

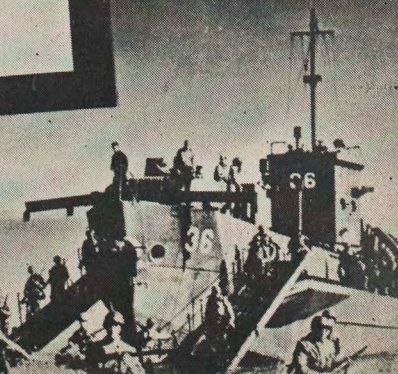
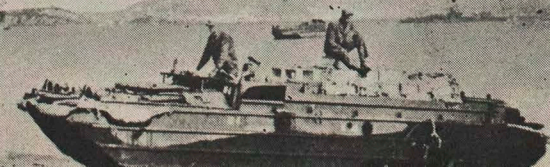
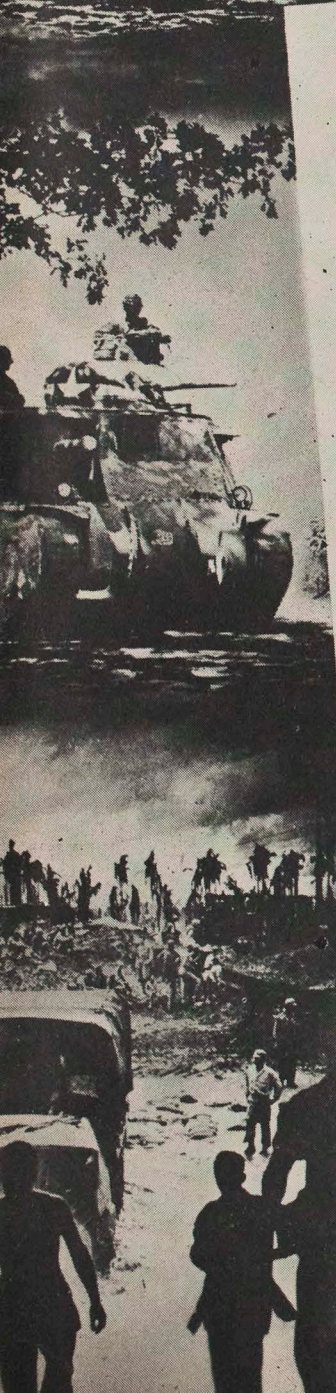
TO THE AMERICAN PEOPLE:

Your sons, husbands and brothers who are standing today upon the battlefronts are fighting for more than victory in war. They are fighting for a new world of freedom and peace.

We, upon whom has been placed the responsibility of leading the American forces, appeal to you with all possible earnestness to invest in War Bonds to the fullest extent of your capacity.

Give us not only the needed implements of war, but the assurance and backing of a united people so necessary to hasten the victory and speed the return of your fighting men.

*William D. Leahy*  
*Douglas MacArthur*  
*Dwight D. Eisenhower*  
*C. W. Nimitz*  
*H. H. Arnold*







... NOW THAT THE  
WAR IN THE PACIFIC  
IS PRACTICALLY  
OVER ....

MILTON  
CANIFF



"NEVER TAKE YOUR FOOT OFF A RATTLESNAKE'S NECK"



# HONOR ROLL

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

## ENGINEERING DEPARTMENT

Patricio M. Quinonez

## MECHANICAL DEPARTMENT

Amon R. Matthews

## TRANSPORTATION DEPARTMENT

- |                    |                   |
|--------------------|-------------------|
| Kenneth L. Braley  | Cecil H. Loveday  |
| Wm. A. Davis       | Richard W. Nisley |
| Wendell K. Elsmore | John W. Ramsey    |
| Ray S. Graham      | Clair E. Rugh     |
| Herbert C. Ireland | Jacob Schneider   |
| Howard J. Kopsho   | John E. Swift     |

## Reported Returned From Military Service

### TRANSPORTATION DEPARTMENT

- Douglas M. Carlson  
James E. Casper  
Daniel G. Ellison  
Telfair H. Koch

As of May 24, 1945

Pacific Electric Employees in Armed Forces.....	785
Employees Deceased while Serving in Armed Forces..	8
Prisoner of War.....	0
Missing in Action.....	1

**Total - - - - 794**

### GOLD STARS

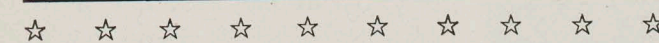
- |                  |                  |
|------------------|------------------|
| John DeGoede     | Raymond R. Munoz |
| Arnold G. Evans  | Stanley Nemeč    |
| Iver Iverson     | Wm. F. Nicolay   |
| Woodrow A. Lewis | R. B. Ruggeri    |

### PRISONER OF WAR

None. Charles A Stein, previously reported a prisoner, has been freed, according to Mrs. Eula M. Stein, his mother.

### MISSING IN ACTION

Lee O. Bogue, Jr.



## White Or Pink?

A quota of \$755,000 has been set for Pacific Electric employes to meet in the Seventh War Loan drive. Official dates of the drive are May 14 through June 30, but, as was reported in the April PACIFIC ELECTRIC MAGAZINE, an intensive Pay Roll Savings campaign began April 1 and is to continue until the end of the Seventh War Loan drive.

This means that all War Bonds bought during April, May, and June under the Pay Roll Savings plan, or by cash through the Pacific Electric Treasurer's office, will count toward the fulfillment of the quota.

It is estimated that, at the present rate of purchases, employes would have subscribed during April, May, and June, \$250,000 of the quota. Hence, *additional purchases* totaling \$505,000 must be made. That means an average *increase* of more than \$72 per employe, over the three-months period, or \$24 per month *more* than you are now subscribing.

That's a lot of money for some employes with heavy obligations due to large families, illness, etc. It is a trifling amount to many of you, who perhaps spend that much each month in entertainment.

*But there are many employes who are not buying War Bonds at all*—at least, through company sources. The Management-Labor War Production Committee especially appeals to these non-purchasers to fill out and return at once the pink slip they have received with their pay checks, and thus to begin allotting regularly part of their wages or salaries to War Bonds on the Pay Roll Savings plan. In this way they will greatly lighten the load on those employes who, like Miss Ruth Shannon, have loyally and patriotically given up many pleasures, and even perhaps some so-called necessities, to help win the war. Those who are already subscribing should fill out the white slip they have received, and return it promptly.

## I'm An Old Car Hand

By ONE OF THEM\*

(Tune: "I'm An Old Cow-hand from the Rio Grande")

*I'm an old car hand, from Sixth and Main,  
And I learned to brake on an Oak Knoll train.  
I know all the signs that the boomers know,  
From "Shove one car!" to "Let'm all go!"  
For I saw them all in the picture show—  
Yippy - I - O - I - A !*

*I'm an old car hand, Motor Transit brand.  
I can do anything that I understand—  
But I can't make a joint to save my soul,  
And I never did use the big push pole;  
But I'm awfully good at "Letting them roll."  
Yippy - I - O - I - A !*

*I'm an old car hand, from Sherman Way.  
I've never worked Freight a single day.  
I'm an old car hand never made a "drop,"  
Never tied a brake, never set a "pop"—  
But I'd sure make good on a "caboose hop."  
Yippy - I - O - I - A !*

\*The author prefers to remain anonymous.—Ed.



# "THE AGENT IS PACIFIC ELECTRIC!"

### Fifty-four Agencies Employing Seventy-three Agents and Assistant Agents and Five Hundred Other Workers Serve Pacific Electric and Its Customers in the Nation's Fastest-growing Industrial Area and Richest Agricultural Section—Southern California

Ask Station Supervisor *Hiram Edwin Foskett*, or his superior, Senior Assistant General Superintendent *T. L. Wagenbach*, how valuable Agents are to the company, and you'll get an earful. "To the people in the outlying town where he carries on company business, the Agent is Pacific Electric!" declares Mr. Foskett, who exercises supervision over some 73 Agents and their Assistant Agents at 54 stations scattered over most of Southern California. "If he runs a combined agency, he sells train and bus tickets; he sells shippers the idea of Pacific Electric freight and supplies them with freight cars; he may send and deliver telegrams; he probably takes care of express shipments—in short, in many of the smaller towns he is the key to the solution of all public transportation problems. And he's probably a member of one or more of the luncheon clubs, a member of

the Chamber of Commerce, a volunteer in the fire department, a trustee of the Board of Education, a leader in church affairs, and a Scoutmaster. If he sells his tickets with a smile, Pacific Electric, to his customers, is smiling; if he provides prompt and courteous freight car service, Pacific Electric, to his shippers, is 'a swell company to deal with.' Hence, he not only plays an important part in the life of many communities served by our transportation lines, but also provides a reputation for the company."

Mr. Foskett stopped to light a fresh cigar. "You know," he said parenthetically, between energetic puffs, "I smoke a lot of these things, but when I had a medical checkup not so long ago—the first in 20 years—the doctor said he couldn't find a thing wrong with me."

He continued: "Take the Agent at El Monte, for instance. He's got one



**STATION SUPERVISOR H. E. Foskett, shown dictating a letter to his efficient, obliging Secretary-Clerk, Mrs. Lillian Teter, has the big responsibility of seeing that all the stations on the system run smoothly and well. Having been himself an Agent at several Pacific Electric stations for more than 20 years before he assumed his present position in January, 1943, he is well aware of the duties, complexities, and difficulties of the Agent's job. When an Agent has a problem, Mr. Foskett usually has the solution.**

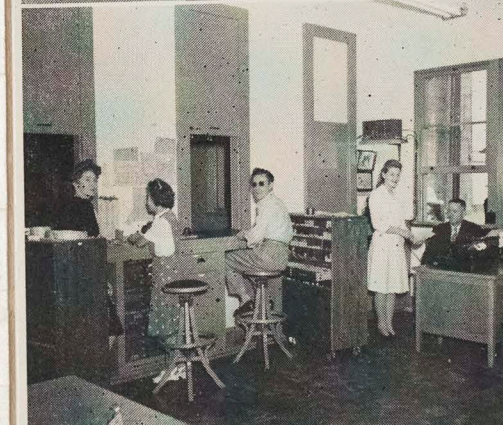
of the toughest spots on the system, because of the variety, as well as the amount, of work he has to do. He's located on the main line between San Bernanrdino and Los Angeles, and sells rail or bus tickets for four other transportation companies besides ours; he handles telegrams for Western Union (it's the only Western Union in that busy little town); he handles a lot of interline transcontinental freight; and he does a rushing business in express shipments. His office force has doubled since Pearl Harbor, and the station recently had be remodeled to permit the expansion of office and freight facilities. And El Monte's only one of a number of agencies which have expanded amazingly since the war started."

Mr. Foskett grows enthusiastic when discussing the growth of outlying agencies since Pearl Harbor. He points out 11 whose volume of business, always a source of exceedingly substantial revenue to the company, has increased in most cases from 100 to 500 per cent. Some of these do both passenger and freight business, some passenger only, and some freight only. We list them, along with the name of the Agent, in no particular order: San Bernar-

**ASSISTANT STATION SUPERVISORS take much of the load from the shoulders of Mr. Foskett. Left to right are R. P. Mendelson, E. W. Swanson, George F. Jehl, and Leo Vincent, pictured in their office at 208 P. E. Building.**



## SAN BERNARDINO (Passenger)



dino, passenger (*H. H. Rugh*) and freight (*C. O. Stephens*); Compton, passenger and freight (*F. A. Mann,*

acting\*), El Monte, passenger and freight (*Claude Anderson*), Long Beach, passenger (*R. W. McDougall*); Santa Ana, passenger and freight (*L. M. Duke*); Watson, freight (*H. A. Studebaker*); Wingfoot, freight (*G. P. Barkhurst*); Santa Monica, freight (*E. A. Riley*); El Segundo, passenger and freight (*E. S. Donaldson*); Hollywood, passenger and freight (*A. R. Stevan*); and Torrance, passenger and freight (*W. H. Bratton*).

Much could be said about the relative standings† of the stations in carloadings, l.c.l. freight, passengers handled, and types of commodities. Startling differences among agencies in all these factors make it impossible to assign any sort of overall rank to the stations. For instance, though San Bernardino leads in overall increase in dollar volume of freight business since the war started, El Segundo outranks all stations by a good deal in total amount of cars handled. Though Santa Ana has had a huge percentage of increase since 1941 in passengers handled, yet all stations yield to Long Beach in the

\*Agent C. J. Hileman has been absent on account of illness for six months, and was scheduled to go to the Huntington Beach agency on his return June 1.

†Based on a comparison of February, 1941, with February, 1945.

## SAN BERNARDINO

**PASSENGER STATION—At top is a front view, and next a rear view of the Passenger Station, just recently renovated. All busses lead in the rear. In the third picture, left to right, are Ermine Rognerud, Ticket Clerk; Kay Reed, Cashier; Carl Blumenthal, Ticket Clerk; Flora May Ryan, Ticket Clerk; and Hubert H. Rugh, Agent. Waiting on the two soldiers in the bottom picture is Ann Spuler, Baggage Clerk.**

**FREIGHT STATION—Across from the rear of the Passenger Station, the Freight Station is being enlarged to make room for the heavy volume of freight. In the center picture, left to right, are Allen Kolesar, Clerk; C. O. Stephens, Freight Agent; Beverly Manning, Steno-Clerk; Marie Golbek, Clerk; Leo Daun, Clerk-Warehouseman; and Gladys Holyfield, Freight Cashier. In the lower picture, left to right are Art Courtney, Clerk-Warehouseman; Russell R. Corey, Assistant Freight Agent; Mr. Stephens; Mr. Daun; A. W. Ott, Head Warehouseman; Joe Stewart, Clerk-Warehouseman; and Ira S. Walker, Clerk-Warehouseman.**

## SAN BERNARDINO (Freight)



revenue from passengers handled. (Remember, we're discussing outlying agencies, and therefore leaving Sixth & Main and the Subway, our two biggest passenger stations, out of consideration.) In l.c.l. freight, San Bernardino leads them all, both in percentage of increase and in total tonnage; in carloads handled it is outranked, however, by Wingfoot, El Monte, El Segundo, and Watson, and is nearly equalled by Compton. So far as the percentage of increase in passengers handled is



EL MONTE



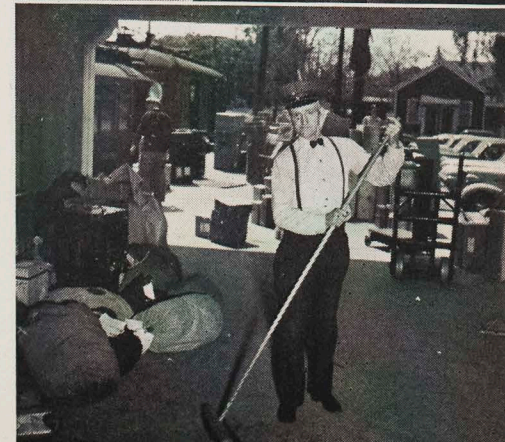
concerned, El Segundo is away out in front—but passengers handled at that station amount to very little as compared with those handled at the other stations. In dollar volume of overall business, and in carloads handled a month, Torrance ranks next to El Segundo. Santa Monica, always a steady and important producer of freight revenue, has more than doubled its l.c.l. freight, its carloads handled, and its revenue, since 1941. Hollywood, though it has shown a smaller percentage of increase in business than has any other station, nevertheless remains a highly important source of freight revenue.

Wingfoot is especially dear to the heart of Station Supervisor Foskett, largely because he started the agency, and because it was his first important job with Pacific Electric. He musingly recalls the early days when he opened the Wingfoot

**EL MONTE**—At top is front view of station, where passengers board trains; second picture shows rear of station, where busses arrive and leave. In third picture, left to right, are Milo E. Gilbert, Assistant Agent; Antoinette ("Dolly") King, Yard Clerk; Fred O. Hand, Abstract & Balance Clerk; Lulu Beaton, Railway Express Clerk; Roy Silverstein, Relief Ticket Clerk and OS&D Clerk; Blanche Harper, Freight Rate & Bill Clerk; Reitha Anderson, Railway Express Clerk; and Claude Anderson, Agent. In the fourth picture are Lillian McNie, Bill Clerk; R. J. Van Off, Western Union Operator; Esther Cunningham, Ticket Clerk; Oval Medicus, Western Union Clerk; Phil B. Durant, Assistant Agent; and George Moore, Ticket Clerk. In the bottom picture, taken in the El Monte freight shed, are William Schauff, Clerk Warehouseman; J. M. Stadley, PMT driver; and Joe Sotelo, Janitor.

