

MARCH 1945  
**PACIFIC ELECTRIC**  
*Magazine*





# FRANK KARR: A TRIBUTE

**M**R. FRANK KARR, under retirement rules of the Pacific Electric Railway Company, after 42 years of meritorious service, retired as Vice President and Chief Counsel on February 28, 1945.

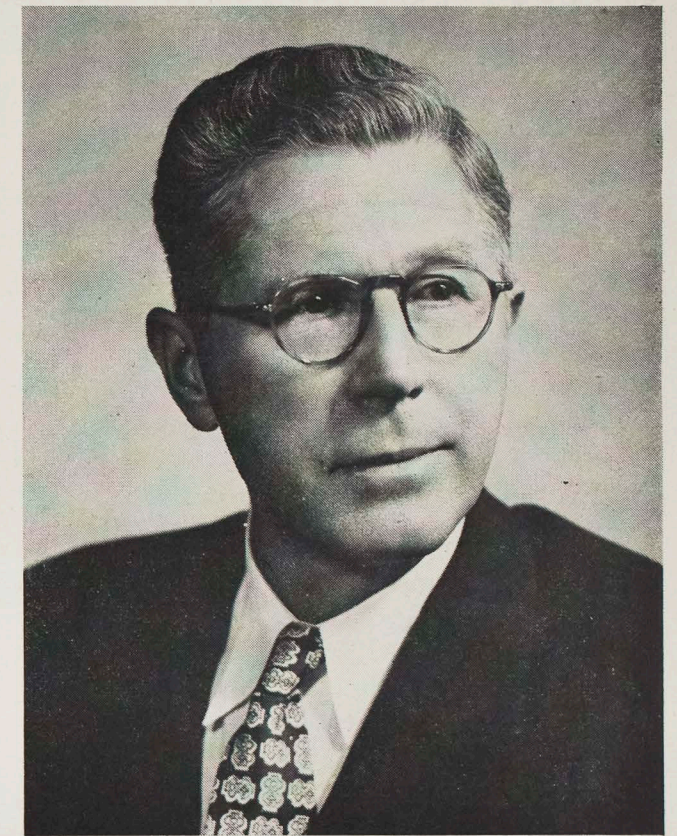
Mr. Karr's judgment and fine legal mind have safely guided the destiny of Pacific Electric over a period of many years through the complexities of laws and regulations which surround utilities serving the public. He has always been ready to give of his time without stint to advise a friend or fellow employe in matters of either legal or personal nature. His knowledge of human strength and weaknesses, his legal ability and clear thinking along practical common sense lines, coupled with his vast experience, have gained for him a position of pre-eminence not only with his fellow workers on the Pacific Electric but with all of those outside of the Company with whom he has come in contact.

One does not lightly put aside the many years of close and friendly association with such a man as Mr. Karr.

O. A. SMITH  
*President*



FRANK KARR



C. W. CORNELL

## Frank Karr Retires

Mr. Frank Karr, Vice President and Chief Counsel of the Pacific Electric Railway, and one of the best known lawyers in Southern California, retired from service, having reached the retirement age limit, on February 28, 1945. He had been an employe of Pacific Electric since October, 1902; and, with the exception of four years between 1914 and 1918, an employe of the Southern Pacific for a like period.

On March 1, 1914, Mr. Karr was made Chief Counsel of Pacific Electric's Law Department, and in December, 1921, was appointed Vice President of the company. In October, 1918, he was re-employed as attorney by the Southern Pacific. The government had taken over the operation of the nation's railroads, and it was found necessary by the Southern Pacific Company to have some representative in Southern California to look after its non-operating corporate interests. Though the railroads were eventually returned to their owners, Mr. Karr was nevertheless retained until his retirement in his capacity of attorney for Southern Pacific.

That the departure from service of the company's Vice President and Chief Counsel is a great loss is self-evident. Added confirmation of the fact is contained in the tribute from President O. A. Smith on the opposite page.

Pacific Electric employes wish for Mr. Karr all happiness in his retirement.

## C. W. Cornell New Law Head

Newly appointed head of the Pacific Electric Law Department is C. W. Cornell, whose title changes from that of Counsel to General Attorney. Mr. Cornell has long been familiar with all of the activities of the Law Department, according to his predecessor and long-time associate, Mr. Karr. The appointment was effective March 1.

One of Mr. Cornell's important tasks has been legal groundwork in connection with the company rehabilitation program under way between 1938 and 1940. Next to Mr. Karr, he has had a longer service with the company than any other attorney, and is well known throughout the Southland.

Mr. Cornell will also represent the Southern Pacific Company as attorney for its Southern California interests, as did his predecessor, Mr. Karr.

Six months before finishing law school at the University of Southern California, Mr. Cornell, on January 1, 1915, secured employment with Pacific Electric as a process server on a part-time basis. When he finished his law course, he began full-time work with the company, and has been an employe ever since, except for two years of military service in World War I as an ensign in the Navy.

Pacific Electric employes extend a hearty welcome to Mr. Cornell in his new capacity as head of the Law Department, and wish him all success in his work.



# WHY PACIFIC ELECTRIC HAS A LAW DEPARTMENT

**It Enables the Company to Cooperate with Existing Local, County, State, and Federal Regulations; It Helps Avoid Costly Claim Suits; It Draws Up Many Legal Documents, and Subjects All Legal Papers to Close Scrutiny.**

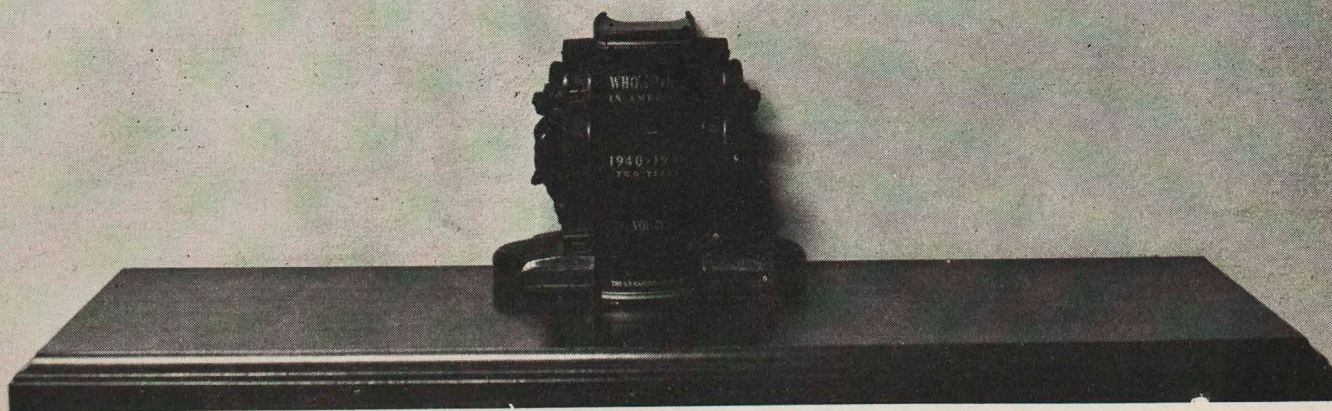
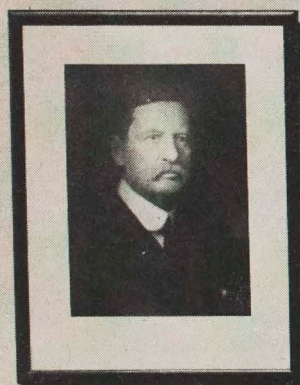
The Pacific Electric Railway Company has maintained a law department ever since the Company was incorporated and consolidated on September 1, 1911. When the operations of the eight constituent companies, subsequently incorporated into the present Pacific Electric

Railway Company, were taken over for active management and operation on January 1, 1911, the Law Department was put under the supervision and direction of the Honorable J. W. McKinley. Judge McKinley supervised the Law Department and acted as Chief Counsel

until his retirement on March 1, 1914.

On March 1, 1914, Mr. Frank Karr was appointed Chief Counsel of the Pacific Electric Railway Company, which position he held until his retirement at the end of last month.

**HOLDING A HIGH PLACE** in the esteem of Mr. Karr are the three gentlemen below, whose pictures hang in this manner on the walls of Mr. Karr's office. At the right is Epes Randolph, first General Manager of the old Pacific Electric Railway. At the left is William F. Herrin, for many years Chief Counsel of the Southern Pacific Company. These are the two men who first employed Mr. Karr in the service of the two companies. In the center is Major Randolph Karr, son of our retiring Vice President and Chief Counsel.



**THE LAW LIBRARY**, of which three alcoves are here shown, contains in the neighborhood of 3500 volumes. Messrs. Bissinger and Lambeau are glimpsed looking up some references.

### *Why Have A Law Department?*

Most of the public utilities in the United States have found it advisable to maintain a law department, although there are some instances, mostly confined to small enterprises, where the law work is farmed out to independent practitioners. Railroads particularly are subject to very strict regulation by governmental authorities, and in order to operate lawfully and not be found in conflict with provisions of the many regulatory statutes and general orders of the regulatory commissions and bureaus

they have found it highly desirable to have a group of lawyers generally familiar with the statutes, rules and regulations, so that advice in questionable cases may be secured promptly. This is the primary reason why law departments are maintained by railroads and other public utilities.

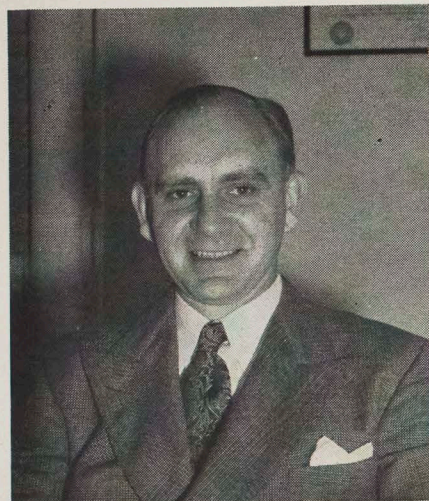
### *The Question of Claims*

In the operation of a railroad in a territory such as that through which the Pacific Electric Railway Company operates in southern California, there are inevitably many accidents and interferences with traffic,

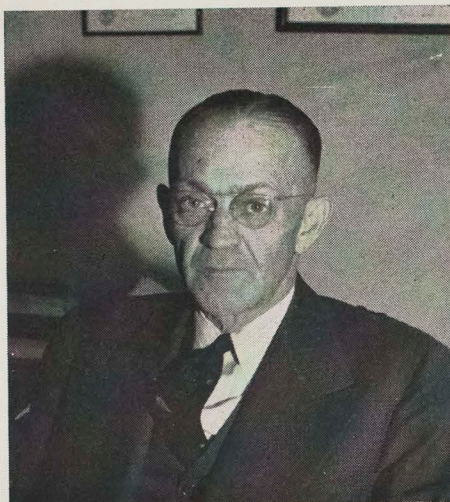
resulting in claims for injury to persons and damage to property.

Such claims are in the first instance investigated by the Claim Department (a department that is maintained by all large and well operated companies), where a substantial majority of the claims are adjusted or declined. From the unadjusted and declined claims, a very large number of actions at law for damages are instituted every year. It is necessary that these actions be defended, and therefore the complaints when filed are turned over to the Law Department for attention. Where liability or the amount of

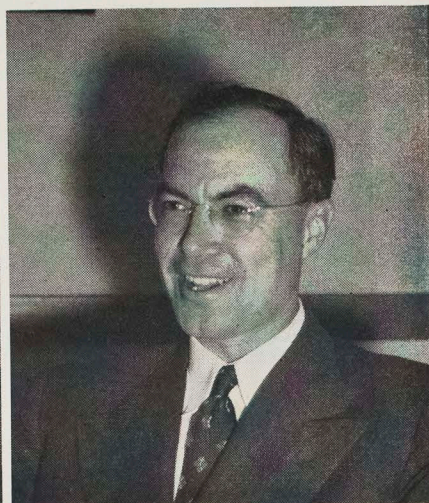




**F. J. OTT**  
Attorney  
Entered service November 15, 1944



**E. L. H. BISSINGER**  
Attorney  
Entered service December 8, 1923



**E. D. YEOMANS**  
Attorney  
Entered service February 1, 1941

Mr. Bissinger handles commerce matters before the Interstate Commerce Commission, and defends loss and damage suits arising out of freight shipments. Mr. Yeomans does general corporate work. Mr. Ott assists Mr. Collins and Mr. Archbald with personal injury and property damage suits.

damages is disputed and it is impossible to settle claims, they go to trial. On the Pacific Electric some 150 to 200 such actions are tried every year, the balance of those filed being disposed of either by adjustment or lapse of time.

