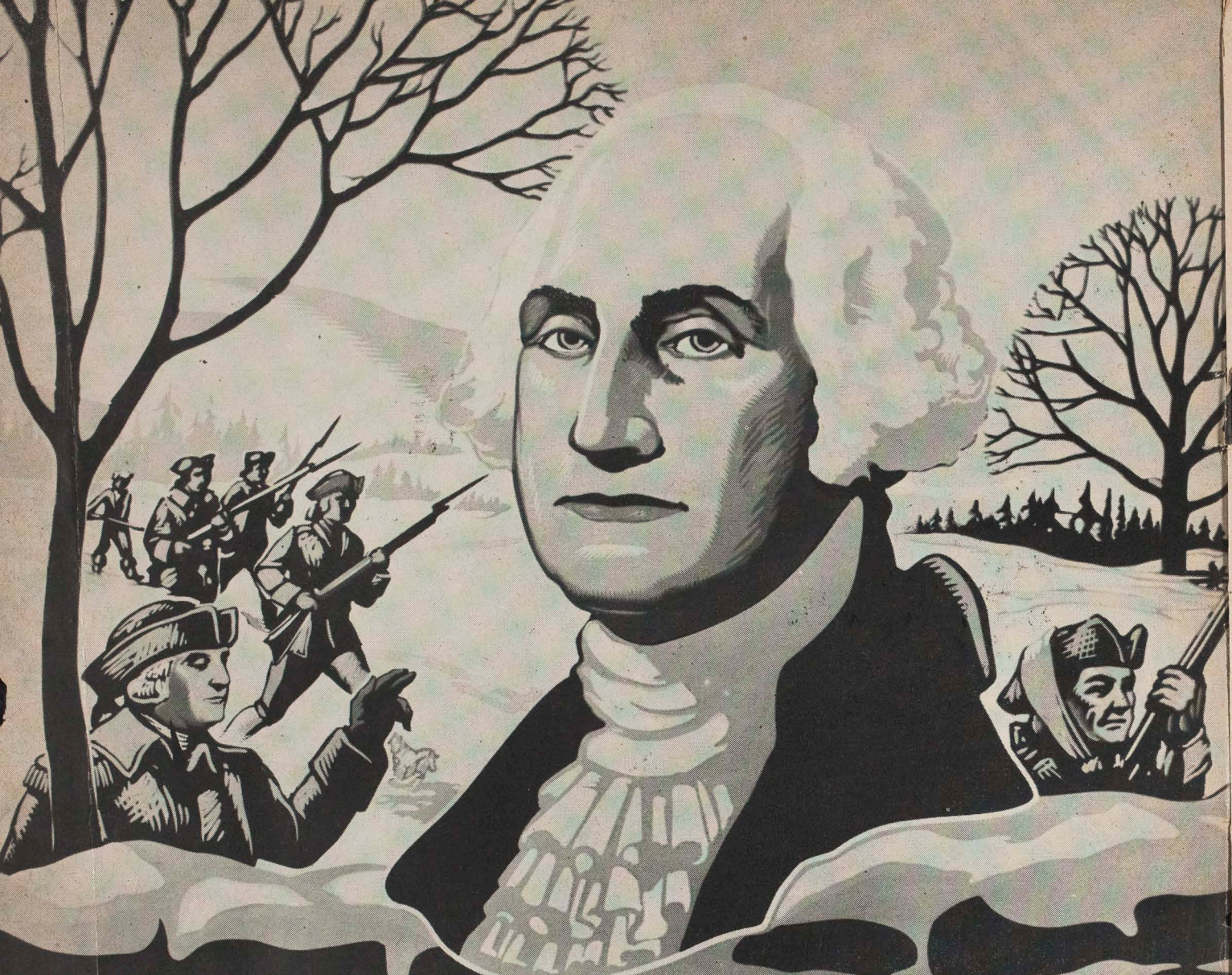




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A C I F I

FEBRUARY 1945
PACIFIC ELECTRIC
Magazine



He didn't lay off
until Victory was
won—
Neither must we

HONOR ROLL

Pacific Electric Employes Reported Entering Armed Services
of Nation January, 1945

ENGINEERING DEPARTMENT

- Glen E. Clymore
- Gene Farrar
- Santos J. Martinez

MECHANICAL DEPARTMENT

- Joseph H. Fritz
- Peter C. Medina

TRANSPORTATION DEPARTMENT

- E. H. Baldus
- Lawrence J. Carri
- R. L. Cross
- Marshall C. King
- James M. Palmer, Jr.

Reported Returned From Military Service

ENGINEERING DEPARTMENT

- Albert G. Walker, Jr.

MECHANICAL DEPARTMENT

- William H. Arnold

TRANSPORTATION DEPARTMENT

- Archie Bryson
- Jack H. Carnagey
- C. D. McCollum
- Clarence G. Moore
- Wm. F. Silvers

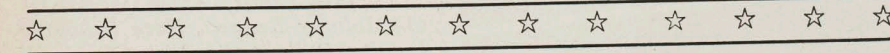
As of January 27, 1945

Pacific Electric Employes in Armed Forces.....	762
Employes Deceased while Serving in Armed Forces.....	7
Prisoner of War.....	1

TOTAL - - - - - 770

GOLD STARS

- John DeGoede
- Arnold G. Evans
- Iver Iverson
- Woodrow A. Lewis
- Raymond R. Munoz
- Stanley Nemeo
- R. B. Ruggeri



He Didn't Lay Off!

During America's Fight for Independence, George Washington lived through many an occasion when he might legitimately have laid off—or even thrown in the sponge.

Supplies were short—civilian soldiers often went back home to take care of their farms at the height of strategic military operations—there was wrangling and factionalism too.

But George Washington stuck to his job until freedom was won because he valued that freedom more than life itself.

Today, as America is again engaged in a bloody struggle for freedom, some of us might feel justification for laying off too.

Some of us might figure that our absence from the production front at home never will be missed. Some of us might figure that we've "done our share"—and now must cast about for postwar opportunities ahead of the crowd.

But, remember, Americans, what's at stake. It's freedom—your freedom and my freedom—freedom from dictatorship and slavery.

Washington didn't lay off. Neither must we!

IN MEMORIAM

Woodrow A. Lewis, Second Lieutenant, Infantry, U. S. Army, killed in action in France, November 1, 1944.

Born December 10, 1916, Mr. Lewis entered the service of Pacific Electric as a Signalman on July 2, 1936, and entered military service July 30, 1942.

Mr. Lewis is survived by his wife, who resides at 617 Fremont Avenue, South Pasadena. Employes extend to her their warmest sympathy.

Traffic Toll 396 In 1944

Year-end Los Angeles traffic figures for 1944, released by Deputy Chief of Police B. R. Caldwell, Traffic Bureau head, revealed a total of 396 city traffic dead for the year, one below the 1943 total of 397. The month of December accounted for 51 of the deaths.

Of the year's toll, 269 of the fatalities—more than two-thirds—were pedestrians. Two hundred sixty-five pedestrians were killed in 1943.

Traffic injuries were sustained by 13,132 other persons within the city limits during the year, a 3.6 per cent reduction from the 13,616 injuries recorded the previous year.

Traffic offenders received a grand total of 292,356 citations for all violations. The largest number of tickets were issued for speeding, a leading accident cause. The sustained speed enforcement program launched in April, 1944, resulted in the issuance of 70,138 speed tickets, compared with a total of 29,584 given for the same offense in 1943.

Jaywalkers also received their share of citations—a total of 27,615. In 1943, 15,575 pedestrians were cited for illegal walking.

"WITH MALICE TOWARD NONE"



Courtesy Appreciate America, Inc.

Pacific Electric Carries the Mail

Plus a Goodly Share of Express, and a Not-So-Large Volume of Baggage—for Thousands of Southern California Families

BOYS OVERSEAS have special reason to depend on the Baggage, Mail, and Express Bureau of the Pacific Electric Railway—particularly boys over in the Pacific areas. The reason: a goodly share of the mail they receive is carried in Pacific Electric cars to the Los Angeles port of embarkation for delivery overseas. People all over Southern California also depend on our service. Fifty-three communities receive all their mail, and 23 others receive some, over our rail and bus lines. Some idea of the extent of the handling job may be gained from the fact that last December one ship brought into the harbor 6,000 sacks of mail from men in the service. Regularly, 1500 sacks of mail are taken to the harbor daily, and a like number brought back. An overall estimate by the Railway Mail Service places the total number of sacks handled by all of our lines last December at 400,000. That figure is inflated, of course, by the Christmas rush—when even refrigerator cars are pressed into service to carry mail bags; but even so, the Railway Mail Service estimates that the volume of

C. A. WOOSLEY, Baggage, Mail, and Express Agent since 1917.

mail we carry now is 50 per cent greater than it was in pre-war years, and that it may well be expected to continue at a high level after the war because of increased population and because of the naval facilities permanently installed at the port of embarkation.

RPO LINES

Pacific Electric is one of the two railroads in the country which now (Continued on page 8)

