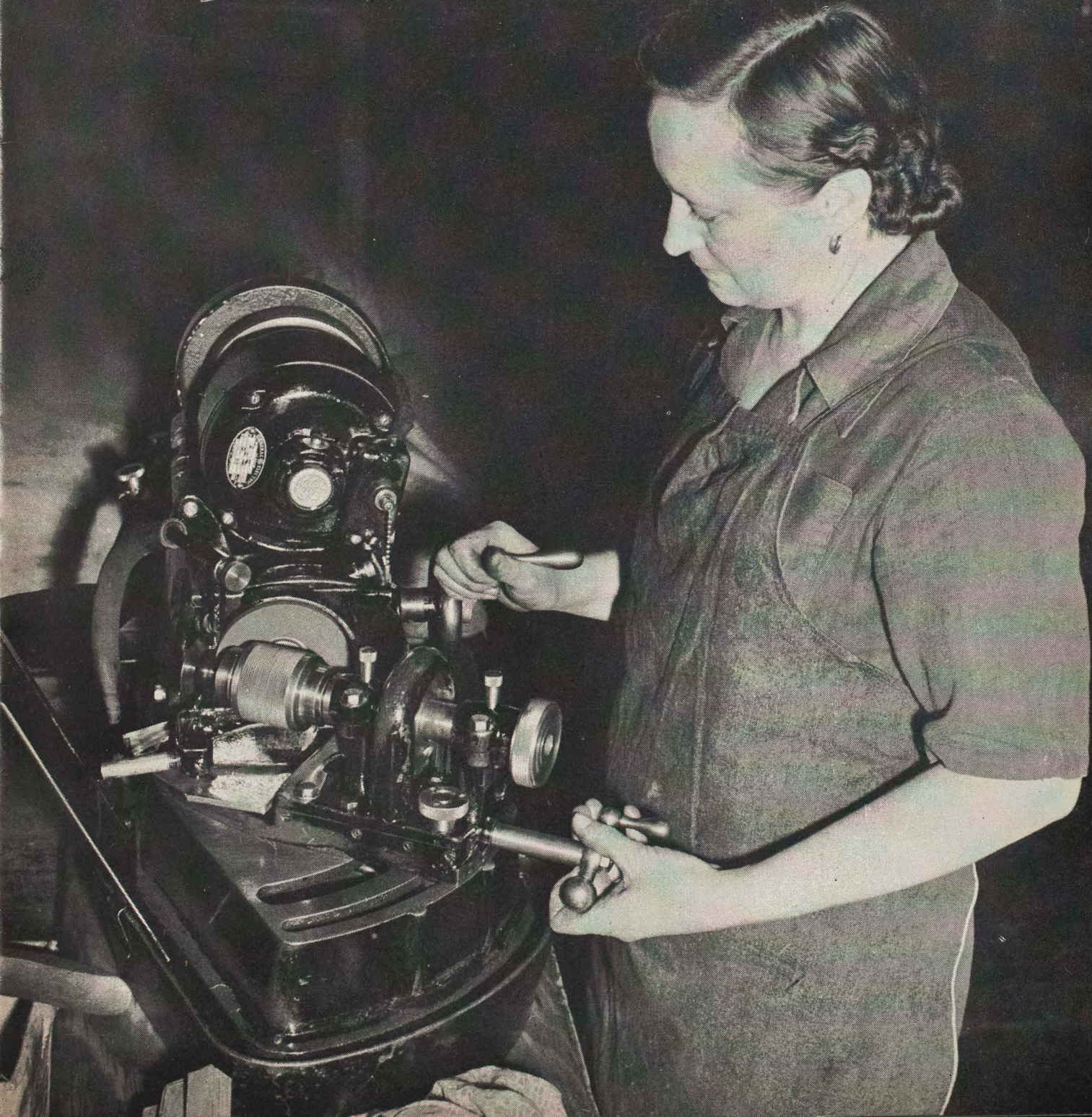


JULY 1945
PACIFIC ELECTRIC
Magazine



BUS MOTOR OVERHAUL

By E. W. Randig

Foreman, Bus Motor Overhaul Section, Torrance Shops

Pacific Electric bus motors? Yes, fundamentally they are the same as any other motors in the millions of cars now on the highways—the same as the one in your car. Some, perhaps, have more cylinders, or more horsepower, but they use the same oil and the same kind of gasoline you use in your car if you have the ration stamps.

Periodic complete motor overhaul is necessary to keep the red busses on the road. When a particular motor gets too noisy, gets to be an oil hog, or has reached a predetermined mileage in service, it is removed from the vehicle at Macy Street Garage or West Hollywood and shipped to Torrance Shops for complete reconditioning.

CONVERTED DOUBLE-DECKER—Originally a Los Angeles Motor Coach street bus, this double-decked "ferrocarril" ("iron cart"), photographed at Torrance in mid-June, is one of two similar busses and a number of single-decked busses which have been turned into rail-busses by removing rubber-tired wheels and fitting special iron wheels in rear and special trucks in front. The steering wheel remains useful only for its horn and as a place

Disassembly, Cleaning, Inspection

On its arrival at Torrance the unit is dismantled or "stripped." Everything is removed from the base; pistons are taken out; connecting rods, valves, crankshaft, timing gears—in fact, all detachable items—are removed. Upon completion of stripping, all parts and accessories are numbered with some 25 metal tags (parts of disassembled small units, such as an oil pump, are placed together in one tagged bucket) and taken to the cleaning vats. There all parts, including the base, are put in a hot Oakite solution until all dirt and oil are removed or sufficiently loosened to allow their complete removal with a steam pressure hose. Parts are then returned to the shop, where a minute inspection is made

for the driver to rest his hands on. Foreman E. W. Randig (with foot on doorstep) and his Bus Repair gang are among the Torrance shop sections concerned in the rail adaptation. The bus will be shipped to Nacozari, Mexico, via freight, for use on lines between Agua Prieta and Nacozari, in the state of Sonora, Mexico, a distance of 77 miles. Agua Prieta is across the border from Douglass, Arizona.

of all of them. The crankshaft is magnafluxed* to determine if any fracture exists. If not cracked, it is "miked" (measured with a micrometer) for taper or out-of-roundness. If taper or "egg shape" is excessive, crankshaft is crated and sent to Los Angeles for grinding. The cylinder block, too, is "miked" for taper and wear and closely examined for any cracks that might exist in cylinders, valve ports, or elsewhere. If taper and wear are within "limits," and if no cracks are noticeable, it is water-tested at a pressure of approximately 70 lbs. per sq. in. If no leaks appear, the block is rebored in our machine shop, and pistons are fitted to the cylinders by means of a new machine recently installed. If any cracks are in evidence, the block is sent to Los Angeles for repairs. When it returns from Los Angeles, it is again water-tested under pressure to eliminate any possibility of a faulty weld or workmanship. When tests are satisfactorily completed, valve guides are checked for excessive wear and new ones installed if a worn condition exists. Valves and valve seats are then faced with grinders and stones available for the purpose.

Machining and Fitting Parts

Next comes the preparation for what might well be termed the backbone of a motor—the crankshaft. When this fails, the motor fails. For its installation a set of main bearings, usually seven, are fitted in the base. These bearings are generally of the undersize variety so that they can be bored to accommodate shafts of various sizes. (Shafts that have been ground to eliminate taper and egg shape are necessarily smaller than they were originally.) Main bearings are bored in a perfect line by means of a series of "bridges" and a horizontal bar. A cutting tool is inserted in the bar and all bearings bored to within a fraction of a thousandth of an inch—enough to allow the crankshaft to turn freely when bolted into place. Before the crankshaft is bolted in place, camshaft bearings are "miked" for size, and if clearance is too great, new ones are installed and line-bored, in a manner similar to that used when boring main bearings.

Then come the connecting rods—rods joining the pistons with the crankshaft. They can create more noise than any other part of the motor. When you are breezing smoothly down the highway, and all of a sudden your motor sounds as though a flock of gremlins were pounding on its vitals with a multitude of hammers—it's probably one or more loose or broken connecting rods. These "rods," as they are commonly referred to, have an inserted bearing at the lower end which is bored on a special machine to a fraction of a thousandth of an inch, as are the crankshaft and camshaft bearings. At the top of the rod there is a bronze bushing which is reamed to accommodate the wrist pin at a thumb-push fit. Then come the pistons and rings, which are fitted for predetermined clearances. These clearances vary for differently sized cylinders and for various alloys used in pistons.

All timing gears are carefully checked for wear or cracked teeth, and if cracks are found or wear is excessive they are replaced with new ones.

Flywheels, too, come in for consideration. They are checked for bad starter teeth. If the teeth are not too

*See PACIFIC ELECTRIC MAGAZINE for June, 1944, page 5, for description of magnaflux machine.



WILLIAM F. SCHENK, Leader, manages the stock room and orders material—such as the pistons here shown—for diesel and gasoline motors. Mr. Schenk has been off the job for some months on account of illness.

badly chipped they are "dressed up" with a file, but if too far "down the hill" a new starter tooth ring is applied. After this is done the wheel is put in a lathe and the driving surface is again brought back to normal so that the clutch will have a fair chance to do what is expected of it.

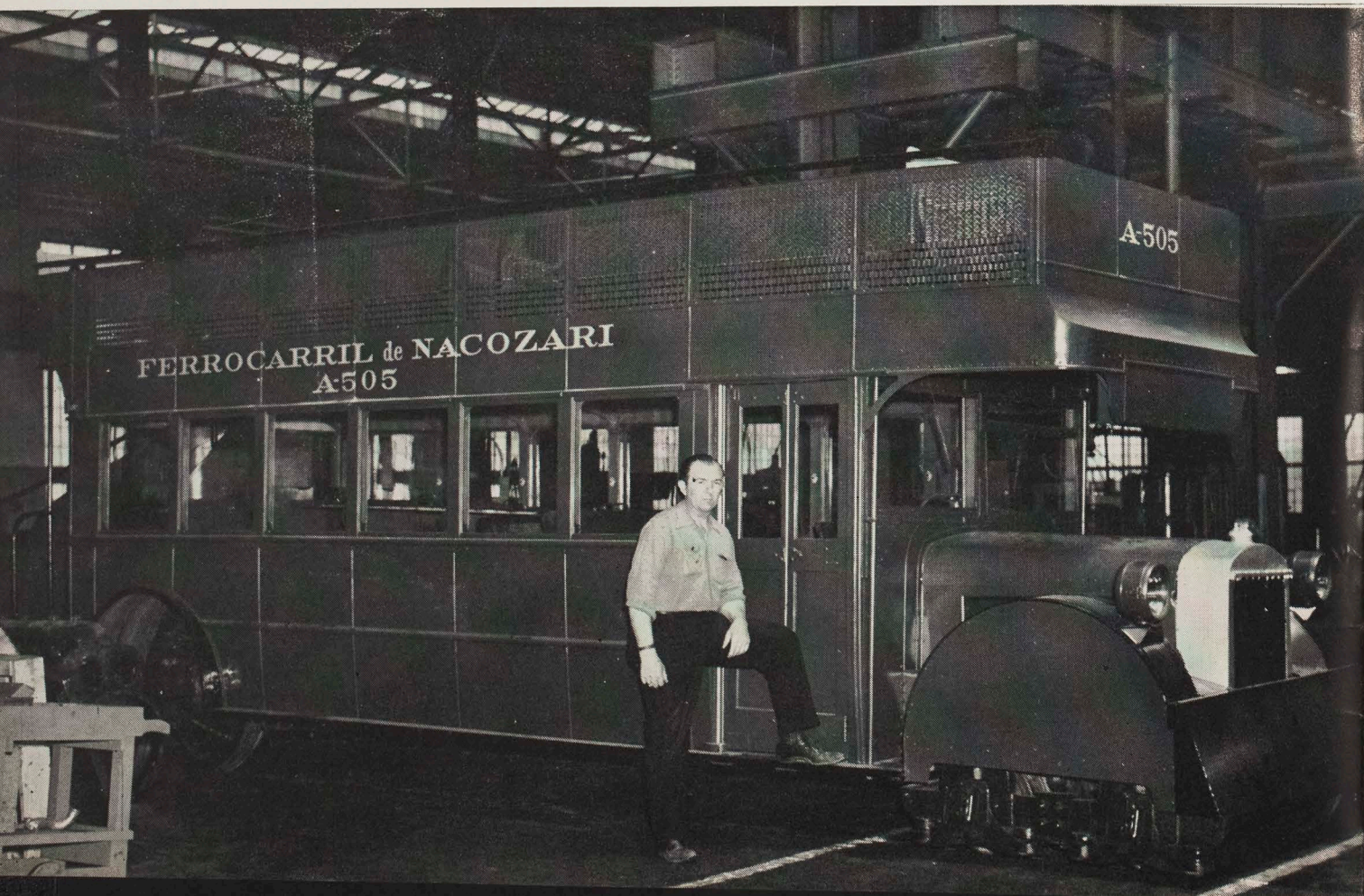
All accessories accompanying the motor are also thoroughly overhauled. Oil pumps and water pumps are cleaned and dismantled. New seals, gears, and bushings are installed when any wear is noticeable. Oil filters are taken apart and checked for worn valve seats or weak springs to assure the motor a clean supply of oil at required oil pressure.

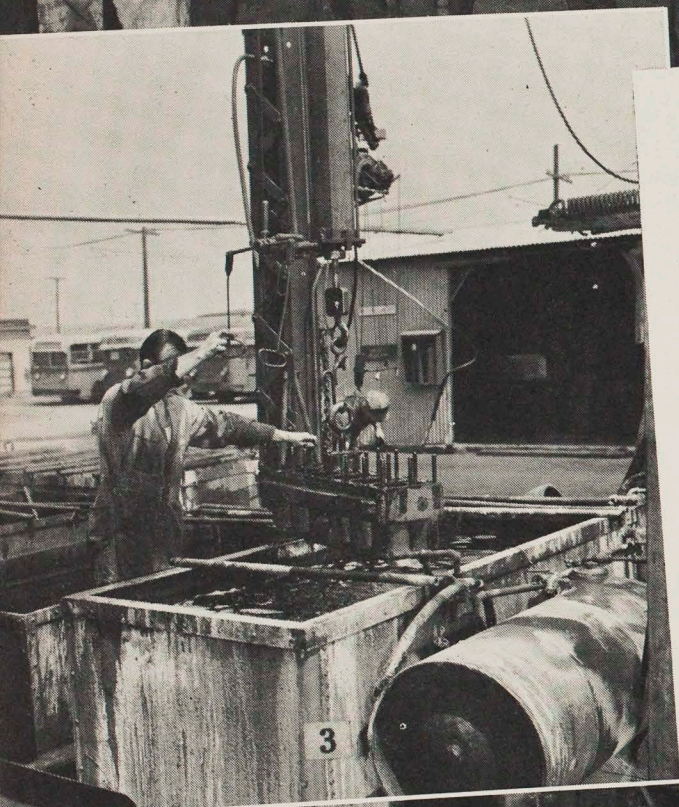
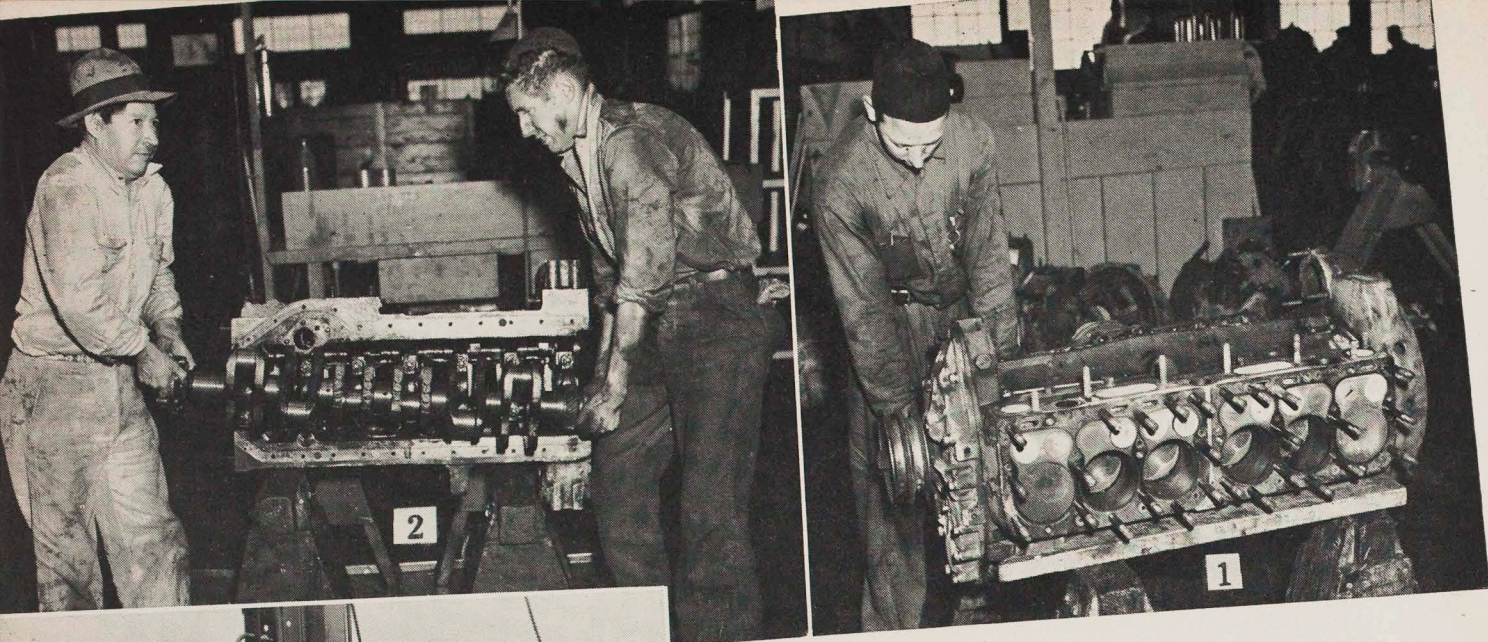
After main bearings, connecting rods, and all parts are fitted, the base of the motor is again taken to the steam rack, where all particles of metal, dirt, and any foreign substance are removed to guarantee a clean motor interior after everything is assembled.

