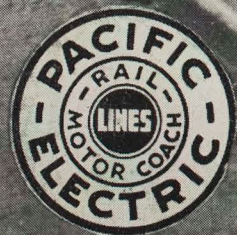
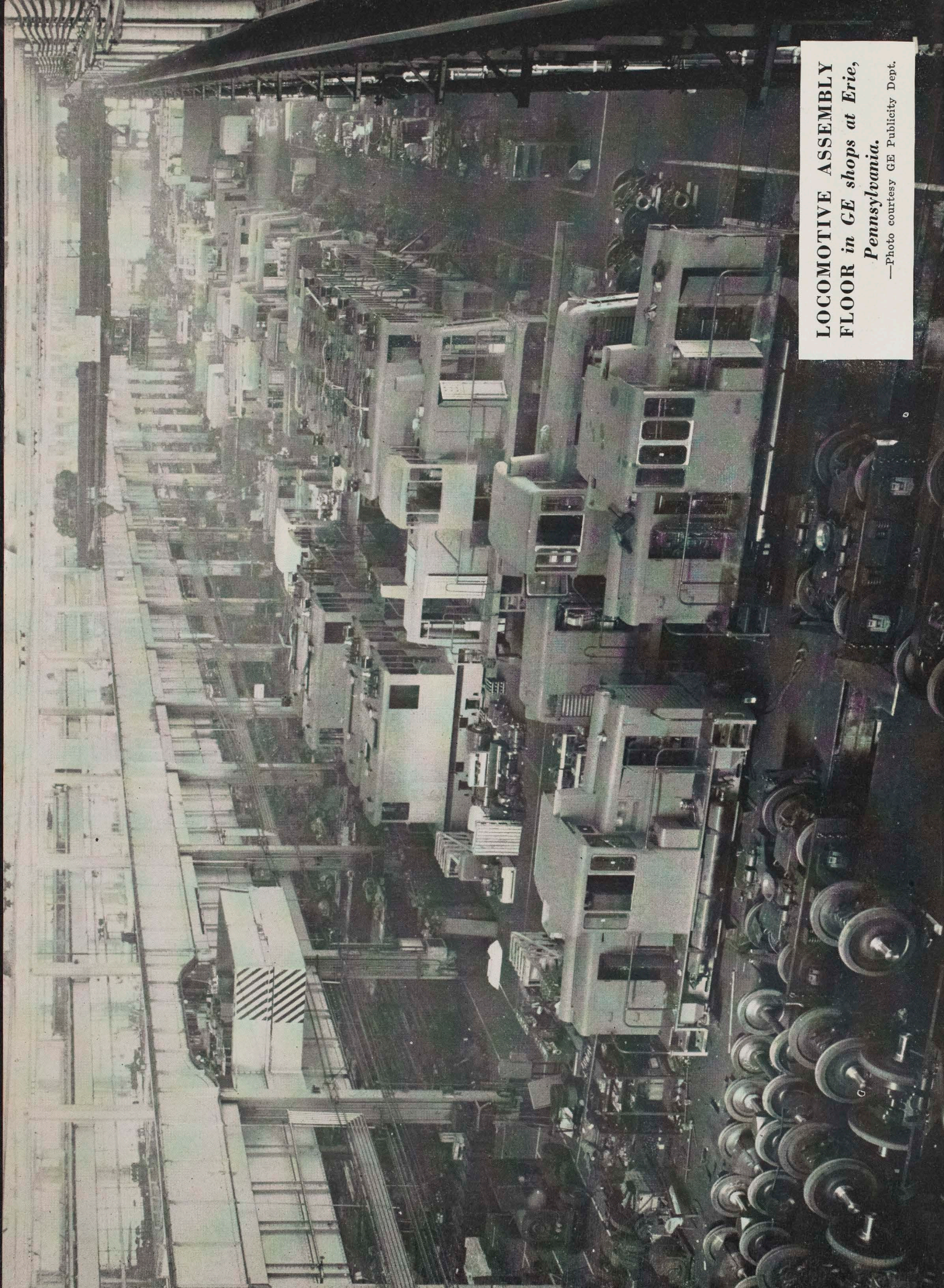


JANUARY 1945
PACIFIC ELECTRIC
Magazine





**LOCOMOTIVE ASSEMBLY
FLOOR in GE shops at Erie,
Pennsylvania.**

—Photo courtesy GE Publicity Dept.

THREE NEW DIESELS

Are Escorted Back From Erie By Roy L. Mankins to Help Carry Increasingly Heavy Freight Burdens

ON OCTOBER 9, 1944, Assistant General Foreman Roy L. Mankins boarded the Golden State Limited bound for the General Electric Shops at Erie, Pennsylvania, from which point he was to accompany back to Los Angeles the three new diesel-electric locomotives recently placed in service on Pacific Electric Lines.

On his way east he stopped at St. Louis, Missouri, and very profitably spent some time visiting the St. Louis Car Company's plant and also the shops of the St. Louis Public Service Company. From the amount of data which he collected it is easy to see that he not only looked at these plants but that he observed them and gleaned a good deal of good information of how they conducted their affairs.

Upon his arrival at Chicago he visited the Chicago Surface Lines Repair Shops and observed their various maintenance practices.

His next stop was Pittsburgh, Pennsylvania, where two days were spent in visiting the plant of the Westinghouse Electric and Manufacturing Company at East Pittsburgh and the Westinghouse Air Brake Plant at Wilmerding, Pennsylvania. In each of these places he saw how many of the various items are made which we use on the Pacific Electric in maintaining the equipment on our cars. He also observed many other interesting operations in each of these plants, both of which are at the present time engaging in a considerable amount of war work. He also spent some time looking over the equipment and repair shops of the Pittsburgh

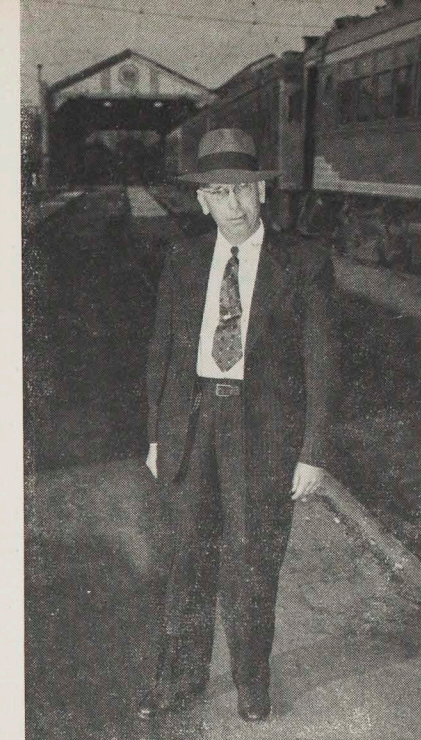
Railways. Another profitable day was spent in the big heavy repair shop of the Brooklyn-Manhattan Transit at Coney Island, New York, where he was particularly impressed with the "good housekeeping" practices in vogue. Special efforts are made by both management and employees to keep these shops bright, clean, and orderly.

Mr. Mankins made copious notes of all of the interesting and instructive items which he saw in all the various places he visited.

Arriving at the General Electric plant at Erie, Pennsylvania, he was chiefly concerned in watching progress on work on the three locomotives he was to bring to Los Angeles. He took full advantage of the excellent opportunity afforded to become thoroughly familiar with the construction, methods of repair, etc., so that we might be able to maintain these locomotives in the most efficient way after they had been placed in service on the Pacific Electric.

He left Erie on Wednesday, November 1, with the three locomotives connected to the rear end of a long freight train. Locomotive 1652, which was the first in line, served as his hotel room and was equipped with a bed, a stove, and food—the latter mostly canned. Various supplies of oil, tools, journal packing, etc., were carried in the other locomotives.

The maximum speed at which these locomotives could be hauled was 35 miles an hour, and it was one of Mr. Mankins' great concerns to get the crews to hold the train down to this speed.

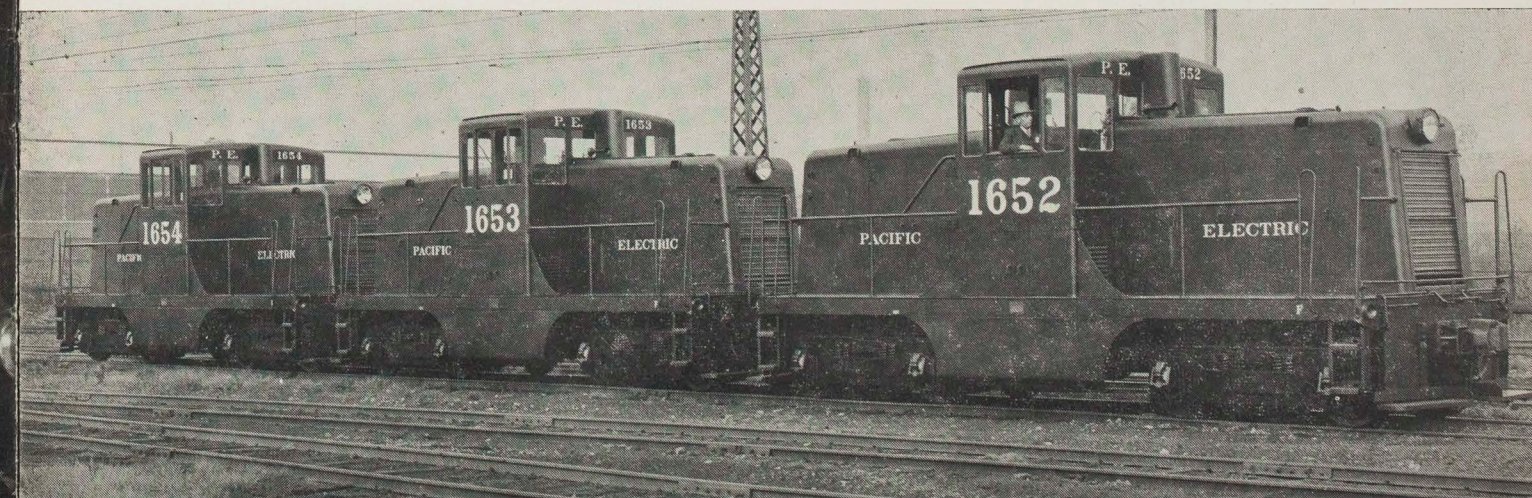


ROY L. MANKINS, Assistant General Foreman, Mechanical Department.

The trip west was successfully accomplished, with the exception of one instance of bearing trouble which was corrected. Unlike the trip made by Equipment Inspector T. J. Clifford in the previous year, no floods or storms were encountered. The weather was perfect. Roy Mankins was a happy man when, in a diesel cab, he pulled into State Street Yard and was able to go home and catch up on some sleep, of which he had had very little since he left Erie.

Roy is of the opinion that there is a great difference between riding east with Pullman accommodations and riding west in a diesel locomotive cab where he had to make his own accommodations. He not only successfully brought through the three locomotives but he also brought home a stock of information which will no doubt prove of value to all.

IN THE YARD AT THE GE SHOPS in Erie, Penn., and ready to start home. Roy Mankins in the cab of the 1652.



J. R. Worthington, R. R. Wilson Advance to New Transportation Posts

The news of the appointments of J. R. Worthington as Assistant General Superintendent of Passenger Service, and of R. R. Wilson as Superintendent of Passenger Operations, effective November 24, was received too late for inclusion in the December issue, but is of such importance as to warrant full notice, even at this late date.

To those who had worked with Mr. Worthington in his former capacity of Superintendent of Passenger Service, and with Mr. Wilson in his capacity of Superintendent of Motor Coach Operations, the appointments came as no particular surprise. Their executive ability, their long experience in transportation, and their friendliness and good fellowship are well known among employes of the company.

Mr. Worthington was Superintendent of Passenger Service for two years before his advancement, was Assistant Superintendent in a similar capacity for several years previously, and had 19 years with the Southern Pacific before coming to Pacific Electric. Under these changes in the Transportation Department T. L. Wagenbach continues as senior Assistant General Superintendent in charge of freight, express, mail, baggage, and the operation of stations. Mr. Worthington handles all passenger rail and motor coach service, schedules, and related matters.

Before mentioning Mr. Wilson's splendid record, the Magazine would like to welcome him back to Pacific Electric after his military leave for duty in Australia. Though absent for more than 2½ years, his name was often and favorably heard from the lips of many. On February 25, 1942, Mr. Wilson left his important duties as Superintendent of Motor Coach Operations, which he had held since April 1, 1933, to enter the Army Transportation Corps in an even more vital capacity as head of the motor section of the Transportation Corps of Services of Supply. Within a year he was head of the Land Transport Division of the U. S. Army in Australia, and thus in charge of both motor and rail transport over the entire continent. Returning to the U. S. after more than 2½ years in the South Pacific, he came back into company service as Superintendent of Passenger Operations. Mr. Wilson (now that he has left the Army for civilian life, he prefers to drop his title of lieutenant colonel) came over to the Pacific Electric upon its con-

solidation with the Motor Transit Company, in which he had been Superintendent. His experience has for many years kept him in close connection with rail as well as motor coach and motor trucking operations. The PACIFIC ELECTRIC MAGAZINE, on behalf of all employes, extends to Mr. Worthington and Mr. Wilson heartiest congratulations on their appointments, and wishes them the best of luck in the New Year and thereafter.

SPECIFICATIONS

For the New

Diesel-Electric Switchers

TYPE: 44-ton switcher and short-haul service.

GENERAL APPLICATION: General switching, yard, and transfer service.

POWER PLANT: Two 190 h.p., 1100 r.p.m., 8-cylinder Caterpillar Diesel engines.

ELECTRICAL EQUIPMENT: Two type GT555A1 traction motor generators, directly connected to Diesel engines through flexible disk coupling. Excitation supplied from belt-driven separate exciter. Each main generator furnishes power for two motors only. Motors drive axles through GE double-reduction gearing (one motor per axle).

MAXIMUM SPEED: 35 m.p.h.

WEIGHT PER DRIVING AXLE: 22,000 lbs.

LENGTH (inside knuckles): 33' 5".

WIDTH (overall): 10' 1".

RIGID WHEELBASE: 6' 10".

WHEEL DIAMETER: 33".

MOTORS: 4 GE 733J1.

