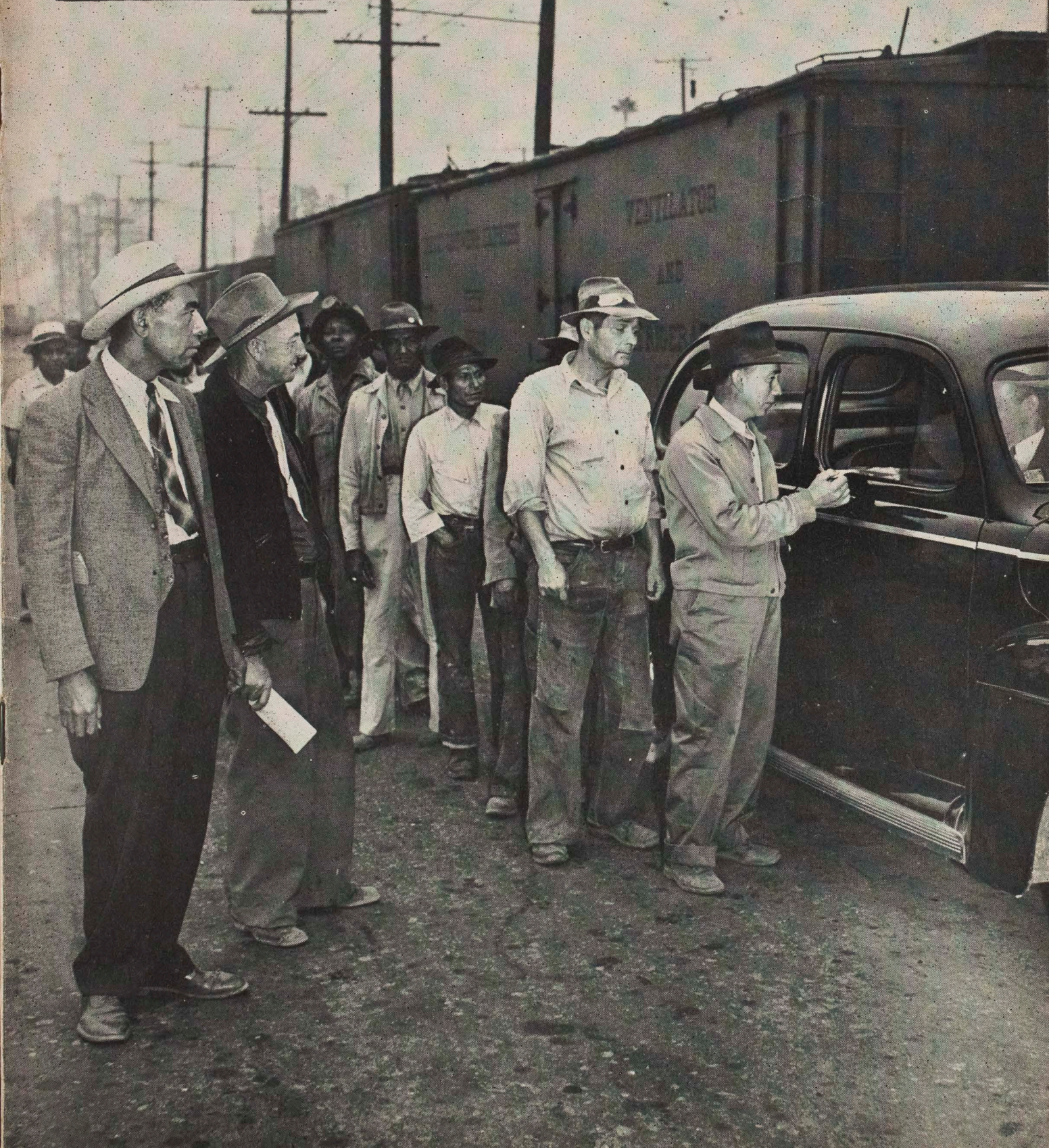
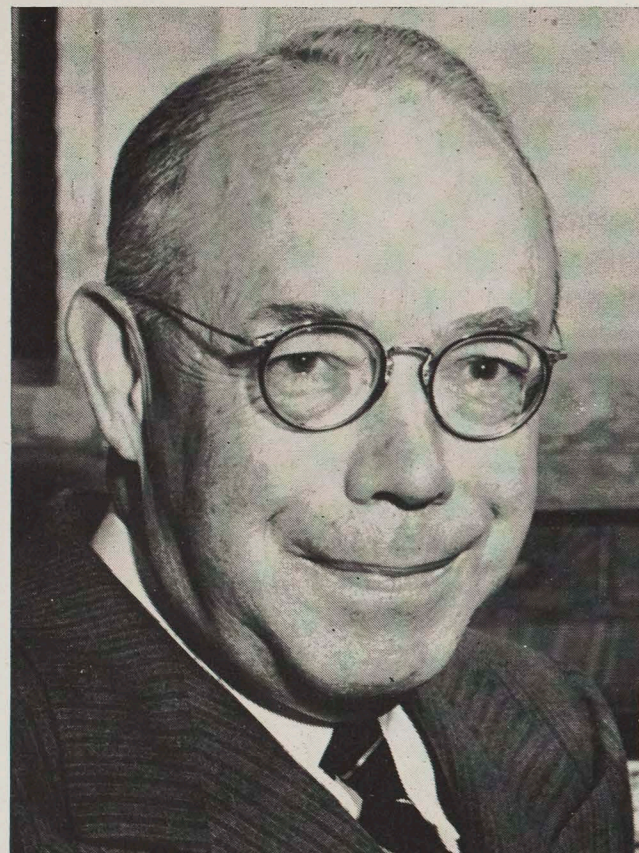


AUGUST 1945
PACIFIC ELECTRIC



Magazine





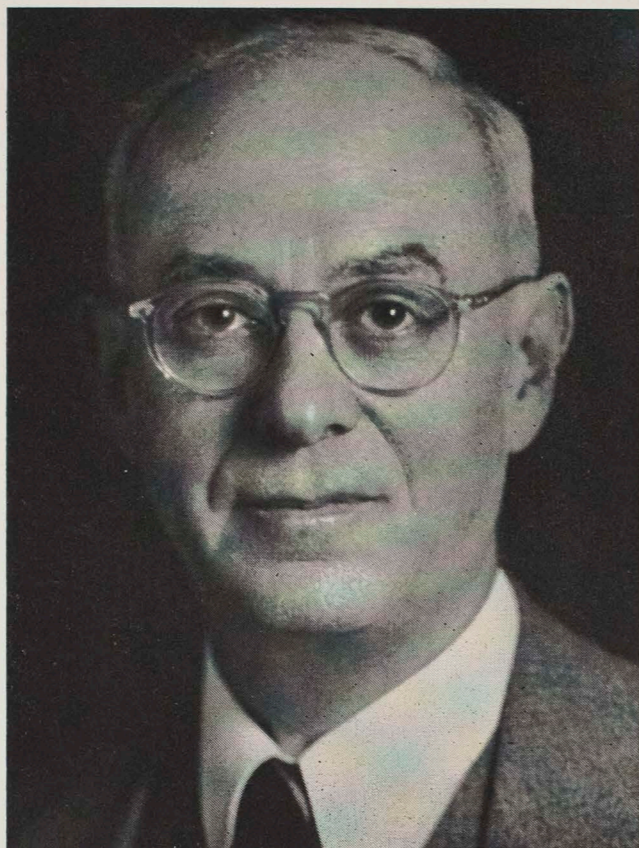
ROBERT E. LABBE

Robert E. Labbe Appointed New Company Treasurer

Succeeding Mr. Wade as Treasurer of Pacific Electric is *Robert E. Labbe*, formerly Assistant to the Auditor. He will also be Secretary of the Board of Pensions. Mr. Labbe is thoroughly qualified to assume his new position, having spent his entire Pacific Electric career of almost 40 years in studying,—and mastering—as a member of several bureaus of the Accounting Department, the financial system and policies of the company.

He began on December 26, 1905, as a Clerk in the Conductors' Accounts Bureau of the Los Angeles Pacific Company. After holding several other clerking positions in Store and Shop Accounts, General Accounts, and Disbursements, he became in 1920 Head Clerk of the Pay Roll Accounts Bureau, and was successively Head Clerk of Disbursements Accounts, Roadway Accounts, Roadway and Disbursements, and Roadway and Equipment Accounts. In April, 1927, he was appointed Special Accountant in the Immediate Bureau, and in this capacity dealt for 16 years with a number of special accounting jobs, chiefly in regard to matters concerning taxes. In April, 1943, he was made Tax Accountant of the Immediate Bureau in order to devote full time to the complicated subject of corporation taxes, which the vastly increased and increasing demands of a wartime economy had swollen to unprecedented levels. With revenues also up, errors in tax computations could be costly, and it was Mr. Labbe's

(Continued on Page 7)



MULFORD S. WADE

Treasurer M. S. Wade Retires on August 1

Treasurer *M. S. Wade*, after serving Pacific Electric for over 43 years, retired from duty on August 1. He also retired as Secretary of the Board of Pensions of Pacific Electric.

Mr. Wade's railroad experience began on May 17, 1899, when he became an axeman, and shortly thereafter an estimate clerk, in the Southern Pacific Company's engineering department at Surf, Lompoc, and Jalama Creek, California. In 1900 he entered the freight accounting department at San Francisco as a clerk, returning in 1901 to the engineering department at Oreana and Winnemucca, Nevada, as estimate clerk. In September, 1901, he resigned to enter New York University's law school, where he spent a year.

His Pacific Electric experience began on July 3, 1902, in the Auditor's office, where he became a Clerk in the Conductors' Accounts Bureau as well as Assistant to the Paymaster, under Auditor S. C. Baxter. In his early career he was known for his talents as an organizer. It was Mr. Wade who, in January, 1904, organized the Freight Accounts Bureau and took charge of its activities, working under the supervision of Mr. Baxter, and later G. W. Mulks. In 1905 he was made Cashier in the Auditor's office, and was in charge of handling the company's funds, as he has done ever since. However, there was then no separate Treasury Department. Hence, when the merger of transportation companies

(Continued on Page 7)

THE GHOST WALKS TWICE A MONTH

But Delivering Pay Checks Is Only One of the Many Duties of Pacific Electric's Treasury Department, Which Also Receives All Moneys, Pays All Bills, Cashes Pay Checks, Handles Credits, Sells War Bonds, Watches Bank Balances, Collects Delinquent Freight Charges, and Handles Cash.

Is Pacific Electric's Treasury Department—to you—just that man who comes around twice a month in a car, talks, quietly and pleasantly, with that old-country accent, and always delivers you your pay check with a pleasant smile and perhaps a kindly word—T. Y. Andrew? Or that tall, spare individual who often delivers the checks around the P. E. Building and seems to know everybody by sight—Hessel Vanderzee? Or the fellow who stands behind the cashier's window on the second floor and cashes your pay check for you, and never—confound it all—makes a mistake of five or ten dollars in your favor—J. A. Toland?

If that's how you picture the department, you're not by yourself. So do many other employees. But it seems that handing out 15,000 pay checks monthly and cashing a good share of them form only one part of the business of the Treasury Department. Moreover, there are eight other members working there besides the three men we have mentioned. The Treasury, in fact, doesn't even make out the pay checks; the Accounting

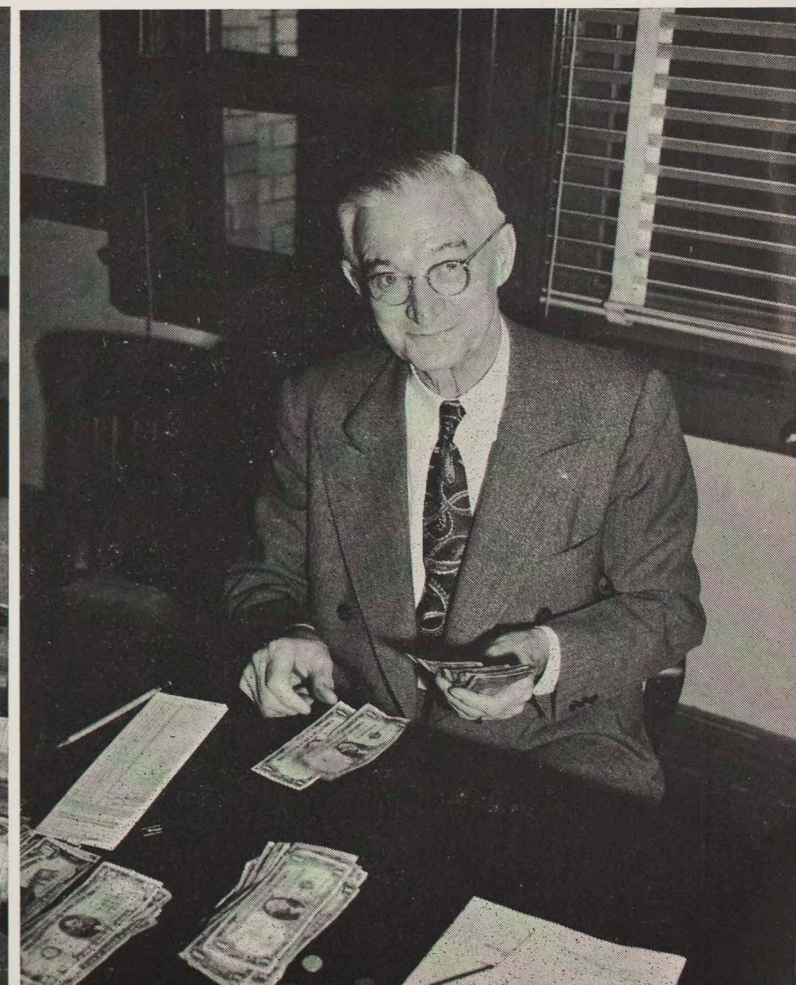
Department does that. Mr. Andrew stamps his name on the checks for the Treasurer in order to validate them; the checks, to insure accuracy, are tallied off by the Paymaster against the pay roll sheets received from Central Timekeeping; and the numbers of the checks are stamped in the Treasury on the pay roll sheets—all in all, considerable work, but still small compared with figuring time, writing the correct amounts and names on the checks, etc.

In general, the Treasury Department receives all the company funds, pays all the bills, handles all credit matters (especially freight credits), takes care of pension applications, and, as you know if you read your April Magazine, cooperates with the Central Timekeeping Bureau and the Federal Reserve Bank to get you the War Bonds you buy through the company. Paying the bills is a task requiring 2,700 vouchers each month. (One voucher may cover more than one bill.) Salaries and wages are, of course, also paid. Another important function of the Treasury Department is handling freight

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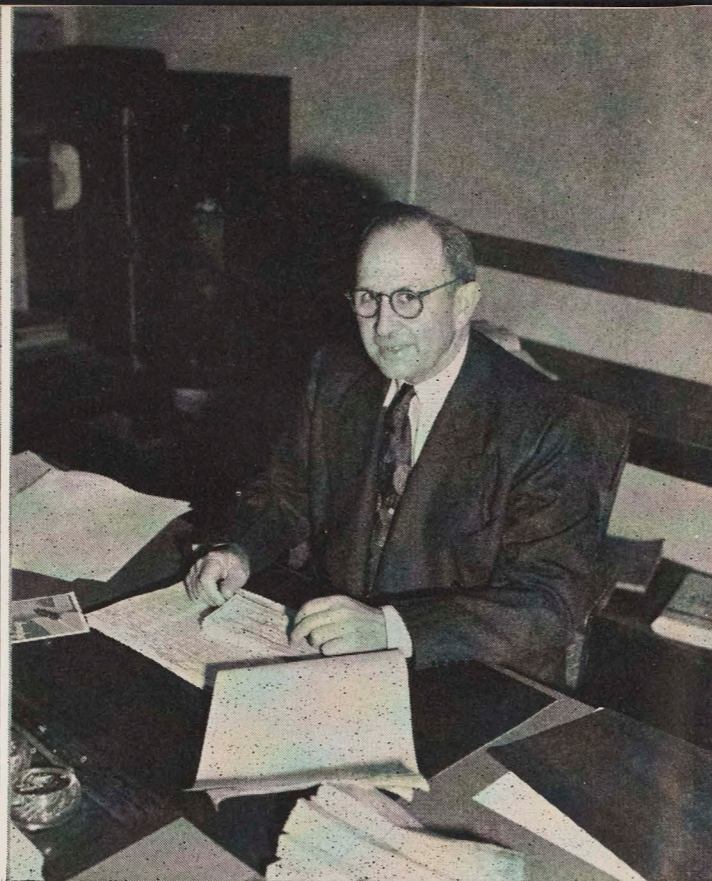
T. Y. ANDREW, Paymaster and Collector, puts pay check numbers on sheets to be signed by those who receive the checks.