**SANTA ANA**—Many soldiers at Santa Ana Air Base swell the volume of passenger traffic to unprecedented heights at this station. In second picture from top, left to right, are E. W. Woodside, Cashier; L. M. Duke, Agent; Harriet Wybrant, Ticket Accountant; and Otto Johnson, Relief Ticket Clerk. In the third picture: seated is Charles Black, Asst. Agent; others (disregarding the three prospective ticket buyers at the windows), left to right, include Irving S. Frost, Ilene Sheehan, and Marie Coombs, Ticket Clerks, and Gordon Garrett, Clerk Warehouseman. In the bottom picture is George O. Johnson, Janitor, cleaning up the freight platform at the rear of the station.

SANTA ANA



HOLLYWOOD



agency in a box car back in 1920 in order to handle freight for the Goodyear Rubber Company. Then he will bring out a sheaf of four sheets of paper, each containing a typed list, single-spaced, 18 inches long, of hundreds of commodities now handled by Agent G. P. Barkhurst and his assistants—who are no longer housed in a box car! Wingfoot is now surrounded by 287 major industries, says Mr. Foskett.

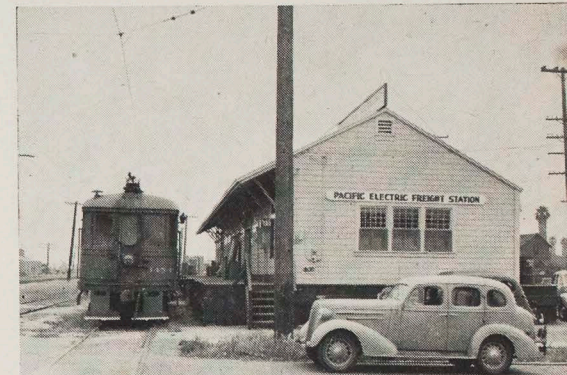
Pacific Electric maintains, all told, 54 agencies, all with at least one fulltime Agent, and many with a considerable staff of assistants. The total number of employes at the present time is about 600, which figure includes 73 Agents and Assistant Agents. Of these agencies, 11 are passenger only; 11 are strictly freight; and the rest are a combination of both. The two largest agencies—the passenger stations at Sixth and Main and at the Subway Terminal—are under the jurisdiction of the Passenger Traffic Department, as are also 27 commission agencies handled by various travel bureaus, corner drug stores, etc. at points where travel does not warrant the services of a fulltime Agent. All other agencies are under the supervision of the Transportation Department.

The 600 employes on the stations and yards roster include not only Agents and Assistant Agents, but also General Clerks, Yard and Bill Clerks,

**HOLLYWOOD**—"The station of the stars." In the second picture from the top are left to right, Mildred Brown, OS&D Clerk; Vera Darter, Abstract Clerk; A. R. Stevan, Agent; Richard A. Swartz, Bill Clerk; Herman Blumenthal, Utility Clerk; Ira Fennell, Assistant Agent. In the third picture are Frank M. Brown, Cashier; and Selma A. Quinn, Assistant Cashier. Trundling freight we see Marvin H. Lewman, Warehouse Foreman; Orson J. Atkin, Warehouseman; and Sam Le Jeune, Clerk-Warehouseman.

**SANTA MONICA**—In the second picture from the top is E. A. Riley, Agent. His office force (third picture) includes, left to right, Ellen Puffer, Bill Clerk; Amy Bostwick, Abstract Clerk; Jerry Swann, Receiving Cashier; Della E. Wiebers, General Clerk—she has more than 42 years of service to her credit; and J. A. Pittman, Cashier. On the freight dock are L. A. Lyon, Warehouse Clerk; Harold Printup, Warehouse Foreman; and Warren A. Whelpley, Clerk Warehouseman.

SANTA MONICA





TORRANCE

Passenger Directors, Bill Clerks, Baggage and Mail Handlers, Baggage and Express Clerks, Transfer Clerks, and Janitors. Their duties are as varied as the titles of their jobs, and were it not for lack of space, the Magazine would like to print a picture of each of the 600, along with a description of the work so faith-

**TORRANCE**—One of the prettiest stations on the system, surrounded by a group of fine shade trees. In the center picture, left to right, are Leah Priller, Demurrage Clerk; W. H. Bratton, Agent; Mrs. Bratton, Express Cashier; Phyllis Christian, Clerk; Jeanne Clayton, Cashier. Below are Clerks Jane Miller (left) and Jeannie Ormond.

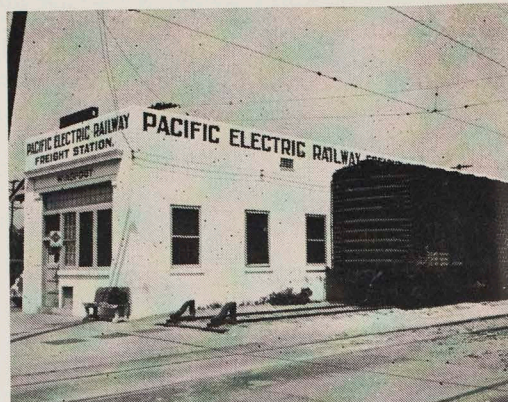
**WINGFOOT**—A busy freight station in the heart of the industrial district, where crews work round the clock to carry out some 4500 switching movements a month. In the center picture, left to right, are Tom Diebolt, Assistant Agent; Beth Mayo, Steno-Clerk; Esther Graham, Cashier; G. P. Barkhurst, Agent. Mr. Barkhurst is talking over a shipping problem with Bill Allen, Superintendent of the Pepsi-Cola Warehouse. Below, left to right, are Bill Green, Yard and Bill Clerk; Tom Brackett, Clerk; Earl Lowe, Clerk-Warehouseman; Max Senn, Clerk-Warehouseman.

**WATSON**—The domain of our second oldest (in point of seniority) Agent, and an important station for the shipment of petroleum products. In left-hand picture, left to right, are H. A. Studebaker, Agent; Barbara Logan, Clerk; and Henrietta Davis, Clerk. In the right-hand picture are E. C. Sarchett, Warehouse Clerk; Roland Haugen, Bill Clerk; Rose Hazel, Bill and Yard Clerk; Harriet Johnson, Bill Clerk; and Henry G. Davis, General Clerk. Mr. Studebaker, with 32 years of service, has been at Watson only two years; he spent seven years at San Dimas (where he began), 20 years at Covina, and a relatively short time at Redondo Beach and West Los Angeles.

Rate and Bill Clerks, Clerk-Warehousemen, Cashier Accountants, Receiving Cashiers, Yard Clerks, Car Clerks, Ticket Clerks, Interchange Clerks, Passenger Directors, Assistant

WATSON

WINGFOOT



fully carried on at all the stations. Nevertheless, a word of recognition is due to Agent J. H. Sandman of West Los Angeles, whose record of long and faithful service as an Agent

EL SEGUNDO



dates back to April 30, 1913. He is closely followed by Agent H. A. Studebaker of Watson, who became an Agent on July 1 of that same year. The long and excellent record of Mrs. Della E. Wiebers, General Clerk at Santa Monica Freight Station, is well known to all readers of the Magazine for January, 1944; her company employment record dates back to September, 1901.

Nor may we omit mention of the important work of Mr. Foskett's able Assistant Station Supervisors, George F. Jehl, E. W. Swanson, Leo A. Vincent, and R. P. Mendelson. Mr.

Mendelson and Mr. Vincent secure the accomplishment\* of intricate government bills of lading—Mr. Mendelson in the harbor area, and Mr. Vincent in other areas. By relieving Agents of this responsibility, they greatly expedite the work of the agencies, for the government bills are so huge and so numerous as to require fulltime attention. Mr. Swanson makes station inspections

\*"Securing accomplishment" means calling on consignees and governmental departments to expedite completing Government bills of lading, which must be turned over to the destination agent either by the consignee, the Government, or the Assistant Station Supervisor. These bills are the same as cash to the agency and must be secured and forwarded to the Auditor to clear the Agent's accounts of transportation charges involved.

**EL SEGUNDO**—A small station, but what a business! Almost 30,000 carloads were handled out of there in 1944—considerably more than at any other station. Next was Watson, with something under 23,000 carloads. At El Segundo we find in the office, left to right, E. S. Donaldson, Agent; E. G. Marquardt, Demurrage Clerk; A. Adams, Cashier; Elsie Swanson, Clerk; and Helene Lane, Ticket Clerk.

**LONG BEACH**—With a crowd of passengers boarding a Los Angeles-bound train. In the center picture, left to right, are R. W. McDougall, Agent; Alice Morley (now Mrs. R. W. McDougall, and no longer employed), Ticket Clerk; R. E. Haynes, General Clerk; Beulah Edwards, Ticket Clerk; Fred Boren, Ticket Clerk, and Beatrice Stone, Ticket Clerk. Below, left to right, are Norval L. Knox, Elsie Lawler, and Harry Cranston, Ticket Clerks.

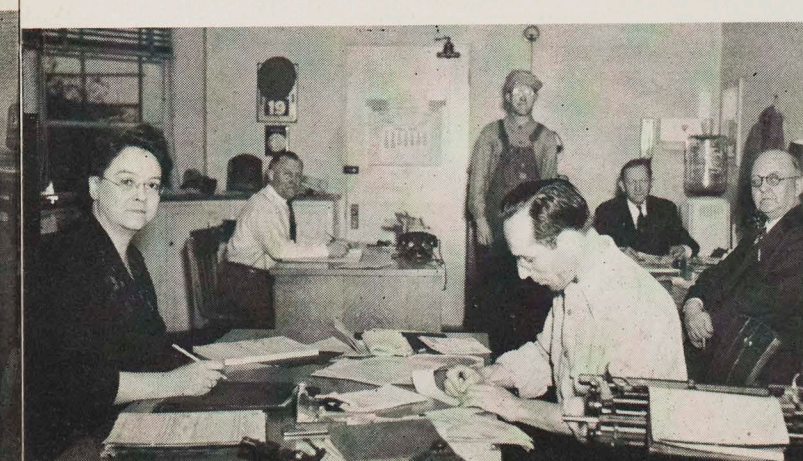
**COMPTON**—One of the most modern-looking stations on the system. In the office are, in the foreground, Jean B. Hart, Relief Ticket Clerk; and Arthur R. Levinson, Rate & Bill Clerk. The four others, left to right, include Oswald Thompson, Cashier; Marvin Bakken, Warehouseman; F. A. Mann, Acting Agent; and Wm. C. Holt, Ticket Clerk.

COMPTON

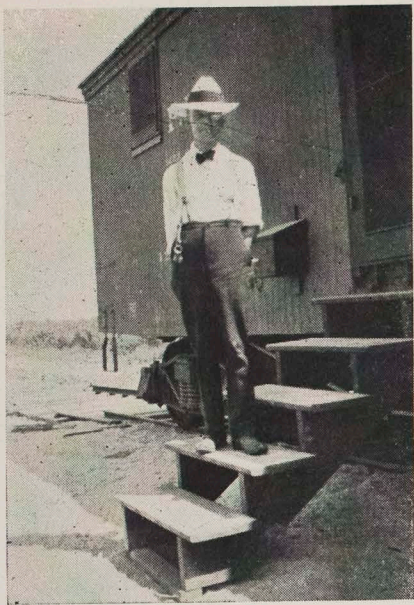
LONG BEACH



for good housekeeping and reports to Mr. Foskett the physical condition and physical needs of the stations. One may need paint, another more







WINGFOOT AGENCY, 1920, with H. E. Foskett, Agent, on the steps. The surrounding broad fields have since become factory sites.

war, we have today an agency and yard organization that functions with unexcelled efficiency. Individually and collectively—they are good!"

### Agent N. F. Graham Back On Job After Stroke

Agent N. F. Graham of Sierra Madre was sufficiently recovered on May 17 to go back to work, after having sustained a stroke on April 9 which temporarily paralyzed one side of his face and his left arm, according to Station Supervisor H. E. Foskett. A Clerk has been temporarily detailed to help Mr. Graham carry on his duties, since the arm is still none too useful.

Mr. Graham has been with Pacific Electric some 20 years, and is well known to Sierra Madre commuters, especially the school children, for his cheery banter and general good humor.

### Better Business Bureau Warns of "Exclusive Rights" Swindling Racket

One of the most persistent kinds of rackets operated in Southern California is the sale of exclusive territorial rights, according to a study made by the Better Business Bureau.

Only through constant vigilance by the Bureau and alertness on the part of the public is this swindling scheme held in check.

Bureau officials explain that a swindler will often sell several people the exclusive sales rights for the same territory. After he has sold about as many people as he can he ships to another part of the country and eventually victims find they were gypped.

Naturally there is no recourse. That is, the swindler, even if caught, probably has disposed of the funds and nothing can be recovered. If caught, he can be prosecuted on criminal charges but that doesn't bring back your hard-earned savings.

Another angle used by this type of racketeer is to overload the victim with thousands of dollars of merchandise which may prove unsalable. The best protection against such rackets is to investigate before you invest. Know with whom you are dealing.

"The earth shook," said Brown, describing his experience in a New Zealand earthquake, "cups and saucers flew all over the place."

"Great Scott!" exclaimed Jones, "that reminds me. I forgot to post my wife's letter."

Says Mr. Wagenbach: "In spite of the handicaps brought about by



TOPS ROSTER—Agent J. H. Sandman of West Los Angeles Freight Station, with more than 32 years as Agent to his credit, heads the seniority list. He entered company service as Agent at Redondo Beach Wharf No. 3 on April 30, 1913, and received his first permanent assignment at Garden Grove (1915-1922). He went to West Los Angeles in 1925 after three years at Glendora, and has been at West Los Angeles ever since, except for a period of three years at Santa Monica.

### Whole Blood Cuts Death Toll 50% on Iwo Jima—Was Your Blood There?

Death toll in Iwo Jima was cut 50 per cent by the use of whole blood which was collected by the American Red Cross and flown from the United States by the Navy.

Nearly 7,000 pints of whole blood were used on the battlefields of Iwo Jima—and an additional 7,000 pints were used in hospital ships and base hospitals nearby.

Blood donated less than a week before in the United States flowed into the veins of Yanks on Iwo within a half hour after they were wounded.

A total of 14,000 pints of whole blood donated in the United States was used on Iwo Jima.

One quarter of the 15,308 wounded—or 3,827 Yanks—were saved by the use of whole blood on Iwo Jima.

The above facts from statements made by Lt. Herbert R. Brown, USN, of Rochester, N. Y., in charge of Blood Distribution Center on Guam. (Reprinted from New York Times, Apr. 8, 1945)

# ARE YOU PAYING EXCESSIVE RENT?

## Rent Survey Now Being Carried On By Labor Leaders Cooperating With OPA To Help You Make Sure Your Rent Is Not Above Ceiling

In order to discover whether Pacific Electric employes now renting their living quarters are paying proper rent, and to adjust rents where excessive charges are being made, labor organizations are cooperating with the OPA in carrying on a survey called Labor's Rent Control Program.

Brought to the attention of the Central Committee of the Management-Labor Committee by F. L. Mc-

Culley, Terminal Foreman on leave as Regional Labor Relations Adviser to the OPA, the survey was approved by the Committee as well as by the Pacific Electric management, and was begun shortly after the May 17 meeting of the Central Committee.

