim Department's new offices are super-duper. . . . Life in the country is rugged, isn't it, Chief Clerk, when even the horses keep you awake! . . . There was an inch of ice on the windshield the other a.m. and if that is not as cold as a popsicle then what is? Frozen California sunshine, no doubt!

. . . Ray Tufts, mud-hop, is called "Fireman Tufts." Seems as if he parked the messenger car and then clang-clang went the fire engine when the car burst into flame. Between Dave Newman and "Spuds," the poor messenger car takes a beating. . . . L. A. Toothaker is working as Motorman on the a.m. Glendora Freight job, and feels much better after several months at home for his health. . . . A young man's fancy turns—to rods and reels and the merits of different trout streams when C. A. Michael and J. W. Clements get together. . . . The boys enjoy the dialect stories Brakeman Sid Newman tells. He was formerly a performer on radio programs and is really clever. G. R. Hurley is pulling pins on the day switching crew. . . . Engineer L. L. Young was down with pneumonia, but is now on the way to recovery. . . . "Red" Foster received a letter from his son who is confined at a base hospital somewhere in England recovering from a hip injury suffered when the bomber crashed of which he was a crew member.

### ROOM 221 AND VICINITY



By Lucille Paige

Jim Douglass, who has been absent too long because of a broken leg, is back on the job as well as on his own two limbs, and we're mighty happy to see him at his desk.

A welcome addition to the office force in Room 221, already overflowing with pulchritude, is Dorothy Pratt, from the Engineering Department, another sparkling brunette. This office is apparently magnetic when it comes to drawing brownies, so woe be it to the blonde who tries to invade our little task force. Incidentally, Dorothy is the third of 12 children.

Lorraine Larson's experimental apple pie turned out to be just that—an experiment! She promises to follow a recipe next time.

Clare Tomes, who has been working a temporary position in the Personnel Department, departed for the east where her husband, an officer in the paratroopers, was flown home from the Philippines. Her congenial personality will be missed by all of us.

Dining on a ship (anchored, of course) was the privilege extended to Ileen Baldwin, when she was a guest aboard a naval vessel recently and joined in the officers' mess. What makes Ileen see RED every time this episode is mentioned to her??



Eleanor Lifur

My victim this month is none other than Eleanor Lifur, a native Californian, born of Basque parents, in Los Angeles. Eleanor graduated from Franklin High School.

The next phase in Eleanor's life was her entry into the Pacific Electric family in May, 1942, at Los Angeles Freight Station. A month later she attached herself to the Accident Bureau, and now holds the top clerical position in that office.

COLLECTS earrings.

LOVES all fattening foods and is usually on a diet . . . wishes she could be more abstemious where

calories are concerned . . . but through it all she has a perennial good nature and one that isn't easily ruffled.

Has no predominant dislikes, outside of Ry-krisp and the like.

Has scintillating blue eyes, fair complexion and thick brown hair. Her co-workers say she is the easiest person to work with and always in good humor. Always refers to Mr. Belt as Colonel Belt.

The Colonel himself says, "Eleanor is a very efficient clerk and one who can be trusted with greater responsibilities. Also, she has a very charming, pleasant personality."



JOHN ALLEN HOWARD, 17, Fireman 2/c, and better known as Jack, is the handsome son of John Wesley Howard, Watchman, and Birdie Howard, Janitress—both working in the P. E. Building. Jack enlisted in the Navy on his 17th birthday, and after training at the Great Lakes Training Station and Camp Elliott, California, went on sea duty in the Pacific September 7, 1944. His parents haven't seen him since. They, like thousands of other parents, live quietly, work hard, and wait courageously.

A certain newspaper that makes a practice of answering inquiries from readers received this one:

"Please tell me what is the matter with my chickens. They go to roost apparently well. The next morning we find one or more on their backs on the floor, stiff, combs white, and their feet in the air."

It was the editor's busy day, so this is what the reader received: "Dear sir: Your chickens are dead."