J. L. SMALE, Cashier, busy making up a bank deposit.





MISS RUTH PATTON, *Bookkeeper in the Treasurer's office, is here examining abstracts and deposit slips.*



J. H. TOLAND, *Paymaster and Collector Clerk, is investigating to see whether pay checks and pay rolls agree.*



MISS BESSIE L. JACKSON, *Assistant Cashier, is making up a list of pensioners for the Railroad Retirement Board.*



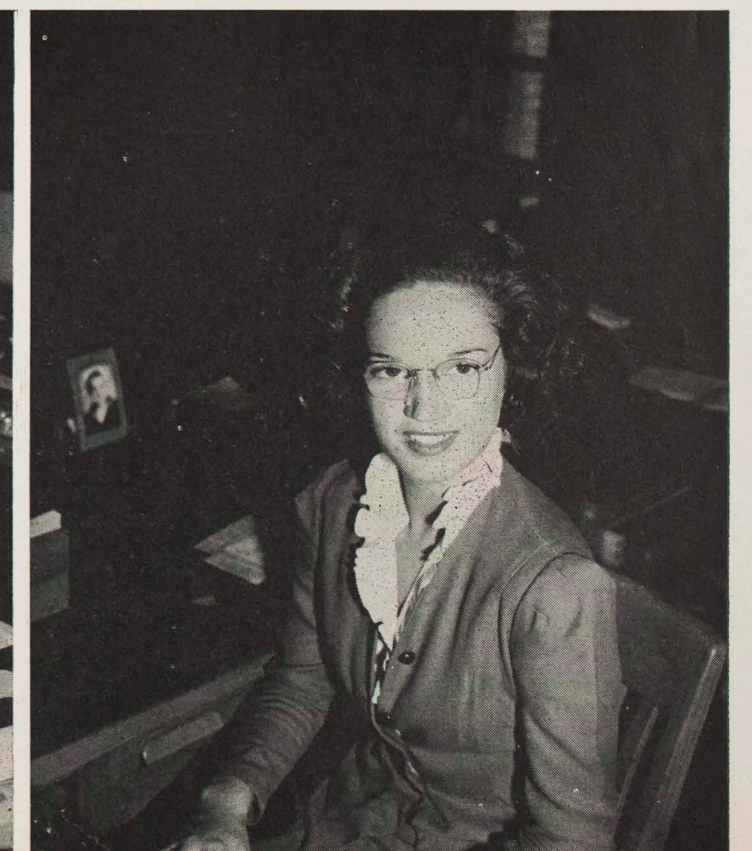
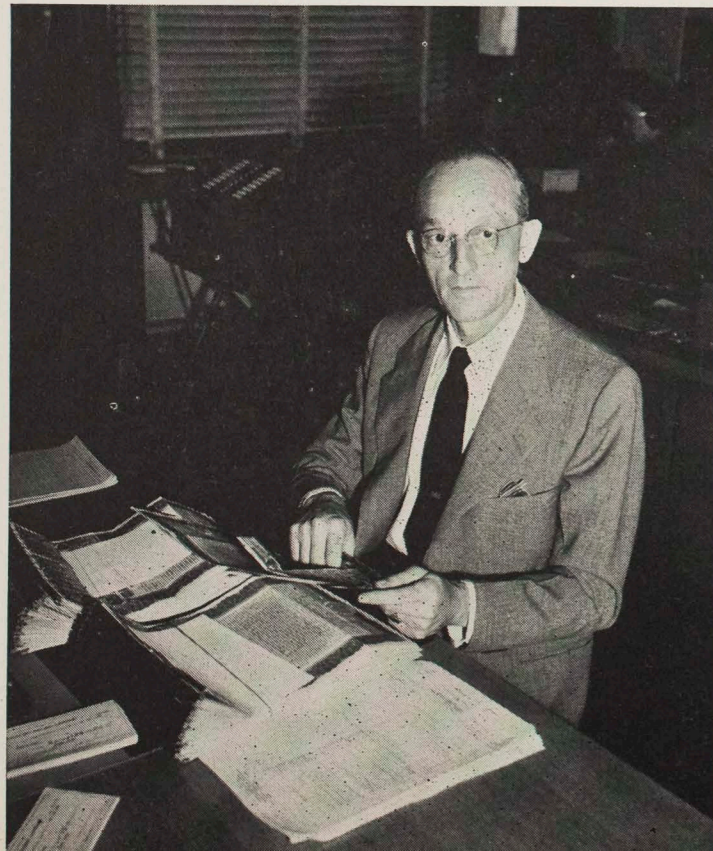
MRS. MARY F. POOLE, *General Clerk, types an abstract of bills collectible.*

HESSEL VANDERZEE, *Paymaster and Collector Clerk, is canceling Los Angeles Pacific 4% bonds called for redemption on July 3.*

MRS. IDA M. SNARR, *Secretary to the Treasurer, is working on correspondence concerning joint freight bonds.*

MRS. SARAH SWEETLAND, *Bank Clearing Clerk, is checking returned vouchers against the bank's adding machine tape, to verify the bank return.*

MISS FRANCES SMITH, *Steno-Clerk, is typing a report, or possibly a War Bond, for Miss Jackson.*



credits, which are voluminous. It is the duty of the Treasurer to see that shippers pay their freight bills as required by law—within 96 hours for interstate traffic, and within seven days for intrastate l.c.l. traffic. Negligence in getting shippers to pay their bills might lead to a serious fine against Pacific Electric. Hence, the Treasurer carefully examines weekly reports from Agents concerning delinquent bills, and takes steps to insure their payment.

The functions of the Treasury Department may be more clearly understood if we give the names and titles of its members and a resume of their duties.

Treasurer *R. E. Labbe* plans the work for his ten employes, and is responsible for the correct and efficient working of his department and for the proper handling of the company funds. He is also in effect the Credit Manager of the Company.

Cashier *J. L. Smale* handles the department in the absence of the Treasurer, and is responsible for the cash on hand. He receives revenue money from Agents all over the system, mortuary fund and group insurance payments from pensioners, and payments on rentals; cashes bank drafts on company funds, pay checks, claim checks, expense checks (please don't ask him to cash your personal checks), and certain other vouchers; keeps a daily balance of his cash; and makes up bank deposits.

Miss *Bessie L. Jackson*, Assistant Cashier, handles pensions and War Bonds, besides assisting Mr. Smale in various other matters as need may arise. She helps retiring employes to prepare their applications for pensions, estimates for them the amount of annuity they may

COVER PICTURE—*Enrique Roman, along with the other members of Sections 22 and 15, gets his pay check from Paymaster T. Y. Andrew at Eighth Street Yard. Most of the men in the Section Gangs—and these two gangs in particular—are old-timers who have been receiving pay checks regularly for from five to 20 or more years. Foreman Bill Chappell of Section 22 and M. F. Cook of Section 15 are good examples: the former came to work for Pacific Electric in 1925; the latter in 1924. Bill stands in left foreground, with M. F. at his left.*



expect from the Railroad Retirement Board, and answers their many apprehensive questions. She also orders necessary supplies of War Bond blanks from the Federal Reserve Bank, supervises the mailing and delivery of Bonds purchased on the Pay Roll Savings plan, takes charge of the cash sales of Bonds; and reports monthly to the Federal Reserve Bank all Bond sales.

Paymaster and Collector *T. Y. Andrew* signs pay checks and vouchers for the Treasurer, delivers pay checks in person as far as Torrance, Long Beach, Huntington Beach, Santa Ana, and points between; handles garnishments and attachments against employes; and collects delinquent rentals on company-owned real estate.

Paymaster and Collector Clerks *Hessel Vanderzee* and *James H. Toland* assist Mr. Andrew in segregating checks according to delivery points, mailing out vouchers, seeing that checks and pay rolls agree, and other duties as occasion may require. On pay day Mr. Vanderzee delivers pay checks to Pasadena, El Monte, West Hollywood, Ocean Park, and points en route to these places from Los Angeles, while Mr. Toland cashes pay checks at the window in 272 P. E. Building.

Miss *Ruth Patton*, Bookkeeper, makes a daily summary in duplicate of all Treasury transactions, giving one copy to the Treasurer and the other to the Auditor. She also keeps a daily record of bank balances maintained in outlying towns.

Mrs. *Ida M. Snarr* acts as Secretary to the Treasurer, and also keeps freight bond records. (A freight bond is a bond placed by a shipper or a receiver with a carrier to establish credit for 96 hours on freight shipments. Its purpose is to guarantee the payment of freight charges within the legal time limit.)

Mrs. *Sarah M. Sweetland*, Bank Clearing Clerk in the Cashier's office, handles all papers drawn on the Treasurer, checks endorsements, verifies daily returns of checks and vouchers from banks, runs an adding machine tape on bank deposits, and makes abstracts of pay checks, vouchers, claim checks, etc., in order to facilitate the work of balancing the cash.

Mrs. *Mary F. Poole*, General Clerk, types abstracts and does other needed typing in the Cashier's office.

Miss *Frances Smith*, Steno-Clerk, aids Miss Jackson by typing War Bonds sold for cash and by doing such other work as Miss Jackson may require.

The difficult part of work in the Treasury Department is that practically all jobs must be finished before the workers concerned may go home at night; almost no work may be held over till the next day. If, as sometimes happens, Mr. Smale, for instance, should find an error of even a few cents in his daily cash balance, he must stay and find it so that he will know for certain exactly how much money he should have on hand the next morning when he opens his window for business at nine o'clock. . . . And of course all of us realize what a calamity it would be if our pay checks, instead of arriving with their unfailing promptness, should arrive a day late!

Day after day this faithful group of eleven employes check this list against that list, run adding machines, answer inquiries, collect money, cash checks, sell and deliver War Bonds, pay bills, make bank deposits, check bank statements, check up on delinquent freight bills, and, of greatest interest to us, deliver our pay checks

on the dot. Every one of them rates 100 per cent in responsibility, and all know the meaning of cooperation, for they work hand in glove with all other departments of the company. They deserve our wholehearted applause.

R. E. Labbe New Treasurer

(Continued from Page 2)

job to see that there were no errors. So well did he carry out this important work that in April, 1944, he was rewarded with the position of Assistant to the Auditor. As the company's No. 1 tax expert, he was able in his new capacity to devote more time to advising and supervising others to whom he could delegate more and more of an expanding volume of tax work.

Despite his 40 years of seniority, Mr. Labbe is still barely 59 years of age, and looks younger. In his leisure time he is, like his predecessor, an enthusiastic amateur photographer, and delights in taking pictures of his four grandchildren. He is also President of the Pacific Electric Masonic Club for the current year.

Congratulations to the new Treasurer!

M. S. Wade Retires

(Continued from Page 2)

came in 1911, Mr. Wade organized the Treasury Department and was placed in charge with the title of Cashier. As such, he kept separate cash accounts for all of the merged companies, plus several others in which



CASHING PAY CHECKS on pay day keeps Mr. Toland busy, as you can see by this picture taken outside the Cashier's window.

Pacific Electric had an interest—15 in all. Elected Assistant Treasurer in 1913, he became Treasurer on May 10, 1920, and remained in that capacity until his retirement. He thus possesses the unique distinction of having handled all Pacific Electric funds for 40 years.

Mr. Wade plans to live for a year on a guest ranch—he doesn't want a ranch of his own—fishing and riding. Afterwards he says he hopes to pursue his hobby of amateur photography, in which his friends say he excels.

The best wishes of all Pacific Electric employes follow Mr. Wade into his retirement.



MECCA Gives \$2,500 Each To War Chest and Red Cross

The Administrative Committee of MECCA at a meeting on July 26 authorized additional contributions to the 1945 Red Cross War Fund and the War Chest Fund of \$2,500 each.

This authorization increases to a total of \$15,000—or \$7,500 each—the amount contributed during this charity year to these organizations.

In forwarding the checks to the Red Cross and War Chest chairmen in each of the four counties in which Pacific Electric employes reside, the Committee gave instructions as to exactly how the money was to be apportioned to each community.

A total of \$26,545.50 has been contributed since MECCA was begun several years ago.

Gifts Appreciated, Says Chairman Petree

"We are proud to report to you and fellow employes that your War Chest gifts have helped to make it possible to operate 2,775 USO clubs, canteens, Camp Shows and Hospital Shows during this last year," says Neil Petree, President, Los Angeles Area War Chest.

"From the Pacific to the liberated countries of Europe where GI's are now stationed USO Camp Shows have brought your gift of laughter and relaxation to our fighting men. And this work will go on, as everyone wants it to go on, until every American boy and girl is out of uniform and home again.

"USO Hospital Shows, too, are traveling all over the country helping wounded and sick service men back to health. Without your War Chest gifts, such work would be impossible."

**GIVE
to the
WAR CHEST
and the
RED CROSS!**

**JOIN
MECCA!**

Watch Padded Charges In Used Car Contracts, Warns Business Bureau

It's lots of fun to go out and buy yourself a shiny used car . . . but there's no point in paying more than it's worth.

Here's the most recent report from the Better Business Bureau on the used car situation: "Watch Your Step."

"Many dealers," the Bureau report says, "are trying to get more than the O.P.A. ceiling permits by adding an exorbitant 'carrying charge' to the time payment contract.

Bureau officials advise following this procedure: "Before you sign a contract multiply the amount of the payments by the number of payments and to that amount add the down payment. Compare this amount with the sales price of the car. If the difference staggers you, ask for another explanation of each charge. See that all padding is eliminated."

A booklet entitled "Facts You Should Know About Buying a Used Car" is available on request without charge to all Pacific Electric employes. Write the Better Business Bureau.



CONVALESCING—Charles Stein, third from left, enjoys a laugh with friends who visited him at Birmingham Hospital, where he is recuperating from malnutrition suffered while he was a prisoner of war in Germany. Left to right are T. L. Wagenbach, Senior Assistant General Superintendent; F. F. Willey, Assistant to the Freight Traffic Manager; Charles, who was a Relief Agent before going on military duty; and Miss Betty Brown, who disclaims any title but assists in public relations work for the hospital.

Two or Three Potatoes a Day Aren't Enough, Says Liberated War Prisoner

For 79 days the 10,000 war prisoners, carefully watched by their German guards, had been marching without apparent aim across Germany. They had left Groos Tychow, their permanent prison camp in East Prussia, on February 6 of this year. One day they would march for hours in one direction, and then, inexplicably, they would be told to reverse their course. Aimless moving about was no fun when all you could get to eat were two or three semi-cooked potatoes a day and what raw potatoes, cabbage, and sugar beets you could manage to steal. But the trouble was, as they gradually discovered, that the Allied forces on the west and the Russians on the east were converging, and the German guards were afraid of being surrounded.

On the 79th day, suddenly a small plane appeared, circled, and turned back. It was, of all things, a Piper Cub! Surely American troops must be somewhere near. And then the guards, one by one, disappeared, and did not return. With famine-weakened bodies buoyed up by rising hope, the prisoners marched on—marched faster. Soldiers in familiar olive-drab

uniforms appeared—Americans! That meant freedom, food, relief from the brutality of Nazi SS guards.

A major came along the line of march and apologized to the former PW's for having only C-rations! That was amusing, and some of the hungry men laughed hysterically. They were safe, they were among friends, and they had food. That was all that mattered.

Among that 10,000 who were liberated—it was near Leipsic—was a P.E. boy, Sergeant Charles Stein, who used to work as a Relief Agent, until he was called to duty with the Air Force. He lost 40 pounds on that march, and the day after his liberation entered a hospital. He has been in hospitals at one place or another ever since, recovering from malnutrition and diarrhea. Returning to the U. S. from Cherbourg in a hospital ship, he finally arrived at Birmingham Hospital, at Van Owen and Balboa Avenues, near Canoga Park in the San Fernando Valley, on July 16.

In the solarium at Birmingham he told his story—how after eight bombing missions, his plane was shot down over Czechoslovakia; how, after two

days of eluding the Germans, he and the radio operator were finally captured and taken to a transient camp for questioning; how, when the boys refused to give information, their captors scornfully told them all the facts about themselves and their mission, their plane, its crew, its load, and its flight from a base in North-east England (the Germans even knew facts about the past life of the boys before their entry into the Army); and how from the transient camp they were taken to Groos Tychow, the permanent prison camp.

Charles was looking fine. He has gained back all his weight, but not his endurance; he tires quickly. But it's only a matter of time—how long, he doesn't know—until he will be discharged from Birmingham Hospital for a 60-day furlough. Then he expects to be sent to a redistribution center, for reassignment. Meanwhile he does about what he pleases at the hospital or on pass. And some day he expects to come back to work for Pacific Electric, where he knows he has friends.

HOSPITAL LIST

Good luck and a speedy recovery to those confined to St. Vincent's Hospital. They included on July 31:

George I. Calvert, Conductor, Western District.

Henry Carter, Car Repairer, Mechanical Department.

Raymond K. Clark, Freight Conductor, Southern District.

John L. Columbus, Machinist, Mechanical Department.

Nicolea Cristea, Machinist, Mechanical Department.

Mersie Ellison, Armature Winder, Mechanical Department.

Thomas Fulton, Operator, L. A. Motor Coach Lines.

Martin Haley, Night Watchman, Engineering Department.

Agnes Heckman, Clerk, Accounting Department.

Martha Krischuk, Sorter, Accounting Department.

William McCoy, Operator, L. A. Motor Coach Lines.

Boyd Morris, Cashier, L. A. Motor Coach Lines.

Louis H. Newport, Supervisor, Western District.

William H. Payne, Helper, Mechanical Department.

John G. Troup, Laborer, Mechanical Department.

Robert Taylor, Clerk-Warehouseman, Transportation Department.

Henry B. Riley, Towerman, Engineering Department.

PACIFIC ELECTRIC MASONIC CLUB



By
**M. J.
Davison**

We had a very interesting meeting on June 20. The groundwork was laid for what appears to be a good program for the coming season.

On July 14 our past President, Brother W. S. H. Weeks, retired from active service. Says he will now have more time to play.

Several more of our fellow employees have received their Masonic degrees during the month.

Many of our members are enjoying vacations. Your scribe has just returned from one. Didn't go anywhere. Just took things easy.

Since last issue, two of our members have been called by the Supreme Grand Master: Brothers William F. Shenk and Claude A. Fuller.

PACIFIC ELECTRIC CLUB BULLETIN

TUESDAY, AUGUST 14:
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, AUGUST 16:
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, AUGUST 21:
Veterans of Foreign Wars Post No. 3956. Semi-monthly Meeting—8:00 p.m.

THURSDAY, AUGUST 23:
P. E. Women's Club Sewing Unit—10:00 a.m.

TUESDAY, AUGUST 28:
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, AUGUST 30:
P. E. Women's Club Sewing Unit—10:00 a.m.

TUESDAY, SEPTEMBER 4:
Veterans of Foreign Wars Post No. 3956. Semi-monthly Meeting—8:00 p.m.

THURSDAY, SEPTEMBER 6:
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, SEPTEMBER 11:
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, SEPTEMBER 12:
P. E. Rod & Gun Club Monthly Meeting. Followed by interesting motion pictures and refreshments—7:30 p.m.