Reassembly and Testing

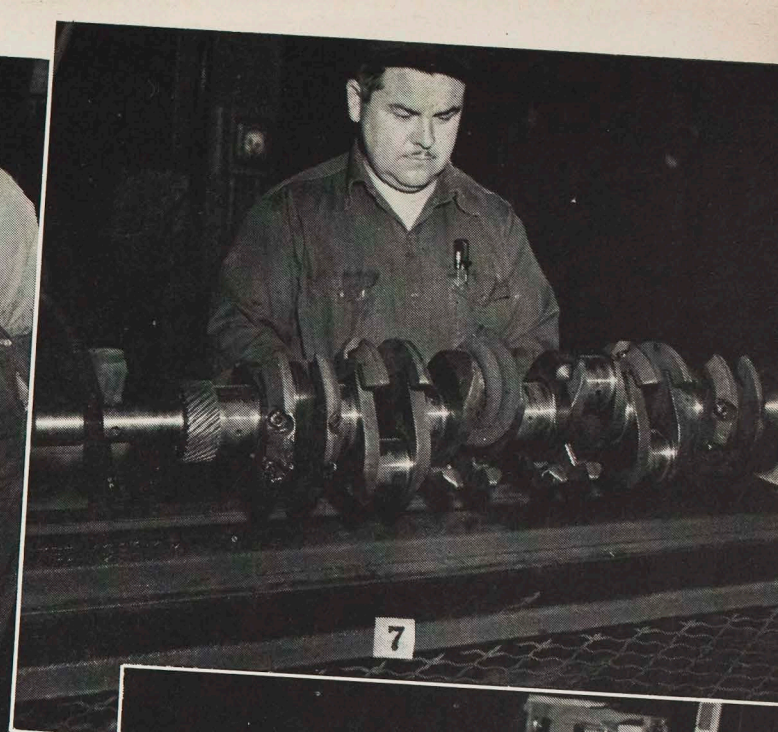
At this stage of motor overhaul we are ready to reassemble the unit. The crankshaft is placed in the bearings previously bored for it, and after main bearing stud nuts are tightened they are wired together to eliminate any possibility of their loosening or coming off.

(Continued on Page 8)



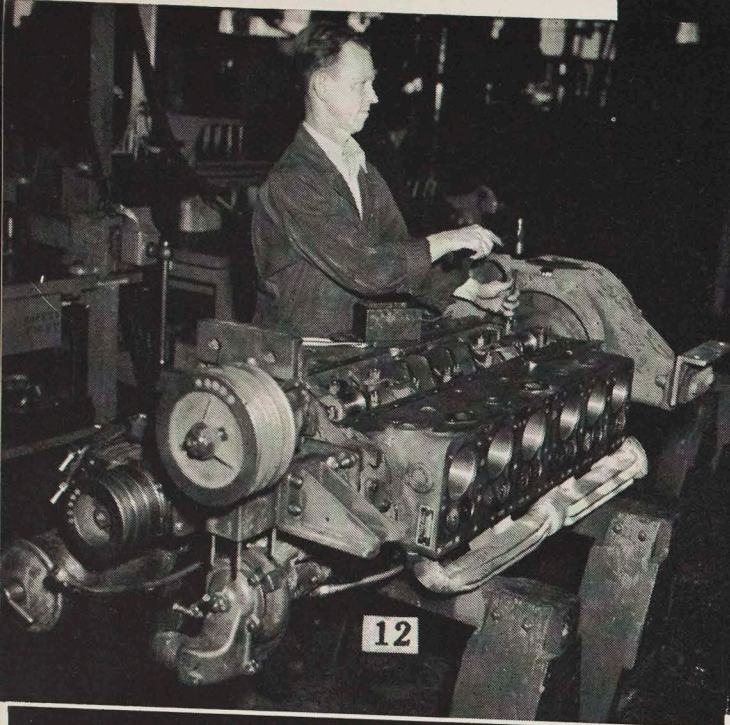


TORRANCE BUS MOTOR OVERHAUL—On this and the following three pages we present glimpses of typical steps in the methods used at Torrance of overhauling gasoline and diesel motors. Since all but a few of the workers are Auto diesel motors. Since all but a few of the workers are Auto Machinists, only the exceptions will be noted. (1) EDWARD C. HOFFMAN takes the oil pan off a 2100-class motor. (2) JOSE HERNANDEZ (left) and RUSSELL METZGER, Auto Repairers, remove crankshaft from a Mack motor. (3) STANLEY CARLETON pulls a Mack cylinder block out of the Oakite bath by using a compressed air hoist. (4) ROSE GARGALIS, Electrical Machinist, steam-cleans some parts the dirt on which has probably been previously loosened by the Oakite solution. (5) BILL WINDHAM, Helper, cleans parts and runs errands for the Auto Machinists.



(6) REUBEN ("BARNEY") LOCK (left) and James Ogden are line-boring camshaft bearings on a Mack engine. (7) GEORGE WEINBERGER magnafluxes a Twin Coach crankshaft. Note the double strand of heavy electric cable around a section of the shaft. (8) ROBERT V. (BOB) SIMPSON water-tests a GMC cylinder head for cracks, using a hand pump to create 70 pounds of pressure. (9) BOB SIMPSON fits main bearings into a 1600-class motor. (10) C. J. BURNETT fits connecting rod bearings on a 2100-class crankshaft.

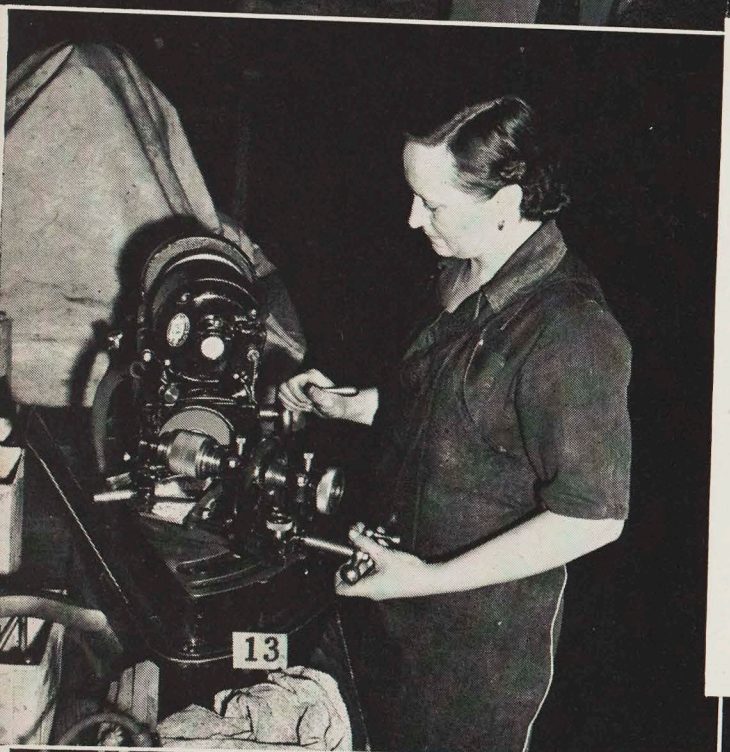




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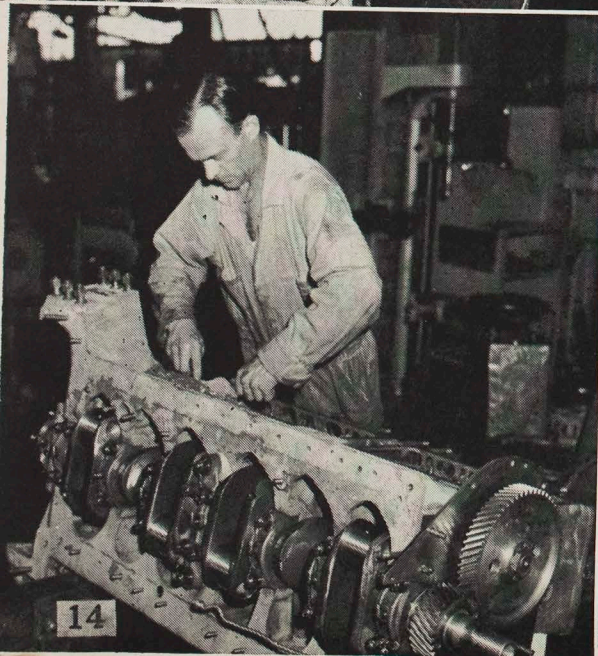


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(11) AUGUSTUS FITZGERALD, Leader, is line-boring the main bearings on a 2100-class motor. Part of his job is to help the men—especially new men—out of difficulties with their work. (12) KENNETH CAMPBELL packs the rear main bearing on a White motor. (13) COVER PICTURE—DORIS SHULKEY is the sole woman at Torrance working as Auto Machinist. Before entering P. E. service on November 19, 1942, Doris used to run a service station at which her husband, Earl C. Shulkey (now Foreman of the Torrance Wiring Shop), did auto repair work. By helping him, she learned how to do her present work of overhauling valves. She does practically all the valve work for the Bus Motor Repair Section—refacing valves, tappets, valve seats, changing push-rod guides in the block, etc. The picture shows her grinding a valve on the valve-grinding machine. Mr. and Mrs. Shulkey have a married, 20-year-old son, Johnny, in the Coast Guard. Overseas for 12 months, he is now in Alaska wishing he were home with his wife and 15-month-old daughter. (14) STANLEY CARLETON installs a push-rod guide in a 1685-class motor block. (15) C. L. CROSS, Leader in diesel motor overhaul, reams a wrist pin.



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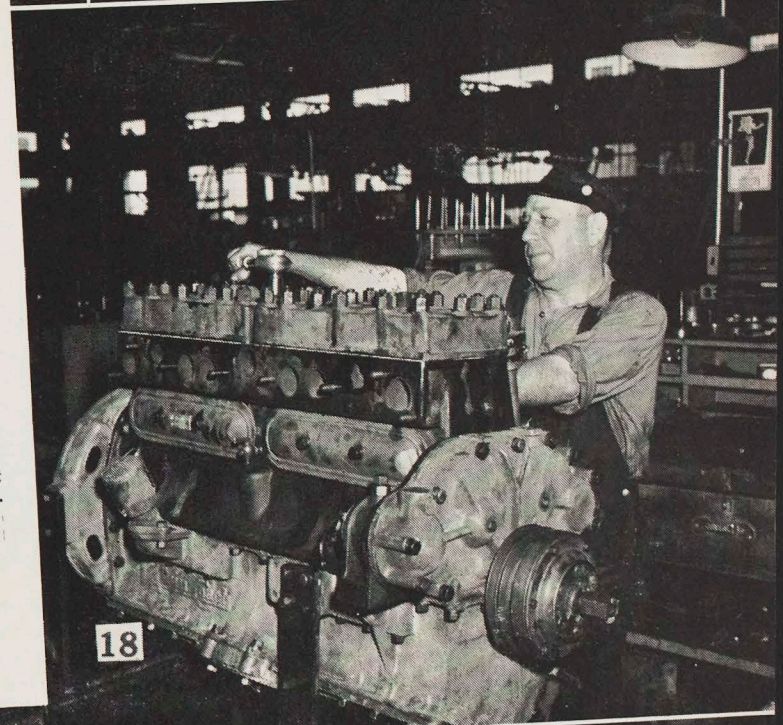


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(16) CLARENCE ("SHORTY") BURNETT mikes a White cylinder block to see how badly worn (tapered, out-of-round, egg-shaped) it has become. (17) For lathe work, the Auto Machinists call on the Machine Shop. ERIC GRAF, Machinist, is miking a piston he has been turning down in a lathe in order to make it fit the cylinder. (18) LOUIS J. HENSIEN tightens a 1650-class cylinder head with a torque wrench, on which is a dial that shows the pounds of pressure being applied to the studs which hold the head to the block. Different motors require differing pressures—900 pounds in this case. Diesels require up to 3,000 pounds. (19) JOE CLAYTON (left) and LOUIS BARRY are connecting a repaired and reassembled motor to the test rack, where it will run for 12 hours under observation for faults. (20) Foreman E. W. RANDIG is no "chair-borne general"; he is here caught in the act of getting his hands dirty in looking over a motor.



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BUS MOTOR OVERHAUL

(Continued from Page 3)

Next, the camshaft is slipped into its bearings. Unlike the crankshaft, which is bolted and held in place, the camshaft, on most motors, is a floating shaft held in place with a spring and plunger or perhaps an adjusting screw placed in or through the timing gear cover, depending on the make of motor being overhauled.

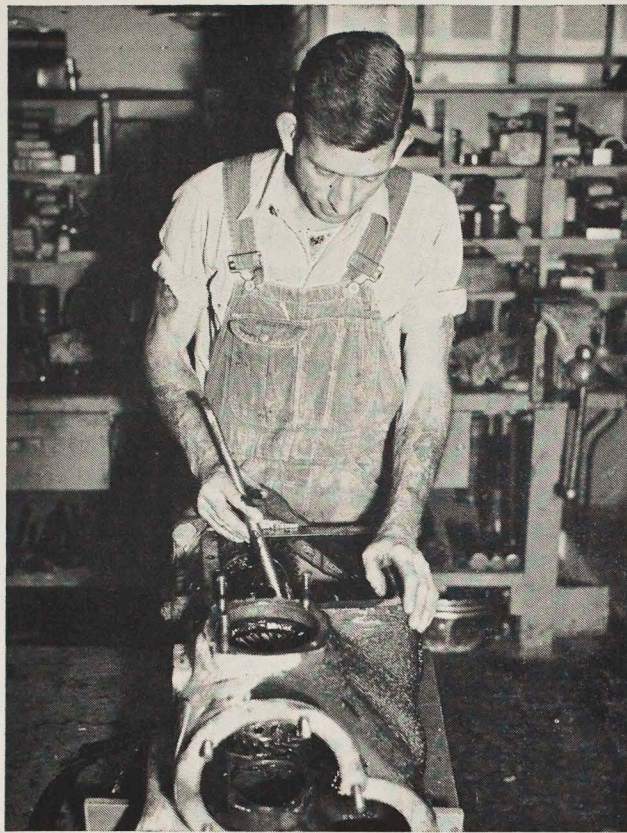
Next come the pistons and connecting rods—"slugs" and "rods" to the journeymen of motor building. After fastening pistons to the rod, rings are applied and caution is used to make sure rings are free in the ring grooves but still not loose enough to cause ring and ring land* breakage. The rod and piston is then put into the motor by the aid of a ring compressor, and the rod is bolted securely to the crankshaft. Connecting rod bolt nuts, too, are wired or keyed to prevent their loosening or coming out. Valves, valve springs, and valve tappets are next in order. After being installed, tappets are adjusted to various clearances according to the style of motor being overhauled.

The oil pump comes next, and as everyone knows, or certainly should know, this pump is one part of a motor that bears constant watching. Should an oil pump fail, your motor is doomed, and quickly. As a hint, keep your eye on that gauge on the dash of your car marked "OIL." Should this gauge falter or refuse to work, and you want to save yourself a lot of grief and money, stop and find out the reason. With the installation of the oil pump the "living" parts of a motor are intact. The only other movable parts, the timing gears, are applied to camshaft and crankshaft before these latter are installed in their proper places.

There is little left to do from this stage to the finish of the motor assembly. The bell housing or flywheel case, the oil pans, and the cylinder heads are applied. The flywheel is bolted on and the timing gear case is

*Portion of piston between ring grooves.

SPEEDER (section car) MOTORS, like this one being worked on by Auto Machinist Frank Coy, receive overhauls at Torrance. All forms of diesel and gasoline motors are repaired by Foreman Randig's gang of all-round experts.



TRANSMISSION OVERHAUL is also done by the automotive repair men at Torrance. Auto Machinist W. J. Edwards is shown overhauling a Mack bus transmission.

applied. All these are bulky parts and take a minimum of time to apply. Carburetor, distributor, starter, and fan are applied and the motor is ready for testing.

It is then taken by crane to the stationary test rack, where it is filled with oil and water, started, and run for approximately twelve hours. A constant watch is kept for oil or water leaks. Oil pressure is watched to be sure a constant and proper pressure is maintained. The motor is periodically checked during its twelve-hour run for any other trouble which might develop, such as heating, knocks in the motor, noisy timing gears, or the many other things that could develop.

After every item is checked, and to our satisfaction the motor is ready for service, it is shut off, loaded on a store delivery truck, and taken to one of the various garages where this particular motor is most needed.

Other Functions; Organization

Bus motor overhauls, while representing the chief function of the 20 Auto Machinists in the Bus Motor Overhaul Section of the Torrance Shops, are not their only function. Transmissions, differentials, and speeder (section car) motors are also repaired. Our Torrance procedure requires all-round mechanics, for the method used is not that of the assembly line; there is no line. No machinist merely stands in one place putting on one certain part as the motor moves down the belt. Except for the work of disassembling and cleaning, each man does all the repairing, fitting, reassembling, and testing

of the motor to which he is assigned. In the matter of fitting parts, an Auto Machinist often calls on the Machine Shop for lathe work or metalizing; or he may call on the Welding Shop to weld a broken part. But his is the responsibility for a properly finished repair job.