### SIXTH & MAIN TERMINAL

By W. B. Shrewsbury



We have been asked by many of our 40 million readers why we had no cartoon in the Magazine last month. All we can say is that we are sorry. We submitted a cartoon that at first was accepted by the Editor with hardy smiles of approval but later was rejected with dark scowls of disapproval. Seems as tho the cartoon cast a reflection. Since then we have beat our brains out trying to draw a cartoon that would not cast a reflection. We even toyed with the idea of drawing a church but then there is always a possibility of it raining and then the church would cast a reflection in the puddles of rain-water, so we have given up the whole business of cartoons. However, to keep those of you who are too disappointed from getting too low, we hereby extend to you an invitation to come to our apartment and view our etchings any evening. (Note: This invitation does not apply to male readers.)

Harold W. Pickler, Service Director for Motor Transit for 18 years, received his Valentine greetings from the stork. His pretty wife, Georgia, and the stork presented him with an 8 lb. 10 oz. baby girl. She was born on February 14, at 10:40 p.m., and has been christened Carol Ann.

J. J. Coon, Jr., Assistant Service Director for Motor Transit, also had a blessed event in his family. He was presented a baby girl weighing 7 lbs. 9½ oz. on October 20, 1944, and she was christened Phyllis Ann.

We had promised many of our 40 million readers that we would write an expose of the Vitamin this month but we have not quite finished our research. We hope to have it ready by next month.

We found a puzzler in a magazine this month that we thought might make a few of you realize what a wonderful thing education is. A learned professor of English contends that the word fish should be spelled "ghoti." He explains it in this manner: the "gh" is pronounced "f," as in the word "rough." The "o" is pronounced "i" as in "women."

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





PHYLLIS ANN COON, now almost six months old, is the pretty little daughter of Assistant Service Director Jeremiah J., Jr., and Mrs. Evelyn Coon. Phyllis was born October 20, 1944, at Queen of Angels Hospital, —all 7 lbs., 9 oz. of her. She's almost twice as heavy now.

The "ti" is "sh," as in "nation." However, another learned professor of English contends "ghoti" spells nothing, as all the letters are silent: The "gh" as in "through," the "o" as in "journey" and the "t" as in "castle." So there you have it. Personally we like it spelled "fish," rolled in corn meal and fried a golden brown.

**MACY STREET TERMINAL**



By **Ted Harrison**

And a good good-morning to you all of the Pacific Electric family from us here at Macy Street this bright Spring morning. Yes, sir! I said Spring, for it's March 21.

Say, have you seen that leather coat that Conductor Hugh Cairns is wearing these days? He is really proud of that coat, for it belonged to his son, Major David Ross Cairns, who is Flight Commander in a South Pacific B29 base and has flown 11 missions over Japan.

Have any of you trainmen had any trouble getting service when you bring in some equipment late at night and call for "Tex" as you go by the sandhouse? Well, if he does not rush right out to tell you what track to bring your car in on, just don't let it worry you. You see, the other day Tex was home shaving, his thoughts wandering way off across the Pacific or some place to where his boy was serving Uncle Sam, when the phone rang. It was his son just arrived in the States and on his way home. Result? Tex says he threw the brush one way and the razor the other and it took him fifteen minutes to locate his razor.

While on the subject of service men, we understand Conductor Picking has a boy home for a visit for a few days.

We regret to announce the sudden death of John I. Campbell, whom many of us remember as a Motorman on the North and later in charge of the P. E. station restaurants at Pomona and El Monte. We extend our deepest sympathy to his mother and the other members of his family.

Another shock came to us with the announcement of the passing of Motorman Roper. Roper had lost quite a little time recently because of ill health, and at the time of his passing was on sick leave. The Macy boys extend their sympathy to his family.

We have seen a few new faces on the interurban runs out of Macy recently. Among the Motormen who have qualified are E. L. Beller, J. C. Weirick, F. H. Wallace, F. L. Patterson and H. E. Anunson.

Isn't it just wonderful, the drag fellows have? Take Conductor W. A. Davis, for example. Just the other day he received greetings from Washington, D.C. and a cordial invitation to take a job with board and room and everything found! Yes sir! W. A. has decided to accept the invitation; says he just can't resist that "come hither" look in his Uncle's eyes. Good luck, W. A., and we'll be looking for you back when the job is finished.

Too bad it's so dark these nights, for if it just stayed light you might see yours truly holding down the back end job on the all-night line car. It's sure great to be O.K. on both ends, isn't it. (Or is it?)

Among new men at Macy St. we have Conductor Skidmore; also F. A. Smith and D. H. Booth re-employed, and G. E. Rice and H. A. Davis from the South.