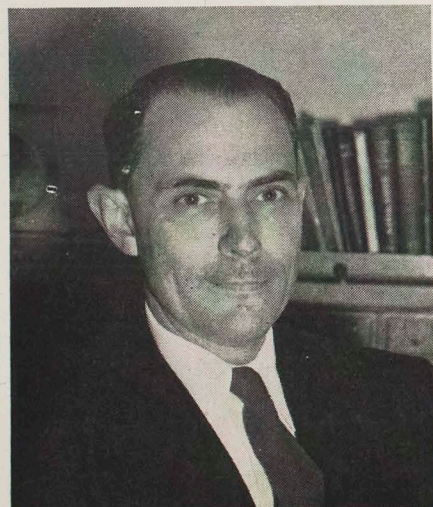
*Freight Claims*

Another very substantial volume of business conducted by the Law Department involves claims and ac-

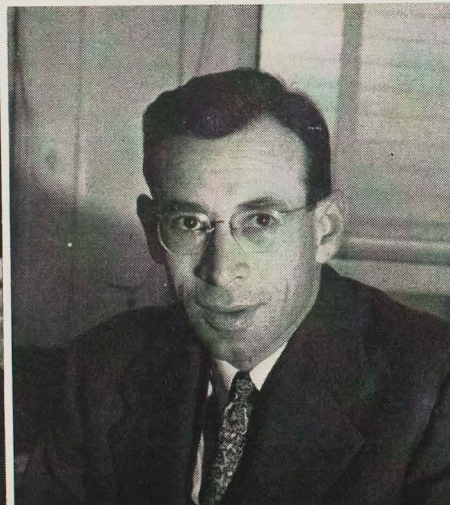
tions for loss and damage of freight; and undercharges, where the wrong rate has been quoted to a shipper, and subsequently it is discovered that the tariff rate is higher than that collected. Under the law, the obligation is on the carrier to collect the tariff rates, and if the shipper is unwilling to pay the amount found to be due, it is necessary to have the question of whether or not he should pay determined by court. Many suits

involving such attempted collections are filed every year, and if not paid proceed to trial.

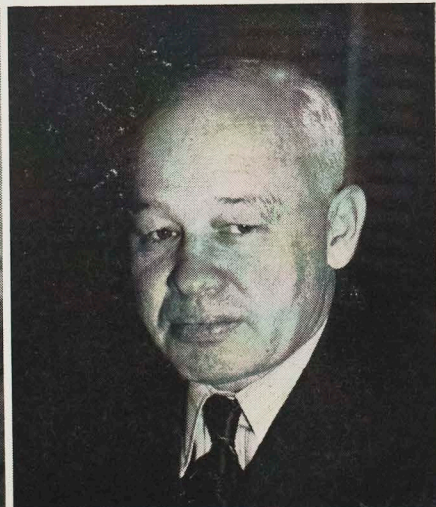
It is necessary to have lawyers represent the Company in all cases brought in courts of record; and in most cases and proceedings involving this Company brought before regulatory bodies such as the Railroad Commission of the State of California and the Interstate Commerce Commission lawyers represent the



**RUSSELL K. LAMBEAU**  
Attorney  
Entered service December 15, 1942

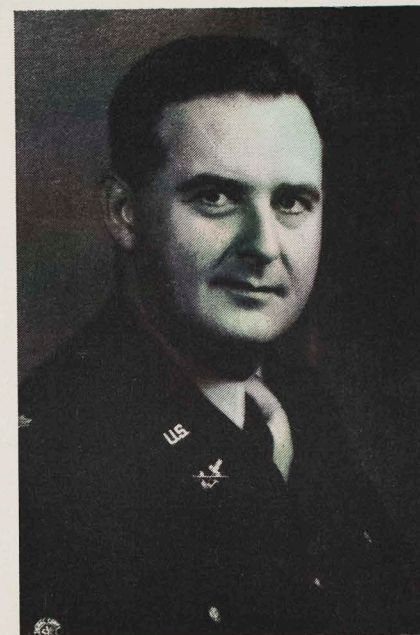


**MALCOLM ARCHBALD**  
Attorney  
Entered service March 15, 1940



**O. O. COLLINS**  
Attorney  
Entered service March 1, 1925

Mr. Collins handles lawsuits arising from claims for personal injury and property damage. Mr. Archbald is also engaged in trying such suits. Mr. Lambeau does general corporate work.



**MAJ. RANDOLPH KARR**, Attorney on military leave, is now in Washington with the Judge Advocate General's Department of the Army of the United States, which department he entered as captain on June 25, 1942. He entered Pacific Electric service on July 16, 1936.

Railway Company. There is a substantial number of these proceedings in which the Pacific Electric Railway Company is involved.

*Public Relations*

There is also the matter of the public relations of the Company,

particularly with reference to the terms and conditions of the permits or franchises under which the railroad operations are conducted along or across public highways; as well as the consideration of the terms and conditions of such permits or franchises, when application therefor is made to the public authorities who have the power to make such grants. These documents are subjected to the scrutiny of the attorneys, and on a railroad with operations as diverse as are those of Pacific Electric, considerable attention is necessary.

*Eminent Domain Proceedings*

In addition to the representation required of attorneys in damage cases, there is a very substantial volume of litigation having to do with eminent domain proceedings where some public body is seeking to acquire a portion of the railroad's real property or where the railroad company is seeking to acquire rights of way by eminent domain proceedings where it is unable to negotiate an adjustment with a landowner.

*PE Attorneys Handle SP Law Work In Southern California*

On December 1, 1940, after the death of Mr. W. I. Gilbert, who be-



**LT. (j.g.) JOHN R. ALLPORT**, Attorney on military leave, entered the U. S. Naval Reserve on December 12, 1942, as an ensign. He entered Pacific Electric service on September 1, 1936.

came attorney for the Southern Pacific Company on March 1, 1914, at the time of the separation of the law work of Pacific Electric Railway Company and the Southern Pacific Company, it was considered desirable to again have the work of both companies handled by a single organization, and since that date the Pacific Electric Railway Company



**IN CHARGE OF CLERICAL WORK** connected with the Law Department is Mrs. Norma C. McLean (better known as "Miss Comer"), Chief Clerk, shown at rear of her office. Miss Helen Rapp, File Clerk, is at right; Miss



Catherine K. Gould, Law Clerk and Assistant File Clerk, is shown at left. William W. Reid, shown in picture at left, is also a Law Clerk working under Miss Comer's supervision, but could not be present for the group picture.





**OFFICE STAFF**—Working under Miss Comer's super-Chief Clerk; Miss Eva Mae Craft and Mrs. Audrey Cum-vision, these girls do all of the typing and stenographic work connected with the Law Department. Left to right Stenographer. Stenographers in the front row, left to right, in the back row are Mrs. Florence E. Hodges, Assistant are Miss Roma L. MacLachlan, Mrs. Virginia L. Carroll, Miss Mary A. Cooper, and Mrs. Harriett T. Wissing.

Law Department personnel have also functioned as the Southern Pacific Company Law Department in Southern California, for handling the major part of the routine law work arising from the Southern Pacific Company operations in this territory.

**Redondo Route Change Aids Kentwood Riders**

Recent decisions of the California Railroad Commission and the Board of Public Utilities & Transportation of the City of Los Angeles have authorized a slight modification of the Los Angeles-Redondo Beach via La Tijera Boulevard Motor Coach Line in the vicinity of La Tijera Boulevard, Manchester Avenue and Sepulveda Boulevard.

The change in route so as to operate along Slauson Avenue, La Tijera Boulevard, Manchester Avenue, Sepulveda Boulevard, and Imperial Highway will be made effective March 20.

This change in operation will more conveniently serve the newly-developed residential area known as Kentwood.

**SEE PAGE 17 FOR IMPORTANT EDITORIAL**

**PROPHETIC EPITAPH**

From the Burlington Booster for January comes this quotation of a curious inscription on an old tombstone dated 1444 A.D. at Churchamp-sie, England:

When pictures seem alive with movements free,  
When ships like fishes swim beneath the sea,  
When men, outstripping birds, shall soar the sky,  
Then half the world deep-drenched in blood shall be.

**RETIREMENTS**

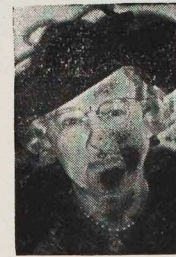
The following employes retired during the month of February, according to the Treasurer's office:

NAME	Occupation	Department	Years of Service
Alice M. Elliott	Clerk	Accounting	32
Joseph Forchions	Bridge Carpenter	Engineering	33
Birdette M. Geissinger	Foreman	Mechanical	32
Frank Karr	Vice President and Chief Counsel	Law	42
Bertha L. McClung	Car Cleaner	Mechanical	22
Walter C. Monroe	Conductor	Northern District	30
Granville Read	Car Repairer	Mechanical	25



**MISS DORIS J. NEWHAVEN**, Receptionist in the Law Department, also does some stenographic work.

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



By **Mrs. Lon Bishop**

We had a very worthwhile afternoon at the Club on January 25, for Mrs. Palmer, Program Chairman, had secured Mr. Paul Mortimer and another of his interesting pictures. This time it was "Unfinished Rainbows," a story about the aluminum industry from the first chemical experiment to the finished shiny product we housewives love to own, and a most fascinating development to follow. There was a short note to college chemistry classes: "So many things wanting in this world and waiting to be made." (Incidentally, in case you are interested, Prof. Lon Bishop is working behind closed doors on a fair facsimile of the Hollywood curler, now that the rubber is all worn off the originals, but it is still a military secret, so shush for a while). During the afternoon meeting, we heard from the mothers of loved ones far away.

Mrs. Ashcroft read a 25-word message, written on a Jap prison camp card, from her daughter somewhere in the Philippines—Mother's interpretation of each word was so clever and understanding. When she read "Dad's hobby," she said, "Daughter must be hungry for chicken, for as everyone knows chickens are Dad's hobby." (Just wait till the Pomona Fair gets started again.)

Mrs. Shoup spoke of meeting an officer in whose company her son had been in the Philippines, and who gave her positive assurance her boy is alive.

Mrs. Brearley told of her boy, a bombardier in France, having fun for himself and collecting a few souvenirs at the same time. One of them she was showing to the members and we've been wondering just what the two men thought who happened to pass the open door just as a huge nazi flag was stretched across the room. There was a sort of unbelieving, incredulous look of "what's going on here!" and then they hurried on. A few minutes later a police car with siren wide open stopped a few paces down the block. How we laughed! Mrs. Brearley isn't worried, though; she promised son she'd hold it till he could "take it away."

We want to remind you that the card parties are still being held every first and third Thursdays. Mrs. Edyth Bean, wife of one of our popular bus drivers, is the new Chairman and hopes to keep up the good work started by Mrs. Palmer.

The program for the February 8 meeting was a musical one and a contribution of real talent from our own Pacific Electric family.

Miss Muriel Fennimore of the Medical Department, accompanied by Miss Esther Seaman of the Schedule Department, sang two lovely numbers. Miss Fennimore has a very sweet voice and we're grateful to both girls for a real treat.

Mrs. Gallacher, a talented pianist, played two splendid numbers and now that she has joined our group, we hope to hear more from her. Mr. Gallacher has been in freight service for 25 years.

After the program, a few reports were given, an exchange of valentines occurred and then the hostess for the afternoon, Mrs. John Ashcroft, with her committee, Mesdames Brearley, Palmer and Andrews, invited the group to a valentine party in the tea room. They had literally put their hearts into it, for the candies, cookies, and even the red jello were heart-shaped. It was a nice party and you, and I do mean you, should have been there.

Remember the birthday party on March 8. The picture "Combat America" by Clark Gable, will be shown.

**PACIFIC ELECTRIC CLUB BULLETIN**

- TUESDAY, MARCH 13:**  
American Legion Post No. 321. Semi-monthly Meeting—8:00 p.m.  
American Legion Auxiliary Unit 321. Semi-monthly Meeting—8:00 p.m.
- WEDNESDAY, MARCH 14:**  
P. E. Rod & Gun Club Monthly Meeting and Program—7:30 p.m.
- THURSDAY, MARCH 15:**  
P. E. Women's Club Sewing Unit—10:00 a.m.  
P. E. Women's Club Afternoon Card Party. Prizes to the winners—1:00 p.m.
- FRIDAY, MARCH 16:**  
P. E. Bowling League Matches—1818 W. 6th St. Spectators invited—8:15 p.m.
- TUESDAY, MARCH 20:**  
Veterans of Foreign Wars Post No. 3956. Semi-monthly Meeting—8:00 p.m.
- THURSDAY, MARCH 22:**  
P. E. Women's Club Sewing Unit—10:00 a.m.  
P. E. Women's Club Afternoon Business Meeting & Program—1:00 p.m.
- FRIDAY, MARCH 23:**  
P. E. Bowling League Matches—1818 W. 6th St. Spectators welcome—8:15 p.m.
- TUESDAY, MARCH 27:**  
American Legion Post No. 321. Semi-monthly Meeting—8:00 p.m.  
American Legion Auxiliary Unit 321. Semi-monthly Meeting—8:00 p.m.
- THURSDAY, MARCH 29:**  
P. E. Women's Club Sewing Unit—10:00 a.m.
- FRIDAY, MARCH 30:**  
P. E. Bowling League Matches—1818 W. 6th St. Spectators invited—8:15 p.m.
- TUESDAY, APRIL 3:**  
Veterans of Foreign Wars Post No. 3956. Semi-monthly Meeting—8:00 p.m.
- THURSDAY, APRIL 5:**  
P. E. Women's Club Sewing Unit—10:00 a.m.  
P. E. Women's Club Afternoon Business Meeting & Program—1:00 p.m.
- FRIDAY, APRIL 6:**  
P. E. Bowling League Matches—1818 W. 6th St. Spectators invited—8:15 p.m.
- TUESDAY, APRIL 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, APRIL 11:**  
P. E. Rod & Gun Club Monthly Meeting—7:30 p.m.