There are, of course, other repair points over the Pacific Electric system, notably at Macy Street and at West Hollywood. Gasoline motors needing major overhauls are taken from the busses always at Macy or West Hollywood, and sent from there to Torrance. Diesel motors are removed, and all repairs made, at Torrance alone. In general, motor repairs are done at the garage or shop best equipped to do the work needed. Carburetors, distributors, starters, and fans are either repaired at Macy Street or sent to a commercial shop. It

Big, hearty, genial Ernest Walter Randig, author of this month's feature story, "Bus Motors Overhaul," started as a Garage Helper for the Motor Transit Company back in 1920, when Motor Transit busses ran to San Diego and to Bakersfield. He remained with them as Mechanic, Relief Foreman, and Foreman until Motor Transit was taken over by Pacific Electric in 1938, when he was made Foreman at Riverside. Mr. Randig later went to Pasadena, Ocean Park, and Macy Street before assuming his present position as Foreman of the Bus Motor Overhaul Section of the Torrance Shops, specializing in heavy repairs.

At Torrance his broad experience with all types of motors enables him to supervise his 20 men with confident knowledge. He lays out and plans the work for his Leaders, C. L. Cross, A. J. Fitzgerald, and W. F. Schenk (the last named has been in the hospital for four months), and gives advice when needed. With his careful and thorough methods in handling work done on motors and materials used, he is able, when called upon, to give reliable and concise reports to the Shop Superintendent.

Mr. Randig lives near Culver City with Mrs. Randig and their daughter, Dorothy Jean, 14. In his spare time he bowls and hunts deer.

Mrs. X, who had two sons in the Marines and a daughter in the WACS, was visiting a farm when she came upon a youth of draft age milking a cow.

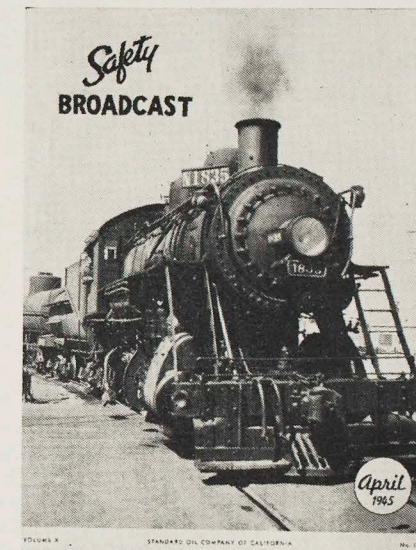
"Young man," she asked sternly, "why aren't you at the front?"

"'Cos there ain't any milk at that end, missus," was the calm reply.

A good-natured traveler asked a Pullman porter the amount of his average tip. The Negro replied that the average amount was one dollar. The man handed him a one dollar bill. The porter creased the bill affectionately and said, "Yassuh, boss, but you is the fust nusson what has come up de average."

is expected that in time all accessory repairs will be done by Pacific Electric men.

Under the general supervision of Mr. George Evans, Torrance Shop Superintendent, and his assistant, General Shop Foreman F. H. Schultz, we in the Bus Motors Overhaul Section cooperate with outlying garages on the system so that busses may be repaired and ready for service in the shortest possible time. Our output at Torrance now averages 23 or 24 motors each month, the peak month having been last April, when we overhauled 28. Despite the scarcity of help, we are aiming at an average of one motor a day. With our experienced, hard-working, conscientious group of Auto Machinists, I am confident that we shall soon achieve our goal—for it's our job, too, in peace and in war, as much as it is that of the drivers, to "keep 'em rolling."

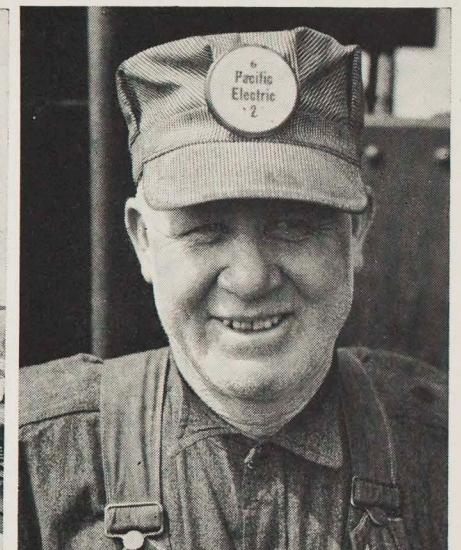


ENGINEER LOUIS B. KIRKLAND was pulling the train featured on the April cover of Safety Broadcast, employe publication of Standard Oil's El Segundo refinery, one of P. E.'s best customers.

ENGINEER KIRKLAND, TAKE A BOW!

Locomotive Engineer Louis ('Curly') B. Kirkland for 23 years has been engendering good relations between Pacific Electric and the Standard Oil Refinery at El Segundo. How? Well, in at least two ways: First, he's been a good fellow to work with. Secondly, he's never had an accident for which he has been responsible. So he's a good salesman for Pacific Electric service—and what else has Pacific Electric to offer the public besides friendly, courteous, efficient service?

It so happened that at the June 7 meeting of the Employee Morale and Publicity Committee, Chairman T. L. Wagenbach—who is Senior Assistant General Superintendent of Transportation and also in direct charge of freight operations—had in his hands a copy of the April issue of *Safety Broadcast*, employe publication of the El Segundo Refinery of Standard Oil.



On the cover, according to the caption to the picture, is "a typical trainload of High Octane Gasoline, pulling out of the Loading Racks headed for the front. In the cab is that well-known, genial Pacific Electric engineer, 'Curly' B. Kirkland, who has pulled tank cars out of the refinery for over 23 years, and 'Curly' was quick to remind us that he had accomplished this without an accident. Incidentally, 'Curly' has been here so long that we regard him as a member of the El Segundo Standard Oil Family."

Pretty nice compliment, you'll agree.

Curly also came in for some bouquets at the Committee meeting. All present agreed that his was the type of service which promotes the best kind of relations between Pacific Electric and its customers. It was also pointed out that good service has a way of being mentioned abroad, and often leads to securing new customers.

Nice going, Curly!

PASSENGERS APPRECIATE

Motor Coach Operator C. J. Giesegh

April 26th, 1945.

Pacific Electric Railway Co.,
610 So. Main St.,
Los Angeles, 14, California.

Dear Sirs:

I should like to recommend to you a driver [C. J. Giesegh] on the San Fernando Valley service.

The driver's name I do not know but he regularly takes the trip from Universal City which makes the school stop at Carpenter Avenue in Studio City at 2:17. There are very young children traveling daily on this bus.

This driver has no official need that parents know of to take the care that he typically manifests in his school passengers. Beyond what would seem the requirements of his regular job he makes every effort to see that the children's conduct while riding is what it should be in terms of safety. In addition to this important measure he more than once has taken it upon himself to care for and return articles of clothing, lunchboxes and toys that children have misguidedly left in his bus. Specifically, on Tuesday, the 24th, he went so far as to locate and save for my seven-year old a raincoat she had left on a bench when boarding the bus. This meant assuming a



RESCUES BABY — Traffic Officer
H. J. Grier, who guards crossing at
Florence and Graham.

very special responsibility in a situation in which he need not have shown the slightest interest.

In these days of rationed time and energy such things are unusual—and appreciated.

For the confidence which this driver affords the parents of the children who ride with him I should very much appreciate it if you as his superior would officially commend him and thank him for those of us whose children travel with him twice every day.

Sincerely,

MRS. E. A. BUNDSMANN.

Traffic Officer H. J. Grier

May 31, 1945

Pacific Electric Railway Co.

Dear Sirs:

... Wednesday, May 30, I witnessed an incident that I would like for you to know about.

The crossing guard [Traffic Officer H. J. Grier] stationed at Florence Ave. and Graham (I believe it is called that: it is the line on which the Watts car travels) about 10:45 a.m. rescued a little two-year-old child from the path of one of your north-bound fast cars. The guard ran the distance of half a block and picked the child up, who was standing in the middle of the track, and the train passed on by. The baby was so little that I could hardly see it and I was sitting on the bench waiting for a south-bound local car.

I have watched this particular guard and he is always alert and on the job...

MRS. KENNETH SHERWOOD.

Motor Coach Operator F. W. Muller

March 6th, 1945

Pacific Electric Railway Co.

Dear Sirs:

I have been traveling by bus from Los Angeles to Pomona and from Pomona to Riverside for several months. I believe I've traveled back and forth on every bus between these points and I've noticed a vast difference in the drivers. Some are very sarcastic, gruff, indifferent, and discourteous, especially to the middle aged and elderly persons.

In this group of drivers it is gratifying to know there is one driver who is outstanding in courtesy, patience and kindness to old and young. In these many months I have never heard (or heard of him) speaking a

sharp word to a passenger on his bus. He has a smile and a cheery goodbye for every one. I do not know his name but his number is 3043 [F.W. Muller]. Personally I think he deserves a lot of credit.

Others who commute back and forth as I do have this to say—he's one in a million.

Very truly yours,

MRS. J. H. McDONNELL

TRANSPORTATION DEPARTMENT



By
Suzanne
Margot
Jacquemin

My topmost news item is a little on the unpleasant side: Our much-admired Trainmaster, Earl G. Johnson, at the time of writing is recuperating at his home from several severe injuries sustained in an automobile accident at La Verne on June 19.

Fred Stranad vacationed at home. Trainmaster D. W. Yeager decided to go mountaineering, mostly in his own backyard.

Andy Moreno brought back some very novel souvenirs from Mexico City.

Had my ears pierced, and now can wear those super-duper earrings. How's about those diamond earrings on a lend-lease arrangement, Lucy?

Decided that W. O. Baker, with his 22 years of service on May 21, and Earl Johnson, with his 20 service years as of June 6, must have been with the PERYCO since before "when."

Peggy Oliver bid in Helen Hennagin's job in the Safety Department, transferring from the Trainmaster's office at 6th and Main. Her old job was filled by Virginia Bright, former secretary to Mr. C. M. Allen. Helen decided to spend all her spare time cooking for her new husband.

Joe Henry and family went toward Mexico City to visit Joe's mother on their vacation. Lillian Olsen is on sick leave.

Fred Knerr finally got his wish, a new swivel chair, and now he's "sitting pretty."

They tell me that they are building a new cement floor at Macy St. Club House.

Mr. T. L. Wagenbach's expression for the modern automobiles is "glorified tin."

QUESTION AND ANSWER BOX

for

PASSENGER CONDUCTORS AND OPERATORS

By W. J. Fenwick

Supervisor, Northern and Southern Districts

Q. Is it necessary to make more than one auditor's stub envelope sealed with a pink seal (Form L3710 A-2) in cases where several lines are worked in one day?

A. In Circular P.D. No. 1850, Sec. A, third revised page A-11 of General Instructions we find the instructions: "Only one auditor's stub envelope will be required in cases where several lines are worked in one day."

Q. Is it necessary to make separate trip reports when working a trip on "Cal-Ship" and then a trip on San Pedro-Los Angeles interurban line?

A. We find listed in Tariff P.D. No. 1850, Sec. A of General Instructions, a list of line numbers. In Item B we find L. A.-San Pedro as line No. 7, and L. A.-Terminal Island as line No. 15—separate lines. It is necessary to make separate trip report for each line worked. The remittance for each day must be made at the conclusion of the day's work, not later than the following day, and may be made on

any one of the trip reports that were used during the day's work. In other words it is not necessary to make separate remittances for each line worked during the course of the day's business.

For your information many Conductors and Operators fail to fill trip report in completely and correctly.

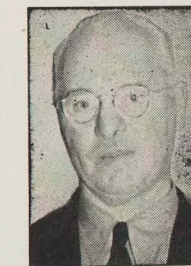
1. Failure to show passenger count and correct car number tops the list.

2. Failure to show "Special Order Number" on trip report when required on special or regular schedules.

3. Failure to list tickets in correct space on trip report. Also failure to close tickets with next higher number than the number of last ticket issued.

By checking over your trip report before making remittance many of the above-mentioned errors may be eliminated. Your cooperation along these lines will be greatly appreciated, especially by your Accounting Department.

SUBWAY TERMINAL



By
W. F.
Servranckx

AT WEST HOLLYWOOD

We were informed a little late, but are happy to announce that Conductor and Mrs. E. E. Cooney received a little bundle from heaven, in the form of a baby boy, 7 lbs. 2 oz., at Santa Monica Hospital on April 18, 1945. Mother and baby are doing very well. Our congratulations to the happy couple.

Conductor G. Hagle, Sr., claims he has more hair to cover his bald spot than T. L. Baker, and to prove it they compared domes, along with our good friend Conductor T. H. Wood, who for no reason at all was called into this contest.

AT THE SUBWAY

Someone informs us that Conductor A. C. Tanner and Motorman "Pinkey" Baugh resemble each other, though not related. We believe that our good friend "Ausie" is the handsome boy.

W. O. Baker says he guesses a new house means continual "open house." Why, mister?

Burl Young wishes the robins would decide to build their nests somewhere other than in his chimney. He picked up three little baby birds chirping over his front room floor in one week! Guess they fell down and went "boom."

Things I didn't know till now: Soft-speaking "Bubbles" Jackson is the daughter of Chief Clerk R. W. Jackson.

W. E. Craig and W. B. Young are newly appointed Assistant Trainmasters. Both formerly held Yardmaster positions. We welcome them to the staff.

"O C" Jordan desired to return to the road, and now works the day yard job.

Local Chairman U. W. Troxel and Trainmaster Earl G. Johnson surely have a merry time disagreeing about agreeing.

Dixie Bradfield and her husband announce the arrival of their pride and joy, William Oren, born on May 15 and weighing 7 lbs. plus. Dixie was the dark-haired nurse at the Medical Dept.

Couldn't we coax N. B. Vickrey, P.E. Club Manager, to join the Book-of-the-Month Club?

Glen Thompson, Sr. works as P.E. Coach Operator; his son, Glen Thompson, Jr., is quite a ball pitcher; and another member of the family, Mrs. Margaret Thompson, had her picture in the May P. E. MAGAZINE as Steno-Clerk to the P. E. Restaurant and News Service office force.

Am glad to see Ed Leckemby back on the job after a month's illness. His new clerk, Rita Witschy, will keep him in laughing spirits.

Art Nasher has a new Chrysler which he says has a nice "pick-up," especially on Hollywood Blvd.

Congratulations to Staff Sgt. (U.S.M.C.) James Fyock and Mrs. Fyock (formerly Beverly Schindel, for some time Steno-Clerk in Mr. Coutts' office at 8th Street) on their new daughter, Cathleen Sue, born May 29 in the East, where her parents now reside. Weight: 6 lbs., 11 oz.

Fireman W. H. Owen is called the "rhubarb king."

L. ("Tony") Taylor, off sick for an extended period, is now on the Herder's job.

Correction: Patsy Reyngoudt's stepfather is Fireman G. R. Brown, not W. H. Brown, as was erroneously reported last month. Sorry!

Congratulations to Mr. and Mrs. R. P. Mendelson, married June 10. Mrs. Mendelson is the former Mrs. Thelma Latham. Mrs. H. E. Foskett,

wife of the Station Supervisor, honored them with a turkey dinner on the wedding day at the Foskett's Compton home, with the Stations office force as guests. It was discovered that Mr. and Mrs. Foskett on that day were also celebrating their 42d anniversary. Still more: Guests Mr. and Mrs. A. J. Hilts, with whom Mr. Mendelson had lived for the past two years, were also celebrating their 42d anniversary! (Mr. Hilts is a one-time P. E. Conductor—left the company about 1921.) So it's really a time for triple congratulations!

NEWS FROM UP-FRONT

T/Sgt. Noble E. Cates has been in Paris for some time and now is in Versailles. Says the gals of Gay Paree dye their hair purple, blue, and moss green, and he still likes them!

Cpl. Wm. A. Chase is in Holland and is studying the organ trying to get a choir together for a high mass.

Cpl. Bill Farrow is still at New Guinea and likes the USO Girl shows.

T/5 Robert E. Hilliard is now in Spa, Belgium, studying a six-weeks brush-up course in radio and telegraph. Could it be his incentive is a recently arrived, personally autographed picture of Lana Turner?

Fireman 1/c H. W. Holt wants more pictures and more letters from the gals.

Lt. Wallace Eugene Johnson, U.S.-M.C., was home on leave in June and spent some time at the beach and at the mountains. He is the son of Trainmaster E. G. Johnson.

Motorman J. V. Coulsen returned to the Subway from the South District. Glad to have you back.

Motorman W. F. Smith always enjoys himself when making his report at O. P. Terminal, but for some reason "Oscar" the spider insists on paying him a visit.

Motorman L. C. Bankston returned to Passenger Service after spending several years at Butte Street and enjoyed his first four days by working 2276 and 2275.

Our friend Motorman T. B. Clements received that well-known sign "Whiskers," and so informed his Conductor, Al Cockran, who in turn relayed said information to the Trailerman, and so our trio was prepared for a flag test. Just then a charming lady passenger emerged from the station at "Albright City" wearing a bright red dress and T. B. vows that from now on he will only look for a flag with a stick attached to it.

Congratulations to Motor Coach Operator V. R. Woodbrey and to his charming wife Norma, who on June 9 presented him with a bouncing baby boy, Michael, 8 lbs. and 10 ounces, at St. Johns Hospital.

Why? The boys in the Subway want to know, always the head guys are mentioned. Sorry boys, but how do we know? They are around. Introducing: the 4th asst. Switchman Andrew Grentz, and the 17th asst. "Yard Bird," R. E. Gilbert, who is always found in a brake pipe.

New faces around the Subway: R. S. Collins, R. D. Marlin, E. W. Wehn, S. A. Shelby, J. Kamler, F. L. Cheever, W. E. Dewar, L. Brown, C. H. Fletcher, G. C. Arnott. Yours truly had the pleasure of meeting every one of them; welcome, boys, and good luck to all of you.

And speaking of new men, let us all give them a helping hand. Remember, some one broke you in, and a smile and a little help are very seldom forgotten.

We had a visit from our good friend Cpl. "Slick" Morrelli, who returned for a 45-day furlough from the South Pacific where he helped in the invasion of Guadalcanal, Tarawa, and the Philippines. Slick looks very well and will not ask for special consideration on his return. Glad to have you back.