THURSDAY, SEPTEMBER 13:
P. E. Women's Club Sewing Unit—10:00 a.m.

P. E. Women's Club Opening Meeting of new season. Interesting program arranged. Turn out and support the new officers.—1:00 p.m.

Dr. Weber Replies to Praise of Nurses

July 30, 1945.

Mr. Gordon Jackson,
1150½ Larrabee St.,
Los Angeles, Calif.

Dear Mr. Jackson:

There has just come to my attention a very considerate note that you addressed to the PACIFIC ELECTRIC MAGAZINE relative to the nursing care received by yourself and other patients at St. Vincent's Hospital, and I want you to know that it is very gratifying to our nursing personnel to occasionally receive praise for their work well done.

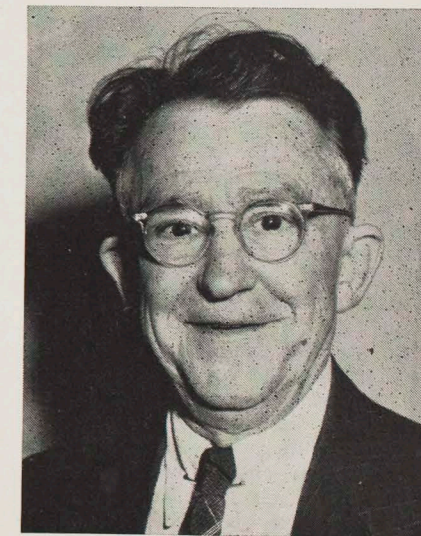
I, personally, appreciate deeply your expression of approval, and I assure you that it is always our desire to render at all times the best possible service.

Thanking you sincerely, I am
Yours very truly,
W. L. WEBER, M.D.
Chief Surgeon

Statistical Clerk W. S. H. Weeks Retires; Golda Burnam New Clerk

Stoutly maintaining that he didn't feel a day over 20, Statistical Clerk W. S. H. Weeks nevertheless retired on July 18, at the age of 65, after 22 years in the Disbursements Bureau of the Accounting Department. He had been with the company since September, 1923, and for many years had had the responsibility of preparing a number of important statistical reports, including the monthly segregation of freight and passenger railway revenues and expenses, and the monthly statement of revenues and expenses of the Los Angeles local rail lines. Before coming to Pacific Electric, he had worked for several firms in New Mexico, Arizona, and Pennsylvania.

Just before his departure, Mr. Weeks found on his desk a \$50 War Bond, presented to him by his innumerable friends in all departments of the company.



W. S. H. WEEKS

RETIREMENTS

Best wishes to the following employees, who, according to the Treasurer's office, retired during July:

NAME	Occupation	Department	Years of Service
Homer E. Lucas	Car Repairer	Mechanical	19
Jack Oglesby	Janitor	Transportation	20
Fred C. Sheffler	Motorman (South)	Transportation	25
Mulford S. Wade	Treasurer	Treasury	43
Winfield S. H. Weeks	Clerk	Accounting	22

Mr. Weeks was President of the Pacific Electric Masonic Club in 1943, and is treasurer of Holy Trinity Episcopal Church, Alhambra, in which city he makes his home at 818 North Second Street.

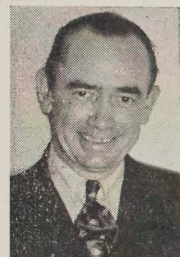
His first plan after retiring was to take a vacation—concerning whose activities he was not very specific. Afterwards he planned to improve his place by painting his house inside and out, digging the devil grass out of his lawn, and cultivating his fruit trees, of which he has apricots, peaches, prunes, lemons, and oranges, all within a relatively small city lot. Mrs. Weeks, he declared, cans 100 jars of their own fruit each year. He also intended to spend considerable time playing snooker with P.E. Club members; and fishing, if he can buy a reel.

Mr. and Mrs. Weeks have a son, Allen D., 24, who is a lieutenant, j.g., in the Navy, and is a graduate of Caltech.

Succeeding the retired Statistical Clerk is Miss Golda Burnam, who has held various positions in Disbursements Bureau since August, 1942.

Best wishes of Pacific Electric employees go to Mr. Weeks for many happy years of retirement, and to Miss Burnam for all success in her new position.

PACIFIC ELECTRIC ROD AND GUN CLUB



By
**Arlie
Skelton**

Greetings, Rod and Gun Clubbers.

According to the minutes of our July meeting, the attendance is slightly off because of summer vacations. Vice President **D. Batman**, Financial Sec'y **Robert Dornor**, Executive Committeemen **W. G. Knoche** and **J. B. Rogers** were conspicuous by their absence. When the prizes are doled out at the end of the year you will know the reason why. President **A. M. Cross** is still putting out refreshments and showing good pictures to the faithful members who come out to the meetings.

'Tis reported that **Scott Braley** is serving a term in **B. F. Manley's** "dog house." Has something to do with Scott closing a garage door on one of B. F.'s pet fishing poles and breaking the tip off. That's one way of eliminating competition. Of course if Scott hasn't improved any since May 1, he won't be registering any fish anyway.

I understand Field Captain **K. L. Oefinger** is having some difficulty distinguishing the difference between a weasel, on which this Club pays a bounty, and a ground squirrel, on which there is no bounty (providing the Executive recognizes the difference).

Speaking of weasels reminds me of a story, which I'm informed is a true story. **Jesse Edmunds** was busy doing his chores one morning recently when a young lady came barging in, all excited, and announced she wanted to borrow a gun quick. **Jesse**, being a married man and a cautious soul, hesitated for more details. She insisted it was a weasel of the rodent family out back of the hen house, all of which still didn't convince **Jesse**, for an errant husband might be any kind of a weasel and most likely hiding in some out-of-the-way place. So he took the gun and followed the excited lady to the tall weeds in back and sure enough, the excited weasel was jumping up to the top of the weeds at intervals for a look-see. **Jesse** handed her the gun and mentioned the children to stand back for safety's sake. Up jumped Mr. Weasel and nothing happened. The young lady smiled and announced she would

take him on the next jump. She did with a scratch shot from the hip, and drilled it straight through the heart. Nonchalantly she walked over and picked it up for all to see. Handing the gun back to **Jesse** she casually remarked, "That's a good little gun, like the one I carried in my saddle scabbard on the ranch in Arizona."

Our belated apologies to **Roger LeMelle** for overlooking his name on the prize list for the opening day of trout season at Lake Arrowhead. **Roger** took third prize for the opening day and was duly compensated, but I still don't believe his name was given to me at that time. Anyway, we are sorry we were unable to give him honorable mention at the proper time.

This department wishes to congratulate the Southern California Rod and Reel Club, among other clubs, for going on record in favor of outlawing the practice of chumming in fresh water for trout. We have seen it practiced in local waters and it seems very unsportsmanlike. A few hog the fish while the majority hunt for them. Even the fish become selfish and will only bite for those who feed them. Another measure which comes up for discussion at intervals and should not be allowed to gain headway is special seasons on female deer, "to improve the herds." Our contention is, it would soon eliminate the herds; it would most likely be the old mollies trying to conceal or protect their young that would get in the way of the so-called "hunters" and get killed. Anyone not rugged enough to get back into the "buck country" to hunt deer shouldn't be going anyway.

One of my fishing pals recently came down from the High Sierras and



FATHER & SON—Cpl. James A. Gallacher, 21, son of Freight Conductor (West) and Mrs. A. J. Gallacher, was awarded the Combat Infantryman's Badge while with Patton's Third Army. James has been overseas since January 10, and in the Army since February, 1943. He is shown here with his father in a picture taken just before he went overseas—while he was on his last furlough home from North Carolina. His mother is currently the Women's Club correspondent.

reports an abundant crop of fat bucks in evidence at the present time. This, in addition to reports of early bad weather causing the best fishing to come later, sort of gives us the urge to start saving on gas by doing more walking to keep in trim condition.

The next regular monthly meeting of the Club will be Wednesday, August 8 at 7:30 p.m. in the Pacific Electric Club Rooms. Refreshments and moving pictures are on the program. Try to make it a date.

P.S. Ladies invited to share in the eats and entertainment.

HERE AND THERE With THE WOMEN'S CLUB

By
**Ruby
Gallacher**



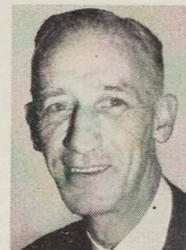
As can plainly be seen, there is a new passport photo on this page, but don't let it scare you, ladies. I was talked into it, against my better judgment! Well, anyway, the purpose is to identify your new correspondent; so please get in touch with me, if you have any news that would be of interest to our readers. My telephone no. is CRestview 12992.

Mrs. **Mabel Smart**, our new President, is spending the summer at her place of business near Lake Arrowhead. It is the Smart Way Cafe on the main highway near Camp Blue Jay. During her absence the Vice President, **Mrs. Frank Palmer**, will be in charge of all matters of importance.

Red Cross sewing class is being well attended, each Thursday; the room is just off the Cafeteria . . . mezzanine floor. More workers are always welcome. The war in the Pacific is still not over! The card parties are held every first and third Thursdays of the month. Come and bring a friend. Also remember our membership drive for this fall. We should be working on it NOW. The prize is a lovely pair of pillow slips, crochet work by **Mrs. A. J. Speak**. Someone is going to be the proud owner, when the new members are counted.

With no club activities during vacation time, this will be a very short column. Speaking of vacations . . . if you are fortunate enough or should I say BRAVE ENOUGH to venture forth on a trip . . . let us hear about it.

PACIFIC ELECTRIC BOWLING NEWS



By
**Charlie
Hill**

With the call of the next meeting of the Pacific Electric Bowling League slated for Wednesday night, August 22 at the Pacific Electric Club, interest in our bowling field should rise to a lively clip. At this meeting, after officers for the ensuing season are selected, plans of organization and tentative rules will be discussed. With the augmentation of a number of teams and the splitting of the league into two branches, there will be involved a considerable increase in the amount of record details during the season, as well as various changes in the rules and regulations governing the operation of the league and distribution of prizes, etc. Therefore, I can foresee an increased devotion of time and efforts on the part of the new officers, in order to keep the league running smoothly.

Twenty teams have already signified their intentions of bowling in the league during the coming season, and in order to obtain a coordinating schedule between the two branches, there should be four more teams or else the membership be held to the present proposed 20 teams. The Arcade Recreation Center will accommodate the 24 teams, and it is hoped that the membership may be increased to that number.

The meeting on August 22 is open to all bowlers and to those who are interested in this sport.

It might be of interest to note that in checking over the records, I observe that the Pacific Electric Club has donated a total of 37 bowling balls to lucky contestants in our Bowling League. This would represent a considerable amount of money at this time at "black market" prices. The first bowling ball was donated for the 1926-27 season, and this was won by **Mrs. Grace Shreeves**; and **Harry Hampton**, one of our veteran bowlers, carried off the honors for the 1927-28 season. Since then each year the P.E. Club has sponsored the donation of two balls, with the exception of the 1940-41 season, when four balls were given because the league was split into two branches (East Side and West Side), and for the season 1942-43 none was donated. Of the

P. E. POST 321, AMERICAN LEGION

By
**C. E.
Wilcox**



total of 37 individual winners of balls only eleven are still bowling in our league. This special courtesy through **Neal Vickrey**, Manager of the Pacific Electric Club, has done much to enhance the interest in the league, and we again thank you, Neal.

SPORTS CHATTER



By
**George M.
Kappers**

Riding
The Pacific Electric Riding Club now has enough members to have one group riding every Sunday. There are now two groups, each riding every other Sunday. The total membership to date—62.

We certainly have been having some grand times, thanks to the co-operation of **Loren Edwards** of the Pico Stables and everyone else concerned.

As everyone knows, new membership is always welcome. Cost of two hours' ride—\$1.50. Coffee and donuts, free. A couple hours of enjoyable dancing, free. Remember—everyone welcome. Let's make that membership 102 instead of 62.

If you don't know how to ride but would like to learn, we would be more than happy to assist you.

Hope to have a picture of at least one of the groups in the next issue.

Tennis

Tennis fans—we want more to register. You don't have to be a professional to be in the P.E. League. Those of you who are beginners and wish to learn to play tennis sign up also. We have a lot of able assistants to assist in instruction. With 62 riders we should have 162 tennis players. Let's go, tennis fans!

Basketball

Time to start organizing our basketball team for the coming year. We want registrations in the immediate future from all those interested. In 1944-45 the P.E. basketball team took third place in Class "A" A.A.U. In 1945-46 let's make it first place. We would be happy to have enough registrations for two or three teams. If there are, we'll form them. We have plenty of facilities and equipment. This goes for ladies, too.

If you are interested in any of the above events, please contact **G. M. Kappers**, Extension 2130, or **N. B. Vickrey**, Extension 2171.

The annual school awards given to the outstanding students of **Robert Louis Stevenson High School** were presented to **Mary Pavloff** and **Dick Valencia**, by **Henrietta Mills**, Second Vice President, D.A.V. Auxiliary, Dept. of California. The runners-up, **Sally Cavajol** and **Johnny Dougles**, also received awards.

William R. Starkey, **Kelley E. Smith**, **Joseph D. Slick**, **William T. Osborne**, and **Rich Hayes** have been admitted as new members. The Post welcomes these new comrades.

Ye scribe attended the Fourth Area Caucus held at the clubrooms of **Hollywood Post 43** July 15, as delegate from our Post. I consider it an honor to represent our Post at all Department and District meetings, and I wish to thank the comrades who expressed their confidence by electing me to the office of 2nd Vice Commander. I also wish to thank the P.E. MAGAZINE for its cooperation during the year that I have held the office of Historian and Publicity Director for the Post.

On the evening of July 20, the installation team of **Teddy's Rough Riders Post 561** installed the following comrades in their respective offices for the ensuing year: Commander, **A. W. Bone**; 1st Vice Commander, **Ray Withee**; 2nd Vice Commander, **C. E. Wilcox**; Sergeant at Arms, **T. M. Justin**; Historian, **L. L. Huhin**; Chaplain, **W. D. Parker**; Finance Officer, **K. M. Brown**; Executive Committee, **F. W. Nichols**, **C. A. Newman**, **L. C. Kady**, **J. L. Morris**; Service Officer, **Roy Mead**; Adjutant, **L. C. Kady**; Delegates, **F. W. Nichols**, **C. E. Wilcox**, **L. A. Finley**, **L. L. Huhin**.

Commander **Bone** has selected his committees and the comrades selected will be notified by mail.

On behalf of the Post I wish to thank Mr. and Mrs. **Ray Lightfoot** for their donations of magazines to the Hospital Committee.

This being my last column as Publicity Chairman, I wish to extend my best wishes to my successor, Comrade **L. L. Huhin**, who I know will do a very good job.



SOME KNITTING!—Mrs. Arthur B. Fabian, Clerk in the Freight Accounts Bureau since June 4, is equally at home with a pencil or a pair of knitting needles in her hands. She has spent a recorded total of 1,953 hours—and an unrecorded total which she can't even guess—knitting garments for the Red Cross. Ninety-six of those hours were in repair work; 1,712 were in knitting 72 new garments, which means an average of less than 23 hours per garment. Garments included sleeveless sweaters, long-sleeve sweaters, turtleneck sweaters, mufflers, gloves, trigger mitts, and others. The work was done in Fort Worth, before she came to Los Angeles in March, 1944. She felt it was important work, for she has a husband in the South Pacific as a Storekeeper 3/c, U. S. N., as well as a brother, brother-in-law, and sister-in-law in military service. Mrs. Fabian started work for P. E. as Typist, May 29, 1944.

AMERICAN LEGION AUXILIARY

By Martha Harper

President M. Malmborg was hostess to the Unit and Post for a pot luck dinner at her home in Long Beach. All who attended enjoyed a pleasant evening and a wonderful dinner.

The congratulations and best wishes of the Unit are extended to the new Commander, Comrade Bone of the P.E. Post.

Joint installation of officers was held on July 20 in the K. P. Hall at 61st and Broadway. Installing officer for the Unit was our own 23rd District President, Amelia Clifton.

The following officers were installed: Mrs. Ellen Bryant, President; Mrs. Lydia Shelton, 1st Vice President; Mrs. Cora Newhouse, 2nd Vice

President; Mrs. Phyllis Withee, Secretary; Mrs. Alice Newman, Treasurer; Mrs. Bernice Nichols, Chaplain; Mrs. Bessie Kady, Historian; Mrs. Bernyce Rose, Sergeant at Arms; Mrs. Juanita Braley, Marshal; Mrs. Nellie Mead, Mrs. Ollie Jacot, and Mrs. Lucille Withee, Executive Committee; Mrs. Ellen Bryant, Mrs. B. Nichols, and Mrs. M. Malmborg, Convention Delegates; Mrs. Juanita Braley, Mrs. Alice Newman, and Mrs. Mabelle Smith, Convention Alternates.

Mrs. M. Clemons presented the Junior Past President with her pin. Mrs. Phyllis Withee presented her with a gift from the Unit.

Miss Regina Bryant, daughter of our President, Mrs. Ellen Bryant, favored us with several vocal numbers. She was accompanied by Mrs. A. Newman.

YOUR VICTORY GARDEN

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

Commercial acreage of foodstuffs is not as great as last year and an increase of acreage is improbable because of machinery and labor shortages. Some ceiling prices are below cost of production and are discouraging farmers' efforts. Short supplies of some commodities which may have a high enough ceiling are resulting in terrific consumer buying pressure and are creating a black market. All this adds up to a tremendous need for home food production and preservation. Your garden will help break the black market and will help feed you and your family.

Now is the time to start preparation for a fall garden. In no other way can you maintain the diet your family wants and needs.