**REPORT OF VITAL STATISTICS**

January 21, 1945 to February 20, 1945

**DEATHS**

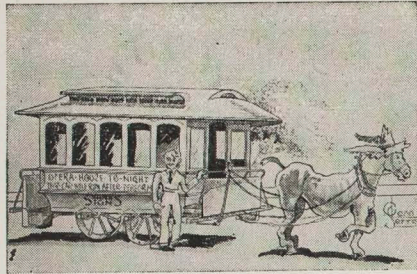
NAME	OCCUPATION	Died	Group	
			Insurance	Mortuary
*Daze, Frank	Car Repairer	1-18-45	No	No
Hunt, Roy	Painter	1-25-45	Yes	Yes
Scott, James E.	Clerk	1-25-45	No	No
Arthur, Howard	Brakeman	2- 1-45	No	No
Mendoza, Lorenzo	Laborer	2- 1-45	Yes	No
Cross, Thomas	Janitor	2- 3-45	Yes	No
Mallinckrodt, Peter C.	Operator	2- 6-45	Yes	No
Guerrero, Jesus H.	Laborer	2- 6-45	No	No
Booth, William E.	Term. Foreman (Retired)	2- 7-45	Yes	Yes
Ramirez, Tomas	Laborer	2- 8-45	No	No
Thomson, Reid C.	Ticket Clerk	2- 9-45	No	No
Hollister, Virgil	Machinist (Retired)	2-12-45	Yes	Yes
Pejsa, Anton	Car Repairer (Retired)	2-12-45	Yes	Yes
Pickett, Charles E.	Trolleyman	2-14-45	No	Yes
**Nicolay, William F.	Utility Clerk	2-16-45	No	No

**EMPLOYEES' WIVES' DEATH BENEFIT FUND**  
NONE

\*Reported subsequent to last publication.  
\*\*Died while on military leave.  
Last available figures show that Employees' Mortuary Fund paid to the named beneficiary \$586.50.  
Deductions for deaths during the month of February, 1945, will be made from pay check received for the second period of March, 1945.



# 25 YEARS AGO



## On the Pacific Electric

(From the files of the Pacific Electric Magazine for March, 1919)

By "Alec"

After a three months' pause (that refreshed, no doubt) this column tries again to recollect things that happened 25 years ago to our P.E. fam-

ily after being, of necessity, crowded off space by the heavy pre-holiday and Christmas reports and descriptions in preceding issues.

The December, 1919, issue featured our new railway shops at Torrance, which were then about completed. Previously, light and heavy repairs were made at Seventh & Central, space now occupied by the Los Angeles Freight Station, but the inadequacy of these facilities necessitated the building of a modern shop with an investment of over one million and a quarter dollars, this being at that time the largest investment made at that new industrial center. How times have changed—and what a real investment that has turned out to be!

The P.E. Club was contemplating the possibility of a ball club, and prospective players were urged to get in touch with Chas. P. Hill, who was elected to manage the club, which, according to the management, was to be one of the best amateur clubs in the south. Later results justified that prediction.

The Pacific Electric Band was attracting attention under the managership of Earle Moyer that year, playing at the San Bernardino Orange Show afternoons and evenings to make things more lively there.

Under personal notes quite a few items of interest are noted. Among others one item comes to light which

**TESTIMONY of the popularity and high esteem in which Assistant Research Engineer Michael ("Mike") Levin is held by all who know him is shown by this reproduction of the card of congratulations sent him on the occasion of his silver wedding anniversary. Mike has been with the company for 39 years.**

records that "our genial colleague Mike Levin has gone and got married" according to Mr. Smale's description in his column. Come to think of it, 25 years ago . . . why that means that the Levins celebrated their 25th wedding anniversary last month (on the 22nd, to be exact), right? Well, congratulations, Mr. & Mrs. Levin, and may your happily married life be a long one!

Freight Terminal notes, edited by Mr. Orr, as of a quarter of a century ago, featured a picture of the terminal force, among the most conspicuous ones being Messrs. Orr, Mann, Stahl, Post, Leary, Fenimore, Charley Salazar and both Lipschultzes. Come up and see yourself sometime, gentlemen, and recognize yourselves—maybe.

Quite a few oh's and ah's were doubtless created by pictures of two handsome boys, just then winners of a pocket billiard championship; and girls, L. H. Covell and F. L. Ford really personified proverbial "lady killers" of that time. Don't believe me, just see for yourself:



COVELL

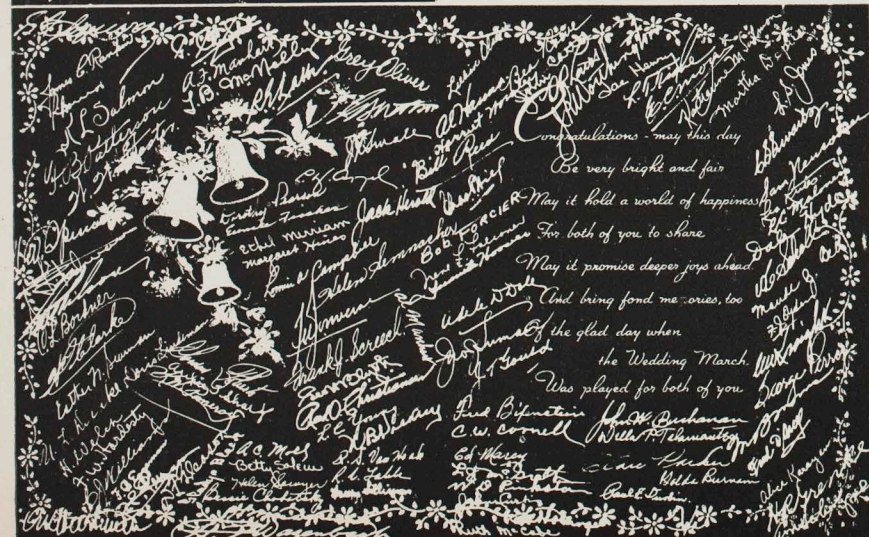
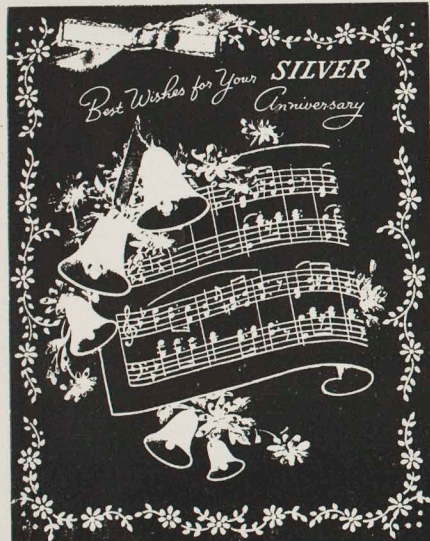
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### Thanks to the Medical Department

Just a note to express my sincere thanks and appreciation to Dr. Weber and his excellent staff, and to St. Vincent's Hospital and staff.

I was confined to St. Vincent's Hospital for six weeks and never had better treatment anywhere. I had everything money could buy—private room, special nurses, and the most efficient medical and surgical treatment I could have gotten anywhere for any price. Words cannot begin to express my appreciation to all concerned; so I will merely try by saying, "Thanks to all." Mrs. Howard joins me in this expression.

JOHN H. HOWARD  
Conductor, Northern District



## P. E. POST 321, AMERICAN LEGION



By  
C. E.  
Wilcox

On January 25 the annual school award sponsored by this post was awarded to Loretta Flack and Tony Farfan of the Robert Louis Stevenson Jr. High School. Representing this post were comrades F. W. Nichols, A. W. Bone and C. E. Wilcox. Mrs. Nora Bates, President of the Union Council Auxiliary, was our guest on the occasion.

During the illness of Adjutant Newman, ye scribe has been acting as Adjutant in his absence and as this goes to press I am sure Comrade Newman has improved considerably.

Comrades, I have been asked to convey to you the seriousness of juvenile delinquency, as some of you have children and are trying to raise them properly. You would not like to have them run foul of the law and have a stain on their characters; so, comrades, try and convey to others the seriousness of this delinquency.

On behalf of our Post I wish to take this opportunity to thank Comrade A. W. Bone for his efforts in obtaining candy, cigarettes and other articles for the Hospital Committee.

At the meeting of February 13 Donald L. Davidson, Supervisor on the West; James E. King, John L. Morris, and Oliver D. Simmons were admitted as new members.

### AMERICAN LEGION AUXILIARY

By Martha Harper

Legislation and education were the program for January. At the 23rd District meeting our Chairman, Myra Belle Clemons, presented Mr. Thos. Healy as speaker on education. He stressed the benefits of the educational program for discharged veterans, and the benefits for dependents of veterans. Chairman Burnett, Legislation, presented Dr. Kelly, who talked on legislation and benefits thereof.

Mrs. Porter, President of Teddy Rough Riders Unit, and Mrs. Taylor, Chaplain of the same, were guests at a recent meeting. We also had as guest Miss Regina Bryant, daughter

of Ellen Bryant, our 1st President. Miss Bryant sang several lovely numbers, and her beautiful voice was enjoyed by all.

Mrs. C. Mallory was a guest at our last meeting. We are always happy to have visitors, and extend to you a hearty welcome.

Our sympathy is extended to Margaret Richards on the recent loss of her father.

Several members met at the home of Mrs. Harper to sew for the Red Cross.

The unit purchased a double set of 48 new records to be sent to service men in outlying places.

We are collecting Christmas and greeting cards that you may not want. They are sent to the Children's Hospital where they are made into scrap books. If you have any, contact any unit member, who will collect them.

We wish to thank the Express

Company and the street car men who so generously donated cigarettes and magazines to Comrade Nichols at Christmas time, for the Hospital. Thanks also to Mrs. H. C. Edwards and Mrs. Packer for cash contributions.

Miss Regina Bryant appeared at a Behymer recital at Barker Bros. Auditorium recently. She gave a splendid program and rendered a large group of varied numbers. Several unit members attended and her beautiful voice was greatly appreciated. Those who did not hear her certainly missed a treat.

A number of members have been ill, but most of them have recovered. Lillian Lyons is still confined to her home.

Dad to Son: "It's none of your business how I first met your mother, but I can tell you one thing, it certainly cured me of whistling."

From E. L. KNOTTS, CRT. 70 F.P.O., NEW YORK, N.Y. 15 December 1944

To EDITOR, P.E. MAGAZINE 610 So MAIN ST, LOS ANGELES CALIFORNIA

THIS HERE EUROPEAN THEATRE OF OPERATIONS

I've learned to call radio "wireless." A victrola to me now's a "gram"; Instead of catching a street-car. Now, "blimey," I'm hopping a "tram."

I drive on the left here in England. By "lorry," and not in a truck; And when I'm spending my money "Five Shillings" is "limey" for buck.

My auto won't run without "petrol." And "cheerio" I use for goodbye. A "clippie" is a street-car conductor. I say "bloke" instead of guy.

And though my speech has been altered. And changed since I've been away — I still have no trouble in wishing "Merry Xmas!" the American Way.

I'm enjoying magazine. Many thanks. Please note change of address above. All the best. E. L. Knotts, New York

V-MAIL

IT'S PRETTY LATE for Christmas wishes, but this one from former Conductor E. L. Knotts somehow got misplaced, for which misdeed the Editor humbly begs Mr. Knotts' pardon and begs forgiveness. Glad you're enjoying the Magazine, E. L.!



## Van Deusen Writes Of Life in Europe

A splendid letter from Cpl. J. E. Van Deusen, Jr. came to Research Engineer L. H. Appel a short time ago. Corporal Van Deusen is a former Assistant Research Engineer who has been in the Army now about a year. A member of the Transportation Corps, he writes from somewhere in western Europe, where he witnessed the post-D-day operations. The letter, dated January 27, 1945, is as follows:

Dear Mr. Appel:

I have been intending for some time to write you, and tell some of the experiences of railroading on this side of the ocean, but censorship has pretty well restricted it. However, the other day the Transportation Corps came out with a new booklet that I think describes very well some of the highlights of our activities since that eventful "D-Day." I am enclosing one of these booklets for you.

Along the personal side of the war, this marks the end of my first year of service overseas, and it has been one filled with experiences of all kinds. For the first four months I was stationed in London, getting acquainted with the Transportation Corps and the GI way of running a railroad. Soon after D-day we were on the way to the continent, there to find an entirely different way of life than most of us had before experienced.

Work really began in Cherbourg, and soon continental trains were in full swing, but this time with American crews. Soon the newness of a new and foreign country wore off and by then we were on our way up through the beautiful country of Normandy, which after a few days of rain, living in tents, and squishing through bottomless French mud, one finds hard to forget.