Another smiling character who seems to be all around is "Shoe Man" M. E. Nixon, who has fitted shoes for such famous men as Conductors W. E. Pont, J. R. Hollis, O. G. Room, and more recently for that guy from Tennessee, Motorman D. E. Stewart. To be able to please those boys, you really have to be diplomatic.

Motorman C. A. Parr has gone home to Van Nuys from the hospital after recuperating from a serious operation.

Nursing Care Given At St. Vincent's Praised By Patient

1150½ Larrabee Street,
West Hollywood, Calif.
June 8, 1945.

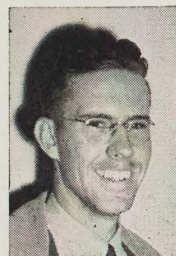
Dr. W. L. Weber,
Chief Surgeon,
Pacific Electric Hospital Assn.,
924 Pacific Electric Bldg.
Dear Dr. Weber:

As you know, I left St. Vincent's Hospital on June 3 after spending 16 days in Ward 130-C on the main floor with a number of other Pacific Electric patients.

I wish to bring to your attention, as well as to that of the Superintendent of St. Vincent's Hospital, the excellent and thoughtful care that I as well as the other P. E. men received there. The nurses gave comfort and care beyond all praise, and I feel sure that my speedy recovery, as well as that of the other patients, is due largely to the attention we received.

Sincerely yours,
GORDON JACKSON,
Motorman, Western District.

SOUTH BAY NEWS REDONDO BEACH HDQRS.



By
Harold
McClintock

Yours truly was out to Santa Anita one day last week, and I would have sworn that there weren't enough Trainmen left in L. A. to operate a three-car train. At least one or two men from each Terminal were there. Then we all hitch-hiked home.

One of the men who have been serving their country has been discharged and is now working a run on Redondo Beach M. C. Line. Most of you older men will remember H. D. Fischer, more commonly known as "Big Fischer." Welcome back!

Gerry Addington is back on No. 79 once again. What is there about Redondo that Gerry can't stay away from?

D. O. Hines hasn't made out an accident report for over three years. That is a good record. Can you top it? Saw Mrs. Hines on the beach at Hermosa the other day.

"Gerry" Demarest, our Shine Man, is nominated for the Good Humor Man of Redondo Beach. The world would be a better place if we all had a disposition like his; I have yet to see him angry. He has one son in the Marine Corps.

R. H. ("Ronnie") Newton has been seen quite frequently in the company of a very charming young lady. All we can find out is that her first name is Betty.

Our orchid this month goes to Mr. Guy Wooley, the head man at Fourth and Flower Street Storage Lot. Guy is a right guy, as the saying goes. He can fix anything at the drop of a hat. We all appreciate his help on minor repairs.

Agent Holtby's Son, Flyer, Has Thrilling 31st Bombing Mission

Agent D. W. Holtby of Newport Beach will always have stirring memories of World War II when he recalls the European bombing experiences of his elder son, Lt. David Holtby, navigator on a B-17. David flew 32 missions over Germany, and his plane was a target for enemy fire on all but four occasions, according to a story in the Newport-Balboa News-Times written while the young man was on furlough last March.

"It was on the next to the last mission," continues the News-Times, "that they were hit, the bombardier and another crew member being wounded. The bombardier, sitting just in front of Holtby, sustained a severed artery in his arm, and the latter bound it up, taking off his gloves in a temperature 56 degrees below zero to do so.

"If it had not been for the two wounded members all the crew would have bailed out over France, but under the circumstances they voted to try for England, although by all the laws of dynamics the plane should have been unable to fly. They managed to land on English soil, although short of their home field by a hundred miles, but their plane was junk. Only two engines, out of the entire plane, could be salvaged. As a souvenir of the trip the lieutenant carries on his knuckle only a tiny scar, but in the wonderful scrap book of his service which he and his wife have compiled, is the statement 'No one will ever know how close we came to not getting back.'

"This was the worst mission, but all were hard, and they took part in the bombing of Berlin, Hamburg, Dusseldorf, Cologne, and other targets."

Agent Holtby also has a younger son, Kenneth, who is a second lieutenant at Wright Field, Dayton, Ohio.

5,000 Medals Collected By Former Conductor

Technical Sergeant Bob Schreiber, Conductor on the Northern District between 1920 and 1930, was visiting old friends on Pacific Electric last month after spending 27 months on the European front.

He brought with him 250 military medals—part of a collection of 5,000 military medals and insignia collected in various foreign countries and the United States. On convalescent furlough, Bob is visiting the various servicemen's centers and hospitals and entertaining the boys with his collection and accompanying stories. Each medal seems to have something of a history, and he has some rare specimens, including the Order of the Red Star, only medal worn by Marshal Stalin; the Grand Cross of the Knight's Cross, worn by Goering and other Nazi big shots; the Bambino medals awarded by Mussolini to Italian women for having babies; the Croix de Guerre, famed French decoration often awarded American soldiers for extraordinary gallantry; and other medals from such countries as England, the United States, Ethiopia, China, Japan, etc.

He also has a number of clippings and photographs about himself and his collection from the Army newspaper Stars and Stripes, and newspapers in many other cities including Los Angeles, New York, Seattle, etc.

Now 58, "Anzio Bob," or "Pop," as he is known to many, spent his 57th birthday in a foxhole on Anzio beachhead, and has a battered Nazi flag captured there (see photograph). He claims he was shanghaied up to Anzio, as he had a transfer to a railroad battalion which should have placed him elsewhere. He says somebody evidently got the papers mixed, as a result of which he stayed at Anzio dodging bombs and shells and



CLOSEUP of three of Sergeant Schreiber's choice medals. Left to right are the French Croix de Guerre, the German Grand Cross of the Knight's Cross, and the Russian Order of the Red Star.

"everything but the Duce's kitchen stove."

Being a railroad man, he naturally took note of the railroads in Africa, Italy, and France, and how they were operated. Compared to American rolling equipment, what he saw in Europe and Africa looked like toys. "Practically all the railroads in Italy are electrically operated," continued Bob, "because they have an abundance of water power for generating electricity, and a scarcity of coal and oil. Their power plants are modern, but their rolling stock and engines are antiques compared to ours.

"Naples has several inclined railroads similar to the old Mt. Lowe Line. One is operated to the summit of Mt. Vesuvius and to suburbs on the high hills surrounding the city. If you remember how the crowds jammed the Venice Short Line back in the twen-

ties, you get an idea as to how the average Italian train looks today. Fulton Fish Market is a quiet place compared with a train in Italy, with everybody yelling and gesticulating until it looks as if there would be a bloody riot. But nothing ever happens; usually they are just passing the time of day or remarking on the scarcity of spaghetti."

Asked by some of the Pasadena trainment what he expected to do when he got his discharge, Bob said he had planned on going into the merchant marine and visiting the Pacific war theatre, but that he might spend the duration "on the back end of a car," because he feels in as good health as he was when he left P. E. back in 1930.

He wishes to send his regards to all the old-timers he failed to meet while visiting Southern California.

HE COLLECTS MEDALS—Bob Schreiber, former P. E. Conductor, with some of the more than 5,000 military medals he has collected.



LONG BEACH FREIGHT HOUSE



By
**Jack
DeLaney**

Recently Amos Tang, Trainmaster, came strutting into the office feeling as proud as a boy with a new toy. On inquiry, it was found that he had acquired the name of "Grandpappy Tang," when one of his twin daughters presented him with a seven-pound baby girl June 9. Congratulations, Grandpappy! You can bring in the cigars and candy any time now. Might include a package or two of cigarettes.

Florence Black, who helps handle the thousand or more telephone calls through our local switchboard, is taking a short vacation at Santa Barbara. Florence is one of the longest-serving employes on the switchboard. Evelyn Ogle, Chief Operator, with her assistants, Muriel McClelland and Donna Hines, will hold down the job while Florence is away.

Irene Lewis, formerly in the District Timekeeper's Office at Los Angeles, and for the past four months a

FREIGHT MEN—When this picture was taken, these men, according to Correspondent Jack DeLaney, were working out of Long Beach. Left to right, standing on the front of the engine, are G. S. Lacey, P. H. Paulson, Roy Dyson, L. E. Cole, and J. A. McCarty. Standing on the ground are Sam McCue, C. E. Weaver, A. W. Thyberg, C. O. Veazey, H. G. Woodworth, H. L. Brown, C. W. Ronco, E. C. McSorley, H. M. Howard, E. E. Newlin, F. C. Potter, J. L. Van Valkenburg (Day Yardmaster), C. H. Spence, C. F. Peters, R. E. Hilburn. Seated are H. O. Siville and Frank B. Howe.



Demurrage Clerk, was recently honored with a going-away party at Evelyn Metcalf's home. Games, music, and pleasant conversation were enjoyed during the evening. We imagine the pleasant talk they had among themselves was about railroading.

Madeline Somerby presided at the punch-bowl, where most of the talking took place. The lace-covered table was beautifully decorated with sweet peas, and mixed bouquets were in the entertaining rooms. Irene was presented with gifts from her many friends and expressed her pleasure in associating with them at the local station. Those attending: the honoree, Irene Lewis; the Misses Somerby, Hester Amidon, Dan S. Harris, Retty Roney; and Mesdames Helen Darnell, Thelma Thomas, Laura Stirn, Della Morelli, Mary Stowell, Marian Cox; and the hostess, Evelyn Metcalf.

We have some newlyweds around the Ticket Office at Long Beach. The news was a trifle late getting to us, but we are informed that on May 20 at a beautiful candlelight, double-ring wedding, Mildred Kennedy was united in marriage to Conductor A. Q. Schilly at 2:00 p.m. at the home of the bride's sister, Mrs. W. M. Liggett, South Gate. After the marriage and reception, attended by over a hundred of their friends, the traditional wedding cake was served with coke-punch. The couple received many gifts, useful and ornamental. Bon voyage was wished them as they soon departed for their honeymoon at Phoenix. Mrs. Schilly is Relief Ticket Clerk here;

Conductor Schilly works on the Northern District.

E. R. Muse, Rate Revising Clerk, is preparing for his vacation to take place soon. He is breaking in "Charley McCarthy" to handle his job while he is away. "Charlie" will also relieve Brother Lewis, Assistant Revising Clerk, while the latter is on his vacation next month.

Another June wedding took place in Long Beach June 10, when R. P. Mendelson, one of the assistants of H. E. Foskett, Station Supervisor, took unto himself a bride, Thelma Latham, also of Long Beach. Paul surprised almost all of the office force, as he had kept this quite a secret; but finally it got out. We found out that Paul had two girls then, as his wife is the mother of a beautiful blonde daughter. Paul will be remembered as having a son, Paul Jr., an accordionist who has appeared several times at Christmas parties given by the Transportation Department at Los Angeles. We wish Paul and his wife our best wishes and a happy and long wedded life.

\$5 Invested In Sailors By L. B. Ticket Clerk Returns \$10 & Faith

How Long Beach Ticket Clerk Beulah Edwards unexpectedly doubled the five dollars she lent three broke, vacation-seeking sailors who last February came—complete strangers—to her ticket window seeking advice—and how the return of the money justified her faith in human nature—this is a story told at length by the Long Beach Press-Telegram for May 28 under a three-column headline.

On seven-day leave, the boys were looking for a place to spend their time away from all reminders of the Navy. When Mrs. Edwards suggested Arrowhead, the boys said their funds were insufficient.

According to the Press-Telegram, Mrs. Edwards said: "They looked like nice boys—just kids. So I asked them if \$5 would help any. They could pay me back later if they wanted to. If not, all right. They were fighting for me. Five dollars is such a little bit to pay for that."

The boys finally accepted the offer—and that was the last Mrs. Edwards heard until the middle of May—some three months. Then came a letter from the South Pacific by Jimmy F. Spencer, Seaman 2/c, enclosing a \$10 bill. The extra five was for a dinner the boys had intended to give Mrs. Edwards for her kindness.

On returning from leave, said Jimmy, the boys had had "just time to make it back to the ship," and had then sailed immediately for the Pacific battle area.

"The first thing I knew," Jimmy wrote, "I found myself far from Long Beach and wonderful people like you. "It wasn't just the \$5, but the willingness and sincerity with which you gave it."



BEULAH EDWARDS

Newport-Balboa Schedule Augmented For Summer

An augmented schedule of summer rail and motor coach service on the Los Angeles-Huntington Beach-Newport Beach-Balboa Line was placed in operation on Sunday, June 17, in order to handle summer travel.

Included in the new schedule is the operation of the Club Car "Commodore" Mondays through Fridays. Scheduled to leave Newport Beach Station at 7:28 a.m. and arrive in Los Angeles at 8:40 a.m., the "Commodore" is operated as a limited between Huntington Beach and Los Angeles. Outbound schedule leaves Los Angeles at 5:02 p.m. All regular forms of transportation are honored on this car, in addition to which there is a one-way seat charge of 25c per person.

In addition to the Club Car, two round-trip rail schedules are now operated Mondays through Saturdays with one rail round-trip on Sundays and holidays.

The new schedule, which provides for augmented service as well as adjustments in arrival and departure times, is built to share more conveniently transportation requirements of the Seal Beach, Huntington Beach, Newport Beach, Balboa area.

Telephone operator (to new girl she is breaking in).

"No, honey—you say 'Just a moment, please'—not 'Hang on to your pants, mister!'"

Civic-Minded Upland Agent Is Councilman, Rotarian, Drive Leader

As if to prove our contention in the June Magazine concerning the civic-mindedness of Agents, a clipping from the Upland, California, News for April 20, recently sent in, carries a two-column headline concerning the appointment of Agent Harry M. Wright to the position of councilman to fill the unexpired term of a councilman who left for military service. The appointment was by unanimous motion of the five-man Upland council.

Not only is Mr. Wright now a councilman, but, according to the News, he is also shipping chairman of the clothes drive ("a job which takes much of his spare time") and an active member of the Rotary Club.

Comments the News:

"The newly appointed councilman is well and favorably known in Upland, having been a resident of this city for a considerable length of time. He has his own home here, 635 East Arrow Highway, and has always been actively associated with Upland civic affairs. As agent of the Pacific Electric and Southern Pacific, he has been in a position to give the community exceptional service, but has never found himself too busy to take on other duties having to do with community welfare."

MACY STREET TERMINAL



By
**Ted
Harrison**

Well, here it is again, closing date for copy for the MAGAZINE and I don't seem to be overburdened with news. Of course it is the longest day of the year; yes, sir, June 21. It's just a 24-hour day. From now on they will get shorter and shorter till the shortest day, which of course will be only 23 hours and 60 minutes. Yes, sir—and by the way: it's raining today, though there's no cause for alarm, as

RETIREMENTS

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

NAME	Occupation	Department	Years of Service
Chas. L. Fitzgerald	Substation Operator	Engineering	42
Jesus Martinez	Laborer	Engineering	19
Frank L. Miller	Motorman (West)	Transportation	27

the shower will probably be over by the time the July issue is out.

Here's a good one, and how it slipped by a month ago just gets me down. Our Foreman over at Macy's has one thing in common with others around the system holding down the same type of job. That is the indoor pastime of listening to reasons and excuses that are given when fellows show up late for a run. Now we at Macy feel we have a good terminal—in fact the best—and swell Foremen, too; nor will we take a back seat to any other terminal in our several abilities to find excuse or reason for a missout. NO, SIR! Here's our best, given by a Motorman showing up 'way late: "When I finally woke up, the cat was sitting on the table near the bed with one foot on the alarm lever and the alarm shut off!" Even our cats are educated to see to it that we get enough sleep.

Surprising how many Macy men are seen going out to the race track these days. Mostly going out before race time and coming in after the races are over.

Motorman Dorrance has just returned to the job after a few days on the sick list. He has also qualified on the back end, and may be seen any time with a pocket full of tickets.

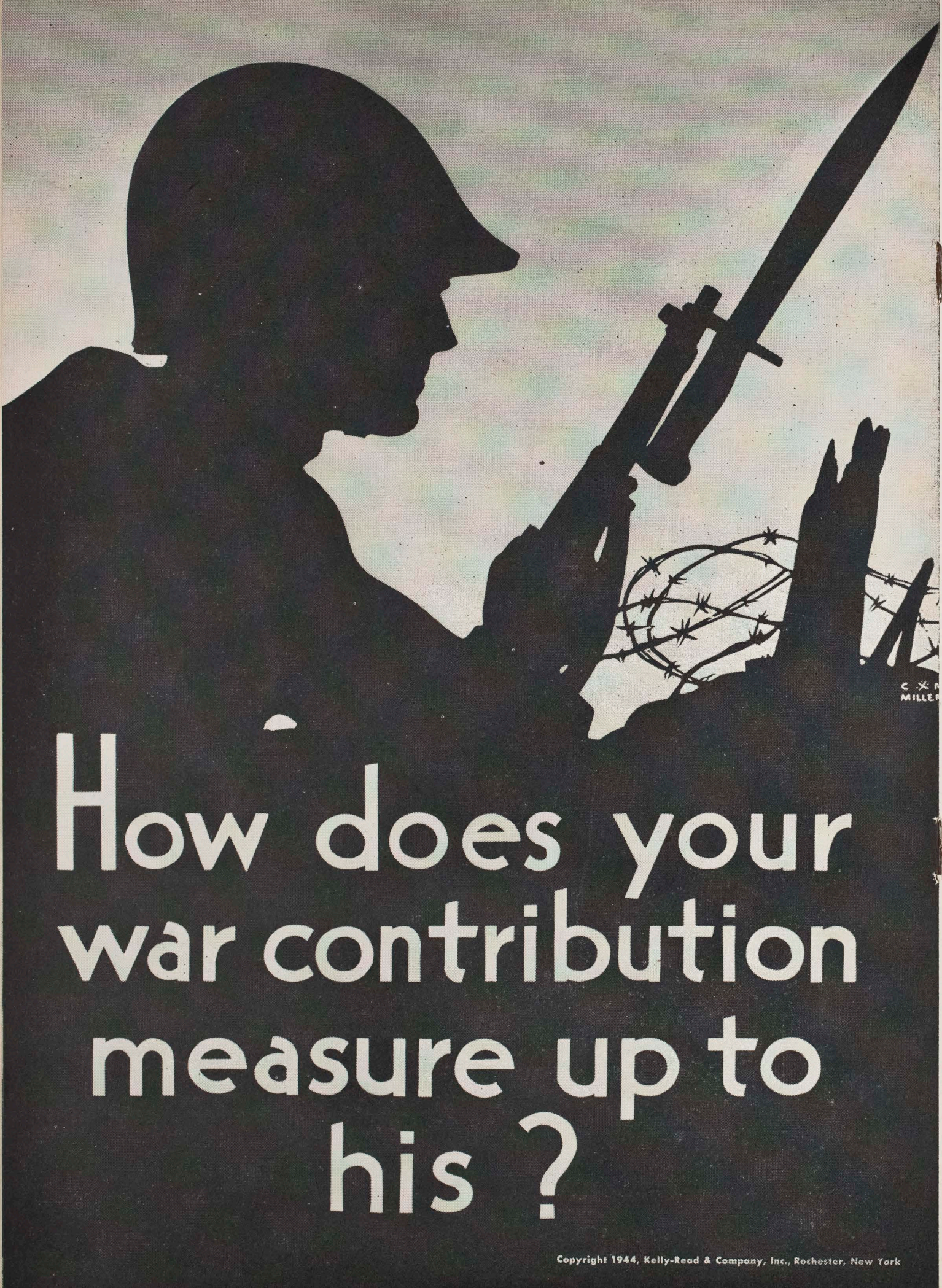
Robert E. ("Bob") Coe, Motorman on the Glendora Box Motor, is receiving congratulations on the arrival of a son and heir, Robert Craig Coe. The young man weighed in at 7 lbs., 10 oz. at St. Luke's Hospital, Pasadena, June 18.