Spring garden crops are about finished and the space will soon be vacant. Prepare that land for fall planting. Apply fertilizer, if possible using the spring and summer accumulations of composted lawn clippings spread at the rate of a burlap sackful to every hundred square feet. The addition of a sack of barnyard manure with the compost will be even better. If you have no compost, a sack and a half or two sacks to a hundred square feet of barnyard manure will put the ground in tip-top condition for fall production. Wet the ground and spade the organic matter under. Then let it stand for two to four weeks before planting.

If you had no spring garden and are starting anew, follow much the same procedure of fertilization, wetting, and spading after you have cleaned off the weeds.

Many Jimmy Simpsons Need Your Blood Now!

"Why Jimmy Simpson! I didn't know you were home! You're just as handsome as ever! How did you rate a leave anyhow? Oh, wounded! Gee, I'm sorry. Well anyhow, you're here—I know your mother is happy."

Yes, Jimmy's mother is happy. Jimmy had a miraculous escape, and his life was saved by a transfusion of blood plasma.

There are many Jimmys crying for our help. You can save a life—you, and YOU, and YOU! Take that noon hour today. Visit the Red Cross Blood Bank. When our lads come marching home, there will be one there who owes his life to you. ONE hour of your time for a LIFETIME. Money cannot buy it. But you can give it. Make your appointment NOW. Bring our Jimmys home.

TRANSPORTATION DEPARTMENT



By
Suzanne
Margot
Jacquemin

Well, the "boss," Earl Johnson, is back on the job again, still a little shaky from his accident in June. . . . Bert Briggs is back to hostling motors. . . . R. E. Carter's daughter, Belva Britton, passed on while she was in the service of the U.S., and her funeral was held on July 9 at Long Beach. The PERCYO extend their sympathies. . . . During the summer months we have this office looking like a floral show with roses, carnations, "Suzanne lilies," dahlias, etc., thanks to such noble gardeners as Roy Garst, Herman Beck and Bobby Colvett (though I bet the Missuses are the real gardeners). . . . Jimmy Lewis lives on the Echo Park Line "way out there where the West begins." . . . If you want to see sparks fly, just ask who cleaned the venetian blinds on Saturday a.m. . . . Burl Young's pipe makes you wish for the "wide open spaces" (better change your tobacco!). . . . One of Motorman Joe Houseman's sons, Pvt. Geo. E. Houseman, of the Third Army infantry, came home from Germany, where he had been since January of this year, and just in time to celebrate the first birthday, on July 19, of his young son, John Wayne. Pvt. Houseman was injured on March 6. He brought home a number of trophies which "Pop Joe" showed the boys at State St. . . . Harry H. Sloane, retired Trolleyman, passed on on July 16 at his home in Pasadena at 3:30 p.m., of a heart attack. To his family we extend our sympathies. . . . R. W. Jackson's job was filled by Carol Schye. . . . John Stanton is filling in on vacations at State St. . . . "Tiny" Ross went deep sea fishing—what'd you catch? . . . Mary Hendrix has forsaken Brtte House. and bid in a job at the LA fruit house. . . . M. L. Donaghu has no "pan de dulce" for breakfast since he's at Butte doing L. H. Cobb's job while the latter is on vacation. . . . Miss Betty Stranad, daughter of Mr. and Mrs. Fred C. Stranad, leaves soon to teach at Oloo, Hawaii. This is quite an honor and sounds like a most interesting adventure for Miss Stranad. . . . Ray Tufts ("Flat-top") has been

(Continued on Page 14, Col. 1)

QUESTION AND ANSWER BOX

for

PASSENGER CONDUCTORS AND OPERATORS

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

Q. Will you explain how the zone checks are to be used on the Watts-Sierra Vista Line?

A. As described in Passenger Traffic Circular P.D. No. 1850 of both North and South Districts, there are three hat checks to be used. As you know, the zone 1 hat check is red in color; zone 2, yellow; and zone 3, green.

Leaving Watts: On a 10c fare issue a red zone 1 hat check. On a token fare issue a zone 2 or yellow check. On a 5c fare do not issue a hat check.

Leaving Florence Avenue, collect zone 2 hat checks. In this way passengers paying 5c fare will have left the car at Florence Avenue, and those holding a zone 2 check will be permitted to ride to Adams.

At Adams Street collect the zone 1 hat checks, passengers having paid token fares at Watts will have left the car prior to the collection of zone 1 hat checks.

Leaving Adams northbound, issue zone 2 checks on tokens or Form 1

and 2 L. A. Transit Lines transfers, zone 3 hat checks on 10c fares.

Leaving Valley Junction collect zone 2 hat checks.

Leaving Monterey Road (Rose Hill Park) collect zone 3 hat checks.

Zone checks will be issued leaving Sierra Vista in the same manner.

Without the use of zone checks this line would be entirely on the honor basis.

It is the desire of the management that Trainmen issue zone checks to the best of their ability. There is full realization by management of the problems confronting the Conductor and Operator during the present conditions. Because of the crowded condition of cars and busses the Operator and Conductor on some trips cannot leave the fare box. Yet there are lighter trips when the issuance of zone checks can be made. On the heavy trips some zone checks may be issued prior to reaching the downtown area. Carry zone checks as part of your working equipment every day, issuing as many as you can.

AT BUTTE STREET YARD OFFICE 20 YEARS AGO—Standing, left to right, are Harry L. Gibson, Car Clerk; Elbert L. McStotts, Yard Clerk; Earl Tennant, Demurrage Clerk; Victor Hemphill, Yardmaster; Ivan O. Hosford, Jumbo Clerk; Robert L. Alberts, S. P. Freight Clerk. Seated, left to right, are Andrew Moreno (who lent us the picture), Car Clerk; E. J. Altenburger, Car Clerk; R. V. Rachford, Chief Car Clerk; C. B. Keys, Car Clerk; A. L. Robertson, Per Diem Clerk. Gibson and Hemphill later died; McStotts, Tennant, Keys, and Hosford left the service. As for the others: Moreno is a Crew Caller; Altenburger, Assistant Trainmaster; Rachford, on leave as Division Chairman of the Brotherhood of Railway Clerks; Robertson, Assistant Trainmaster; Alberts, still with S. P.



PASSENGERS APPRECIATE

Motor Coach Operator J. R. Johnson

July 11, 1945

Mr. G. F. Squires:

Miss Lillian Smith of 4333 Hungerford Street, Bellflower, called at this office July 11 to report that Operator 1342 [J. R. Johnson] on the Los Angeles-Newport Beach-Balboa Line the morning of July 10 was without exception the most courteous driver she has had the pleasure of riding with.

Miss Smith thought this man's ability in handling an elderly lady who was not sure of the stop where she wanted to get off should receive commendation.

H. O. MARLER

Conductor K. E. Leonard

July 1, 1945

Pacific Electric Railway Company
Dear Sirs:

We had such a nice act of courtesy performed Saturday by one of your conductors that my husband wanted me to write you about it.

He had been into the city for treatments on his eyes, having undergone two operations within the year, and coming out left his case on the seat. Before he had had time to reach home this kind conductor [K. E. Leonard] had taken the trouble to bring the case to the house; and in this time of gas shortage and the hurry of a street car employe's life, it seemed especially out of the ordinary.

I am so sorry I did not note his number but he was on the rear car reaching Van Nuys at 2:30; so you could probably check if you care to.

We certainly do appreciate the kindness and wanted you to know about it.

MRS. D. H. LONG

TRANSPORTATION DEPARTMENT

(Continued from Page 13)

appointed Grievance Committee member of the BRT. . . . Three times makes the charm, Fireman W. F. Brown and Brakeman G. R. Brown!

C. L. Settle and K. P. Pedder, both working as Yardmasters, are off seriously ill.

Best wishes to retired Treasurer M. S. Wade. Many happy trips with that new traveling bag!

DRY MUSINGS

A man's greatest mistake is to suppose a grass widow is green.

For Courtesy to Children, A. E. Stowe Commended

Outstanding among numerous Motor Coach Operators and Trainmen who give Pacific Electric a favorable reputation with the traveling public is Art E. Stowe, who operates a bus on the Sherman Oaks-Birmingham Hospital run.

Art has been connected with the company since 1923, when he began work as a Conductor, and over the years has received a number of tributes from gratified passengers.

The Van Nuys Tribune for June 22 carried a feature story about the excellent manner in which this P.E. Motor Coach Operator handles the school children on his bus, and how fine a fellow they think he is. It is too long to quote at full length, but the reporter recommends Art "for a special medal inscribed: 'for accepting responsibility beyond the call of duty'."

"Art, as the youngsters fondly call him, knows upward of 200 school children by their first names," says the Tribune. "'Good night, Beverly; don't step in that mud puddle, Frankie; remember, Doris, you owe me two fares—oh, that's all right, pay me tomorrow—good-bye, Della.' This goes on all the way, to the smiles and approving nods of the elders. Yes, parents do not worry about their children getting hurt or getting into mischief on the way home—they're in Art's care.

. . . "It was Henry who said, 'He's the best guy in the world—except, of course, my daddy.'"

There was much more in the same vein. Don't you agree that Art is one of Pacific Electric's best assets?

Motor Coach Operator Walter E. Turner

Dear Sirs:

Regarding Bus Driver No. 3358 on trip in from State Hospital at Norwalk Sunday, July 22, it gives me pleasure to state that he was very courteous and efficient, which was appreciated by all the passengers.

Yours very truly,

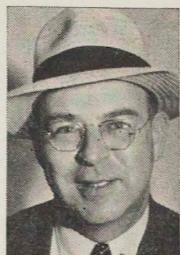
W. H. GAGE

The finest edge is made with the blunt whetstone.—John Lyly.

Life without industry is guilt, industry without art is brutality.—John Ruskin.

STATIONS AND YARDS

By
Arden H.
Nasher



To the anonymous correspondent who wanted to know why this column is "slighted" by being shorter than other columns some months and absent others, all we can say is that we appreciate the interest which promoted you to write, and the condition itself is partly due to the writer and partly to Ye Ed. It seems that we only contrive to take time for a column about twice in every three issues, and when we do, the Editor finds that other material is so prolific something must get the ax, and it happens to be us.

Wonder if you folks who read this column remember a big bluff good-natured guy on the Southern District named A. E. Endicott? He was a Texan and, like many from the Lone Star State, he could tell many tall stories. We received a letter from him the other day, written some time ago in the European theatre, wishing all his friends well and wanting to hear from us. No use passing the address along now, as he is probably back in the States or being transferred to the South Pacific. If he reads this, he'll know we haven't forgotten him and extend best wishes for his safe return to the old P.E.

Lt. Col. James G. Blake is now Asst. Port Transportation Officer, Port of New York. He says it is the biggest job he ever handled, but we know he'll come through with flying colors. Mrs. Blake and son Jim are going to New York in August to be with him.

Here and there: Ask little Lucille Paige what made her so down-hearted last month. It was a sad, sad occurrence and she had all our sympathy. Nope, nobody died, but it was almost as bad. Vacations at present: Don Houston (golf, we'll bet); George Orr (up in the lake and mountain country); Georgia Marshall, OS&D Clerk at the Freight House (to Frisco if no change in plans).

Tex Wallace has a Graham sedan formerly property of the writer, and we hope it's OK. Friend Margot at State Street told you we had a swell new Chrysler. Really almost new in the literal sense, too, as former owner George Preece put only 18,000 miles on it since buying it new in 1941.

Jim Lewis at 8th Street and Ruth McCabe in Mr. Wagenbach's office were both looking for a house, but Jim found one which had just been vacated by Amos Tang, Freight Trainmaster on the South. Ruth is still looking; can any of you guys and gals help her out?

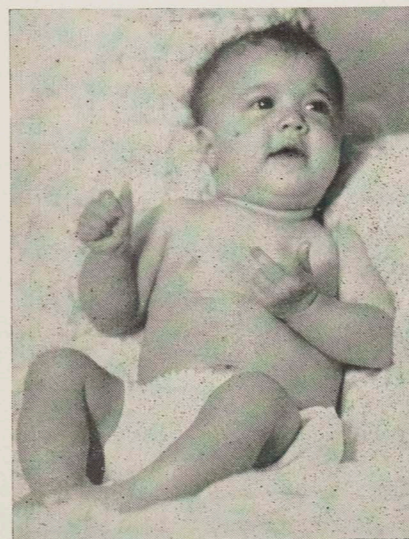
Jack Baume called us to tell us that his sister Helen Sennacher has a new place, and recently moved into it to the delight of all concerned.

Wonder why we can't have another golf tourney this summer? There are any number of golfers, good, bad and indifferent on these premises and almost any Sunday at Griffith Park, Midwick, Fox Hills, Santa Anita, Brentwood, etc., you'll see P.E. people going around. Just to mention a few: Col. Belt, Instruction Dept.; Dixon, Freight Traffic; McCullough and Shaffer, Special Agents; Ralph Porter, Engineering; Seigler, West Hollywood; Converse, Land & Tax; John Suman, Auditor; Rankin, P.E. Building, etc., etc., and the writer. Some of these boys are about as good as they come; we personally have seen Seigler shoot a 68 at Brentwood and either a 68 or 69 at Midwick, and Ralph Porter a 70 and 73 at Midwick. Who starts these things, anyway?

SIXTH & MAIN TERMINAL

By W. B. Shrewsbury

We have received quite a bit of mail from the boys overseas and they, like our forty million civilian readers, would like to know what's going on around 6th and Main. So we shall



VALENTINE GIRL — Carol Ann Pickler, daughter of Service Director and Mrs. H. W. Pickler, was born February 14. Here she is at the age of five months, weighing better than 15 pounds.

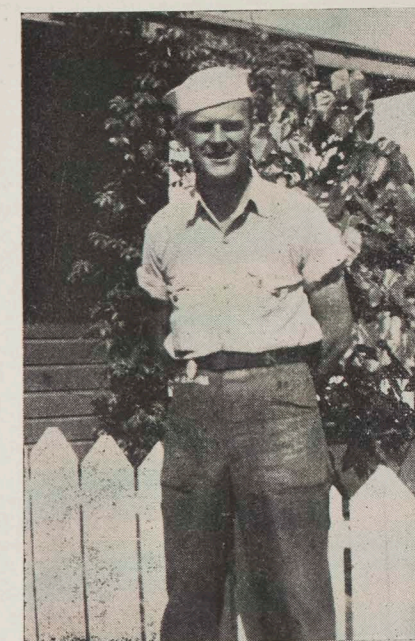
devote this month's column to a bit of trite news.

You forty million guys and gals that already know about the following just skip the next few paragraphs because they are written exclusively for the benefit of ex-Conductor Elvin E. Goodman, now with a railway operating battalion. Elvin is the son of Conductor and Paymaster Leo Goodman, 20-year man on the South.

"Well, Elvin, you write that the boys in your company have railroaded in Africa, Sicily, Italy, France and Germany and now they want to come to California and help run the P. E. Believe me, your company would be most welcome. Troop and freight movements on the West Coast are really terrific. Every available bit of manpower is being used and they are still away short. However, everyone admits rails are doing a magnificent job. Of course the poor old benighted civilian is taking an awful beating. His pullman travel has been banned on trips of less than 450 miles. Heart-breaking, isn't it? But most of this stuff you have probably already heard about, so will tell you a bit about the P.E.'s rejuvenation program. Practically all the stations are getting new paint jobs and some are being rebuilt."

We also received a letter and a picture of SK 3/c Jos. H. Elsmore, an ex-Motorman on the South. Joe has a brother in the Navy who was also a Motorman on the South.

We had a bit of gold braid around the M.T. District the other day. H. C. Garry and D. G. Ellison, both officers in the merchant marine, have been called back to duty. Both of these men are operators out of the El



JOS. H. ELSMORE

Monte Terminal. "Sandy" Sandgryn, Driver from Whittier, is now in the Marines.

Felicitations to Conductor L. N. Velzy, who returned to the P.E. after approximately 15 years' absence.

Operator Dansforth has returned from the South to Motor Transit.

And here's a word to M.T. Service Directors in case they are having trouble with stenogs and secretaries. Terminal Foreman Griffin's policy in keeping the gals happy is simple. He obtained a nice framed mirror, hung it on the wall, stuck a flower in a glass, and put a card on the wall with the inscription "Pat's Powder Room."

FOR THAT TIRED FEELING

In these days when many Trainmen, Motor Coach Operators, and office workers are putting in many hours of overtime, advice from the Metropolitan Life Insurance Company on relaxation is quite in order. Warning that "efficiency drops when fatigue begins," the Metropolitan suggests that if you are chronically tired, you should:

SEE YOUR DOCTOR, who may find some illness or organic defect which may be remedied.

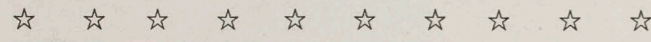
EAT ADEQUATE MEALS regularly, including a good breakfast.

GET MORE SLEEP by going to bed earlier and resting briefly during the day when possible.

CONSERVE ENERGY by avoiding tension, fear, worry, anger, all of which may result from your setting too fast a pace for yourself and for others. The best hurdlers are those who take the hurdles in stride. Let muscles go limp occasionally. Imitate a wet dish rag.

EXERCISE both mind and muscles in types of recreation you like best. Refreshment is often provided, not merely by doing nothing, but by doing something interesting and different from the everyday routine.

—And Metropolitan doesn't suggest this, but remember that there's nothing like a good hearty laugh to bring you back to life.