Employes now renting their living accommodations are asked to fill out a questionnaire—like the one reproduced on this page—which they will receive during lunch hour or rest pe-

riod from their group committeeman. They should return the completed form to the group committeeman, who will place it into the proper channels for study by the OPA.

The survey is intended in no sense to pry into your private affairs. Your labor representatives have but one aim—to help you get a square deal—and they need your 100 per cent cooperation toward this end.

### INSTRUCTIONS TO TENANTS

All RENTED housing accommodations in houses, apartments, hotels, rooming houses, clubs, dormitories, tourist cabins, and trailer camps in this area are under the Federal Rent Control regulations.

The rent regulations establish maximum rentals for all such housing accommodations. The purpose of rent control is to keep rents at or below these maximum rentals.

Your Government, through the Office of Price

Administration, is now making a check of these rentals. If you are a tenant, will you please cooperate with your local rent office by supplying it with the information requested below. Be sure to see that this form is returned to the Area Rent Office.

Please fill in each item carefully. Be sure you have given the exact address of the housing accommodations you now occupy, including the apartment number, room number, or location of the building.

### IDENTITY OF TENANT AND LANDLORD

1 TENANT'S NAME AND ADDRESS		2 LANDLORD'S NAME AND ADDRESS	
FIRST NAME AND INITIAL	LAST NAME	FIRST NAME AND INITIAL	LAST NAME
ADDRESS—NUMBER AND STREET		ADDRESS—NUMBER AND STREET	
CITY AND POSTAL ZONE NO.		CITY AND POSTAL ZONE NO.	
APT., ROOM NO. OR LOCATION		STATE	

### INFORMATION ABOUT HOUSING ACCOMMODATIONS

1 DESCRIPTION OF HOUSING ACCOMMODATIONS			4 I moved into this accommodation on—Date	
a I Live in (Check one) <input type="checkbox"/> House <input type="checkbox"/> Trailer <input type="checkbox"/> Apartment <input type="checkbox"/> Room <input type="checkbox"/> Cabin			5 a If you were living in this unit on the Maximum Rent Date, please state what rent you were paying. \$ _____	
b Number of rooms in housing accommodations		c Check Type of Rental <input type="checkbox"/> Furnished <input type="checkbox"/> Unfurnished		
2 a My rent is \$ _____			b Per (Check one) <input type="checkbox"/> Day <input type="checkbox"/> Month <input type="checkbox"/> Week <input type="checkbox"/> Year <input type="checkbox"/> Other (specify) _____	
2 b Per (check one) <input type="checkbox"/> Day <input type="checkbox"/> Month <input type="checkbox"/> Week <input type="checkbox"/> Year <input type="checkbox"/> Other (specify) _____			6 If you occupy a hotel, rooming house, or tourist camp, please answer the following:	
3 a My landlord provides, without any extra charge, the following services (Check those that apply): <input type="checkbox"/> Garage <input type="checkbox"/> Water <input type="checkbox"/> Refrigeration <input type="checkbox"/> Heat <input type="checkbox"/> Light <input type="checkbox"/> Other (specify) _____			a How many persons occupy the room or rooms with you? NUMBER _____	
			b Are the room rates posted in your room? YES <input type="checkbox"/> NO <input type="checkbox"/>	
			7 As a tenant of the above dwelling unit, do you rent or otherwise sublet any portion of this dwelling to any other persons? (Check one) YES <input type="checkbox"/> NO <input type="checkbox"/>	





THEY'RE INTERESTED IN YOUR PROBLEMS—The Morale and Publicity Committee, a Management-Labor subcommittee, helps both management and labor of Pacific Electric to understand each other's viewpoints and thus do a better job of transportation. Seated, left to right, are T. L. Wagenbach, Senior Assistant General Superintendent of Transportation, Committee Chairman; Don H. Sheets, Acting General Chairman of the Brotherhood of Railroad Trainmen, Committee Vice Chairman; J. R. Worthington, Assistant General Superintendent of Transportation; and R. V. Rachford, Division Chairman of the Brotherhood of Railway Clerks. Standing are W. W. Silliman, Jr., Editor of the Pacific Electric Magazine; N. B. Vickrey, Manager of the Pacific Electric Club; F. L. McCulley, 6th & Main Terminal Foreman on leave as Regional Labor Relations Adviser to the OPA; and Wm. C. Scholl, Staff Engineer of the Personnel Department, Committee Secretary. Louis E. Brown, President and General Chairman of the Brotherhood of Railroad Carmen of America, could not be present for the picture.

## The Fable Of The Lion And The Lamb

Effort is being made—seriously, too—on Pacific Electric to bring about greater mutual understanding between management and labor. Should you happen into a meeting of the Management-Labor Morale and Publicity Committee and hear the expressions of vital concern there, you would know that this is true.

Before the meeting begins, you would probably find Bob Rachford, Division Chairman of the Brotherhood of Railway Clerks, enthusiastically discussing with Assistant General Superintendent J. R. Worthington the Angels' chances of winning the baseball pennant. N. B. Vickrey, Manager of the P. E. Club; F. L. McCulley, 6th and Main Terminal Foreman on leave as Regional Labor Relations Adviser to the OPA; and W. C. Scholl, Staff Engineer of the Personnel Department, may be engaged in a deep discussion of the difficulties of finding a good steak. Senior Assistant General Superintendent T. L. Wagenbach, in his inimitable manner, may be telling one of his latest stories to expectantly smiling L. E. Brown, General Chairman of the Brotherhood of Railroad Carmen of America, and Don H. Sheets, Acting General Chairman of

the Brotherhood of Railroad Trainmen—one or the other of whom will doubtless attempt to top that one.

Such little discussions, while off the record, merely point to the friendly and informal manner in which labor and management meet to discuss the problems of employe morale.

When Chairman Wagenbach opens the meeting, Secretary Scholl will probably skip reading most of the minutes and call attention to an item on the docket concerning some idea put forth at a previous meeting as to a method of engendering better employer-employe relationships.

Serious discussion will immediately follow. The opinions of both labor and management members of the committee will be expressed with sincerity and heard with appreciation, for every member of the committee recognizes the fact that a winning transportation team must pull together both now and after the war.

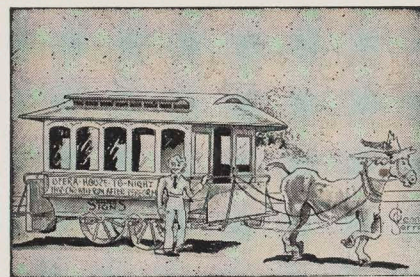
Their greatest concern is the question of what effect present attitudes, policies and conditions will have on Pacific Electric's business after the war, and what measures may be taken to improve employe loyalty, to bring

about greater courtesy toward customers, to secure better working conditions, and to show employes that the company truly appreciates their help and understands their problems.

This committee wants you to know that it exists, that its members are interested in your problems and want to help you solve them—but most of all, the Committee wants you to know that representatives of labor and of management regularly sit down together and discuss amicably, seriously, good-humoredly, and patiently ways to increase mutual appreciation and respect.

If you have a suggestion you think might bring about better relations between management and labor on Pacific Electric property, the Employee Morale and Publicity Committee would like to know what it is. Send it to or discuss it with any member of the Committee, or address it to the Committee via your department head or your labor representative. It will receive the utmost consideration.

## 25 YEARS AGO



### On the Pacific Electric

(From the files of the Pacific Electric Magazine for June, 1920)  
By "Alec"

Twenty-five years ago the June number of the Pacific Electric Magazine carried the announcement of the appointment of Mr. M. S. Wade as Treasurer of the Pacific Electric, a position he has held ever since to the satisfaction of the Company and to the enjoyment of all employes—twice a month. Congratulations, Mr. Wade, on the 25th anniversary. And as long as we are dealing with silver anniversaries, congratulations might well be in order to Agent R. E. Kidd at Beverly Hills Freight. A quarter of a century ago Mr. Kidd started as Agent at Fontana. . . . Mr. N. B. Vickrey in the news again as hero in a fire on Mt. Lowe, where he was instrumental in extinguishing a fire originating in one of the cottages. . . . And the usual, monotonous item that "he has again proven himself the champion pool player of Pacific Electric. . . ." Yes, you guessed it, L. H. Covell taking another first.

Purchasing Department news revealed the fact that shortages in materials were felt quite a bit, even at that day and age. However, they got the materials, even though one item tells of a shipment of car seals being ordered December 24, shipped from Brooklyn on March 4, and finally received at Torrance May 22. No wonder they call it the "good old times"—nowadays storekeepers would be happy if they would get the stuff at all.

## PACIFIC ELECTRIC CLUB BULLETIN

TUESDAY, JUNE 12:  
American Legion Post No. 321. Semi-monthly Meeting—8:00 p.m.  
American Legion Auxiliary Unit 321. Semi-monthly Meeting—8:00 p.m.

WEDNESDAY, JUNE 13:  
P. E. Rod & Gun Club Monthly Meeting in Club Theater—7:30 p.m.—Followed by interesting motion pictures featuring the 1944 World Series. Pictures starting at 8:30 p.m. Families and friends invited to enjoy this show.

THURSDAY, JUNE 14:  
P. E. Women's Club Sewing Unit—10:00 a.m.

TUESDAY, JUNE 19:  
Veterans of Foreign Wars Post No. 3956. Semi-monthly Meeting—8:00 p.m.

THURSDAY, JUNE 21:  
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, JUNE 26:  
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, JUNE 28:  
P. E. Women's Club Sewing Unit—10:00 a.m.

TUESDAY, JULY 3:  
Veterans of Foreign Wars Post No. 3956. Semi-monthly Meeting—8:00 p.m.

WEDNESDAY, JULY 4:  
Legal Holiday—Club Rooms Closed.

THURSDAY, JULY 5:  
P. E. Women's Club Sewing Unit—10:00 a.m.

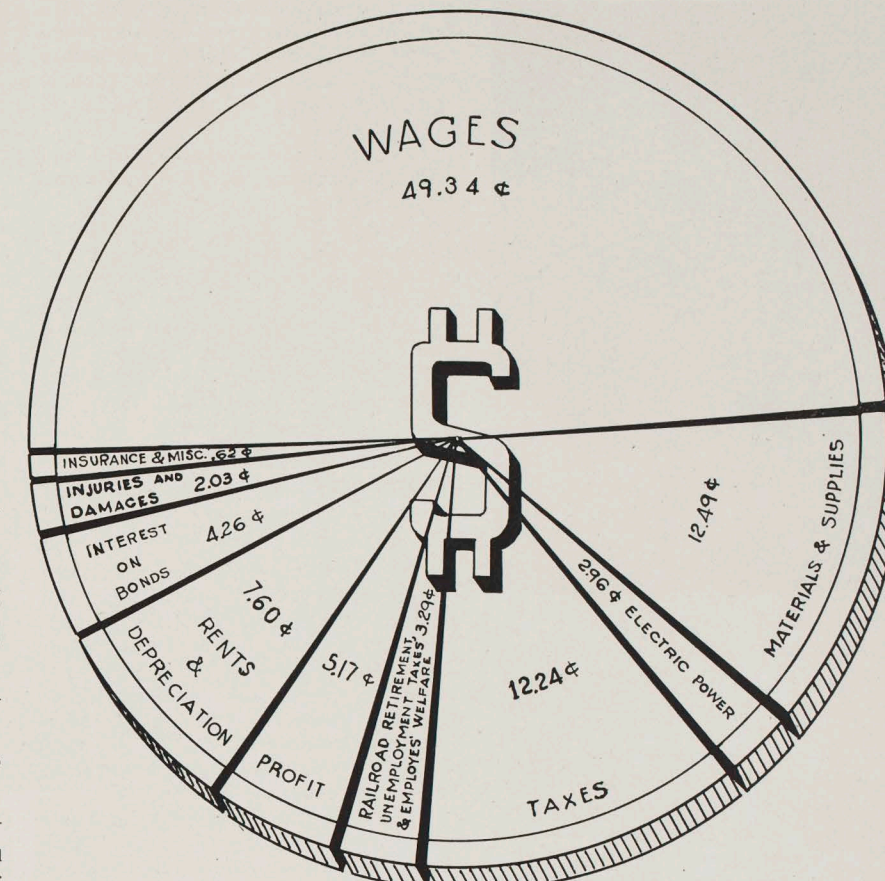
P. E. Women's Club Semi-monthly Card Party. Prizes to the winners—1:00 p.m.

TUESDAY, JULY 10:  
American Legion Post No. 321. Semi-monthly Meeting—8:00 p.m.  
American Legion Auxiliary Unit 321. Semi-monthly Meeting—8:00 p.m.

WEDNESDAY, JULY 11:  
P. E. Rod & Gun Club Monthly Meeting. Followed by Motion Pictures and Refreshments—7:30 p.m.

## LAST MONTH YOUR WAR CHEST DOLLARS:

- ★ gave 24-hour-a-day care to 53 small children from broken homes, in Hathaway Home for Children, one of 95 Community Chest agencies that share part of your War Chest gift.
- ★ sent a record number of USO Camp and Hospital Shows overseas, with 198 units and 1,007 entertainers performing deep in Germany, the Pacific islands, and every area where our men fight.
- ★ purchased 25 tons of equipment for a blood bank in Kunming, China, where hundreds of Chinese people are giving their blood to save the lives of wounded soldiers.
- ★ sent 600 European war orphans to rehabilitation homes in the Cote Basque section of southwest France, where it is hoped that the favorable climate will help restore their broken health.



## Where The P. E. Revenue Dollar Goes CHART SHOWS RESULTS OF OPERATION FOR YEAR 1944

### "Rival" Editor Praises P.E. MAG.: That's News!

When the editor of another company magazine writes in to tell us to be sure to change his address so he won't miss any issues of the PACIFIC ELECTRIC MAGAZINE, and to tell us how interesting he thinks our magazine is—well, that's news. And that's just what was done on April 23 by J. P. Sexton, Supervisor of Public Relations, The Murray Corpora-

tion of America, Detroit, Michigan. His letter, in part:

. . . your splendid publication . . . you may be interested to know that we have bound your back issues back to 1941 when we first won a place on your subscription list. Particularly interesting is your month-by-month coverage of P.E. departments, and all-in-all we regard your publication as outstanding among those on our exchange list.

As for me personally . . . why, as an old Southern California and P.E. enthusiast, I have been getting the P.E. Mag. pretty regularly since 1917—most of the time from Miss Sybil Mather down at the 6th & Main info. bureau.

Best regards for your continued success. . . . Thanks, Mr. Sexton!

Mountaineer: "Doc, I want you to look at my son-in-law. I shot at him yesterday and took a piece out of his ear."

Doctor: "Shame on you, shooting at your son-in-law."

Mountaineer: "Huh? He wasn't my son-in-law when I shot him."





CPL. PAUL A. SMITH, 21, is the husband of Martha E. Smith, Typist-Clerk in F. G. Wakefield's office in the Transportation Department. He's also the father of Beverly Jean, 2. With VE-Day come and gone, Martha hopes he'll be coming home, though she admits he hasn't enough points. Anyhow, she has given two coats of paint to the inside of her house, bought a new stove, and made new curtains for her duplex in El Monte, just in hope Paul will come home. Picture taken in Belgium in April.

### Soldier Husband's Escape From Death at Front Told By Wife, Martha E. Smith

Martha E. Smith, Typist-Clerk in Supervisor F. G. Wakefield's office in the Transportation Department, has good reason to believe in the old maxim that fortune favors the bold. Her husband, Cpl. Paul A. Smith, who was 21 last December, has had three miraculous escapes from death while on the western front in Belgium and Germany.

(1) While pushing forward with his squad, he suddenly found himself all alone; his men had dropped to the ground for protection against a sudden barrage of German shells which Martha says he appeared not to hear. That was why he had continued. A shell hit five feet from him—and failed to explode.

(2) Trapped by the Germans in a building with 11 other men, Corporal Smith and the others were almost out of ammunition when an American tank came up and saved them.