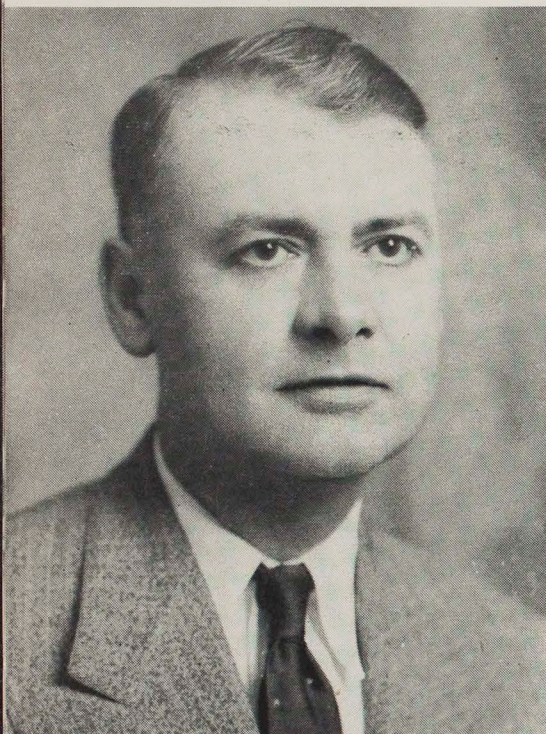
GEAR RATIO: 11.25/1.

TRACTIVE EFFORT: (continuous): 13,000 lbs.-ft.

SPEED (at continuous maximum tractive effort): 7.1 m.p.h.

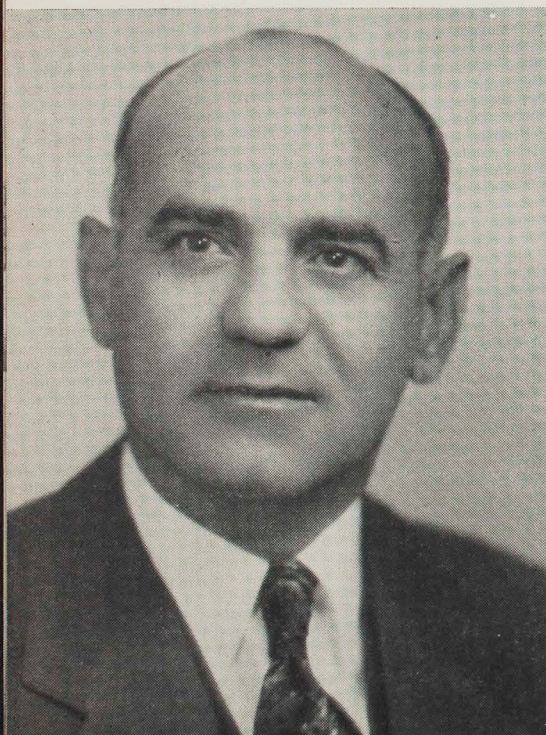
MAXIMUM TRACTIVE EFFORT: (30% adhesion): 26,400 lbs.-ft.

CAPACITY OF FUEL TANK: 250 gals.



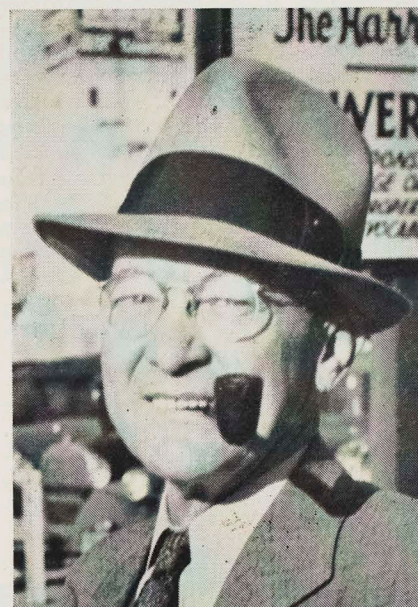
J. R. WORTHINGTON, new Assistant General Superintendent.

R. R. WILSON, new Superintendent of Passenger Operation.



J. A. PATTERSON

The passing on November 29, 1944, of J. A. ("Pat") Patterson, 54, Ticket Agent at San Bernardino, is noted with great regret. He entered service as an Operator with the Motor Transit Company on April 15, 1925. Three years later he transferred to station service as a utility man, and held positions as Assistant Agent and Agent at Riverside and San Bernardino from that time on. He had been



J. A. PATTERSON

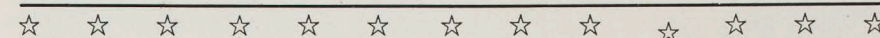
Agent at San Bernardino since 1929. A member of the Redlands American Legion Post, he had been a sharpshooter instructor in World War I.

"Pat was a mighty fine employe and well liked by everyone," declared General Agent C. H. Jones of San Bernardino.

Mr. Patterson is survived by his wife, Elizabeth Mary, who lives at 2949 Serrano Road, San Bernardino. Employes of Pacific Electric extend to her their warmest sympathies.

MARCH OF DIMES

There is no way to determine where poliomyelitis will strike in 1945. It may be in your community. Provide for the best methods of treatment and emergency aid for yourself and your neighbors by contributing to the 1945 March of Dimes, January 14-31. Fifty per cent of your contribution will be on hand in your county to combat this disease; the other half will be working to further the National Foundation's program of research, epidemic aid and education. Keep America strong — send your dimes and dollars to The White House.



HONOR ROLL

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

ENGINEERING DEPARTMENT

J. T. Hyder

TRANSPORTATION DEPARTMENT

Raymond H. Flagg
George M. Howell
Frank W. Oddo

Reported Returned From Military Service

MECHANICAL DEPARTMENT

Edward M. Koster

TRANSPORTATION DEPARTMENT

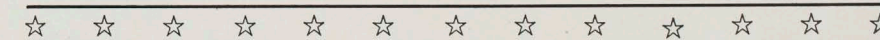
Ralph L. Ellison
Howard C. Jenkins
Thomas Montgomery
Herbert L. Raney
W. C. Sarver
Geo. A. Shively
Keneth L. Sondag
Edwin F. Yohler

As of December 27

Pacific Electric Employes in Armed Forces.....	760
Employes Deceased while Serving in Armed Forces.....	6
Prisoner of War.....	1
Total.....	767

GOLD STARS

John DeGoede
Arnold G. Evans
Iver Iverson
Raymond R. Munoz
Stanley Nemece
R. B. Ruggeri



YOUR CORRESPONDENTS

Your company magazine would be far poorer, if not altogether impossible, but for the splendid, unselfish cooperation of its two dozen or so correspondents whose names appear in the masthead on the page inside the back cover. Because of their help, the Magazine is, we hear, read more than ever before.

Let them know you appreciate them by telling them so—often. Though they may occasionally make mistakes, the errors are trifling in comparison with the fine job they are doing. They are doing their best—and their best is astonishingly good—to please you, so that you'll feel like doing a better job because the nice things you read about yourself or some other worker somehow warmed your heart.

You can also help them by giving them leads for news items. That's one of the surest marks—to them—of your appreciation of their efforts. Tell them about that new baby, that vacation, that office change, that party, that hidden talent. (No—no malicious gossip about your neighbor; spare them that. Remember that almost everybody's feelings are as sensitive as your own.) But give them the news! You can get it to them easier than they can seek you out.

To our fine PACIFIC ELECTRIC MAGAZINE Staff the Editors wish to make this public acknowledgment of a debt of gratitude.

TRANSPORTATION DEPARTMENT

By
Suzanne M.
Jacquemin



Greetings and salutations for 1945. . . I hope Santa Claus was as good to you as he was to me—got everything from a music box to a cocoanut from the Islands and a “wolf” silver charm for my collection. . . The PE family surely gave out with the Christmas parties this year and what do you think of an invited guest that walks away with the door prize—a beautiful manicure set? . . . The PE Christmas Bazaar surely was a success this

year. All the much bespoken turkey luncheons were sold out long before noon and we late comers had to be satisfied with hash! The gifts they had for sale were beautiful and very reasonable. . . Art Nasher is back in town again from San Bernardino and says he didn't have time to write his usual column, but that he gives this scribe his “blessings.” . . . Between Butte Street's “Santa” sans outfit, and R. W. Jackson's gift of “red woolies,” a good time was had by all. . . The State Street gang saw their duty and they “doodit” over the holidays. . . D. E. Williams, Engineer, is quite the character puffing along with a corn cob pipe. . . In Gene Sherman's “Pacific Echoes” column in the TIMES he gave Lt. (jg) Ed Hume, Jr., now on military leave, a writeup pertaining to his activities in the Atlantic and the Pacific theaters of war while in command of an amphibious landing boat. . . Ed Hume, Sr. has been a Car Clerk at 8th Street for approximately 23 years. . . Ralph

(“Tiny”) Ross, Crew Caller, took a month's leave of absence and visited his relatives in Indiana. We all got postal cards and Christmas greetings from him and he enjoyed the nice trip, snow, pretty gals on the train, etc. . . Member Walt Lohman, gals? He is now a Lt. at Marfa Field, Texas, where he is an instructor. He was injured in the eye by a student cadet while target practicing, but is reported fully recovered. . . Johnny Grattridge received a letter from his son-in-law, M. E. Perkins, a former Transfer Clerk at Butte Street. He has been promoted to Captain and has completed enough missions to come home on leave. . . Lt. Wallace Eugene Johnson, U. S. Marines, was home for a week end. Got a big kick out of driving his dad's new green 1942 Hudson automobile back to San Diego. Lt. Johnson is with the ferrying command. His dad, Trainmaster Earl Johnson, says he knows all the ins and outs of the OPA after waiting some three months in order to get

TRANSPORTATION DEPARTMENT OFFICE—The four girls seated are, left to right, Suzanne Jacquemin, Lorraine Larson, Margaret Jackson, and Jeanette Everson. Hidden behind the suspended wreath is J. T. Johnston. Others, left to right, are J. R. Worthington, I. W. Erhardt, O. A. Smith, Ed Leckemby, Lonnie Campbell, Lucille Paige, D. F. McCasland, Michael Smith, Helen Semnacher, Rose Ann Smith (Michael's mother), C. A. McCoy, F. G. Wakefield, Joy Dixon, E. B. Whiteside, Eleanor Lifur, R. R. Wilson, H. A. Bates, Louise Gordon, B. G. Jones, Mildred Johnston, Helen Hennigan, Frank Screech, Clare Tomes, Virginia Bright, Ileen Baldwin.



a priority to get his new “buggy,” which he claims rides like a “log wagon”; but don't let him kid you—it's a swell job. . . The gang down here are attempting a “gallop poll.” Which is more exciting (not speaking remuneratively or otherwise), an exciting horse race or a fast hockey game? Bet I know which side wins! . . . The little cat “Suzie” in the Engineers' shack got an extra drink—of milk—for the holidays (very complimentary, no?) . . . Andy Moreno said his three children were so excited about Christmas that they acted as if they had eaten Mexican jumping beans for dinner. . . Car Inspector Jack Ross's small son is fascinated by the freight cars at State but that is not unusual, because who can be around them for any time and not become interested in them? . . . Beverly Schindel Fyock has left “our family” to keep house for her Marine.

Room 221 Et Al
By Lucille Paige

The gayest highlight of the season was the Christmas party carried on in Room 221, Saturday, December 23. Enjoying the fun, food, music, talk, people and spirit were President O. A. Smith and a hundred-odd guests, including several friends from other departments.

The Christmas spirit prevailed beneath the mistletoe, and the results (win, place, show) were your correspondent (AH!), Rose Anastasia (she of the pigtailed) and (censored). It was a photo finish, but no one waited for that. There were many “also rans,” but space does not permit me to itemize. However, all had time to enjoy Jeanette Everson's potato salad and Mildred Johnston's chocolate walnut fudge.

Many thanks go to our Chairman, Jeanette Everson, who with her staff of “caterers” turned out a table setting that made all those who passed our open door gasp with envy. The food was delish and the music, furnished by Assistant Station Supervisor Mendolson's son, made the get-together a grand success.*

Random comments on holiday decorations in room 221: “My Deah, you look simply bilious next to that crepe paper.” . . . “Standing on my head, it looks better.” . . . “Well, after all, there is a war on.”

Heard about 2:30 that afternoon—“My tummy feels like a Christmas tree. . . that Denver sandwich was sure swell.” (What Denver sandwich?)

Door prizes were won by Suzy Jacquemin, who claims she always

*As writer of this column, Lucille Paige modestly refrains from mentioning her important part in party arrangements.—Ed.



SCHEDULE BUREAU—Seated, left to right, are Esther Seaman, Virginia Goodhart, Helen Berta, and Lillian Olson. Standing are Paul Durbin, Charlie Hill, Joe Henry, L. J. McGrath, Fred D'Arcy, Al Moll, Laurel S. Jones, Lloyd Covell. Delbert Pinkston was ill and unable to be present; Betty Solem was on vacation.

wanted a special manicure set for her toenails. Harold Bates won the other door prize and several lucky people enjoyed those wonderful cigarettes furnished by Mac, our congenial messenger from Macy Street.

A few resolutions for the New Year:

I will remain on top of my horsie this year.

I will remain a perfect “36.”
No more strikeovers.

REGRETS: That Mr. Squires, Gen. Supt., was unable to be with us at our party this year. . . That Lillian Teter was away on leave of absence, account illness in the family, during our festivities . . . that the sun didn't shine for Katharine and Ken Salmon who vacationed a few days at Palm Springs.

MORE THANKS TO: Rosella Smith, of Portland, who sent a lovely Christmas wreath, in addition to a quantity of that green vegetation that proved so popular this year.

S-O-O-O HAPPY THAT: Christmas comes but once a year. . . Roy Wilson is definitely back in our midst again . . . our elevator operators shared in our refreshments . . . that everyone had cream with their coffee.

A SERIOUS NOTE, if you please: That this war will end at the earliest possible moment . . . that our loved ones will be with us next Christmas . . . that all will continue to buy bonds until Tokyo and Berlin are bombed off the map . . . that all will stay on the job and finish the job and

that those, dear to us and all others, who have paid the supreme sacrifice will not have died in vain.

Let us continue to back this war with everything humanly possible so that our boys who spent Christmas in a fox hole this year will enjoy their own dining rooms next year.

Schedule Bureau
By Paul E. Durbin

The Christmas Eve party in the Schedule Bureau was quite a surprise affair. Some time during the night previous old Santa had crept down the chimney, or perhaps it was the big flue, and left in the Schedule Bureau's quarters, located on the ninth floor of the P. E. Building, a large Christmas tree, beautifully decorated, and placed around the bottom of it a Christmas basket for each member of the bureau. The tree was acclaimed by the many employees and others located in the building, as the most outstanding job the old fellow with the beard performed. The Schedule Bureau wishes to take this opportunity of expressing their gratitude to Charlie Hill and “Gon” Gonzalez, who we understand so worthily assisted Old St. Nick.

P.E.D.