HONOR ROLL

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

ENGINEERING DEPARTMENT

Clemente L. Benavente

MECHANICAL DEPARTMENT

Howard A. Trisler

TRANSPORTATION DEPARTMENT

Henry W. Polo
H. B. Sandgren

Reported Returned From Military Service

ENGINEERING DEPARTMENT

Roy L. Oakley

TRANSPORTATION DEPARTMENT

Reese D. Bailey
Harmon D. Fisher
George M. Levissee
W. C. Sarver

As of July 26, 1945

Pacific Electric Employees in Armed Forces.....	778
Employees Deceased while Serving in Armed Forces 10	
Prisoner of War	0
Missing in Action	3

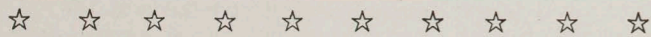
Total - - - - 791

GOLD STARS

John DeGoede
Antonio B. Dominguez
Arnold G. Evans
Iver Iverson
Woodrow A. Lewis
Raymond R. Munoz
Stanley Nemeck
Wm. F. Nicolay
R. B. Ruggeri
Francis E. Tredget

MISSING IN ACTION

Lee O. Bogue, Jr.
Edward P. Gwin
Jack W. Fishel



Lack of West Rail Workers Told in Truman Message

Pacific Electric, Key Railroad in Supply Lines to Pacific, Also Needs Eligible Men

President Truman on July 16 sent a special message from the Big Three meeting site near Potsdam, Germany, urging Americans to take jobs on Western railroads to help avert a serious transportation shortage.

The statement said:

"If the demands of the Japanese war are to be met, the railroads in the West must have additional manpower immediately. The manpower shortage is so serious that the War Department recently ordered 4000 experienced railroad men to be furloughed from the Army to help ease the situation, but they are only a fraction of the number needed.

"The western railroads today need 65,000 men and need them badly. We must keep men and material flowing into the ports as fast as our convoys can transport them to the battle zone.

"The effects of the shortage already are being felt, with the peak loads still months away. Our soldiers returning from the European campaign are not getting the best accommodations because many cars are in the shops awaiting repairs and overhauling.

"Some troops are being delayed at the ports because trains cannot be supplied promptly. Overworked crews must be given time to rest before taking trains out on long, hard trips. Trains are often late because of short switching crews which cannot keep traffic moving at top efficiency. Unless additional manpower is found these delays will become serious as the load increases.

"That is why I am bringing this situation to the attention of the American people. Any patriotic American who is not already engaged in essential war work can make a real contribution toward the defeat of Japan by applying for a job on a western railroad during this emergency period. Those who are now working on railroads can do a great service to their country by remaining on the job."

Pacific Electric, too, is in urgent need of additional skilled and unskilled help. According to Superintendent of Employment *Harry L. Young*, Pacific Electric needs Auto Repairmen, Car Repairers, Car Carpenters, Freight Car Inspectors, Machinists, Linemen, Signalmen, Bridge and Building Carpenters, Painters, and Bonders and Welders.

You can help by referring to Room 217, P. E. Building, men who you know are eligible for jobs with Pacific Electric.

TO HELP EASE THE LABOR SHORTAGE on railroads in the Western states, Pacific Electric is currently running in Southern California newspapers the advertisement on the next page.



YOU CAN HELP FINISH THE JAPS!

Western railroads need 65,000 more men to move troops and supplies to Pacific Coast ports. Will you help in this extreme emergency?

Skilled workers and experienced railroad men APPLY NOW at your nearest railroad office, or United States Employment Service.

This 24-page illustrated booklet describes Pacific Electric's contribution to the war effort through its movement of vital freight, troops and civilian personnel.

Write at once for your free copy, addressing
H. O. Marler, Passenger Traffic Manager, Pacific Electric Ry., 208 East Sixth Street, Los Angeles 14, Calif.

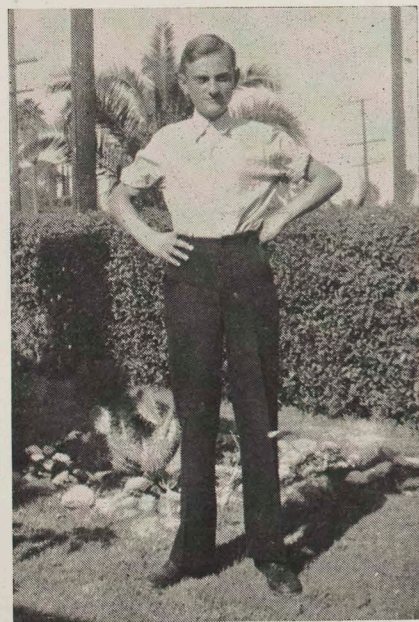
MACY STREET TERMINAL



By
Ted Harrison

Maybe it's the hot spell that has been causing the bumps around here the past couple of weeks. I was going to tell you all about them, but they just got so numerous that they wouldn't give me enough space to get half of them in. However, I guess I should mention one, the most tragic of all. There's Conductor Lewis, who has for over a year been on that Glendora relief job. Works out of Glendora where he thought nobody would ever catch up with him—and here comes Conductor Paul Wagner and pushes him right off it! Too bad, Lew, and just as you were beginning to get acquainted.

Maybe you think you get service on a Pullman as you watch the porter carefully wipe off the grab handles as the train comes in the station. But that's nothing to the service at least one of our Macy Conductors passes out. When a Motorman on a Baldwin Park run inadvertently ran past a lady passenger and she had to take a few steps in the sand beyond the landing, this aforesaid Conductor took his handkerchief and dusted off her shoes. Yes, sir! And when he went



JOE W. LOYAL

to collect her fare he saw a little dust he had missed and attended to that too. At least this is what we heard. How about it, Pete Sanchez?

Motorman Polzien has gone on his vacation and you don't need to ask where, for you must have seen the snap of the little mountain cabin he has been looking at every fifteen minutes the past month. He may not have a run when he gets back the way bumps are going around, but after all, Pol, the extra board is not so bad and you could get around to tell us all about the big ones that got away.

The next two items I'm sure will be of interest to us all both at Macy and elsewhere around the system. They do not consist of good news, but we have to take the bad with the good. The first I'll put in the form of a story to get over some of the facts as they were told to me.

Some time ago, 1941 to be exact, a boy, a little too young to enlist, asked his Dad to sign up for him and let him go in the Army. Before Dad had a chance to say no, even if he had wanted to, the boy said, "You might just as well do it for me, for if you don't, I'll go to Canada and get in anyway." Dad signed up, and the boy went in the Army and requested to be sent to the Philippines. He got his request granted.

Then war broke out and things began to get pretty hot and the U. S. forces had to surrender. The hero of our story was among those taken prisoner. On October 11, 1944, along with 1774 others, he was moved from Manila in a Japanese ship. On October 24 the ship was torpedoed by one of our subs. Only five escaped, and the boy who insisted on doing his bit gave all; for he was among the 1770 that were lost. Know who he was? Private Joe W. Loyal of the 31st Infantry and son of our own Extra Night Supervisor Joe Loyal at Macy.

Chester R. Scaggs, son of Motorman R. C. Scaggs of the Northern District, somewhere in the Pacific has laid down his life for his country, according to a War Department telegram received June 28 by the boy's mother, Mrs. Ellen Siver, of Redondo Beach. The exact date is uncertain, but Chester's last letter, which arrived about June 1, indicated that he was all right at that time, according to his father.

Born April 2, 1921, Chester joined the infantry in October, 1942, shortly after finishing school, and after training in Oregon and Washington went to Honolulu and then to Okinawa. He was home on furlough in September, 1944.

The sympathy of employes is extended to Chester's parents.

Motorman A. A. Johnston says he heard a yell as if someone were about

to be murdered at First and San Pedro the other day. Yes, it was tall, dark, and handsome Pete Peterson in seaman's uniform driving a nice big sedan. Pete is a former Macy Conductor.



CHESTER R. SCAGGS

L. N. Velzy Saves Lives: Blood Donations Total 18

This month our hat is off to Louis N. Velzy, South Conductor, who, at the age of 39, has been 18—you read it correctly: eighteen—times to the blood bank at 920 South Western Avenue. And yup, he makes his nineteenth donation soon.

He can't remember exactly when he began his donations, but he does remember that it was during a period of his life when he was averaging 50 hours a week driving a laundry truck and 30 hours a week working as a Collector for Pacific Electric.

A big, tall, healthy-looking, raw-boned fellow with a shock of unruly iron-grey hair, Louis says he has never once felt the slightest ill effect from loss of blood. In fact, he says that he would sometimes donate blood before he started his work day. "I'd drive up to the blood bank, jump out of my laundry truck, donate some blood, climb back into my truck, and work all day," says Louis—who, incidentally, would not have consented to any publicity had it not been pointed out that the blood bank needs to have his kind of story publicized. They need your blood, too, gentle reader.

Conductor Velzy hasn't lost his am-

REPORT OF VITAL STATISTICS

June 21, 1945, to July 20, 1945

NAME	OCCUPATION	Group		
		Died	Insurance	Mortuary
Alvord, Frank J.	Bridge Carpenter (Retired)	6-22-45	Yes	Yes
Schenk, William F.	Machinist	6-24-45	Yes	Yes
West, Jacob C.	Track Foreman	6-28-45	Yes	No
Oberacker, Fred	Towerman (Retired)	7- 5-45	No	Yes
Goldsmith, Max	Carpenter	7- 5-45	No	No
Fuller, Claude A.	Conductor	7- 8-45	Yes	No
Rose, Charles R.	Trolleyman (Retired)	7-10-45	Yes	Yes
Porter, Samuel P.	Machinist	7-13-45	No	No
Sloane, Harry H.	Conductor (Retired)	7-16-45	Yes	Yes

EMPLOYEES' WIVES' DEATH BENEFIT FUND

NAME	DIED	WIFE OF	DEPARTMENT
Smith, Elsie E.	7-11-45	Smith, John C.	Mechanical

bitation with his blood. Though he is now working on the South, he is a qualified system Conductor, and a Dispatcher; and, by the time this story is published, hopes to be a qualified Terminal Foreman. He began working for P.E. on June 4, 1926, left in 1930, worked for a laundry for a number of years, began again as a Collector for P.E. on September 9, 1943, switched over to train service in February, 1945, qualified as Dispatcher on July 11.

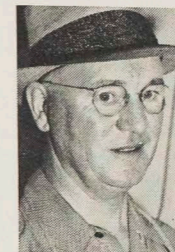
He lives at 5830 Seventh Avenue with Mrs. Velzy, two sons, ages 18 and 16, and one daughter, age 12.

Well, as we said before, our hat is off to Louis N. Velzy. Does anyone challenge him for the title of Champion Blood Donor of Pacific Electric?



EIGHTEEN TIMES a blood donor is Conductor Louis N. Velzy's record.

SUBWAY TERMINAL



By
W. F. Servranckx

Trainmaster James E. Douglass had a double celebration July 14, when he had a birthday and entered the state of matrimony with a lovely lady from Pennsylvania, nee Nellie Stevie. Jim has known her for about three years, and the ceremony was performed by Rev. Eldred Charles, pastor of Christian Church of Culver City. We had been wondering why our well-known Trainmaster was walking on air all week, smiling and beaming, but now that we know the secret, may we of the Subway offer our sincere congratulations to the happy couple.

Terminal Foreman and Mrs. W. H. Bradbury and family made their annual trip to Mexico City, where he visited his mother and friends, and reported a very nice trip. I am sure everyone is glad to see our handsome Foreman back.

News from St. Vincent's Hospital: General Chairman Don H. Sheets of the B.R.T., cyst removed and back at work.

Supervisor A. W. Day, hernia, and back at work.

Supervisor L. H. Newport, still confined and would appreciate a visit.

Supervisor Ernie Jarvis recuperating at home; and that just about gives the news of our head guys.

Doc. Stork reports:



SHARON RAE ROWLAND, 23 months, is the granddaughter of Motorman and Mrs. Glenn Hagle, Sr. Sharon's father is Ray Rowland, Boatswain's mate 2/c in the Philippines.

Conductor and Mrs. J. H. McAnn—a girl, Barbara Jo McAnn, 7 lbs. 7 ounces, 1:30 a.m., July 5, 1945, at La Brea Hospital.

Conductor M. L. and Mrs. Hilliker—a boy, Victor L. Hilliker, 8 lbs. 7½ ounces, 8:47 p.m., June 22, 1945, at California Lutheran Hospital (a future Motorman.)

Conductor and Mrs. Joe Obrand—a boy, Ronald Allen Obrand, 7 lbs. 1 ounce, July 9, 1945, at Good Samaritan Hospital. All fathers are happy and feeling very well after the ordeal. Congratulations to the happy couples.

Motorman W. J. Stewart spent his vacation at home washing windows. No gas coupons for deer hunting, says he.

Conductor Wm. O'Hern has changed attorneys, the previous one not having lived up to his instructions by allowing Conductor W. D. Gordon to bump him. Atta boy, Bill.

The August orchid for politeness goes to Conductor Chas. E. Fletcher, West Hollywood, an ex-Marine who has an eye for beauty. Someone left a message for him to call a certain number and ask for Kitty. We hope it was not a Cat and Dog Hospital, Charlie.

We are informed that the best-dressed civilian at the Subway is "Beau Brummel" W. E. Brown.

After all these years, we have discovered the most perfect bald head; none other than that well-known lady-killer, Motorman Mike Baker of the Subway Terminal. Foreman R. L. De Moss, please copy.

Terminal Foreman Bill Kennedy was off sick, and Supervisor W. D.

Shaw took over. Just what is the idea, W. D.? Putting ideas in our good friend's head to collect on his insurance, or getting acquainted with "Oscar" the spider?

And now we have the heavyweight club of the Western Division: H. D. Fisher, Louis Phillips, M. E. ("Mayor") Kramer, C. A. Parr, T. G. Koeper, T. B. Clements, E. R. Folsom, and their mascots, C. T. Kaneer and M. G. Vernak.

If you cannot afford to buy a Bond, give a pint of blood, and V. J. Day may be here much sooner.

PASADENA TERMINAL



By
H. L.
Woodford

Owing to the abundance of work caused by the Race Track Specials, and so little news, I decided it was a good time to take a vacation last month, and to my surprise, it was very gratifying to find out so many missed the column. I thought I had only 5 readers; it turns out I have 7.

Two of our old timers made their last news in the month of July; Charles R. Rose and Harry H. Sloane.

Charlie Rose, retired Motorman, passed away July 10 in his 78th year. He began his railroad career in Boston on a horse car. Charlie started with the P.E. in 1905, continuing until his retirement at 70 years of age. It was on the Avenue 64 line that he met his son-in-law, then a boy of 12 years, now Cpl. Leffet Hart, in the Army Medical Corps. He is survived by his wife, Mary, and daughter, Mrs. Genevieve Hart.

On Monday, July 16, the many friends of Harry H. Sloane learned with deep sorrow that he had passed away suddenly at his home. Harry was a native of Andover, Mass., and was 57 years of age. His wife, Katherine, a son, and a daughter survive. To the families of Charlie and Harry go the sincerest sympathy from all who knew and respected these splendid gentlemen.

To Mr. and Mrs. J. G. Sprowl, at St. Luke's Hospital, twins, Allison Jewel, 5 lbs. 4 ounces, and Geoffrey Glenn, 5 lbs. 11 ounces, were born on June 22. Along with their daughter, Leslie, age 2½, this makes quite a family, and no wonder Papa is popping his buttons.

Frank Cummings, Baker 1/c in the Navy, is home on a 30-day leave from a very exciting trip in the South Pacific.

We learned from Brakeman Jack Mahon that former Pasadena Conductor Bill Robinson is now a Lieutenant Colonel in the Air Force, stationed in Honolulu.

Motorman S. C. Harris has his dog back from the Army with an honor-



CHARLIE ROSE on the Avenue 64 line in the old days.

able discharge and everything. The dog had been in France a year and a half in the Scout and Messenger Service. He was decorated with a poplar tree and two fire hydrant clusters.

D. B. Gardner came home from the Veterans' Hospital at San Fernando for a day to celebrate his daughter's birthday.

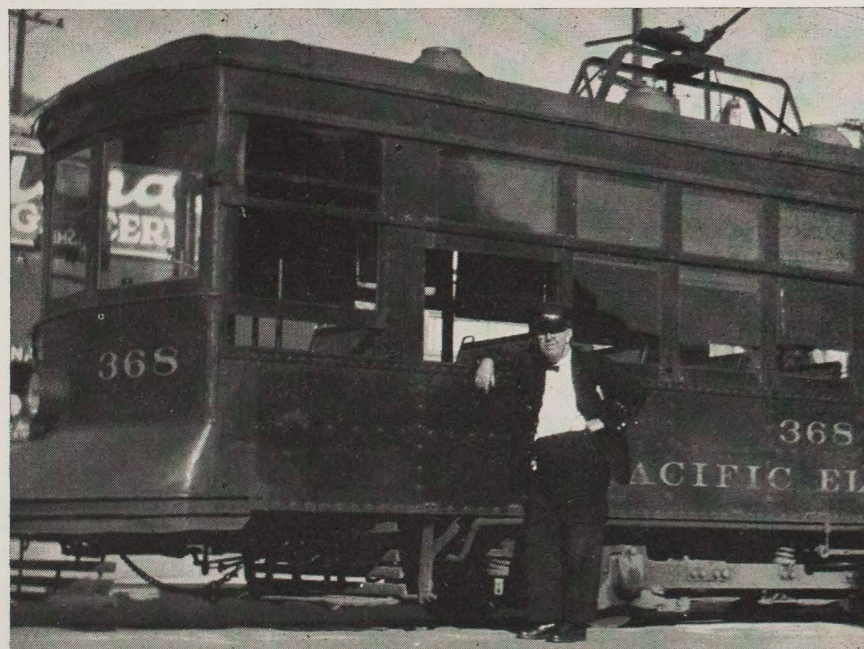
Motorman Bob Steele's son has come home from a German prison camp near Frankfort after 5½ months, and has some very interesting stories.

Motorman Earl ("Forever") Ambert Montgomery picked the horse "Old English" to win the Santa Anita Handicap. Now Ambert is telling everyone where they can buy Old English "glue-coat" for their floors and linoleum.

Payroll Deduction For Glasses Authorized

The company management has announced that a payroll deduction plan in connection with procurement of glasses, repairs to glasses, etc., has just been made with Dr. Walter F. Morrison, 818 Pacific Electric Building, Los Angeles, for the convenience of employees.