(3) Paul had just dug a foxhole when he saw a piece of an American plane wing nearby and decided to cover his foxhole with it. Before he could

return to his hastily dug shelter with the wing, it was three times knocked out of his hand by shells. Just before he got back, a shell hit the foxhole and blew it up to three times its original size.

Proof that he was still alive and well was furnished by Paul to Martha in the shape of a picture taken in April at some city in Belgium. And, of course, he wrote her the story of his escapes. He has not gone entirely unscathed, however, for he was wounded last October 6 and hospitalized for two months.

We all hope his good luck—and yours—continues, Martha!

### HERE AND THERE With THE WOMEN'S CLUB

By Mrs. Lon Bishop

Not much to report on the April 26 meeting, for that was the day the Program Chairman, Mrs. Frank Palmer, had her first headache (program no appear). It seems to us that having only one headache during the entire year is in itself something of a record, especially during these days when just about anything can happen at the last minute.

Leave it to the members of a Woman's group to fill any "lull" in a program, so, after business, the chatter started. Sixteen of the members had taken time out for a little trip to Long Beach, and of course made those who didn't go feel very badly when they told about the wonderful fish dinner and the grand time they had.

It was really a sort of good luck and good-bye party for Mrs. Viola Thorn, who left for her new home in Eugene, Oregon, a few days later.

When it was learned Mrs. Herbert Womersley was celebrating her eighty-first birthday, they just added a little birthday party for her, and both "girls" were given beautiful corsages.

The May 10 meeting was election day, with the following results: Mrs. Wm. Smart, President; Mrs. F. Palmer, 1st Vice President; Mrs. Gallagher, Recording Secretary; Mrs. Ed. Hasenyager, Treasurer. Later, Mrs. Palmer presented Mr. Paul Mortimer, who took us on a wonderful trip via movies to the Grand Canyon, by courtesy of the Santa Fe Ry. These days when trips of that kind are out for most of us, it was thrilling to sit in a comfortable chair and yet move right along with those on horseback over those enchanting trails with scenery on every side that is unsurpassed. It was to our notion one of the nicest afternoons we've had, and Mrs. Palmer and Mr. Mortimer were given a rising vote of appreciation. The Club is to be congratulated on having Mrs. Palmer willing to serve another year.

After the picture, tea and cookies were served in the tea room by Mrs. Columbus and her committee.

The officers will be installed at the May 24 meeting, and by that time this correspondent will have faded out of the picture and your new scribe will tell you all about it next month. We hope she will be as happy in the work as we have been, so bye, bye, buy Bonds (with apologies to Phil Baker).

### P. E. POST 321, AMERICAN LEGION



By C. E. Wilcox

The Gold Seal of the American Legion for distinguished service has again been awarded to our Post by National Headquarters.

After the meeting of April 24 the Post, together with the Ladies' Auxiliary, listened to a lecture by Marion Franklin, Pan-American Chairman of the 23rd District; also short talks by Amelia Clifton, President of the 23rd District Auxiliary, and Christine Cloyd of the national news service.

On behalf of the Post I would like to extend thanks to Mr. and Mrs. H. G. Edwards for the cigarettes they have donated to the hospital committee; also to Conductor Hugh Cairns for his contributions.

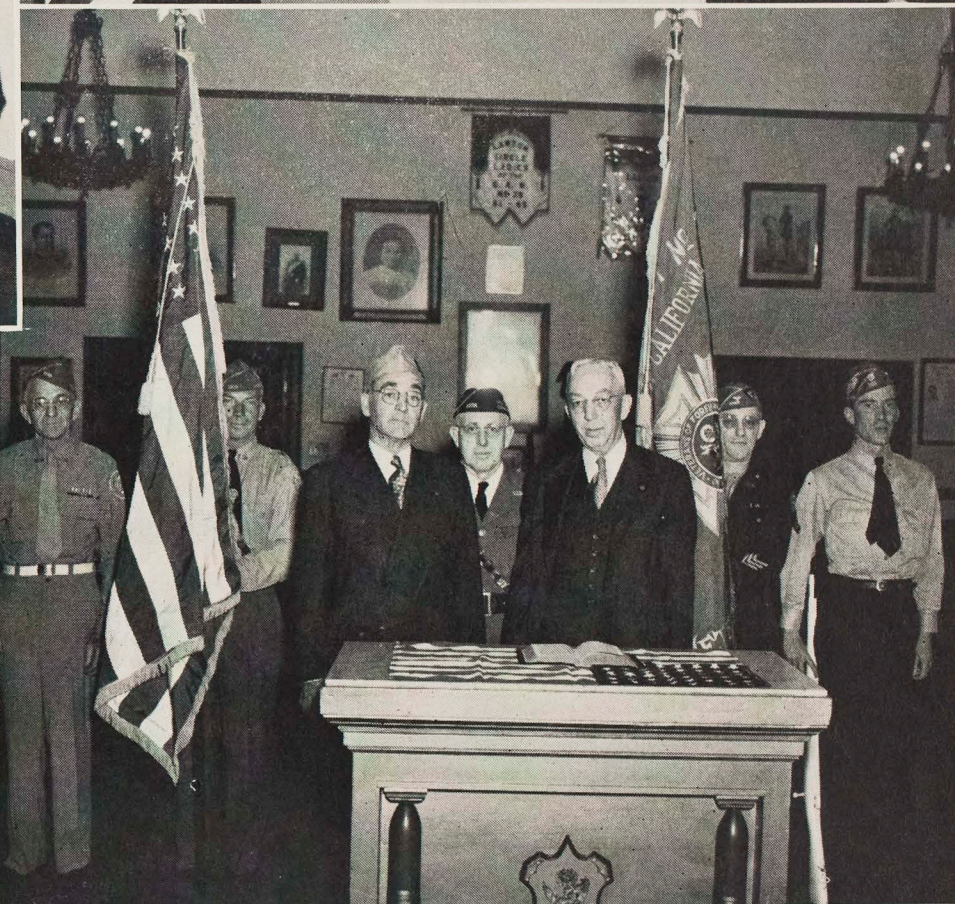
First Vice Commander Snyder of the 23rd District was a visitor at the last meeting, outlining the membership program that is to benefit the American Legion. Laura Lois Huchin, recently of the Women's Army Corps, has been admitted as a new member. We now have three lady members in our Post, and no doubt we will have more.

Comrades, election time is again upon us, and, if you are interested in the officers to be nominated for the year 1944-45, please attend the meeting of June 25 for the final nomination and election of officers.

We have a letter from the Treasury Department regarding adjusted service bonds of World War I. These bonds reach maturity on June 15, 1945. If you have any of these bonds and have not cashed them yet, please do so, and reinvest in Seventh War Loan Bonds.

The war in Europe is now over but we have the Japs to beat yet, so let's do a. we can to get this over with.

Buy a Bond and Help Lick a Jap.



### NEW FLAGS, NEW OFFICERS—

Starting with above picture and reading clockwise: President O. A. Smith, unable to be present at regular meeting of VFW, presents Harry L. Young, Post Commander, with new colors a few days in advance. New flag is displayed by Charles A. Wakefield and Mr. Young. At the meeting for installation of new officers, Clifford Thorburn (hatless) represents President Smith at dedication of new colors by 5th District Commander Jesse B. Fisher (center). Comrade Fisher administers Officers' Obligation to officers-elect. Officer of the Day T. E. Dickey (right) escorts Earle R. Moyer, new Commander, to his new station.





## PACIFIC ELECTRIC ROD AND GUN CLUB



By  
**Arlie  
Skelton**

Greetings, Rod and Gun Clubbers! Special Notice! The June 13 regular monthly meeting will be held in the Club Theatre, 627 South Los Angeles St., at 7:30 p.m. After a short business meeting there will follow two big baseball pictures of thirty minutes each. One is "Inside Baseball," and the other is the 1944 World Series. They are done in sound. So all you fellows who were unable to go back east to see the World Series last year come on down, bring the wife and kids and a few friends. Make up a party. It is all free.

Thanks to R. J. Johnson for the expert job he did on repairing and refinishing my shot gun and rifle. By the way, fellows, it's a tip, if you need any gunsmithing or tackle repairing done, his work is neat, reasonable, and guaranteed. He may be reached at 4223 Brunswick Ave., L. A., phone NO 2-3326, and also at the Dispatcher's office.

About boats for the opening of trout season 1946. It looks like there will be plenty. Some of the fellows reserved their boat for next year while they were there. Still, the Club will make the usual reservation of twenty boats, as in the past. One thing which was not made clear to me was the fact that they charge the individual five dollars for the boat and

then give him a dollar refund when he calls for it, yet the rate to the Club is four dollars. They hold their boat and your dollar too. Oh, well, this fishing must go on regardless of what the cost may be. Looking over the results of last May 1: Fifty-three members were checked in at the Blue Jay Camp. All seemed to be in good spirits, and having a good time. One hundred ninety-seven trout were registered at the Camp by 12:30 p.m., which was the official closing time. Several of the fellows went back for the afternoon fishing. First prize was taken by L. L. Lloyd, 14 3/4 inches. President A. M. Cross was second with 14 5/8 inches. K. L. Oefinger was third with 14 1/4 inches. Gilbert, Harry Pierce, and Horace Standfer tied for fourth and fifth prize with 14 1/2 inches.

Charlie Estes and I were out there on the lake at closing time with one little trout each and ashamed to come in until the crowd left; but, after learning such well-known fishermen as Scott Braley and others didn't get any, our pride was quickly restored. All in all, it was a good outing and well worth while.

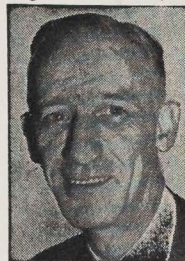
Jesse Edmunds recently had a pleasant surprise. His son Donald, who has been stationed with the Armed Forces in the Pacific for the past three years, came home unannounced with the good news that his job was finished. So it looks as if father and son will catch up on their fishing trips now. Here is hoping a lot more of our boys will be coming home soon.

At the May meeting someone brought to the floor for discussion the re-establishing of trapshoot meets. Sounds as if some people still have shotgun shells. Anyway, with fishing slow as it has been so far this year, trapshooting is a pleasant thought.

Pres. A. M. Cross and Councilman F. B. Patterson attended the meeting of Southern California Conservation League recently and are now arranging for our Club to be a member of the League.

## PACIFIC ELECTRIC BOWLING NEWS

By  
**Charlie  
Hill**



As a final and fitting climax to the regular bowling season, sweepstakes were held on April 27. Seventy-six bowlers took part. The team events were won by the Schedule Bureau, L. A. Street Terminal, Timekeepers, South District, North District, P. E. Club, Field Engineers, and Electrical Department. The North District rolled high (2702) for the evening. "Ches" Studer of the Subway Terminal five had a rather spectacular (or should I say "resplendent") night, his 638 score (721 including handicap), the best he had for the season, winning for him the highest award, and bringing his efforts for the year to a glorious termination.

Earl Pensinger (680) was second in the singles, Ernie Pont (678) third, and Marion Stone (665) was fourth.

Florence Moss was Studer's partner in the doubles and with her 644 series thrown in to total 1365, put this pair quite a way out in front. Ernie Pont and F. G. Knerr (1281) came in second, Burley Manley and E. L. Marcy (1245) were third, while Earl Pensinger and W. Baker (1225) took fourth place honors.

On May 2 a special get-together meeting was called. This was held at the Pacific Electric Club and some one hundred were in attendance. After a short business session, awards for the past season were presented. Mr. Lillis J. McGrath, Chief Supervisor of Schedules, who has been one of our outstanding moral supporters, accepted the invitation to act as Master of Ceremonies, and this he did in an inimitable manner. He passed out 135 envelopes containing cold cash and representing various awards, from point and place money to individual prizes. Space will not permit naming all of the awards; however, these have been covered in a special bulletin passed out at the meeting. Special mention should be made here of Alberta Campbell and E. C. Wheeler, winners of the two bowling balls do-

nated by the Pacific Electric Club. The race for the season's high series ball was mighty close between Alberta and Clarence Dunbar, it being necessary to resort to decimals in figuring the handicap to determine the winner. Dunbar lost by one-fourth of a pin, believe it or not. Wheeler's 276, including 43 handicap, was high game for the season, which gave him the special prize.

As a final wind-up, doughnuts and coffee were served in the adjoining tea room, Everett Holmes of the Pacific Electric Club's staff dispensing with great alacrity.

During the short business session it was voted to bowl next season at the Arcade Recreation Center. The league will be divided into two branches, one to bowl at 6:15 or 6:30 p.m. and the other branch to take the alleys at 8:15 or 8:30 p.m. Both branches will bowl on Friday night. At the close of the season a play-off match between all teams of the two branches will be held.

Generally speaking, the past season was a very successful one. However, many of the potential high bowlers appeared to hit snags instead of pins, resulting in lower averages, due mainly, they claim, to the peculiar actions of the alleys. Perhaps there is some merit to their claims. In any event, a lot of fun was enjoyed, and after all that is what we should get out of it.

Your scribe has personally enjoyed his role as Prexy and appreciates the cooperation he has received from the members of the league. Special mention should be made of Sam Newcomer, whose diligent efforts gave us a very comprehensive weekly report covering the standings and averages. We all appreciate his fine work.

## YOUR VICTORY GARDEN

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

Shipment of food to Europe and to our armed forces will account for a greater proportion of commercially canned vegetables in 1945 than ever before. This is where the greater shortage will be felt as far as vegetables are concerned. During the right season, plant extra rows of those kinds you can not raise the year around with a definite plan of preservation. The kinds to preserve are lima beans, string beans, sweet corn, and tomatoes. The first three require pressure cooking. Don't try ordinary methods for fear of botulinus poisoning. Have your pressure cooker tested by your gas company or one of several firms—call MUTual 3383 for list.

Get instructions from the home demonstration agent at 808 North Spring Street, Los Angeles 12, MU-

## Frank M. Carr Sends Pictures from Europe

Well known to many in the Accounting Department where he was formerly employed for some two and one-half years until he took military leave to enlist on October 1, 1942, Cpl. Frank M. Carr of the U.S.A.A.F. not long ago sent a large number of snapshots home to his parents, Mr. and Mrs. Frank M. Carr of Torrance. Most of the pictures were taken in North Africa, France, and Italy, and showed, among other things, Mt. Vesuvius erupting, bomb damage in certain cities, and many scenic views. On this page are presented two of the pictures.

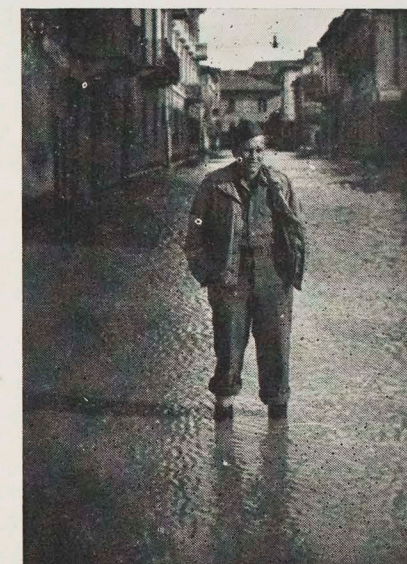
In one letter Frank describes the dangers and the comic side of bull-fighting somewhere in France, where it's against the law for the toreador to kill the bull, but not against the law for the bull to kill the toreador. He also states that French girls—despite the fact that their hair may be dyed blue, green, purple, etc.—are in his opinion "the most beautiful in the world."

Frank's father is a former Macy Street Storekeeper, who retired in 1940 after 30 years of service with the company.