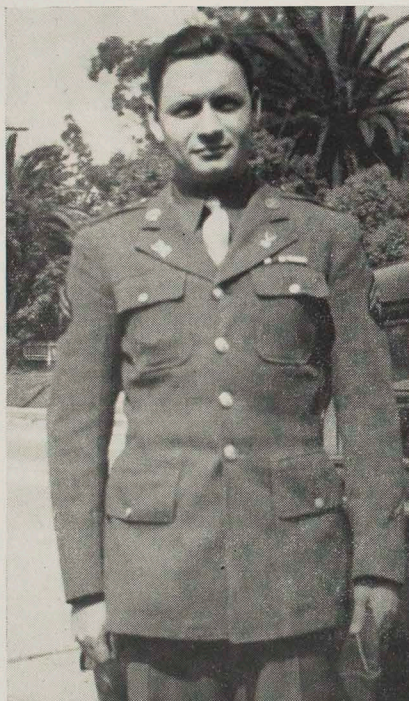
The Trans-Iranian Railway, connecting the Persian Gulf with the Caspian Sea, has carried many thousands of tons of American supplies to Russia; it was completed in 1938.

Antista Visits Kin In Italy

Lawrence V. Antista is a Ticket Clerk who entered military service in March, 1941. His father was a former Trainmaster, and his uncle, Jim Antista, is a Fireman at Butte Street. The family is of Italian ancestry. Some anonymous friend sent in the following unidentified clipping from a local paper:

King for a Day

Practically King for a day. That was Cpl. Lawrence V. Antista of 400 N. Ave. 40, Highland Park, not so long ago. Even if Einstein wasn't there,



CPL. L. V. ANTISTA—He woke up his grandmother.

Cpl. Antista had a lesson in relativity. In Sicily he visited scads of them. Relatives, we mean.

In a two-wheel, native horse-drawn cart, Cpl. Antista reached a mountainous Sicilian village in the wee small hours and woke up his grandmother to whom, after 10 minutes of broken Italian, he eventually managed to introduce himself.

Bingo!—like that—the whole town of 200 persons was awake and welcoming Cpl. Antista. They feted him with eggs, goat meat, local cheese, mountains of spaghetti and, of course, their finest wines.

So, for the first time in his life Cpl. Antista met his grand-

mother, three uncles, four aunts, two great-aunts, his 83-year-old great-grandmother and a raft of relatives by marriage.

And do you know where all this information came from?

A public relations officer!

SIXTH & MAIN TERMINAL

By W. B. Shrewsbury

We stepped out of a dark alley, where we had waited in vain for our cigarette bootlegger, and disgustedly rolled an unreasonable facsimile of a cigarette. We decided right there either Hitler was going to have to surrender or we would have to give up smoking. So we hurried to the nearest victory booth and bought another War Bond.

On the way home we remembered we only had one clean shirt, so we stopped at the laundry, only to find it would be another week yet before we could expect our shirts. Unfortunately—or fortunately—we have no nagging spouse to wash our shirts and unmentionables; so we depend altogether on "Who Flung's" hand laundry. However, we pride ourselves on the fact that there is nothing a woman can do that we can't do (in the way of housework). So we hurried home with the prospect of an enjoyable evening washing shirts. The first thing we did when we arrived home was to examine a small cupboard in our kitchen that we long had suspected contained an ironing board (in the past we had never bothered to look). We were correct, and we only broke two legs getting the darned thing assembled. Next we dug into a trunk and found an iron that a thoughtful aunt had given us some seven or eight years ago. Now all we needed was something to wash the shirts in. Imagine our surprise when we found a large aluminum oval-shaped pot or kettle in the cupboard that we thought was a receptacle for old empty ginger ale bottles. Frankly, we found more things in that kitchen than we ever dreamed of. The place has a stove. This may seem strange to some of you, but, of course, we would probably never even have known we had a kitchen if some inebriated architect hadn't put the gadget that makes ice cubes back in one of the corners. We picked out two of our best shirts and stuffed them into our kettle, along with a bar of Palmolive soap. Next we filled the kettle with water and put it on the stove to boil—and that is where we were stumped. We had no idea how long a shirt is supposed to cook. So we went downstairs to ask our landlady; but as luck would have it, she

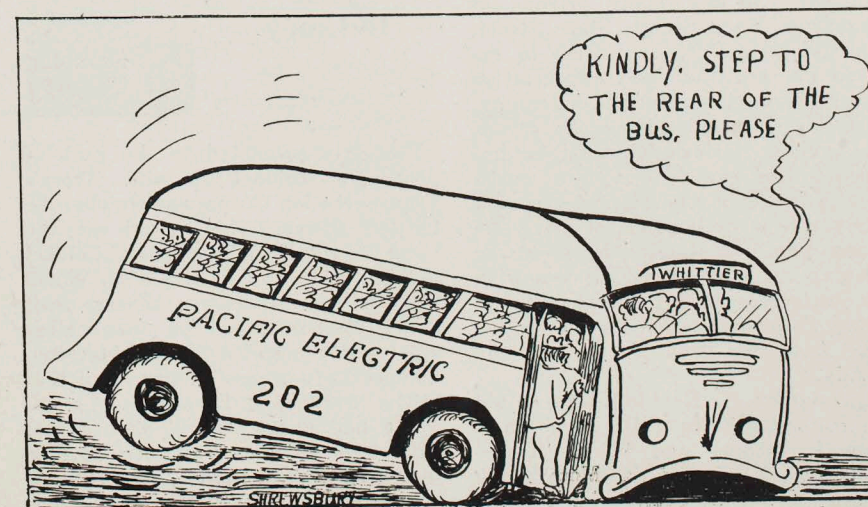
was out, and her 10-year-old son was answering phone calls and other landlady duties that he could fulfill. Like ourself, he had never washed a shirt, and had no idea how long one should cook. However, he did find one of his mother's cook books, which we took upstairs and futilely mulled through. Evidently women are born with the knowledge of how long to cook a shirt, as there were no recipes in the book. So we used our own judgment and cooked the shirts three hours. After the cooking process was over, the problem of drying the shirts arose. We discarded the idea of the oven, as we remembered a pair of wet shoes we had put in an oven once—and who wants to wear a stiff shirt all curled up at the tails? We were rather exhausted at this time, anyhow; so we hung them in the closet and resigned ourself to wear a soiled shirt to work. It took our shirts two days and nights to dry and they acquired a sort of green fungous growth that we had difficulty in scraping off before we could iron them. The art of ironing looks easy, but unless you know all about irons, stay away from them. They are one of the most treacherous gadgets we ever got mixed with. Years ago we had seen our mother touch her fingers to the iron, and when it made a sizzling noise she would start ironing. How she did it is a secret she failed to tell us, for when we tried it the iron sizzled all right, but it left the biggest blisters on the ends of our fingers you ever saw. We spent a good hour bandaging our hands and turning the air blue with a few well-chosen phrases we learned in the Conductors' bull pen at 6th & Main. By the time we were ready to iron, the iron was sizzling by itself; so we surmised it should be hot enough without testing again. Frankly, we never saw such a shirt. The more we ironed the more wrinkles it acquired, and the browner it got in color. Finally it just fell to pieces on the ironing board, so we started on the other shirt, only to find the same thing taking place. They must have seen us coming when we were sold those shirts—the material was absolutely N.G. Fortunately, however, the labels in the collars were still intact; in fact, the labels were made out of better material than the shirts, and the name of the disreputable firm that sold them to us stood out clearly. So we gathered the residue of our shirts and put them in a paper bag, and first day off we are going down and demand our money back.

Did you hear about Clarence White and Alex Reid (the buttermilk boys)? They were working their mail and express run on the La Habra-Fullerton Line, when they ran into a bit

of difficulty. The Dispatcher gave them a wait order at the Leffingwell siding for an inbound freight. They arrived at the siding and waited according to orders. They could see the freight about three miles down the track, and after a few minutes they decided it was not moving. So Alex tried to call the Dispatcher to get an order to go ahead; but something was wrong with the phone. So the only way they could move was for Alex, the Conductor, to walk ahead of the box motor waving a red flag—and Alex is averse to walking, especially when it is three miles. However, as Alex had just about resigned himself to his fate, help arrived in the shape of a horse and rider. After the rider had inquired as to the trouble, he offered to take Alex ahead of the box motor on the horse, and with help of Clarence, the rider, and the horse, they finally got Alex astride the horse behind the California cowboy. The horse set off a quite fast clip, evidently in a hurry to get rid of its double burden. Clarence followed with the box motor, giving encouraging toots on the whistle at both Alex and the horse—and we might add that the horse obeyed all railroad rules by displaying markers. Alex had stuck in his hip pocket a red flag which waved jauntily in the face of Clarence as he followed at a safe distance.

Mosier Slightly Wounded

Now back on active duty on the Western front, Capt. Loral I. Mosier, former Motor Transit Supervisor, was recently in the hospital for some weeks after having been slightly wounded, according to Superintendent C. M. Allen, who received a letter from the captain dated December 10. Captain Mosier has a Purple Heart and three more battle stars.



MACY STREET TERMINAL

By
Ted
Harrison



Howdy, everyone! I suppose while I'm writing this you are all quite busy at various tasks looking toward Christmas and planning just all you are going to do when Van tells you that you are off Christmas, and of course he wouldn't say no! you are already including in your New Year's resolutions the one that says I'll ask off earlier next year. Now as Christmas and New Year's are past, your good resolutions are already broken (like Junior's electric train that Pop played with), and you have settled down to another year's work while glancing over Macy News again.

Seems there are a few fellows who have been left out in the "news." It's those fellows who tend switches and flag at various points and make our work a bit lighter. While doing some work with the line car between Indian Village and Sierra Vista after midnight on three different occasions, I found a very comfortable spot in Art Cooper's switch shanty. One morning recently I got a call out there and received the following interesting item, of which I quote the following excerpts:

Well, Ted:

You asked for it, so don't blame me. In a recent issue of the magazine you complained of no Macy Terminal news and that you didn't know anything so how could you write? Well,

perhaps news is just a little scarce at this time, but we disagree with you when you say you personally don't know anything, for I think we are all agreed that you have really done a splendid job of gathering news since you took over the journalism of Macy St. The only criticism I have to offer is that in gathering news, you have perhaps unintentionally neglected the switch-tenders. But, after all, no doubt we are as much to blame for that as yourself for not having taken the trouble to pass it along to you.

Some of our inbound main line motormen coming through here in the mornings, if they have a green block ahead, almost fall out of the cab waving at me and displaying a broad, happy smile. Next trip, perhaps a little late, the local down the line ahead of them giving them a yellow block, they give me that all too familiar disgusted sign with the palm of their hand forward and an expression on their face that wouldn't be good to photograph.

These men are all good fellows and they're doing a swell job. They even throw me off the morning and evening papers. There's really no ill feeling; it's just that some men are more dramatic than others. However,



SENDS NEWS—Technical Sergeant Robert Hilliard, on military leave from his post of Substation Operator, saw Correspondent Suzanne Jacquemin's column in the Magazine while he was somewhere on the Western front and wrote Suzanne the first news she had had in four years of her relatives in Luxembourg. Bob's father, M. C. Hilliard, now Substation Superintendent, Coast Division, Southern California Edison Company, also worked as a Substation Operator for P. E. some 37 years ago, March 26, 1907-May 4, 1908.

I find that the fellow who gently rolls up to the switch, stops the proper distance back and pleasantly awaits his turn; then when the light clears, pulls onto the main line cautiously, so as not to throw his trolley — in most cases maintains his schedule while the other fellow is running late.

A. S. (ART) COOPER

Indian Village Switch-tender

Seems there's a story going around about a Glendora Motorman, (no, I won't mention any names) who got a train the brakes of which were a little slack. He called the Dispatcher at San Marino and asked for a changeoff at Sixth and Main. The Dispatcher said, "Which car has the slack brakes?" and the Motorman replied: "I think it's the head one; that seems to be the one that runs by the stops!"

Conductor L. A. Hanna is again back at Macy St. after being on the South for the past few months. He is taking care of the back end of the night line car.

Talking about bumps, here's a good one. Conductor George Spencer bid in a nice daylight run out at Glendora and was comfortably settled, "not for years, not for life, but forever," when here comes Conductor T. Montgomery and bumps him. Too bad, but — after Montgomery had made a trip and a half, Conductor L. V. Adie comes along and bumps him! Ain't seniority grand?

Many of you older men will remember Motorman Eickstaedt who left the service on account of poor health some years ago. We regret to say he just got word that his son Bob, who was a test pilot, was killed at Muroc. We are surely sorry to hear the bad news and we at Macy extend our deepest sympathy.

Our pool sharks will surely go to town around Macy. Yes sir! New balls and the tables just re-covered.

We welcome back from the army Conductors Tom Montgomery and R. L. Ellison.

**PASADENA
TERMINAL**



By
**H. L.
Woodford**

Having pitched in to help Uncle Sam when the country needed experienced hands immediately, E. M. 2/c Ralph Ellison has now returned to the P.E. after 2 years and 4 months in the South Pacific. Ralph bumped Bonnie Wells off Run 4305. And coming out of the Army on a medical discharge after a year's service is Conductor Tommy Montgomery. Welcome back, fellows!

On December 8 Leader Switchman Joe Rovai went to the home of Conductor Louis ("Tony") Taylor (who has been on the sick list for over a



GRADUATES—Under the guidance of night Leader Switchman Art Reid (center), two new men, Conductors C. H. Stanford (left) and F. C. Walker recently received their Switchmen's diplomas.

year) and presented him with a large sum of money from the men of Pasadena, Macy Street, and the Schedule Bureau. Tony's letter of appreciation follows: "To my many friends at Pasadena, Macy Street, State Street, and Schedule Bureau: I wish to express my gratitude and appreciation for your most wonderful generosity. If I had the combined vocabulary of the United Nations it would be impossible for me to put into words what I feel in my heart, and can only say you're a swell bunch of guys and thank you. My family joins me in wishing for you everything you wish for yourselves. Happy New Year! And again thank you from us all to you all. Louis ("Tony") Taylor and family."

Conductor R. Henning Gavert bid in Watts Owl Run; D. B. (Daniel Boone) Gardner and W. C. Hawes back on the Pasadena Motormen's Board; Motorman Olafson back to fir-

ing at State Street; Conductor D. Atkins over to Macy; Conductor A. Q. Schilly back from the sick list and handing out Optimo King cigars again. Conductor Curtiss has his blue card.

Former Pasadena Conductor Ankor Jensen, now a brakeman on the S.P., was a visitor in Pasadena this past month. Ankor is a brother of Ove Jensen, our likeable Relief Terminal Foreman.