Dr. Morrison has been located in Los Angeles for many years, has a very high reputation, and has made glasses for many of the employees during the past. His services are of particular advantage to Pacific Electric employees because of the convenience of his office and the promptness of his service. Glasses are furnished within a few days after examination; new lenses to replace broken ones, as well as other repairs to glasses, are made promptly. Dr. Morrison maintains his own lens grinding facilities.—Advt.



CONDUCTOR HARRY H. SLOANE, pictured on the last day the local cars ran in Pasadena, January 18, 1941.

OCEAN PARK CAR HOUSE AND BUS LOT

By Bill Williams

Modene, our very popular Cashier, is away for thirty days, and for a very good reason: her husband, who has been on active service a long time, is home on leave.

Conductor Knott had a very responsible job on the Short Line a few Sundays ago and handled himself like a veteran; it seems quite possible that we shall hear more about this fellow in the future.

Conductor Kramer, also known as "Four by Four" and "Mayor of the Short Line," is doing good work at this terminal. Although he gives his vocal chords plenty of exercise, he does it in such a way that he really helps the traveling public.

Conductor Crews, who works very smoothly and always has a smile while he is working, is making a very favorable impression at OPCH.

Each month in the Magazine we pick out one of the Trainmen for special mention, and this month we have chosen Motorman George Rice. George has been with the Company for twenty years and has always been a good Trainman; he can give you good advice about almost anything. If you want the winner of the second



FUTURE MOTORMAN — Jerry Doyle Falco, age 6 months, weight 21 pounds, height 28 inches, is the son of Motorman and Mrs. Anthony J. Falco. His daddy works on the Western District. Jerry, at the age of five months, traveled 2,500 miles by rail to Abernathy, Texas, to see his grandmother, as the first step in his transportation career. At 3½ months he had cut his first tooth. Picture taken June 26.

race at Santa Anita, he can give it to you. George never makes a bad decision.

LONG BEACH FREIGHT HOUSE

By
Jack
DeLaney



Our popular Telephone Operator, Florence Black, was married to Francis Earl Farrell at Las Vegas on June 27. Florence is well known to the older employes at the station, having worked at the switchboard in the freight office several years ago. The employes at the office here presented her with several wedding gifts recently. Best of luck and happiness, Florence and Francis.

We have one employe who is always prompt about getting to work, but she almost overdid it a few days ago. Thelma Thomas, Freight Clerk, looked out her front window, saw a large electric light burning, and took it for the sun coming up. Jumping up, she prepared her breakfast and got herself all primed up for work when her husband stopped her and inquired "Why so early?" After taking a second look at the clock, Thelma saw it was 3 a.m., so back to bed for a couple more hours of sleep.

Fay Stirn, Steno-Clerk, tried to keep her birthday secret but it didn't work out so well. July 23, while she was at lunch, a large birthday cake was left on her desk as well as a beautiful vase. We all shared in the cake and wished Fay many more birthdays to come.

Amos Tang, Trainmaster, is pretty much on good behavior now. His wife Dorothy is now employed at the station as Freight Clerk, and she keeps an eagle eye on Amos. Now Amos,

you be a good boy now, or Mama will spank.

Hester Amidon, Govt. B/L Clerk, is spending her two weeks vacation visiting with her brother, who is in the service of Uncle Sam. Irwin Kuehl is holding down the job during her absence.

Calvin Duranleau, OS&D Clerk, says he spent a fine two weeks vacation. From what he says, it was spent around Big Bear. Said he put in most of his time fighting fires.

Bob Haynes is back to work at the ticket office after quite a long spell in the hospital. Bob says he will make another start toward completing the boat which he started to build about four years ago. Then off to Lake Henshaw, where he says he always catches the limit.

Oroville Knox has purchased a half interest in the pig business from Fred Boren. Fred is getting a little disturbed about his pigs. They got out of the corral last week and ate up all of his sweet peas.



"SOMETHING TO SHOOT AT," says Correspondent Jack DeLaney of these five Long Beach freight old-timers whose seniority totals 118 years. Left to right are E. C. McSorley, who began in January, 1923; C. W. Ronco, March, 1923; P. H. Paulson, September, 1923; Frank B. Howe, August, 1917; J. A. McCarty, July, 1921. "All good and faithful employes," asserts Jack.

AUTO INSURANCE

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100% SERVICE at Lowest Possible Rates in Standard Companies Only

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TU 7272

See P. A. DuBOSE of the
Wm. L. Thomas Agency

Suite 817
Pershing
Square Bldg.
448 S. Hill St.
TR 3526

ROOM 221 AND VICINITY

By
Lucille
Paige



With everyone taking vacations or planning them, my Palm Springs Saga fades into the blue. Kinda wish I could take another and charge it to the year 1950. What am I saying!

The recent marriage of Jim Douglass, Trainmaster, Western District, calls for congratulations, and his many friends wish him the happiness he so richly deserves.

Mildred Johnston happy about her brother Ralph, home from Italy. She expects Gordon, another brother, from the Pacific area in the fall. Yep, my brother returned from Germany for a furlough, too, and we're just two of the many "homefronters" blessed with such luck.

Catherine Lawrence joined our little nest in 221 from the Schedule Bureau, replacing Bess Parmley. Madeline Levin is the new Steno-Clerk in Freight Service Bureau.

Many are the inquiries received in

this office, but the climax was a call from a lady requesting permission to inter the remains of her pet mule on our right-of-way property. Not possessing this sort of information, we referred said request to the Pacific Electric Department for Permission to Bury Animals.

Like a character from the Gay Nineties Period, with her upsweep hairdo, bustling manner and piquant tongue, Ruth Gregg Fisher emerges in this modern century as a definite challenge to the so-called glamour girl, who lacks her spice and personality.

Born in Baltimore, Maryland, she completed her schooling in New Jersey and arrived in Los Angeles in 1931. Skipping to 1942 when she joined the P.E. family as Steno-Clerk at Los Angeles Freight Station, Ruth subsequently transferred to the Motor Transit Office where she now occupies position of Trainmaster's Clerk. In the event you are wondering about the intervening years, many will be surprised to know that Ruth has reared a son, who at this writing is 18 years of age and stationed in the Philippines.

She's goofy about gardening and

is working on an invention at this time to raise lettuce and tomato salad with a dab of mayonnaise on top, ready to serve. (Why stop at that, Ruthie; why not a waldorf salad?)

This modern Gibson Girl loves thick steaks, medium rare . . . loves to dance, swim, hike. Has eyes of warm brown . . . dresses with distinction and good taste, but is not a clothes horse. Always attempting to be a strawberry blond (and almost succeeding, too) . . . would rather watch a horse show than eat.

Probably has more staunch admirers in and out of this company than any among us, and can relate a story in a manner that is often imitated but never matched.



RUTH G.
FISHER

WHAT'S DOING IN INFORMATION

By Deane H. Koch

What's doing? We are so busy we just can't find time to get around to tell you much this time. With transportation so much heavier and more service men and women coming to Los Angeles, and each having a friend or relative he wants to see, the duty of directing them naturally falls to this Department. This is true whether they come to Sixth and Main, go to a U.S.O., or to Traveler's Aid. A great many times desired addresses



"TOPS"—
Deanna and
Robert Sweigart,
children of Los
Angeles Police
Officer and
Mrs. Harry R.
Sweigart, are
also grandchil-
dren of Mrs.
Deane H. Koch
of the Informa-
tion Bureau.
Deanna was two
on July 16, and
Robert was six
on July 23.
Grandmother
naturally thinks
they are "tops."

are wrong or incomplete, as in one case when a service man wanted to go to 3800—when asked what street, he did not know. Although he had been there on several occasions, he only knew that it was in the southwest part of the city. After further questioning we were finally able to send him on his way and so, by using all the powers we can possibly command, the searcher can almost always be sent on the correct route.

Not only is "Information" busy but "Lost and Found" is so busy we have had to share one of our members part-time with Mrs. Phillips in order that she may keep her head above water. Seems lots of folks are forgetful these days.

Now as for what is doing in the way of news—Adeline McIntyre returned from her vacation and is on the job. She says that in just 350 days or thereabouts, she will have another one.

Bessie Bundy is having her vacation and we are all sorry that she and her sister Lou were unable to make a planned trip. Reservations being as they are, they were afraid to take chances after having return reservations cancelled.

We are glad to report that Isabel Ash has so much improved from her recent operation that she is able to be back with us again. We understand Isabel is fortunate enough to have friends with whom she visited in the desert. We also learn she went to San Diego.

Elsie Tappendorf had a grand surprise recently when her son Billy, in the government service, flew in from St. Louis to spend a few days with her.

Doris Burden and mother made a trip to Big Bear about a week ago. Doris's son, Kenny, is in a camp near there.

Helen Drew's father, who is in the hospital following an operation, is recovering nicely.

Mrs. Fay Phillips has the sympathy of our group. Her father is very seriously ill and in the California Hospital.

So much for personal doings. There are always those "out of this world" sayings but most of them will have to wait. Perhaps the parting shot could be of the party who called on the telephone to say she was a stranger in Los Angeles and "Would you please tell me where Sixth and Main would be?" Or "There is a Navy camp some place in Southern California. Will you please tell me what car will I take to get there?"

MECHANICAL DEPARTMENT

North and South Districts



By
Guy F.
Gehde

It's nice to go to the office every morning and greet my old pals—Mac Boswell, Harold Johnson, "Pop" Haggarty, and last but not least, Elwood Pitts, back from vacation. . . . How I depend on these boys—couldn't start my day without them. I wonder sometimes if they know their value—especially when they all go away, and leave me a lot of B O cars, and the rest on mileage. Then about eight o'clock there comes E. F. Edwards, our Wrecking Foreman, and Cy Madill, Auto Machinist and Diesel Leader. I always have biz—with them. It's all a great pleasure.

Speaking of our Diesel Auto Machinist, Cy Madill, he announced one morning that he was to be the proud grandfather for the third time. . . . I all but threw my typewriter out the window, and jumped after it. . . . No one would ever think of this husky sun-burned old-young Lothario as other than a halfback on the USC football team. The proud father, Cy's son-in-law Gus Gideon, stationed at San Diego, is due to leave for overseas duty any day.

Then I just carry on with numerous Dispatchers. Johnny Hansen, who does not like two whistles, comes in, says in gravest tone, "What the hell do you want?" . . . It's not me, Johnny, but the South Dispatcher, Mr. Osborne—wants a bomber. Quite interesting.

Then my old reliable Loren Godwin arrives at 8:30. That very best of Day Foremen, Joe Wilcomb, gives me one look—not one word—and all is well. Macy is full of interesting characters, and plenty of glamour.

Bernard Murphy, our "pet air man," is moving to the beach with his mother, where he will be well fed and plenty spoiled. Mrs. Murphy's Bad Boy No. 1 will be missed in Azusa—all the glamorous señoritas are in mourning. They think Bernardo a nice boy (?).

The Baxendales will welcome the second child this month. Dennis tells me "It's going to be a girl!" because they have a boy now. Good luck to these nice young parents. If you have any diaper trouble, Dennis, see Sloan Beck. Am not sure if Rocky with his goats could help—but you might try. It's a boy it may need goat milk.

Roy Powell is back at the Garage on light duty after a long illness.

Seems that July and August are months when everyone is either going or returning from vacation. Harold Cole, Adam Linton, Axel Danielson, Louis Falcone, Charles Wait and George Dick report a good rest. Mrs. Jimmy Nunn took her "Jimmy Jr." to San Francisco and the Redwoods in northern California to visit her sisters. No, Jimmy will not get away. Our genial Day Foreman, Joe Wilcomb, relaxing with his family for two weeks. Believe it or not, the writer will be taking off the last of August for a rest at Westy's Hide-away Ranch in Live Oak canyon.

R. P. Murphy is back after two weeks in the mountains—with a fresh hair cut, new shoes, and looking just like a bridegroom! I just wonder? It's about time, Ralph; after twenty-five these old bachelors are hard nuts to crack. I was in hopes that while Ralph was away I would get a call from that lovely person Clara Doll, whom the writer remembers so pleasantly when in the C T B. But no—our Flora Dora—so efficient—handled everything perfectly.

Dick Anaard has been doing double duty working San Pedro and then Long Beach, his home ground, so Fred Phlaf could whoop it up for a couple of weeks. Wish to thank Fred Hopkins and the Store Department for their congratulations. I remember all of you most kindly.

Macy Street Garage

By A. L. Bristow

It has been suggested to me that Macy Street Garage should be represented in our Magazine.

Macy Garage has grown in the past three years until it represents quite a sizeable percentage of the Mechanical Department employes working on



DAVID MARTIN, Report Clerk, works in City Ticket Agent Henry Egger's office at Sixth & Main. He began November 24, 1920, as Ticket Clerk at Hill Street, and alternated between the Subway Terminal and Sixth & Main until he became a Report Clerk in February, 1942.



TWENTY-FIVE YEARS IN THE CITY TICKET OFFICE

JAMES J. ADAMS, Chief Clerk, City Ticket Office, Sixth & Main, started on August 7, 1920, as a Ticket Clerk at Sixth & Main, working back and forth in that capacity between there and Hill Street until he became Chief Clerk in May, 1945. Also writes the Station Static column.



PETER ROLLER, Cashier in the City Ticket Office, started as Ticket Clerk at Sixth & Main on March 19, 1920, and worked in that capacity between there and the Subway Terminal for many years. He was promoted to his present position in December, 1944.



HARRY DIETSCH, Assistant City Ticket Agent, with office at the Subway Terminal, began as a Parcel Clerk on March 5, 1920. He was successively Chief Parcel Clerk, Ticket Clerk, and Report Clerk before becoming Assistant City Ticket Agent on December 12, 1942.

motor coaches. There are 143 employees in three shifts whose various and several efforts are directed by J. B. Green, General Foreman; Jerry Rons, Assistant General Foreman; John Roach, Day Foreman; Doc Beckett, Night Foreman—with the assistance of the following gang leaders: E. Kelso, Running Repairs, days; S. Rinkus, Motor Overhaul, days; H. Zarp, Materials, Tools, etc., days; D. Flores, Inspection, days; A. Bristow, Tune up, days; B. Collins, Fare boxes, days; W. Martin, Gas Pump & Yard, days; M. Camacho, Cleaners, days; H. Lanson, swing shift; E. Clark, nights.

Our records are kept in order by Mrs. Nellie Martin and Miss Marion Gillett.

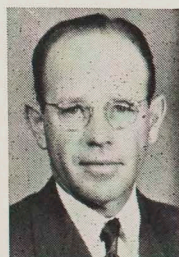
Besides keeping a large majority of the P.E.'s motor coaches rolling, we at Macy Garage have our sorrows and fun like any other group of human beings. It has been aptly said that "There's never a dull moment at Macy Garage."

Take for instance the time the cat decided the heater ducts in one of the new busses would be a good place to rear her family. It took the combined ingenuity of several of the crew to coax them out, and, needless to say, production suffered a slight set-back during the procedure.

Samuel P. Porter, one of our oldest employees, passed on Friday, July 13. His death was a shock to us, for Paul was liked by all, and we miss him.

MECHANICAL DEPARTMENT
Western District

By
Milton R. Clark



"Climb the mountains and get their good tidings. Nature's peace will flow into you as sunshine flows into trees. The winds will blow their own freshness into you and the storms their energy, while cares will drop off like autumn leaves."—John Muir.

For those of you who like to vacation in the mountains, the above paragraph will likely have a wholesome appeal. It is written on a stone marker at the foot of beautiful Yosemite Falls in the Yosemite National Park, where once stood a cabin in which the author, John Muir, an early American naturalist and explorer, lived in the year 1869.



SONS OF SUPPLY CAR FOREMAN—Arthur (left), and Robert Castro are the sons of Eulogio Castro, Supply Car Foreman of the Torrance Store, and a P. E. employe since September 15, 1919. Robert, 23, is with the U. S. Engineers in Burma. Arthur, 21, is with an infantry division in the Philippines. Their last furlough home was in November, 1943. Both boys left the U. S. on the same date, November 19, 1943, but traveled in opposite directions. Robert embarked from New York and traveled east to Calcutta and later Burma; Arthur embarked from San Francisco and went west to the Philippines. Together they've almost circumnavigated the globe.

Wedding bells will be ringing at Hill St. about August 25. The occasion: Miss Marie Exton, late of Memphis, Tenn., will be married to Mr. Houston Smith of Los Angeles. We all wish Marie a very happy married life.

Herb McLaughlin, West Hollywood Car House, spent an enjoyable vacation visiting friends in and around Chicago.

Bob Rinehart was all set to go to Washington and eat some of those delicious strawberries that are grown up in that country, but he received word just before his vacation: no strawberries. So Bob went to Tia Juana instead. Why?

L. C. Oliver reported in sick July 3, and reported back July 5.

We all extend our sympathy to W. H. Snyder, whose brother passed away July 8 at the Veterans' Hospital in West Los Angeles. He was buried at Forest Lawn July 11.

Mary Morrissey, Car Cleaner at West Hollywood Car House, had to take a few days off in order to locate a house. O.P.A. said she had to vacate her present quarters. So!

The stork arrived at Anastasio Orozco's home June 21, 1945, with a 9½-pound baby boy, Francisco Luis Orozco. Papa Orozco was all smiles and in high spirits when he arrived for work the next day with the good news. The gang at Toluca Yard were all smiles too when papa gave each of them a package of cigarettes to celebrate the occasion. Mother and baby are doing just fine.

TORRANCE TOPICS
(Stores Department)

By
Fred B. Hopkins



"Bowed by the weight of centuries
he leans
Upon his hoe and gazes on the
ground,
The emptiness of ages in his face,
And on his back the burden of the
world."

The above lines, written by Edwin Markham and taken from his famous poem entitled "The Man with the Hoe," are said to have been inspired as Markham gazed upon the world-famous painting "The Gleaners" by Jean Francois Millet.