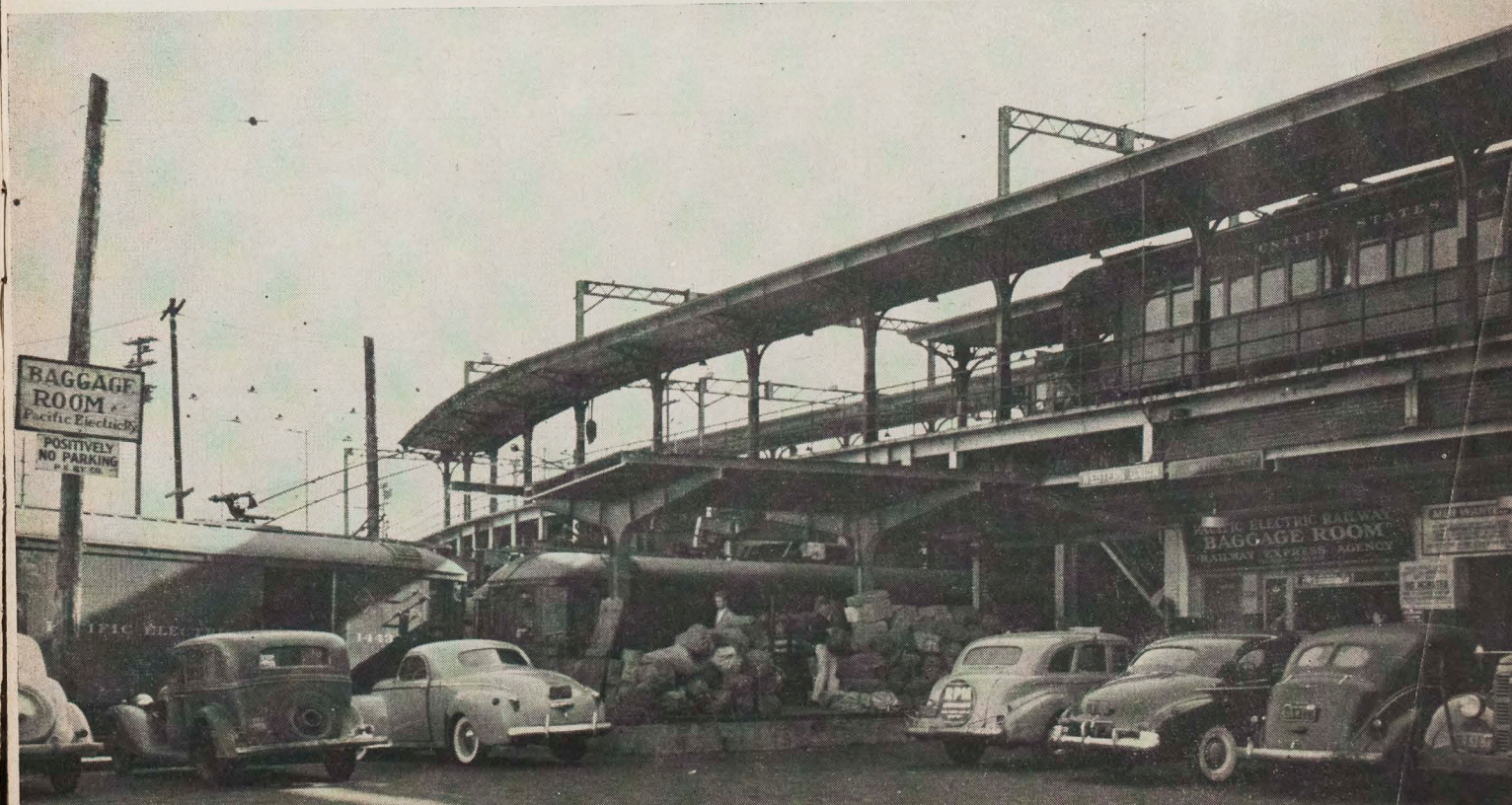


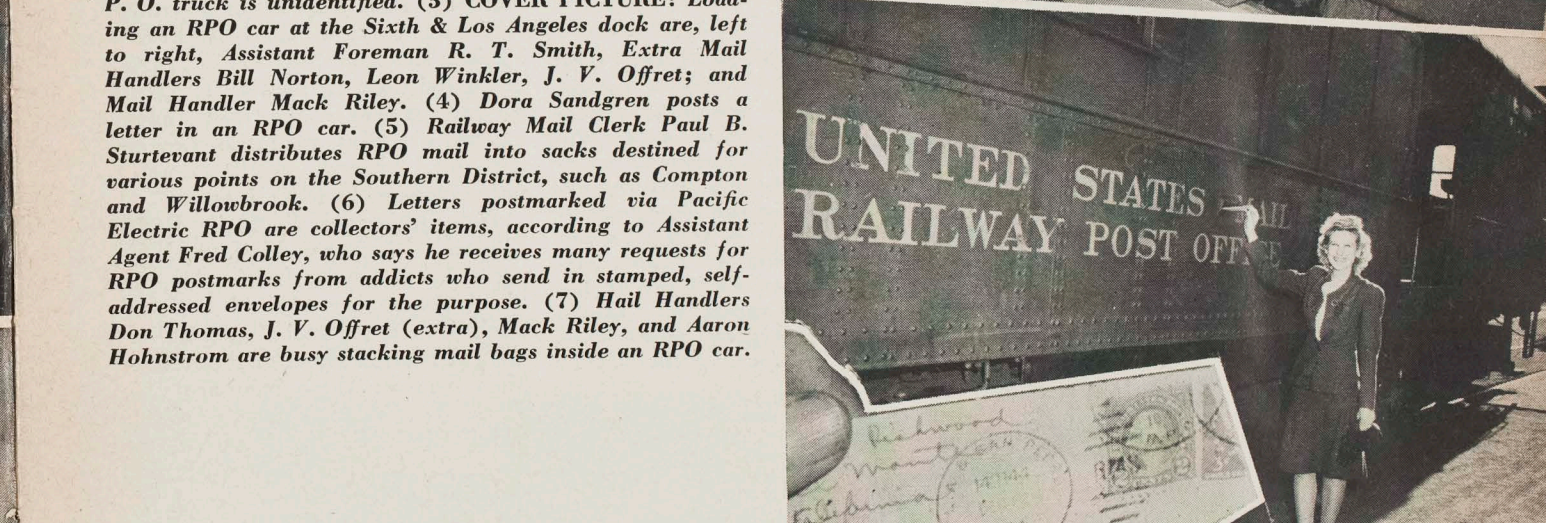
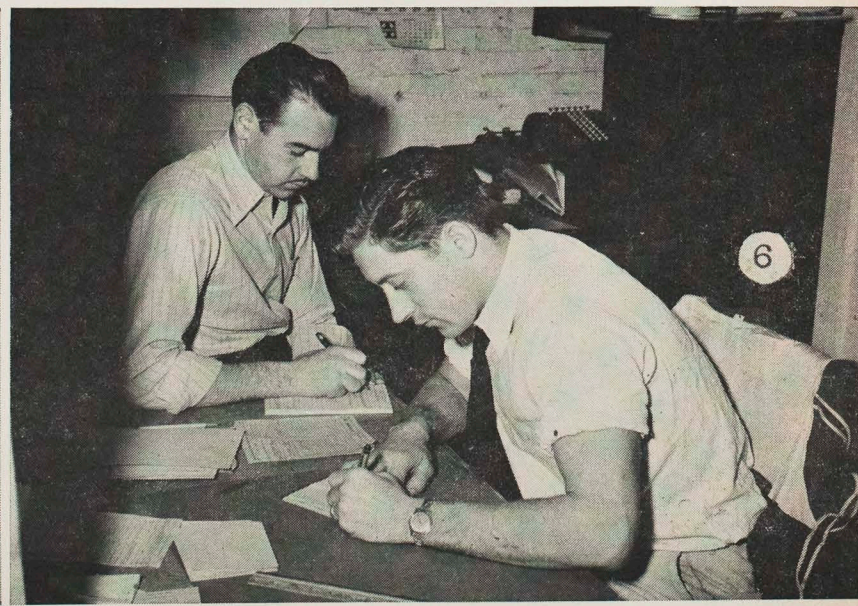
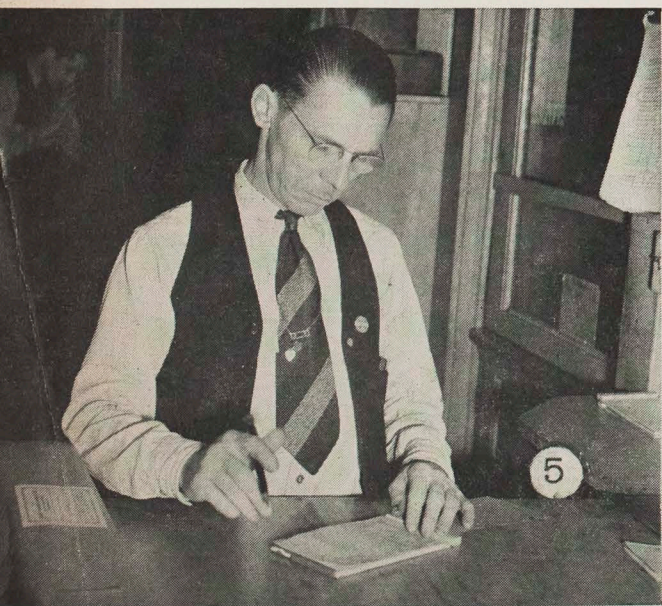
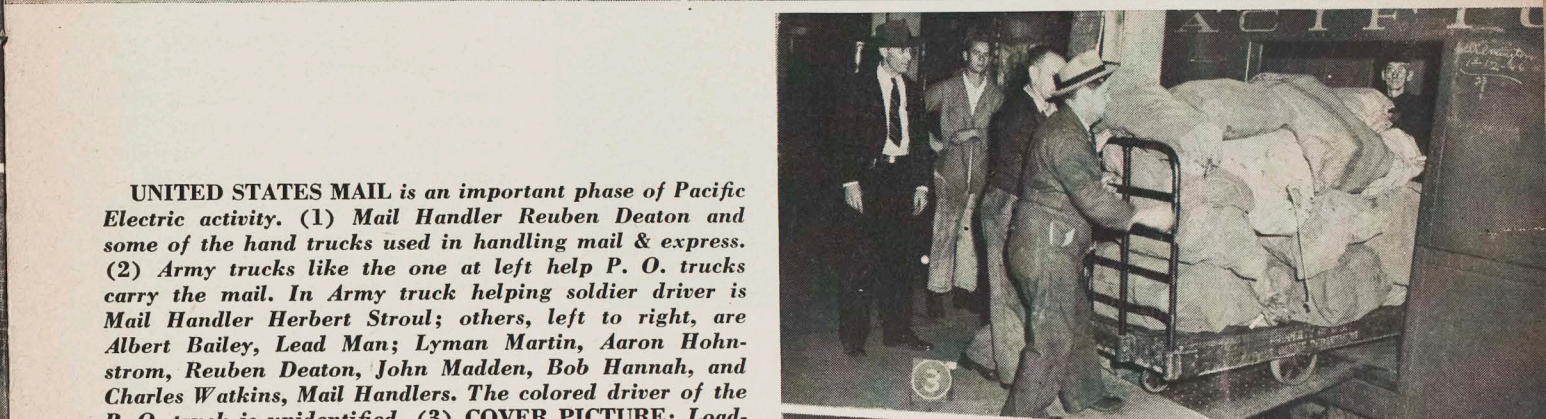
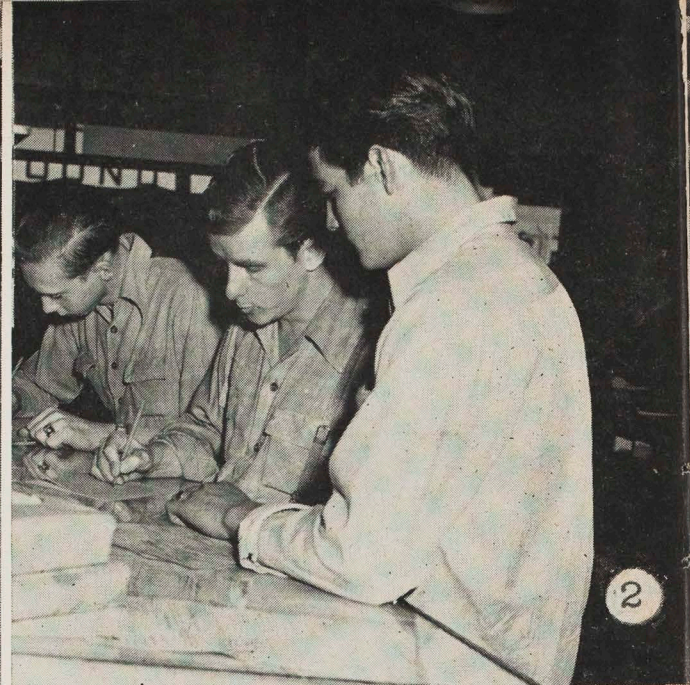
F. J. COLLEY, Assistant Baggage, Mail, and Express Agent since 1921.



AT THE COMPANY MAIL ROOM: (1) Johnny Baggett, Dora Sandgren, Juanita ("Skeeter") Nixon, and (2) Ruth Adams collect and distribute all company mail. Ruth is shown running through the postage meter letters on company business which must go via U. S. mail. (3), (4), (5), and (6) show various steps in the distribution of the 7000 copies of the PACIFIC ELECTRIC MAGAZINE. (3) Yellow labels containing address and number of copies to be sent are posted on correctly counted stacks of magazines. Around the table, clockwise fashion, are Leslie Dark, Charles Walkins, George Mutton (Assistant Foreman), Bob Milam, and Bob Hannah; Assistant Foreman R. T. Smith is at extreme left. (4) Dora and Skeeter are also pasting labels on and counting out bundles. (5) Mail Handler Tony Carbonara (right) and Baggage Checking Clerk Noble U. Blackshear load on a bus bundles of the magazines addressed to employees at points en route. (6) Skeeter delivers magazines in the Pacific Electric Building.

PACIFIC ELECTRIC BAGGAGE, MAIL AND EXPRESS ROOM at Sixth & Los Angeles Streets, under the P. E. Viaduct at the rear of the main Station.





UNITED STATES MAIL is an important phase of Pacific Electric activity. (1) Mail Handler Reuben Deaton and some of the hand trucks used in handling mail & express. (2) Army trucks like the one at left help P. O. trucks carry the mail. In Army truck helping soldier driver is Mail Handler Herbert Stroul; others, left to right, are Albert Bailey, Lead Man; Lyman Martin, Aaron Hohnstrom, Reuben Deaton, John Madden, Bob Hannah, and Charles Watkins, Mail Handlers. The colored driver of the P. O. truck is unidentified. (3) COVER PICTURE: Loading an RPO car at the Sixth & Los Angeles dock are, left to right, Assistant Foreman R. T. Smith, Extra Mail Handlers Bill Norton, Leon Winkler, J. V. Offret; and Mail Handler Mack Riley. (4) Dora Sandgren posts a letter in an RPO car. (5) Railway Mail Clerk Paul B. Sturtevant distributes RPO mail into sacks destined for various points on the Southern District, such as Compton and Willowbrook. (6) Letters postmarked via Pacific Electric RPO are collectors' items, according to Assistant Agent Fred Colley, who says he receives many requests for RPO postmarks from addicts who send in stamped, self-addressed envelopes for the purpose. (7) Hail Handlers Don Thomas, J. V. Offret (extra), Mack Riley, and Aaron Hohnstrom are busy stacking mail bags inside an RPO car.

AT THE EXPRESS OFFICE, Sixth & Main, a good-sized staff of clerks is required to handle the express shipments—like the pile partially shown in (1) and being loaded by Railway Express Agency Driver A. M. Salazar—carried over Pacific Electric lines. (2) Left to right: Express Clerks Telfair Koch, Leonard Longanecker, and Herman Nickolson busy during the Christmas rush. (3) At the express counter the lady customer appears to have Telfair a bit worried; Receiving Cashier Stanley Perego—better shown in (4)—seems to be doing well by the lady he is waiting on. (5) Express Clerk Cecil Seymour finishes the paper work on an express package from a customer who has just left the window. (6) Head Baggage and Express Clerk C. F. Koch (left) and Receiving Cashier and Expressman James Warren keep busy in a little office screened off from the rest of the Baggage Room.



(Continued from Page 5)
operate electric Railway Post Office cars.* We possess three, built by the Pullman Company in 1913 to specifications furnished by the Railway Mail Service, and acquired by Pacific Electric from the Southern Pacific in 1929. Each is divided into a 27-foot express compartment and a 20-foot mail apartment (the technical term used by the Railway Mail Service). The RPO cars travel over two routes: one, known as the Los Angeles & Redondo Railway Post Office, has been in continuous operation since 1905; and the other, known as the Los Angeles and San Pedro Line, has been in operation since 1907, except for a period of five years between 1917 and 1922. In its early days the latter line was known as the Los Angeles & Balboa Railway Post Office. Although the Los Angeles & Redondo Line now goes only as far as Venice, nevertheless, Manhattan, Hermosa, and Redondo Beaches still receive their mail from Pacific Electric via truck and bus.

It would be wrong, however, to leave the false impression that three RPO cars carry all mail handled by Pacific Electric. Such is far from being the case. In fact, 39 bus trips, 52 rail passenger car trips, and 14 express car trips are made each day with mail aboard, mostly to points not served by the RPO lines.

In handling U. S. Mail, Pacific Electric's Baggage, Mail, and Express Agent *Clyde A. Woosley*, and his Assistant Agent, *Fred J. Colley*, work in close association with officials of District No. 2 of the Railway Mail Service. These men are Chief Clerk *J. C. Livingston*, Assistant Chief Clerk *F. E. C. Allan*, and Space Clerk *W. E. Larson*. Mr. Larson, in particular, is charged with the duty of coordinating Railway Mail Service with Pacific Electric schedules.

CENTRAL MAIL BUREAU

The Central Mail Bureau at Sixth and Los Angeles Streets handles company mail exclusively; its four employes have no connection with the U. S. postal service, except to pick up U. S. mail on official company business, meter it, and hand it over to the government for distribution. As a convenience to the government, the Central Mail Bureau also receives and distributes all U. S. mail des-

*The other is the Washington and Blue-mont RPO, operated by the Washington and Old Dominion Railroad out of Washington, D. C.



AT UNION STATION Trainmaster *F. W. Nichols* (center picture), in charge of system box motor operations for Pacific Electric, makes his headquarters. In top picture, express cars in yard outside Railway Express at Union Station await loading. In bottom picture, women employes of the Railway Express are shown handling express packages in what is known as the "P. E. room."



tined for Pacific Electric offices in the Pacific Electric Building.* Its chief function, however, is to pick up and distribute all inter-office mail for the entire Pacific Electric system. In their little room under the Sixth and Main Viaduct the four Mail Messengers make up pouches for various points, and then either deliver them personally to nearby offices such as the Pacific Electric Building and the Subway Terminal, or else put them on busses, trains, or trucks for delivery to the more inaccessible spots.

EXPRESS SHIPMENTS

Although the handling of mail is the biggest function of the Baggage, Mail, and Express Bureau, express handling is also an important activity. The Bureau is an official station of the Railway Express Agency, and also maintains a Motor Transit District express service to certain points on the Pacific Electric system. Shipments—not pieces—of Railway Express vary greatly with the season, last December running as high as 500 a day; somewhere between 150 and 300 shipments a day is an approximate average figure. Express via Motor Transit runs approximately 110 pieces a day, there being a weight limit of 100 pounds and a size limit of 21 by 60 inches.

*It is for this reason that U. S. mail addressed to general offices of the company should be addressed to 208 East Sixth Street, the Mail Room number.

BAGGAGE DECLINING

Despite the vast increase in passenger traffic since the war, strangely enough the baggage business has shown a considerable decline. Whereas in pre-war days Pacific Electric used to handle from 200 to 700 pieces of baggage a day, the figure has now dropped to somewhere in the neighborhood of 25 to 100 pieces. This decrease, says Assistant Agent Colley, is due to the fact that coast-wise steamship travel, which used to necessitate a considerable volume of baggage transfers, is out for the duration.