Motorman Jack Elderkin almost got away but somehow or other there was a leak—so Jack admitted getting married in Yuma; best wishes to you and Mrs. Elderkin from all the boys.

MEDA B. RANDALL

Ill for many years, Meda B. Randall, wife of retired Motorman S. G. Randall whose story appeared in last month's Magazine, died on December 19, 1944, of a heart attack. Old-timers will remember her as manager of the refreshment pavilion at Orbita Springs resort, of which her husband was general manager just after the turn of the century. She also assisted in running the bathhouse and swimming pool there.

Interment was at Hillside Cemetery, Redlands, in which city Mr. and Mrs. Randall had lived for many years. Rev. William D. Pratt officiated.

The couple had been married for 53 years.

Pacific Electric employes extend their sympathies to Mr. Randall.

**LONG BEACH
FREIGHT HOUSE**

By
**Jack
DeLaney**



Recently promoted to the rank of lieutenant colonel in the Army's Transportation Corps was Stephen G. Lefner, former Chief Clerk at the Long Beach Freight Station. Colonel Lefner, who was a major in World War I, was a reserve officer until Pearl Harbor, when he was called into active service. Now overseas, Colonel Lefner saw plenty of action in the invasion of France.

We had a few hours' visit a few days ago from one of our former employes, Bill Lawrence, who entered the armed services six months ago

and now is with the Paratroops stationed at Fort Benning. Bill says he has made five jumps, and "Believe me," he says, "they are a sensation!" Bill came home to visit ten days with his wife and to see his little baby girl for the first time. Good luck to you Bill; hope you will be back again soon.

Ernest R. Muse, our old-timer Revising Clerk, has been at the Long Beach station on the revising desk for twenty-one years. Well, he is a good scout, having started with the N&W RR in Virginia at the age of twelve years as messenger boy. Can you top this? Muse's only trouble, is, his chickens don't lay any eggs. Can someone suggest what he can do to make 'em lay?

Ellis Lewis is learning the general routine of the office, and has held down several jobs the past month or so. Lewis is now taking care of the demurrage desk while Evelyn Metcalf is taking a thirty-day leave down in Panhandle, Texas, visiting her relatives and taking care of some personal affairs.

Ariel Langston, otherwise "Pee-Wee," is a great bowler. Not much bigger than a bowling ball, she nevertheless plays a good game. Ariel is holding down the job as Assistant Cashier at the local freight station.

Here's quite an old timer, Car Clerk Jimmy Thompson, otherwise "Tommy." He is a serious worker, always confiding. Don't know what he is confiding about, but presume railroad business. Never can tell.

Chief L. H. Stirn, husband of Laura F. Stirn, Steno-Clerk in the local freight station, has returned to civilian life. Chief Stirn served as Chief Storekeeper in the U. S. Navy for 2½ years, 18 months of which were spent in the Southwest Pacific. After his return from there he was stationed at Seattle, but the climate did not agree with the Chief and he was granted a release from duty December 13. Mr. Stirn also is a veteran of the First World War.

Brother Sweeney, who so capably holds down the switching statement desk and handles Government bills of lading, has returned to work after a much-needed rest. He says he feels like a new man now.

From the P. E. passenger station: Bob Buford is back on the job; Katie Turner is not going to Riverside; and Scott Anderson is going to sea or get a job washing dishes.

Bob Haynes has been down to Lake Henshaw with his new trailer with the refrigeration compartment to care for the fish he catches, but he states that the enormous amount he caught overworked the machinery and now the trailer is tied up for repairs and will have to wait until some more gas



OPCH TRAINMEN—Back row, left to right: Conductors Fred Taylor, M. E. Kramer, L. F. Monday, G. E. Mitchell, H. E. Johnson, C. L. Robbins. Front row: Motormen W. F. Smith and R. W. Willard, Engineer J. B. Smith, Conductor T. A. Thompson. Two of the men could not be identified.

**OCEAN PARK CAR
HOUSE AND BUS LOT**

coupons arrive from the O.P.A.

Fred Boren, Ticket Clerk at Long Beach, says when he retires he would like to go in the hog business if he could get an acre of ground and a wheelbarrow.

Harry Hatch, Night Receiving Cashier, has gone Hollywood, and has bid in a job in that fair city.

Jean Hart, Relief Clerk, is back at Long Beach again, having decided she did not like guard duty at Terminal Island.

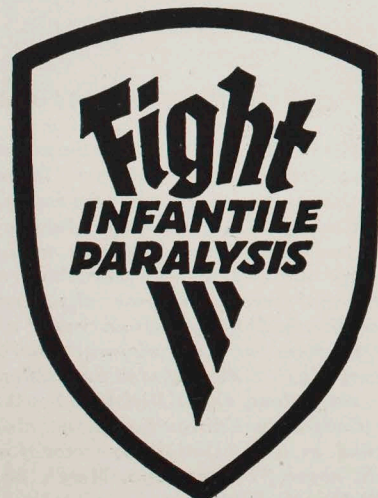
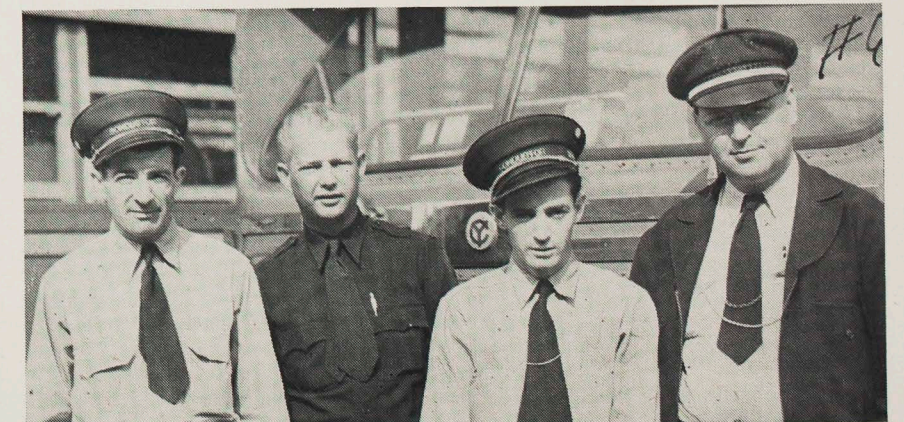
Norval Knox has just moved into his new home here in Long Beach, and some time soon is going to hold open house.



By
**C. T.
Kaneer**

It is our deepest regret to report the death of M. C. Boodet, a former Conductor and very good friend of

OPCH OPERATORS (left to right) G. E. Chastain, R. C. Raney, J. C. Wilkinson, C. J. Sutter.



the majority of the fellows here at Ocean Park. We wish to express our deepest sympathy to his relatives and friends.

There has been a change in the supervision of the West since the last paper went to press. E. Jarvis is now the roving man of the West, and we do mean man!

C. H. Cooper replaces E. Jarvis as morning Supervisor, and that means, C. H., that you will have to get up before breakfast! R. M. Hightower takes C. H. Cooper's place; so fellows, don't try to get away with anything, as it just can't be done. Just ask me or Hightower.

We wish to welcome the following new men: Motormen G. F. Rother and D. R. McDonald; Conductors L. A. Crews, E. L. Blair, C. R. Childs, R. L. Cross, L. I. Phillips, E. A. Ralston. Glad to have you, fellows, and we hope your stay is a happy one.

Motorman C. C. Berry is at this time enjoying his annual vacation. Surely wish we were with you, C. C.!

If at any time you may wonder where all the room came from in the Terminal Foreman's Office at O.P., just ask Bill Kennedy. Fellows, you would never believe it. A cruel man, William is!

WEST HOLLYWOOD TERMINAL



By **Charlie Croninger**

The Christmas spirit was very much in evidence around the trainmen's room last month at West Hollywood, thanks to Rosie, our Day Cashier. In addition to the beautiful blue Christmas tree, the room was decorated with holly and mistletoe. Large branches of red berries were donated by Conductor Shawn. The tree was filled with gifts and cards. The trainmen REALLY enjoyed the Christmas spirit.

Rosie (Rosalie Crocker) and Jessie Gardner (better known as the sweet-



ROBERT CHAPPUS, Motor Machinist's Mate 2/c, U. S. Coast Guard, is a former Motor Transit Operator whose "one love is driving for P. E.—and the bigger the bus, the better," declares Mrs. Chappus. He has been in the Coast Guard for three years, and is now stationed at the Long Beach District office. He drives busses, trucks, "and so forth" for Uncle Sam, adds Mrs. Chappus.

hearts of West Hollywood trainmen) take this opportunity to thank all trainmen and their wives for the beautiful gifts and cards.

Here is a big "thank you" to Conductor Joe Guider for collecting and presenting such a beautiful gift to Rosie and Night Cashier Ruth Branch.

The following item was submitted by Larry Coats. It was in the Sherman Oaks Citizen Tribune of December 22.

"That exceptionally genial Ventura Blvd. bus driver (2250) received Christmas remembrances from school kid passengers. (The kids are his special pets). His brand of courtesy and humor are rare in that particular occupation today; thus he has become a great favorite with the local bus-riding population."

The reason Motorman Ned Poole, who resides in the San Fernando Valley, rushes home after work every day is that he is busy answering mail received from where the tall corn

RETIREMENTS

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

NAME	Department	Occupation	Years of Service
Fred T. Downing	South District	Motorman	15
William Gay	P. E. Building	Janitor	19
John T. Roberds	North District	Conductor	22
Elizabeth Walton	Accounting	Clerk	25

grows. The day before Christmas he had a happy relieved look, so his writing must have been concerning

New Men Attention: Wm. E. Hayes, who started work for the P.E. August 12, 1917, came within 2 minutes of having his first missout last month. The reason for being 2 minutes late wasn't Hayes' fault, but the car he was coming to work on went B. O. Hayes first started working for the P. E. at 6th and Main, worked 12 years at Glendale, 5 years at Ocean Park, and has been at West Hollywood for the last 4 years.

If the new men are wondering why they are unable to attain new uniforms, it might be due to the fact that since Ed Fishman, West Hollywood's version of Mr. 5 by 5, ordered his first uniform, the Uniform Department has been unable to replenish its stock of material.

Hal Fortner and Lloyd Pearson have deserted the Hill St. Terminal and the Redondo Beach bus line for West Hollywood. Hal is Generalissimo over the West Hollywood District and Lloyd is Supt. of switching and kibitzing at Gardner. According to all the men, Fortner is a nice guy to be working with and he still has that "one of the boys" attitude toward one and all. Lloyd is just one of the boys.

Seven new men started at West Hollywood last month. There were a couple of Charlies: Charlie R. Wilson and Charlie W. Tucker. And two with "J.E." for their first initials: J. E. Lewis and J. E. Rosenberg. The other three are Gus. E. Powell, O. B. Lunsford and J. H. Tooke.

R. C. Raney dropped in and said his brother Herby, who has been away quite a spell, in the armed forces, would be back working soon.

A woman got on the elevator in a big department store in Washington. As soon as the operator had closed the door the woman became talkative, "Don't you ever weary of going up and down in this elevator all day?" she asked.

"Yes'm," replied the operator. "Is it the motion of going down that you mind most?"

"No'm."
 "The motion of going up?"
 "No'm."
 "The stopping?"
 "No'm."
 "Closing that heavy door?"
 "No'm."
 "Opening it?"
 "No'm."
 "What is it then?"
 "Answering questions."

SOUTH BAY NEWS REDONDO BEACH HDQRS.



By **A. M. Ginn**

Suppose you all saw the beautiful Venus making love to the moon on the night of December 18—or did you miss something?

Redondo Operators took first prize under "Passengers Appreciate" column last month. Two out of four articles.

Riding in on a L. A.-bound bus from Manchester recently were a middle-aged lady and a little girl seven or eight years old. Every time the operator called a stop, the child called it after him, annoying the passengers. Finally the Operator announced: "Rimpau next!" The child was silent for a few moments this time and then explained "Mother, what did the driver mean—"Grandpa next?"

Joe Mahon, who was in an auto accident on his way home from Long Beach the latter part of November, is still off duty nursing bruises.

P. E. Jones, who was on the sick list quite some time, is back to work again. Glad to see you, "Jonesie." Now we won't have to keep answering the passengers who inquire "Where's Jonesie?"—"What's the matter with Jonesie that we don't see him?"

The school children in Manhattan call Demarest "Black Eyes." (Colored glasses.) We surely miss the youngsters while they are out on vacation. It is so-o-o quiet in the coach.

V. E. Delmar, better known as "Junior," says he certainly has a hard time keeping tap on his brother. Senor Eddie d-o-e-s get around.

We have a REAL photographer in our midst. R. J. Bierman, on the morning "shine" run at Redondo. He has promised some photos for our magazine, too.

W. A. Wardy bid in the first run out of Redondo, says 5:00 a.m. is pretty early to report and live so far away.

Conversation overheard by Frank Sreech between two passengers on Redondo Beach Motor Coach Line:

First Girl: "How is your grandmother?"
 Second Girl: "She is critical but still in a coma."
 First Girl: "How can she be critical if she is still in a coma?"

PASSENGERS APPRECIATE

Conductor R. T. Forsythe

December 14, 1944

Mrs. M. C. Terbill
 Pasadena, California
 Dear Madam:

Thank you kindly for your gracious letter telling of your experience of last July or August while traveling from Pasadena to Los Angeles and of the recovery of your lost purse by Mr. Forsythe, conductor of train on which you rode.

It is gratifying to learn of the prompt manner in which Mr. Forsythe returned the purse to you and that his efforts were greatly appreciated.

Your letter will be referred to the General Superintendent so that Mr. Forsythe may be properly commended.

Very truly yours,
 H. O. MARLER

M. C. Operator J. E. Beardsley

(No date)

Dear Mr. Marler:

The other morning while driving through a dense fog we avoided a serious accident—that could have been fatal to all in the bus—only by the quick thinking and skillful driving of Mr. J. E. Beardsley. A gravel truck had skidded and was stalled crosswise of the road, with another car coming from the opposite direction. By quick action he was able to avoid hitting it and passed safely.

I wish to commend Mr. Beardsley very highly for his skillful driving in an emergency.

Sincerely,
 AGNES W. MATTHEW

Stewart, Hunt, Miller, Titus

December 5, 1944

Miss Catherine Davis Haldeman
 610 South Main Street
 Pacific Electric Railway Company
 Los Angeles 14, California
 Dear Miss Haldeman:

Appreciate very much your calling my attention to the cooperative service rendered by Conductor 2536 [W. D. Stewart] and Motorman 2609 [C. D. Hunt] who operated the car

which left Van Nuys 5:21 on the morning of November 30, in returning to you your lost billfold.