## HOSPITAL LIST

Best wishes for a speedy recovery to the following employes, who were confined to St. Vincent's Hospital as of June 5:

Roy C. Bruner, Substation Operator, Engineering Department.  
Nicholas Carranza, Laborer, Engineering Department.  
Cecil Cropp, Substation Operator, Engineering Department.  
Leonore Hernandez, Car Cleaner, Mechanical Department.  
James H. Johnston, Motorman, Western District.  
Walter Kelly, Janitor, P. E. Building.  
Reuben Longmore, Car Repairer, Mechanical Department.  
Margarito Lopez, Laborer, Engineering Department.  
Earl Lyman, Substation Operator, Engineering Department.  
Samuel McLindon, Motorman, Western District.  
William H. Payne, Helper, Mechanical Department.  
Thomas E. Rokola, General Foreman, Mechanical Department.  
William Schenk, Machinist, Mechanical Department.  
Henry West, Freight Handler, Transportation Department.  
George A. Woodruff, Substation Operator, Engineering Department.  
Evelyn Wright, Cashier, Passenger Traffic Department.



FRANK M. CARR, Corporal, U.S.A.A.F., as he looked in Pisa, Italy, during a flood. Above, the Leaning Tower really does lean.

## REPORT OF VITAL STATISTICS

April 20, 1945, to May 20, 1945

### DEATHS

NAME	OCCUPATION	Group		
		Died	Insurance	Mortuary
*Raynoso, Cipriano	Laborer	2-13-45	No	No
Lippow, Phillip	Trainman	4-23-45	No	No
Shively, George	Trainman	4-24-45	Yes	Yes
Osborn, Willis R.	Agent	4-25-45	Yes	Yes
Radcliffe, Jesse R.	Trainman (Retired)	4-25-45	Yes	Yes
Maison, Robert S.	Car Service Agent (Retired)	4-29-45	Yes	Yes
Archer, John Edgar	Sub-Foreman (Retired)	5-14-45	No	Yes
Figuroa, Lawrence M.	Student Foreman	5-14-45	No	No

## EMPLOYEES' WIVES' DEATH BENEFIT FUND

NONE

\*Reported subsequent to last publication.

Last available figures show that Employees' Mortuary Fund paid to the named beneficiary \$586.00.

Deductions for deaths during the month of April, 1945, will be made from pay check received for the second period of May, 1945.



## ENGINEERING DEPARTMENT

By Vic Labbe

Bette Wells returned from a wonderful vacation back East.

Marty Voorhies very happy—her husband is returning from overseas duty to return to school.

Sorry to lose Faye Kuykendall to the President's office, but lots of luck and we'll sure miss you.

Bob Labbe's wife, Lottie, had an unfortunate accident and will be in Wilshire Hospital for some time. We all hope she will be able to be home real soon.

The blessed event arrived—a boy, born to Evelyn Carter at Huntington Memorial Hospital.

Jean Kappers is back after a month's rest.

Who can give Maud Kirby a remedy for hives?

Jean Fogarty and Nancy Kelly

asked me where my column was last month and suggested I get out one covering all P. E. personalities; so here goes:

Jean says girls should be given points for months without a hubby, and when they have 85 they can demand one.

Ladies, could you use a pair of nylon hose?—Here is how you get them. Earle Moyer, kingfish of the P. E. branch of the V.F.W., says all members are given a pair at each meeting. See that your hubby attends. Gerry Keating wants her hubby to change his name from Eddie to Tommy. You know—Tom and Gerry.

Clara Doll denies she hurt her foot kicking Grey Oliver in the shins.

And speaking of Grey Oliver, have you noticed how much fatter he looks every other Thursday morning? You know, the morning following the inspection trip of the 1299? He hates to see things go to waste and often finishes up 15 or 20 sandwiches left from the trip.\*

Fred Bixenstein is gaining weight, too.

Did you see that sport coat Roy Ewing is wearing? They tell me it is a combination coat and tepee. He sleeps under it at night and wears it in the daytime. Just an Indian if I ever saw one.

## SIGNAL DEPARTMENT

By Virginia Simmons



Ah, 'tis June, and memories of all the words that rhyme—"spoon, moon, tune, too soon," come back to Ed Hasenyager, who celebrates his 34th wedding anniversary June 14, Flag Day.

School may be out for Los Angeles school kids, but the fellows in our department are studying up for "Book-of-Rules Examinations." Did you notice in last month's Magazine—"25 Years Ago on the P.E."—the paragraph on the Signal Department? Signal devices were evaluated at \$500,000. Today, the value of signal equipment in service is approximately \$2,000,000. This includes interlocking equipment, block signals, and wig-wags.

A call is out for Ellery Queen, Master Detective (what, no pointed-chin

\*Grey, is Vic jealous?—Ed.



**PIN-UP GIRL OF REDLANDS UNIVERSITY**—Adele Eaton, 19-year-old daughter of Signalman Herbie Eaton. Chosen from 700 girls, Adele is 5'1/2" tall, weighs 100 lbs., measures 32" as to bust and hips, and 23" around the waist. A pretty nifty armful, wouldn't you say, boys? Adele likes to cook, makes her own clothes, and receives more letters and telegrams than any other girl in her dormitory. "She's very modest and unassuming, with lots of personality," says Correspondent Virginia Simmons, who knows her.

Dick Tracy?). Who, on a recent Friday, tried to burn water in the oil stove at Santa Fe Springs Tower? Water wouldn't burn, so a coal fire was built on the oil burner. Imagine the results! The case narrows down to the three relief men: Chuck Bradley, Lee Baker, Dick Carey. Who done it?

"Hanging out stars" — Johnny Neff's description of Harvey Fuller putting in light globes. Queta Wilson, new Towerwoman, spent two years as operator on one-man yellow cars. "Spud" Russell's dark glasses cover a beautiful shiner. Said he's been leading the life of Riley, but Riley came home!

Business is picking up at El Monte Tower. Bernie Edmunds reports a recent daily train check on the S.P. showed 43 trains. 'Twas the first time they ever turned the sheet over! Home notes: Jimmy Dullnig is house-painting, while out Arcadia way the Warren Hunters just moved into a new home. "Pop" Glenny spent his vacation laying foundation for his son's new home. Bine Baldwin got hold of a tough bird—had 7 stitches taken in his arm—cutting up a chicken and the knife slipped. Sam Newland still trying to catch that grandstand baseball that will give him a free game.

Bob Burns' real name is Robert Franklin—changed it when he became a National Marathon contestant—played 44 cities throughout the country, in all types of endurance shows.

Emil Herr is working with the telephone gang—Walter Hume's on vacation. Chuck Bradley—setting up beds for U.S.O. Center at 12th and Los Angeles Streets. Chuck's a real busy man these days, raising money for a new parochial school.

'Twas quite a party at Washington Street, May 12, to celebrate Jim Kenner's 65th birthday, and Ernie Hargreaves' 46th! Chocolate cake was contributed by Mrs. Ed Hasenyager, and a box of stogies for Jim. Felix Brac celebrated his 23rd wedding anniversary May 20. Don't know what Ted Eater was celebrating, but it was one dozen red roses wired to his fiancée in New York.

We want to know who's low man on the links. Al Smith and Tom Roscoe spend Sunday mornings at Brookside 9-hole golf course. Incidentally the new offices at 6th and Main are quite an improvement; new paint job, new linoleum, fluorescent lights—and a clothes closet! Wanda Raskey reports a visit from brother Don, S 2c, up from San Diego N.T.S. Home on furlough was Lieut. George Curtis, Jr., son of Towerman George Curtis at Claremont. Curtis, Sr. has been having quite a struggle obtaining a priority for a new scooter. Looks like he'll get it though, so he won't have to worry about transportation to and

from work. Henry Ralph, son of Signalman E. D. Ralph, is home from Germany. Young Ralph has had six years of service, two years in Europe.

That's all, folks; see you at the races!

## EASTERN DISTRICT ENGINEERING DEPT.



By

Mabel E. Forsberg

On Monday, April 30, the new Day Canyon bridge was completed and through service re-established on the main line over the new bridge. Extra Gang 13 has been busy removing the temporary shoofly tracks.

Work is progressing on the construction of single track and trestle along Rialto Avenue from Waterman Avenue to "D" Street, San Bernardino. Extra Gang 9 expects to have this part of the track ready for service within a few days.

A new turnout is being constructed at Quarry spur on the Riverside-Corona Line. This will prove to be quite a time-saver for the train crew



**IN THE SIGNAL DEPARTMENT OFFICES** at 6th & Main our photographer's camera catches General Line Foreman R. M. Cobb, left, and Signal Draftsman H. K. Nickerson—two of the six who work in the large office next to that of Signal Engineer Albert Oren Smith. It's unfortunate that it's impossible to show in pictures just how handsome these offices have become through a recent process of renovation.

in the handling of fruit from Corona.

Work has been started on the removing of interlocking plant and the construction of new interlocker at May Tower on the Riverside-Corona Line.

The new P.F.E. crossing, to be installed at Colton, has arrived and arrangements are being made to proceed with this renewal.

The Field Engineering Bureau has been very co-operative in furnishing survey parties. George H. Brown and Johnny Blackburn have brought their crews to San Bernardino many times during the past month; and, judging from the new work ahead of us, we will be calling upon them at regular intervals in the near future.

This has really been a studious bunch on the Eastern District. The reason—the Book of Rules Examination. Several of our members have already made the trip to Los Angeles, and so far, no one has flunked!

Mr. N. D. Gilbert and Mr. C. G. Gonzalez, Telephone Department, were here recently and moved ringing machine and batteries from the San Bernardino Substation into the Signal Shop. This new arrangement will not only be more convenient, but will facilitate maintenance.

Henry Williams, Signalman, spent his recent vacation working on his new citrus grove at Rialto. He will have about five acres of grapefruit when the tree planting has been completed.



Rene Hunckler, Signalman, completed 20 years of service with the Pacific Electric on April 18. Only 20 more years to go, Rene, and you can sit around and swap railroad yarns.

We were all sorry to learn of the death of Lawrence Figueroa, Student Foreman on Extra Gang 13, and we extend our sincere sympathy to the surviving relatives.

Bill Mapstead and his boys have just completed electrifying 600 feet of track south of Mill Street on the San B'd'no-Colton Line. They have also removed about 4,000 feet of trolley and feeder on the Arrowhead Line, which was burned down by forest fire some time ago. Bill's line car No. 00162 made a trip to Torrance, where it received a new coat of paint and a general overhauling. Those new electric heaters will certainly be appreciated by the boys next winter.

Bruce Emanuel, Lineman, is spending his vacation on a relative's ranch in Nevada. Of course, there will be fishing and we are wondering how safe it will be for the neighboring pheasants.

Art Soderberg and his B & B crew had better not get too high-hat over that bus that has just been assigned to them. However, we admit that the old buggy was ready for the discard.

Claud Proctor, B & B Carpenter, set a box with a hen and a flock of baby chicks in his back yard one evening and some old meanie stole the box, chicks and all. Is he mad?

When Timekeeper Scotty Burns was asked one day if he was in the egg business, he was heard to reply, "No, but my hens are!"

**PEARL WEDDING ANNIVERSARY** for Assistant Field Engineer and Mrs. L. H. Lowe was celebrated by the Field Bureau at a surprise luncheon held at the Rosslyn Hotel at 12:30 p.m. on May 22. Mr. Lowe (standing at rear) is shown being congratulated by Field Engineer H. R. Searing (standing at rear right) on 30 years of happy marriage. Beginning at left foreground and reading clockwise, present were Bettie McAnally, Harry G. Bieker, Jack M. Roesinger, Paul Du Par, George O. Runyon, R. E. Humphreys, Mr. Lowe, Mr. Searing, George M. Kappers, B. H. Grant, Leland V. Blackburn, A. F. Dougall, J. D. Swanson, and Homer C. Bosworth. Mrs. Lowe was unable to be present because of illness in the family; but Mr. Lowe, 30 years a bridegroom, did the honors for both. Speaking from the wisdom of experience, he admonished the younger generation that marriage is a cooperative affair, requiring as much giving as taking.



**FIELD ENGINEERING NEWS**

By J. D. Swanson

The time has come

The walrus said

To talk of many things:

Of shoes and ships and sealing wax,  
Of cabbages and FIELD ENGINEERS.

And so it's

SALUDAS AMIGOS to our two new employes, Chainmen Donald G. Amos and Arthur G. Levinson. It's Donald's first experience in engineering. Arthur comes to Pacific Electric by way of the Army and a bomber crash in the South Pacific. The best of luck to you boys in your new jobs.

CONGRATULATIONS with pearls to Mr. and Mrs. L. H. Lowe. May 22 was their thirtieth wedding anniversary.

THANK to all participants in the Field Engineering Forum for making these weekly meetings their present success. Held each Tuesday evening at 6 p.m., a principal speaker points out, and points up, to fifteen or twenty men, things that make Field Engineering and the Railway "tick in time." Mr. L. H. Appel of the Research Bureau was the speaker for the May 22 session.

AGREEMENT on Mr. H. R. Searing's idea that the ideal fishing trip is on a lake—so cool—so blue—in a boat—floating quietly over the water—oars dangling lazy-like at the side; an umbrella—a fan. Trailing silently in the water—a fishing line—it has no hook.

BOWLING, as such, may be over for a while, but there are still several Engineer-ers keeping sharp on their excellent skill to be ready for next season's tourney.

TENNIS, too, is keeping some of the boys jumping around during "extra hours." Looking for a match? Phone 2130 and state your case.

Things about FIELD ENGINEERS I never knew 'till now:

That . . . .

H. C. ("Fisherman") Bosworth has raised over six million trout of various species. He used to be with the U. S. Bureau of Fisheries.

B. H. ("Cosmopolitan") Grant knows a lot about our Allies, the Russians and the Chinese. He lived four years in Irkutsk, Siberia, and five years in Kuala Lumpur, Malaya.

W. R. ("Peddler") Wilkinson once rode a bicycle from Los Angeles to Mexico City. What's more, he rode the darn bicycle back!

J. M. ("Youngster") Roesinger couldn't help choosing engineering as his profession. His father, his grandfather, yes, and his great granddaddy too, were all engineers before him.

L. V. ("Strong, Silent Type") Blackburn fears not man nor beast when he pits his wits at pool on Friday nights.

Bettie ("Ice-Capades") McAnally can be persuaded to go out with strange men. Especially tall, dark and handsome (?) young flyers from the Yumas Air Base. And she likes it! Proof? Her enjoyment of the beautiful Ice Show at the Pan Pacific. If interested please call ME 2222, (Baby).

Nancy ("Globetrotter") Kelly thinks there's no place like Alaska. She plans to live in Juneau when her P.E. days are over.

R. H. ("Smooth Talker") Humphreys has an amazing memory for business matters but can't remember a funny story unless he jots it down in his little "joke book."

L. H. ("Pennsylvania R.R.") Lowe's charming wife is a Native Daughter of a Native Son. Still, it took her thirty years and twelve trips to California to convince Mr. Lowe that Los Angeles should be their home.

Paul ("Rancher") DuPar has a nanny goat, sixteen white rabbits, a bantie rooster, two bantie hens, fifteen laying hens, two turtles, an opossum, two goldfish and three pollywogs on his "Rancho" located in practically "downtown" Monrovia.

A. F. ("Rock Island R.R.") Dougall was Resident Engineer on one of the most outstanding railroad bridges to be built just before the war. The double track bridge, located in the Kansas Dust Bowl, spans the treacherous waters of the Cimarron River. The bridge, 105 feet high, has five

250-foot spans and the foundations are 85 feet below ground. Construction required relocation of eight miles of track to gain approach to the bridge.

J. D. Swanson, Safety Engineer in Field Engineering, has been with the Company since February 1, 1942. He keeps an eagle eye out for impaired clearances and any other unsafe condition along Railway's right-of-way; keeps tab on all accidents occurring in the Engineering Department, and writes a spread for the monthly Safety News. He has so many "after hours" interests he's ashamed to mention them, since it would make him a "jack of all hobbies and master of none." Philosophy, and why human beings act like human beings stands high on his list.—Nice Column, J. D.!

**MECHANICAL DEPARTMENT**

North and South Districts



By Guy F. Gehde

Retired General Foreman James F. Briggs showed up one day in May to say au revoir to his many friends at Macy. He is headed for his birthplace, Fredericton, New Brunswick, Canada, and plans to leave there in late June for Wisconsin, to visit his aged father. I've heard that the fish really bite in those Wisconsin lakes, so don't expect Jim back before September.