Miss Green: "I know he's rich, but isn't he too old to be considered eligible?"

Miss Brown: "My dear, he's too eligible to be considered old."



1ST LT. R. C. PICKING, DFC

**DFC Winner Home From England**

Winner of the Distinguished Flying Cross, the Air Medal with four Oak Leaf Clusters (each for ten bombing missions), and two stars for major operational flights, 1st Lt. Robert C. Picking, 22, son of Sierra Madre Conductor A. R. Picking, arrived home from England on March 3 for a visit. He was looking fine, said his dad. Last time he was heard from in the Magazine (December, 1943), he had joined the Army in April, 1943, studying to be a second lieutenant in the AAF. He landed in England on D-Day, and has been a bombardier on a B-17 in the 8th Air Force. His group has received four Presidential citations.

In honor of their son's homecoming, Mr. and Mrs. Picking gave a turkey dinner on March 24 at their home, 641 North Muscatel Avenue, San Gabriel, for nine of the family and friends. The young lieutenant shortly afterward reported to the Santa Ana redistribution center for reassignment.

The PACIFIC ELECTRIC MAGAZINE is proud to record news of this distinguished son of a Pacific Electric veteran trainman. Conductor Picking has been with the company since April, 1929, and is well known among his regular Sierra Madre passengers for his jolly good fellowship.

"Is it really true that the wild beasts of the jungle will not harm you if you carry a torch?"

"Well, it all depends on how fast you can carry it."

**SUBWAY TERMINAL**



By **W. F. Servranckx**

We were glad to hear that Mrs. F. Beatty, wife of Conductor Frank Beatty, returned from hospital after a major operation and is getting along very nicely. Now Frank can smile again.

Conductor and Mrs. D. Boardman spent a couple of weeks with their son, Pvt. Raymond Boardman, who was home on furlough after 3½ years' service in the South Pacific.

It's a boy, so Conductor Alfred L. Price announced when passing out the cigars. George Leroy Price, 8 lb. 3 oz., is the young man, born February 22 at South Gate Hospital. Mother and son doing very well. Congratulations!

Motorman N. L. Schmitt hails from Cucamonga, Illinois, and Motorman J. H. Schmitt hails from Kalamazoo, New Mexico, and both claim they are definitely not related, though very good friends.

Motorman and Mrs. H. Ruysers received news from their son, A. H. Ruysers, who is stationed at Rataul Field, Chanute, Illinois, that he is doing very well in radar.

Motorman J. R. Stevenson returned after spending 3½ years showing the men on the U.P.R.R. how it should be done. Glad to see you back, Jack.

Terminal Foreman H. W. Bradbury injured his hand while making a gate on his day off.

Conductor and Mrs. H. B. Finglet are the proud parents of Camille Finglet, who is a talented violinist, and who will give a concert at the Ebell Theatre during the month of May.

Motorman J. H. Johnston is at St. Vincent's Hospital for an operation. We hope you get well soon, Jimmie.

New men at Subway Terminal: P. Burmester, A. Calvert, J. L. Carter, W. L. Maurer, D. H. Morris, C. S. Pace, E. A. Ahr, C. A. Cardwell, C. Caywood. Glad to have you with us.

Conductor and Mrs. J. R. Hollis visited their son at the Naval Base at New Orleans, and on the way back we are told that James stopped over in Tennessee to show that nice pair of shoes he bought at Los Angeles.

Motorman and Mrs. W. J. Gerhardt have that well-known bird, Doc Stork, hovering around their home and are expecting a blessed event some time in April. That is the reason Jack has that far-away look.

After weeks of inquiry we have identified the two trainmen who were fishing in Ballona Creek early on Washington's birthday at 5:00 a.m., but we have not yet found out what they caught. Maybe Motorman H. Vivian and Conductor H. L. Goldstein know more about it.

**MORE ABOUT RPO CARS**

Thanks to Railfan William Reddy, our knowledge of RPO transportation is increased by the following letter:

21 Chamberlain Drive  
Buffalo, N. Y. Zone 10  
February 23, 1945

Editor  
Dear Sir:

I enjoyed the article in the February, 1945, issue of the PACIFIC ELECTRIC MAGAZINE, titled "Pacific Electric Carries the Mail."