These trainmen, together with Conductor 2716 [H. L. Miller] and Motorman 2149 [L. E. Titus] who were helpful in return of your billfold, will be advised of your appreciation, as will also their supervisory officer.

Thank you kindly for directing this matter to my attention.

Yours very truly,
 H. O. MARLER

Redondo Line M. C. Operators

December 18, 1944

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

I do not know how to put in words what is in my heart but I want to have you thank all the bus drivers on the Redondo Line for being so nice and kind to my mother throughout these last nine years. I have taken her back and for to L. A. with the small folding chair. She loved to go and the busses or cars were our only way of travel. They have been most wonderfully kind.

She passed away December 7 at the age of 98.

Thanks again
 MISS ORTA SCRANTON

Roy McClelland Home On Leave from Navy

First class Petty Officer Roy McClelland, now a Radioman with 600 flying hours, formerly a Rate Clerk and Tariff Inspector in Freight Traffic, came home to Redondo Beach recently on leave for some weeks, and visited some of his old friends in the P. E. Building. Roy's military leave began in February, 1942, and he has had 22 months in the Pacific area.

The irate wife was giving her husband a lecture, "And don't you argue with me!" she said at the finish.

"Argue?" protested Joe. "But I never said a single word!"

"No," retorted his wife, "but you were listening in a most unpleasant way."

TORRANCE TOPICS (Mechanical Department)



By
Jack
Wright

I guess it's just a natural thing with everyone, or at least 'most everyone, at Christmas time to think back over the year just about finished and remember in mind, if not by gift or card, friends old and new. Whether you had noticed or not, this writer's little contribution has been absent for the past few issues, and it's that Christmas time thought that was present which prompted my taking this opportunity to say to all my friends: "I trust you had a Merry Christmas, and sincerely wish you everything good for the coming year."

For reason of lack of time I will limit any additional words to a brief resume of our Christmas dinner and gift exchange party. Mr. and Mrs. George Evans were host and hostess, the dinner was planned and prepared by Mrs. Evans and a dinner it was . . . you know, one of those you will remember till next Christmas: roast turkey, dressing, gravy, buttered peas, candied sweet potatoes, cole slaw, olives, celery, hot rolls, butter, coffee, and pie.

Of course we had a tree, which was

MECHANICAL DEPARTMENT—Turkey sandwiches, coffee, pumpkin pie, and relishes provided a luncheon fit for a king at the Mechanical Department office party in room 608. Everybody brought something and everybody chipped in for extras, including a tree. Present were (left to right) Frances Easterman, Peggy Cherrier, Walter White, Agnes Taubler, Adele Dole, T. J. Clifford, Arreen Lochmes, Otto Martin, Clara Doll, F. E. Geibel, and E. A. Stevens.

decorated by Mr. Evans, George Thatcher, Alma Nixon and Maxine Anderson (I think my part was putting in a light bulb or two). Names had been drawn by everyone for exchange of gifts and a door prize was given of the lucky one whose name was drawn. Drawing was conducted by Harry Pierce in a unique manner, as you might expect of Harry if you know him.

Those present were Mr. and Mrs. Evans, Mrs. Maude Campbell (who assisted Mrs. Evans) Alma Nixon, Maxine Anderson, John Julian, William Peet, Milton Foster, George Thatcher, Thomas Moore, Earl Shulkey, Walter Randig, Frank Taylor, James Tarbit, Harry Pierce, Floyd Shultz, Lacy King, Gus Gundersen, and me too.

I'm sure all attending our party will say they had a wonderful time, enjoyed a swell dinner prepared by a real cook—and I'll take the liberty to say for the group: "Thanks to a swell host and hostess," Mr. and Mrs. Evans, our Shop Superintendent and his wife.

What's Happened in the Mechanical Department 1944

By F. E. Geibel

Superintendent of Equipment

Fifty-five new 45-passenger motor coaches were placed in Pacific Electric service and fifteen in Los Angeles Motor Coach service. Five box cars were converted for use as caboose cars. Three 44-ton Diesel-electric switcher locomotives and two gas-electric combination baggage and passenger cars from Northwestern

Pacific were converted for light switching duty. Thirty of the Maritime cars were transferred to Pacific Electric ownership and numbered the 4600 class.

We have just about held our own in the skilled crafts, although many of the newer employes lack experience in our line of work. We are particularly short handed in the freight division, as to both Car Repairers and Inspectors.

We regret during the year the passing of 14 of our active employes. Fourteen retired and one entered into military service in the past year.

TORRANCE TOPICS (Stores Department)



By
Fred B.
Hopkins

"'Twas the day after Christmas
and all thru the house

Everybody was stirring and cleaning after the Christmas carouse."

And that's the way it was at the Torrance Store thruout the latter part of Saturday afternoon, December 23, after our guests had come and gone. But we did have a nice Christmas party with guests present that included our former Storekeeper, Ward McCall and Mrs. McCall; Mrs. Betty Fenimore Sandstrom and two children, Jennie and John Michael; Mrs. Stock, wife of our Storekeeper Charles Stock, and grandson, Jimmie, son of Bill Nicolay; Mrs. Thomas Wilkes; and Lorna Jean Hall.

Henry Hogan, who drives the Store Dept. truck between Torrance and Macy Street every day and who has a turkey ranch at Watts, donated a turkey for the occasion and 'nuff said—you know the rest. But, oh boy! It surely was good, and what with all the rest of the good things that had been provided, there was no opportunity left for anyone to go away hungry.

After the lunch a brief program was presented which included a "Boy's Letter to Santa Claus" read by Fred Hopkins and attributed to Bill Kitto as the original author, inasmuch as the principle theme was the profound desire for a gun. Owing to the fact that "the Deacon" (Burt Ordway) and the famous "Two-Gun" Cain, better known to us as the "Professor,"



PURCHASING DEPARTMENT OFFICE—The two men in the rear with faces partially hidden are Ted Sorensen (left), and Floyd Gill. Others, left to right, are Jim Livermore, Mildred Fowler, Meta Hoogendyk, Dorothy Devine, June Hanlon, Clarence Swartz, Ethel Senteney, Alta Howard, Charles Wakefield, Diana Quesenbery, Earl McCall, Clara Patton, Grace Mensing, Geraldine Keating, Clifford Thorburn, Ray Cragin, John Vanderzee, George Quesenbery, Chris Fenimore.

were away on vacation, we were denied the presence of these distinguished personages and the need for a gun was applied to Bill Kitto.

After the exchange of some very unique and unusual gifts we all indulged in the shaking of hands and the wishing for each other a merry Christmas; and thus our Christmas party became a memory, an event to be hoped for next year.

Since we last chronicled the news in these columns some changes have taken place in our personnel. Mrs. Lura Bangle, whose picture we printed in the issue of last September along with her husband Edward C. Bangle, U.S.N., has gone to Alameda, there to join her husband, who has been assigned to duty at the Navy Operating Base in that city. Her position was filled temporarily by Mrs. Margaret Fenimore Sandstrom pending the engagement of a permanent Requisition Clerk, who is Mrs. Frank Higgins of Torrance.

Some of the dads and mothers of our Department were made very happy for Christmas in the arrival home of boys in the service. Such was the case with Mr. and Mrs. Thomas Wilkes as Tom, Jr. came home with his wife from Roswell, N.M., where he has been for quite some time in the Army Air Corps. Bill Zurborg, son of Mr. and Mrs. August Zurborg, came home from Camp Roberts and was able to be at home in Redondo Beach until New Year's. Two-Gun Cain tells us that his eldest—"Little Slingshot"—known to us all as Bob,

came home from Camp Roberts on Christmas morning to stay for a week and then was to report to Camp Meade, Md. The Professor's other boy, Gene, who is an MP, is in France and has already made three crossings of the Atlantic.

Bill Jolley's son, Bill, Jr., was last heard from in the Netherlands and had with him a collie dog which he had been able to keep with him all the way thru France, Belgium and into Germany and Holland. He is in the Signal Corps, and has received a Presidential citation.

Ray Cragin's boy, Jimmie, came in to see us somewhat over a month ago, while he was home on leave and his ship was laid up in dry dock. As Jimmie had been "in" on the battles of Guam and Saipan and had also witnessed the sinking of the aircraft carrier Liscombe Bay, he had some exciting tales to tell of his experiences.

Cliff Ruppel wrote from the Philippines and told of some of his impressions and experiences in that part of the world. His unit, a tank outfit, was the very first that had landed on the beach-head in Leyte.

Well, as the pussy cat who was watching the tennis match said: "My mother is in that racket." I'll be seein' yuh!

Chemistry Professor: "What is the outstanding contribution chemistry has made to the world?"

Student: "Blondes."

PURCHASING DEPARTMENT

Saturday morning, December 23 at 10:00 a.m., Santa Claus arrived in the Purchasing Department to officiate at our first Christmas tree. Said Santa was the Head Man, Mr. Clifford Thorburn.

Each member had drawn a number and bought a present, not knowing whom they were buying for other than man or woman. This added to the excitement and created lots of fun. Diana Quesenbery discovered she had bought her own present, hubby George having drawn her number. Mildred Fowler hoped for days that the Mickey Mouse doll, which was under the tree, would be hers and certainly was excited when she did receive it.

Lois Brown, now Mrs. Allan Guthrie, and hubby arrived too late for the opening of the presents, but we all met the groom and agreed Lois did very well.

Mr. Thorburn did a fine job as Santa, and, we might add, he knows his mistletoe.

"Waiter," asked the patron in a city restaurant, "is it necessary to have that wretched cat prowling about among the tables?"

"Well, it's like this 'ere, sir," replied the waiter, "when there's rabbit stew on the menu, the manager thinks it adds to the enjoyment of the meal if our cat is well in evidence, so to speak, sir."

SIGNAL DEPARTMENT



By
Virginia Simmons

Old Father Time has passed our way once more, and up go the new Varga Calendars.

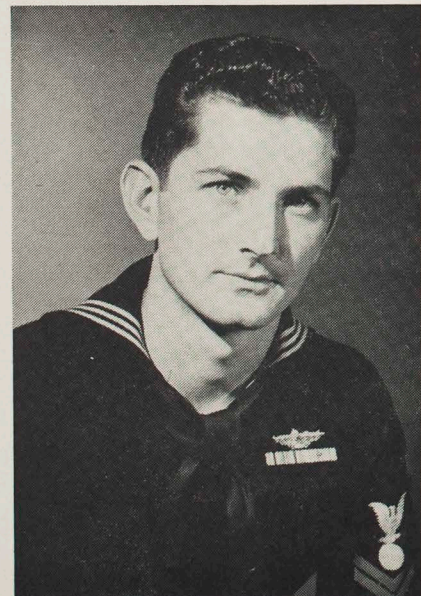
Speaking of time, just ask any railroad man about his favorite pastime: "What time isn't it?" or, "When do you wind your watch?"

Al Smith winds his watch at 8:15 p.m., Jim Kenner at 6:00 p.m. (supper time); Ed Hasenyager at 6:30 a.m. (breakfast); ditto Harvey Fuller; "Spud" Russell at 11:45 p.m. (when he takes it off); Bill Moesby at 9:00 p.m. (for 25 years); George Wurtz at 8:30 p.m. (when the S.P. whistle blows); and here's a twice-a-day man, Hiram Ravey, at noon and bedtime.

Christmas notes: Mr. Ravey almost got caught under the mistletoe, but the lady said he'd have to shave first. Bill Moesby said J.V.E. about two-bit him to death. Ernie Hargreaves celebrated his twentieth wedding anniversary on Christmas Eve! Felix Brac's son came home for Christmas on a 72-hour pass.

We welcome Willard Harbaugh, new Bonder and Welder's Helper.

BURTON HUME, Electrician's Mate 2/c.



REPORT OF VITAL STATISTICS

November 21, 1944, to December 20, 1944

DEATHS

NAME	OCCUPATION	Died	Group	
			Insurance	Mortuary
*Gabriel, O. R.	Brakeman	11-17-44	No	No
*Coffey, Vivian L.	Laborer	11-18-44	No	No
Holquin, Simon	Laborer	11-22-44	Yes	No
Huerta, Nicolas	Track Walker	11-25-44	Yes	No
Patterson, Joseph A.	Assistant Agent	11-29-44	Yes	No
Polhemus, Lillian M.	Clerk	12- 1-44	Yes	No
Hughes, Joseph R.	Foreman (Retired)	12- 9-44	Yes	Yes
McNeilly, William M.	Engineer	12-11-44	No	Yes
Slifer, Robert L.	Auto Helper	12-12-44	Yes	Yes
Christenson, John	Bonder & Welder (Retired)	12-13-44	Yes	Yes
Studer, Fred	Machinist's Helper (Retired)	12-18-44	Yes	Yes

EMPLOYEES' WIVES' DEATH BENEFIT FUND

NONE

*Reported subsequent to last publication.

Willard was an artilleryman and served in the African campaign.

Frank Sayles' theme song is "If I Had My Way." Hint—hint—fellows, keep the storeroom loading platform clean, when unloading your trucks.

Quite a controversy arose over whether Roger LeMelle spelled his first name EZEB or EZAB. A friend of ours lost another cup of coffee to that man!

Lt. "Woody" Lewis, former Signalman, is reported missing in action. Woody enlisted two years ago, worked up from the ranks, and served with General Patton's Army.

Friends of Jim Haley, Bonder and Welder's Helper, regret to hear he's been wounded in action somewhere in Germany.

In Memorial: Services were held December 15 for John Sidney Christenson, retired Bonder and Welder, who succumbed December 12. Ernie Hargreaves, Harry McGarvin, and George Prell served as pallbearers. He was born October 4, 1875, in Hutchinson, Kansas. Entered P.E. service June 1, 1916. He retired December 31, 1940.

Ad Forbes, new Leader, is really getting a workout at Amoco, making rail changes. Out on the Covina and Pasadena Short Lines, Bonders and Welders are going strong, changing out rail. Foreman Hargreaves says they're doing a swell job, too. Incidentally Ernie borrowed the Boss's clock so he could get to work on time.

Presenting Burton Hume, E.M. 2/c, son of Telephone Repairman and Mrs. Walter L. Hume. Burton recently enjoyed a 30-day furlough at home, after 15 months in the Pacific on a submarine. The family had their Christmas on Thanksgiving, so he might participate.

Young Hume is 6' 1", weighs 180 lbs., and has been in the Navy the past 28 months. During that time, he has made five war patrols, four being successful, for which he wears the citation pictured. Submarines usually operate alone; however, the engagement star is for action with the U. S. fleet.

Burton states after his encounters with the Japs: "They are no push-over."