SET-UP OF THE BUREAU

The Baggage, Mail, and Express Bureau, efficiently headed by Agent Woosley and his Assistant Agent, Mr. Colley, is part of the big Transportation Department, and comes under the jurisdiction of Senior Assistant General Superintendent *T. L. Wagenbach*. Normally the services of some 40 employes are needed. At Christmas time, however, when the biggest volume of work is handled, between 30 and 60 extra workers are hired, and for the past three seasons the Army has been helping relieve the shortage of men. In charge of all office work for the Bureau is *Clifford F. Koch*, Head Baggage and Express Clerk. Assistant Foremen *George Mutton*, *Harry Wheeler*, and *Ralph T. Smith* have charge of loading and
(Continued on page 10, col. 2)



JOHNNY BAGGETT, Mail Messenger, is one of P. E.'s institutions. He stood and posed for this picture—somewhat shyly, as is his wont—but is usually seen in the halls of the P. E. Building half-running, half-walking, in a semi-crouched position, carrying or dragging a heavy company mail bag in each hand. Johnny began work for the company on August 3, 1912.

AT THE LOS ANGELES FREIGHT HOUSE during the Christmas rush a large room was used to relieve mail congestion. Some 40 soldiers, working in shifts around the clock, helped avert the manpower shortage.





PROMOTIONS—Left to right, F. W. Spencer, Engineer of Planning and Development; Rudolph Widmann, Assistant Engineer in charge of Maintenance, Eastern Roadway District; and H. R. Searing, Assistant Engineer in charge of Field Engineering.



F. W. Spencer Appointed Engineer Of Planning and Development

H. R. Searing Now Heads Field Engineering; Widmann Takes Over Eastern Roadway District

Three new appointments in the Engineering Department have been announced by Chief Engineer E. C. Johnson as having taken effect on January 1.

F. W. Spencer, Assistant Engineer in charge of Field Engineering, was made Engineer of Planning and Development, an entirely new title in the Engineering Department. Mr. Spencer's new duties will be chiefly to coordinate Pacific Electric's post-war planning with that of the city, county, and state. His present work is in connection with changes resulting from the new parkways, present and proposed, in and about Los Angeles. Mr. Spencer came to the company in 1920 as a computer, and has been in charge of the Field Bureau since 1932. A considerable share of his duties in the last ten years has been in connection with public improvements work, and he thus steps into a position for which he is well qualified.

Succeeding him as Assistant Engineer in charge of the Field Bureau is H. R. Searing, who since last August has been in charge of maintenance of the Eastern Roadway District, with headquarters at San Bernardino. Mr. Searing has a background of some 22 years of experience with Pacific Electric (since February 3, 1923) in the Engineering Department; and has been resident engineer on several important projects, including the building of the Terminal Island Rail Line, and the Firestone grade separation.

Succeeding Mr. Searing at San Bernardino is Rudolph Widmann,

who came to Pacific Electric May 14, 1940, as a Junior Engineer. Mr. Widmann in this time has directed field parties on surveying trips, has been assigned several special duties, and has assisted the Roadmasters.

Their experience and natural ability prompted the selection of these men for their new positions, and Pacific Electric employees wish them all possible success in their work.

P. E. CARRIES THE MAIL—

(Continued from page 9)

unloading cars, and of the handling of mail. Seventeen Mail Handlers, six Baggage and Express Clerks, three Mail Clerks, and several variously listed as Swamper, Messenger, Relief Mail Handler, etc., complete the roster.

Whatever their classification, the workers in the Bureau are fully conscious of the importance of their jobs to the happiness of thousands of Southern California families who depend, though they often may not be aware of it, on the mail, express, and baggage service of the Pacific Electric Rail and Motor Coach Lines. The company appreciates Mr. Woosley, Mr. Colley, and their workers, for it is through their efforts that Pacific Electric is enabled to perform one more transportation job essential to the well-being of Southern California—essential to the morale of the boys overseas.

Hospital Line Doubles Patronage First Year

Thursday, February 1, marked the first anniversary of the inauguration of the Van Nuys-Birmingham Hospital Motor Coach Line. Just a year ago, this line was established on a ninety-day trial basis to determine the need of the service by Valley citizens and by the military and civilian personnel at the Hospital.

Its need was evidenced by the fact that during its first 11 months of operation nearly a quarter of a million passengers were carried—and, while figures for the entire year are not as yet available, past records indicate that the 12-month figure will surpass the quarter-million mark by many thousands.

H. O. Marler, Passenger Traffic Manager, Pacific Electric Railway, points to the increased use of the line by local people as the determining factor in its continuance.

"A gradual increase in patronage from an average of 401 passengers per day in February, 1944, the first month of operation, to 908 passengers per day in December, indicates to us that the local people are appreciative of Pacific Electric's desire to serve them," stated Mr. Marler.

Post Office Offers New "Postal Notes"

"POSTAL NOTES"—a new service which is being added to the many facilities now offered by the Post Office Department went on sale in Los Angeles on February 1, 1945, at every station, including neighborhood Contract Stations. They offer a quick and safe, as well as economical way to pay bills and send money in amounts not exceeding \$10.00.

Postal Notes are good only in the continental United States. They are not transferable and can be cashed only at banks and post offices.

Postal Notes will be on sale at the 1,800 first-class post offices throughout the country on February 1, 1945. They are in denominations of \$0, \$1, \$2, \$3, \$4, \$5, \$6, \$7, \$8, \$9 and \$10. Eighteen denominations of stamps will be issued in connection with the postal notes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 20, 30, 40, 50, 60, 70, 80 and 90 cents.

The new postal note is designed as a safe, convenient and economical way of sending through the mails amounts of money not exceeding \$10. Simplified methods of sale and accounting make it possible to handle the notes at a uniform fee of 5 cents. The conventional money order is not being displaced by the new note.

HERE AND THERE With THE WOMEN'S CLUB



By Mrs. Lon Bishop

Quite a few of the Club members were under the impression that only one meeting (as in past years) would be held in December. As a consequence, it was a very small group that met on December 28.

Mrs. F. Palmer had her program as scheduled, presenting Mr. Paul Mortimer of the War Council and his Coast Guard picture showing the

PACIFIC ELECTRIC CLUB BULLETIN

TUESDAY, FEBRUARY 13:
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, FEBRUARY 14:
P. E. Rod & Gun Club Monthly Meeting. Interesting Picture & Refreshments—7:30 p.m.

THURSDAY, FEBRUARY 15:
P. E. Women's Club Sewing Unit—10:00 a.m.
P. E. Women's Club afternoon Card Party. Prizes to the winners—1:00 p.m.

FRIDAY, FEBRUARY 16:
P. E. Bowling League Matches—Bonnie Brae Bowl—1818 West 6th Street—8:15 p.m.

TUESDAY, FEBRUARY 20:
Veterans of Foreign Wars No. 3956. Semi-monthly Meeting—7:30 p.m.

THURSDAY, FEBRUARY 22:
Washington's Birthday—Legal Holiday. Club Rooms closed.

FRIDAY, FEBRUARY 23:
P. E. Bowling League Matches—8:15 p.m.
Bonnie Brae Bowl—Spectators invited.

TUESDAY, FEBRUARY 27:
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, MARCH 1:
P. E. Women's Club Sewing Unit—10:00 a.m.
P. E. Women's Club Afternoon Card Party. Prizes to the winners—1:00 p.m.

FRIDAY, MARCH 2:
P. E. Bowling League Matches—8:15 p.m.
Bonnie Brae Bowl—Spectators welcome.

TUESDAY, MARCH 6:
Veterans of Foreign Wars Post No. 3956. Semi-monthly Meeting—7:30 p.m.

THURSDAY, MARCH 8:
P. E. Women's Club Sewing Unit—10:00 a.m.
P. E. Women's Club Afternoon Business Meeting. Interesting Program and Educational Pictures in color—1:00 p.m.

FRIDAY, MARCH 9:
P. E. Bowling League Matches—8:15 p.m.
Bonnie Brae Bowl—Spectators welcome.

TUESDAY, MARCH 13:
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, MARCH 14:
P. E. Rod & Gun Club Monthly Meeting—7:30 p.m.

invasion of Normandy on D-Day, and the many days and weeks of intensive planning and training—everything timed to seconds. Everyone should see these pictures. We can hear some say, "No, it's a war picture." We still say everyone should see them, and everyone should, when possible, visit the boys in the hospital. It brings you to a greater realization of the terribly serious business of war, and makes you redouble your efforts to work harder and harder to help end this terrible thing and get the boys home.

Mr. Mortimer told us of a very worthwhile picture, recently released, called "Combat America," photographed by Mr. Clark Gable. Mrs. Palmer is trying to get it for our next meeting on March 8. Keep in touch so as not to miss it.

The first meeting in the new year was held January 11. President Mrs. Andrews being ill, Vice President Mrs. Palmer took over and filled the chair in a splendid manner. The speaker that afternoon was Nathalie M. Bucknall, District Coordinator of War Service Activities, and her subject was "Rehabilitation of the Returned Veteran." It was a splendid talk, full of good common sense on the handling of the boys who come home; the little do's and don'ts that will make for a much better understanding between the family and the boy. She puts a double emphasis on the importance of those things. She knows the boys' problems and fears, for it has been her work, and her talk was almost as though they had asked her please to tell the home folks just a few simple facts that will make things more comfortable for them. Mrs. Bucknall is Russian born, British by marriage, and now an American citizen, and her head went up a mite higher when she said that.

Everyone was so glad to see Mrs. Smart back in her official chair as Recording Secretary (just a bit shaky though), and she was given a big hand for her part in making the recent bazaar the grand success it was.

Mrs. J. B. Green, Welfare Chairman, who was not able to be present, but is gaining in strength daily, sent in her report, stating twelve families had been sent A. & P. food certificates at Christmas time. We say thank you again to all you folks who, by patronizing our bazaar, made that help possible.

At the close of the meeting, refreshments were served in the tea room by Mrs. John Columbus and her Committee.

S.O.S. from the Red Cross room. Help is needed badly. There are kit bags to make for the boys, baby gar-

ments for Navy Aid, and so many comforts to tie. The Unit joined with other workers on January 12 and filled 2,500 kit bags at Production Center. It was work and it was fun; better join with us.

The passing of Mrs. Mabel Lewis, beloved daughter of Mr. and Mrs. Jack Childs, brought deep sorrow to her family and a legion of friends. Our deepest sympathy is extended to Mr. Lewis and her father and mother.

We hope all our many sick members will be back very soon, and are happy to hear that Mrs. Emma Green has been able to leave the hospital.

So many of our members have lost loved ones this past year, and we know how very hard it must be to go on alone, but that is the time you need the love and companionship of friends, and we do hope those absent members will come back and join with us in the activities of the Club.

P. E. Post 3956 VETERANS OF FOREIGN WARS

By T. E. Dickey

Regular meeting of Pacific Electric Post No. 3956 was held January 16, with Commander Harry L. Young presiding.

Many interesting subjects were discussed and the enthusiasm with which the comrades carried on the meeting was very encouraging.

Chaplain Boswell surprised all present by repeating from memory the opening and closing prayers. This was only the second meeting in which the Chaplain has filled his station, and we anticipate having the other officers memorize their various parts, and in due time our Post will form a ritual team.

Our membership was increased to the extent of two new members, and four applications were held over until next meeting because the applicants were unable to be present. It is rumored that six more applications will be received before next meeting night, at which time a class of ten will be initiated.

Commander Young has some more appointive offices to fill but will hold them until such time as the new applicants have become members.

It appears that the present rate of increase in members will cause us to take over more spacious quarters, so, comrades, keep the applications coming in.

Our next regular meeting will be on Tuesday, February 6, in Room 806, P. E. Building, and will start promptly at 8 o'clock.

More V.F.W. news will be printed in this column each month.

P. E. POST 321, AMERICAN LEGION



By
**C. E.
Wilcox**

The first meeting of 1945 was held January 9 and was well attended. I hope that each comrade will try to attend the meetings as often as possible. Although many members are working long hours the attendance has been very good for the past year, and I would like to see it continue.

The Christmas party held for the boys in our ward at Sawtelle was a big success. In behalf of our Post I wish to thank Mr. Henry Packer and Mr. and Mrs. H. G. Edwards for their contributions toward our fund for this purpose, also Mr. Leo Quick, who was kind enough to give to Comrade Kady sixty writing portfolios, which were distributed to the boys at Birmingham Hospital in Van Nuys.

F. W. Nichols has just been appointed to the Legislative Committee of the County Council, American Legion. Comrade Nichols, you have done a grand job in your work as a Legionnaire for the benefit of the veterans of the present conflict. As I am a veteran of World War II, having served in the South Pacific, I know just how much the boys that you have come in contact with appreciate your help. My personal thanks, and congratulations on your appointment.

Donald E. Limbert was admitted as a new member, and Wayne M. Winbiger transferred from Omaha, Nebraska, Post No. 1. Welcome to our Post, comrades.

A post card was received from Comrade Broberg, and evidently he is across the big pond. If you want to drop him a line, I have his address.

RETIREMENTS

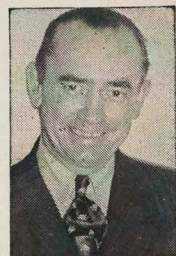
The following employes retired during the month of January, according to the Treasurer's office:

NAME	Department	Occupation	Years of Service
Chas. J. Butterworth	Southern Division	Trolleyman	25
Wm. R. Grisinger	Western Division	Motorman	24
Thos. W. Kennedy	Engineering	Substation Operator	31
Rudolph J. Morand	Engineering	Substation Operator	36
Wm. P. Nichols	Western Division	Motorman	2
Thos. H. Smith	Mechanical	Welder	21
Gumercindo Tejada	Engineering	Laborer	17
Arthur L. Zahnley	Engineering	Substation Operator	39



BEGINNER'S LUCK—*These are the first fish Ted Packer ever caught, and they're salmon, ranging in weight from 12 pounds down to 5½, landed December 2, when Ted, a brakeman on the South, went to Oregon on vacation for 3½ weeks. He stayed at McKy Ranch, 18 miles from Reedsport up the Smith River. His sister-in-law's brother, Tex Roberts, is the ranch manager. Ted says he had the fish canned for 7c a can at the cannery, and got 24 one-pound tins out of his trolling expedition. Oregon's the place to live, declares Ted with enthusiasm.*

PACIFIC ELECTRIC ROD AND GUN CLUB



By
**Arlie
Skelton**

Greetings, Rod and Gun Clubbers! Seemed like old time, seeing so many familiar faces at the annual meeting and the January 10 monthly meeting. What seemed best was to sit back and watch someone else do the work.