All through the past spring and summer we have been observing a certain group from the Store Department here at Torrance as, armed with rakes and hoes each noon-time, they developed under the able supervision of Johnny Vasquez a most wonderful garden. They have garnered all sorts of produce, including the lovely bouquet that can be seen on Johnnie's desk every morning, and it's nice to see him wearing his favorite red

carnation in his button-hole as he "breezes" about the store always ready and alert to render service to anyone seeking the same. He has been assisted in his venture by Royce Robertson, George Seitz, Edwin Rieber and several of the women folks who have lent material aid in thinning out the weeds. Someone told me that "Johnnie certainly knows his onions," and I would say "beans, also—with or without chili." And, of course, potatoes, 4 kinds: baked, boiled, mashed and fried.

Prof. Cain voiced the opinion that "just because a fellow looks like a farmer it doesn't necessarily indicate that he is one," in which I concur, adding that the same might apply to a man with a paint brush in his hand, for the Professor has been applying the paint to his house over the week-ends and during the days of his vacation that he has taken now and then. Furthermore, if any of you folks could have passed through Hope St. near Mission Road over in South Pasadena about a month ago, you might have seen Frank Winterberg engaged in the same procedure, as he was painting his mother's house. In the meantime, Lorraine helped out at the Macy St. Store while Storekeeper Les Bolen took a week's vacation. Someone told us that Edna Fattler went to have her kimono cut out, but we learned differently—it was her tonsils that were removed. She "weathered" the gale and according to last reports was doing nicely, but Edna says it was worse than going to the Blood Bank.



Deacon
Ordway

Say, folks! You may wonder who this is, and so I'll tell you. At first glimpse I thought it was the "Famous Two-Gun Cain," but on closer examination I decided that it was the Deacon — in his younger days. You see they both hail from Missouri, and I suppose that accounts for the resemblance. Yep, it's Deacon Ordway scanning the horizon from the summit of the Torrance Mountains—just as he used to do as he climbed to the top of the highest peak and looked wistfully into the far distance for the return of his boy Dan from the Navy. You know, I told you of the big event as the Deacon's only son, Dan, came home from overseas last spring. And speaking of the Deacon reminds me of an essay on COAL written by Deacon Ordway (who happens to be the Torrance purveyor of this valuable and scarce commodity) which was furnished Storekeeper Tom Wilkes in response to the latter's request for a

supply with which to fill requisitions from Agents and others here and there on the system:

"Coal is a form of carbon. Diamonds is another—an allotropic form of carbon. Many people in the East will be glad to trade their diamonds for coal this coming winter.

"Exclusive diamond merchants charge people for examining diamonds—a crystallized form of coal. But here in Heaven-blessed California we not only let people look at carbon or coal, but also allow them to handle it and even—for a short time only—will pay them for putting it in sacks. We have none sacked—today—and those who get to the coal bin first will be the lucky ones."

To those concerned we are pleased to advise that there is a car load of "genuine old Keystone Lilly hand-mined and specially selected Smithing Coal" on its way, and it will soon be doled out to those willing to accept bituminous coal—better known as—"Blacksmith Coal." Sung to the tune of "America," the following is now our most popular song:

"My coal man, 'tis of thee,
Short cut to poverty,
Of thee I sing.
You've raised the price, I know,
But we'll just let it go,
Please send a ton or so
Before next Spring."

A minister was invited to dinner. During the meal he was astonished to hear the little daughter of the house state that a person must be brave these days to go to church.

"Why do you say that?" asked the minister.

"Oh," replied the child, "I heard papa telling mamma that last Sunday there was a big gun in the pulpit, the choir murdered the anthem, and the organist drowned the choir."

SIGNAL DEPARTMENT



By
Virginia Simmons

"Cut it short and to the point," we told the butcher. Quite a pointed remark! And to think we worried once over decimal points! A man may have his points, but nowadays—well . . . it's all quite beside the point.

To get away from it all: Norman Gilbert and friend (retired S. P. Telephone Foreman) took a trailer of fishing worms to the High Sierras. Even with no fish, they'll still have meat. Hugh Nickerson vacationed nearby. Larry McKeane visited Streeter, Illinois. Frank Cousins' trip took in Omaha, Seattle, and Portland. Ed Farmer—Big Bear! JVE plans a return trip to Big Bear soon. (George Prell and Bine Baldwin consented to install bumper lights on all pine trees to prevent shiners, cuts and bruises). Ivan Shenefield stayed home and mowed the lawn. He should see Stanley Reid's dichondra lawn—mowed and fertilized once a year. Ernie Engelmann—a month off to pick avocados. Bert Stephens—convalescing. Ditto — Angelo Sarni. Shorty Williams' idea of a perfect vacation—to play pinochle 24 hours every day!

WANTED: An electric range for his new Sierra Madre home—Lee Cash. Old golf balls—Al Smith (the Boss put one over by going to San

OUR COURTESY

to P. E. Railway — Motor Bus Employes and their dependents makes this the most reasonably priced mortuary for them.

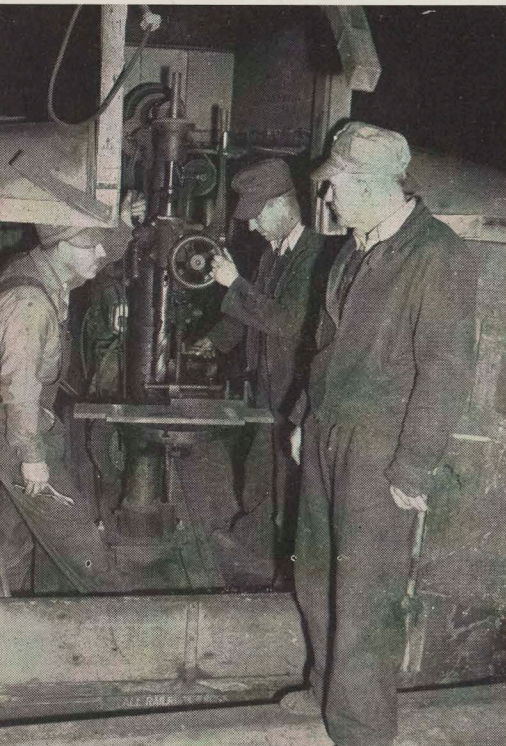
~ ~ ~

GRAHAM & ISBELL

Phone **MORTUARY** Phone
PR-5590 915 W. Washington Blvd. PR-5501



AT THE SIGNAL YARD, corner of Washington Street and Long Beach Boulevard, trucks are loaded every morning with tools and materials for the day's work. In top picture, left to right, Leader Floyd Benoit and Signalmen Emil Herr and Roy Long are on the platform at the Store-room loading their truck. In lower picture, Leader Ad Forbes, Signalman Bill Holcomb, and Assistant Signalman Frank Nolting show how they operate their drill press mounted on a truck.



happy as a Conductor on the North, Don still wonders how the ball game ended one afternoon on Guam when he was so rudely yanked out and put aboard a plane for the States.

Across the Atlantic, another Don, Cpl. Arlie Don Skelton, son of Towerman Arlie Skelton, hopped a B-17 from Castellano to Florence, Italy, to attend the University there. Six men from his outfit are taking a Chemical Engineering course!

From the Pacific, Cecil Martin (Signalman in Service) writes he'll "soon be the youngest grandpappy in the Navy and mighty proud!" Cec's daughter, La Vaughn, is 18 and married to a Marine.

WORK NOTES: Dominguez Tower was cut in June 23. With seldom, if ever, more than 5 men working, and the work intermittent, a neat little electric plant is now operating. The GRS interlocking machine came from Raymer Tower, the switch machines from Amoco (both old equipment). New equipment included new locking and 1500 feet of new cable for outside control, also electric locks. Searchlight signals on P.E. replaced semaphores, and relays replaced indicators. A word of praise and credit

Bernardino on his birthday, July 20). Size 17 work shirts, preferably new—Herbie Eaton. Paper towels at Washington Street—they're using both sides now. Requests for new shoes were granted recently to Lou Cromie and Lynn Doolan. Say, Lynn, why the blushes?

To our G.T.B.B. Club (Glad To Be Back) we add C. P. Stinson, at work with Felix ("Keyhole Peeper") Brac. George Shaver, with Paul ("San Pedro") Turri's gang. Another is Ex-Pfc. Donald Edmunds, son of Signalman Jess Edmunds, mustered out after 3 years in the Pacific. Though

to Foreman Bill Moesby, Leader Ad Forbes, Bill Holcomb, Frank Nolting, Harry Connery, Larry Sauber and Alma Atwell. When the cutover was made, they were assisted by Foreman Walter Stratman and his gang. This leaves only one manually operated Tower, Santa Fe Springs.

It's an all-year job at Santa Ana for Jim McAllister and Verne Brantley—making between six and seven hundred 128-lb. butt-welds (welding rail together instead of bolting). A new safety feature has been introduced for all Bonders and Welders—flash goggles, which look very much like sun glasses.

The department expresses sympathy and regret to Jimmy Dullnig and his family over the passing of his mother-in-law, July 20; and to Harry Marsh, whose father, James R. Marsh, succumbed July 7. Mr. Marsh, a retired Signalman, served 32 years with the Pennsylvania Ry. He leaves a widow, 7 daughters, and 3 sons.

FIELD ENGINEERING NEWS

By Bill Wilkinson

"Arriba"—A Spanish word meaning "up."

This word was featured a few months ago in an article about the track forces of the Engineering Department, but it might well be taken to apply to the Field Engineering Bureau as well. The "UP" and coming attitude of the Bureau is justly reflected in the many office improvements and in the splendid spirit of cooperation engendered between the office and field forces.

The other week we were pleasantly surprised by a visit of the President, Mr. O. A. Smith, accompanied by his Assistant, Mr. D. Batman, to look over the many improvements in the office. Since the last time Mr. Smith visited us the office has been enlarged, the desks and drafting tables rearranged, new cabinets added, and fluorescent lights installed. We wish to take this opportunity to thank all those responsible.

In addition to the improvements in the office the Surveyor's "chain room" on the mezzanine floor has been repainted and new lights installed. It's quite an improvement over the old dark and drab appearance.

Now for a few of the fables and foibles of the department. According to the dictionary, the word "foible" means "a particular weakness or frailty." Bettie McNally should be asked about foibles after she has been horseback riding. She says that the mantle is quite a place to eat from.

John D. ("Indian") Swanson evidently had an enjoyable vacation from his present coloring. I hope that old Sol is giving out with the candle power in September.

Geo. H. ("Fisherman") Brown won't have quite the number of tall ones to tell this year. We hear that home was the locale of his sojourn.

Seaman Robert W. Woodbury, former Junior Engineer of this Bureau, visited us recently while home on leave. We all hope to see Bob and the rest of the fellows back with us permanently soon.

Due to outside and home commitments I have been unable to attend the weekly engineering seminars held every Tuesday night but from the attendance and interest shown much knowledge and worthwhile information is being disseminated.

That's "30" for this month. Next month Nancy D. Kelly, Assistant Work Order Clerk, will give out with the verbiage.

William R. ("Bill") Wilkinson, this month's columnist for the Field Engineering Bureau, is a Junior Engineer in that office, where he has been since graduating from Cal in May, 1942. Married, he and his wife Betty have a year-old boy, William Frederick ("Ricky"). Bill assists R. E. Humphries in making layouts and estimates for industrial spurs. In his spare time he indulges in photography, mineralogy, and he's on the coaching staff of his Masonic lodge.

EASTERN DISTRICT ENGINEERING DEPT.

By

Mabel E. Forsberg



Things have really been humming on the Eastern District. Interesting new jobs are being started practically every day.

The Government has undertaken an imposing storm drain project within the limits of San Bernardino and Colton. In connection with this project, Extra Gang 9 constructed a shoofly at Bench, to by-pass the main line so that a bridge could be built, and the trains are now operating over it. The shoofly on the Colton-San Bernardino Line at Bethune is now being constructed and should be completed within a short time. This project will remove the danger of future wash-

outs, which, in the past, have kept us guessing.

Extra Gang 13 is now in San Bernardino, working with the S. P. Co. gang from Colton, removing the abandoned tracks on Rialto Ave. and Second St.

Rosario Chavez, Foreman Section 33, has worked over the crossing at Highway 99 in Colton. His gang completely rehabilitated the track.

Section 32 and the B & B gang worked over two switches in paved street on the Redlands Line opposite the Sunkist Packing House. They installed a new type of switch box and planking of switch, which will reduce maintenance about 50 per cent.

Mr. L. H. Cash and Mr. F. P. Brac have been here checking over the two new flasher signals going in on the new transfer at Colton on Colton Avenue and the Ocean to Ocean Highway. As soon as proper material can be secured, our Signalmen will install a new wigwag at Waterman Avenue on the Redlands Line. Rene Hunckler is cutting his S. P. telephone line around the shoofly at Coburn St. on the Riverside Line, making way for the contractor who is constructing the new bridge at this point.

Mr. B. C. Baldwin, Signalman at Los Angeles, and his family spent the Fourth of July with Signalman and Mrs. Henry Williams. Fried chicken and rabbit—m-m-m!

Benito Chavez, recently discharged from the armed forces after serving in New Guinea, has returned to Pacific Electric as Sub-Foreman of Extra Gang 9.

We are glad to see Temp Smither, Bonder and Welder, and John Elkins, B & B Carpenter, back to work after their recent siege of illness.

It is really a pleasure to telephone Mr. Trollinger, Operator of the San Bernardino Substation, now that his phone is housed in the new telephone booth. No longer does he have competition from the generators while answering his phone calls. Mr. Trollinger will soon have a portable substation to replace the present machines while they are being overhauled.

Mr. Cook and Mr. Fabin, Bus Dispatchers, San Bernardino Passenger Station, are happily announcing over their loud speaker system from their new dispatcher's booth. You gentlemen better keep a watchful eye on that cute little bungalow—after all, there is a critical housing shortage, you know.

The Yard-birds are comfortably housed in their new office in the San Bernardino Yards—fluorescent lights and all. The arrangement of the office is considered tops, and all that is lacking from the old atmosphere is the art gallery.

Someone reported a turtle roaming around in our yard, but upon investigating, we found it was little Marciano Hernandez, member of Section 32, wearing that unique hat of his. No one else could possibly wear that hat like Marciano!

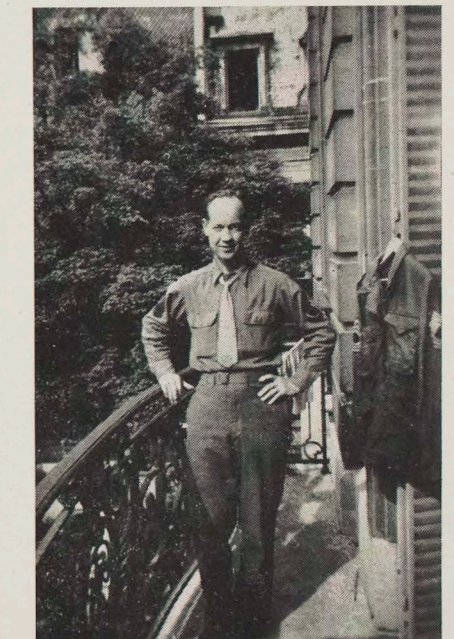
CENTRAL TIMEKEEPING BUREAU



By V. B. Tellechea

Whew! It's too hot for words! Cynosure: The object: Alice Karayan. The cause: "Ye Ed" leaving out half of the paragraph, last issue!

Piscatory: Beulah and Clarence Williams (lovable couple) fished at Big Bear. 40 pounds in one week. Woodpeckers attacked fishermen's heads; result: sombreros worn con-



NOBLE E. CATES, Voucher Examiner in the Accounting Department on military leave, sent this picture of himself in a letter to George Perry, Assistant to the Auditor. Dated June 14 at Paris, the letter says the picture was taken three weeks earlier, at Noble's Paris residence. He had just come from seeing Olsen and Johnson in the movie, "See My Lawyer," and had also that day seen General Eisenhower in a triumphal tour down the Champs Elysees.



PAULA FRANCINE WARD at 3½ months. Daughter of Timekeeper Frank Ward of the CTB, she already exhibits a tendency, it is said, to talk back to Daddy. She's a beaut, and who blames the Wards for being as proud as they are? Born March 3, Paula now weighs 12 lbs., 10½ oz.

stantly. Prescription: Eyeglasses for the chisellers—heads are not wood. Second vacation week: in Carbon Canyon.

Astute: Laura Crandell and (or) Al Manhart. Subject: "Exact Elevator Mileage." Consultation: gratis.

Complainant: Geo. La Roche. Subject: Women. Mutterings: "The ladies

are afraid of me." Why, Geo., we thought it was the other way around!

Kismet: Blanche Maitorena, Betty Hansen, Ouija Board. Lunch time. Helen Sawyer comes up, says: "How about a papa?" Ouija's answer: "Nuts!"

Domicile: Marjie Helwig. Playa Del Rey. No more walking to work. Result: Worry about girlish figure. Remarks: Don't! We all envy it.

Celibacy: What U. L. Drake swears to!

Picnickers. Where: roof. When: lunch period. Girls? Five. Men? One. Who? Harry Shea. Hm-m-m-m!

Canning: Virginia Lamb, B. Williams. Ventura Blvd. Pick and pay trip. July 4. Apricots. Umm-m-m.

Celebrity: Marie Brogan. Laguna. Speedboating. Week-end. Tan.

Ebullience: Rm. 739. Reason: Thomas Duke Emery, 1st lieutenant, visiting Grandpa Walter Morrison. Remarks: Girls ready to show him the town!

"Habla Usted Espanol?" Insurance customer no speeka da Eengleesh. Puzzled Harry Shea calls on V. T. and Margaret Taylor to speak Spanish. Remarks: Red-faced Harry! Lazy-daisy lady spoke perfect English as she was leaving! Prescription: Spanish primer for Shea.

Fraternal: Bertina Swartz. Visit from brother in Navy. 24-hour leave. Vacation in San Francisco.

Resilient: Herman R. Grenke. Back in harness. Remarks: First thing he does is win a Bond pool!