New Traffic Indicator Aids Dolores Switching

At the request of the Freight Transportation Department, which was having difficulty in classifying freights at Dolores Hold Yard, the Signal Department designed and early in June installed an indicating device for directing movements of outbound freight trains into that yard.

A two-light indicator was located in advance of the turnout to the Hold Yard at Elfman. The indicator is controlled from the Yardmaster's office at Dolores, and, when lighted, displays an illuminating figure "1" or "2" to indicate whether the train is to head into the Hold Yard switch at Elfman or the switch at Dolores.

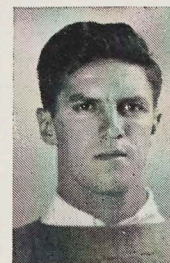
According to Assistant Freight Trainmaster A. M. Tang, the signal has been of material benefit to traffic.



How does your war contribution measure up to his?

In Memoriam

Francis E. Tredget, major, U. S. Army, killed in action April 11, 1945, on Negros Island in the Philippines. Major Tredget was employed by Pacific Electric on June 6, 1936, and at the time of entering military service, March 3, 1941, was a Mail Handler at 6th and Los Angeles Streets. He was a member of "Los Angeles' Own" 160th Infantry before entering military service.



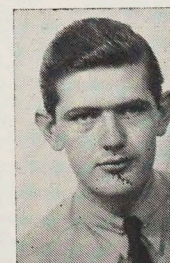
Francis E. Tredget

Major Tredget is survived by his wife, Mrs. Mary Tredget; his sister, Mrs. G. S. Hornbeck—both living at 3712 Seneca Avenue, Los Angeles 26; and by his mother, Mrs. Emma J. Tredget, 10729 Ocean Park Avenue, Palms 34. To them is extended the sincere sympathy of the entire Pacific Electric organization.

Lt. Edwin P. Gwin, U.S.A.A.F., South District Conductor on military leave since February 13, 1943, has been missing in action in Europe since December, 1944, according to a report recently received. It is not known whether or not since V-E Day he has been released from a possible prisoner-of-war status.

Lt. Edwin P. Gwin Missing In Action

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Edwin P. Gwin

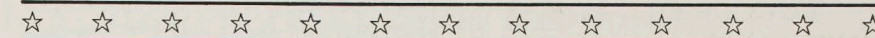
Lieutenant Gwin was employed by Pacific Electric on July 28, 1942. His wife, Mrs. Nancy H. Gwin, lives at 430 South Milton Avenue, Whittier; his father and mother, Mr. and Mrs. Edwin M. Gwin, at 426 South Milton Avenue, Whittier.

All employes hope that good news will soon be forthcoming concerning the young man's whereabouts.

Toward Peace

With malice toward none; with charity for all; with firmness in the right, as God gives us to see the right; let us strive on to finish the work we are in: to bind up the nation's wounds; to care for him who shall have borne the battle, and for his widow and his orphans—to do all which may achieve and cherish a just and lasting peace among ourselves, and with all nations.

—Abraham Lincoln



HONOR ROLL

Pacific Electric Employes Reported Entering the Armed Services of the Nation in June, 1945

ENGINEERING DEPARTMENT

Walter I. Crumpacker

Reported Returned From Military Service

ENGINEERING DEPARTMENT

Harold F. Crotts

MECHANICAL DEPARTMENT

Edwin L. Marriott
Albert J. Norman

As of June 27, 1945

Pacific Electric Employes in Armed Forces.....	784
Employes Deceased while Serving in Armed Forces.....	10
Prisoner of War	0
Missing in Action	3

Total - - - - - 797

GOLD STARS

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

MISSING IN ACTION

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



How Does Your War Contribution Measure Up?

"Our boys over in the Pacific are doing a wonderful job—yup, wonderful!" said the man riding home in the bus. "Anything we folks back home got to sacrifice for the war ain't nothin' compared with what our boys are goin' through!"

Right, Mister, absolutely right! But there are some people—not a lot of them, but enough to make darn nuisances out of themselves—who figure we can have our cake and eat it too.

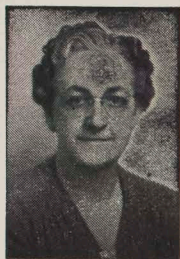
They're the folks who complain about rationing. They don't like this—and they don't like that. And they tell you that, of course, they know there's a war on, but. . . ."

But what, chum? They don't have "buts" on the Pacific. America's fighting men know there's a war on—and they like it a heck of a lot less than you do—as much as you dislike it—because they're the guys who are doing the bleeding and the dying.

But what, chum? It's hard to get steak? The kid who used to deliver your paper stretched one can of cold hardly-tasty rations over six and a half days when he was isolated in a foxhole in Okinawa during some particularly heavy fighting.

So when you think things are tough—or dreary—or—well, you know what we mean—just ask yourself "How does my war contribution measure up to his?"

THIS IS THE P. E. INFORMATION BUREAU!



By
Deane H. Koch

We are busier than ever, if that is possible, giving people "going" instructions and "backing-up" schedules as requested. Will also try, however, to give you some of the latest news happenings and a few "outstanding" chuckles.

Edna Tilley has returned from her vacation and we have noticed no marked change, even though she is a "grandma" in her own right. Nor can we say anything else for our other new grandma, Evelyn Cook.

Just a few days after Helen Drew returned from her vacation, the following notice appeared on our bulletin board: "Aunt Helen has a baby nephew, 8 lbs. 5 oz.; born June 15, at 11 a.m. Auntie will never be the same." Being a "great-aunt" is something to be proud of and we feel she should "have her head a little high."

We are glad to report that Isabel Ash is home recovering from her recent operation. We hope for the best for her. Elsie Tappendorf is working Isabel's hours.

The present vacationer is Adeline McIntyre. What she will do for herself before she comes back, we wouldn't dare guess. We understand she has plenty of relatives to visit, if she is so inclined.

We are looking forward to enjoying a good juicy cherry pie. Anticipation, you know. (Wonder if Florence Spaulding will see this?) Seemed good to see Cynthia Hornek when she came in for a day or two to assist Fay Phillips in the Lost and Found.

Some extra cupboard space has been allotted to us for lockers for which we are truly thankful. It has been almost a miracle where so many of us could keep so many "books of knowledge." And if we did not have such books to refer to, how would we know to answer such questions "intelligently," of course, as "Can two people ride to Ontario on one round-trip ticket?" or "What number is Gate number 14?" Another question which would require "expert" knowledge was "Can I take just any car out of your station to go to the races?" The question whose answer isn't in any book was recently asked a Ticket Clerk. This party wanted to know if she would have to pay a full nickel

when the street to which she wished to go was just about half-way between the fare rate zone. It would be a terrible headache to figure half nickels, wouldn't it?

Perhaps the Traffic Department would like to know we have had requests for reclining chairs to Arrowhead? (Attention, Mr. Green.) Then we met the person who said she was a stranger and had no sense of direction. When told to go to the rear of the station for transportation, she looked bewildered and asked, "Where is the rear of the station?"

ROOM 221 AND VICINITY



By
Lucille Paige

My thanks to Rosanne Smith for reporting the news last month so capably. May I continue as interestingly.

Scoop of the month: Marriage of Ileen Baldwin to Warrant Officer Darold Allison of the U. S. Navy on June 5, after return from a visit with her mother in Madison, Wisconsin. Mucho happiness, Senora. The bride is Deferment Clerk-Secretary of the department.

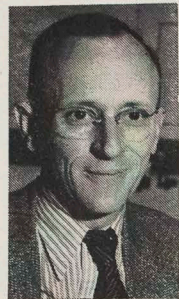
Jeanette Everson, Secretary to Superintendent Whiteside, vacationing in Aberdeen, South Dakota, passing through Seattle en route to visit her brother in the Service.

Feeling proud of our new reception office, as well as the new flooring in all the offices. That's what happens when your "journalist" takes a few

weeks vacation. Just don't wax that floor, PLEASE!

Words taking on a new twist since the war: Fraternalization, Wave, ripple, head, etc.

Interview with the Office Manager: Had to take him to lunch to make him talk (he ate chicken, too). After two years as his secretary, I found some interesting facts about this quiet, reserved man while crunching on chicken bones. He also eats potato jackets and has table etiquette equal to that of an Oxford man.



Ivan W. Erhardt

Been in the transportation business all his life, starting as an agent with the Soo Line Railroad, then train dispatching for ten years. Had four years with Greyhound Lines, during two of which he was Superintendent of the El Paso Division. But California won out, and in 1933 he joined the Motor Transit Lines, which consolidated with Pacific Electric in 1938. Made Chief Clerk in 1941, and at present is Office Manager in charge of all clerical forces in the General Superintendent's office, as well as District Terminals.

IWE was an officer in the last war. His daughter, Jean, represents the family this time, as Telegrapher 2nd Class, U. S. Navy, now stationed in San Diego.

Usually eats like a bird (except when eating chicken); is so conscientious about his work that you'll usually find him at the office around seven each morning and after all the force has departed each evening. Is proud of his youngest offspring, Mary Lou, who ice skates like a little champion; is a radio expert; gardening is his hobby.

REPORT OF VITAL STATISTICS

May 21, 1945, to June 20, 1945

DEATHS

NAME	OCCUPATION	Group	Died	
			Insurance	Mortuary
*Carrier, Willie G.	Conductor (Retired)	5-13-45	Yes	Yes
Greenfield, Herman	Motorman (Retired)	5-21-45	No	Yes
Hart, William F.	Motorman (Retired)	5-21-45	Yes	Yes
Loman, Paul I.	Conductor	5-26-45	No	No
Madrid, Rodolfo	Laborer	6-17-45	Yes	No
Telles, Jose	Laborer	6-3-45	No	No
**Tredget, Francis E.	Trucker	4-11-45	No	No
White, Charles	Conductor	5-23-45	Yes	Yes

EMPLOYEES' WIVES' DEATH BENEFIT FUND

NAME	DIED	WIFE OF	DEPARTMENT
Lyon, Gertrude	5-23-45	Lyon, William Hylo	Transportation

*Reported subsequent to last publication.
**Died in military service.

L. I. Mosier, In Europe, Promoted; Now Major, Has Big Transport Job

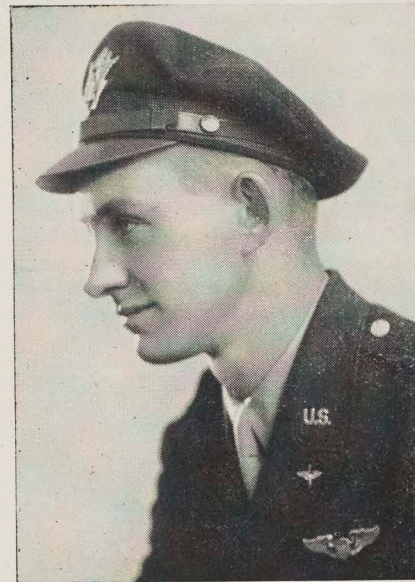
It is now MAJOR L. I. Mosier, who received his promotion from the rank of captain on the first day of May. Major Mosier will be remembered as a former Motor Transit Supervisor, and was last heard from in the September, 1944, issue of the PACIFIC ELECTRIC MAGAZINE, in a letter from Europe in which he praised the war effort of Pacific Electric employees.

"Major Mosier has received a personal citation from the Commanding General of the Advanced Section Zone," Mrs. Mosier informs us, "and since V-E Day, he has been given another heavy assignment as executive officer in charge of operations in all Southern Germany, extending over 300 miles and covering 80 installations. But we understand he is breaking in an understudy for this job, as he is most anxious to return home. Active service in two world wars is enough for any one man, so Major Mosier will welcome the 'peace and quiet' of the MT on his return."

Major Mosier and his section opened the first railhead in France at a town called Folligny, then additional railheads covering a territory including

six other leading cities to Bastogne, said Mrs. Mosier. From there, they were moved to Liege, where they established a central railhead. While the men were working to open up these rail lines, buzz bombs fell day and night at a rate of one every three minutes, and sometimes three or four at a time. Major Mosier was injured by one of these buzz bombs, entered the 56th Base Hospital, and received the Purple Heart at this time. After he had returned to duty, his section was again called into action to defend Liege during the German "bulge." The defense was successful.

"The most interesting assignment Major Mosier has had was in Verdun, where his section started the fastest freight operation on the continent, called the 'Toot Sweet' Express," declared the former MT Supervisor's wife. "This service carried supplies to three armies, the supplies being carried from the port on this fast express train, then transferred to trucks and dispatched to army supply points. The greatest supply was sent direct to General Patton, and incidentally, it was not unusual for General Patton to ask for a million or two million gallons of gasoline in a single day."



RESCUED — Lt. W. Fredrick Morrison, son of Optometrist W. F. Morrison, grandson of W. W. Morrison in CTB, and nephew of General Agent R. O. Christiansen, has just recently returned from the war zone. Lt. Morrison had more than a year in Aviation training camps, and in the late summer of '44 went to Italy as pilot of a P-47 Thunderbolt fighter plane. After flying upwards of 60 strafing and bomber escort missions over northern Italy, southern Germany, and Austria, Lt. Morrison was leading his formation in a last dive before returning to camp when his ship was hit and he had to bail out of the burning plane over enemy territory in the Po Valley after being held prisoner from March 19 until April 12, he and three others escaped from retreating Germans and hid for days in a farmer's cement-covered basement, which also housed the farmer's wife and 7 children. They were finally rescued by G.I. troops mopping up a farm valley near Nuremberg.

When meat rationing first came in, a farmer reported to his local board that he had several hundred pounds of beef in cold storage. A few days later he received an official note demanding why he had so much on hand.

His reply was terse: "It was necessary to kill the whole steer at one time."

Send In Addresses Of P. E. Employees On Military Leave

Some Pacific Electric employees now in military service with the Army, Navy, Coast Guard, Marines, etc., may not know that they can receive the PACIFIC ELECTRIC MAGAZINE while on leave from company duties.

Hence, will you please send the names and complete addresses of all employees (men and women) you know

in military service abroad or at home to N. B. Vickrey, Manager, Pacific Electric Club, 917 P. E. Building. Please make each letter and number in the name and address perfectly legible and unmistakable, or the Magazine may never arrive at its proper destination.

Mr. Vickrey will take care of any duplicates which may come in.

Use the tear-off below, and if necessary attach an extra sheet with other names and addresses. Drop into company mail.

(Tear Off)

PACIFIC ELECTRIC CLUB

Mr. Vickrey:

The following Pacific Electric employe is on military duty:

Name..... Number (if any).....

Address in full.....

.....

.....

.....

CENTRAL TIMEKEEPING BUREAU



By
**V. B.
Tellechea**

Ah, July—the loveliest month of the year. This is when summer really begins in California, and our thoughts ever straying to cool shady spots by a translucent lake—buzz buzz—or lazying around with a drink in one hand—buzz—and a fan in another—buzz buzz—dog-gone it, Frank! We were so far away we really thought that buzzing was a mosquito! Seems F. Hardesty had a heavy date the other eve, folks, and was shaving with his electric razor!

Speaking of romance—several people have commented on how happy Miss Alice Karayan looks these fine days.



SHARPSHOOTING WAC—Corporal Martha E. Smith, on military leave from the Passenger and Car Accounts Bureau, joined Uncle Sam's Army in January, 1944, and after VE-Day signed to remain in service till Japan is defeated. She's an Air Wac, stationed at the Army Air Field at Topeka, Kansas, where she keeps busy in the Operations office. She is one of the few Wacs to hold a sharpshooter's medal. She will be home on furlough some time this month. Martha is not to be confused with Martha E. Smith who works in the Transportation Department.

There was a cat in the office the other day. (No, not one of us girls.) Alma Potter, head-girl of the night comp. operators, brought R. Albrecht a cute kitten, which Jean Lowe promptly took to her heart—and neck—back of said neck being decorated with the darlin'! Nothing cat-astrophic happened! And by the way, (of course this has nothing to do with cats) did you know Jean Lowe plays a fiddle?