In regard to the Washington and Old Dominion Railroad: they have entirely ceased electric operation and now operate diesel and gas-electric freight locomotives and passenger cars respectively.

The Tennessee Electric Power Co. in Knoxville, Tenn., operators of a local transit system, have three RPO cars which daily run up and down the

streets in Knoxville, Tenn. The Government pays this company one dollar per year to operate these cars. A person can signal the car and drop his letter in the slot on the side of the car.

The Texas Electric Railway from Denison to Dallas and from Dallas to Waco—a distance of approximately 174 miles—has three passenger combined cars which carry mail. These cars have been rebuilt for this purpose. . . .

Tractionally yours,  
WILLIAM REDDY

Central Electric Railfans  
Association No. 484

**Concerning HORSE CARS**

Long-time P. E. employees who have had experience on horse-drawn streetcars on the West Coast, or who have photos of same, are asked to contact Freeman H. Hubbard, research editor, Railroad Magazine, 205 E. 42d Street, New York 17, N. Y. Mr. Hubbard is assembling material for a comprehensive illustrated article on the history of the horse car, for publication in his magazine.

Jones: "I saw your wife downtown yesterday with a black patch over her eye. What happened?"

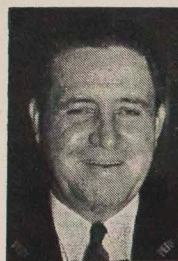
Smith: "Nothing at all. That was her new hat."

**THREE SONS AND A SON-IN-LAW IN SERVICE**—that's a record hard to beat. Motorman C. A. Parr (second picture from left) of the Western District is the proud father; Mrs. Parr (third picture from left), the proud mother. Pictures from left to right: Son Hilmar and Mrs. Hilmar; Father Parr; Mrs. C. A. Parr with son Cecil K.; son James D. with his sister, Ruth. In the small picture is the son-in-law, Ralph Howell.





**PASADENA  
TERMINAL**



By  
**H. L.  
Woodford**

Conductor W. C. Darnley is a grandfather for the second time. Born to Mr. and Mrs. W. L. Darnley, at the California Hospital, was a daughter, Patricia, weight 6 lbs., 8 oz.; and as the little lady grows up they will be calling her Pat. The other grandchild's name is Mike, so W. C. will have a natural whenever he stops you and asks, "Have you ever heard this one about Pat & Mike?"

Motorman Merle P. Roper's sudden passing at St. Vincent's Hospital on March 18 was a shock to his many friends at Pasadena and Macy Street. He was buried from Pasadena on March 23. Serving as pallbearers were J. G. Chapman, W. C. Darnley, H. E. French, C. H. Oldridge, and H. R. Gavert. Interment was at Valhalla Memorial Park. Our sympathy to Mrs. Jean Roper and daughter Joan.

D. B. ("Daniel Boone") Gardner, the man who can really tell the jokes, and has one to fit any occasion, is back at the U. S. Veteran's Hospital at San Fernando, and would like to hear from all the boys at both Pasadena and Macy Street. Let's all write him and wish him a speedy recovery.

**CORRECTION**

Apologies to the five gentlemen whose pictures appear on this page, for getting captions mixed up last month, are hereby tendered by the Editor. Correct captions are now shown. Faithful Correspondent Woodford brought the error to our attention. It appeared on page 29, March issue.



**EXTRA ASSIGNMENTS, in addition to their runs, are all in the day's work for Motorman E. A. ("Iron Man") Montgomery, left, and Conductor George Ott, both of Pasadena, says Correspondent H. L. Woodford.**

**Riders Didn't Complain  
When Driver Delayed Bus  
To Take Dog to Hospital**

Operator R. F. Slocum plainly loves dogs. Did you read this little story in a recent issue of the Los Angeles Herald and Express? Here it is:

"Passengers on a Pacific Electric Company bus were taken several blocks out of their way and subjected to a 20-minute delay last night, but not one of them complained.

"The bus was passing through San Gabriel when the driver, R. F. Slocum, jammed on the brakes at Vista and Los Tunas streets and hurried out the front door.

"He came back carrying a dog of mixed ancestry that had been struck by an automobile.

"With a mumbled apology to his passengers, Slocum turned off his regular route toward an animal hospital, where he carried the broken body of the dog to the veterinarian.