Finally the break-through and we are again on the move, and on to much better living and working conditions in a beautiful city. There is truly nothing to equal the beauties of this large city, living in a real hotel, and enjoying some of the luxuries not found very often in the army.

The work is interesting, and not too different from statistical work in

civilian life, but with many more outside factors to contend with.

I receive the PE Magazine regularly, and certainly enjoy reading it and catching up on the activities in Los Angeles. All things considered, I consider myself very fortunate in being associated with the railway service in the Army, and thus able to continue my education along those lines.

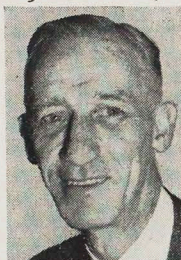
Needless to say, I will be glad to get back to the States, Los Angeles, and the P.E. Please give my regards to the rest of the fellows.

Sincerely,  
J. E. VAN DEUSEN, JR.

### PACIFIC ELECTRIC BOWLING NEWS

By

Charlie Hill



With the 22nd week of the season coming up, the Motor Transit team, with 55 wins and 29 losses, is enjoying a five-point lead over the Subway Terminal, which team stands only one point ahead of the Claim Department and two points above the fourth-place L. A. Street Terminal. At this time it appears that the race for top place honors will be between these four teams; however, during the nine remaining weeks of schedule, in which 36 competitive points are involved, 'most anything could happen, and several of the other teams could make the goal if they continue the pace they have been going in their most recent contests.

After a three-week tie with the Subway Terminal for first place, the Motor Transit contingent took the lead on February 2, when these two teams met each other, the motor coach men coming out on the top of a 3 to 1 score. The games were close and total pins were won by only seven pins. Bill Hanratty and Ernie Pont have been the main factors in keeping their team in front.

For the Subway Terminal "Chet" Studer has been the big gun, grab-

bing off high series for his team three of the past four weeks.

The Claim Department team has consistently held onto third position since December 8, although they were threatened by the L. A. Street Terminal five, who moved up into a tie with the claim-men for one week only, which tie was broken on the last night of play when the Claim Department took the P. E. Club for all points and the L. A. Street Terminal team was able to garner only three points from the strong Subway Terminal. Harry Welch continues to be high for his team, but gave way to Archie Brahm and Charlie Gonzalez on the last two weeks of play.

The L. A. Street Terminal is showing its real strength, and they are tough. Sturnagle, who joined up quite recently, has added much power to the team. His 544-512-611 series tell the story. The 611 series came on February 16. This was the league's big series for the night and proved damaging to the cause of the Subway Terminal, their opponents on this occasion. Claude Kazee is still leading the league in high average.

The P. E. Scrubs, Timekeepers, and Hi Lo, the fair sex part of the league, found the paths rather rough on the night of February 16, when they lost all points to the Trainmasters, Motor Transit, and North District, respectively. These "gals" had been making it rather tough, and evidently the men ganged up on them this particular night. It is going to be bad on the Motor Transit pay checks, however, if the threats of the Timekeepers are carried out, i.e., "If you don't let us win, we will cut your time cards." Alberta Campbell's series of 660 (which includes handicap) puts her right up there in line for a big season prize. Helen Bradford of the P. E. Scrubs also had 640-625-651 series, and "Rosy" Henthorne has a big series to her credit. Jean Kappers has her P. E. Scrubs fighting it out with the Timekeepers for relative positions in the standing. The Scrubs now lead by one point. The Hi Lo team has not been going so well, although Marion Lutes has apparently found out what was wrong, and has now topped her old man's average by one pin. In the race for high average among the ladies, Marion leads Cora Rogers by a single pin.

By virtue of a 3 to 1 win over the Vineyard squad, the Hi Lo won a

wager. The Vineyard lads had to turn their shirts over to the Hi Lo girls on the following Friday night, and in exchange had to don whatever the ladies chose to bring for them, which naturally consisted of feminine attire above the belt line. This column would be censored if it were stated what the boys looked like; however, they were good sports, but soon discarded the garb when they became conscious of the fact that it was interfering with their bowling. On the other hand, the ladies looked rather chic and sleek in the Vineyard's bright satin shirts, and sine cura rolled their regular gait.

And, chapeau bas to the Trainmasters. They took all four points on February 16 at the expense of the Scrubs. "Jack" Kolar distinguished himself by rolling a 567, and Don Houston came through also with his highest series for the season. "Jug" Yeager has tried every position in the line-up of his team, but has failed to find the groove.

Ed Hasenyager came back into the limelight with a 233 game and 563 series against the Schedule Bureau team, which was instrumental in giving the Electrical Department team its lone point.

The Field Engineers finally broke their jinx, when they developed a 3 to 1 win over Vineyard, and guess who showed up in the Engineers' line-up? None other than the genial countenance of Gray Oliver! Perhaps he broke the jinx.

The Northern District team, rolling one man short, went into fifth place by drubbing the Hi Lo 4 to 0. Captain Harry Hampton's 530 was in a big way responsible. All of the members of the North team have been consistent.

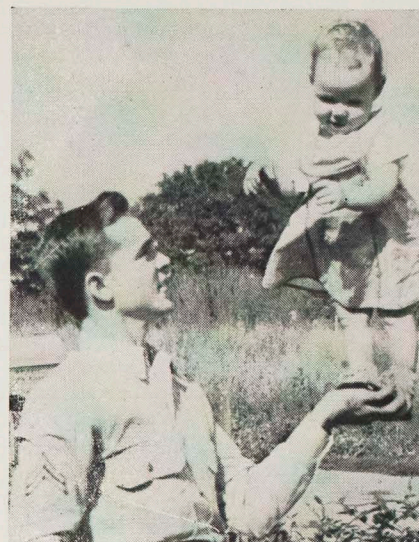
Ona Gregg for the South District team rolled another big series (597) on January 16. Latimer and Dave Newman have also shown considerable merit.

The West District team has had hard sledding, due mostly to shortage of man power, rolling short nearly every night.

The question on everybody's lips now is—"Where are we going to roll next year?" The Committee is having a strenuous time determining a solution to this problem.

#### Steamship League

The Pacific Electric team in the Steamship League showed some real class on January 23, when each member of the team was as hot as a pop-cracker. The team's series of 2779 (931-911-937) was season tops for the league, and put the team six points in the lead. The individual scores were: Worsdell, 596; Hill, 533; Hubener, 537; Brahm, 514; and Gon-



THREE HEART WINNERS—Cpl. Paul A. Smith, winner of the Purple Heart; daughter Beverly Jean, winner of all hearts; and wife and mother, Martha E., Account Clerk in F. G. Wakefield's office, Transportation Department, who is now in possession of the Purple Heart.

zalez, 599. The St. Paul White team was the victim of this slaughter.

However, since that big night the team has more or less folded up, and has not won a single series, but managed to have a draw with the Western Air Lines. The Grand Trunk, American Fruit Growers, and Pan American Air Lines nipped the leaders in 3 to 1 matches.

At this writing the P. E. Team is still in a jittery lead by only two points, thanks to the performance of Ev Peskay, a member of the Freight Transport, whose 231 game was very much responsible for the American President Lines losing two points on February 20, holding them in second place. There are remaining four more scheduled weeks of bowling in the league. Any one of five teams has a chance to win; that is how close a race it is.

### Martha Smith's Husband Sends Home Purple Heart Won on Western Front

Martha E. Smith, Account Clerk in the Transportation Department, is proud of the Purple Heart she received from her husband, Cpl. Paul A. Smith, who was wounded on October 6 while fighting in Germany with his infantry outfit. Her pride was somewhat overshadowed by anxiety, however, when she received a letter from him on February 6 announcing that he had rejoined his unit and was once again in the thick of the battle. The letter took a whole month to arrive.

Corporal and Mrs. Smith, married 2½ years, have one child, Beverly

Jean, 19 months, who recognizes her daddy's pictures. Her mama thinks it would be a pity if Beverly Jean didn't recognize her daddy in person when he comes home, and hopes he will be able to send home some pictures of himself occasionally.

### CLASSIFIED ADS

If you want to buy, sell, or swap something, send in your classified ad to the Editor of the PACIFIC ELECTRIC MAGAZINE.

Through the Management-Labor Suggestion Committee, in response to the Suggestion Plan campaign, the idea was conveyed to the Editor that a column for employes' ads might be welcomed in the Magazine. Falling in with the suggestion, the Editor will provide space not to exceed one column for such ads as appear legitimate. There is, of course, no charge for this service, and responsibility will not be assumed by the Magazine for errors or misrepresentations.

Do not telephone ads in; write them out and send them or bring them in. Make your ad look in form and wording as you would like to see it in print.

A Hollywood producer received a story entitled "The Optimist." He called his staff together and said: "Gentlemen, this title must be changed to something more simple. We're intelligent and know what an optimist is, but how many of them morons are going to know it's an eye doctor?"

### WEEKLY HIGHLIGHTS OF THE PACIFIC ELECTRIC BOWLING LEAGUE

Team	High Game	Team High Series	Individual High Game	Individual High Series
Jan. 26	Subway Terminal (938)	Subway Terminal (2686)	A. Glenn (244)	O. Gregg (597)
Feb. 2	Schedule Bureau (913)	Timekeepers (2608)	C. P. Hill (227)	H. Welch (560)
Feb. 9	Motor Transit (963)	L.A. St. Terminal (2608)	W. Hanratty (220)	E. W. Pont (556)
Feb. 16	Electrical Dept. (936)	Motor Transit (2630)	E. Hasenyager (233)	O. Sturnagle (611)
		Schedule Bureau (2706)		

\*Individual scores do not include handicap.



## PACIFIC ELECTRIC ROD AND GUN CLUB



By  
**Arlie  
Skelton**

Greetings, Rod and Gun Clubbers!

About fifty members turned out for the February 14 meeting. Refreshments were served and moving pictures were shown following the meeting.

President A. M. Cross was so well pleased with the splendid turn-out at the February meeting that he asked me to announce that refreshments and moving pictures will be a regular feature of each meeting throughout the year. Ladies are invited. You may shop until 9 p.m., stop at the Club for refreshments, see the movie and accompany the old man home. Remember the date: second Wednesday each month.

Prizes for 1945? Yes, there will be prizes offered this year as usual. There will be substitutions in cases where certain merchandise is not available, like rods and reels, but such sporting goods, if obtainable, will be offered.

Arrowhead Outing, May 1? Oh, boy! Yes, and how. C. G. Gonzalez opened his books at the February meeting for forty reservations and got fifty before he could close them again. Just like fish jumping into your boat when you can't get your

hook baited fast enough. Some of the boys just can't wait until the season opens.

I met Bob Lawrence up at the Rainbow Angling Club a couple of Sundays back. Said he was just practicing for May 1, but somehow \$15.00 worth of trout got in his basket before Mrs. Lawrence could get him out of there. Roger LeMelle is going in for long time casting, is making splendid strides, and hopes to be able to cast from the railroad trestle into Basset Lake by the time bass season opens. With an eight-ounce sinker he can just about make it now.

Just received a communique from Iva E. Black, retired Conductor, Western District. Mr. Black is an ardent fisherman and starts his year out by sending in his dues for his membership card. Looks as though a lot of competition is to be expected from him this year. He has the time. We were glad to have ex-President J. Sam Harris back with us again last meeting night. He was looking hale and hearty after a successful year as head of the Club. Mr. Harris expressed his appreciation for the cooperation of the members and fellow officers during his 1944 term. We are glad to welcome new members to our Club, six having been voted in at the February meeting. Sorry we don't have their names at this writing. However, we hope you will come to the meetings, get acquainted, and be one of the gang. We guarantee to treat you so many ways, you will have to like some of them.

For the information of those contemplating going to Arrowhead for the opening of trout season May 1, the Club Outing, we offer the following: No special transportation is

available. You may go by bus to San Bernardino, then by Mountain Stage to Blue Jay Camp; or you may arrange to go with some member, preferably the one you intend to fish with. You arrange that. Reservations for 3 meals and lodging have been arranged at the Blue Jay Camp; that is 7:00 o'clock dinner April 30, and lodging, breakfast and lunch May 1 at \$5.50 per person. Boats, two persons to the boat \$2.00 each—or a total of \$7.50 per person, payable to C. G. Gonzalez at 6th & Main in advance, in fact, before your reservation is official. Sorry, but all available space has been taken, and if they all go, ten fellows will have to wait until the afternoon to get a boat to fish from, unless they fish from the banks.

Don't forget your next regular meeting, Wednesday, March 14, at 7:30 p.m.

## Allen Brothers Do Their Share

The Honor Roll of Pacific Electric's Transportation Department lists two Allens, Lawrence C. and Richard M. Brothers, and formerly Ticket Clerks respectively at Claremont and El Monte, the fortunes of war have separated them widely, although their pictures appear together on this page.