And speaking of pets—U. L. D. is looking for a snake. Oh, not that he expects to pamper it. All he wants it to do is kill a few gophers in his V.G. If any of you snakes see this, just skeedaddle right over to "Ranchito de los Patos" and you might even be invited to a duck dinner!

"Long-shot Opal" is what we're calling Miss Haas these days. Did you ever hear of Kings Gambit? Well, Opal did! She didn't exactly faint, but she came pretty close!

What with the egg shortage and all in the stores, Gladys Garrett, one of the night girls, has asked Ray Albrecht every day for hen fruit, but no go—the chickens aren't doing so good. However, this does not discourage her, for this is the prayer she says every night: Dear God, please make Ray's chickens lay a lot of eggs so he can bring me a doz. every week! Hmmm—at least you're sure of one girl who thinks of you last thing at night, Mr. A.

Mildred Franse, former employe of Fred Harvey, visited MGM Studios not so long ago as guest of Mr. Harvey, to see the shooting of the film "The Harvey Girls" starring Judy Garland and John Hodiak. Mildred walked past the Gable physique and is glad to report she didn't bat an eye-lash! Robt. Walker was also around emoting with June Allison, and Lou Costello was clowning as usual all over the set of an interesting carnival scene. Luckily for P. E. she didn't catch the acting bug!

New girls in CTB: Mrs. Betty L. Norwood, Betty Helin and Leona Abramowitz. Glad to have you!

Jim Owens went off to Las Vegas for a few days and came back, not richer, nor poorer. So you know he didn't do any squandering!

Florence Howard traveled to Seattle to see her boy on leave before he left for the fighting zone again.

Chas. Sein spent some days at Crestline and got himself a beautiful tan!

George LaRoche enjoyed his vacation at home in Pasadena and Harry Welch puttered here and there in his garden and got a whale of a good rest! Not so Mildred Woods and Harry Shea—they had to go to the other end of the world, namely, Creston, Iowa, and Peoria, Ill. When we heard they had reservations on the same train

(Nos. 13 and 8 to be exact) we detected a lovely odor of romance), but then they had M's reservation cancelled at the last minute in favor of a soldier and H. hasn't seen hide nor hair of her since! (Says he!) M. ran around frantically, and finally accomplished a miracle and got another berth and in no time was enjoying mother's best fried chicken! Harry stopped in Chicago long enough to ride the new subway.

After seeing Goldie Morales' picture and life story in last month's issue, Frank Ward insists on seeing his past in print. Might take him up on that!

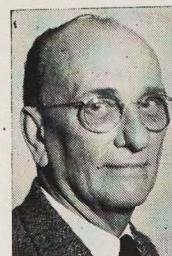
"What I want," shouted the orator, "is reform. I want reform in religion. I want reform in marriage. I want reform in dress. I want—"

"Say, bo," came a voice from the crowd, "wot you want is chloroform."



TIMEKEEPER'S DAUGHTER—1st Lt. Margaret M. Milano, American Nurses' Corps, is the daughter of Joseph M. Milano of Central Timekeeping Bureau. A graduate of the Delaware Hospital School of Nursing at Wilmington, Delaware, she was president of her class and won a scholarship award for obtaining the highest total average mark for the three-year term. Later she was promoted to the position of assistant to the superintendent of the Delaware Hospital. Joining the Red Cross, she enlisted in the U. S. Army and was stationed at Walla Walla, Washington, until her transfer to Camp Stoneman, California, in July, 1943, where she is now a psychiatric nurse. While on leave, she recently visited her dad in the CTB, where he has been since December, 1942.

MECHANICAL DEPARTMENT North and South Districts



By
**Guy F.
Gehde**

In order to put cars in shape to take care of the crowds going to and from the Santa Anita races, General Foreman Roy L. Mankins some weeks ago asked 13 day men to work nights. Their instant and willing cooperation was marvelous to behold. The men were Dan McMackin, Vern Williams, Sloan Beck, Henry Carter, Bob Baxendale, John Hansen, James Dillon, George Dick, Harold Durfee, W. D. Carrigan, John Stripling, Charley Good, and A. R. Penwell. The vigil being kept, they have now reported back on day duty. Roy has expressed himself as being most appreciative of their efforts.

The many friends of Loren Godwin are sorry to know of the tragic death of his son, 2d Lt. James F. Godwin, fighter pilot who fell in an unknown Pacific area near New Guinea. James was a kind fellow. He always went out of his way to be nice to the other man. He distinguished himself in the fighting, for letters received said that during ship bombings he rendered distinguished service throughout all campaigns. Deepest sympathy goes to Lieutenant Godwin's wife, at Hermosa Beach. Their daughter has been born since the sad news arrived.

My friends Fred Soule and Jim Langley are getting out box motors for Mr. Nichols at the Union Station. You don't realize, fellows, what this means; thanks. Fred, you had better get after Johnnie ("Philip Morris") Huemerich—he will not give one bit of news from the Repair Shop.

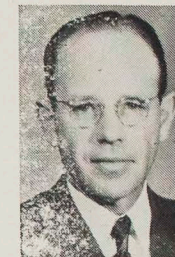
The writer had a delicious piece of cake one day. Says he to the donor, Harry Pearson: "You may repeat this one." Harry replied, "No sugar, no cake." So the way to get a wonderful cake from a charming woman whom you've never seen—Mrs. Harry Pearson—is just to give her a sugar stamp—I know!

One day late to work during 35 years of service is a fine record, possessed by Robert Hesten, who retired in June.

The first Foremen's meeting—held recently—seemed quite a success, the way everyone's face separated in smiles. It was nice to get a squint at

MECHANICAL DEPARTMENT Western District

By
**Milton R.
Clark**



these boys from outside points—but they had no news! Come on, boys; let's cooperate.

Have report that Frances Cady lost her mother in Texas recently. All employes extend heartfelt sympathy.

Happy birthday to Roy L. Mankins and Wm. R. Tingler.

Garage Man Publishes Dynamometer Article

Allen L. Bristow, Assistant Foreman of Motor Coach Maintenance at the Macy Street Garage, has an interesting article entitled "Engine Diagnosis for Peak Power" in the May issue of *Motor Transportation*, a monthly magazine devoted to commercial motor traffic in the West. In the article Al praises the dynamometer for its usefulness in detecting a variety of bus motor troubles without recourse to long and expensive road tests.

"It takes only a few minutes," writes Al, "to run a test which will give a very good picture of the condition of the ignition system, timing, carburetor, fuel system, air cleaner, exhaust, governors, valves, rings, engine and chassis and foreign noises."



SON OF FOREMAN — 1st Lt. Thomas W. Green, U. S. Army Ordnance Department, is the son of Thomas H. Green, Assistant General Foreman of the Western Division of the Mechanical Department. Lt. Green, graduate of Alexander Hamilton High School and for two years a student at Santa Monica Junior College, entered military service on February 3, 1942 as a private. He was promoted to 2d lieutenant in July, 1943, and to 1st lieutenant in November, 1944. He is married, and during the 20 months he has been in the South Pacific his wife has been living with his parents.

Jack Hawks, Day Foreman at the Subway, spent a good many years during the early part of his life as a sea-farer. He jumped ship in Frisco in 1913, married and settled down. Jack, like all true mariners, has never lost his love for the sea. In recent years he has had several boats of his own, the last being a 20-foot ketch-rigged motor sailor. Soon as the war is over Jack plans to get another boat, and in his spare time will be sailing around in Balboa Bay and out in the Blue Pacific.

Our sincere sympathy to Joan Perry, Car Cleaner at West Hollywood, whose husband died June 1, 1945.

Hugh McHale, Car Repairer at Toluca Yard, is mighty proud of his sister's cooking, and, having tasted some of her delicious berry pie, I agree that he has a right to be. By the way, Mack is a nephew of the late John Steven McGroarty, Poet Laureate of California and author of the Mission Play. At present, Mack and his sister, Margaret McHale, are living in the McGroarty home in "The Green Verdugo Hills."

Charles Lundgren, Car Repairer at Hill St., has two sons in Uncle Sam's Navy. One is in Australia and the other is on his way to the South Pacific.

Edward Bray, Car Repairer at Toluca Yard, tells me that his son is headed for Oregon, where he plans to spend the summer working on a big grain ranch near The Dalles, on the Columbia River.

Zachariah Marsh, Helper at West Hollywood, has been working temporarily at Toluca Yard, giving the 5000-class roofs a new coat of paint. Doing a nice job, too.

The gang at Toluca Yard were all set for cigars when Anastasio Orozco returned from his vacation, as he had planned to be home when the stork arrived. But the stork didn't arrive, as yet. Must have run out of A coupons. Oh, well, such is life, with restrictions placed on so many things. Those cigars will be appreciated just as much later on.

TORRANCE TOPICS (Stores Department)

By
Fred B.
Hopkins



"Oh, if in expressing how I miss you
I could pour it all into one word,
The glad-hearted breezes would lift it
And carry it off like a bird.
They'd bear it to you, oh, beloved,
That word of my passionate care,
And every hour you'd hear it,
It would follow you everywhere."

The above verse written by one named Heine appeared not long ago at the head of Mr. Durling's column in the *Los Angeles Examiner* and was offered as a sort of greeting from the mothers, sweethearts and wives to the boys in the service. Inasmuch as I am about to tell you of some of ours, I feel that the verse is most appropriate for the purpose I have in mind.

First, in making the rounds I inquired of Storekeeper Wilkes as to his two boys that are away in the service and was greeted with the kind of a smile that won't come off as he told me that David, who is in the Coast Guard, is "home right now—or close by" after having been in several of the operations across the Pacific in and around the Philippines; and as to Tom, Jr., he is a Staff Sgt. in the U. S. Army Air Corps and is still at Roswell, New Mexico, working on B-29's and for recreation on the



GLENN
Last . . .

side acting as Scoutmaster for a troupe of Boy Scouts. Next, I inquired after August Zurborg's son, Bill, and was informed that he was driving a truck in and around Manila in the Philippines. He has sent home numerous souvenirs, such as stamps and Japanese currency. One of the very choicest stamps that I have added to my collection begun more than 40 years ago was a Philippine 12 centavos stamp depicting the rice terraces in the Philippines. It was given to me by August from among those sent home by Bill. There is a touch of sentiment in this item and of all the thousands of stamps in my collection this one will always carry outstanding significance.

Next I interviewed my friend Eulogio Castro about his tow boys and learned that Robert has been in Burma in the U. S. Army Engineers' Corps for two years or more and Arthur is in the U. S. Army in the Philippines. Lino Gonzales told me that his boy, Pfc. Alexandro, has been in a fighter squadron of the U. S. Marine Corps for over a year and has been five months overseas in the Pacific, presumably on Okinawa. Letters come through from time to time but they are few and far between and reveal nothing as to location.

Prof. Cain tells me that Bob is in the Army of Occupation and will remain in Germany, for a while, at least. Bill Jolley says, "I got a letter from Bill yesterday and he is in Charleroi, Belgium, and will be going into Germany within a week."

Inquiry from Catalina Gonzales revealed that she has two boys in the service. Corp'l Jesus Gonzales is in Frankfurt, Germany, and served under General Patton. We received quite a thrill several weeks ago when she exhibited in the Torrance Store a flag captured in Germany and sent home by this son. It was not a Nazi flag but one of the old German "double eagle" emblems, and carries quite a story which her son said he would relate to her upon his arrival home. She said that he wrote he would know by the end of July as to how soon he might be expected to come home. Her other son, Simon, is a Corp'l in the U. S. Army Air Corps and left about a month ago for action across the Pacific. His duties have all been in connection with the B-29's.

And now, I must tell you of all the excitement and commotion that was caused on the Ordway Ranch up in the Torrance Mountains one night last spring when the Deacon's only son, Dan, came from from the Navy on a 30-day leave. His arrival was unheralded and unsung, when along about midnight the neighbors were aroused by the sudden flashing on of lights. And when the old Missouri mule

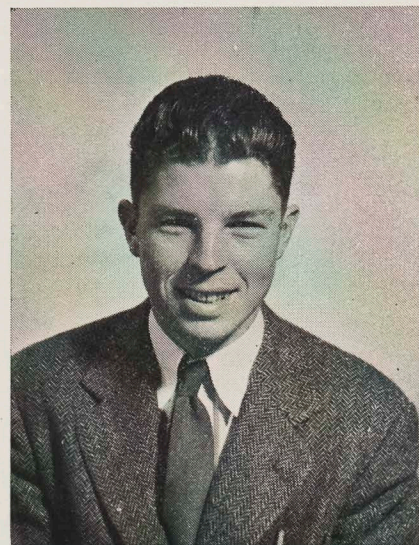
started braying and the chickens started cackling, the ducks quacking and the cows mooing, then everybody knew the big event had occurred and the Deacon's boy Dan was home at last. The next morning we were greeted by the smile that can't be erased from the face of the Deacon, and as they say of drinking Postum—"There's a reason." The spring ploughing had to halt for a while and give way to a trip out on the desert and into the wide open spaces and Dan's 30 days were spent all too quickly.

And last, but not least, I must tell you of the two sons of our genial Storekeeper, Charles Stock. Their pictures are shown herewith. Glenn, the eldest son, now on an island (unnamed) in the Pacific repairing damaged airplanes, has been in the service almost two years. His other son, Ray, who finished school this spring, is in the Navy as a radio technician and has already passed the first test. More will be heard of these two boys in later issues.

This closes our notes concerning the servicemen and now I wish to extend my congratulations and good wishes to my fellow contributor from Macy St. Mechanical Dept., Guy F. Gehde, who, in 1942-43, was one of the Stores Dept. personnel at Torrance. During that time we developed much fondness and esteem for him. It was with a great deal of pleasure that I found and read his columns (with picture adjoining) in the past two issues of the P. E. MAGAZINE.

Keep up the good work, Guy—with best regards from all of us!

Mrs. Evelyn Wright, wife of Correspondent Jack Wright, is well on the road to recovery, at the time of this writing, from a major operation.



RAY
. . . but not least.

SIGNAL DEPARTMENT



By
Virginia
Simmons

"Summer time, when the living is easy, fish are jumping—" yep, the Gershwin ditty really sends us . . . and we're talking about vacations at Big Bear Lake. And the fishing? Well, that's S.O.P. (Standard Operating Procedure.)

Bert Brainard and Arlie Skelton should be there now; Ivan Wilson, Kenneth Douglas and C. P. Parsons are "have beens." Incidentally, Towerman Parsons was the recipient of a five-dollar bill from General Petroleum for reporting a broken pipe line (on a freight train hauling butane gas) . . . split the gift with the freight crew!

With haircuts up to one dollar, we'd like to remind you that Towermen P. J. Baker and Clarence White are professionals—not a plug). Adrian



NEW OVERHEAD LINE TRUCK—One of two purchased for the Signals and Overhead Division of the Engineering Department. It will be used by General Line Foreman R. M. Cobb's Overhead Gang for use in both heavy repair work and heavy new construction. Standing by the new truck are District Line Foremen H. B. Ravey and J. E. Kenner, who are most directly concerned with use of the new trucks.

Tallman sees twice as well these days, with two new pairs of glasses; one pair for work, and gold rims for dress-up occasions. Frank Edmonson

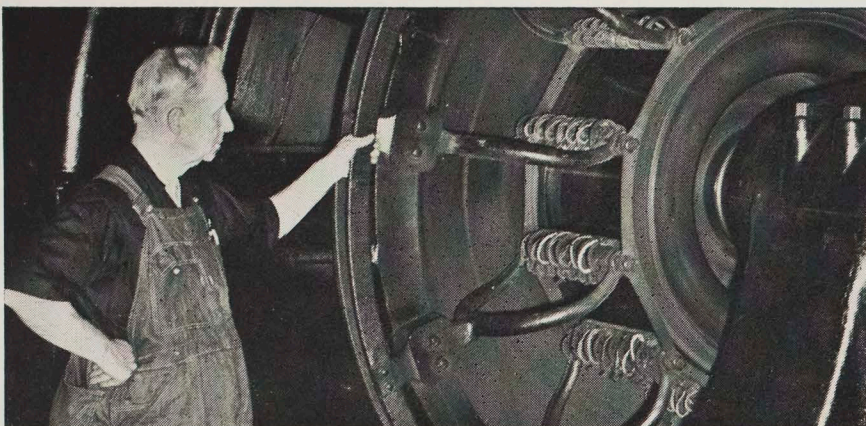
has gained 27 pounds on his new job at Amoco, and looks like a new man. Johnny Neff says he's tired of Pin-Up girls, and is looking for Pick-Up girls. Tsk . . . tsk!

Roy Oakley home for good, having been discharged from the Navy. Plans a good rest, and then back to work. Say, did you ever notice Bert Durr's pretty white teeth? And did you know that our good friend Jesse Grogan visited Watts Tower recently? Yes sir, Wes Scranton drove him in. Nice going, boys. The fellows at Claremont Tower are considering going into the bee business. Seems a friendly bunch of bees have moved into one corner, and made themselves at home . . . oh boy! Orange blossom honey! Best of luck to James Haley, in Barnes General Hospital in Vancouver, Washington.

Lines on Linemen: Al Kirk sold his ranch in Pomona—has a new home on Ferntop Drive (We hear it's far superior to "Dunsmuir Terrace"—George Prell is trying to mix the strawberries and milkweed, so he can have strawberries and cream without so much trouble). Eugene Whipple's moved into a new home in South Gate, while out San Fernando Way, Pete Day's taken up new residence. (We knew Bing's crooning would get him!) Lale Thomas has put in 200 sweet potato plants (candied variety?) on his place in El Monte, and, hey now! What genial gentleman with a pleasant smile brings red roses to Miss Jessie Eaton? Or, who chisels in on the Signalmen's privilege of



"TELL IT TO SWEENEY, GRANDPA," say his two grandchildren (right) to Electrical Clerk Ed Hasenyager, shown at his desk in the Washington Street Signal office. The grandchildren are Edward John Sweeney, age 3; and Marilyn Beryl Sweeney, age 6. Grandpa has been Clerk for Electrical and Overhead Lines ever since 1910, and has occupied the same desk and chair since 1911. In 35 years, he's never been off the job for more than a two-week period. His outside activities include Masonic lodge, golfing with retired Electric Engineer Julian Adams every Saturday afternoon, and raising dahlias.