"Twenty minutes later Slocum returned to the bus and announced:

"Too late, folks. The little fellow died before the doc could do anything. Sorry I put you to all this trouble."

"How do you like your new boss, Helen?"

"Oh, he ain't so bad, Marge, only he's kinda bigoted."

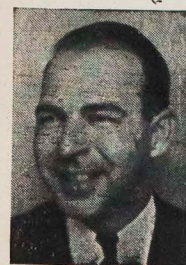
"Whadda y'mean, bigoted?"

"Well, he thinks words can only be spelled one way."



**PASADENA FAITHFULS — Left, Motorman R. M. Steele, father of Air Medal winner Staff Sgt. D. G. Steele (see December issue, page 30), right, Conductor Jim Newman.**

**FREIGHT STATIONS  
AND YARDS**



By  
**Arden H.  
Nasher**

Inasmuch as Ye Ed ran out of space last month at the expense of this column, we'll be brief to make room for what was deleted.

Sorry to say that Joe Connors, the motivating force behind joint Wilmington freight operations for many years, is confined in St. Vincent's as this is written. Joe has had two or three severe attacks during the past couple of months, attributed by the Medical department to an old head injury. The climate at Wilmington hasn't been too salubrious in Joe's case, either, and he'll probably bid out into the warm sunshine of Orange County or some similar climate when he gets back on the job.

During a recent visit to El Segundo we learned from Ernie Donaldson that his wife is a real patriot. She has been giving around 125 hours a month to the Red Cross or some other local charitable organization, and although now working, she still puts in practically every spare minute helping the war effort. Ernie seems to have a pretty good office bunch, too; we understand that they all decided the station needed cleaning up a few weeks ago, and the entire gang came down Sunday and did a nifty job.

Another important member of the P. E. clerical fraternity who is in St. Vincent's is our old friend Kenny Richardson (also high-power second baseman of the Hollywood Stars). Kenny was in an auto accident a few weeks ago, but they tell us he is getting along nicely. The writer dropped in to see him, as well as Joe Connors, but in some manner, due to confusion at the hospital, missed connections.

Many friends of Joe Kennedy, Terminal Supervisor of the PMT Company, will be sorry to know that Joe is in the S.P. Hospital at San Francisco for a major operation. Understand that he is doing very well, however, and should be back in town in another week or two. In the meantime Al Browne is holding forth at the East Seventh Street plant.

Seems like all we can write this month is hospital news, so we'd better sign off. The writer is presently working out of Mr. Wagenbach's office, and you folks might send in a few contributions to the column, addressed to him at room 229, P. E. Bldg.

**FROM LAST MONTH**

Wingfoot: Agent G. P. Barkhurst and force are all in fine fettle, and they need to be, what with taking over the District the first of the year from the Santa Fe, and the usual run of cars on the ground, etc.

Watts: Elden Rea is on the job at this station, and keeping plenty busy. There is always plenty of work and plenty of grief at this point.

Compton: Agent C. J. Hileman has been off on sick leave for some time, and we are all hoping for his early recovery. In the meantime, the Agency is in the capable hands of Relief Agent F. A. Mann, who seems to like the place and has it going in good shape.

Watson: Friend Studebaker was out when we called the last time, but other members of the force tell us that things are still going smoothly.

Gardena: Agent K. L. Anderson is doing a swell job of building business in this small town, and aside from some delivery troubles, says everything is going along fine.

Torrance: As with Mr. Studebaker, we missed Agent W. H. Bratton, who was out to lunch, but we had a nice visit with some very charming young ladies, and our visit was far from a flop. Seems that Torrance continues to be one of our leading agencies.

East Long Beach: Agent King says things are about the same as always, and that means no complaints. This is one point where the PMT gives us really good delivery service—as required.

Huntington Beach: Agent W. R. Osborn, one of the old timers on the line, is still grinding out the freight, tickets and telegrams at a good rate. We had Station Supervisor H. E. Foskett with us on this trip, and enjoyed the reminiscences of these two as long as time would permit, but the visit was all too short.

Newport Beach: Agent D. W. Holtby reported plenty of business, and his force was going at top speed on all six cylinders.