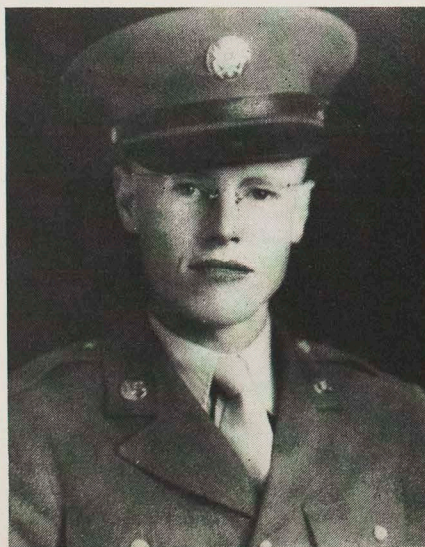
Lawrence, now 26, was employed by Pacific Electric in July, 1936, and was Ticket Clerk at Claremont when he entered the Army in March, 1943. A Private First Class in the infantry, he has been recommended for Officers' Candidate School. At the time this is written, he is a patient in a hospital somewhere in France, suffering the effects of frostbite. Lawrence's wife and his son Robert are living in Claremont.

Richard, 23 years old, was Ticket Clerk at El Monte when he joined the Navy in February, 1944. At that time he had nearly five years of service with Pacific Electric. After receiving his training at San Diego, he was sent to Hawaii, where he is now stationed, with a rating of Sound Man 3/c. He reports that his duties are interesting and the surroundings are most pleasant. Before donning the Navy blue, Richard made his home with his parents in Alhambra.

The mail addresses of the Allen brothers may be obtained through the Editor's office.

Judge: "Why did you shoot your husband with a bow and arrow?"

Defendant: "Your honor, I didn't want to wake the children."



ALLEN BROTHERS—Richard, at left; Lawrence E. at right.

## BASKETBALL NEWS



By  
**George M.  
Kappers**

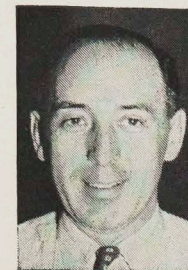
At the time of this writing, the Pacific Electric Basketball team is holding fourth place honors in the Class "A" A.A.U. Basketball League, of which they are a part. The two games remaining to be played will decide our final placement.

Spectator interest is not up to what it should be. At the last game there were about 150 people present when there should have been 500. I hope it improves as time goes on.

The highlight of the year is coming on March 7 when we play a "grudge" game against the L.A. M.C. We won from them at our first meeting, but they are working hard and determined to take us this time. Practically their entire personnel will be present at that game. Through the notices we are planning to post in all departments we hope to have at least 500 or 600 present also. The game is to be at 8:00 p.m. in the Fairfax High Gym.

Best of luck to the boys from each and every one of us. Let's hope they win.

## PACIFIC ELECTRIC MASONIC CLUB



By  
**M. J.  
Davison**

Two of our brothers are entitled to a little rest now. Brothers Ivan Cammack and August Einert are now past masters of Ramona and John Marshall Lodges respectively. From observations made by the writer, they are still keeping quite busy.

Many of our brothers have started in office this year and many others have moved up in line. We would like to have a complete list of them all. If you are one of these, will

you please drop a line to the Secretary, giving your name, office and name of lodge.

During the past month, groups of our members have visited Ramona, York, Glendora, Van Nuys, John Marshall and other lodges.

We still find Past President James E. Douglass on the sick list. We understand he is improving but not able to be on the job as yet. Past President Weeks is at home at time of writing suffering from a spell of pleurisy.

Understand Brother W. H. Shoup was not feeling up to par, and he and Mrs. Shoup are now somewhere in the Middle West. Hope the rest and

change brings his health back to normal. On their return, we understand they will be living right in Los Angeles.

No doubt more of our members are ill. We wish that you would keep the writer informed as we would like to recognize everyone.

Our next meeting will be on March 8.

Daughter: "Did you ever hear anything so wonderful?" (as a radio ground out the latest in swing)

Father: "Can't say I have, although I once heard a collision between a truckload of empty milk cans and a car filled with ducks."

## YOUR VICTORY GARDEN

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

Your Victory garden efforts will save farm labor, trucking space, warehouse capacity, cut down railroad mileage, and liberate many, many men for essential war work. For those who like figures, here are a few: 95,000 men working for a year—more than six full army divisions, if you please—would be required to produce, harvest, and pack the vegetables which Victory gardeners of America grew during 1943, and to pack them they'll require 160 million fifty-pound crates and 80 million one hundred-pound sacks, and that doesn't move those vegetables beyond the roadside at the farm!

### Early Planting

As far as weather is concerned you can plant lettuce, chard, beets, carrots, mustard greens, turnips, broccoli in March and early April. They'll stand the cold weather and the cold soil. Buy broccoli plants and set them out. A half dozen should be enough for an ordinary family together with a dozen chard plants and some beets for beet greens. If you don't like one or other of the list, plant more broccoli, or more beets, or mustard greens.

### Late Planting

Delay string beans until the danger of frost is gone. In most parts of Los Angeles county that means late April. At the same time you will probably be safe in planting summer squash. Hold off on those tomatoes until May or even June and you will have far better results.

### Seedbed Preparation

We are assuming, of course, that you followed the advice last month and fertilized and spaded the ground and got yourself all set for planting. Also that you worked out the proper

grade for the irrigation furrows and know the direction of your beds. If you didn't do this latter, be sure you do it before you start planting. A simple method is to make about 10 feet of furrow that you think is level. Then put some water in it and see if the water stands from end to end. If not, change the furrow direction until it does. Then extend the furrows across the garden, keeping the proper level so that the water will not be deeper at one end of the furrow than at the other.

When starting a seedbed your first step may be a thorough irrigation. Do this a few days in advance of spading so the ground will be good and moist but not muddy. Turn the soil over at least six inches deep when spading. Break it down to a fine, well-pulverized condition.

If plant rows are to be close together, better make the irrigation furrows and then flatten the ground between two furrows before planting. This has the effect of making a raised bed between two irrigation furrows.

Most vegetable seeds are small and should not be covered deeply. Some, like carrots and beets, will give much higher production per square foot of garden area if planted in a band an inch and a half or two inches wide rather than in one single narrow "V" type furrow. A wide flat furrow can be made with the end of a lath or any other blunt instrument. Scatter in the seed thinly. If you have trouble, mix it with a moderate quantity of sand for bulk. Cover no deeper than the seed packet specifies and "firm" or press the soil down so the seed will be in direct contact with the moist earth.

Next month we will talk about pest control on the plants which we hope you will have growing.



U. S. ARMY OFFICIAL POSTER



*Keep Pitching with*  
**BOTH HANDS**  
*Brother*



## HONOR ROLL

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

### ENGINEERING DEPARTMENT

Joseph S. Coe

### TRANSPORTATION DEPARTMENT

Harold E. Ashley  
 Telfair H. Koch  
 Luster E. Sweetland

### Reported Returned From Military Service

### TRANSPORTATION DEPARTMENT

Raymond H. Flagg  
 Forrest G. Hughey  
 James M. Palmer  
 William J. Richards

**As of February 27, 1945**

Pacific Electric Employes in Armed Forces.....	761
Employes Deceased while Serving in Armed Forces.....	8
Prisoner of War.....	1

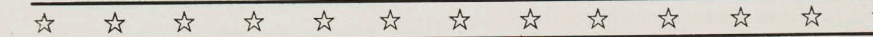
**Total - - - - - 770**

### GOLD STARS

John DeGoede	Raymond R. Munoz
Arnold G. Evans	Stanley Nemeo
Iver Iverson	Wm. F. Nicolay
Woodrow A. Lewis	R. B. Ruggieri

### PRISONER OF WAR

Charles A. Stein



## V-DAY IN EUROPE

Victory in Europe, marking the end of the war with Germany, may come at an early date, or it may not come for six months or a year—we have no way of knowing. We should of course rejoice when victory in Europe does come, but this does not mean that the war is over. We still will have a long, tough fight with Japan.

Many people unthinkingly may have a strong desire to "celebrate," but we believe a celebration is distinctly out of order. A celebration resulting in taking time off from essential war work, including transportation, is bound to result in serious delays in getting badly needed materials to the boys fighting the Japs in the Pacific, which would neither be fair to them nor to their mothers, fathers, wives and sweethearts at home.

The boys in the Pacific will not take time off to celebrate, so why should we?

When victory in Europe comes, let us all firmly RESOLVE that we will do our part by STAYING ON THE JOB. Let none of us have on our conscience that we in any way have failed to do our full share in helping the boys in the Pacific to do their job.

## MECCA Distributes \$5,000 to Charity

Distribution of \$5,000 of MECCA funds was reported approved by the Administrative Committee, according to MECCA's Chairman B. A. Collins at a meeting of the Central Management-Labor Production Committee on February 15. Half the amount, or \$2,500, went to the Red Cross; the other \$2,500 to the various War Chest agencies.

"A total of \$19,045.50, including the above-mentioned contribution, has now been given for charitable purposes since the organization of MECCA two years ago," said Mr. Collins. Details of distribution of the War Chest fund being approximately the same as figures previously published several times, it was not felt necessary again to publish the list of agencies and the amounts contributed to them. It was pointed out at the meeting, however, that only about 60% of Pacific Electric's employes are currently contributing to MECCA through pay roll deduction, and that a letter will soon be sent out urging non-contributors to make their War Chest and Red Cross contributions in this convenient and painless fashion at a cost of only 30c a month.

A number of other matters were discussed at the February 15 meeting of the Central Committee. One of the most important was a discussion by Chairman G. E. Collins of present Selective Service policy regarding men who leave company service.

"Boards must be notified on the day men leave the service of their firm," stated Mr. Collins. "Moreover, men should take up the matter of leaving company service with their draft boards and get Selective Service approval first; otherwise such men will be automatically thrown into 1-A."

L. E. Brown of Torrance brought up the subject of obsolete rules posted on shop bulletin boards, and the matter was referred to Superintendent of Equipment F. E. Geibel with the recommendation that he should have the posted rules brought up to date.

On the personal side, Chairman G. E. Collins pointed out that this was the last meeting in his official capacity for Pacific Electric's Vice President and Chief Counsel, Frank Karr. Speaking in behalf of the members, Mr. Collins thanked Mr. Karr for his attendance and counsel.

Guests included U. W. Troxel, recently elected local Chairman of the Northern Division, BRT; C. J. Kimball; and A. W. Ghezzi, Torrance Machinist.



## Bill Nicolay Dies Of Spinal Wound

On Friday, February 16, the many friends of Bill Nicolay learned with profound sorrow that he had passed away that afternoon at St. Vincent's Hospital in Los Angeles.

William F. Nicolay was born in Wisconsin, December 19, 1916, and came to California when a very small boy, spending the greater part of his life in Redondo Beach. Entering the employ of the Pacific Electric Railway, he first came to work in the Stores Department at Torrance on April 1, 1936, and displayed from the start qualities that fitted him for the various tasks to which he was assigned. In October, 1939, he became a Utility Clerk in the Purchasing Department, where he remained until he entered the service of the U. S. Army Air Corps on February 2, 1943. He was assigned to the Army Procurement Division at Wright Field, Dayton, Ohio.

Employees are familiar with the story of his injury during his tour of duty at Dayton, of the citation for gallantry from his commanding officer, of his medical discharge from the Army, and of his long stay in various hospitals. His story was told in the December, 1944, Magazine, when employees were asked to send him cards on his 28th birthday.

Funeral services were held from the Allen Funeral Parlors in Redondo Beach on Monday, February 19, when a host of friends gathered amid a profusion of flowers to pay tribute to the friend they had known and grown to love.



WILLIAM F. NICOLAY

Possessed of a charming personality, he was always hopeful and cheerful even in the midst of great suffering.

The young man leaves his wife, the former Miss Lucille Stock, daughter of Torrance Storekeeper Charles Stock; and a son, Jimmie, 2 years old. Sincere sympathy is extended by the entire Pacific Electric organization to the young mother and her little son.

### TORRANCE TOPICS (Stores Department)



By  
Fred B.  
Hopkins

"Lives of great men all remind us  
We can make our lives sublime,  
And, departing, leave behind us  
Footprints on the sands of time."

The author of the above lines, Henry Wadsworth Longfellow, was born February 27, 1807, which reminds us of the many birthdays of distinguished people that occur during February, including George Washington, Abraham Lincoln, William Henry Harrison; and so I'd like to tell you of some of our own folks who had birthdays during February, also since I last chronicled the news of the Stores Dept. These were: William Bone, Feb. 3; Edna Fattler, Feb. 17; the "Famous Two-Gun" Prof. Cain, Jan. 28; Della Pinkerton, Feb. 3; and last but not least, our new boy, Allison Steeves, who is a real "Connecticut Yankee" born in Stratford, Conn., Feb. 25, 1925, and came to California in 1937.

Folks, let me introduce you to four of the ladies of our Department. Reading from left to right, they are: Evelyn (Mrs. Jack) Wright, Bette Hay, Andrea Palacios, and Karen E. Frye, taken recently in front of one of the Torrance Shops. The last-named, Karen Frye, entered the employ of the Company since the first of the year and hails from Del Norte, Colorado. Evelyn Wright, who is the wife of your genial correspondent, Jack Wright, of the Mechanical Dept., is also a newcomer, having joined our forces the latter part of last year, which fact was inadvertently omitted in my last contribution to the Magazine.