Helen Garcia back from vacation looking fine. Helen's husband, Staff Sgt. Clyde Garcia, is with the 3rd Army in Germany.

Guadalupe Roma, our very dependable and efficient Mail Messenger, pinch-hit for Helen during her absence. It's nice to have them both back in their own groove.

The Sloan Becks made an error when they subscribed to a diaper service for their new baby. The service was forced to shut down just a few days before the Beck's baby arrived. A hurry call to other parents of young children has solved the problem. Sloan tells me the new boy sings all night and sleeps all day. Perhaps a tenor instead of a pipefitter.

Ralph P. Murphy had a birthday in May—many greetings, R.P.M!

Taking advantage of the second week of vacation, George Weatherby is enjoying the time with his son, now home on furlough.

**RETIREMENTS**

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

NAME	Occupation	Department	Years of Service
Claude M. Conner	Motorman (North)	Transportation	22
Robert W. Gardner	Track Foreman	Engineering	21
Robert Hesten	Electrician	Mechanical	35
Walter G. Loera	Car Repairer	Mechanical	23
Ray H. Rothrock	Conductor (South)	Transportation	34
Arthur D. Smith	Motorman (North)	Transportation	35

Anyone requiring goat's milk please get in touch with "Rocky"—Walter L. Lloy—he has the goats.

Thirteen of our key day men working nights so that the public may go to the races. Cars must be out early to get them there.

This time I can say right out loud: "I miss Bill Tingler at the desk next to mine." He always had cigarettes, and now I have to search various boxes and containers. Perhaps Harold Cole will have some put away; he has everything else, or so say Bud Tremayne, Fred Phlaf, and Irvin Mankins. When they call for materials, Harold's right there. And what's true of Harold is true of George Weatherby, Frank Sirchie, Jimmy Nunn, or Clarence Strong—depends on what Bud, Fred, and Irvin want.

Charlie Heisel sorta leans to the writer—am I proud!

Irvin Mankins back on the job at Watts Car House after a five-week illness.

Bud Tremayne has a monogrammed wastebasket. We really shouldn't spoil the boys, but these things do happen at Macy.

**MECHANICAL DEPARTMENT Western District**



By Milton R. Clark

The unconditional surrender of Germany is good news to us all. The P. E. has done a magnificent job in the handling of war materiel and military personnel. We are all proud, whatever has been our position, that we have helped in the tremendous task. We have cause to rejoice and a desire to celebrate, but we are still at war and there is still much to be done. So let's stick to our jobs and buy that extra War Bond. When the Japs

throw in the sponge, then will be the time to celebrate.

Toluca Yard has taken on a new appearance, thanks to the B&B Department, who have done such a splendid job of painting the buildings, the substation, the block signal equipment, etc. All of which has been an incentive to the gang to help keep the place clean and tidy as they carry on with their work.

Claude Blair, Electrician, Toluca Yard, has about completed the spring planting in his victory garden. So far the vegetables have grown well, and the prospects are that he will have a bumper crop.

Lenore Hernandez, Car Cleaner, Toluca Yard, is ill and confined to the hospital for a time. We all wish her a speedy recovery.

Kent Perry, Art La Chance, John Carroll, Jim Perry, Bill White, and Cliff McKee of West Hollywood are very proud of their quarters since they were made over. Nite Carpenter Art McCauley says that now he doesn't have to borrow his wife's specs in order to see when changing a broken window.

Bob Clement, Yardmaster at West Hollywood, has been batching for the last month. Mrs. Clement has been on the sick list and staying with her daughter.

Bill Stosberg, Night Foreman at the West Hollywood Garage, took his vacation the last of April; spent some time fishing in the Ventura river.

Roy Helliwell of West Hollywood is the world's champion pointer, I am told. He can point in three places at the same time. In the middle and on both sides.

Oh, boy! Time and one-half for Sundays and holidays and two weeks of vacation for the old-timers. That's not hard to take.

Clyde Lyon, Laborer at Toluca Yard, says he can whip the person that stole the bench from in front of the office.

Sailor (at stage door): Is the hula dancer in her dressing room?

Watchman: Son, she's 'round at the rear.

Sailor: I know that, but answer my question.—South Bend Transportation Club.





**P. E. RESTAURANT & NEWS SERVICE AT LONG BEACH**—In the top picture, smiling Manager H. E. Truitt waits on a sailor, while Mrs. Truitt (at left) and Mrs. Martha Dockery, helpers, free for the moment of the usual rush of customers, look on. In the picture below is the restaurant—almost always filled to capacity. Typical of the seekers after refreshment are those shown in this group: sailors, Pacific Electric Trainmen, and men and women in civilian dress. Waitresses, left to right, are Lucille Smith, La Rue Browning, and Winifred Yandell, who keep the customers coming back with quick service and a friendly smile. Standing in the doorway at rear is G. G. Georgas, Cook, wearing his white cap. In his shirtsleeves, ready to pitch in and take care of a multitude of necessary jobs, is C. S. Beatty, Mr. Truitt's right-hand man, standing in background, behind the counter.

Ideals are like stars; you will not succeed in touching them with your hands. But like the seafaring man on the desert of waters, you choose them as your guides, and following them you will reach your destiny.—Carl Schurz.

A great city is that which has the greatest men and women.—Walt Whitman.

Labor disgraces no man; unfortunately you occasionally find men disgrace labor.—Ulysses S. Grant.

**NEWS SERVICE  
and  
RESTAUR-ANTICS**

By  
**J. A.  
Degerman**



**ALL ABOARD, FOLKS!** We're headed for Long Beach this month. When the Big Red Car arrives at the P.E. Passenger Station there, we enter with the crowd. Our attention is attracted to our genial P.E. Restaurant and News Service Agent, Mr. Harry E. Truitt, whom we notice first at the News Stand, busy as usual trying to fulfill as speedily as possible the varied requests of his customers—perhaps for sun glasses, magazines, etc. We overheard someone ask, "Do you have Life?" and Harry answered, "Yes, and Liberty, too!" Next, we find him at the Lunch Counter lending his efforts along with those of his crew to bring up a light lunch, soft drink or coffee—whatever may be the desires of Trainmen, commuters or just sight-seers. Harry extends a cordial greeting to everyone who stops, and as the crowd slowly disappears, he finds a few minutes between trains to chat with us. We learn that train crews as well as regular commuters appreciate the quick service that both of these units afford—and on week-ends, of course, the boys of our Navy, according to Harry, really DO avail themselves heartily of the opportunity to grab a snack or write a postal card that last minute before returning to the ship.

We take our leave after a very interesting visit and arrive at our starting point—which is THE END OF THE LINE . . . and THE END of these lines until next month!

**THE SHIPPER'S SIDE**

In case you have ever wondered why there are traffic schools, get a gander at this: "If charge computed at the high volume rating subject to the lower minimum volume weight exceeds the charge computed at the lower volume rating subject to the higher minimum volume weight, the lower volume rating subject to the higher minimum volume weight will be applied." Why the hell don't they say so in the first place?

There is no duty we underrate so much as the duty of being happy.—Robert Louis Stevenson.

**CENTRAL  
TIMEKEEPING BUREAU**

By  
**V. B.  
Tellechea**



This month we shall try to maintain a straight face and keep everything coldly statistical.

Marion Emily on the receiving end of the bond pool.

Laura Crandell: Attractive addition to Tax Dept.

Iona Lane: All this and a typist too!

Virginia Lamb winning bid on C. Jones' job, Hugh Chestnut on Ginny's, and Marie McAllister on Hugh's.

Vacations: Gene Barwood and family at Tucson, Ariz. Al Manhart and wife at Palm Springs for 3 weeks. Marie Brogan and hubby at Big Bear for one week.

Add comic sights: Marian Green asking the Conductor on the Oak Knoll to write a note for the boss, on account of lateness to work. Never did get it clear as to whose fault it was.

Lavonne McDonald (milk-maid for the day) being stopped by the Janitor and questioned as to whether she had a license to sell milk—said individual, furthermore, scaring the daylight out of the poor girl, and confusing her so that Lavonne ran into the office and demanded to know, did she really have to own one! She was on the buying end of the deal!

Charles Sein at H.B.L. for a week and wishing he were there again. Can't get the sea-weed smell out of his sytem. Or is it the lazy lull of the sea and the resounding splash of the breakers that call?

Ray Albrecht winning the check pot—part of said pot being transformed into a penny necklace (which he wore all day) and a bracelet. Some of the pennies were glued together in fives to make a round nickel. Wouldn't you know the Little Beaver was around!

Margaret Hines trying to feed a stray dog in the dark and slipping into the duck pond, hence M. had to stay out a couple of months with a sprained ankle! Back again and on the mend.

Norine Bachman losing the dearest thing in the world: her mother. Our condolences to the family.

Herman R. Grenke, impatient to be up and around again after an oper-

**TRANSPORTATION  
DEPARTMENT**

By  
**Suzanne M.  
Jacquemin**



With V-E Day now a reality and V-J Day expected soon, let's all get behind this Seventh War Loan and really support it to the best of our ability!

Brakeman R. H. Harper has two little daughters, rather on the shy side and very sweet. . . Mrs. George Powell, the famous cake-cookie baker, is a most congenial lady. . . Trolleyman O. B. Briggs is on leave and instructed Brakeman G. H. Powell to keep me supplied with "culls"—then George takes a leave too. . . Fashion-wise Eleanor Lifur is really a sight thrill with her pearl choker and ame-

ation at St. Vincent's. Two sets of colorful pajamas were sent to keep him company—also scads of flowers, with which, Herman said, he could have opened a florist shop. Of course we sent him Esquire.

Marie and Sam Brogan celebrated their 6th wedding anniversary May 4. Come on, Marie—'fess up, who was it that couldn't wait, honey, for the traditional month of June? And cast your eyes on that new sparkler Sam just gave her!

Speaking of rings—Ouita's Larry sent her a remarkable one from France. And what do you know! Drake's dreams are getting better all the time! He expects to reap 2 tons of onions this year—not counting the garlic! And brother—will we know!

"Thank you so much!" said the woman to a man who had given her his seat in a streetcar. "That is very kind of you."

"Not at all, ma'am," protested the man; "I know some men who don't give up their seats to any except pretty girls, but looks don't make no difference to me."

**DISTINGUISHED POETESS**—Goldie Laden Morales, as she appears at the desk where many of her poems and books were written. The first book of poems was "Florida: in Color and Song." "Dreams of Youth," her second book (written between the ages of 10 and 17), was widely acclaimed in 43 states and sold 18,000 copies. She also has 6 other books of poems. Many have appeared in nationally known poetry magazines. Later came "Essays" and "Distribution" in prose. At present she is writing a novel that deals with the return of matriarchy. Goldie hails from Oklahoma and has been with P.E. (C.T.B.) since January, 1945. She is well pleased with her work, and feels this is a vital industry which enables her to help on the home front, while the boys—her husband Anthony included (whom she has not seen in two and one-half years)—are out on the battlefield. We are happy to have such a talented person belonging to our company.





thyst jewelry sets she bought in Mexico City. . . . Gladys Black and Martha Depue, who occupy the gasoline-rationing office, are doing a swell job. . . . Summer has now been correctly ushered in—Trainmaster Johnson wears his Panama hat, which incidentally he got while in the Canal Zone.

Brakeman S. T. Sherritt and Mrs. Sherritt celebrated their silver wedding anniversary; son Victor, S1/c, home; and son Eric (Lt. Merchant Marine) got married in New York and was shipped overseas—all that in the same month! . . .

Joy Dixon took a three-months leave to go to North Carolina with her folks. . . . Lucy Paige is on three weeks vacation and when last heard of, was sunning at Palm Springs amidst military personnel (do I hear a distant whistle?) . . . R. S. Maison, retired Assistant Superintendent, passed on, and PE staff members acted as pallbearers. . . . Betty Demmerle left the PE and plans to stay in Santa Monica until fall and then go East to get married. . . . Now I know what the "Billy Goat" is at Butte, but what is it at State? . . . The new watermelon-colored coat Mary Hen-



**THE BROTHERS ROBERTS**, now on sea duty, were both Trucker-Clerks in the Transportation Department before they heard the voice of Uncle Sam. George E., left, is a machinist's mate 2/c now stationed at Shoemaker, California. He worked for P. E. about three years before going into naval service October 11, 1942. LeRoy K., who is with a radio repair gang in Long Beach, just married a girl from New York and they are living with his parents at 6018 Mabee Avenue. He worked for P. E. about six months before entering the Navy October 3, 1941.

drix has looks right smart—well, we can at least go window-wishing!

Ed Wheeler is back to the old stamping grounds at Butte from 4-12. . . . Dave Newman took his vacation and stayed home and painted his house—got back to work and caught up on some much-needed rest. . . . Ralph Kennedy, CC at Dolores, has had quite a sick spell, as has Alfred Nation—hope their health is better. . . . "Doc" Edwards is midnite Asst. Chief Clerk. . . .

L. S. Jones, Schedule Supervisor, and wife Helen (of the Law Dept.) are the proud parents of Diane Adele Jones, 6 lbs. 7 oz., born on May 8—L. A. Campbell surely liked the cigars, "Jonesy." . . . "Dimples" Hoffman is the daylight messenger with the collection of multi-colored beanies. . . . "Dodie" Faulkner left R. W. Jackson with all the work and went on a week's vacation. She receives phone calls and letters from "Bill," and we wonder if there is a romance blooming. . . . Lillian McNie is on a much-needed vacation. . . . Marian B. Rowles' new pet name is "Gloaty."

Newcomers are numerous as ever: Frank Gross, Jeanette Cooney, Edward Overton, Donald R. Andrus, John Robinson, Hazel Palmer, Robert G. Eichenberger, Joseph A. Skeels, Theron A. Belk, Harry Tovillo, Joseph Nathanson, Andrew B. Pedie, Charles W. Smith, James Royal, and John J. Standon—that's a record. . . . White balled, black balled, 8-balled, oh me! . . . A. L. Robertson and C. W. Coutts vacationing. . . . Charlie's boy was home, as was Neil Breese's son and Earl Johnson's

Brakeman R. M. Jones ("Red") is now a grandpa and off to visit baby Donna Rae Ackles, just 5 lbs., born at Astoria, Oregon, to his daughter Phyllis (Poly Hi, S '38) and Coast Guard Seaman Ray Ackles. . . . Engineer O. E. Olafson's 27-year-old nephew, Sgt. Kenneth Olson of North Dakota, was instantly killed by a Jap sniper bullet in February during the Okinawa invasion. . . .

On June 2 at 3:00 p.m. at San Gabriel Mission, Patsy Reyngoudt and Burry Schwertfeger were married. "Patsy" is the step-daughter of Fireman W. F. Brown, and "Burry" is the nephew of Irene Schwertfeger, who was matron of honor. After the honeymoon at Big Bear, the young couple will go to Chicago to live. Miss Helen Freedle and Mrs. Irene Schwertfeger of the Personnel Bureau recently gave a bridal shower for Patsy—invited were a number of Patsy's co-workers.

Eugene Tracy has a painting called "Family Group" on exhibit at the L. A. County Museum. Who ever thought our Butte St. "Minnie" and her five kittens would make the lime-light? . . . "O" "C" Jordon celebrated

his birthday, went to the Ice Follies, and took his vacation when his oldest son, Clark, a 2c Radioman, was home for the first time in 42 months. Wayne, 3c Gunner's Mate, was also home for the first time in 14 months.

## ROOM 221 AND VICINITY

By Rosanne Smith

Pinch-hitting for minute Lu Paige: Pigtail Annie.

Hello folksies: Vacation time is here again, and your "neat, sweet and petite" correspondent is whiling away hours on the beach at Palm Springs. Cards from there enlighten us to the happy days Lu is having there. (Jealous? Sure we are.)