We're running out of space, but want to add that visits were also made, and enjoyed, with Agents A. R. Crow at W. Hollywood, Shelton at N. Hollywood, J. H. Sandman at W. Los Angeles, and C. C. Riley at Santa Monica recently. At Culver City we missed Agent Bruce, who is off sick,

but found the station in the capable hands of Relief Agent Mathis, whom we saw last at Hobbs.

After making the rounds, and having previously made the acquaintance of many Agents on other railroads, we are convinced that the P.E. stations are in good hands.

**LONG BEACH  
FREIGHT HOUSE**



By  
**Jack  
DeLaney**

On March 8 we learned that Mrs. H. P. Clark, wife of former Agent H. P. Clark, had received official news from Washington that their son, H. P. Clark, Jr., had been reported a prisoner in Germany. The way the boys are doing over there now, it is hoped that H. P. Jr. will soon be found and returned home.

While on the subject of the war, our good and faithful friend, Robert McCleary, Truck Driver, is scheduled for induction soon. Mac has many friends here. He likes to play the national game of penny ante for indoor sport, and is a great fisherman, for the outdoor side of it. Good luck, Mac. We all hope you will be back soon.

Rex Richardson, another of our old-time drivers, is leaving soon. Rex is going back to his old home in Nebraska—back to farming. Rex will be missed very much.

S. Bullock, Yardmaster at Butte Street, stopped in to see his old friends at the station, March 6. His daughter, a Spar, is located temporarily in Long Beach and he was down for a visit with her.

Hester Amidon, Government Bill-of-Lading Clerk, is casting her eyes toward Alaska. Says she is going up there and buy an igloo. Must be something more than that, that is important up there. Come on, now, Hester. What is the attraction?

Helen Darnell is a recent addition to our force at the station. Her husband recently received his orders to report overseas but at present he is stationed at San Diego.

We have another Night Clerk that is quite clever writing poetry, Tom Blackwell, who so efficiently handles

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## Your Victory Garden Is A Must!

By Agricultural Extension Service, Los Angeles County

University of California and United States Department of Agriculture

all of the PE abstracts. He doesn't have time to write on the job, but it's understood that he spends quite a lot of his spare time at home cogitating. He also walks thru the parks and watches the moon and the ocean tides, trying to get inspirations. Della Morelli, who holds down one of the Freight Clerk jobs, has returned back to work after two weeks' vacation. We don't know what the attraction might be, but she always goes to Santa Barbara whenever she has enough time off. Perhaps her husband is stationed up there.

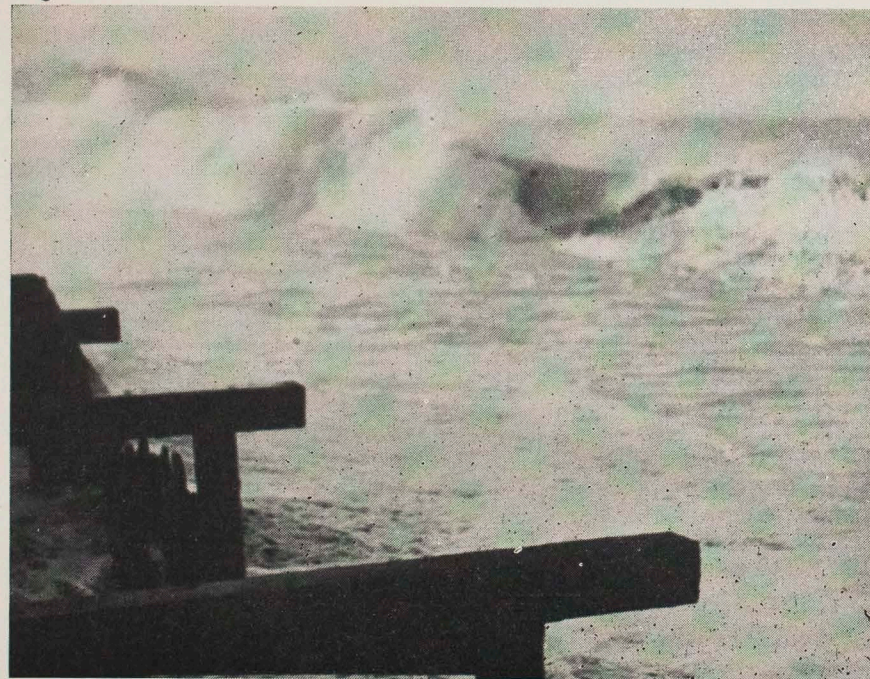
### OCEAN PARK CAR HOUSE AND BUS LOT

By Bill Williams

I have been given this job of writing for the Magazine at very short notice and haven't had time to gather up any current news; therefore, I'm going to use my allotted space by boasting a little about the terminal I represent.