Well, men, these are critical times, you know, and things are about to happen to your Club. If you are interested, you had better get down to the next meeting to be held Wednesday, February 14 at 7:30 p.m. For the last two years prizes have been hard to get. This year they will be almost impossible to find in sufficient quantity to make up a prize list. The valuable prizes offered by this Club in the past account for a large part of the Club's success. Due to circumstances over which we have no control, the Executive Committee proposed at the January meeting that we discontinue giving prizes and also discontinue the Annual Show for the duration of the war. This, of course, drew much protest from the floor. After much discussion on whether or not suitable merchandise is available, President A. M. Cross appointed a committee, J. B. Rogers, B. F. Manley, and Robert Dornor, to investigate and to purchase such prize material as they find available. Further discussion and action are to be taken at the February meeting, when it is hoped a large representation of the Club membership will be present. President Cross has arranged to have motion pictures shown at the meeting.

It is regrettable that the President's Annual Show did not draw a better attendance. It was all free to members, their families and friends. The talent was everything but strip-tease, yet only about two hundred seats were taken. Conspicuous by their absence were the majority of the officials of the Club. No doubt poor transportation facilities to outlying districts account for much of it, and that is probably one of the reasons for poor attendance at the monthly meetings. Wonder if that's keeping Scott Braley away?

Commendations for good sportsmanship go to Mr. Randig and Bob

Lawrence. Through an error of the Prize Committee Mr. Randig was awarded second prize on deer head while Mr. Lawrence was awarded third prize. It should have been the reverse. Mr. Randig noted the error and offered to trade prizes, but Mr. Lawrence contended it was the decision of the Prize Committee and he was willing to let it stand. Mr. Randig brought it before the meeting, the records of the measurements were re-examined, the error noted and both prizes were called in to be officially re-awarded. This speaks well for the type of good sportsmanship which is not the exception but the rule among members at our Club.

F. P. Patterson, Chairman of the Year Book Committee, asks each member to contact those ads you have been taking in past years, and get them in so we can get our year book out just as soon as we get our prize problem solved.

Jesse Edmunds caught a 3-lb. bass at Henshaw early last year. Thinking he would surely catch a large one later, he declined to register his catch, thereby losing his chances for a first in that class. Let that be a lesson to you, anglers, and register all you catch. Reports are coming in of good catches of bass and barracuda and rock cod being taken off the fishing banks of Balboa and Ocean Park. Also fair lake fishing is to be had at Henshaw, using worms and mud suckers for bait. The Annual Outing to Arrowhead for the opening of trout season will be held as usual. Jack-pot prizes are offered for this outing. Twenty boats have been reserved from the Arrowhead Company, and accommodations have been reserved from the Blue Jay Camp for forty members. Brothers, that means me and thirty-nine of you fellows.

Refreshments are to be served at the February 14 meeting. We hope to see you there.

BASKETBALL NEWS



By
**George M.
Kappers**

The All-City pre-season basketball tournament wound up the first part of January with the Pacific Electric squad claiming fourth place honors.

This was very surprising, but even more surprising, contrary to our expectation of being placed in a City league for the main season starting in January, we were placed in nationally organized class "A" A.A.U. industrial flight basketball. I personally think this quite a record for any team that has been organized for less than three months. Congratulations to each and every one of the men and especially to Captain Ray Milnes and Assistant Captain Ray Savoy. You can bet your bottom dollar that the Pacific Electric squad will be in there fighting to come out on top of the "A" A.A.U. league.

By the way, we played a non-conference game with Los Angeles Motor Coach recently. We won the game but they won the moral victory of having a very excellent following for support. When and if one-half of our employees back us up and create a following, we will be but following in the footsteps of L.A.M.C. in that respect. Let's all make it a point to come out and see at least one of the games this year. Let's back the team. Come on, Pacific Electric employes, I know you have that much-needed sense of loyalty and co-operation in you. Let's show it!

At the bottom of this page is the schedule for the present A. A. U. league showing remaining games.

All right, now you have the schedule, the place of play, and the time. You have a basketball team that co-operates all the way. Whether you are an executive or an office boy, let's stand behind the team and see at least one game during the season.

We will give you the scores for the first half of the league in the next issue. We will also include the Pacific Electric spectator interest score. Best of luck to the team.

A. A. U. INDUSTRIAL FLIGHT BASKETBALL LEAGUE NO. 104 Class A PACIFIC ELECTRIC SCHEDULE (Remaining Games)

All games are played at Los Angeles City College through the courtesy of the Board of Education, Monday and Tuesday nights at 7:30 and 8:30. Fifteen-minute grace period.

ADMISSION FREE! First Round PACIFIC ELECTRIC vs.

Date Played	Time of Game (p.m.)
Feb. 5	McCoy's Marauders 8:30
Feb. 13	L. A. Control 7:30
Feb. 26	Bendix Aircraft "Altairs" 8:30
March 6	Timm Aircraft 8:30

BASKETBALL FANS! COME TO CITY COLLEGE ON THESE NIGHTS AND SEE YOUR TEAM PLAY!

PACIFIC ELECTRIC BOWLING NEWS



By
**Charlie
Hill**

After the Yuletide holidays were over play was resumed in the Pacific Electric Bowling League, the first week completing the schedule for the first half and the following week to begin the final round or home stretch. Evidently the rest perked up some of the members, as evidenced by the improved scores.

Special mention should be made of Joe Shafer, last season's high man, who during the first two games of the second round has really looked like the Joe of old, rolling 567 and 564 series, respectively, and several 200 games, including 243 and 231 classics. With Shafer as the key man, the Schedule Bureau team has appeared somewhat rejuvenated, blasting the then leading Subway Terminal for four points, followed by a 3 to 1 win over the Trainmasters, the latter winning the final game by less than ten pins. This match, however, was closely contested throughout, the second game ending in a tie score, which was won by the schedule makers, who, incidentally, were handicapped by the absence of one of their members, rolling with only four men.

At the close of January 19, the

Motor Transit and Subway Terminal are tied for first place honors, with 42 wins and 26 losses. The Claim Department team is knocking at the door with 40 points to their credit, while the North District and Field Engineers are tied up for fourth position, four points behind the claim-men. South District holds indisputable possession of sixth place, and the Timekeepers, Los Angeles St. Terminal, and P. E. Club are all tied for the next position. The Electrical Department, P. E. Scrubs, and Vineyard aggregations tumbled from the first division.

Something resembling an earthquake hit all of the leading teams

2729 total, including a 1019 game to tie for second place honors for the season. In this particular contest four of the members of the motor coach operators were really hot, **Bill Harratty** and **"Wimpy" Comstock** hitting over the 200 mark.

Santa Claus brought as a nice present to the Field Engineers a young bowler by the name of **Bill Hawkins**. In his first two appearances he has certainly added spark to that team by keggling 525 and 533 series. He replaces **Glen Clymore**, who has gone into Uncle Sam's service as a merchant mariner. Good luck to you, **Glen**.

The Trainmasters' weekly pot

series of 479, while **Cora** has high game of 191. **Myrtle Shaw** (128) is third, **"Franny" Houston** (123) is fourth, and **Rosy Henthorne** (122) follows next in order. **Phyllis Chubbie** has taken several weekly prizes for ladies' high series.

Claude Kazee continues the high average bowler for the league. His work, in conjunction with that of **E. D. Borders** and **J. W. Greene**, has materially helped to keep the Los Angeles St. Terminal in the running. **O. Sadoris** also hit a nice 555 series on January 19.

Harry Welch and **"Gon" Gonzalez** have been the spark plugs for the Claim Department, while **Dave Co-**

WEEKLY HIGHLIGHTS OF THE PACIFIC ELECTRIC BOWLING LEAGUE

Team	High Game	Team	High Series	*Individual High Game	*Individual High Series
Jan. 5	South District (932)	L. A. St. Terminal	(2650)	E. D. Borders	(536)
Jan. 12	Schedule Bureau (914)	Schedule Bureau	(2670)	Joe Shafer	(567)
Jan. 19	Motor Transit (1019)	Motor Transit	(2729)	E. Pensinger	** (623)

*Individual scores do not include handicap.
**Season's high.

on January 12. The Subway Terminal, P. E. Scrubs, and Vineyard lost everything to the Schedule Bureau, Timekeepers, and P. E. Club, respectively, while the Motor Transit, Claim Department, and North District bowed to 3 to 1 lacings by the offerings of the Hi Lo, Electrical Department, and South District, respectively. It was a tough night for all of the leaders. The Field Engineers managed to eke out an even break with the Los Angeles St. Terminal.

Those Timekeeping "gals" have certainly played havoc with the opposition, having taken 14 out of the last possible 16 points, by downing the P. E. Club and South District 3 to 1, and then shutting out the P. E. Scrubs and North District, and as a result of this fine showing have advanced to among the higher bracket.

The race has developed into a tight affair, there being only eleven points difference between the first and fifteenth positions.

The B. R. T. team has re-organized under the captaincy of **Jack Rowe**, and is now known as the West District. This team is still holding up the balance of the league from the bottom of the pile; however, the squad is composed of enthusiasts, and their position does not actually reflect their real strength, as they have lost several rather close contests.

Earl Pensinger of the P. E. Club quintet came very much into the lime-light on January 19 with his 623 series (233-212-178) to become tops for the season. Despite his fine work and a 2689 series by his team, one point was the best they could garner from the Motor Transit, who hit for

match is rather interesting, but the winner is not always the high pointer for the evening, and I have in mind particularly a most recent occasion when the man with the lowest score hit the jack-pot, when by virtue of the absence of his drawn opponent he was automatically spotted 30 pins. Lucky? It is at least one for the books.

For the ladies, the race for supremacy is almost neck and neck between **Marion Lutes** of the Hi Lo and **Cora Rogers** of the P. E. Scrubs. At this time **Marion's** average tops **Cora's** by one pin. **Marion** has high

burn's 507 was instrumental in giving his team an even break against the Field Engineers on January 19.

Ona Gregg will not acknowledge it, but he likes the foreign alley since he found the groove, which proves that there is a groove; you only have to find it.

STEAMSHIP LEAGUE

The Pacific Electric team in the Steamship League, which bowls every Thursday night, holidays included, at the Angelus Academy, has its motor headed towards Frisco. Explaining this, the winner of the

NEW SIGNAL & BONDING STORE at Washington Street Yard, with Signal and Bonding trucks backed up against the loading platform. The store was opened on September 18, when the scene of Signal Department operations was shifted to Washington Street. Considering that this pan-



oramic shot was taken in the middle of January at 8:00 a.m. on a smoggy, sunless morning, we think it turned out fine. In order to pose for the picture, the men were asked to discontinue temporarily their loading operations.

Steamship League of Los Angeles will go to San Francisco to play the champs of that vicinity. At this time the electric railroaders are in the lead by three points, at the start of the last round beginning January 23. While our hopes are turned in that direction, nevertheless there is a hard road to travel during the next nine weeks and anything might happen. One thing that cannot be overlooked is the jolt handed the electricians by the Wells Fargo team, manned by **Don Houston**, **"Jug" Yeager**, and associates. Those four points yanked our company's team out of first place, but only temporarily, as the fellows came back strong the next week to drub the Transportation Club team, taking all four points, when **"Stan" Worsdell** (547), **Johnny Hubener** (521), and **Captain Gonzalez** (520) cut loose a barrage that proved demoralizing to the opposition. Following this a 3 to 1 set-back was handed the Freight Transport, with **Worsdell** (533) and **Archie Brahm** (531) doing the heaviest damage. **Bill Fulton** of the transporters rolled a 224 game in the opening, which was instrumental in giving them their only point.

Ron De Long's American President Lines team, which at the time was only one point behind the P. E. outfit, was the next victim. Due to the concentration of a heavy bombardment, the members of this team failed to come from under cover until the latter part of the third game, when they managed to squeeze through for a one-pin win. Two open frames in the tenth were ultimately responsible

for the loss of this point. However, the railroaders garnered a total of 258 more pinnage than the adversary. **"Stan" Worsdell** was again the high man with a 581 series. His efforts were well aided by **Archie Brahm** and **"Gon" Gonzalez**, each of whom rolled 521.

SIGNAL DEPARTMENT



By Virginia Simmons

"Hello — hello — who's calling please?" or maybe someone is calling you. The point is, each of us has a different response upon picking up a receiver. For instance:

"**Moesby** talkin'!" (that's **William**) or "**This is Lou**" (that's **Cromie**) or just "**Burnsey**" (**Bob Burns**). "I don't want any—whatta y'u got?" (**Jimmy Dullnig** always beats you to the punch).

And during the conversation, you'll invariably hear: "Whatta y'u got on today?" (**Jim Kenner**); "Okay-Okay" (**A. M. Cross**); "Now on there?" (**Frank Cousins**); "Don't call me out

on Wednesday night . . . **Lodge'** (**Bert Stephens**); "I'll fix you up" (**Ernie Hargreaves**); "Well, land sakes" (**Harvey Fuller**); "Not really? Fine and dandy" . . . strictly personal!

George Wurtz celebrated his 30th wedding anniversary January 16. Also "**Grandpa**" again! Ditto . . . **Paul Turri!** **Bob Burns** celebrated his 3rd wedding anniversary recently . . . lotza everything, lotza people and lotza fun!

Speaking of anniversaries, **Ed Hasenyager** and **Bill Moesby** both maintain that all the important events in their lives happened in even years . . . whoa—with the exception of marriage! They want to know if 1911 was leap year.

Here and there: Having a hand bandaged up didn't keep **Jim McAllister** from working nights. **Harvey Fuller** didn't know his own strength—put a hole through the wall of Subway tower—had to cement it up. **Johnny Huber** calling the Watts police, at the request of **Paul Crunk**—"That horse hasn't had a drink all day." Student Towermen like to break in with **Wesley Scranton** because of his fancy cooking—learned the culinary art in World War I. Incidentally, while **Scranton** was vacationing, took two ladies out and had a flat tire! **Herbie Eaton** fixed up a trick light globe (with a small flash light inside)—turned it on by holding a penny under it. He put it down on the rail to light up, and scared the trackwalker to death!

We like the statement made by the President of a 4-mile railroad near Augusta, Georgia, who said his railroad was not so long, perhaps, but "By golly, it will be as wide!"

The new girl in the Sixth and Main Office is **Miss Wanda Raskey**. Welcome! A certain gentleman went in to look her over and said he never got any farther than her dimples. They fascinated him. P.S: (He's going back for a second look). We'll certainly miss **Edna Klein**, who now works for **F. W. Spencer**, Engineer of Planning and Development. Good luck, **Edna**, on your new job.