HIS JEWELS—Signalman George Wurtz celebrates his 53d birthday with four grandchildren: Eleanor, 3; Johnny, 2; William George, 6 months; and Karen, 1.



LAND AND TAX DEPARTMENT

Ahead of everybody with their Christmas party were the members of the Land and Tax Department. Santa Claus—in the shape of Building Manager Jimmy Rankin in a borrowed Santa Claus suit—came down the chimney with Donder and Blitzen at 12:00 noon sharp on Friday. Must have been a clean chimney, too, for he wasn't wearing a zoot suit. Anyhow, lunch hour was devoted to a Christmas party, and the party-goers got their lunch somehow, despite all the presents, laughter, picture-taking, etc. The office girls brought sandwiches and Earl Van Dusen furnished coffee.

H. G. McDonald, former Building Manager, was the guest of the office.

Names had been previously drawn for presents, and the results proved that Santa must have had a good stock left over from last Christmas, because Frank Converse got four packages of Camels, Bill Clarke got ditto of Old Golds, E. L. Young's pipe received a new fuel ration, Dorothy Pearson unwrapped eight bananas, Ethel Merriam got note paper to use in writing Santa, Eunice Fischer got a golf ball wrapped 100 times its size, Jimmy Rankin got a plunger (he is now one of the most sought-after persons in the P. E. Building), C. L. Bordner drew stationery, Maye Ritterhoff was all cut up over her paring knife, E. Van Dusen speculated on the meaning of his screwdriver, Florence Gretz received two pot holders. Bea Rummelle and Harry Gorman received the most dubious of all gifts: Kleenex and Sweetheart soap for Bea and Bathasweet for Harry.



LAND AND TAX OFFICE—Left to right are Cecil Bordner, Santa Claus (Jimmy Rankin), Frank Converse, Bill Clarke, E. L. Young, Earl Van Dusen, H. G. McDonald (guest), Florence Gretz, Dorothy Pearson, Ethel Merriam, Harry Gorman, Bea Rummelle, Eunice Fischer, Maye Ritterhoff.

are carriers of virus diseases, also insects live on them and thus carry over the winter.

Fertilization is the other major phase of preparation for next year. If you have a compost pit, get its contents out in the area you wish to plant and spade or plow the material under. Fortification with a moderate amount of sulphate of ammonia or nitrate of soda will help the compost to decompose in the soil and boost crop growth in the spring.

If you don't have compost, get hold of some manure. Apply from one and a half to two ordinary grain sacks of barnyard or dairy manure to 100 square feet. One-fourth to one-third

of a sack of poultry or rabbit manure is equivalent.

One measuring cup filled with sulphate of ammonia will be sufficient for 100 square feet. One and one-fourth measuring cups of nitrate of soda contain the same amount of nitrogen, and it takes four and one-half cups of Victory Garden Special mixed fertilizer containing 6 per cent nitrogen to equal the one cup of sulphate of ammonia. Any of these measurements will supply nitrogen at the rate of 100 pounds to the acre. Half of this amount mixed with the compost will be enough. If no manure or compost is used, apply the full measurement and work it under ten days to two weeks before planting.

YOUR VICTORY GARDEN

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

Preparation for the 1945 spring garden should be two-fold. If you had a garden last fall and are carrying it through the winter, be sure to clean up everything thoroughly. This means get rid of the remains of many of the old garden plants—tomatoes, cornstalks, old celery plants, decadent remains of melons and squash. Why? Many forms of plant disease can carry over in them. In some instances some stages of insects may still be hanging around the old plants. If you know the plants were diseased, let them dry out, and then burn them up. If you can't get them dried in a reasonable time, bury them. Clean-up should include weeds because many weeds



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CENTRAL TIMEKEEPING BUREAU—Left to right (group at left of tree) are W. Morrison, Helen McDougall, H. Welch, Jean Lowe, Diana Delmar, Rosetta Epple, Anna Capo, F. Mann, Mildred Franse, Virginia Lamb, Marie Brogan, H. Chesnutt, Marjie Helwig, Martha Faulbaum, Marie McAllister, R. Albrecht, Jean Pratt, Alice Karaijan (sitting), Helen Sawyer, Blanch Maitorne, A. Manhart, Florence Moss, G. La Roache. In group at right, those seated are Charles Sein and Iva Strickland. The six standing on the desk are Marian Green, Marian Emely, C. Jones, Joan Dudding, C. Holway, W. Williams. The others, left to right, are Alberta Campbell, E. Barwood, Phyllis Chubbie, Ann Austin, U. Drake, Frances Houston, Marjory Stone (only forehead in view), J. Milano, H. Grenke, Marian Lutes, Lavonne McDonald (partly hidden), Margaret Hines, Ouita Swanson, H. Shea, Mildred Woods, F. Ward, Ida Durchin, D. Hyde, D. Alexander, F. Eggeman, F. Hardesty (face cut off).

TIMEKEEPING BUREAU

The Central Timekeeping Bureau did its share of celebrating on Saturday around a Christmas tree on one of the desks. Colorfully wrapped gifts for all were under the tree, and anonymously given to whose name was picked out of the hat.

The manpower shortage made it necessary for Alberta Campbell to assume Santa's prerogatives, and she did a fine job of passing out the presents.

Various people furnished delicious cakes, candles, nuts, and drinks of every description. Kisses were also furnished by those who discovered others under the mistletoe hung from a light cord. And a vast deal of merriment was furnished by those who were "caught." A feature of the party was the singing of "Silent Night" by Harry Shea and Marie Shaw.

So much fun was enjoyed that plans are already under way to have a bigger and better party next Christmas.

EASTERN DISTRICT ENGINEERING DEPT.



By **Mabel E. Forsberg**

A HAPPY NEW YEAR to each and every one of you from all of us.

The Eastern District wishes to thank all concerned for their kind consideration and helpful suggestions.

The rapid growth of Extra Gang Number 9 has made it necessary to add another Student Foreman. P. Gonzales has been assigned to this work. Extra Nine now has 114 men on the payroll, with an average of 90 men on the job each day.

Extra Gang Number 13 has been working in the San Bernardino Yards

for about 30 days and they feel like city boys now.

"Casey" Jones, General Agent at San Bernardino, is back on the job. That nice long rest was the right prescription for he certainly looks like a new man.

A. B. Holmes, sometimes known as "Sherlock," spent a couple of days of his vacation in the mountains. After that wonderful job of "sleuthing" and, incidentally, getting his man, he really needed a few days' rest. Salome Becerra, Sub-Foreman of Extra Gang 9, has just returned from his vacation. He reports he worked harder at home (felling a tree and cutting firewood) than he does on the job and has decided not to take any more vacations—at least not until next year! Emilio Argonez is taking over the duties of Foreman of Section 31 while Foreman Juan Pais is on vacation.

Bridge & Building have a new member in their group. He is **Claud R. Proctor**, who transferred up to San Bernardino from Los Angeles and is working as Carpenter. **Bill Hasty** is

still on the sick list. We hope he will soon be back on the job as his buddies certainly miss him.

Charles Shunk, Foreman of Section 32, has increased his crew by two men during the past month. They are **John A. Cardenas** and **Harold L. Velarde**. Charlie really beams when he talks about his new niece, **Charla Mae**, who was born December 7 and weighed 6 pounds and 10 ounces.

We girls in S. B. certainly get a break with mistletoe growing on many trees. In fact, we have some right over our office door in a cottonwood tree. Jeepers!

Our new arrival at San Bernardino weighs 16,000 pounds; color—black; formula—fuel oil; under the care of Mr. Rucker, Paving Foreman. (This is a Buffalo-Springfield Roller.)

Signal Department Gossip — Work is under way on the conversion of Automatic Flagmen to Track Circuit control account of electrical overhead trolley wire being removed on several lines. **Lee Cash**, Assistant Signal Engineer, is supervising the work in the field.

Work on the Pacific Electric Passenger Station at San Bernardino has shown much progress and should be completed soon.

The Eastern District is requisitioning machinery to facilitate maintenance and construction work.

Grading is well under way for the shoofly track (temporary track) at the proposed Day Canyon Bridge on the San Bernardino Main Line. Grading is scheduled to be completed by the San Bernardino County Flood Control District by December 22. Pacific Electric Railway forces will install shoofly track to permit construction of the single span bridge. All work is scheduled to be completed during the first part of 1945.

Paving burner from the Asphalt Pavement Planing Co., Los Angeles, has just completed work in San Bernardino, Colton and Riverside. City Engineers of these cities have been very much interested in this modern equipment, which has so greatly improved paving conditions in Pacific Electric tracks.

We have received a nice newsy letter from **Mariellen France**, former Secretary of this office. Strange as it may seem, she is now living in Omaha, Nebraska, the old home-town that I left just about a year ago. She extends greetings to all of her Pacific Electric friends — and tells about all the snow and ice on the streets of Omaha.

More next time! This holiday rush doesn't allow much time to "snoop" for news. Don't forget—"WE WILL LEAVE IT BETTER THAN WE FOUND IT!"



MARY JEAN BENDER shows to interested onlookers in the Accounting Department a Nazi officer's cap sent her by her husband from overseas. Left to right are **John Hubbard**, **Anne Bishop**, **Mary Jean Bender**, **Clara Virtue**, **Evelyn Warmouth**, **Earle Moyer**.

Nazi Officer's Cap Sent Jean Bender

Mrs. **Mary Jean Bender**, General Clerk in the Freight Accounts Bureau, was proudly displaying last November 8 a trophy she had just received of allied victory on the western front. It was a Nazi officer's dress cap picked up by her husband, Technical Sergeant **Max E. Bender**, in a warehouse hastily abandoned by the retreating enemy.

If the materials and workmanship in the cap are an indication, Germany is still not too badly off for supplies. The crown appears to be of a good grade of light brown wool piped in blue, the hat band is of velvet; and the ornaments are of brass. The only

cheap-looking part is the visor, of thin papier-mache, unfinished at the edge.

Sergeant Bender, 26, member of an armored division somewhere in Belgium, has been overseas since last February, and in service since August 17, 1941. He and Jeanie were married on November 21, 1942. Since last January 3 she has been doing her bit for the war effort by working for Pacific Electric. While awaiting her husband's return she lives with her aunt at 325½ South Granada Street, El Monte.

Ezra: "Who's that close-mouthed gent over there?"

Zeke: "He ain't close-mouthed. He's waiting for the janitor to get back with the cuspidor."

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RESEARCH BUREAU—Left to right are Mike Levin, Warren Silliman, Les Appel, Bill Scholl, Lillian Ryan, John Curtis, Bob Labbe, Vi Martin, and Alec Hartman. Bill Scholl and Miss Ryan were visitors from the Personnel Department, to which Bill recently transferred from the Research Bureau.

RESEARCH BUREAU

All who know Vi Martin—and who doesn't?—tiny, red-haired bundle of dynamite occupying the Secretary-Clerk's chair in L. H. Appel's department, well understand that any Christmas party with which she might be connected would go off with a bang. And it did, too; just ask Vi (sometimes spelled and pronounced "Vee-One.") For that matter, ask Laurel S. Jones, guest from the Schedule Bureau across the hall. Ask any of the 50 or more guests who ambled through the chow line several times just to make sure that there would be no food or candy or coffee wasted. Vi, aided and abetted by Mr. Appel and one Alec Hartman, bought six cakes, made a five-gallon urn of coffee, and had managed to corner most of the chocolate candy in town for the

occasion. There were also grapefruit. . . (Readers will understand by the periods that facts are here omitted for reasons best known to the censor, to Vee-One, and to the grapefruit.)

How so many people in the P. E. Building could smell out the cake and coffee is a mystery, but they did. The seven members present of the Bureau proper could never have gotten away with it all, anyhow, even though John Curtis, Mike Levin, and Bob Labbe (the younger) reverted to type and lost all their veneer of civilization in indulging their sweet teeth. Bob was especially barbaric; he was fresh from seeing his new boy baby (born the previous night at St. Vincent's), and reaction had set in. Bob was definitely on the rampage: he even smoked a cigar approximately ten inches long right in front of everybody (see picture). He was desperately on his last fling be-

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January, 1945

fore settling down to life as Father to Junior (as of this writing, unnamed).*

There was green and red everywhere—mistletoe and lipstick. After most of the guests had gone to do their Christmas shopping, the seven members of the Research Bureau gathered around a table and opened their presents—all anonymously given, and mostly lowbrow. Mike Levin's soap-bubble pipe set was the envy of all, though Warren Silliman's sculptured toilet soap (with words taken literally) received its share of attention. For some reason difficult for the male mind to understand, Vi practically cried over her gift, which was the sole sensible one of the day—a merchandise order from her admirers in the Bureau.

Too bad Ed Marcy and Gordon Roberts were on vacation, and R. S. Van Hoak on leave. They missed a great time.

INFORMATION HI-LITES

By

Deane H. Koch



Since Old 1944 is about to be history, we take our pen in hand to wind up our final chapter for the year. It has been a very busy season in the Information Bureau, and I do mean busy! Everyone has wanted to go somewhere and has also wanted to have the "when" and "where" answered.

With the cancelling of the Santa Anita races, our main headache in December was the New Year's game in Pasadena. . . Oh, yes, and speaking of headaches, perhaps we will not have so many head colds from now on. If you are passing through the depot and see what looks like a board fence behind us, it was not built because we are not on speaking terms with the Ticket Clerks, but as a windbreak from the drafts. We are very thankful for the improvement. It makes a very noticeable difference in the atmosphere, and will perhaps be a means of keeping us on duty.

*LAST-MINUTE FLASH: Final decision—James Robert. Congratulations, Bob and Kay, on your first!

January, 1945

Had the barricade been of glass, our visibility as to just which gates are being used for what busses would have been better.

We are truly thankful that our telephone room, recently treated to a new coat of paint on the walls and on the Venetian blinds, is so much more livable. The new paint is a grand improvement.

The writer and her husband wish, in this column, to thank the Editor and Adeline McIntyre for the grand things said about our recent marriage. We feel it is good to know that we have so many friends in the Pacific Electric family.

After the joyous strain of last month's column, we are sorry to report deaths in two families of our group. On December 7 we were shocked to hear of the sudden passing of Helen Drew's mother. Helen had been off duty for several days on account of illness herself. Her mother's sudden death was a severe blow to her as well as to her aged father. Our sincere sympathy goes to them, as well as to the other members of the Drew family.

A few days ago Lenore Tepley received a message from Cedar Rapids, Iowa, to hasten to the bedside of her father. We have learned since of his death. Our deepest sympathy goes to Lenore, who has, through her lovely smile and friendly manner, won a very warm spot in all our hearts.

Illness, from time to time, has temporarily depleted our ranks, but we are thankful there have been no very serious results. Florence Spaulding is at present a "flu" victim.