We are not a very large terminal, but brother, we have the class: and I think I shall be able to convince the readers of the P. E. MAGAZINE that this is so. I'm going to start right at the top with Bill Kennedy, our Day Foreman, and Roy Bettersworth, our Night Foreman. You have two of the squarest shooters to work for that any man could want; and my advice to any new man is this

(Continued on page 31, col. 2)



HIGH TIDE at Redondo Beach Pier, February 14, 1945. Property owners along the beach were wondering how far the waves would come. Picture taken by Operator R. J. Bierman and sent in by Correspondent A. M. Ginn.

Victory garden food production is a MUST in 1945 for everyone who has space for raising food plants. United States domestic needs and requirements of the armed forces will both be as great as in 1944—possibly slightly greater. Our requirements for liberated and occupied countries will be greater. Commercial production cannot be any larger because of aging machinery, limited tool replacements, farm supplies, and a smaller total available manpower.

Don't think your contribution is inconsiderable; in both 1943 and 44 you, as one of eighteen million Victory gardeners in the country, produced 40 per cent of the fresh vegetables we consumed. Your production labor released the equivalent of nearly seven full combat divisions either for essential war production or for armed service—100,000 men. Your carrying-in from the garden—a simple thing in itself—collectively saved enough crates and sacks to wrap and package the food, ammunition, medical supplies, and other small equipment, and enough transportation to carry this army of 100,000 with its full equipment—yes, small equipment, tanks, trucks, and ammunition—for a D-Day invasion every ten weeks—five times a year. Today with transportation tighter than ever, man-

power shorter than ever, we cannot throw this burden back to other hands. Gardeners must do it again.

#### April Garden Operations

April is the month to get most things started. Rains of mid-March put ground in excellent condition to turn under weed growth and fertilizers.

Your earlier plants should be coming along—leaf lettuce, carrots, mustard greens, beets, chard, turnips, etc. from seed; onions from seed or sets; broccoli and cabbage from plants. These latter two should not be planted after mid-April. They will do reasonably well planted now, but are better when they can mature in cooler weather.

String beans can be started in April, but plant seed only a half-inch deep so it will be up quick. Thoroughly coat it with Spergon or Semisan before planting. Do this in a fruit jar or paper sack by putting in a little of the material and shaking it with the seeds. Defer sweet corn planting until the middle of April and don't plant it too deep. Cucumbers and squash can be planted at the same season—seed a half-inch deep.

#### Seed Germination

In warmer dryer weather seed germination is a problem. Always have the ground fully moist when planting. Press the soil with a board so the seed will have contact with the soil particles. Then cover the bed with papers, burlap, or a half-inch layer of dried grass cuttings to keep the soil from drying. If the former materials are used, watch carefully for the first seedling to appear at the surface of the soil and remove the burlap or paper immediately. Grass cuttings can be left in place—the plants will grow through the mulch. If damping-off, or rotting of seedlings at the soil surface appears, apply a fungicide—a quarter of a teaspoon of red or yellow copper oxide or Spergon or Semisan to a gallon of water. Irrigate seedlings as necessary to keep the roots moist. Don't let irrigation water flood over the surface.

#### Pests

Start on pest control immediately. You will save pest control materials by keeping the plants clean. Send to your Farm Advisor, 808 North Spring Street, Los Angeles 12, for University of California leaflet on insects, pests, and their control. Also for a Victory Garden Guide prepared especially for Los Angeles County conditions.

## CLASSIFIED ADS

FOR SALE—Men's Wright & Ditson tubular ice skates attached to size 10½ shoes. Bob Forcier, 229 P. E. Bldg. Tel. 2533.

GOING TO OMAHA OR KANSAS CITY THIS JUNE?

If so, how about seeing that 10-year-old William, son of Mrs. Gwen Kloekers of Conductors' Accounts, transfers to the proper train at Omaha or Kansas City? He's going to St. Paul, Minn. Telephone Mrs. K. at 2847, or see her at 235 P. E. Bldg., if you can help her out.