Vacations: Madelyn Mathews. Wonderful time visiting friends. Dave

Alexander: painting house. No fishing this time.

Newcomers: Camille Bronson, Margaret Traub. A hearty handclasp!

Sick leaves: Jo Ann Dudding (improving and due back soon), Norine Bachman (back already), Doris Graves (recuperating at Las Vegas).

Sdnobrawyub: Any similarity to "Buy War Bonds" is purely accidental, unintentional and the fault of a certain ad in the St. Cars. Maybe it's the heat. Whew!

**NEWS SERVICE
and
RESTAUR-ANTICS**

By
**J. A.
Degerman**



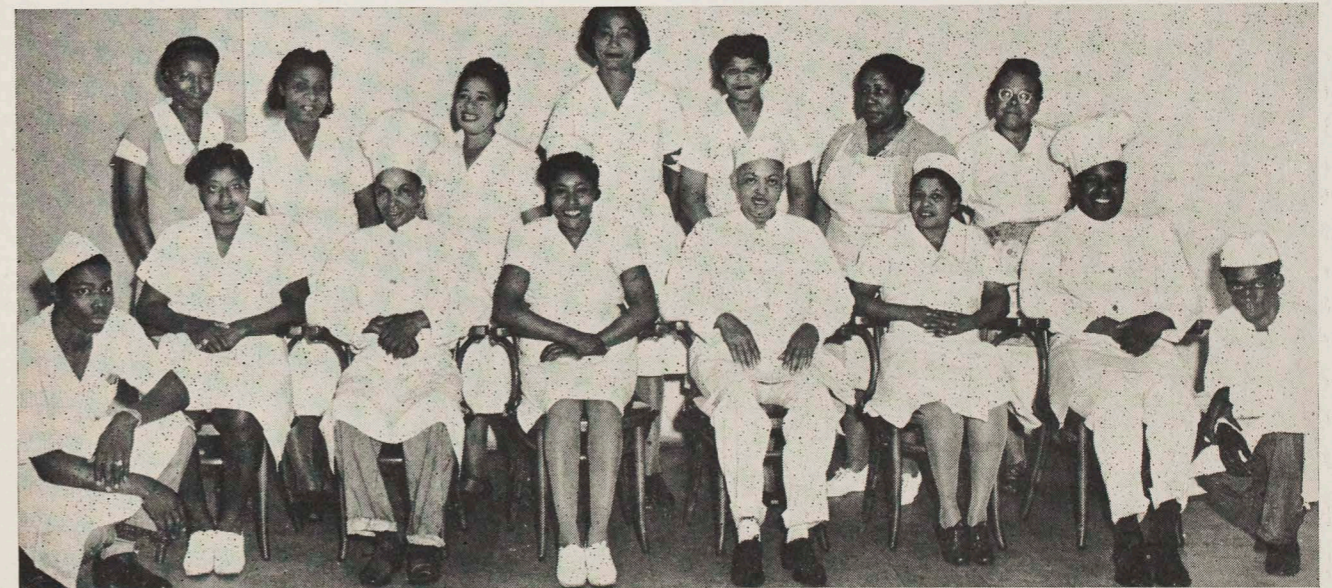
Do you enjoy your breakfast, lunch or dinner MORE when you know the folks who serve you are happy to serve you? Most people do. That's the way we find it at the PACIFIC ELECTRIC RESTAURANT, 6th and Main Street Station, where the personnel is sincerely enthusiastic in promoting the joyous delights of eating!

In restaurants throughout the land there is a limit to the variety of foods available because of wartime restrictions, and although we strive to bring the very best possible menus to our patrons, sometimes we have to bow to present conditions in this respect. But when you stop to think of it, isn't "restaurant personality" about as important a factor as you can think of in restaurant popularity and appeal? Among the pleasant events we all look forward to is the one when wartime restrictions are lifted, and the business of feeding people will take on a brighter aspect with improvement in supplies. But, meanwhile, we hope our pride is understandable when we say that everyone at the PACIFIC ELECTRIC RESTAURANT takes genuine delight in being able to serve you. And, we count among you all the friendly faces of our customers, from all over this area and our many associates in the P.E. Building.

Today's demands on restaurant workers are emphasizing more than ever the need for well-trained help, and it's good to remember that we number among our most faithful employees several who have been here quite a number of years. Their assist-



AT THE SIXTH & MAIN RESTAURANT—Seated, left to right, are Alphis Thomas, Bus Boy; Emma Johnston, Cashier; Nora Chism, Enid Jones, Betty Knight, Ruth Compton, Mae Robinson, Waitresses. In the back row are Sylvia Brown, Cashier; Patzy Calderwood, Clerk; Marie Dison, Pastry Girl; Lela Petit, Pearl Allen, Marie Monsaas, Waitresses; Carl F. Ester, Manager; Martena Leal, Waitress; Maple Pittman, Coffee Girl; Carolyn Metcalf, Elsie Lubin, Neeta Pickens, Waitresses; Gladys Reaves, Bus Girl.



IN THE P. E. RESTAURANT KITCHEN—Seated, left to right, are Leroy Bledsoe, Bus Boy; Willie Mae Aldridge, Counter Girl, Paul Armelin, Chef; Ida Wright, Cook; Rozell Fleet, 2d Cook; Eva Brown, Cook; Felga C. Preston, Chef; Lawrence Taylor, Bus Boy. The back row, left to right, includes Queen S. Keeton, Lulu Hall, Mamie Hall, Essie Singletary, Laura Laney, Georgia Ballies, Willie Mae Giles, Kitchen Helpers.

ance in our fight to "carry on" when it has been difficult, or even impossible, to secure competent help, deserves foremost attention.

Enid Jones has 27 years of service to her credit! During the time she has spent at the P.E. Restaurant she has become an integral part of its operation by her dependability, loyalty, and friendliness.

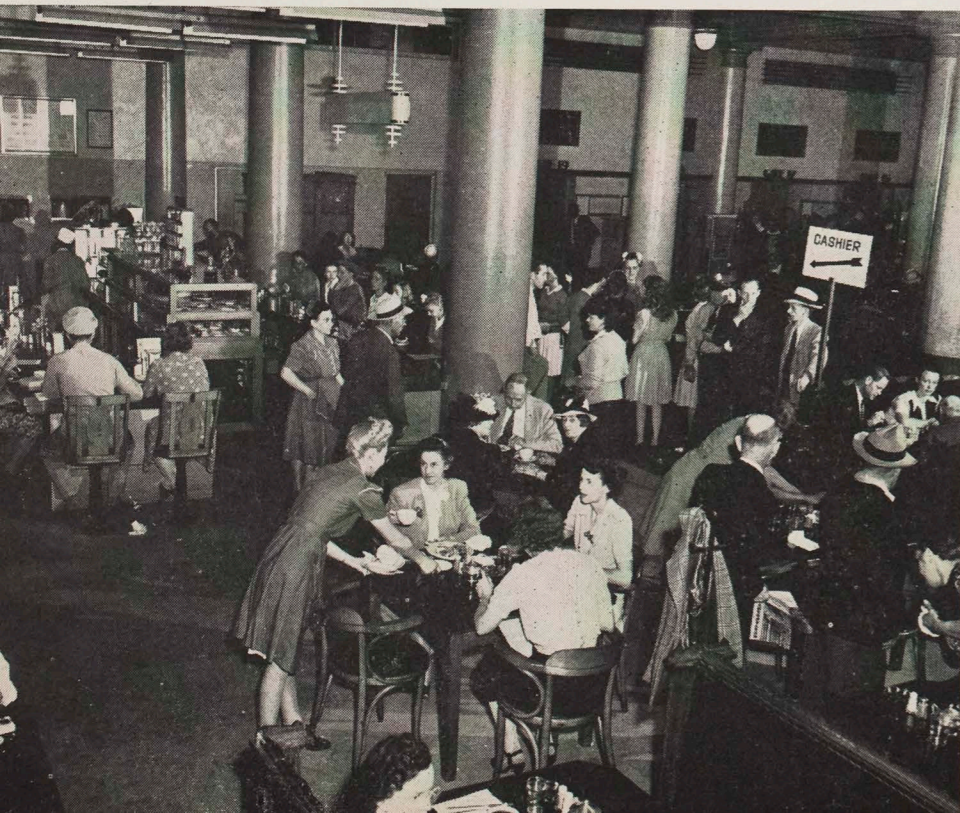
Nora Chism has been with us 7 years and has made herself decidedly

a valuable asset. Her engaging smile and sparkling manner are second only to her efficiency and willingness to contribute her very capable efforts in maintaining good service.

Paul Armelin and Felga Preston, with 26 and 17 years of service respectively, are the boys in the big white hats we see in our newly remodeled kitchen, and it is due largely to their efforts that effective results are produced there. They are worthy and

well qualified, and the splendid job they do is highly regarded and intensely appreciated.

Such are those who make up the nucleus of our crew. They have performed unwaveringly during trying times and difficult circumstances and much credit is their due not only for their own individual performances, but to them as a group. They have been instrumental in maintaining our operation by taking a serious interest



LUNCH TIME at the P. E. Restaurant at Sixth & Main.

in, and encouraging, the untrained help it has been necessary to engage, and we applaud them all for their loyalty!

Mr. Carl F. Ester has recently taken over the difficult job as Manager of the P.E. Restaurant. He had experience along this line for some time before joining us a few months ago. You're doing fine, Mr. Ester!

A background of 19 years of service for Sylvia Brown and 17 for Emma Johnston has earned for them their places in our field of endeavor. Meet them both at the Cashier's desk—and meet us next month at THE SODA FOUNTAIN.

Little Mary was visiting her grandmother in the country. Walking in the garden, she chanced to see a peacock, a bird she had never seen before. After gazing in silent admiration, she ran quickly into the house and cried out: "Oh, granny, come and see! One of your chickens is in bloom."

The drunk tip-toes up the stairs, shoes in hand. He patched up the scars of the brawl with adhesive tape, then climbed into bed, smiling at the thought he'd put one over on the wife.

Came the dawn. The ex-drunk opened his eyes and there stood his wife glaring at him.

"Why, what's the matter, dear?" quoth he.

"You were drunk last night," she replied.

"Why, darling, I was nothing of the sort."

"Well, if you weren't, who put all the adhesive tape on the bathroom mirror?"

When the colored couple were being married by the clergyman, and the words, "love, honor and obey," were spoken, the bridegroom interrupted: "Read that again, suh, read it once moh, so's de lady kin ketch de full solumnity ob de meanin'. I'se been married befoh."

Jimmy, who had been climbing trees, came in for the second time with his trousers torn.

"Go upstairs and mend them yourself," ordered his harassed mother. Some time later, she went up to see how he was getting on. The trousers were there, but no Jimmy.

Puzzled, she came downstairs, noticing as she passed that the cellar door, usually shut, was open. She went to the door, called down loudly and angrily: "Are you running around down there without your trousers on?"

The reply came sternly: "No, madam, I'm reading the gas meter."

Colonel—"Your reports should be written in such manner that even the most ignorant may understand them."

Sergeant—"Well, sir, what part is it that you don't understand?"

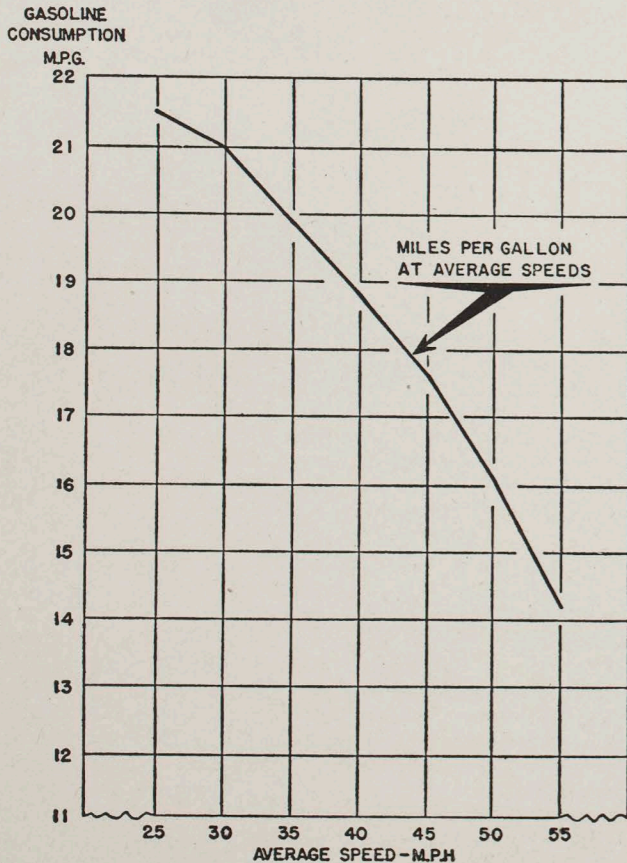
"I like the shy demure type," observed a sailor, "you know—the kind you have to whistle at twice."

WHY DRIVE UNDER 35?

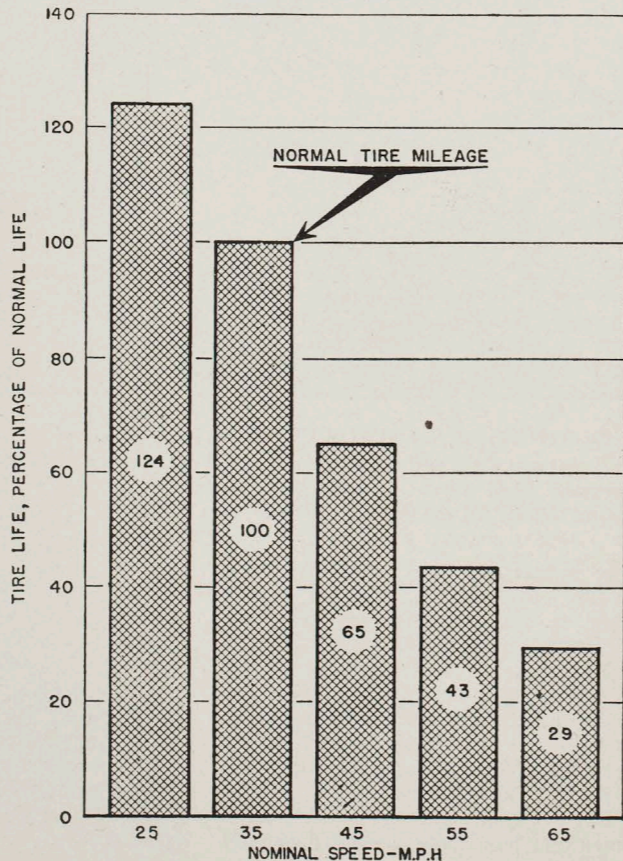
The graphs printed here indicate the results of tests made by an experiment station at Iowa State College using a 1938 sedan of "popular make." The graphs and an accompanying article were published in a recent

bulletin by the OPA. The sedan was operated at average speeds for a period of one year over a concrete route 232.8 miles in length. During this time the car traveled about 32,000 miles. You'll find the graphs worth study.

The Gasoline Test



The Tire Test



APPRECIATE THE THINGS YOU'VE GOT

By W. Kent Sumner

*It's really most amazing
How many find the grazing
Greener in a neighbor's pasture lot.
Their life—it is oppressing.
And they lessen their own blessing
In craving for the things they haven't got.*

*Does his cattle and his chickens
Make yours look puny as the dickens?
Is his little wife the apple of your eye?*

*If the truth were only known
He might covet what you own—
He may smile at your wife on the sly.*

*It's a common human failing
To go thru life bewailing
Things that are apportioned to our lot.
But Dame Fortune would smile sweeter
If we'd smile back when we meet her,
In appreciation of the things we've got.*



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PHOTOGRAPHY Jack B. Herold

Copy deadline for September issue:
August 20.

Fourth Son Born to The R. O. Christiansens

Four times he's a daddy; four times it's a boy—that's the paternity record of General Agent R. O. Christiansen of the Passenger Traffic Department.

The fourth time was on July 23, when Mrs. Christiansen presented Mr. C. with Gordon Grant, 8 lbs., 13 oz., at the Physicians and Surgeons Hospital in Glendale.

The other three children are Richard, 13; Donald, 9; and John David, 5. Congratulations on the latest, Pop—and thanks for the cigar!

CLASSIFIED ADS

FOR SALE—23-jewel gold Waltham railroad watch with gold chain; Motorman's uniform, size 40; cap, size 7 1/8; leather gloves; 3 pairs black shoes, size 8 1/2. Cash. Call Mrs. George O. Harper, VA 0186.

FOR SALE—2 pairs men's white broadcloth shorts, brand new. Size 35. Warren Silliman, 994 P. E. Bldg., Ext. 2195.

WANTED—Two-bedroom home with small yard near transportation not more than one hour from downtown Los Angeles. Rent not over \$45. Call Joe Henry days at TU 7272, Ext. 2879; evenings FE 3908.

Three turtles decided to have a cup of coffee. Just as they entered the restaurant it started to rain, so the biggest turtle said to the littlest turtle, "Go home and get the umbrella."

The little turtle said, "I will if you don't drink my coffee."

"We won't," said the two other turtles.

It was two years later that the big turtle said to the middle turtle, "Well,

CORRECTION

It should have been Lt. Edward P., not Edwin P., Gwin, who was reported missing in action in the Honor Roll and in a story on page 17 of the July Magazine. Editorial apologies to the young man and to his wife, Mrs. Nancy H. Gwin.

I guess he isn't coming back, so we might as well drink his coffee."

Just then the voice of the littlest turtle called in from outside the door, "If you do, I won't go."

Don't put off till tomorrow what you can give today—your blood.

A pint of your blood today may mean his life tomorrow.

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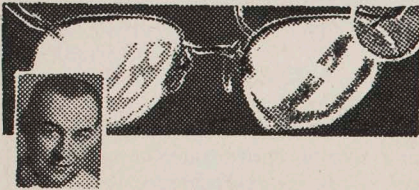
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