Buzz-buzz, here and there: Blonde Joy Dixon of the Instruction Dept. is on leave of absence. Lillian Olsen of Schedule is on ninety-day sick leave. Get well quick and hurry back.

"Oh, what a wonderful time" at Ilene (Draft Gal) Baldwin's birthday party, given by the "screwballs" of 221 at "Lizzie's Trail Inn." What chicken and stuff and things like that there.

Greetings also to Mr. H. L. Young of Personnel, who celebrated his birthday in the "Merry Month of May." Congratulations to the proud father of a "V-E Day" daughter, and I do mean Mr. Laurel Jones of the Schedule Bureau.



**REGULAR GUY**—Little 18-month-old Jimmie Church, son of Mr. & Mrs. Jack W. Church, likes to come down and visit "Aunt Margot" (Suzanne M. Jacquemin) on pay days. Isn't he a regular guy, though?

The tiny cottage of Millie Johnson was the scene of the shower given in honor of "Tiddlewinks" Lorraine Larson, who arrived amidst a sprinkle of beautiful rose petals, bedecked in a soft gray dress and crowned with a veil of white window curtain. (Unique, huh?) Her flower girl was none other than our own sweet "Mother," K. Salmon. The gay, festive spirit was prominent throughout the evening. Best wishes, Lorraine.

Now while the gal is away, shall we give you the "highlights" on your own "information giver?"

Name: Lucille Paige. Native state: Missouri. City: St. Louis (birthplace of the Blues). Skip 13 years and she graduated at the tender age of 14. Lived in L. A. for 14 years. Associated with Pacific Electric for four of those years. Must be a lucky number for her.



Lucille Paige

Began career in Purchasing Department—moved to Schedule Bureau—transferred to Trainmaster's Office, and last but not least, to Transportation, where she has been installed like a permanent fixture since September, 1943.

Nuts about: dancing (at which she is quite adept), horseback riding and reading. Versatile, isn't she? A congenial personality and an "intellectual little flirt."

Ambition: To marry and have five children and to keep her trim torso. Summing it up, our Lu is an individualist, and is proud of the fact.

With that I leave you all—Good-bye now.

P.S. Don't forget that "extra War Bond."

## THIS IS THE P. E. INFORMATION BUREAU!



By

Deane H.  
Koch

Hear Ye! Hear Ye! Hear Ye!  
From the inkling given last month, the readers are not surprised to learn that we have two new grandmothers in our midst. Edna Tilley has a fine grandson, Bruce Francis Thompson, born May 1, 1945. Evelyn Cook has a

new grand-daughter, Cheryl Eileen Pedroni, born May 5, 1945. Both grandmothers are recovering slowly. We hope to see them back soon.

Vacation time has "been and gone" for Doris Burden. Reports are that she didn't do anything exciting but stayed home to enjoy the companionship of her son, who is fast growing into a fine-looking young man. Elsie Tappendorf did the night trick during her absence. Elsie is now working Edna's shift, while Carolyn Dalthorp is working the early trick for Evelyn.

The latest addition to the armed forces from our "family" is Richard Bell, son of Thelma Bell. We understand he is located at Shepherd Field, Wichita Falls, Texas.

We were well aware of the opening of the races at Santa Anita. Seemed to us that "everybody and his brother" called on the telephones for information, and then came right downtown to have the same repeated to make sure he heard right and would not miss being there when the gates opened. Guess they all made it, from what we learned of the number that fled through the gates. One person was so excited that when she got to the station all she said was, "When do the Electrics leave?" When asked where she was going, she looked surprised and said, "To Santa Anita, of course." We might have known it, if all the other transportation had been dispensed with that day.

Another young lady presented herself at the Information Desk wanting to know how to get to the Greyhound Depot. She was told to go out the side door and across the corner to Sixth and Los Angeles Street. "Do you think I should get a taxi, so I won't get lost?" We never heard whether she got across the street or not.

Upon one occasion a voice over the telephones asked, "Do the busses from Claremont come into that Car Barn at Sixth and Main?"

Another call came in, "I am sick and have a Redondo Beach ticket but I hear your busses will come and pick

up such passengers. I am at the Serv-all Restaurant. Have them come and pick me up." Nothing wrong with her heart to get that all out at one sitting. Attention, Traffic Department: Just another service for the public.

## SIXTH & MAIN TERMINAL

By  
W. B.  
Shrewsbury



The following is the first news we have had from our erstwhile secret observer in some time and we submit it to you to read or not to read at your leisure:

Dear Mr. Shrewsbury:

I had no sooner dropped my report to you on the Vitamin in the mail box than I was seized gently but firmly by four men dressed in immaculate white suits. These men had been following me all during my quest for information on the Vitamin. They have treated me very nicely so far. They have taken me to their fabulously large home and given me a large, spacious room. There is not much furniture—just a bed and one chair—but they are very considerate. The windows all have iron bars on them so that burglars can't get in and rob me, or molest me, and they even lock the door and keep the key. They locked up all my clothes for safe-keeping and have given me a nice pair of black-and-white-striped lounging pajamas. At night they put me in a strange type of bed jacket that ties my arms in front of me to keep me still. So I can rest better, they say.

## DENTAL DEPARTMENT

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**INSTRUCTOR'S INSTRUCTORS**—*The three children of Train Service Instructor O. C. Angle doubtless teach him many things he never learned in the classroom and wouldn't dare teach his student trainmen. Left to right are Standley, 8, whose interests are books and baseball; Virginia, 6, quite a singer; and Edgar, 10, piano expert who plays by ear as well as by note.*

They feed me very well, and—talk about service!—they bring all my meals to me. And I have plenty of company. There is one queer old duffer who comes in to visit me two or three times a day who is obviously my host. Personally I think he is a little cracked. He is always asking me a lot of silly questions, but since he is being so nice to me by letting me stay in his home, I humor him and answer his questions the best I can.

Last night I thought of a way to help the trainmen and bus drivers and this morning I asked for pen and paper so I could write you about it in time to get in this month's P. E. MAGAZINE. My host brought it in himself and is sitting here watching me write this letter.

What I was thinking about is this: So many of our men are troubled with missouts lately that it must be due to faulty alarm clocks. The old pre-war clocks are wearing out, and since it is impossible to get new clocks, something must be done, so I am going to tell you, so you can tell the men how to build an alarm clock. Now everyone knows a clock consists of little gears and springs. If you have no gears lying around the house, you can tear the transmission out of your car and there you will have more than enough gears for your clock. However this necessitates your making a very large clock. For a smaller clock I would advise taking about 6 new coins and biting notches in them. This might be hard on your teeth, but the dentist has to make a living, too.

Next, you need some springs—preferably hair springs. If you are bald headed, then look under the bed. If the bed has no springs you might con-

sult the Fuller brush man and chances are he won't be bald headed and you can prevail upon him to give you a lock of his hair. Now you need a couple of hands. My advice here is to find a farmer who has a horse 16 hands high and buy two of the hands. The farmer should sell them cheap, as the horse should be able to get along with 14 hands if you and I can get along with only two. Now all you need is a face for the clock. Here you must use care. Be careful the face you choose isn't too gruesome. You might otherwise wake up in the night and be so frightened by the face that the only alarm you would hear again would be Gabriel's horn. Tear your radio up and use the face from it; or if you have a dial phone, tear it off the wall and use the dial.

Now then, you are ready. You have gears, springs, hands, and face. Put them all together and what have you? (Editor's note: We'll bite. What have you?)

Well, Boss, hope this helps avert the missout problem. I have kept my host waiting long enough, and I can

see he is eager to talk to me. He evidently enjoys our intellectual conversations.

Obediently yours,  
SECRET OBSERVER

### MACY STREET TERMINAL



By  
Ted  
Harrison

Good morning, folks. Have you got your nice new Bond? Sure you won't want to miss this time, for we are getting all primed for that big push at Japan. Get yours now!

Ask Motorman Jimmy Leath and Conductor McBrayer about that fish-

### QUESTION AND ANSWER BOX for PASSENGER CONDUCTORS AND OPERATORS

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

**Q.** When working a car equipped with an Ohmer Register is it necessary to register fares on Special or Extra Service Order Movements? If so, and I do not receive tickets to cover registrations, how shall I account for the fares registered?

**A.** Joint Notice of May 4, 1945 to all districts, clearly answers this question. Tariff instructions are that all fares received are to be registered. In addition ALL CONDUCTORS MUST SHOW SPECIAL SERVICE ORDER NUMBER ON THEIR TRIP REPORTS. If one ticket is presented to cover the transportation of a group, head Conductor will submit ticket to Auditor in Auditor's Envelope. In Remarks column of Trip Report, state that tickets are turned in to cover registrations on all cars of train. He will register only the number of passengers on his respective car.

Trailer Conductors will each register number of passengers on their respective cars. Show Special Order Number, and in Remarks Column of Trip Report state that tickets to cover registrations are turned in by head Conductor, giving his name and badge number.

As car mileage is figured from cars listed on Conductor's Trip Report, please show correct car number at all times.

**Q.** Should passengers board inbound

interurban train at Watts and request Slauson Avenue Stop, are we obligated to stop train? If so, what fare should be charged?

**A.** Although the above question concerns the Southern District, the answer will apply on any district. You will be governed by instructions covered in your timetable, Special Instructions or Notices, Rule Book, or Tariff regulations, pertaining to the line over which you are operating. For the specific question above the answer is "yes." You will stop at Slauson Avenue, to permit passengers to leave train who have boarded train at Watts. Timetable instructions read—"All trains shall stop outbound at Slauson Avenue to receive passengers and inbound to discharge passengers. Please note that instructions do not state that passengers are to board at any particular stop south of Slauson Avenue, to be permitted to leave car at Slauson Avenue.

As to the rate, the tariff provides for a 10c fare from Willowbrook or Watts to Slauson Avenue.

Your cooperation will be appreciated in making an effort to be of every service to the traveling public. Let us by courtesy and helpfulness have a long-range plan to keep the public using our service, instead of interpreting some rule or tariff instruction to keep people from using our service.

ing trip. Seems it was quite a success—or something.

Talking about fishing, May 1 has come and gone and we never heard a thing about all the big ones that got away. Oh, well, with Motorman Polzien wasting his time in San Diego so recently, we couldn't expect him to take on a fishing trip too.

Our Macy St. Clubhouse building seems to be in for some repair work in the way of a new concrete floor downstairs. Many of the old timers will remember many hours spent in the old equipment room learning all about control pipes and train lines and master control and many other things, when we had more time to catch on to the ins and outs of the big red cars.

Say, by the way, someone left a ladder against the wall near the office window the other night, and it was reported that a certain Motorman was seen climbing aforesaid ladder and inviting a certain Cashier to leave—you know that Romeo and Juliet stuff. Seems all the F.B.I. or the secret service or Scotland Yard has to date are the initials C.H.Y. We all know he can't get away with it!

Boy, oh boy! Do some of these good looking bus drivers rate. Operator M. J. Pruett, working Temple City, has a birthday (a little bird told us it was his twenty-ninth) and the passengers on his run bring on a big birthday cake. It must be wonderful to be good looking!

A newcomer to Macy, though lots of us know him, is Motorman E. D. Coughenour from the South District. He is a System man and lives out El Monte way. He is a swell fellow, and we're glad to see you over here, E.D.

Just heard that Motorman "Red" Lloy of El Monte now has three boys in service! Good work, Red. Guess I'll have to get a little more dope from you for next month, and a picture, too.

**LONG BEACH FREIGHT OFFICE, 1924—Correspondent Jack DeLaney says: Only about ten were employed at the Long Beach Freight Station when this picture was taken; now there are 70. Only two of the original force are now employed there. Standing in doorway is Tom**

Maybe I'll get you a picture of my boy, who is feeling quite lucky at present because he is stationed at Corona and gets to come home two or three times a week. By the way, why don't you fellows tell me about your boys in the service and give me a picture so we all can see them?

Conductor R. W. Nisley has joined the Navy. Seems this is nothing new for him. Wonder if he will get his seniority back?

We've lost two Harrys: Conductor Harry H. Sloan and Motorman Harry Raymond have both retired.

\*\* BUY MORE BONDS \*\*

\*\* BUY MORE BONDS \*\*

### LONG BEACH FREIGHT HOUSE



By  
Jack  
DeLaney

Mrs. H. P. Clark, wife of former Agent, now Captain, H. P. Clark, has received a cablegram from her husband confirming the Red Cross report that their son, 1st Lt. H. P. Clark, Jr., has been released from the German prison camp Oflag 13, Hammelburg. He had been interned in the prison camp since the battle of the Belgian bulge, December 21.

Looks as if wedding bells are in the offing at the local freight station. A kitchen shower was given to Calvin Duralleau, OS&D Clerk, and Irvin Kuehl, Utility Clerk. We don't know who the girls might be—perhaps someone in the office. Whoever the two girls may be, they should con-

**Clemo, now dead; in the corner is the "cute little Clerk" Dorothy Binning. The others left to right, are Arthur Wilson, then a Clerk, now Acting Agent; E. R. Muse, now Revising Clerk; a Mr. Terry, then Car Clerk, now retired; and Joe Brooks, then Chief Clerk, now deceased.**





Norvell Knox at last has his house completed and expects to have open house soon. Notice will be posted up in the ticket office, so watch for it.

William Cheney is now with us as Ticket Clerk and helping with the baggage.

Jean Hart has been on vacation and rumors fly around the ticket office that she has gone out and got herself tied to a man. Bring your hubby in, Jean; would like to get acquainted.

## PASADENA TERMINAL

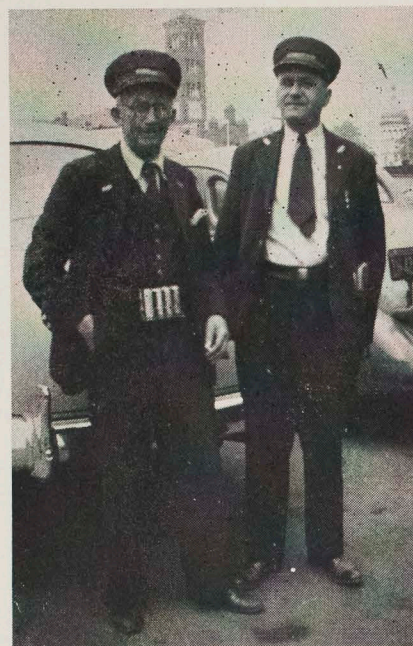


By  
H. L.  
Woodford

A year ago this month I started, in my feeble way, to write the Pasadena news. Near the end of the year I wanted to step out and give someone else a chance, but the Editor asked me to carry on for a while longer at double my present salary. After talking it over with my wife, I was advised that I couldn't very well turn down an offer like that. Last year I received \$0, so this year I get two zeros—and I don't mean Jap planes.

Our sympathy to Motorman L. A. Strople on the death of his mother, and to the family of Willie Carrier, retired Conductor, who passed away last month.

Harry H. Sloane, former Birney car expert and Conductor, later holding trolley on a freight engine, has retired (the lucky boy), and is now



OLD-TIMERS working out of Pasadena Car House are Conductors W. H. Cannon, left, and C. J. Gandy. W. H. was born in Cheshire, England, and has been with the company 23 years. Curtiss J. was born in Santa Ana and has over 20 years of service. He makes no claim to have originated the term "gandy dancer." "Two of our very able Conductors," says Correspondent H. L. Woodford.

out in pasture at his home.

Conductor E. D. Thorne bid in a Temple bus run, and Conductor C. W. Knight a front-end night job on the Short Line.

Motorman Mode Frasure has recovered from his illness and is back on the job looking fine.

Peter Alig, our hard-working Mechanic who keeps the brakes on our equipment in such good shape, is on

a well-earned vacation. In the meantime, Ralph Bridges is holding down Pete's job, and doing it very well.

As D. B. Van Fleet would say, "Just a minute, please."

Conductor (Pasadena) and Mrs. Alexander Taylor are proud of their two sons, who have been serving honorably and well in the Army. Both boys, who belonged at home to the National Guard, have a record of overseas service, both entered the Army March 3, 1941.