We extend a hearty welcome to new men in the Overhead Lines Division, too. They are **Joe Chisholm**, **Gene Farrar**, **Linemen**; and **Groundmen Vernal Clark**, **William Arnold**, **Tom Fisher**, and **DeForrest Moore**. We also welcome **Carl Buckner** and **Harry Connery**, in the Signal Department.

Don't forget—February 26!
Place—925 South Western Avenue.
Occasion—Red Cross Blood Bank.
Let's have a big turnout, folks!

EASTERN DISTRICT ENGINEERING DEPT.



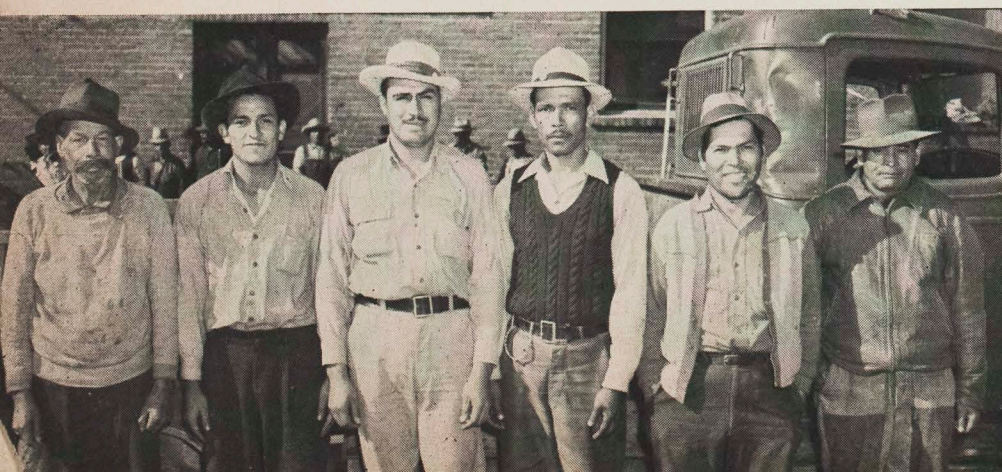
By
**Mabel E.
Forsberg**

This has been a week of "good-byes" and "hellos" in the Eastern District. To Mr. H. R. Searing, Assistant Engineer, who has been in charge of Maintenance in the San Bernardino District and who has recently been promoted to Assistant Engineer in charge of Field Engineering, we say, "Congratulations! You have our best wishes for the future." To Mr. R. Widmann, Assistant Engineer, who has been promoted to Assistant Engineer in charge of Maintenance, San Bernardino District, we say, "Welcome to San Bernardino!" We hope that Mr. and Mrs. Widmann will soon be comfortably settled in our community.

On Wednesday, January 10, Special Car No. 1299 brought many of our Company officials to the Eastern District on an inspection trip. The return trip to Los Angeles was by motor coach by way of Riverside and Pomona.

A. B. Holmes, Junior Engineer, known among his friends as "Sherlock," has reached the heights of "detectiving." He has found a house to rent, in Riverside! So the haunted, worried look he has been wearing so long has turned to smiles. Mr. Holmes' son Geoffrey, who is serving in the Navy as Radio Technician and has been stationed at Banana River Air Base in Florida, will be here soon with his new bride to spend his first furlough in two and one-half years with his parents.

PAVING GANG, SAN BERNARDINO—Left to right are Laborers Martin Villegas and Joe Hernandez; Temporary Foreman Dionicio Ortiz; Truck Driver Jesus Guzman; Paving Raker Lucio Alvarado; and Laborer Josefino M. Garcia.



Tom Sharp, Foreman of Extra Gang No. 9, spent the first week of this year in Little Rock, Arkansas, visiting a sister who is critically ill.

William C. Bartlett has recently been employed as Helper to Temp Smither, Bonder and Welder.

Bill Mapstead's Line Gang is busy removing poles on the abandoned Riverside-Corona Line.

Extra Gang No. 13 is still in the process of giving the San Bernardino Yards a face lifting.

Ralph Coons, Operator of Paving Roller, is happy with his new assignment; and does he do a swell job of polishing? Yeah man!

Valentine P. Koroleski is a new member of the Bridge & Building Gang. This group recently completed a curb at the Fontana Station. It was built per Southern Pacific C. S. 1922 and is the first curb of its kind in the San Bernardino Division.

The shoofly track at the Day Canyon project near Etiwanda is now in service. The driving of piling for the new bridge was started on January 16.

On January 18, the first piling was driven for the Warm Creek Bridge on Rialto Avenue. When completed, this line will be part of the Sunkist Line.

Mr. Hal Smith, Bridge and Building Inspector, is being kept busy, as he has both Day Canyon project near Etiwanda and Warm Creek project on Rialto Avenue, San Bernardino, to keep tab on. We hope Mr. Smith will like his work here.

The turnout on Ellena Brothers Spur near Etiwanda is near completion.

Let us know if you have a damp cellar. Art Soderberg, our Bridge & Building Foreman, has just received a new portable gasoline-operated pump he is anxious to try out.

Our new portable lighting unit has arrived. Confidentially, I'm almost afraid to go out into the Bridge & Building Annex—might get 'lectrocuted!

It has just come to our attention that we have several father and son combinations working on our Extra Gangs. On Extra Gang No. 13 there is Julian F. Avila and his son Julian Avila. Extra Gang No. 9 not only has Tom Sharp, Foreman, and his son, Herman, Truck Driver; Jesus Rodriguez, Sub-Foreman, and his son, Vicente Rodriguez; but also boasts of a three-generation team—Salome Becerra, Sub-Foreman; his son, Andres Becerra, Truck Driver; and grandfather, Santiago Manriquez, Laborer. Both gangs have almost doubled in size in the past 90 days and their work extends from near La Verne on the west to San Bernardino on the east.

We congratulate Mr. H. R. Searing, Assistant Engineer, upon the receipt of a Certificate of Award from the Management-Labor Suggestion Committee. His suggestion, that deflectors be installed on smoke stacks of steam engines in order to eliminate failures caused by the clogging of brush contactors, has been approved and arrangements have been made for the installation of deflectors as suggested by Mr. Searing.

The slogan "We Will Leave It Better Than We Found It" will continue in effect in the San Bernardino District. Its originator, Mr. H. R. Searing, has proven to us that it is possible to "leave things better than we find them."

ENGINEERING DEPARTMENT

By Vic Labbe

F. W. Spencer, Assistant Engineer, was appointed Engineer of Planning and Development; H. R. Searing, Assistant Engineer at San Berdoo, was appointed in charge of Field Engineering, Los Angeles, and R. Widman, Assistant Engineer, was appointed Assistant Engineer at San Berdoo.

Newcomers in the main office are Marie Denman and Dorothy Pratt.

Marty Voorhis moved to Roadmaster's office, Jean Fogarty to B. & B. Dept.; Edna Klein to Planning and Development, Wanda Raskey to Signal Dept.

Doris Newhaven has gone legal; she is now Receptionist for Chief Counsel's office.

Oh yes, our redhead, Maxine Hanson, left the cage for steno work in the main office.

One of the slack lovelies, Ginger Majewski, left the service to go back to school. Virginia Lovell, the other lovely, is taking up golf now. I'll bet the teacher doesn't keep his eyes on the ball.

CENTRAL TIMEKEEPING BUREAU



By
**V. B.
Tellechea**

Wedding bells amongst our field men when Field Engineer Clifford Mayne and Rodman "Doc" Aten recently took unto themselves wives. Best wishes to both couples.

A big huge gun of welcome to Joseph S. Coe, our new "addition and betterment." Uncle Sammy has an eye on the guy, though, 'cause there will be navy "blues" and two gold stripes on him in a couple of months. The Field Dept. gets to keep him only till then—doggone!

Vacations already—Joe Randall and Nancy Kelly up for one. Nancy to Mexico this year.

"Signor" Bates is back in the field. He is to be assistant to Mr. F. W. Spencer and will be in on future planning and development.

Our deepest sympathy to Betty McAnally for the death in her family.

Barbara Van Duren knows how to pick them. Did you see the handsome ensign husband?

A new club has started in the Accounting Dept. Called the Garter Club. Ask Kathryn to show you hers. Boy, it sounds interesting!

Pat Hanley is going to get married.

Albert Walker is back in the Valuation Dept. after some Navy service.

Dale Hyde and Al Hanna are still considered the wolves. Well, they always have class with them.

John Swanson took the family to Omaha for a white Christmas.

How to Be Kind To Your Car

Avoiding short runs, limbering up the chassis and otherwise petting your car will pay these cold days. Better Homes & Gardens magazine gives these pointers for keeping your engine turning over:

1. Don't open the throttle wide when starting except when the carburetor is flooding and the cylinders are full of raw gas.

2. Break the cold seal. If your car has been standing on level ground or a garage floor, it will pay you to push it manually in high gear with the switch off, until you feel the engine turn. The cold seal is broken and it is safe to use the starter.

3. Avoid short runs. Never start the engine unless you intend to let it run until thoroughly warmed up.

4. Limber the chassis. Hitting bumps while the metal is cold, inflexible and rigid may crack spring leaves or fracture the frame. Take it easy until your car limbers up.

5. Soften spring shackles. Rubber is often another cold weather casualty. A good way to prevent it from becoming too brittle is to spray rubber occasionally with hydraulic brake fluid. Never spray rubber parts with oil.

wedding anniversary reception will be long remembered.

October: Al Beaumont leaving for a more lucrative job with Standard Oil. Parting gift was a beautiful shot-gun case.

November: Ual Drake showing off a sweet potato—(vegetable) this—big! Margaret Taylor in hospital with the flu bug.

December: You've already heard about our Xmas party in last month's issue, but you only heard the half of it (ask Charlie Sein and some of the boys for details). "Sweet Violets," a favorite of Mr. Grenke's—was sung, with Mr. Grenke leading the chorus. Then Eugene Barwood recited the "Texas Stockyards Song," which certainly was amusing. 'Nuff sed.

Rosetta Epple on a quick visit to her boy friend stationed in S. F.

Mrs. Elizabeth Walton retired on December 30, after 25 years of service. Many gifts were given her, and as we gathered round her desk, Mr. Grenke presented her with two boxed corsages and a beautiful \$50.00 bill. (No priority on typewriters, hence the money.) Hugh Chestnut took the lead in singing "Auld Lang Syne," and there was many a tear at parting from an old and true friend.

V. (for Viola, which she dislikes) B. Tellechea (say: "tell-uh-shay") has been a Statistical Clerk in Timekeeping since November, 1943, when she started to work for P. E. Likes to draw people, write verse, and play the piano by ear. Has written lots of stuff ever since childhood, but never tried to sell it, she says. Husband Samuel F. is a Rate Revising Clerk at the L. A. Freight House, where he has worked 25 years.—Nice first column, V.B.!

Captain (to newly appointed sergeant): "Look here, there are men coming into camp night after night after 'Lights Out' has been sounded. It's got to stop."

A few days later he asked the sergeant whether things had improved.

Sergeant: "Oh, yes, sir. The last man in blows the bugle now."

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NEWLYWEDS—Cpl. and Mrs. Allan Guthrie.

Lois Brown Weds Corporal Guthrie

The marriage of Miss Lois Brown (Secretary to Purchasing Agent Clifford Thorburn) and Cpl. Allan Guthrie, USAAF ground forces, occurred at 7:00 p.m. on Wednesday, December 13, 1944, at the Wedding Manor on South Western Avenue.

Present at the ceremony were Miss Esther Quast, maid of honor; and Russell J. Brown, best man. Mr. Brown, brother of the bride, was on furlough as an air cadet at the time. The four had a wedding dinner and wedding cake at the Nikabob after the ceremony, and then the newly-married couple left for a week's honeymoon at Lake Arrowhead.

A reception was held on Sunday, December 24, at the home of the bride's friends, Mr. and Mrs. John Daugherty in Brea. Fifty friends attended the affair and signed the bride's book.

PASSENGERS APPRECIATE

Conductor Morris Beckerman

January 6th, 1945

Pacific Electric Railway Company
Los Angeles, California
Dear Sirs:

Recently I boarded one of your cars on Sunset Boulevard and was actually amazed at what I saw. For once it was my pleasure to observe a street car conductor handling war-time crowds with peace-time courtesy and efficiency.

I asked this man his name. I may have gotten the name wrong, but his number is No. 2996, Morris Beckerman.

Why cannot there be more car men with the attitude of this man? When you find you have a man like Mr. No. 2996 why don't you utilize his talents in training other men to be like him?

In closing may I say: Hats off to P. E. for finding Mr. No. 2996.

Very sincerely yours,
FRANK J. FOX

M. C. Operator D. Leviton

January 29, 1945

Mr. G. F. Squires:

One of our passengers on the Western-Franklin Line, a Mrs. Burgan, has had occasion to call this office many times with reference to transfer difficulties she has had with one operator on that line.

Mrs. Burgan called again last week to say that all this trouble had been overcome and also desired to compliment Operator No. 3279 [D. Leviton] on that line for his exceptional politeness.

H. O. MARLER

Corporal Guthrie returned to duty at Walker Field, Kansas, on December 27, expecting to be sent overseas soon. Mrs. Guthrie remains in Los Angeles and is back at her former work in the Purchasing Department.

The couple had known each other for four years, and became engaged last April (1944). Corporal Guthrie was a mechanic at Vega before entering the Army.

Employees offer congratulations to Mr. and Mrs. Allan Guthrie, and wish for them a speedy reunion.

Conductor Charles W. Dalton

December 30, 1944

Pacific Electric Ry. Company
Los Angeles, California
Gentlemen:

Frequently I have occasion to travel your cars to and from work—sometimes late at night.

Sunday night I received unusual courtesy from your Conductor No. 2454 (Charles W. Dalton) who kindly helped to locate the street I was looking for and assisted me all he could.

I also observed him getting off the car to help a lame man on.

Perhaps because one meets with indifference from so many Conductors on the public carriers these days—this incident made an impression.

In our rush sometimes one forgets to pay a word of thanks to those who help us on our way.

So it is with pleasure I write this note of commendation and thanks for Conductor No. 2454 on Venice Short Line.

Yours truly,
MRS. ISABEL WHEELER

M. C. Operator E. P. Linkroum

January 12, 1945

Pacific Electric Railway Company
Los Angeles, California
Dear Sirs:

On January 10th, the very courteous driver [E. P. Linkroum] of the bus I was on about 12:30, paid my fare, as I had lost my purse on the red car, and I am most grateful to him.