We have in our Department five Bills: Bill Bone, Bill Jolley, Bill Kitto,

Bill Locke, and last, but not least—Bill Winterberg. Now Bill had a bill board. Bill also had a board bill. The board bill bored Bill so that Bill sold the bill board to pay the board bill. After Bill sold his bill board to pay the board bill the board bill no longer bored Bill. Also one of the above Bills has lost or misplaced a very much prized photograph of his favorite movie star. We think she was a peroxide blonde; on the other hand, she may have been a brunette. However, if any of you folks happen to see a photograph marked "To Bill" and will contact one of the above, it will bring you the "satisfaction of achievement" to be able to restore the lost possession to its rightful owner.

The Deacon came down from the Torrance Mountains and called in to see us the other day. He says the ground hog came out on the 2nd of February, and not having been able to see his shadow, owing to the copious rains and heavy snows that fell at the time, he decided that spring was at hand; and so the spring plowing is the Deacon's chief occupation at the present time. He also says that the Tax Assessor was around during the past month, which brings to mind an incident that happened last year. You see, the Deacon, who was formerly a Missouri farmer that hails from Bolivar, Mo. (named after Simon Bolivar, the great South American patriot and liberator) had developed a slight lisp, and in declaring his property to the assessor he said that he had "thix thows and pigs." When he received his tax bill last fall, much to his consternation and surprise, it was for six thousand pigs. The Deacon says that's more pigs than he's seen since he left Missouri.

Two former members of the Stores Dept. now in the service paid us surprise visits during the past month. First, Corp'l Larry Otto of 637th Quartermaster Div'n, stationed at Indiantown Gap Military Reservation in Pennsylvania, was home on a 7-day furlough and called in at the Torrance Store on the 5th of February to renew old acquaintances and say "hello" to his friends.

Secondly, Ralph Long, known to us all as "Red" and "Beeler Boy," the fellow who wore shoes that pinched his feet so that he couldn't sleep nights, is now in the Navy. While home on leave from the U. S. Naval Station down at San Diego where he has been stationed since he "joined up" last December, he came in on the 13th of February to say "How de do" and join in the shaking of hands all around. It was the first time that we had seen "Beeler" since he left the employ of the company almost

two years ago to drive an Army truck as a civilian employe; and, as he was always a popular fellow while serving in various capacities during his career with the P.E.Ry., it was the occasion for much joy and surprise to see him once again.

Word comes that "Little Sling Shot" Bob Cain, who is with Infantry Co. "D," 3rd Platoon, U. S. Army, is now in Europe. We are advised by his dad, the Famous Prof. Cain, who often lectures on the subject "Ambition without Cause," and who holds the world's record for seeing long range objects at short distances, of a way to see Europe without going there. He says that every morning upon arising, if as you get out of bed, you will stand and gaze into a mirror, in a minute or two you will see "You're up."

We now have two more grandmothers in the Stores Dept. First, there is Mrs. Genoveva Villareal, who you will remember has a son who was awarded the Purple Heart and is still in Italy as a paratrooper. Another son, Ricardo, is a Pfc. with the U. S. Marine Corps stationed at Santa Barbara. To the wife of this latter, there was born in Los Angeles on January 9, a daughter, whom they have named Irene. Then Teresa Vasquez informs us that she is now a grandmother, for on January 28 there was born to her daughter, Mrs. Julio Gallegos, a 6½ lb. daughter, Julia Ann. I have been wondering why Johnny Vasquez wore that worried expression, and now I know that he is growing impatient waiting for his niece to say "Uncle."

Maybe some of you folks would like to know who the blonde is out at the Macy St. Store, who has replaced Joe Ayala as Assistant to Storekeeper Les Bolen. Well, she is Leonore Goetz, and she came over from the Stationery Store at 6th and Main. Joe, who holds the distinction of being 1st Vice Pres. of the "Dimout Society," is now driving the pick-up truck that operates out of 6th and Main Sts. as one of Roy Ewing's "Dispatch Group." Here's a "How-de-do" and a "Wish you well" to Joe, who happens to be a very good friend of your correspondent.

Then there's our old friend, William Henry Paine, author of "Home Sweet Home," who should have been included in the group of "Bills" mentioned above. He says that he hasn't seen anything of the picture so I guess he isn't the one who lost it.

Voter: "Why, I wouldn't vote for you if you were St. Peter himself."

Candidate: "If I were St. Peter, you couldn't vote for me. You wouldn't be in my district."

### TORRANCE TOPICS (Mechanical Department)



By  
Jack  
Wright

It's nearing the deadline! What deadline, did you ask? Oh, surely (with regrets), MARCH 15—So-o-o, hurry and send in your T-A-X reports to Mr. Revenue.

Having missed for several issues leaves a guy flat and stymied for what to say; but things have been pretty busy around the office so I haven't had the opportunity to get out around the shops "news hunting" UNTIL—the last minute, being at last prompted by my determination NOT to let my fellow scribe Fred Hopkins get ahead of me.

If I could get reports from some of our shop guys-n-gals, it would make it much easier to write and quite surely more enjoyable to read, so here is asking, "Please help out on the next issue." You will note the deadline date, usually, on the last page of the mag. Irene Blume and Bill Chapman have promised something later, but claim too short a notice for this time. THANKS, Irene & Bill.

Noticed some of the familiar faces missing as I walked thru the shops. Among those were Mae Mortenson, Susie Wooster, Herbert Seeley, Robert Forsythe, Pauline Buckley, Lilia Holguin, John Smith—all from June Tarbit's Machine Shop Gang . . . Marino Menni from the Mill, laid up with room-tiz . . . Milan Turner with a broken heel; John Aiello, bruised foot; and Joe Flammer "ailing"—all from Jake Hansen's Freight Repair Shop.

Among our new employes: Joe Clayton, Antonio Isabella, Carl Borgeson in the Machine Shop; Reba Carlton, Martha Neighbors, Dicie Cruze, Ethel Folts, Mildred Good, all in Robert Sparks' Shop 6 Gang . . . Julia Hutton, Andrew Martin, Pat Partridge added to Mr. Foster's crew. And say, if any of you want any assistance, or advice for the lovelorn, see that young man Pat Partridge (the Arkansas Justice) who is giving way over with Deacon Simmons' section. Manuel Cepeida is fitting pipe for the King Pipe Section . . . Edward Kinzie, George Peden, John Litt and Ben Clifton are

stringing it out for Dick Shulkey's wiring lot . . . Charles Hoffman, Rayford Simms and Ernest Eld are shooting the broadsides of the big red cars for Paint Shop's Bill Peet . . . Henry Brown, Dan Jameson, Emil Benson for Tom Moore, the Carpenter Shop Czar . . . quite a nice bunch, don't you think? If we overlooked anyone, please excuse; purely unintentional, I'm sure. . .

John Julian, George Goff, Tony Bono and the "farmer-ette" along with kindly young Mr. Smith (Locomotive) are seen these days, on their back-to-earth project . . . after finishing their samwich. . .

In closing, may I repeat, don't forget to help me out on the next issue; and till then I say "Ain't the shops lookin' purty these days? Makes you feel like 'good housekeeping,' doesn't it?"

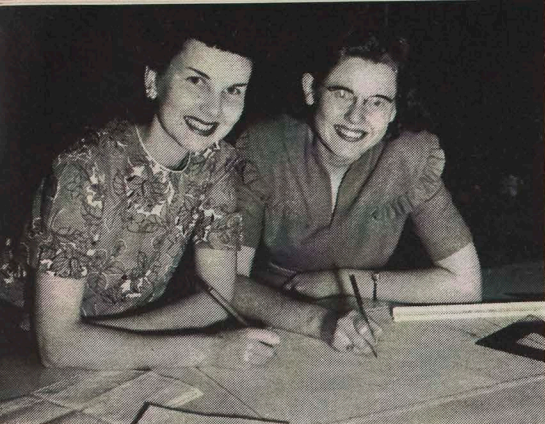
### APPRECIATION By Mrs. Roy Hunt

Roy Hunt, Painter in the Bridge & Building Department, died January 25 after a year's illness. He had 22 years of seniority with the company. His widow, Mrs. Hunt, has expressed her desire to extend, through the Magazine, her thanks to the men at Washington Street Yard for their many kindnesses to her husband during his illness, to the Pacific Electric doctors who attended him with such care, and to those who acted as pallbearers at the funeral. She wishes also to thank those who contributed gifts of flowers.



IN STORE AT TORRANCE — On the window ledge, but not on the shelf, are these four ladies of the Torrance Store. For introductions, see Fred Hopkins' column.





**KNOTTY PROBLEMS in civil engineering are solved by these two young ladies of the Field Engineering Bureau. Mrs. Barbara Van Vuren, right, is a Junior Engineer, junior grade; Miss Virginia Lovell, a Chainman.**

**ENGINEERING DEPARTMENT**

By Vic Labbe

Boy, those girls in the Auditor's office are certainly displaying beautiful garters—did I say garters?

Russell Duguid back in his swanky new quarters—some class to the office arrangement.

Yes, Jean Fogarty is still around. She is B. Manley's right-hand man, now.

**FIELD ENGINEERING NEWS**

By Barbara Van Vuren

Ginger Majewsky was back for a visit last Saturday. She enters U.C. L.A. in the fall and is all enthused about her present junior college work.

We were glad to hear that Mr. George Runyon's son was home for a brief two days before beginning the

**CLERICAL FORCE of Field Engineering includes Miss Nancy Kelly, Assistant Work Order Clerk, at left, and Miss Bettie McAnally, Steno-Clerk.**



trip overseas. He's a sergeant in the Army Air Corps; best of luck to him.

We had a good letter from Pvt. Bud Brown in England. He was shot up a bit, and is now recuperating in a hospital over there. He was one of our Field men, and his dad is Addison C. Brown of the Electrical Department. Bud would like to hear from home—his address may be obtained from his father or your correspondent.

Another "Gee I" to give the Field Dept. a bit of attention is Frank Zizda, who paid us a visit last week. He was also a Field man before donning khaki. Glad to see him.

Sympathy from us all to Bob Humphreys and his family on the recent death of his brother.

Best wishes to Jo DiNoto from the Field Dept. We understand there will be wedding bells in Oklahoma for her, verree soon.

**DID YOU KNOW?** That Nancy Kelly's plans for a trip to Mexico started out with two people and have developed into ten at present? Anyone else wanna go? That the Field Dept. is now on a new schedule, with the whole dept. arriving at 8:40 & leaving at 5:25? That Uncle Sam beckoned sooner than expected and Joseph Coe has left the Department almost before we became acquainted with him? That Assistant Engineer George Brown got quite a bump on the knob in that auto accident? That there's a new "look" to the Field Dept. these days, what with the sharp-looking linoleum just laid, new paint soon to shine up the walls, and "perhaps" honest-injun lights some day? And that the Field Dept. has added four new Chainmen: Albert H. Denson, Walter L. Crumpacker, G. Andrew Cole and David Grossman? We also extend a hand of welcome to our new Junior Engineer (j.g.) F. M. Sweeney.

**Field Femmes**

The war and the Field Engineers in the Engineering Department turned over a new leaf two years ago when the women began a real invasion. Nancy Kelly had the "honor" of being the one and only woman allowed to remain longer than one hour in that man's world when she became Assistant Work Order Clerk in October, 1942.

The next woman to get on the "inside" to strengthen the feminine foothold was Virginia Lovell, who became the first woman Chainman in August, 1943. Miss Lovell prepares track reports, colors prints, and assists the Engineers in a variety of ways.

Barbara Van Vuren further bolstered the femmes in October, 1943,

as a Chainman, and in March, 1944, became the first woman Junior Engineer, junior grade. Mrs. Van Vuren assists in general engineering work and frequently teams up with Miss Lovell on field engineering investigations.

Virginia Majewsky joined as Chainman in January, 1944, and became the second woman Junior Engineer, junior grade, in August, 1944. Virginia has recently left the company to complete her college work.

In May of last year the Field Engineering Bureau procured its first permanent Steno-Clerk, and Bettie McAnally became the fifth "first woman" to undo the man's world in Room 660. Heretofore Steno-Clerks were "borrowed" from the main Engineering office, but now Field Department is able to complete its stenographic work.

Barbara Van Vuren, new correspondent for Field Engineering, had never considered engineering as a career until, after graduating from UCLA in June, 1943, she saw one of the "Pacific Electric Needs Men and Women!" ads, answered it, and—here she is. Her interests had always been in designing stage sets, art, and kindred matters. Barbara was married in March, 1944, to Ensign Robert E. Van Vuren, intended entomologist, now on battle duty with the Pacific Fleet. She's red-headed and full of enthusiasm. Editorial welcome, Barbara!

**EASTERN DISTRICT ENGINEERING DEPT.**



By

Mabel E. Forsberg

On January 26, Mr. Lock of Torrance Store paid his first visit to San Bernardino Engineering Office and his helpful suggestions regarding requisitions and shipping orders were very much appreciated.