One of them, Lt. I. C. ("Bud") Taylor was recently awarded the Bronze Star Medal for heroism on two counts while serving with General Patton's Third Army in Germany. The first count was for disregarding personal safety to cover the retreat of an officer who had been treacherously fired upon while advancing alone to demand enemy surrender. The second was for aggressive leadership in taking over command of his company when the commanding officer became a casualty.

The other son, Staff Sgt. A. P. ("AP") Taylor, is now serving as an instructor at Normoyle Air Base, Texas, after having spent 11 months in the South Pacific Area. He returned to the United States in 1943.

Both boys are married, and Lieutenant Taylor has a son, Lawrence J., born last November 21.

## SOUTHERN FREIGHT DISTRICT



By  
J. E.  
Neville

Back on the job again with a few items for the South Freight column.

I have been asked by many of the South Freight Trainmen why we of the South Freight at Butte St., 8th St., Graham, Dolores, Watson, and Long Beach Yards never had a front page in the P. E. MAGAZINE. All I can say is that it was submitted and approved by the Editor for a future date.

On April 30 Motorman Ray H. Rothrock made his last run into Butte St. Yard, after almost 43 years of enviable service. He did not slip into the Yard with his 48-car train entirely unnoticed, however, as a group of friends and fellow employees were on hand to greet him and to present him with a leather traveling ensemble which included a wallet containing real folding money. He was also the

## RIVERSIDE DISTRICT

By H. F. Dostal

Lady at ticket counter in Riverside: "Can you get refunds at this office?"

Clerk: "Certainly, madam."

Lady: "Give me two one-way and one round trip."

Riverside Station boasts of a new student airplane pilot: Ticket Clerk Gordon Thexton. Gordon, rather the butterfly type, almost made the Caterpillar Club when it was necessary to set his plane down in a corn field. Now to those who know him, the corn field is the most logical place for him to head for.

Ticket Clerk Ray Bryan, the Riverside tie salesman and the is-this-trip-necessary? ticket salesman, is a great picker when it comes to long shots.

Bernardo Madrid, champion insurance salesman and also champ chess enthusiast, has been trying to teach Clerks Jack Schnarr and Gordon Thexton the fine points of Spanish. They are doing fine. When a lady came in to check her baggage in the parcel room they sent both her and her two children to Long Beach. Time will tell.

Frances Wodal, Ticket Clerk, returned in a very sunburned condition from a beach outing. The sun really shines in California.

Night Clerk John Horst showed up his fishing spirit on the opening day by being numbered among the few who had a boat on Fairmont Lake and who really pulled in the big ones.

Newton Potter, returning from vacation, has been shaking hands with old friends out this way and making new ones. Riverside welcomes Newton to their force.

## STATIONS AND YARDS

By  
Arden H.  
Nasher



Probably of more importance to most than anything else is the return of an old friend, James G. Blake, former Terminal Trainmaster of these P.E. lines, and now a Lt. Colonel in Uncle Sam's Army. Jim is on furlough (and a nice fat one), having earned it by some of the most disagreeable and strenuous service imaginable while stationed in Calcutta, India.

Jim has been in charge of Transportation for the U. S. Army in India for the past couple of years, during which time he was bombed, shot at, struck at by a cobra, attacked by a native with a long, curved and murderous-looking knife, fell into a deep pit, was down with tropical fever and heckled by the British. He flew to Chungking and other points in China several times, as well as to various points in India. He was awarded the Bronze Star for meritorious service, and rose from a Captain to a Lt. Colonel.

At the L. A. Freight Station there have been a number of reorganizations and changes during the past couple of months. Joyce Wagner is now the Head Salvage Clerk in Fred Leary's Department, and Ted Swanson traded his job of Inspector to Asst. Salvage Clerk. The salvage has reached such proportions that a new space has been provided for it in a special mezzanine floor at the north end of the building. Arnold Winquist has a new "General Foreman's Clerk" in the person of R. N. Peterson, who is able to take a lot of the office detail work off Arnold, relieving him to spend more time on the shed floor, and we are told it works like a charm.

Any of you guys and gals who haven't been to the L. A. Freight House for a long time would be surprised at the old place if you dropped in. There are some really nice new offices on the new mezzanine floor at the south end of the old offices, which harbor the Western Freight Association, the Pacific Motor Trucking Company and the Coast Carloading Company. New daylighting, no-draft windows, artistic paint combination, new stairs, recreation room, fire-door, etc. In the Western Freight section there is even a third floor. The changes

recipient of many kind remarks, good wishes and handshakes. Mr. Rothrock first entered the service of the Company in 1900. He has really watched this system grow and witnessed a great many changes, as it went through its growing pains. His many friends wish him every success and happiness in his life of retirement.

Conductor H. A. Holmes and his wife and granddaughter are visiting with Mrs. Holmes' mother in Medford, Oregon.

Conductor-Yardmaster A. J. Charland is on a leave of absence visiting his brother, who is dangerously ill in Boston, Mass. R. C. Vanderpool has been called away to Missouri where his mother is seriously ill. We extend our hopes for a good recovery to both.

We have several Trainmen ill and many through accidents confined to their homes. We wish them all a speedy recovery.

THE BEYOND—A MEMORIAL  
It seemeth such a little way to me  
Across to that strange country, The  
Beyond.

And yet, not strange, for it has grown  
to be

The home of those of whom we are so  
fond.

And so for us there is indeed no  
Death—

It is but crossing, with abated breath,  
A little strip of sea,

To find one's loved ones waiting on  
the shore

And seeming now more beautiful than  
before.

## IN MEMORIAM

Jesse R. Radcliffe, Motorman.  
Edgar Archer, Retired Section  
Foreman.

Mrs. J. W. Jessee, wife of Conductor J. W. Jessee, South District.

Our sincere sympathies to the bereaved families.



GREETING MOTORMAN RAY ROTHROCK (fourth from left), when he brought his last run into Butte Street Yard April 30 were, left to right, Motorman Clyde F. Gates, Trolleyman L. A. ("Dutch") Kirchefer, Brakeman Sam Swartz, Freight Conductor O. T. ("Red") Estes (skipping Mr. Rothrock), Brakeman E. G. ("Duke") Findlay, Freight Conductor R. C. Vanderpool, and Brakeman Michael Cherwiniak.

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have enabled Mr. Orr to rearrange his own office, too, and by the time this appears in print, Mr. F. B. Spencer will have his own little sanctum sanctorum.

Any mention of the Freight House would not be complete this month, without telling you about the new job: Chief Clerk. This job was put on to take some of the terrific amount of detail and supervision off the capable but overloaded shoulders of Fred Spencer, and was bid in by our old friend Seymour Lipschultz. While Seymour will undoubtedly be a distinct relief to Mr. Spencer, it hasn't been possible to find someone to fill the gap in the Revising section when he takes over his new duties. Sammy Telechia will be a good successor for Seymour but who's going to substitute for Sammy?

### SUBWAY TERMINAL



By  
W. F.  
Servranckx

Conductor P. W. O'Dell transferred from West Hollywood to Subway Terminal, and wonders why no one paid any attention to his new teeth. Paul claims he can bite a good steak now, and what's more, knows where to get it. The line forms on the right, boys.

Motorman E. D. Cernin returned after a few days' illness. We hope it was not due to the opening of a can of corned beef.

Motorman C. R. Manor celebrated V-E Day by buying a \$150 War Bond.

Conductor H. B. Finglet bought himself two new shirts, a tie, a hat, and a set of new dishes, but the boss did not like the pattern and exchanged them. You know, Harry, that is a woman's job.

Conductor H. Vivian spent his honeymoon at Las Vegas, Nevada. That handsome brute and lovely Floy M. Mawhinney were married on June 9. Our congratulations.

Conductor E. D. ("Flat Top") Borders always wanted to be remembered in the P. E. MAGAZINE. Well, it took Conductor Jake Bierman to remind us of the fact, and so here you are, Ed.

Supervisor Ernie Jarvis spent some time at St. Vincent's Hospital. Hope you return soon.

Conductor R. Wiseman has pur-

chased a new home at Palms, and was elected Mayor of that well-known town. He is eagerly awaiting that house-warming party.

Conductor Sam McLindon always has a new riddle. He asked Motorman H. A. Miller if he knew what the dog said to the tobacco salesman. Harry did not know. Neither do we, Sam.

Motorman C. S. Dudley returned to work after a 2½-year absence, just as neat as always. Glad to see you back, Carl.

And then there is the guy who, while on the sick list, carries his lunch—just force of habit.

Conductor A. T. Smith enjoyed his birthday by visiting all the markets at West Hollywood looking for a juicy steak.

Motorman N. L. Schmitt returned to work after a sick-leave of two months, feeling fit as a fiddle.

Conductor Harry and Mrs. Allard received news that their youngest son, Lt. Scott R. Allard, was killed in line of duty over Luxembourg. Our sincere sympathy to the bereaved family.

One of our busiest employes in the Subway is none other than Motorman "Wimpy" Comstock, and he does enjoy a good hamburger.

Since they are shining examples of what well-dressed Trainmen look like, the awards of June go to Motorman W. Leadbetter and Conductor R. Ramsey of West Hollywood.

V-E Day has come and gone, but remember, our boys still need that pint of blood, and just so we can send the "sons of the rising sun" where they belong, buy more War Bonds and keep them.

Motorman O. Groom had an unfortunate accident while replacing a trolley pole, and is now on the road to recovery at St. Vincent's Hospital. Hope to see you back soon, Oliver.

Motor Coach Operator "Stonewall" Jackson is going to have that appendix removed or bust. Au revoir, boys!

### OCEAN PARK CAR HOUSE AND BUS LOT

By Bill Williams

Without a single exception everybody at Ocean Park is very pleased at the promotion our employers have given to Henry Whisner. The "Staff" have gained a good man, and the men still have a good friend.

"Bob" Spears and his wife celebrated their 20th wedding anniversary a few days ago; if we didn't know Bob was a very truthful fellow, we wouldn't believe it, as his very charming wife hardly looks 20 years old now. It seems that happy married life tends to make people look younger.

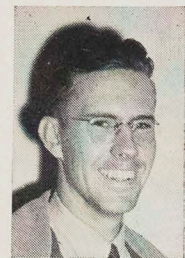
Jack ("Junior") Leman is back on leave; he will be remembered as one of the most likeable fellows we had

working at Ocean Park. Personally we thought he was a little on the shy side, but the uniform seems to have changed all that. We were lucky enough to have a dinner date with "Junior" and his heart's desire, and can't ever remember spending a nicer evening. His choice of the opposite sex is perfect; the lady was very lovely to look at, and just bubbled over with personality.

Dewey Tucker, one of our oldest Bus Drivers, has been working the same run since before Pearl Harbor, and now he couldn't get off it if he wanted to, as his regular passengers declare they wouldn't ride with anybody else. Dewey is a splendid operator and a swell fellow.

Each month in the Magazine we like to give our readers the low-down on one of the "regular guys," and this month we have chosen Sammy Ferrula. The more you get to know Sammy the more you like him, and it's not because he's "brainless." It isn't only the men that like him, the women, old and young, like him too, and eventually the P.E. will have to put a cage around him. Sammy is married, has a swell wife and two lovely youngsters, and it's always a pleasure to see him around.

### SOUTH BAY NEWS REDONDO BEACH HDQRS.



By  
Harold  
McClintock

Dear Reader: This is my first attempt at writing a column, so don't judge me too harshly. Like wine, I hope to improve with age.

We have three new faces at Redondo since the last shakeup: B. M. Griffin, L. J. Taylor and G. W. Foltz. Welcome to the line, boys.

The bullpen at Fourth and Flower Lot doesn't seem the same without P. E. Jones. Hope your hand gets well soon, Perry.

The restaurant at Clifton has opened again. It is good to be able to have a cup of coffee at the end of the line.

Summer is with us once more, and the passengers are more numerous. At times there is a temptation to tie up the bus and go to the beach with them. Saw Junior Delmar and his fair bride Evelyn basking in the sun down the boardwalk at Hermosa Beach recently.

We send verbal orchids to our Me-

chanic at the Redondo Lot, Al Blunt. Al is always ready and more than willing to take care of the mechanical difficulties that can't be solved by the Operators themselves.

Harold ("Mack") McClintock, Redondo Motor Coach Operator, takes over with this issue the Redondo news section formerly handled by Operator A. M. Ginn, who has found himself too busy and thinks himself too new to get the news. Sorry to see A. M. leave so early in the P.M., but glad to have Mack bear up the standard. Mack, Wyoming-born, came to P. E. October 8, '42, and says his hobbies are beautiful women (well, whose isn't?), drawing, and going to the beach.



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#### PHOTOGRAPHY

Jack B. Herold

Copy deadline for July issue:  
June 21.

## PASSENGERS APPRECIATE

### Conductor C. E. Barnett

April 17, 1945

Dear Sirs:

On Saturday, April 7, I left my hand bag on a P. E. car coming up from Long Beach. It was found by one of your conductors, and turned in at the Terminal in Long Beach. Everything was in good condition.

I wish to send my sincere thanks to this man. It would have been so easy, it seems to me, for him to have pocketed my cash and wrist watch, and a few other valuables. And some persons would have been tempted to do so. That Mr. Barnett (Badge 1056) did not, is my very good fortune. I trust you will convey to Mr. Barnett my sincere thanks. I was ill that day, or such a thing would not have happened.

MRS. ELBRIDGE HARTSHORN

### Conductor Geo. R. Cantrell

March 31, 1945

Mr. G. F. Squires:

Mr. M. L. Alexander, 2231 West 20th St., called this office March 30 to report that conductor No. 7329 (George R. Cantrell) on Venice Blvd.-San Vicente Line was exceptionally courteous in the handling of all passengers on his very crowded car at approximately 5:00 p.m. on March 29.

Mr. Alexander thought that this man's ability in handling his passengers should receive commendation.

H. O. MARLER

### M. C. Operator Charles R. Curd

May 17, 1945

Pacific Electric Railway,  
Gentlemen:

Last evening I rode from El Segundo to Los Angeles on the Pacific Electric Bus which ran through El Segundo at 6:13 p.m. and I think it is important for you to know that the driver (No. 2594 [Charles R. Curd]) was without exception the most courteous, efficient and conscientious one I have encountered in fifteen years of bus travel in California.

Nothing was too much trouble for him and he appeared to appreciate his job and enjoy doing it exceptionally well.

Such persons are unique these days so I consider it a pleasure to be able to tell you about "2594."

Sincerely,  
IDAMAE MARTY.

### Conductor J. G. Chapman

May 21, 1945.

Pacific Electric Railway Company,  
Los Angeles, California.

To Whom It May Concern:

I should like to express my appreciation to you for the manner in which my little boy—age 9—was taken care of on your car line to Pasadena by Conductor No. 32 [J. G. Chapman], when it was necessary for him to travel alone.

Very truly yours,  
JANETTA B. EVERETT

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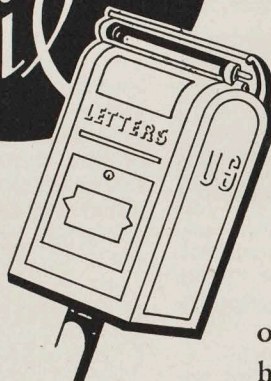
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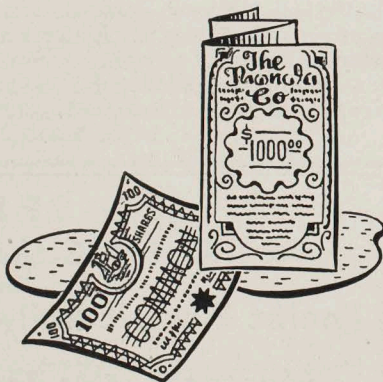
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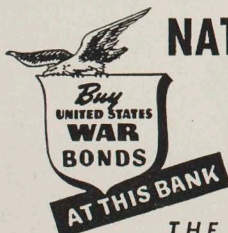
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