Will you please return the dime to him with my thanks.

Very truly yours,
G. L. BINGHAM

[The Passenger Traffic Department has reimbursed Operator Linkroum.—Ed.]

"Gus," said Bill, as he caught up with Gus on the way back to camp, "are all the rest of the boys out of the woods yet?"

"Yes," said Gus.
"All six of them?"
"Yes, all six of them."
"And they're all safe?"
"Yep," answered Gus, "they're all safe."

"Then," said Bill, his chest swelling, "I've shot a deer."

TRANSPORTATION DEPARTMENT



By
Suzanne M.
Jacquemin

Must tell a good joke on myself . . . Was fussing and fuming about just how my nice drinking mug disappeared, when jeepers, lo and behold, was my face red on discovering that I had used the mug as a vase. That should "learn" me. But then Barney Blevins boils our "Witches' Brew" without the benefit of coffee grounds, so guess that makes us partners in crime . . . And since they say crime doesn't pay, guess we'll cease and desist said practices!

Tiny Ross, Crew Caller, is back on the job after a very eventful vacation way back in Indiana. He drove his nifty car back to the "City of the Angels" and brought his Dad along for a visit.

We welcome James E. Tolbert to our midst, as he will assume the office of Local Chairman, Northern District, vacated by Earl L. Smith, who resigned the office to serve on the General Grievance Committee. Good luck to both in their new positions.

And speaking of new positions, Mr. Fred Sauerwein is welcomed to the Transportation staff in the capacity of Assistant Freight Trainmaster. Fred will work out of San Bernardino.

They say Don Yeager collects with interest—h'mmm—nice collectin', "Juggo."

Don't look now, but it's true—W. O. ("Wello") Baker has to move again. Has already moved from San Pedro to Alhambra, where next? Claims every time he moves into a house the owner suddenly decides to sell, and that he does pay the rent!

Eugene ("Pop") Tracey underwent an emergency operation but is fully recovered at present.

Karlein Nulton likes her day Yardmasters' Clerk job, says she spends all her evenings home. What's the inducement, Karlein?

Dave Newman has a new nickname—they call him "Crash" for short. Seems as if he, a P. E. auto, and a few other miscellaneous objects that were in his way, all got together at Long Beach and Washington Blvds.

Yardmaster Burl Young had the State Street Gang in stitches when he came to work wearing an old-

fashioned derby (an annual event around this time of the year, 'tis said) and strutted around like they did when Father had a handle bar mustache in the ga-a-y "90's."

If I can believe all I hear, the stork left a little bundle of joy, the first born, at the Barney Blevins, Jr. house on or about January fourth. They call her Suzanne Blevins. "Jr." is an Engineer on the S. P. working out of Indio, and Barney "Sr." is one of our favorite day Yardmasters.

Sorry I got an extra "R" in your name, Johnnie. Will do better next time.

Services Flashes From Here and There on the P. E.

T/S Robert E. Hilliard had to cut short the "social whirl" the Luxembourg citizens gave him to travel on to Belgium. Bob is really seeing the world, but says he'd like to be right back at his sub station.

Pvt. J. W. Sampson, former Brake-man at State St., is temporarily off duty in the infantry and working on the busses. He was at Camp Roberts and sports a couple of artillery medals. Claims the good meals, sleep, regular hours, etc., really agreed with him.

S/Sgt. Noble Cates, on military leave from the Auditing Department, writes ye scribe that he is now in France and enjoys seeing the "Paris-iennes" wear three-quarter length wool stockings with their knees—hrumpp—looking blue from the cold. Says everything costs four times its value and that the coal and food shortage is tragic, as far as the civilians are concerned.

Pvt. Bill Farrow, Transportation

Department, is having himself a time in New Guinea. Is all excited about the fact that the boys now have 24 bottles of beer (guess 3.2) per month. He is over his malaria attack.

F 1/C H. W. Holt is in the Admiralty Islands and writes that the sound of a distant whistle reminds him of a P. E. motor and it makes him homesick.

George E. Roberts, M/M 3/C, on military leave from Transportation Department, is "bobbing" around on a U. S. warship and just lives for mail call and chow.

ROOM 221 AND VICINITY

By
Lucille
Paige



The New Year started off with a bang: Ileen Baldwin now has an apartment of her own (the day of miracles has not passed). Rose Ann has a rockin' chair to work with and rumor has it that she is eyeing Lonnie Campbell's super collection of pipes to keep her left hand occupied.

Lillian Teter back in her own office as of January 15, and Clare Tomes once more in our midst.

NEW FACES: Anita Oberlander, new Mail Messenger; Signe Moilanen,



THE REAL McCOY—Here are the fine-looking children of Motor Coach Instructor C. A. McCoy. Left to right are Marjorie, Columbus Alonzo, Jr., and Janice (pronounced ja-NEECE). Marjorie, who will be 17 on February 24, will graduate from John Marshall High School next year. C. A., Jr., who will be 20 next July 11, is a Motor Machinist's Mate, 3/c, in the Navy, and has spent 18 months of his 2½ years with the Bluejackets in the South Pacific. Janice, who was 18 on January 7, graduated from John Marshall on January 25, and maintained an "A" average until her very last term.

Steno in Freight Service Bureau, and Dixie Ralston, new File Clerk from Accounting Department. We heard that Georgia Harris has taken the matrimonial vows, and all wish her much happiness.

REGRET that being pint-size (?) doesn't entitle me to give a "pint," but happy that it's no liability when visiting Birmingham General Hospital at Van Nuys.

A triple birthday celebration was the order of the day on January 15 when Helen Semnacher, Roy Wilson and Claude Allen invited nearly everyone to join them in refreshments furnished by Katharine Salmon, Mrs. Roy Wilson and Van DeKamp's, and of course, your reporter was there to taste the quality of each delicious morsel. Many happy returns and many more three-in-one celebrations, folks.

Not to be forgotten was Mr. Erhardt's birthday, which fell on January 24, all by himself. Anyway, goodies were served in his little cubicle and his surprise and enjoyment on that occasion were practically three-fold.

THUMB NAIL of HELEN SEMNACHER: Has more than ten years of service to her credit with the General Superintendent's Office, having worked three years for T. L. Wagenbach and now occupying the highest secretarial position in this department, that of being Secretary to Mr. Squires and handling correspondence for Mr. Worthington . . . is a wiz in her field and without a doubt can take shorthand at a rate of speed that discourages competition.



Helen Semnacher

LIKES plaids . . . chocolate . . . earrings and perfumes (of which she is something of a connoisseur) . . .

and the P. E. MAGAZINE (naturally).

DISLIKES turnips . . . Frank Sinatra . . . egotistical people . . . smart alecks (heartily).

HELEN'S never seen a horse race . . . used to be an ardent auto race spectator . . . still wears a Size 14 suit and 22-inch hat . . . never forgets her friends' birthdays . . . is an active blood donor . . . and speaking for myself, as well as others, she is a privilege to work with.

NOTE: This is the first of a series of sketches designed to give you little-known facts about our co-workers. YOU may be next, so watch your P's and Q's.

SIXTH & MAIN TERMINAL

By W. B. Shrewsbury



Ever since the January issue of the P. E. MAGAZINE was released to its admiring public (our own 40 million readers included), we have been swamped with questions as to why we chose to write about the "Gentle Art of Washing Shirts," instead of writing a column on Christmas parties as did the other scribes. For those among our 40 million readers who are still wondering, we explain:

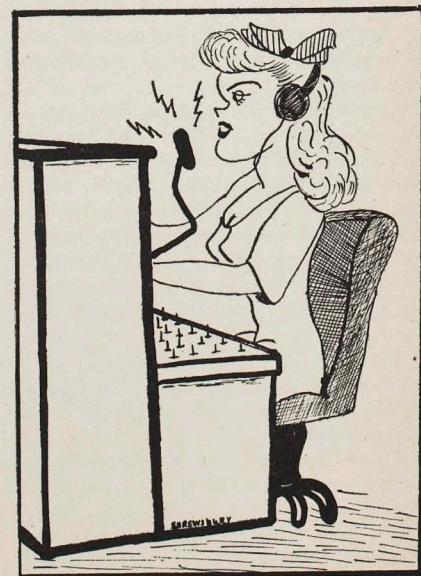
The Trainmen, as everyone should know, are members of the proletarian class and were too busy hauling people to and from parties to have one of their own.

Operator Al Murray of Santa Ana has been after us to turn in a little

item about Sam McGraw, genial Service Director at 6th & Main. Someone found a little clay biscuit that is used in small bowls of water to hold flower stems. It looked very similar to an honest oven biscuit and one of the drivers gave it to Sam, telling him his wife had baked it that morning. We surmise Sam did not want to hurt the driver's feelings, because he ate it. He is now known as "Clay Biscuit McGraw."

The really big news at 6th & Main is the vacancy created by F. L. McCulley, Terminal Foreman at 6th & Main. Mr. McCulley took a leave of absence from the Company to accept an appointment by the President of the American Train Dispatchers Association as Regional Labor Relations Adviser to the OPA. This coveted appointment has been on the fire for some time and we know everyone was glad to see Mac make the grade.

Mr. Griffin, our Night Terminal Foreman, has taken over Mac's former job. This has caused a momentary disruption of the P. E.'s wheels of progress, as the office girls have all put in request for a change of hours to match Mr. Griffin's. M. O. Aubolee will in all probability take over Griff's former trick. E. G. Barrett will soon leave the Dispatcher's Office to go back on the road as Motorman. D. E. Miller, who was in the hospital for three months, is back at work as Conductor on the South. Cliff Webb, brother of Eldon Webb, has transferred back from the West to the South. Both Webb boys are Motormen. Jess Osburn is contemplating changing from South Dispatcher to West Dispatcher. J. B. Henson, South Conductor, has recovered from



"Good-morning! Acme Sardine Canning Company and City Bus Lines, Incorporated."

REPORT OF VITAL STATISTICS

December 21, 1944 to January 20, 1945

NAME	Occupation	Died	Group Insurance	Mortuary
*Timoney, Alfred	Carpenter (Retired)	5- 1-43	No	Yes
Kelley, Judson W.	Motorman	12-24-44	Yes	Yes
Widner, Loren C.	Conductor	12-25-44	No	Yes
Fernandez, Refugio L.	Laborer	12-17-44	No	No
Silva, John A.	Helper	12-29-44	No	No
Jones, Edward B.	Gateman (Retired)	1- 4-45	Yes	Yes
Hauze, John L.	Car Repairer (Retired)	1- 7-45	Yes	No
McAllister, William	Motorman	1-11-45	Yes	Yes

EMPLOYEES' WIVES' DEATH BENEFIT FUND

NAME	Died	Wife of	Department
Carter, Katie	12-27-44	Howard L. Carter	Engineering

*Reported subsequent to last publication.

Give A Pint of Blood To Save A Fighting Man's Life

By Sunny Elderkin

American Red Cross Representative

YOU ARRIVE at the Red Cross Blood Donor Center—by appointment, and are immediately made to feel like an honored guest. AMONG YOUR FELLOW DONORS you can nearly always spot the ones who have given before—they're calmer than the first-timers; they know how easy it is! Your temperature, pulse, hemoglobin and blood pressure are taken, you're asked a few simple health questions to make sure you can donate with safety.

IN THE GROUP WAITING to go into the Donors' Room you lose all feeling of being an office worker . . . or housewife . . . or whatever your job may be. Now you're part of the war . . . privileged to do something that may save the life of a wounded soldier, marine or sailor.

IN THE DONORS' ROOM a pleasant trained nurse ushers you to your cot, where you stretch out and roll up your sleeve. "Now for it!" . . . you think, but a local anesthetic fixes it so that during the actual donation you really don't feel a thing! Sooner than it takes to tell they're saying, "You did fine!" . . . and it's over!

AFTER A SHORT REST the coffee and other refreshments (on the house) taste fine! How do you feel? Well, most donors say it's as easy as getting a haircut, and much simpler than getting a permanent wave. It seems like a miracle that in less time than you'd spend at a movie, and . . . with no discomfort . . . you've helped to save a life!

WHEN THEY'VE FOUND HOW EASY and painless it is, a big percentage of DONORS make appointments right away to come back again in ten weeks. For the first donation, you get a bronze lapel pin. Many donors return as often as the regulations permit, often bringing others with them.

CALL ROchester 0121 for an appointment — and then keep the appointment.

injuries suffered in an attack by hoodlums on the San Pedro Line, and is back at work. E. H. Craig is thinking of transferring to Motor Transit Division. Incidentally, Uncle Walter's Dog House on the Motor Transit Division has been rejuvenated, and now you need a pass from the 3rd Vice President in Charge of Opening Doors to get anywhere near the place. Johnny Hastey and Gene Mason, assistants to Harry Fabin in Riverside, are both on vacation, and Harry Fabin is the proud father of a 7 lb. boy, which really makes three men on vacation, as Harry Fabin hasn't come down to earth as yet.

MACY STREET TERMINAL



By Ted Harrison

By the time you get this copy of the MAGAZINE it will be too late to say "Happy New Year" and all that stuff, for here we are in the middle of February. To the powers that be who gave us correspondents that swell write-up in the December issue I want to say "Thank you," and also tell you that it's been lots of fun writing my little piece every month.

I am sure you fellows at Macy St. will be glad to know that Conductor J. H. Howard, who has been in the hospital for quite some time, is showing steady improvement. Says he is getting wonderful care and has nothing but praise for the staff at the hospital, doctors and nurses alike, for what they have done for him. He wants to be remembered to all the boys at Macy. Hurry back, Johnny, and it's just too bad we can't all get up there to see you. Anyway, you know how it is on the extra board; a fellow doesn't have time to do half the things he'd like to do.

At last! After months of waiting! The first announcement of its kind I've been able to make. Conductor B. A. Williamson came up the stairs to the clubhouse to tell me this at least four steps at a time, and he didn't whisper it, either: "Got me a 9½ pound boy, yes sir!" Timothy James arrived on December 22. Too bad you didn't have the news a couple of days sooner, it would have been in time for the December

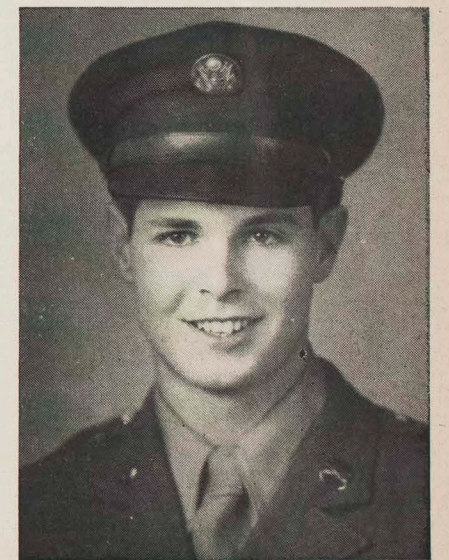
MAGAZINE. Oh, well, he didn't need a magazine to tell it around Macy! Congratulations to the Williamsons, and it was a swell Christmas present!