LOST—Woman's black leather purse, near front phone booths in entrance to 6th & Main Station, March 12. Contained large sum of money, keys, P. E. pass, valuable letters, ration books, income tax report, wallet, receipts, fountain pen, etc. Return to Motorman Paul H. Paulson, 1057 Summerland Avenue, San Pedro. Tel. Harbor 7354. Reward.



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Contributions of news items regarding employees 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. Address all communications to the Pacific Electric Magazine, Room 682, Pacific Electric Building, P. O. address 208 East Sixth St., Los Angeles 14, California.

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#### PHOTOGRAPHY

Jack B. Herold

Copy deadline for May issue: April 23.

## REPORT OF VITAL STATISTICS

February 21, 1945, to March 20, 1945

### DEATHS

NAME	OCCUPATION	Group		
		Died	Insurance	Mortuary
*Baldus, Elmer H.	Ticket Clerk	1- 5-45	No	No
Clay, James W.	Motorman (Retired)	2-26-45	Yes	Yes
Singer, Tillman	Watchman (Retired)	3- 2-45	Yes	No
Heinze, Carl	Carpenter (Retired)	3-10-45	Yes	Yes
Jefferson, Harry C.	Freight Car Inspector	3-10-45	Yes	No
Sampson, Martin	Painter	3-13-45	Yes	Yes

### EMPLOYES' WIVES' DEATH BENEFIT FUND

NONE

\*Died while on leave working for the U.S.O. in Italy. Reported 3-5-45.

## OCEAN PARK

(Continued from page 30)

... try and do your work right and your stay at Ocean Park will be a very happy one. I've been here twenty years and they have been all happy ones. I don't mean by that that I've always been a good trainman; but when they know you're trying, they will forgive you when you slip a little.

"Dake" and Betty Boardman's boy, Raymond, is back home on leave; that boy was right in the thick of it when the Japs pulled their "sneak trick" on Pearl Harbor; and he's been in action after action ever since; he surely is glad to be home. How much we old fellows owe him and the other young boys like him! We owe it to youngsters like him that we are living in peace and security, and I take my hat off to every one of them.

We were very sorry to hear that I. I. Christie, who was a Conductor at this terminal for over 25 years and retired just a few months ago, had the misfortune to lose his wife. The sympathies of everybody here are with him. We knew Mrs. Christie personally and she was a very lovely woman.

I have heard lately that several trainmen have been getting letters

for making late turn-ins. I can't understand that. Do you know that when you make a turn-in you make it to Modene? I wish I had to turn in three times a day!

Statistics prove that there are fewer railroad accidents than there are automobile accidents. Probably due to the fact that the engineer practically never hugs the fireman.

John—And teacher asked me all about my family and if I had any brothers and sisters.

Mother—That's nice of her. What did she say when you told her you were an only child?

John—Oh, she sort of sighed and said, "Thank goodness!"

"Did you hear about the fellow who invented a device for looking through walls?"

"No, I didn't. What does he call it?"

"A window."

Visitor: "I see you raise hogs almost exclusively here: Do you find they pay better than corn and potatoes?"

Hill-Billy: "Wal, no. Yu' see, stranger, hawgs don't require no hoein'."

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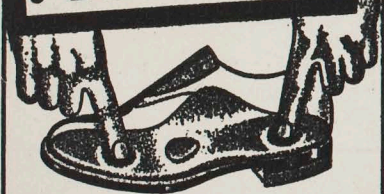
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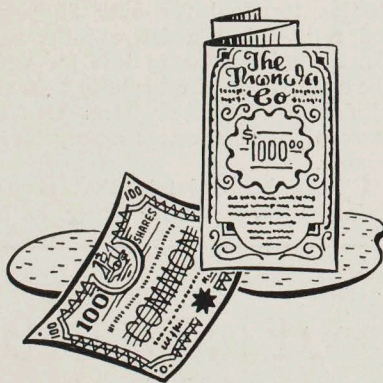
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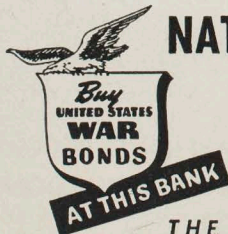
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