But life goes on with its smiles and tears, and each day brings something different—or is it different with us?

Recently a nicely dressed lady stepped up to the desk and asked, "Can you tell me if there is a four o'clock bus due in this station?"

"From where?" we asked.

"I don't know," was the reply. We didn't, either, but told her the San Bernardino bus was due in then.

Another inquiry came in, in a pathetic tone, as to how to get to Hollywood on Sunday. The signs in the Subway say there are no trains leaving there on that day.

A girl from the USO called to ask, "How do you tell an officer to go to San Pedro?"

Since we do not have special quarters for officers, am afraid he had to mingle with the common herd.

So in these days when even a sheet of paper on crowded street cars makes a difference, we just do our best and trust we will all come through, and that conditions will be back to normal in due time.

PACIFIC ELECTRIC MAGAZINE

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PACIFIC ELECTRIC CLUB BULLETIN

TUESDAY, JANUARY 9:
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, JANUARY 10:
P. E. Rod & Gun Club Monthly Meeting—7:30 p.m.

THURSDAY, JANUARY 11:
P. E. Women's Club Sewing Unit—10:00 a.m.

P. E. Women's Club Afternoon Business Meeting and Program—1:00 p.m.

FRIDAY, JANUARY 12:
P. E. Bowling League Matches—Bonnie Brae Bowl, 1818 West 6th Street—Spectators invited—8:15 p.m.

TUESDAY, JANUARY 16:
Veterans of Foreign Wars Post No. 3956. Semi-monthly Meeting—7:30 p.m.

THURSDAY, JANUARY 18:
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, JANUARY 19:
P. E. Bowling League Matches—Bonnie Brae Bowl.

TUESDAY, JANUARY 23:
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, JANUARY 25:
P. E. Women's Club Sewing Unit—10:00 a.m.

P. E. Women's Club Afternoon Business Meeting and Program—1:00 p.m.

FRIDAY, JANUARY 26:
P. E. Bowling League Matches—Bonnie Brae Bowl.

THURSDAY, FEBRUARY 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, FEBRUARY 2:
P. E. Bowling League Matches—Bonnie Brae Bowl.

TUESDAY, FEBRUARY 5:
Veterans of Foreign Wars Post No. 3956. Semi-monthly Meeting—7:30 p.m.

THURSDAY, FEBRUARY 8:
P. E. Women's Club Sewing Unit—10:00 a.m.

P. E. Women's Club Afternoon Business Meeting and Program—1:00 p.m.

FRIDAY, FEBRUARY 9:
P. E. Bowling League Matches—Bonnie Brae Bowl.

P. E. Club Sends 600 Xmas Baskets

As has been its custom for many years, the Pacific Electric Club this season prepared and delivered some 600 baskets of Christmas cheer to pensioners, sick employes, and those off duty for one reason or another. Manager N. B. Vickrey and his assistant, Sam Newcomer, went carefully over their lists to make sure that nobody was left out. Baskets—containing fruit, nuts, candy, cigarettes—were delivered by Sam Newcomer and P. E. Driver Vic Westenberg to nearby points, by mail to distant points, and by Terminal Foremen and Agents at outlying points.

Cards and letters in profusion acknowledged the remembrances. Typical notes were: "Many thanks for your remembrance."—"It is nice to know that the friends of long standing, of whom I think so often, have not forgotten me."—"I want to thank you very much. . . . Sometime I wish to repay you for your kindness."—"It was good of you to remember me. . . ."—"I have been confined to the house and a large portion of the time to my bed since Oct. 13 and the kind friends who help me to pass the time are a godsend."—"To think you would think of us who come down there so seldom. Asa was like a little boy with a red wagon—oh, so tickled!"—"Long live the P. E. Club!"



SONS OF MIKE MUSULIN, Torrance Car Repairer: At left is Louis, 20, Seaman 1/c in the Coast Guard; at right, John, 22, Corporal in the Army Ground Forces. Neither boy, as this is written, had been heard from in months, and their father doesn't know where they are. He knows only that John is somewhere in France.

PACIFIC ELECTRIC BOWLING NEWS



By Charlie Hill

One more week of the first half of the Pacific Electric Bowling League, and then for the final push. So far it has been a hard push for many of the members, and not a push-over for any of them.

The Subway Terminal team is holding the lead by the skin of their teeth, one point above the hard driving Motor Transit. The former outfit narrowly averted a tie for first-place honors, when they managed to nose out the Field Engineers by four pins in the last game of their series on December 15, which gave them all four points over the hard fighting engineers, who were badly handicapped by the absence of two of their regular members. During the same evening the Motor Transistmen had to use very little effort in defeating the lowly Schedule Bureau squad, taking all four points. The schedule makers, rolling the lowest series in the entire league, dropped to a three-way tie for the eleventh place position. Last year this team was leading the league by a commanding margin, rolling with a minus handicap. What a change!

For the Subway Terminal five, Jack Gerhardt has continued as the real spark; however, all members have rolled consistently to keep the team up there, despite the 3 to 1 setback at the hands of the Southern District team on December 8, when Ona Gregg had another of his big nights, rolling a 533 series to spur his team-mates.

The Motor Transit has been constantly climbing during the past two fortnights, winning four from the Claim Department and Schedule Bureau, and three from the B. R. T. and North District. With Ernie Pont leading the attack, all of the roster have aided consistently.

Harry Welch continues to strut his stuff and has been the mainstay for

the Claim Department to hold their spot position, after setbacks of 4 to 0 by the Motor Transit and 3 to 1 by the North District.

Harry Hampton's North District aggregation holds down fourth place, closely followed by the P. E. Scrubs and Vineyard, tied for fifth place and only one point behind the northenders. Johnny ("Little Dynamite") Hubener has been aiding the cause of his outfit by pitching some excellent series, while Hampton, "Red" Jones, Clyde Henry, and "Jay" Anderson have all done their share also.

After the South District had just completed their high 2748 series on December 1, which was momentarily season high, Dave Newman, all smiles, came over to watch the finish of the Vineyard match. His beaming countenance faded away when the results reflected a 2752 series for the Vineyard lads (they were hotter than a pack of Fourth of July fire crackers) to top their previous 2714, which had been the season high for the league. Tough luck, Dave, but keep pitching, as there is a lot of time left yet for greater things!

Al Glenn has been the scintillating star for the Vineyard team, putting over a 200 or better game during the last four matches, with several good series. "Chuck" Ruckman has also done his bit, along with the others.

The combination of Rogers and Shaw have been the headliners for the P. E. Scrubs, which team has climbed right up in the running, and will likely dish out plenty of trouble for the adversary during the balance of the season.

The Field Engineers hit a couple of snags during their last two matches, losing all points to the Hi Lo and Subway Terminal, respectively, which has dropped them to seventh spot, but still very much in the running also.

In eighth place, the last of the first division, we find Les Lutes' P. E. Club, which team has been rolling right along, with Charlie Oliver and E. Pensinger paving the way. Oliver hit a 592 on November 24 as his efforts towards downing the South District.

Now, a word or two about Ona Gregg, whose main hang-out is at the Arcade bailiwick, but who wanders over to the Bonnie Brae Bowl on Friday nights to help out the South District five. Ona, after trying a different ball each Friday night,

including one that he claims is 35 years old, finally found one to fit the groove of the "foreign" alleys, and on the first day of December went completely wild, keggling a 254 game, to cop the season's record so far.

Claude Kazee of the L. A. Street Terminal team is the league leading bowler, with Harry Welch a close second, and these two chaps are in a class all to themselves. Kazee's 622, accompanying a 241 game, made him No. 1 man for the season in high series.

Don Houston, and we could mention several others, is still having trouble. He says they go in so sweet and come out so sour. Many of the old-time outstanding bowlers are having a tough time of it; and most of them blame the alleys.

Steamship League

There has been all season a see-saw battle between the Pacific Electric and the American President Lines for possession of first place in the Steamship League, and at this writing the railroaders are holding that position by two points. The Grand Trunk Railroad team was taken for four points by the electric railroaders on November 28, which placed the P. E. team in the lead. However, the following week the American Fruit Growers loaded the big electric train for a 3 to 1 loss, pulling them out of first place in favor of the President Lines, and then the very next week took the President Lines for a similar count, while the P. E. train out-flew the Western Air Lines to the tune of 4 to 0 and stepping back into first place. The following Tuesday the P. E. team took a 3 to 1 race from the Pan American Lines, with Archie Brahm coming through with a 551, your scribe a 539, and "Jay" Gowallock, well known to all of the veteran P. E. bowlers, rolling 540 in the role of pinch hitter for "Stan" Worsdell. Stan bowled a 569 series, including a 226 game, versus the Fruit Growers, but on that night his team-mates could not hit the alley with their hats.

An officer had dictated a letter to a C.W.A.C. stenographer in which the words "intelligence officer" were used twice. The stenographer, not used to army titles, typed "intelligent officer."

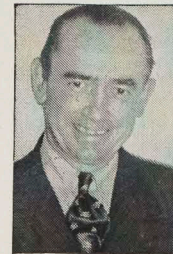
The officer who had dictated the letter roared at the little stenographer: "Look at this! Whoever heard of an intelligent officer?"

WEEKLY HIGHLIGHTS OF P. E. BOWLING LEAGUE

Team High Game		Team High Series		*Individual High Game		Individual High Series	
Nov. 24	Subway Terminal (930)	P. E. Scrubs	(2623)	J. W. Greene	(213)	C. Oliver	(592)
Dec. 1	South District (1015)	Vineyard	** (2752)	O. Gregg	** (254)	J. Latimer	(570)
Dec. 8	Hi Lo (933)	Schedule Bureau	(2617)	C. H. Kazee	(241)	C. H. Kazee	** (622)
Dec. 15	North District (952)	L. A. Street Terminal	(2650)	J. Latimer	(226)	R. M. Jones	(580)

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

PACIFIC ELECTRIC ROD AND GUN CLUB



By Arlie Skelton

Greetings, Rod and Gun Clubbers! Thank you for the many "Season's Greeting" cards; also for the confidence shown in me by elevating me one step closer to the "Charmed Chair" at the election held last meeting. Those nickel cigars were hard to find, but well spent. We especially appreciate the many letters this department receives from the boys and men in the armed forces who write in to tell us they enjoy our magazine—and of course our column—and tell us about the fish and game conditions where they are located.

Sgt. R. G. Burdsal, formerly a Motorman on the West, now an instructor for R.O.T.C. at Nashville, Tenn., writes of his trips afield for

upland game and migratory fowls. If all he says is true, I can't see where being drafted would be so bad, after all.

There is Doyle Linderman, stationed somewhere in India, by a river. He operates a crash boat and of course keeps the wild animals discouraged from their food cache with one of those cute little autoloading rifles. Even the crocodiles in the river have to be plunked now and then to make them be good. Then there are the snakes, jackals, lions, tigers, etc., that need attention at various times.

B. F. Manley once said, "Once that hunting or fishing bee stings you, it will break out on you, wherever you are." There are many other interesting letters from fellows which space does not permit mentioning at this time. We were sorry J. Sam Harris, our congenial 1944 President, could not attend the last meeting of the year. He has done a splendid job as President the past year, but informs us his working conditions are such that he will be unable to be with us much the coming year. So in view of that facts he asks to be relieved of any official duties during 1945. The new line-up for the 1945 tournament season is as follows: President-Elect, A. M. Cross; First Vice-President,

Arlie Skelton; Second Vice-President, Donald Batman; Recording Secretary, Rollin A. Podlech; Financial Secretary, Robert Dornor; Treasurer, C. G. Gonzalez; Executive Committeemen: B. F. Manley, W. G. Knoche, J. B. Rogers, L. L. Lloyd, and F. B. Patterson.

Appointive Committeemen: Nominating, Harry Pierce (Chairman), L. L. Lloyd, A. C. Smith, J. R. Johnson, and Frank Converse.

Legislation and Rules: E. L. H. Bissinger (Chairman), W. G. Knoche, and B. F. Manley.

Prize Committee: J. B. Rogers (Chairman), K. L. Oefinger, A. Ghezzi, Frank Converse, and Robert Burns.

Field Captains: K. L. Oefinger, Gun Section; A. Ghezzi, Fishing Section. Year Book: F. B. Patterson (Chairman), Arlie Skelton, Rollin A. Podlech, Robert Dornor, and E. P. Malmberg.

Refreshments: C. G. Gonzalez (Chairman), Robert Dornor.

Publicity: Arlie Skelton (Chairman), Rollin A. Podlech, and Dan Terry.

Tournaments: J. B. Rogers (Chairman), K. L. Oefinger, and A. Ghezzi.

Membership: V. C. Prettyman (Chairman), Ivan Cammack, Ray



PURVEYORS OF VERTICAL TRANSPORTATION—Practically everybody rides with these men in the elevators of the Pacific Electric Building occasionally, and many readers ride with them a dozen times a day. Top row, left to right: Ove ("Chris") Christianson (Head Starter), 7:50 a.m.-5:40 p.m.; Maurice ("Red") Kennelley (Assistant Starter), 8:00 a.m.-5:40 p.m.; Ralph Hall, 8:00 a.m.-5:00 p.m.; Stanley ("The Dutchman") Gronek, 8:30 a.m.-5:30 p.m.; Lionel Averitt, 7:00 a.m.-4:00 p.m.; Thomas ("Mayor of Pico") Winn, 10:00 p.m.-6:00 a.m.; Clifford Mundy, 6:00 a.m.-3:00 p.m.; Gustave ("Skippy") Hanson, Relief Operator; Thomas ("Joe") Cross, 8:35 a.m.-5:35 p.m.; Leslie ("Jonesy") Jones, 2:00 p.m.-10:00 p.m.; Albert A. Nelson, 8:00 a.m.-5:00 p.m.; Andrew ("Andy") Bernardino, 7:10 a.m.-4:10 p.m.; Thomas ("Tom") Riggs (Frt. Elevator), 7:30 a.m.-4:30 p.m.



Harmon, Jess Hanselman, and Jim Stewart.

Entertainment: A. M. Cross (Chairman), Stanley Carlton, and Paul Turri.

Arrowhead Outing: B. F. Manley. Well, there you have it, men. Let's go to work. There are a few crawfish in storm drains and plenty of sparrows to be found in the Victory gardens. We can still fish and hunt.

Twenty boats have been reserved from the Arrowhead Company for the opening of trout season May 1. Let's get those reservations in early.