CHARLES L. FITZGERALD, retired Substation Operator, as he looked while checking the operation of a motor-generator at Valley Junction Substation.

taking her to coffee? "Tex" Ingram's vacationing on a ranch in Wyoming— lambing time. Mighty nice to see Dick Kennedy back to work after so long, and we'd like to welcome Miles Madson back in the department. Miles was Line Crew Foreman of the Long Beach crew in 1943, when a serious accident pulled him out of service for two years. Good luck to you, Miles, as a new Towerman! "Spud" Russell's nickname has changed to "Seagull"— always squawking! (No offense, fellow, griping is a healthy American attitude.) Add famous last words at Washington Street Yards: "Where's Eddie?"

IN MEMORIAM: The entire Signal Department express their heart-felt sympathy to Towerman Oscar Rice and his family over the loss of Pfc. Jack Rice, their son, who gave his

THE VARGA INFLUENCE appears to be neither seen nor felt, as Thomas B. Roscoe, right, Signal Draftsman, gravely discusses with T. D. Eater, who does the detail drafting, some problem of the day, up in the Signal Department office. Mr. Roscoe also estimates the cost of the signal circuits which he and Mr. Eater work out on paper.



life at Okinawa on May 5, 1945. Jack had served five years in the Marines, enlisting in October, 1940. He had been in the Pacific Theater two and one-half years. He saw action in six invasions; at Guadalcanal, New Georgia Island, Cape Gloucester, Munda Bay, Palau Island, Iceland and Okinawa. He was 23 years old and married.

Substation Operator Charles L. Fitzgerald Retires After 42 Years

Senior Substation Operator Charles L. Fitzgerald retired on June 15 after 42 years of listening to the hum of the big motor generators and rotary converters.

He started on June 2, 1903, as a

Substation Operator at the former Eastlake Station near Lincoln Park. In 1910 he went to Valley Junction, when the station was east of the tracks at Pomeroy and Soto Streets. In 1934, when the new building at Valley Junction was completed, he moved in and remained there until his retirement.

It isn't a long record, but when regarded from the point of view of loyalty and fidelity, it's a remarkably fine record. Moreover, "Fitz" has trained many men in as Substation Operators, and taught them to handle electrical equipment correctly, safely, and conscientiously. Tactful, mild-mannered, and kindly toward the deserving, he could nevertheless be perfectly blunt toward those whose attitude was not of the best. He represents the best in Pacific Electric tradition.

Fitz plans to devote his days—and perhaps some of his nights—to experimenting with new varieties of roses in his greenhouse. He has patents on several miniature varieties. He lives with Mrs. Fitzgerald at 536 Acacia Street, Hawthorne.

The best wishes of all his co-workers in all departments follow him in his retirement.

FIELD ENGINEERING NEWS

By George M. Kappers

Random thoughts by vacationists L. H. Lowe, C. C. Mayne, C. J. Cobb, G. H. Brown, A. F. Dougall, Miss Bettie McAnally: "Wouldn't it be wonderful if we could work two weeks and have fifty weeks vacation?" Sounds good to me.

A ripe red tomato and Miss McAnally had a lot in common this week. She says, "In the heat of the beach all things must ripen—thereafter peeling." That's life, Bettina. . . .

Another good man gone wrong—Lee Wedl, one of our newer Engineers, decided to jump over the deep end on July 21. We certainly have to give him credit for being a fast worker. Three months! Must be those blue eyes and that wavy blond hair.

Can't help feeling for Lee, though, if his girl friend should happen to meet our Chairman of the past three months—Jack Roesinger. His nickname is "Beautiful." He is just that. When girls look at him their hearts flutter and they lose their power of concentration—more darn "women hours" lost that way.

Yours truly, accompanied by his better half and Mr. (Asst. Research Engineer) and Mrs. Ed Marcy, spent one of the most enjoyable weekends of many months past at Bob Bel-

frage's paradise in the mountains—"Alpine Terrace Resort," Twin Peaks, California.

Welcome is extended to five new Chainmen: namely, Bill Tunnell, A. O. Mathias, Don Batman, Jr., Richard Horrworth, and James Fenwick. Looks like old times to have our manpower nearly back to normal.

The weekly Engineering Forum is growing, attended by the following: H. R. Searing, L. H. Lowe, G. M. Kappers, Joe Frownfelter, J. Blackburn, C. Cobb, C. Mayne, H. Bosworth, B. Dawson, H. Bieker, J. Roesinger, A. Mathias, A. Levinson, W. Crumpacker, B. Tunnell, R. Horrworth, D. Knosp, D. Amos, J. Fenwick and Lee Wedl. We are scheduled to follow one engineering project through to its completion in the near future, starting with the field survey, through the designing and estimate, to the final staking in the field and the final "track report." Participation will enable us all to familiarize ourselves with all types of handling, field and office, thereby strengthening the individual as well as the department.

Adolph Liden, employe of our department until recent months, dropped in the other day to announce the birth of twins, inspired, he says, by doubling up of work necessary in the Engineering Department due to the war emergency. "Hope the work isn't tripled by the time I get married," says Bill Tunnell.

More next issue by Mr. Wilkinson, another member of Field Engineering.

HOSPITAL LIST

Best wishes for a speedy recovery to the following employes, who were confined to St. Vincent's Hospital as of July 2:

Frank J. Connors, Freight Claim Agent, Freight Traffic Department.

J. J. Coon, Assistant Service Director, Transportation Department.

Nick Cristee, Auto Repairer, Mechanical Department.

Ernest Edwards, Trolleyman, Southern District, Transportation Department.

Robert E. Haynes, Ticket Clerk, Transportation Department.

James H. Johnston, Motorman, Western District, Transportation Department.

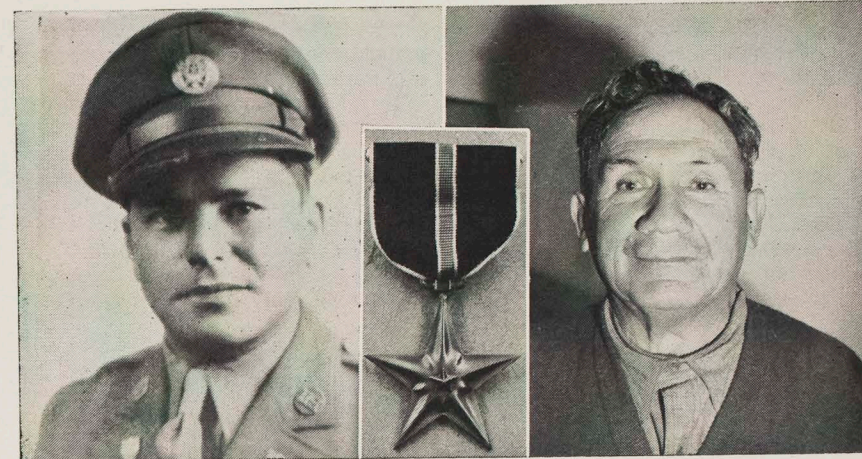
Louis H. Newport, Supervisor, Western District, Transportation Department.

Thomas Matten, Mechanic, Mechanical Department.

William H. Payne, Helper, Mechanical Department.

Angelo Sarni, Helper, Engineering Department.

Samuel Thomas, Auto Repairer, Mechanical Department.



BRONZE STAR is won at cost of his life by Pfc. Rex Martinez, left, stepson of Trackwalker Nicolas Murillo, right.

Trackwalker Murillo's Stepson Dies A Hero In Leyte Battle

"When you go to fight, Rex," the Mexican had gravely said to his stepson just before Rex left for service, "don't think just of your mother, and me, and your sisters and brother. Think of everybody in the United States. You are fighting for the whole country."

"I will, Dad," was Rex's reply.— And in that heroically unselfish spirit, he died in battle.

Pfc. Rex Martinez, 27, stepson of Nicolas Murillo, Trackwalker on Section 15, was mortally wounded on Leyte, October 26, 1944, as a result of voluntarily exposing himself to enemy gunfire in order to observe enemy positions. For his bravery he received the Bronze Star, and a citation dated April 2, 1945.

"As his platoon moved forward to relieve another unit," says the citation, "surprise fire from the enemy on both flanks was encountered. Private First Class Martinez, realizing the immediate necessity for an all-round defense, moved unhesitatingly into an exposed position on the left flank to observe the enemy positions. In the accomplishment of this heroic action, Private First Class Martinez was mortally wounded. His initiative and devotion to duty served as an inspiration to the men of his platoon and were in full keeping with the highest tradition of the military service."

Born in Los Angeles on February 13, 1922, Rex attended Jordan High School in Watts, leaving after the tenth grade to go to work. He leaves his mother, Mrs. Eliza M. Murillo, two sisters, Violet and Belia, and a brother, Florila, 24, member of a tank battalion and also possessor of the Bronze Star. The family live at 1431 East 59th Street, Los Angeles.

Though all Pacific Electric em-

ployes now learning for the first time of this young man's death feel profound sympathy for the surviving relatives, they also share with the family a spontaneous pride in Rex's heroism.

EASTERN DISTRICT ENGINEERING DEPT.

By

Mabel E. Forsberg



We are glad to elcome Mr. William Burton to the Eastern District. Mr. Burton, formerly Foreman of Section 19, has been assigned to the position of Foreman of Section 31, with headquarters at Upland.

The replacement of 128-lb. P.F.E. crossing at 9th and "K" Streets, Colton, with 113-lb. Manganese crossing, has been completed.

Work has begun on the relaying of the Alta Loma Curve on the San Bernardino main line.

Mr. B. H. Logue, Electrician on the Eastern District, and Mrs. Logue enjoyed a short visit from their son, Capt. C. K. Logue, who is now stationed at Great Falls, Mont. Capt. Logue possesses an Air Medal with three Oak Leaf Clusters and the Distinguished Flying Cross. While with the Eighth Air Force, he took part in 25 bombing missions over Germany and occupied territory.

Mr. John Lobo, Bus Driver for Extra Gang 13, is a member of the California State Guard of Pomona. They recently went to Pasadena, where they put on a colorful parade.

It seems the Wacs were having a drive for new members; and, judging from the number of new recruits, the event was a great success.

Mr. Ray Hamilton, Driver Groundman on the Line crew, has gone to St. Joseph, Mo., to visit a brother who is critically ill. We hope that when you reach St. Joe, Ray, you will find your brother much improved.

Charley Shunk, Foreman of Section 32, believes in the old saying "If at first you don't succeed, try, try again!" The new tool house he has been wanting is under construction at the south end of the San Bernardino Yards.

Sometimes we wonder if we have a B & B Shop, or a saw mill, adjoining the Engineering Office. The new power saws are being put to good use and there is no telling what might emanate from that shop in the future.

Are we happy? Yes sir! Our new linoleum will be laid within the next few days. Also, we now have a Monroe calculating machine in the office, so no excuses for mistakes in addition from now on. That isn't all—we don't have to turn the crank on the dispatcher's phone any more. The old crank has given way to push button.

**Soldier "Understands"
P. E. "Tops" On Bonds—
Let's Justify His Belief!**

It may behoove some of us to take action in order to enable Pacific Electric to justify Pfc Enos H. Rolston's idea of our standing in War Bond purchases. Enos, 26, entered the Army on August 10, 1942, leaving a job as Helper in the Mechanical Department at Butte Street. He began work for the company as a Car Cleaner at Long Beach in October, 1941. Writing from somewhere in Europe, he says, in a recent but undated letter:

"I have been receiving your Magazine and think it is very good. Please

send to me at APO 339. Once in a while I see Bob Hilliard—I guess you all remember Bob; he's close by. We're here somewhere in Germany. And thanks to you all for the many War Bonds. I understand the Pacific Electric is tops on that job. I hope to return some day to continue my job which I have had to leave.

"Good luck and many regards."

Glad you're enjoying the Magazine, Enos; and your change of address is noted.

**NEWS SERVICE
and
RESTAUR-ANTICS**

By
**J. A.
Degerman**



Come with us, folks, to the Subway Terminal Bldg., while we get a close-up picture of the P. E. News Stand on the Main Floor.

Dispensing service—with an aim to please—is an art with Mr. Ben Parisi, News Stand Agent. Accommodating the throngs of people who have passed by this news stand during the sixteen years that Benny has been here has earned for him the friendship of many. As we watch the number of customers who stop to buy a magazine or newspaper, or just to say "Hello, Benny," we notice that his smile impresses each with the feeling that he realizes the happiness and genuine satisfaction to be found in pleasing the host of friends he has made during a long period of service.

Twenty-six years, to be exact! Many remember him as News Stand Agent

at 6th and Main Street Station for many years.

Are you aware that most of us naturally experience a feeling of delightful anticipation in passing certain places? There are those who never miss a morning or evening in stopping here. The reason? It's always a pleasing experience!

The suddenly appearing crowds of people around the News Stand seem to bring confusion. However, closer attention reveals that it is ordered and purposeful commotion, as everyone is speedily served. It is then that we become aware of, and admire, the efficiency of the crew. Their fine organization is welded of alert management and experienced workers who are genuinely interested in the quality of their work. Mr. Ben Parisi and his crew seem to have mastered another art—that of co-ordinating efforts to produce maximum efficiency.

Before going on our way for this month, we'd like to take this opportunity to:

Give a big "WELCOME BACK" to Mr. Rich Hayes, who was called from our service in January, 1944 to the service of Uncle Sam. Rich took an active part in the battle for Leyte, where he was wounded, then sent back to the U. S. After spending a couple of months in a hospital, he was given a discharge and sent home. He says he is happy about the whole thing—and we're all more than happy to say "Welcome home, Rich."

Report that Mr. Ben Parisi's son, who is not at all a stranger to Benny's customers and who is now also part of Uncle Sam's Armed Forces with the rank of Platoon Commander, is in the hospital as the result of injuries sustained in an accident while enroute back to Camp Decatur after spending a week-end with his family. Recent reports, however, indicate that he is much improved and anxious to return to duty. All join in extending best wishes for complete and speedy recovery to Ben, Jr.

**Railfan In Germany
Wants Booklet & Mag:
Gets Both For Asking**

That "nifty little booklet" entitled "This Is Pacific Electric," published by the Passenger Traffic Department some months ago, and now going into a second and revised edition, has attracted wide attention for its interesting facts about the company and well chosen pictures of operations.

From somewhere in Germany, a railfan, Pfc. "LT" Gutchy (that's how he signs himself) wrote as of June 1:

"I understand that you have put out a nifty little booklet entitled: 'This Is Pacific Electric.' Being an old Railfan (R. R. Boosters, etc.) I

would like very much to have a couple of copies if possible.

"I heard of this through a friend stationed in India—out where there's not one trolley car! Understand it's a fine book, so I'm all for getting a couple if I can. . . ."

"Also is it possible to receive the Pacific Electric employes' magazine regularly? Will defray costs. Just give me the word. Thanks a million."

Both requests are granted, Private Gutchy. Two copies of the first edition of "This Is Pacific Electric" are in the mail (revised edition will come later), and your name is being placed on the mailing list for the PACIFIC ELECTRIC MAGAZINE. There is no charge.

**SPORTS
CHATTER**




By
**George M.
Kappers**

ATTENTION: Organization of a Pacific Electric riding club is under way. To date there are in excess of 30 members. Arrangements have been made with the Pico Stables, Griffith Park, for any number of horses we desire up to 125 with a definite grant of special rates. The horses will be reserved, saddled, and ready to go at 7:00 p.m. every other Sunday evening. Cost of ride for two hours, 7:00 o'clock to 9:00 o'clock, will be \$1.50. Coffee and doughnuts to be served at 9:05, after which a stable, which has been converted into a rumpus room, will be turned over to us for dancing, etc., to any hour desired. A better deal could not be asked for. We expect to have some very enjoyable times at a less than nominal cost. Rides are to be every other Sunday starting Sunday, June 24.

By popular request, plans are also being made to start a company tennis tournament, including singles, doubles and mixed doubles. We have offers from city to reserve, in various sections of the city, tennis courts for Pacific Electric for this purpose. A number of persons have registered to date, but we hope to have many more.

All those interested in either tennis or riding should contact N. B. Vickrey on 2171 or G. M. Kappers on 2130. DON'T FORGET — ALL SPORTS ARE OPEN TO ALL EMPLOYEES OF PACIFIC ELECTRIC OR MEMBERS OF THEIR FAMILIES.

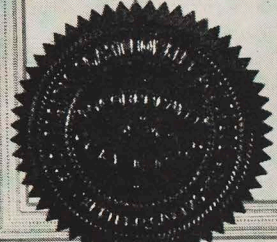


Pacific Coast Bowling Congress
VICTORY INDIVIDUAL CERTIFICATE

This is to Certify That Lloyd H. Covell,
is a member of the Electrical Department Bowling Team
competing in the Pacific Elec. Ry. Bowling League, a member
of the Los Angeles City Bowling Association
of the
Pacific Coast Bowling Congress
and has won the individual average championship.
in this league for the season 1929-30

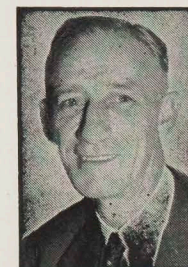
In Testimony Whereof, the Pacific Coast Bowling Congress
has caused this certificate to be signed by its President and attested by
its Secretary-Treasurer and its seal affixed thereto this 10th
day of June, 1930

Pacific Coast Bowling Congress
By Jack B. Squires President
O. M. Gregg Secretary-Treasurer



LLOYD COVELL treasures this certificate, and no wonder, says Charlie Hill.