Mr. William (Bill) Pritchard came to the San Bernardino office one day in quest of scrap track ties. We learned that he worked as P. E. Lineman under "Billy" Willis back in 1906, and helped to build the Arrowhead Line. No doubt many of you old-timers will remember Mr. Pritchard.

During the past month Karl Be-reiter re-entered P. E. service as a Lineman; Haskel G. Lawler was employed as a B & B Truck Driver; Extra Gang No. 9 added seven new men; Extra Gang No. 13—eight; Section No. 31—two; and Section No. 33—four.

Salome Becerra, Sub-Foreman of Extra 9, is taking over the duties, temporarily, of Juan Pais, Foreman of Section 31, during Mr. Pais' illness. We trust Mr. Pais will soon be well and back on the job. A. B. Holmes reports that when he called on Jesus Ramos, Laborer on this section, who has been in the hospital for about a month, he found Jesus well on his way to recovery from his recent operation.

Marciano Hernandez has assumed the duties of Bruno Palacios while Bruno is on his vacation. Charles Shunk, Foreman, informs us that Marciano is doing a very fine job of ridding Section 32 of gophers.

Rosario Chavez, Foreman of Section 33, Riverside, and his crew have recently installed a new crossing at May Tower. This crossing has caused Mr. Chavez considerable grief in the past and the new layout should help to eliminate some of those sleepless nights.

Tom Sharp, Foreman of Extra Gang 9, reports that since his gang is strung out from just east of Upland to Waterman Avenue, east of San Bernardino, he may have to take to flying in order to supervise all the work his gang has undertaken.

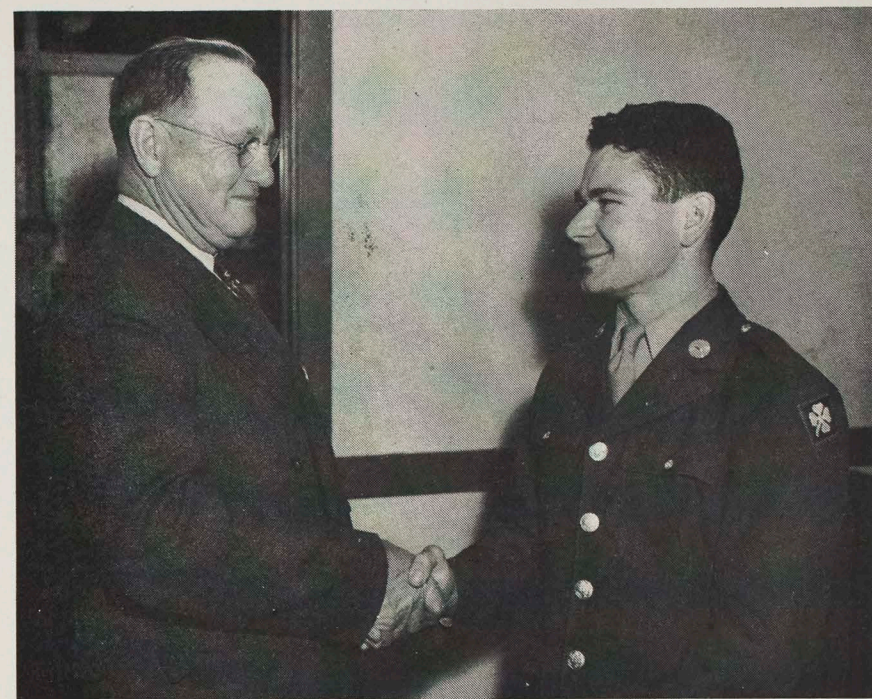
After working in San Berdoo for more than thirty days, Extra Gang 13, under smiling Jose Martinez, have returned to their former work on the main line between Upland and Claremont.

The B & B Shop has undergone quite a reformation. The corner that always reminded me of Fibber McGee's closet, is no more! John Elkins, Carpenter, has built himself a snazzy work bench to take up that space.

Bill Mapstead and his boys have finished their work at the winery! They spent about ten days installing the overhead on the Ellena Brothers spur at Etiwanda. The bonding of rails on this spur was done by Temp Smither and his helper, Bill Bartlett. They all claim the atmosphere in that locality was a trifle strong.

Tony Contreras, Bonder and Welder, and his family enjoyed a long-awaited visit from some of their good friends from the old home town in Mexico. We understand it was an occasion for much feasting and merriment.

The Signal Department reports that the new track circuits for the wigwags on the Arrowhead, Highland and Redlands Lines have been com-



**PAYS VISIT—Private Frank Zizda, former Junior Engineer, junior grade, of the Field Engineering Bureau, visits his old office while on furlough and is greeted by Assistant Engineer Joe Frownfelter.**

**SIGNAL DEPARTMENT**

By Virginia Simmons



pleted and the wigwags are now operating on low voltage. They also report the installation of phones in the new offices of Mr. C. H. Jones, General Agent. Henry Williams continues to have grief with trains smoking up his wigwag contactors. Harry Null is pleased with the overhaul and paint job on his motor car. He claims it rides like a new chariot. By the way, Harry, Rene Hunckler wants to know—when are you going to return his new one-gallon switch light oil can?

If you have any squeaky doors about, put in a call for Mr. Hal Smith, for if there is anything he can't stand, he says, it is squeaky doors. To show our gratitude to Mr. Smith for his use of the oil can, we cleaned out the cloak closet for him. (Mr. Searing: Please note!)

So . . . you didn't think you'd have to pay additional income tax this year? Might I add, neither did we. A month to remember . . . "Beware the Ides of March"—"Mad as a March hare"—"March winds." The last re-

**EXTRA GANG 13, SAN BERNARDINO—At extreme left in front row is Jose H. Martinez, Foreman; and at extreme right in front row is Emilio B. Argonez, Sub-Foreman.**







**SIGNAL & BONDING STORE at Washington Street and Angelo Sarni getting some stock with which to load Yard. Left to right, you see "Chic" Sayles, Bob Burns, their trucks for the day's work.**

calls this definition of an oboe: "An ill wind nobody blows good."

Did you know the first telephone was invented March 10, 1876, or that our Telephone Foreman, Norman D. Gilbert (34 years service, 10 years a Foreman) was born in March?

Walter Hume, Gilbert's Assistant, told us the women in his family were the happy recipients of four pairs of silk stockings. (What . . . no nylons?) A gift from son, Burton, acquired on a recent Caribbean cruise. Incidentally, did you ever catch Walter whistling through his teeth, his right hand fingers strumming against his lips? It's quite a trick, but the professor tells me you must have your lowers out.

Seems I'm in the dog-house for revealing Herbie Eaton's magic. His latest gadget is a pint-sized (spirits) bottle, pierced with a wooden arrow. Gordon Stewart was so interested, he carried it to school one day. Requested one like it for his wife.

Our Ways and Means Committee submitted suggestions to beat the cigarette shortage. Have you a friend, relative, or sweetheart in service? . . . or better yet, have you friends who don't indulge, or belong to the Brotherhood of B.T.O. (Big Time Operators)? Carlos Gonzalez says there's always good old Horse-

shoe. Or you might visit the Doctor and have him tell you (see Johnny Neff) to cut your smoking in half.

San Gabriel Valley Independent news item: "J. L. Doolan and his signal gang of the Pacific Electric are installing new pole and renewing wigwag this week." That's what it said!

Eddie Crettol and Pete Day demonstrating how a Lineman keeps his head (on the ground) . . . by stretching a horsehair across the bony part of the nose. Did you ever try picking a man up by the ears?

'Twas a hot conversation between J. Neff and Ruth White, otherwise how did the speaker in the Subway Tower get burned?

Arlie Skelton came in from his garden one morning and stopped askance. His wife, Dixie, held up a tiny garment and grinned, "What I'm knittin', ain't for Britain." Tsk, tsk, we thought so too! But . . . it seems she was making baby clothes for the Red Cross.

It was more than fitting that our last trip to the Blood Bank be dedicated "in honor and memory of our fine friend and fellow employe, Signalman Woodrow A. Lewis, who was reported killed in action in France." It was a grand turnout, folks! We know all cannot participate, but "Lest

we forget"—a pint of blood may save a fighting man's life.

How about dropping a line to our good friend, Jesse Grogan? Says he's coming back when he gets his two side rods working again. He surely appreciates your visits and cards. Address him at Rancho Los Amigos, Hondo, California, Ward 214.

**HOSPITAL LIST**

The following employes were confined to St. Vincent's Hospital as of March 7, according to the Medical Departments:

- Leon Columbus, Mechanic, Mechanical Department.
- Albert W. Gardner, Carpenter, Los Angeles Motor Coach Lines.
- Alvin Georgeson, Car Repairer, Mechanical Department.
- Orville N. Gooding, Conductor, Southern District.
- James Hoyle, Helper, Mechanical Department.
- James King, Retired Driver, Engineering Department.
- Ernest K. Lawrence, Operator Motor Transit District.
- Dora Phelps, Coach Cleaner, Los Angeles Motor Coach Lines.
- M. S. Wade, Treasurer, Pacific Electric Railway Company.

**INFORMATION HI-LITES**



By  
**Deane H. Koch**

It does our hearts good sometimes, when we know we are missed from our regular places. This seemed to be the case when our column was missing in last month's Magazine. More time, and not more material, is the necessary element needed with us. Not that we are crying for longer working hours. Oh, no, never!

Well, the old "flu" bug or some other such detrimental creature was busy last month. He played such havoc with our force that those here were obliged to do double or even treble duty to keep the public going. If a medal were to be given for perfect attendance, it would probably be given to the good stand-by Edna Tilley.

The latest victim of these ravages is our chief, Sibyl Mather. She was laid low for a couple of days, a very unusual occurrence in her long career, and we do miss her almost (?) as much as do the commuters.

In addition to those who have been victims of what sounded like whooping-cough but wasn't were the absentees on vacation. Florence Spaulding spent two weeks with her husband, who was home from service in Uncle Sam's Navy. Helen Drew has been spending a week recuperating from a terrific strain caused by the very serious illness of her father. We are glad to report that the latest word is that Mr. Drew is improving nicely and will be able to leave the hospital soon. Lenore Tepley has returned from Cedar Rapids, Iowa, having been called there by the death of her father. It seems good to have her with us again. We wish to express our sympathy to our co-worker, Adeline McIntyre, who recently lost an aunt.

We know these are days when just about anything can happen, and how it does! We often wonder if this is a depot or a boiler factory. Imagine the embarrassment of shouting at the top of one's lungs, in order that the inquirer may get his correct directions to here or there, when all of a sudden the terrible hammering stops. One day recently, Mr. Shockly, the Passenger Agent, saw a long line of folk extending into the depot, ap-

parently from nowhere, waiting to buy tickets. Investigating more closely, he found the "lead man" standing some distance from any ticket window reading a newspaper.

Again there was the lady who called Lost and Found telling Mrs. Phillips she had lost a coat. When asked to describe it, the lady said, "Well, it opens all the way down the front."

At another time a party came to the counter to ask, "Which door opens onto the street that I can get to the Santa Fe across the street?"

An inquiry recently came over the phones, "Is it right that the fare to

Long Beach is 46 cents one way and 69 cents the other?"

Of course, there are always those who can give us information, like the man who called wanting to go to Pomona on the Red Cars. When told that only busses leave from Sixth and Main for Pomona, he replied, "Oh, no, you are mistaken. I have lived in Los Angeles for twenty years and there never have been busses from that depot."

A crystal ball would be a grand addition to our equipment, so that we might see where Indian Currents are. (They settled for Inyokern.) Or so that we might understand when a



**NEW MULTIPLEX DISPLAY BOARD recently hung in the Information Bureau's telephone office on the seventh floor of the P. E. Building. Bessie Bundy, Information Clerk, looks up a point on one of the maps conveniently held in this time-saving device.**

**DENTAL DEPARTMENT**  
**PACIFIC ELECTRIC RAIL AND MOTOR COACH LINES**

OWNED AND OPERATED BY  
**BEN A. PATTON, DDS., BS.**

*Under schedule of charges for Dental Services approved by the Pacific Electric Management.*

**TERM PAYMENTS, IF DESIRED BY PAYROLL DEDUCTION**

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**TUcker 7272**  
**VAndike 5844**



paper is presented reading, "Free Tinkers"—thus making it unnecessary for the holder to say, "Never mind. I'll go to Pershing Square. That's the only place to get real information." And isn't that the truth!

Help! Help! We wish to find the woman with tall black hair!

A "real one" was the woman who lived on Venice Blvd. and wanted to come down town and transfer to the Venice Short Line to go to Santa Monica. If she took it out where she lived it did not take her where she wanted to go.

So, day by day, we do get experience, to say the least!

### Timekeeper Hears Brother Broadcast from Overseas

Drama was in the air in the Pacific Electric Club on Monday, February 15. Mrs. Alice Karayan, central Timekeeping employe since 1931, P. E. employe since 1927, was listening over the radio to her brother's Valentine greeting from overseas. She has not seen him since last May. He, Robert H. Karayan, is a Pharmacist's Mate, 1/c, with the U. S. Marine Corps somewhere in the South Pacific.