Hear about the latest in bumps? Well, it seems Conductor H. Cairns came off freight and bumped Conductor B. Cordella, who in turn got Joe Bush of the El Monte box motor. Next Joe hurries home and puts on his uniform and knocks B. Edwards off a Baldwin Park. Then Edwards shows up around Sierra Vista in the wee sma' hours and Conductor Wagner finds himself on the extra board. Dirty trick, wasn't it, Wagner?

Notice that smile on the face of Art Cooper at the Indian Village switch? Here's the reason. He's Grandpa now! Yes, sir! His daughter recently gave birth to a fine baby girl. His son-in-law is a Flight Officer with the invasion forces somewhere in Europe.

Conductor A. G. Holm, recently of Pasadena, who just completed his system break-in, has come to Macy St. for a much-needed rest (?). He has settled down to an owl run on Sierra Vista.

We notice Switchtender Bob White at Echandia has been inoculated with the building bug and has added an



CPL. WM. L. KEPPEY, 19, son of Leonard Keppy, Pasadena trainman, is a radio operator in an armored division somewhere in England. He dislikes the climate, but not the English girls.

observation platform to his shanty. We expect to see castor bean trees growing there soon, for we heard he

had ordered some "Grade A" seed from Art Cooper at Indian Village. Conductor Clarence G. Moore is back on Macy extra board after a few months of wearing the uniform of Uncle Sam's army.

PASADENA TERMINAL



By
H. L. Woodford

The men of Pasadena extend to Mrs. Jud Kelley and daughter their sincerest sympathies in the loss of their devoted husband and father.

Conductor-Bus Driver H. T. Hawley, who has been on the Temple City Line since its conversion to busses, has been off since November 12, because of a couple of broken ribs received in an accident (and of all places, as a passenger on an L. A. Railway bus). That'll teach you, H. T., to stick to your own busses.

Former Pasadena Conductor R. C. ("Tiny") Wells was a patient at the St. Vincent's and, according to Mrs. Wells, is coming along well.

Conductor Geo. Pryet is laid up with a fractured ankle. Hurry back, George, we're short on conductors.

Babies Are Always Interesting, Mrs. Bull!

Mrs. Clinton H. Bull, wife of one of our Motor Coach Operators, shows that her new baby daughter, Sharon Rose, is entitled to a special place in the affections of Pacific Electric employees:

2669 Longwood Avenue
Los Angeles 16, California
January 6, 1945

Editor, P. E. Magazine
Los Angeles, California
Dear Sir:

My husband and I have been members of the P. E. family ever since we were children, so I thought you might be interested in printing something about our baby's birth.

My father, Carl W. Olsen, has worked on the Northern Division for over 22 years, and my husband's father, W. K. Bull, has worked for the company for about 19 years. My husband has been driving for the L. A. Motor Coach Lines for about five years now, and therefore we are

YOUR VICTORY GARDEN

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

Crisp, fresh looking vegetables in the markets are from 12 to 36 hours old and older. Many of them are practically valueless from the standpoint of vitamins because of necessary delays from field to your table. Your garden vegetables are fresh and, therefore, are better for you and because you have them at hand you eat more. They'll help you and your family to better health for a maximum war effort.

So plan for a Victory garden in 1945, and because you're tired and you have less time than in other years, make your plans carefully. Do a little labor saving. Get more food and more enjoyment out of your garden for the effort.

During February get the land fertilized, plowed, or spaded, thus getting rid of all the weeds, because

members of the P. E. Club, as we both had been before our marriage August 10, 1940.

Sharon Rose, our baby daughter, was born Christmas Day and weighed 7 lbs. and 6 oz. (Hollywood Hospital).

Hoping you will find the above information interesting enough to print.

Sincerely yours,
VIOLET C. BULL



RELIEVE MANPOWER SHORT-AGE—Left to right, Conductor P. J. Zook (now with the Claim Department), Conductor R. Nywening, and Motorman Guy Blaine have—along with many others out of Pasadena—helped to relieve the manpower shortage by working extra assignments in addition to their runs.

many weeds carry virus diseases that will affect your garden plants.

Clean up around the garden and get the thrips and other insects under control on nearby ornamental plants—geraniums, sweetpeas, shrubs, etc., because many ornamentals carry the same virus diseases and the insects will migrate from the ornamentals to the garden plants.

Begin planting those things that will tolerate cold weather in March and April. Don't start tomatoes, squash, melons, sweet corn too early. Get your Victory Garden Guide from the farm advisor's office. It tells what plants to put in and when. It advises on varieties, methods, fertilization, and irrigation. It's yours for the asking at 808 North Spring Street, Los Angeles 12.

SOUTH BAY NEWS REDONDO BEACH

By
A. M. Ginn



A very pretty wedding occurred December 30, when Evelyn A. Waer of 4036 Harter Avenue, Culver City, became the bride of Vincent E. Delmar of 400 Strand, Redondo Beach. Mrs. Delmar is employed at M.G.M. Studios in Culver City and Mr. Delmar is an Operator on the Redondo Line. Welcome to our Company, Mrs. Delmar, and best wishes to you both.

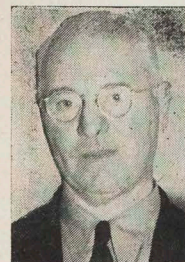
Looks very much like we shall have another marriage report next month. Aren't those bus drivers mean, stealing all the pretty gals?

Geo. Smiley is back working at the Redondo Service Lot Garage, after having spent some time at Torrance.

The latest vacationists at this date are J. T. Ward and A. M. Ginn. And now since that's over, maybe we can work a little harder during the next year.

N. Cristee, employed at Redondo Garage, is still off duty on account of sickness and from latest reports he is a very sick man. We miss you, Nick, very much, and hope to see you back soon.

SUBWAY TERMINAL



By
W. F. Servranckx

Received news that Conductor L. O. Briles, a member of the Seabees, was released from the hospital on the Marshall Islands, with a broken leg. We just know that he will entertain the boys with his lovely cowboy songs of which he knows very many—hope he gets well soon.

And there is that old timer, Motorman C. A. Thomas, who tells us a story of many years ago. While working as a brakeman, in the wilds of Canada, he was sent out to protect rear of train. Two miles back he was chased up a tree by a pack of wolves. After a couple of hours of waiting for a train to appear, he noticed the wolves return with a beaver to cut down the tree. Some tale, say we, but then you know Tommy.

M. C. Operator Vincent E. Delmar, one of the Redondo Line's "finest," and Miss Evelyn A. Waer, were married in Los Angeles December 30, 1944. Our congratulations, and may all your troubles be little ones.

M. C. Operator R. J. Bierman is gaining weight, but we know the secret. He is extremely lucky when matching for dinner with that well-known Bus Supervisor Ernie Jarvis, who takes it with a big smile and eats less.

Have you noticed that cute mustache on Conductor "Shorty" E. W. Pont, and that beard on Motorman C. A. Parr? A new fad, we believe.

Conductor M. D. Tafoya had a visit from his younger brother, Pfc. Jose P. Tafoya, who joined the U. S. Marines in 1942 and participated in the invasion of Guadalcanal, Cape Gloucester, and the Peleliu Islands, has been in three major battles, received Presidential Citation, and is now enjoying a 30-day furlough. Manuel himself was a Marine and saw two years service in China, and claims it is the best branch of our armed forces. How about that, you ex-G.I.'s?

Received a Christmas card from General Chairman Wm. P. Nutter somewhere in France. Bill says railroading there is tough, and the hours of work long; wishes to be remembered to you and wishes you all the season's greetings.

Conductor Jason Watson recently received news from Mm. Jas. Pressley, who enlisted early in the war and has spent some time in the South Pacific, and is now stationed at U. S. Naval Hospital Staff," Shoemake, California. Glad to hear from you, Jimmie.

It's a boy! Anthony and Mrs. Hellon Falco, (he is that famous baritone of the Subway Terminal), announce the arrival of an 8 lb. 12 oz. baby boy December 21, 1944, at 10:21 a.m. at the California Hospital. They promptly named him Jerry Doyle Falco. Congratulations to both parents from us all.

Motorman W. J. Stewart reports a very nice trip hunting deer in the Arizona Mountains. He bagged a good sized five-point buck, 295 lbs. dressed; also three mountain lions. Conductor B. C. Idleman now wonders if it was venison or the other kind of steak Warren presented to him.

Motorman H. C. Jenkins returned to the P. E. after two years of army service, in the pink of condition. Glad to see you back.

We welcome Conductor J. A. Byers and D. C. Leder to Subway Terminal.

We understand that Motorman B. R. Jones, "A.P.," has accepted as charter members of the "Gravy Club" L. T. Morgan, O. B. Hotchkiss, J. R. Sytes, F. Nuzum, O. V. Mathison, Louis Gorlin, E. Livewell, V. B. Jones, Howard Vivian, H. Heidebach, and "Hercules" R. E. Gilbert. Good luck, boys, and keep up the



BROTHERS IN UNIFORM—Conductor M. D. Tafoya and his brother, Pfc. Jose P. Tafoya, U.S.M.C. Both uniforms designate essential jobs in the war effort.

good work, and some day we will present you with a box of apples.

Had a visit from Conductor "Jerk" Jarvis from Ocean Park, who claims he is not related to that handsome hunk of man, "Jerry."

We have several sets of brothers employed as Trainmen on the West District, and if they will supply me with pictures we will be glad to introduce them to our fellow employees through the medium of the P. E. MAGAZINE.

ANNOUNCING

"IN RESPONSE TO NUMEROUS DEMANDS"

THE COMEDY DRAMA

LIFE BEGINS AT 10:21 A.M.

FEATURING THE NEW BABY STAR

JERRY DOYLE FALCO

FIRST SHOWN AT THE CALIFORNIA HOSPITAL
LOS ANGELES 15, CALIFORNIA

DECEMBER 29, 1944

A FALCO PRODUCTION

LIFE BEGINS AT 10:21 A.M.

CAST OF CHARACTERS, IN ORDER OF APPEARANCE

Patient Mother	Hellon Falco
Distracted Father	Anthony J. Falco
Attentive Stork	Dr. V. Blanche Slagerman
Nurses:	Marion Gorman, Janice McDermott
The Star	Jerry Doyle Falco

Sound Effects by Jerry Doyle Falco
Costumes by Miss Mary Mallum
Changes by Miss Westman

— COMMENTS —

After months of preparation, the first appearance of this new Juvenile, who now tips the scales at 8 lbs. 12 oz., shows great promise of future gain in both weight and popularity.

In the first scene the star appears in the nude, creating quite a sensation. The star gave a lusty and boisterous performance.

After playing the first eight days at the California Hospital, the show will move to 2015 Sunset Boulevard, Los Angeles, where there will be a continuous performance day and night. Reservations should be made in advance.

A WORD FROM THE STAR
"Mother is doing fine; we almost lost father."

Entire expense of production underwritten by
ANTHONY J. FALCO

THIS CLEVER ANNOUNCEMENT was the brain-child of the proud papa and mamma, the former being a West Motorman and former correspondent for the Magazine.—Congratulations are hereby tendered to Mr. and Mrs. Anthony J. Falco.

**LONG BEACH
FREIGHT HOUSE**



By
**Jack
DeLaney**

Word has just been received by Mrs. H. P. Clark, wife of our former Agent, that their son, 1st Lt. Harmon P. Clark, Jr., was reported by the War Department as missing in action. Harmon Jr. was formerly Vice Principal of the War Production Training Center at Long Beach, prior to entering the armed services, and has been overseas since October, 1944. They (father and son) were near each other around Brest, France, during Christmas, but neither one got to see the other. All the employees at the station are very sorry to hear the sad news and wish to express their deepest sympathies to Mr. and Mrs. Clark.

Thelma Thomas, Freight Clerk at the local station for almost two years, says she will be glad when they quit putting so much detail on government waybills, they take so much time to check. She wonders what it is all about. Evelyn Metcalf has returned to work after an absence of several weeks way down in Texas. She says they are building a big fence around Texas and she wanted to get out before they had her fenced in.

Dan S. Harris, Asst. Car Clerk, felt pretty happy January 12, having won the War Bond. We had her do the drawing and she drew her own number. We were told afterward that she used to work for a magician, which perhaps accounts for it all. She used to pull the rabbits out of the hat for Prof. Jones, the Great Magician.

Our good brother, Cooper Green, Claim Clerk, has been laid up for several days with a sprained ankle. We thought at first it was a sprained elbow; the accident happened over the week-end. Could have stepped on a rock. He says soon as he recovers enough he is going to help Fred Boren of the ticket office get started in the hog business.

Amos Tang and Charlie Coutts, Yardmasters, were in the other day looking over the situation. They seemed to think that everything was well in hand, and that they would be back in a week or so to check up on us.

"Woody" H. G. Woodworth re-

turned to duty at Long Beach after being on the "Gravy Job" hauling rock to Seal Beach. Woody says he misses his old buddy W. W. McNeel, his former Fireman. Mac passed away December 12, 1944.

Our good friend R. W. McDougall is back on his old job as Agent at the passenger station, after an absence of nine months of illness. Mac says he is sure glad to be back. Been several changes in help since he left, but everything is working out great, so says Mac.

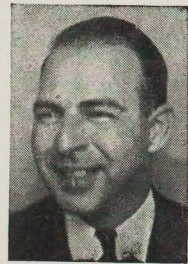
Alice Morley is back at the station as Receiving Cashier. Says she didn't like her job at Terminal Island. Glad to have you back, Alice.

Fred Boren is still looking for an acre of ground with good sandy loam. Says land he has been offered is gumbo, and it sticks to the pigs' tails and weighs them down. Any suggestions offered will be gladly accepted. Also, he would like to get a good wheelbarrow. Will trade a pig for one. Fred says this is a serious matter.

Norvel Knox held open house recently. He blames the P.E. MAGAZINE for his not having a larger crowd. He held the party on the 10th of January and we received the MAGAZINE several days later. Norvel had some sort of an open invitation. Too bad, Norvel. If not too late, we will come out anyway if you have plenty of refreshments.

Bob Haynes is now working as General Clerk at the ticket office since MacDougall returned. He states after he is there a while he will be able to learn more about the job, and do almost anything.