**PACIFIC ELECTRIC
BOWLING NEWS**



By
**Charlie
Hill**

There is not very much of interest to report at this time on the activities within the Pacific Electric bowling realm. A few of our members are kegging in outside bowling leagues, and reports indicate that some of these are burning up the alleys. Some of our other leaguers are enjoying

special private bowling parties, patronizing especially the Jackson Recreation bailiwick in Glendale; and I understand, too, that the B. of R. C. girls are getting the jump on their forthcoming opponents by practicing in a body at the Arcade Recreation Center, where the Pacific Electric League will cavort next season. These girls are under the special tutelage of Bob Rachford. (Just a tip-off.)

Four new teams have applied for membership in the league beginning in September. These are the Accounting Department, sponsored by Jimmie Gould; the Engineering Department; and the B. of R. C., which will enter two teams in the field, one composed of the fair sex, mentioned above, and the other a gents' aggregation. With the anticipated return of all 16 teams in competition last season, the addition of the aforesaid teams will make

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a total of 20 in sight for next season, and probably at the August meeting of the League other teams will make application; therefore, prospects are very bright for a really big season ahead.

The picture reproduced on this page of PACIFIC ELECTRIC MAGAZINE is of a Victory Individual Certificate issued in June, 1930, to Lloyd H. Covell, now working out of the office of the Schedule Bureau. This was given to Lloyd by the Pacific Coast Bowling Congress as a special award for having attained the highest average in the Pacific Electric Bowling League for the season 1929-1930. In his prime as an active bowler Lloyd enjoyed an enviable record among the high-class bowlers, having maintained at one time an average of 198 in a traveling league. That is some average, especially when you consider the fact that no two events are rolled on the same alleys. The Pacific Coast Bowling Congress was organized in 1915 with jurisdiction over all organized leagues and tournaments of the West Coast area extending from California to Canada, both inclusive. This organization was dissolved in 1938. It will be of further interest to note that the Covell honor certificate was co-signed by Ona Gregg, Manager of the Arcade Recreation Center, and one of the present outstanding bowlers in the Pacific Electric League.

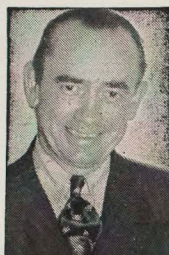
There will be more to write about later on. Reading is much nicer during the fall months. Autumn turns the leaves.

— Buy War Bonds —
Through Pay Roll Savings



MR. VACATIONER, this is likely to be you if you try a vacation trip this summer.

PACIFIC ELECTRIC ROD AND GUN CLUB



By
Arlie
Skelton

Greetings, Rod and Gun Clubbers, from Big Bear City, California.

My sympathies to you poor dears down there working in the fog and fumes while I live the life of Riley, on vacation among the pines and birds, with nothing to do but fish and rest. It's a wonderful world—if only we had more vacations. The trout fishing is swell, but some of these people up here call them perch. Anyway they are mighty good eating, whether you call them trout or perch. Those big rusty hooks I found were no good for these small-mouthed fish, so I had to buy some new ones. They were twenty-five cents each plus tax. The little woman wanted to fish too, so I had to buy two of them. It has been a constant worry for fear we would lose our hooks and spoil a perfect vacation.

Hope you enjoyed the motion picture at the June 13 meeting. President A. M. Cross said to tell the folks there will be pictures and refreshments following each regular monthly meeting.

Jesse Edmunds and Son Donald spent a very successful outing at Henshaw recently. Each took his limit of jumbo size crappie. The two limits with a few bass filled a gunny sack. The men at the dock said it was the nicest catch they had seen in over a year. Fishing is reported good at Henshaw if you can find the right spots. Barracuda fishing is also reported "spotted," with more spots where they "ain't," than where they are. Big halibut seem to be the predominating fish of the briny deep this year.

Don't forget deer season is just around the corner. Better get your reservations in early if you expect to get packed into your favorite hunting grounds. Just being able to get out into the wide open spaces to smell the aroma of the pines, is well worth while in itself. The fish or game you might be able to get are just added compensation.

Excuse a short column this month, as I have to go now and hunt for some hellgrammites and dig some fresh worms to feed the fishies tomorrow.

P.S. Don't forget next regular meeting Wednesday, July 11. Pictures and refreshments.

Back Issues of Mag Wanted By Railfan

For about two years Alfred Haij (say "Hi!") has been trying to complete his file of back issues of the PACIFIC ELECTRIC MAGAZINE. Alfred is not only a railroad man but also a railfan of the nth degree. Railfans should always be humored. So let's help Alfred out. He wants the following Magazines:

1916: July and November. 1917: February, March, April, May, August, September, October, November, and December. 1918: January, February, March, April, June, July, August, September, and October. 1919: December. 1920: September. 1921: February and December. 1923: August.

If you have any or all of these, and will part with them, send them to Alfred at 1445 S. Hayworth Ave., Los Angeles 35, or call him at WH-5066.

HERE AND THERE With THE WOMEN'S CLUB

By
Ruby
Gallacher

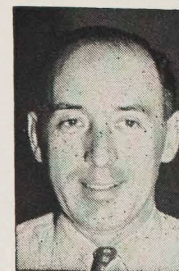


Your new Press Chairman will certainly have to be on her toes to fill the place of our beloved retiring chairman, Mrs. Lon Bishop. Long before I met her, I used to look for this column and enjoyed reading it. An orchid to Mrs. Bishop for years of faithful service!

May 24 was Installation Day, also the last meeting till September. Mrs. Shoup, a grand mistress of ceremonies, installed the following officers: Mrs. Mabel Smart, president; Mrs. F. Palmer, Vice President; Mrs. Ruby Gallacher, Recording Secretary; Mrs. Ed. Hasenyager, Treasurer; Mrs. Brearley, Corresponding Secretary. Board of Directors: Mrs. Shoup, Mrs. Andrews, Mrs. French, Mrs. Leatherman, and Mrs. Childs.

During the program, Mrs. Palmer introduced her daughter, Mrs. Freda Maynard, who sang two lovely solos, with Mrs. Gallacher at the piano. A large bouquet of red roses was presented to the new President, Mrs. Mabel Smart. The retiring President, Mrs. Andrews, was presented by Mrs. Hasty with the Past President pin, and also with a very beautiful gift from the Club. Mrs. Andrews thanked the members of her board for their cooperation during the past year.

PACIFIC ELECTRIC MASONIC CLUB



By
M. J.
Davison

The new President named her committee: Mrs. Andrews, membership; Mrs. Columbus, Red Cross; Mrs. Adams, hospital; Mrs. Bishop, music; Mrs. Hart, flag bearer; Mrs. Gallacher, publicity; Mrs. Bean, card party hostess; Mrs. Ruth Green, welfare chairman; and Mmes. Childs and McKenney, tea hostesses for the year. (Since the last card party, Mrs. Smart appointed Mrs. Dougherty as card party hostess, due to Mrs. Bean's illness.) Hope she is better, and can come to the card parties soon. They will continue through the summer, first and third Thursdays; and don't forget! Red Cross class every Thursday.

Echo Park was the locale of our summer picnic, last Friday, June 15. Twenty-three ladies and five children enjoyed a lovely pot luck luncheon at noon, on the island. Coffee, tea, and ice cream were served by the new officers. Mabel Smart, having a birthday the next day, was presented with gifts and loads of good wishes. Mrs. Green baked a lovely cake for the occasion.

A record of 15 years as correspondent for the Women's Club eminently deserves notice—and that's where Mrs. Lon Bishop comes in. Regularly and faithfully—we can't recall any missed months—Mrs. Bishop recorded for posterity the doings of the P. E. Women's Club. For that, and for her unflinching good humor, the Editor wishes to thank her.

Succeeding Mrs. Bishop is Mrs. Ruby Gallacher, wife of A. J. Gallacher, Freight Conductor working the "celery run" out of Culver City. Mrs. G. is a pianist and organist, her daughter, Fern Plowman, 24, is a saxophonist, and her son, Jim, 21, gun pointer with Patton's Third, plays the steel guitar. A. J. G. has been with P. E. 25 years. Welcome, Mrs. Gallacher! It's a fine first column!

MARY HAD A LITTLE WOLF

Mary had a little wolf.
He had a name: Inflation;
And every time she bought a dress
Poor Mary's situation
Became a little worse because
A part of every dollar
Had to go to feed the wolf;
He soon outgrew his collar!
The more she spent, the more he ate;
She simply couldn't beat him —
Until she started buying bonds
And found he couldn't eat 'em!

— SARA NOLAN

W. D. Stuart, Senior Deacon, Van Nuys Lodge, Van Nuys.

C. A. Newman, Junior Deacon, York Lodge, Los Angeles.

M. J. Davison, Junior Deacon, John Marshall Lodge, Beverly Hills.

If anyone holding office is not listed here, notify the secretary.

If you know of anything that will be of interest to this column drop a line to the Secretary on or before July 17.

Your Secretary has just been informed that our old faithful brother, John Jackson, is in very poor health. Don't have his present address. He lives in El Monte.

P. E. Post 3956 VETERANS OF FOREIGN WARS

By T. E. Dickey

Results of the poppy sales of our Post were very gratifying and our relief fund has been benefited by a substantial amount.

County Council and Department Convention Delegates and Alternates have been elected and are now taking part in the various activities in connection with the County Council and the Department Convention.

Our last regular meeting was a very interesting one due to the many reports given by our Chairmen.

H. R. Grenke was reported much improved after an operation at St. Vincent's Hospital, and will be confined at home for a few weeks before returning to his regular duties in the Accounting Department.

Roy Powell was reported as being able to be out and around some but still not improved enough to resume work.

Action is contemplated to suspend one meeting night a month during

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SEE OUR AGENTS AT TERMINALS
J. R. Dougher, Rep. L. A. Motor Coach Employees
Harold Bursleson
J. C. Duesterhoff
P. A. Du Bose at P. E. Club
Joe Sharpless, Western District

July, August, September, and October. You will be advised through this column of the dates of the meetings during these four months, and Commander Moyer requests that all members be present on those dates on which meetings will be held.

The Commander wishes to convey his thanks to everyone who assisted in the sale of poppies and says that if all V.F.W. Posts were as successful as P. E. Post 3956 the funds of our Eaton Rapids Home for orphans and widows of war veterans will receive an amount equivalent to or greater than the goal set.

In connection with the Eaton Rapids home the following is taken from the June, 1945, *Foreign Service Magazine*:

"During 1944-45 the National Home has been represented by 48 students from the ninth grade up and 107 in the first through the eighth grades. There are six pre-school children at the Home, the youngest two years old.

"Until 1943 a tuition fee of \$5.00 per semester per student was paid by the National Home to the Eaton Rapids public school system, but this is no longer required. Scholastic expenses include the purchase of textbooks and necessary paraphernalia and the providing of transportation to and from school in large, safe V.F.W. busses.

"The Home, as some readers may not know, is situated on a 640-acre tract four miles from Eaton Rapids."

YOUR VICTORY GARDEN

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

Summer care of the garden is important. Hotter weather is ahead. That means more frequent irrigation. The roots of most vegetable plants are confined to the top two feet of soil. Deep irrigation is not necessary for cabbage, cauliflower, celery, lettuce, onions, radishes, broccoli, and sweet corn.

How Deep Are Roots?

Beans, beets, carrots, chard, cucumbers, eggplants, squash, turnips, and peppers will root three to four feet deep. They need water less frequently but more at a time.

Lima beans, parsnips, pumpkins and winter squash, sweet potatoes, and tomatoes root from four to six feet deep, depending on soil. This gives them a still bigger "reservoir" in the soil. Irrigation of deep-rooted kinds calls for larger quantities of water at two or three-week intervals.

The Way to Irrigate

Now what about irrigation? Will sprinkling do? The answer is "Usually unsatisfactory." Most people don't leave the sprinklers on long enough. It will take hours to put water down

PACIFIC ELECTRIC CLUB BULLETIN

WEDNESDAY, JULY 11:

P. E. Rod & Gun Club Monthly Meeting. Followed by interesting Motion Pictures and Refreshments—7:30 p.m.

THURSDAY, JULY 12:

P. E. Women's Club Sewing Unit—10:00 a.m.

TUESDAY, JULY 17:

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

THURSDAY, JULY 19:

P. E. Women's Club Sewing Unit—10:00 a.m.

P. E. Women's Club Semi-monthly Card Party. Prizes to the winners—1:00 p.m.

TUESDAY, JULY 24:

American Legion Post No. 321. Semi-monthly Meeting—8:00 p.m.

American Legion Auxiliary Unit 321. Semi-monthly Meeting—8:00 p.m.

THURSDAY, JULY 26:

P. E. Women's Club Sewing Unit—10:00 a.m.

THURSDAY, AUGUST 2:

P. E. Women's Club Sewing Unit—10:00 a.m.

P. E. Women's Club Semi-monthly Card Party. Prizes to the winners—1:00 p.m.

TUESDAY, AUGUST 7:

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

WEDNESDAY, AUGUST 8:

P. E. Rod & Gun Club Monthly Meeting. Interesting Motion Pictures and Refreshments, 7:30 p.m.

THURSDAY, AUGUST 9:

P. E. Women's Club Sewing Unit—10:00 a.m.

TUESDAY, AUGUST 14:

American Legion Post No. 321. Semi-monthly Meeting—8:00 p.m.

American Legion Auxiliary Unit 321. Semi-monthly Meeting—8:00 p.m.

THURSDAY, AUGUST 16:

P. E. Women's Club Sewing Unit—10:00 a.m.

P. E. Women's Club Semi-monthly Card Party. Prizes to the winners—1:00 p.m.

P. E. POST 321, AMERICAN LEGION



By
**C. E.
Wilcox**

On May 29, Ye Scribe, along with Commander Newhouse, Comrades Parker, Withee, Shelton, and Lieutenant Geo. Withee, attended the ceremonies for the initiation of some 300 new comrades into Fred Peterson Post 27 at Long Beach. To me this is one of the most impressive ceremonies ever conducted by an organization, club or lodge. I am sure that if some of our new members had been able to attend, this would have impressed them very much. The officers are to be congratulated for their efforts and the time spent for this occasion. Much credit is also due to each member for his work in making Fred N. Peterson Post 27 the largest post in the state. After the initiation a dance was held in the Long Beach Municipal Auditorium free to the public, and a very large crowd was in attendance.

At the last two meetings officers were nominated for the ensuing year. Nominees were: For Commander, Comrades Bone, Withee, Michaels; 1st Vice Commander, Comrades Wilcox, Malmberg; 2nd Vice Commander, Comrades Parker, Shelton, Malley; Sergeant at Arms, Morris, Juston, D. L. Anderson; Finance Officer, K. M. Brown; Chaplain, Milnes, L. A. Finley, Lara Huhin; Historian, Wilcox; Executive Committee, E. L. Anderson, Nichols, Newman, Juston, Shelton, Clements; Delegates, Nichols, Mead, Wilcox. The final nomination and election will be held June 26, and the installation of officers will be held at 8:00 p.m. July 20 by the degree team of Teddy's Rough Riders Post 516 at their Club Rooms, 253 West 61st Street. Comrades, if you can, I earnestly urge you to attend the installation on July 20.

2nd Vice Commander Woods of the 23rd District and 1st Vice Commander Art Thomas of Post 561 were guests at the meeting of June 12. James L. Harper, Robert A. Bowman, Thomas M. Juston, Walter D. Anderson, and Gene L. Clemons were admitted as new members. Welcome to the Post, Comrades, and try to attend as many meetings as possible.

Can you buy an extra Bond?

The highest of distinctions is service to others.—King George VI.

Self-complacent

The corpulent, self-complacent Irishman sank into his most comfortable chair and remarked to his wife, "Well, Kate, me dear, life to me seems to have been one long run of prosperity. First I was plain Hooley; then I married you and became Mr. Hooley; then I was made Councillor Hooley, and later Alderman Hooley. To cap the lot, as I went into church yesterday, all the congregation with one accord arose and sang, 'Hooley, Hooley, Hooley.'"

Cop: "Don't you know what I mean when I hold up my hand?"

Old Maid Driver: "I should, I've taught school for 25 years."

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PHOTOGRAPHY

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KNOWS HER STUFF—The young lady you see in the cab of this engine is a perfectly competent locomotive engineer, though she was actually posing for General Electric publicity purposes at the time, this locomotive being a GE diesel-electric. She's Miss Carmen Venegas, Engineer, Transportation Division, General Electric Company, Los Angeles, and she has an engineering degree from Virginia Polytechnic Institute. Before receiving it, she was a locomotive engineer on the Compania del Pacific Railroad in her native Costa Rica. She's discussing technical problems here with Pacific Electric Engineer A. J. Bordelon.

Pat and Mike were detailed for scout duty overseas. The commanding officer ordered them to conceal themselves in a cow's hide and pretend to graze over toward the German trenches. Pat was given the front legs and Mike the hind legs.

All went well until Pat received a prod from his buddy. "Come, let's get out of here," hissed Mike.

"What's the matter?" queried Pat. "Matter?" snorted Mike. "Here comes a German with a milk pail!"

Golf

After the clergyman, with whom he was playing a round of golf, had completely missed the ball several times, the judge looked intently in his fast-reddening face, and said quietly, "Reverend, it's the most profane silence I have ever known."

WANTED

Single apartment, furnished or unfurnished, by July 20. Leave message for Harry Hunten with Terminal Foreman, Subway, TU 7272, Ext. 2176.

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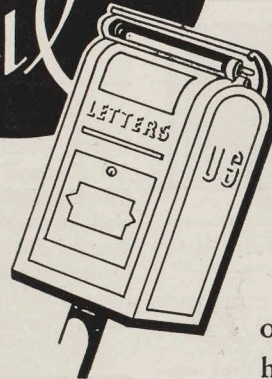
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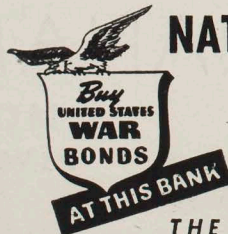
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