**PACIFIC ELECTRIC
MASONIC CLUB**

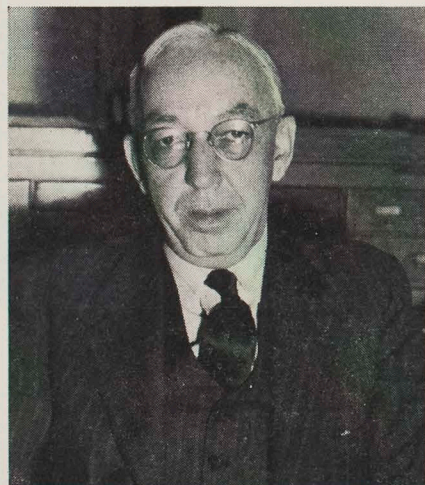


By
**M. J.
Davison**

By the time you receive this it will be too late to wish all of you the compliments of the festive season, but that is what we have in mind now. We hope Santa will have been good to you, and now that we are started on the new year let us keep our shoulder to the wheel and work for victory.

Our final meeting held December 15 was well attended and a very pleasant evening was enjoyed by all present.

If you were not there, you missed a splendid dinner prepared and served



PROXY Clifford Thorburn, World War I veteran, represented President O. A. Smith at the installation ceremony, and welcomed the new Pacific Electric post.

by our brother Leo Goodman and Mesdames Goodman, Weeks and Davison.

One of Los Angeles' prominent Masons, Brother Earl Thaxter, Secretary of the Masonic Board of Relief, gave a very interesting talk.

The following officers were elected and installed for the ensuing year: President, R. E. Labbe; 1st Vice President, C. A. Newman; 2nd Vice President, Harry Young; 3rd Vice President, J. E. Harper; Treasurer, J. L. Smale; Secretary, M. J. Davison. Board of Directors includes Past Presidents Hall, Weeks, Ewers, and Willey.

During December our retired brother Joseph R. Hughes answered the call of The Great Architect of the Universe. We extend our sympathies to his family.

A few of our new members:

Lesco V. Hanson, Manchester Lodge No. 585, Los Angeles; Ralph C. Girtch, P.M., Highland Park Lodge No. 492, Los Angeles; Wiley M. Carpenter, Lamar Lodge No. 292, Lamar, Mo.; Albert M. Brouwer, Ramona Lodge No. 457, Monterey Park; Wm. P. Brewington, Marcus Lodge No. 110, Fredericktown, Mo.; Thomas J. O'Connor, Anscar Lodge No. 91, Detroit, Mich.; James E. Tolbert, Glendale Lodge No. 544, Glendale; Albert Silverman, York Lodge No. 423, Los Angeles. More to follow when space permits.

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

By T. E. Dickey

Pacific Electric Post No. 3956, Veterans of Foreign Wars of United States was officially instituted and officers were installed on the night of December 5, 1944, at Patriotic Hall. Jesse B. Fisher, Fifth District Commander, was the installing officer, assisted by the Degree Team of Pvt. Alex Berger Post No. 1013. A class of twenty recruits was initiated. The following officers were installed:

Harry L. Young, Commander; George Weatherby, Sr. Vice Commander; Paul Wolensky, Jr. Vice Commander; James W. Boswell, Chaplain; Charles A. Wakefield, Quartermaster; Thomas E. Dickey, Post Advocate and Officer of the Day; George W. Blackwell, Trustee, 1 year; Wilbur A. Martin, Trustee, 2 years; Ludvig Otterstedt, Trustee, 3 years; Earle Moyer, Adjutant.

Officers of the National Department and District present were:

Rollo R. McFall, Commander, Dept. of Calif.; Charles Ash, Jr. Vice Commander, Dept. of Calif.; Nelson

Bushey, National Field Director; James Sullivan, Inspector, Dept. of Calif.; Glenn D. Hendrickson, Liaison Representative, Dept. of Calif. South; John T. Walker, Service Officer, Dept. of California, South; Harry Hirsh, Member of Rehabilitation Committee; J. T. Fahey, Member of Rehabilitation Committee; Al. Keim, Commander, Fourth District; Frank Hess, Department Historian; Harry Harding, Asst. Deputy Chief of Staff, South; Harry Walmer, 5th District Deputy Chief of Staff; Jesse B. Fisher, Commander, Fifth District; Arthur Trion, Director of Los Angeles Service Center; James Fleming, Past Department Commander; R. F. Nichols, Past Department Commander.

Auxiliary members present were: Mrs. Gladys Fisher, Hospital Chairman, South; Mrs. Irene Watson, 1st Aid Chairman, Dept. of Calif., South; Mrs. Esther Hendrickson, Jr. Vice President, Dept. of Calif.

The Pacific Electric Railway Company was represented by C. Thorburn of the Purchasing Dept., who extended best wishes for the success of the Post in behalf of Mr. O. A. Smith, President of the Pacific Electric Railway, who was prevented from attending in person by important business.

The new Commander gave an im-

(Continued on page 26)



COMMANDER H. L. YOUNG is ushered around the hall by Officer of the Day Clifford C. Chilson of Pvt. Alex Berger degree team. Mr. Chilson is Commander of the Alex Berger post.



VFW INSTALLATION CEREMONY — Top left, Harry L. Young, newly-elected Commander, receives the gavel from Fifth District Commander Jesse B. Fisher. Top right, Department Commander Rollo R. McFall administers the "obligation" or oath of office, to officers of new post. Center, the officers; left to right are Trustees Wm. A. Martin and G. W. Blackwell; Sr. Vice Commander George Weatherby, Quartermaster C. A. Wakefield, Commander H. L. Young, Chaplain James W. Boswell, Post Advocate and Officer of the Day T. E. Dickey, Trustee Ludvig Otterstedt, Jr. Vice Commander Paul Wolensky. Bottom, Comrades receive under Arch of Chivalry Cross of Malta and a small American flag from Commander Floyd E. Gill of Pvt. Alex Berger Post No. 1013. The Cross of Malta is the official insignia of the VFW in the U. S.



VFW

(Continued from page 24)

pressive talk and stated that the Veterans of World War I are vitally interested in the future welfare of the members of the armed services of the present war and that every effort will be made to obtain conditions favorable to their care. As the older veterans step aside, it will be the duty of the veterans of World War II to carry on from where they leave off.

This post has been inaugurated for the sole benefit of employes of the Pacific Electric Railway Company, many of whom are now serving with the armed forces overseas, that they may have the benefits and services of this post on their return. Present Pacific Electric employes who have served in foreign service in other wars are also eligible for membership in this Post.

Department Commander Rollo McFall was introduced and said that he was very gratified with the new Pacific Electric post, as he at one time was a railroad man himself; therefore, he feels at home among us. He has promised the national officers the formation of forty new posts in California during his year as Department Commander and announced that our Post, No. 3956, is the tenth post to be formed so far. Commander McFall also gave the officers of the Post their obligation.

Fifth District Commander Jesse B. Fisher, having been duly authorized by the Department Quartermaster Adjutant, instituted the Post and stated to the members that the charter had been authorized; and he formally placed it into operation by presenting a gavel to Post Commander Harry L. Young, admonishing him to use it sternly but with discretion.

Suitor: "Pardon me, sir, but last night your daughter accepted my proposal of marriage. I have called this morning to ask if there is any insanity in your family."

Father: "There must be."

P. E. POST 321, AMERICAN LEGION



By
C. E.
Wilcox

Now that the Christmas holidays are over I am wondering if each comrade had a happy yuletide. Let's all hope and pray that the present war will soon end and that the next yule will be much merrier for everyone.

Vice Commander Snyder of the 23d District was a visitor at the December 12 meeting and praised our post very highly for the welfare work it has done at the Veterans' Hospitals, helping to cheer the boys up. Praise was also given to Comrade C. A. Newman for the work he has done as Post Adjutant, this being the most important office in any Legion Post. I, for one, think he deserves a lot of credit and I am sure that each member will agree with me.

Raymond E. McComas, who was a Corporal in the Marine Corps in World War II, was admitted as a new member. Welcome to our post, Raymond!

Comrades, I know this is a very unusual request to ask, because of the shortage of cigarettes, but if you know where they can be obtained, or you have any to spare, please contact Comrades Nichols, Bone or Chaplain Carey. Also, candy for the boys in the different hospitals will be greatly appreciated.

The Legion Benefit show held on December 2 at the Legion Stadium in Hollywood was well attended and a very good show was presented.

Comrades, the meeting of January 9 is very important and of interest to each member of the Post; so if you

possibly can, I urge you to try and attend.

Our Post is well over the top in its membership quota, and the 23d District is still in first place.

The pot luck dinner on December 12 was very good and well attended, thanks to the ladies of the auxiliary of our post. Our regular meeting was held after the dinner. How about a new member, Comrades? Let's make our Post the leader.

AMERICAN LEGION AUXILIARY By Martha Harper

Santa Claus put in an early appearance at the Auxiliary Christmas party and was very generous with gifts to all. We were favored with several vocal numbers by Miss Regina Bryant, daughter of our first Vice President Ellen Bryant. Everyone enjoyed Miss Bryant's lovely voice, and the numbers were appropriate to the occasion.

The pot luck supper was well attended and there were plenty of good things to eat. The lamb cake was won by Comrade Roy Withee.

We are happy to hear those on the sick list are on the mend.

Several members helped to decorate Christmas trees at Sawtelle Hospital on December 19, and our Chairman, Mrs. Nichols, is busy preparing gifts for the boys in our ward.

National news subscription blanks are now available and your Chairman, Martha Harper, urges you to subscribe and familiarize yourself with the doings of the Auxiliary all over the country.

Members are urged to contact your local Red Cross and offer assistance. There is need for a great many things. Every hour you can give will help.

HERE AND THERE With THE WOMEN'S CLUB



By
Mrs. Lon
Bishop

The annual bazaar planned and looked forward to for some time went over the top 100 per cent on December 7.

Have been wondering just how we'd reach the top of it wasn't for all you grand girls and fellows in the building who have backed us to wonderfully and so faithfully all through our 17 years. There were some new faces this year we hadn't seen before, and so many of the older employes who never forgot us. Our President, Mrs. Andrews, who was General Chairman of the bazaar, and every member of the group want you all to know how deeply appreciative they are.

The bazaar meant hard work, and too much praise cannot be given Mrs. Mabel Smart, who in spite of having to enter the hospital a few days later, took on the responsibility of the lunch



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PHOTOGRAPHY
Jack B. Herold

Copy deadline for February issue:
January 20.

counter, roasted a 30-pound turkey, baked 20 apple pies, and did a lot of other things. That, my dear friends, takes courage, and shows her real heart interest in the Club.

The Torrance folks, Mesdames Howe, Chaplin, Kitto and Leatherman, had charge of the needlework. Florence Johnson sold potholders like hot cakes; Mesdames McKinney and Clifford Curle's "Mom" were trying aprons on everybody, even the elevator man, and were soon sold out.

Mrs. Columbus and Mrs. Leasman had an attractive baby table; Mrs. Palmer and daughter Frieda had quite a big herd of white elephants and found homes for a lot of them; Mrs. Brearley was swept clean of jams and jellies in short order, as was Mrs. Ashcroft with her cookies. The candy table in Mrs. Harry Thomas' charge with this scribe as assistant (and "sampler") could have sold ten times as much. Mrs. Smart was head sales gal for the merchandise order tickets; and, before we forget, Mr. Charlie Hill was the lucky winner.

Mrs. F. Hart had chances on the comforter and we're sorry we didn't get the names of the office girls who won the comfort and the door prize.

Mrs. Rena McDaniels registered patrons and guests and handed out smiles and free chances on the door prize.

The annual Christmas party was held December 14. The Club's big tree had been attractively decorated by ladies of the Legion Auxiliary for their party two days before. Favorite old carols were sung, reports given on the bazaar, and a very interesting letter written by a member of the Medical Corps in New Guinea was read by Mrs. Hart. Hearing parts of the letter, particularly about the exotic flowers, giant butterflies and strange beautiful fish to be seen in the crystal clear water made you think it would be a wonderful spot to visit after things have quieted down. Then, as she read on about the size of the insects, with ants everywhere, great big rats that have no fear of man, boa constrictors, and so many other things uncomfortable to have around, you decide it's a better place to stay away from.

Later in the afternoon Santa Claus McDaniels took her place beside the big tree and distributed gifts to young and old. Refreshments of ice cream and cookies were served with little Santa Claus favors for all made by Mrs. Andrews.

The attendance has been very small at the meetings this year and we do hope that 1945 will bring back some of the old members we miss so much —and with all our hearts let's hope

and pray and believe that soon again there will be peace on earth.



COVER PICTURE — One of the newest diesel-electrics switching in busy State Street Yard.

HOSPITAL LIST

Employees confined at St. Vincent's Hospital, 2131 West Third Street, Los Angeles 5, California, included, as of January 5:

Jesus Banales, Laborer, Engineering Department.

Sidney Burdge, Brakeman, Western District.

Frank Chadburn, Retired Helper, Engineering Department.

Edward A. Cupp, Engineer, Southern District.

Henry Davis, General Clerk, Transportation Department.

June Fite, Operator, L. A. Motor Coach Lines.

John H. Howard, Conductor, Northern District.

James King, Retired Driver, Engineering Department.

William McAllister, Trolleyman, Western District.

Edward L. Moore, Carpenter, Mechanical Department.

Benjamin F. Ross, Engineer, Southern District.

Perry T. Strader, Car Repairer, Mechanical Department.

Ray Summers, Welder, Engineering Department.

Eugene Tracy, Clerk, Local Freight House.

Robert Wells, Trolleyman, Southern District.

Charles White, Conductor, Southern District.

Charles Whitehead, Clerk, Local Freight House.

Monte Woodbury, Special Agent.

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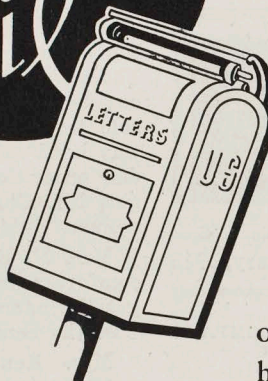
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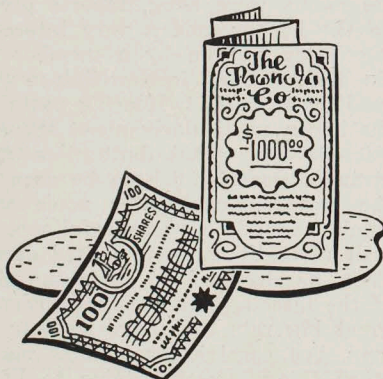
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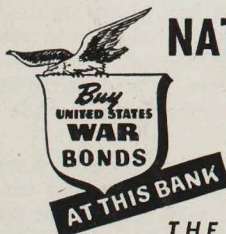
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