**FREIGHT STATIONS
AND YARDS**



By
**Arden H.
Nasher**

Nice of our fellow-scribe, Suzy Jacquemin, to make our excuses for failing to make the deadline last month. We're afraid if someone doesn't intercede for us once in a while, Ye Ed will reduce our salary, or fire us altogether.

Back from San Bernardino just before Christmas and surprised to find that three months were not long enough to be completely forgotten. Very gratifying . . . though it was

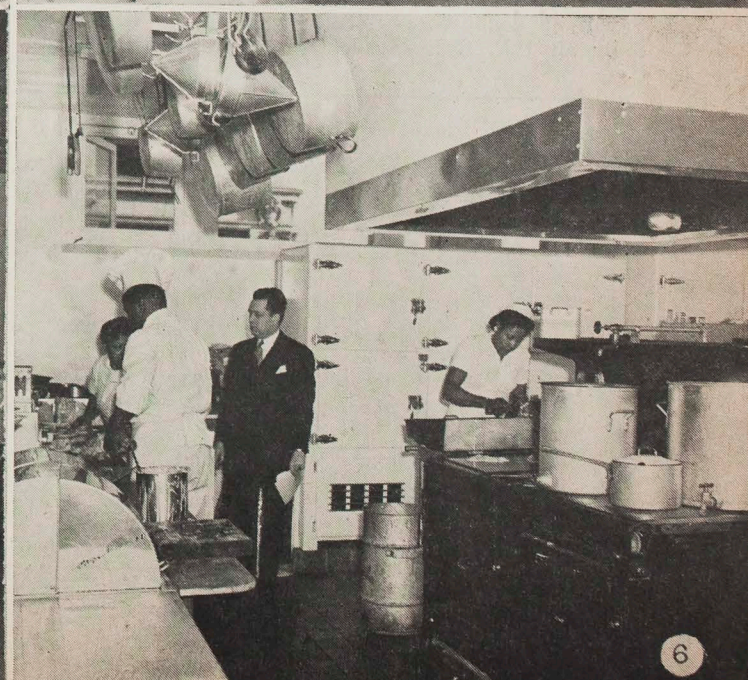
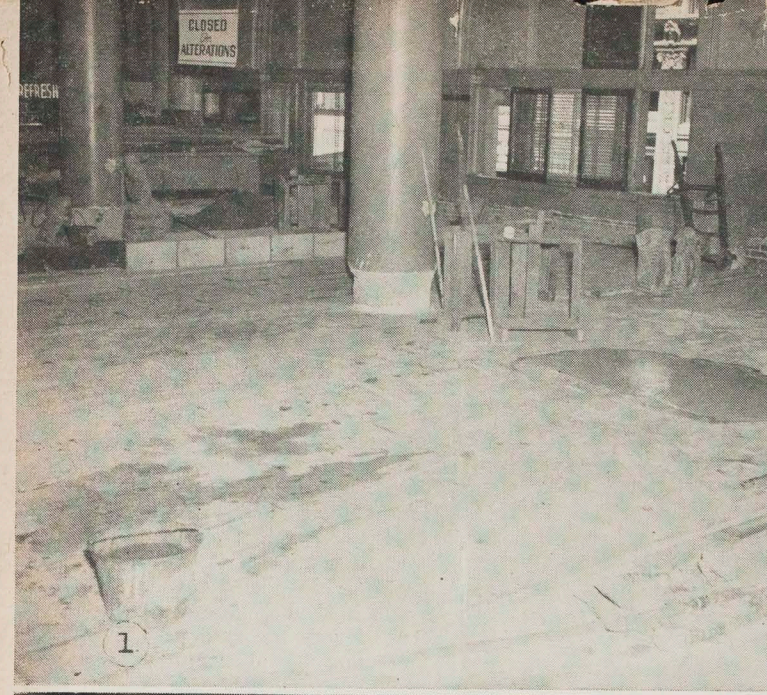
kind of tough to leave all those swell guys and gals at the East End. The bright spots, of course, were the return to duty of Casey Jones (who looks better every day), and a chance to enjoy the home fires more often.

For those of you who want something out of the ordinary in the way of a meal while in San Bernardino, we recommend the 2626 Club on Mt. Vernon Ave., owned and operated by one Elsie Pinckert, mother of Ernie Pinckert, the old Trojan War Horse of Howard Jones' very best football teams. Elsie, however, doesn't trade on Ernie's reputation, but throws just about the best feed for the railroad gentry that it's possible to find. Other interesting items from the East End: Bob Belfrage, Clerk in Casey Jones' office, heard at last from his brother in the South Pacific, after a very long delay, and the Belfrage morale immediately jumped about 100 per cent. Understand Bill Fay, formerly Assistant Supervisor at San Bernardino, is in Italy, operating railroad equipment for Uncle Sam. Conductor Firestone is no longer with us, having decided to return to his first love, the Santa Fe. Former Brakeman J. H. Mitchell is now a Yard Clerk at San Bernardino yard, and seems to take to the work like a duck to water.

Here in Los Angeles, we were glad to see our good friend Walter Monroe at State Street Yard several days ago. Walter looked very well, but complained about a chest congestion and said the doctor would not yet release him for work. Several of the boys have been asking about him and
(Continued on page 26)

P. E. RESTAURANT REOPENS
January 2, after (1) furniture had been removed in order to relay the floor, as was done throughout the waiting room. (2), (3), (4) Scenes at the restaurant and lunch counter on opening day. Furniture had been completely refinished. Note the new fluorescent lighting. Standing at right of pillar in (3), Carl F. Hill, Superintendent, P. E. Restaurant and News Service, talks to Restaurant Manager George K. Kratka (left). (5), (6) Behind the scenes in the dishwashing and cooking departments.

Approximately 3500 persons are served each day at the Sixth & Main Restaurant. Fifty-seven employees — among whom are 17 Waitresses, a Chef, six Cooks, three Cashiers, and other miscellaneous help — keep the restaurant open 24 hours a day every day but Wednesday. Labor shortage makes it impossible to hire enough help to keep open seven days a week.



FREIGHT STATIONS —

(Continued from page 24)

we all extend the strongest hopes for an early return to the job.

Understand our friend **George Ray**, Agent at Hobbs (Pomona Fair Grounds), is on a well-earned vacation. In the meantime, Relief Agent **W. F. Mathis** is holding down the fort.

Spent a day with Agent **L. M. Duke** at Santa Ana recently, and boy! is he busy. Not only the city of Santa Ana but the Army Air Depot practically revolve around him, and a good deal of the same might be said for **Mel Soper**, Agent at Anaheim Landing, where the Navy has an enormous ammunition depot.

Our old friend **Beverly Schindle**, who we reported married to a "Gyrene" in a previous issue, has quit the company cold and gone home to Iowa. Hubby is probably overseas now, so someone had to keep the home fires burning.

We were glad to see our friend "**Tiny**" **Ross**, back at his old job in State Street Yard. He tells us that he drove his '38 Olds back from the Middle West, and there were days when he drove for ten or twelve hours and made only about 150 miles. This ought to make some of our freight Conductors feel a little better.

Speaking of freight Conductors, here's one from **I. E. Nicholson**, on the 7:00 p.m. San Bernardino Hauler: Instruction Dept.: "What is generally displayed on the rear of a freight train, while on the four tracks?" Answer: "A Watts Local." And—"Describe a fixed signal." Answer: "A Brakeman on a P.E. box car." On a round trip to San Bernardino with him recently, Nick regaled the writer with these and some others.

That complimentary little write-up by the Editor in last month's issue will no doubt be gratefully received by all P.E. Correspondents, and we

would like to be one to express our thanks. And if you guys and gals want to do anything along the same line, let your correspondent have a little dope for his column occasionally. It would certainly improve the quality of this column, at least—we're afraid it is never too good.

OCEAN PARK CAR HOUSE AND BUS LOT



By
**C. T.
Kaneer**

R. K. Ingram, son of **Paul Ingram**, Ocean Park Motor Coach Operator, has returned from the South Pacific for a few days at home. Glad to hear the good news, Paul.

W. K. McPheeley reports that his son, who was in the big push, has sent them a package containing part of a German parachute, a can of K rations (just in case Mr. Mac gets hungry on the road), and a beauty of a pipe for Christmas that this correspondent would give twenty bucks for any day.

Congratulations go to the two following P. E. families: Mr. and Mrs. **Bill Stosberg**, formerly of O. P. Bus Lot, now in West Hollywood, have a baby girl. Mr. and Mrs. **R. E. Stevens** of O.P. have a nine-pound baby boy.

W. R. Grissinger, Ocean Park Coach Operator, has retired from service. We all wish you the best of luck, Bill.

E. Vario, who resigned from the P. E. payroll, tells us that he is back

at his old trade, namely the tailor business at MGM Studios. The best of luck, fellow.

T. A. Wilson, one of the old heads at O. P., says he bought a new home on Melwood Avenue in Venice. How about an open house, Tommy?

Fellows, do you remember about a year ago when you worked the trains out here everyone was asking how "Five by Five" was getting along? Well, the joke is on me. A person got on my car the other day and said, "Well, how is the mayor of the Short Line getting along these days?" So I said to myself, "Some smart guy," and forgot about it. But three days ago I deadheaded on the same car, on which **M. E. Kramer** was the Conductor. Everyone addressed him in this manner: "Good afternoon, Mr. Mayor." So you see who the Honorable Mayor is. The best I've heard since "Heck was a pup."

Dan Teleky reports that Motor Coach No. 433 has been traded to West Hollywood for a more up-to-date one. More than one Operator will have a sigh of relief at this good news. We'll think you are a good Samaritan if you keep it up, Dan.

New Operators at O. P.: **H. G. Ackerman**. New Trainmen at O.P.C.H.: Conductors **J. E. Dillard**, **C. G. Keller**, **A. F. Truitt**, and **L. A. Knofler**; Motormen **G. O. Walker**, **F. F. Winder**, **D. R. McDonald**, and **E. A. Ralston**. New Mecs at O. P. are limited to one this time: **Otto Hillberry**. Welcome, fellows! As the old saying goes, the more the merrier, and we really mean it here.



BILL STOSBERG, Ocean Park Mechanic, demonstrates how he repairs busses.

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Four Bus Lines Now Re-Routed

Re-routing of outbound service on the four Pacific Electric Motor Coach Lines so as to operate via Main Street and Macy Street in the northern portion of downtown Los Angeles was made effective Thursday, January 4, under recent authority granted by California Railroad Commission and Board of Public Utilities and Transportation of the City of Los Angeles.

The lines involved are the Los Angeles-Riverside-Redlands via Valley Boulevard, Los Angeles-Pomona, San Bernardino via Garvey Avenue, Los Angeles-El Monte via Garvey Avenue and Valley Boulevard, and Los Angeles-Alhambra-San Gabriel-Temple City, informs **H. O. Marler**, Passenger Traffic Manager. No change will be made in route of service operated inbound to Los Angeles which will continue over Macy Street, Lyon Street, Aliso Street, and Los Angeles Street.

The slight re-routing has been made to speed outbound service via operation over less congested streets in the vicinity of the Los Angeles Union Passenger Terminal. Passenger curb loading zones will be established on the new outbound route on Main Street just south of Plaza Street; on Macy Street at a point 25 feet west of location where Los Angeles Railway cars enter the Los Angeles Union Passenger Terminal grounds; and on Macy Street at Vignes Street and at Howard Street.

Under the new routing, inbound passengers for Los Angeles Union Passenger Terminal will continue to leave Pacific Electric busses on Aliso Street on the south side of the station, while passengers arriving on trains at Los Angeles Union Passen-

HOSPITAL LIST

The following employes were confined to St. Vincent's Hospital, 2131 West Third Street, as of January 31:

Louis Bandy, Brakeman, Southern District.

Sidney J. Burdge, Brakeman, Western District.

Thomas Cross, Elevator Operator, Pacific Electric Building.

Edward A. Cupp, Engineer, Southern District.

Joseph Guitare, Switchtender, Northern District.

Albert F. Hedrick, Motorman, Southern District.

Albert Hirt, Clerk, Local Freight House.

Darrell F. James, Brakeman, Northern District.

James King, Retired Driver, Engineering Department.

Thomas Koskey, Motorman, Western District.

Frank Myers, Operator, Los Angeles Motor Coach Company.

Dr. A. Nagy, Physician, Hospital Department.

Jesus Ramos, Laborer, Engineering Department.

John Ramsey, Conductor, Western District.

James B. Stott, Conductor, Southern District.

Charles White, Conductor, Southern District.

Storekeeper: "How is this fellow Johnson's credit?"

Credit man: "Can't tell you. He always pays cash. So we don't know whether he's honest or not."

ger Terminal will go north to Macy Street to board busses for points east.

Smith: "What's this check st, one pullover—\$25? I don't want to appear like a cheapskate, but ist that a lot of money for a pullover?"

Wife: "The man on the motorcycle said it was the regular price."

Smith: "You got it from a man a motorcycle?"

Wife: "Yes, I went through a light, and he drove up and said, 'Bl over.'"

A visitor at a golf club paid is greens fee and fixed up a match. At the first tee he made a wild swg and completely missed the ball.

"By Jove," he said, "it's a gid thing I found out right at the stat. This course is at least two inches lower than the one I usually play of"

PACIFIC ELECTRIC Magazine

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February, 1945

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

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

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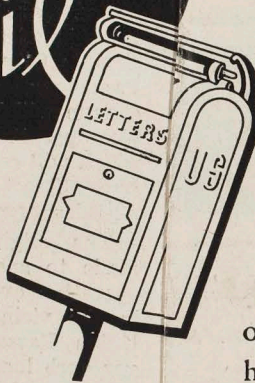
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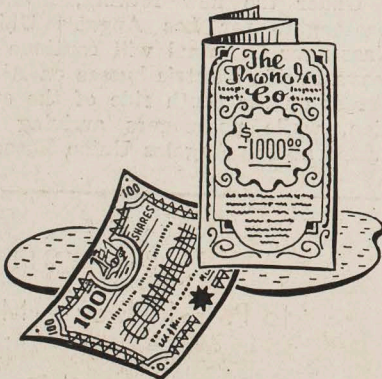


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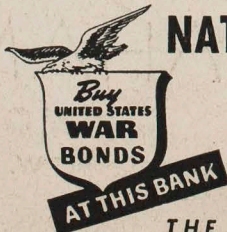


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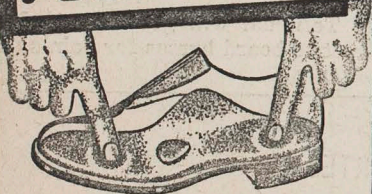
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