The broadcast was coming over KHJ, and was part of a special 15-minute program of recorded Valentine greetings from men overseas. It was also broadcast the following day over KFI on the daily "GI's Abroad" program, 9:40-9:45 a.m.

Here's how Alice knew about it: According to radio authorities, the public relations offices of the various armed services, as a morale booster, have men make recordings of their voices. These recordings, accom-

panied by the names and addresses of those the service man wants to have hear the message, are sent to various central distributing radio offices, which in turn distribute records to their member stations. Stations then notify the relatives when the record is to be played—and that's how Alice knew about her brother's intended broadcast.

Robert's wife, Wilma, whose birthday it was, also heard the two radio programs.

### CENTRAL TIMEKEEPING BUREAU



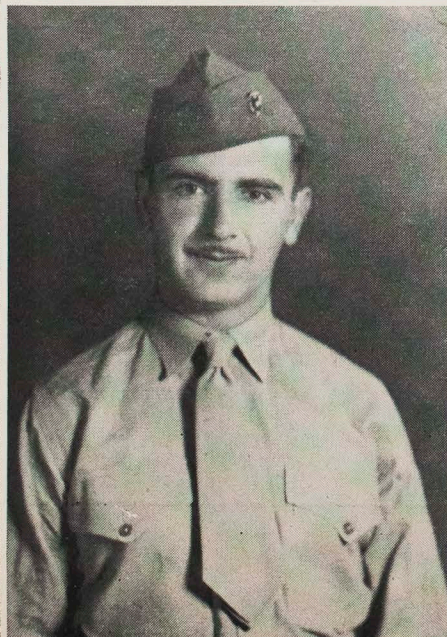
By  
V. B.  
Tellechea

Blessed is the man who, having nothing to say, abstains from giving the world evidence of the fact.—George Eliot.

O me—O my! ??????

Iva Stickland is certainly to be commended on her ability and fortitude to stay on the job with a painful broken wrist. Her left arm has been in a sling for weeks, and Doc says it will have to stay there longer. However, he reports the right arm in good condition, and able to wield (if need be) a mean and fast rolling-pin. Yes, by the time this is in print, Iva will be in a position to say the "You are mine, and I am thine," sort of

REUNION BY AIR—Alice Karayan as she looked while listening to her brother Robert (right).



thing to Henry Johnson—(no relation to Van, dog-gone!). February 24 is the happy day, and our best wishes for lasting happiness to both of you!

Something has hit Frank Ward a hard wallop and he is almost down for the count. If you old gossips want to know the "why's and what's"—you'll just have to wait for the next issue—this is a continued story.

Someone was made very happy recently, and that was our own Alice Karayan. (See item under picture.)

Lucy Wilkins also enjoyed herself during a week-end in Berkeley last month, when she witnessed the graduation of her boy, Joe Peterson. Grandma Wilkins, besides, had a good talk with her new grandson, Robert Stevens, 1 month old. He's the darling of Mr. & Mrs. Jack Peterson.

The many friends of Ronald Moyer, former employe in our office and son of Earle Moyer, Special Accountant, were sorry to hear of his being wounded, while on a bombing mission in the South Pacific. We trust in God it isn't serious, and hope Ronald received our Valentine on time with approximately 56 signatures of well-wishers. Anyone desiring to write him may get his address from his father on Ext. 2974.

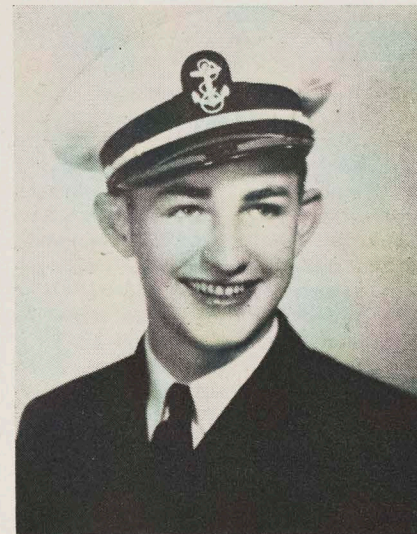
The red velvet is spread for: Goldie Morales, Dorothy West and Ann Wiesenthal.

Did you know Dept.: Since the new agreement on Trainmen's vacations, Mr. Walter Morrison's duties have grown to such proportions that he has a penthouse practically all to himself in Rm. 738? Mr. Fred Egge-man was out three days with an infection in his eye? (O.K. now.) Opal Haas, on leave of absence, came in for 2 days on account of too much work? Dave Alexander is talking back to himself trying to keep up with figuring vacation allowances? Marjorie Helwig has moved from San Marino to L.A.? (What's L.A. got that S.M. hasn't?) C. Jones says he keeps his eyes on his work all the time? (Oh yeah?) Rosetta Epple smells a rat? (The 4-legged variety.) Two gentlemen, who sit side by side, look positively handsome when they wear their dark suits instead of just running around in their shirts? (Stop falling all over yourselves unscrambling this one.) An air of mystery pervades the office since nobody knows who sent those lovely "come on over" Valentines? (Whoever it was—thanks from all of us.)

Hmm—(this had to come out sometime)—Gene Barwood is in a class by himself; doesn't have to worry about the transportation problem any more. On a bright morning not so long ago, the Pasadena cars were held up, so this resourceful man got off, and his thumb, feeling particu-

larly nimble, went to work. (No—no leg showing.) He was "picked up" (horrible expression!) by two good-looking young ladies and now is the envy of sundry gentlemen! You lucky, lucky!

Well, the cats—or rather cat-tails—are out of the bag. Helen Sawyer has finally discovered why her sinus has been bothering her at night. Peter, dear little boy, had put some in the incinerator just outside her bedroom window! . . . And what are little boys made of, Pete? What! No cat-tails?



JOE PETERSON, USNR, is the 19-year-old son of Mrs. Lucy Wilkins, Timekeeper in the Central Timekeeping Bureau for nine years. Joe graduated recently from St. Mary's College in Berkeley, and then left for Fort Glen View, Illinois, to receive his primary flight training.

### Sgt. L. A. Noble Appreciates Mag.

Sgt. L. A. Noble's intentions could not be better than the Editor's but misplacing letters cannot always be avoided. We therefore make known with due apologies to Mr. Noble and to our readers, the following letter from somewhere in France, dated December 22, 1944, and received weeks ago:

Editor  
PACIFIC ELECTRIC MAGAZINE  
\* \* \*

Dear Sir:

I've been meaning to write you for quite some time, but I'm afraid it's just one of those things that a person means to do tomorrow. At last I'm getting it done. First off I want to tell you how much I appreciate the P. E. Magazine every month. No other publication I receive gives me

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

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

The purpose of this column is to acquaint the Conductor or Operator with the many problems that arise regarding tariff and general relations with the traveling public.

The object is to have the Operator or Conductor send us questions that have been troubling him. We will endeavor to answer such questions of general interest as space permits.

To start this column, let us take one of the most important and vexing problems that confront the Conductor or Operator today.

QUESTION: What is the proper way to handle a United States Government request?

ANSWER: Rule 19, Section A, of Circular P.D. 1850 gives complete instructions regarding United States Government requests. However, following are some of the failures we have in handling these requests.

(1) To head the list, Item K of Rule 19 is not strictly observed. This rule states that requests and orders will be registered as "tickets collected or counted as fare passenger on fare box counter, whether lifted or not, and under no circumstances will be cancelled by conductor's punch." Even though round trip is issued, register as tickets collected.

(2) Conductors and Operators fail to abide by Item J, stating in part, "Conductor or Operator must see that traveler has signed request in proper place therefor." (Near the right-hand lower corner of request, there is a

line below which is written in italics, "signature of traveler.") This is where the traveler will sign.

(3) Holding, in the number of failures, almost the same position as Nos. 1 and 2, is the failure of Conductor or Operator to issue round-trip tickets when called for by the request. This is explained in Item G of Rule 19.

In summary, in handling United States Government requests, read the request carefully. If you are rushed, read it over some time before arriving at destination. Many times wrongs may be righted before passenger leaves the car. Be very careful to observe between what points passenger or passengers are to be carried. Do not lift a request of passenger whose destination is on a foreign line. Should a request, calling for transportation on a foreign line be presented, be governed by Item M of Rule 19, "Indorse same on back to show between which points honored, as well as signing name and badge number. Make notation on trip report showing number of request, between which points honored, final destination, and return to passenger."

So much for the United States Government requests and so much for this month. Send in some questions you want answered. Address them: Passenger Conductors and Operators Question and Answer Box, Room 212, in care of W. J. Fenwick.

greater pleasure. They say that a letter is like a five-minute furlough. Well, your magazine is like that in every respect and more. I especially enjoyed your edition "This Is Pacific Electric." I wonder if you could manage to slip me a map of the system from Mr. Marler, as after all those are my "home grounds" and I want to keep familiar with them, so that I'll have proof when I say that OUR system is not only the best but the biggest in the world.

I guess you would like a wee bit of news of me and this country. About myself there is very little: I'm just another G. I. Joe trying like hell to get this mess over so that I can come back home again. As to "la belle France"—all I can say is, it's quite a place! It is more like home than any other country that I've been in so far (almost sound like a globe-

trotter)—that is, except for the weather.

Sincerely,

[Sgt.] LORISTON A. NOBLE, JR.

The map has been sent. The Editor would like to correct Sergeant Noble's impression that the fine little information booklet "This Is Pacific Electric" was a special edition of the PACIFIC ELECTRIC MAGAZINE; such is not the case. The booklet contained a few pictures previously used in the Magazine, but was entirely a product of the Passenger Traffic Department.—And thanks for the kind words, Sergeant Noble! We hope you continue to receive and enjoy it.

(Sergeant Noble is a former Timekeeper in the CTB. He entered military service on October 26, 1942.)



## TRANSPORTATION DEPARTMENT



By  
**Suzanne M.  
Jacquemin**

The loquacious mood I seem to find myself in these days I attribute to spring fever, but of course, it could be that I'm all excited about having not one, but two new suits. Couldn't decide between a black and white checkered deal and a Victory blue and white outfit, so-o-o after thinking the matter over, bought both, and with the aftermath of Income Tax, too!

Christina Spray won't be stopping in for her daily cup of coffee any more—she severed connections with our "big family" to follow her GI husband.

The joint PE-SP installation of officers dance held at the Mayfair Hotel "Rainbow Room" was a success. The dancing and music were splendid and the entertainment, consisting of Spanish songs and music rendered by Arturo and Elena Ruiz and their guest, who are BRC members, was super. Faces seen were Bob Rachford, J. B. Haines, Margaret Carper, Jim Lewis and his sweet wife (Lee), W. J. Rountree, Charlie Sein, T. E. Dickey and party (incidentally this year's new president), Helen and Bill Upton and Helen's daughter, Peggy, looking very grown up after her first semester in College with sorority membership and all, Lloyd Wallace, Ruth Harrison (for whom I'm sure the monosyllable "chic" must have been created), yours truly, with her dad, Eugene Victor Jacquemin, as escort, and many others. . .

W. O. Baker, Road Foreman of Engines, is negotiating to buy a home in Compton, which will suit his daughter just fine, as she is anxious to enter Compton J. C. next term. . . Johnson T. French, whose favorite moniker is "Frenchie," and Joe T. Wilkerson, freight motor Hostlers, are responsible for delivery of motors, diesels, and gasoline motors at State, Butte, Macy and 8th St., and they are doing an admirable job. . . If you can find a moment in these hectic times, write or visit Irene Cunha (Mrs. George Cunha), Freight House employe, who is confined at Hollywood Presbyterian Hospital, 1322 No. Vermont Avenue, Room 221, Los Angeles, Calif., and is slowly re-

covering from severe injuries sustained when she was struck by an automobile, while on her way home from work. Good luck, Irene! Get well soon, we miss you. . .

Engineer Joe Gerst is to be credited with helping collect from the State St. men, for the "March of Dimes" drive. . . "O" "C" Jordon, Asst. Trainmaster, and Tiny Ross singing "Don't Fence Me In"—Jack Martin, Yardmaster, singing "The Trolley Song"—and yours truly "The Dolly with the Hole in Her Stocking," really make a fine quartet! . . . Agent Casey Jones is back on the job and says he feels fine. . . Ray Kraft working as a Clerk at Claremont, under Agent Hammond. Ray says he likes living in the trailer court in Claremont. . . J. H. Mitchell, San Bernardino Yark Clerk, and former PE bus driver, left the company to drive busses for a San Bernardino local bus line. . . What's this I hear of Brakeman G. H. Powell and Conductor I. E. Nicholson having wild rabbit for lunch! Better destroy the skins, boys, that's evidence.



**GREGG FISHER, 18, son of Ruth G. Fisher of the Motor Transit office on the Sixth & Main Bus Deck, went into the Army December 19, 1944, and now is at Camp Roberts, California. According to his mother, he's "crazy about army life," and gained 15 pounds in his first two months at camp. Gregg is a member of Company B, 89th Infantry Training Battalion. He was a Clerk Warehouseman for Pacific Electric during the summer of 1943.**

It's flabbergasting the way the year goes by, but if candy, cards, flowers, blouses, cookies, etc. mean anything, then a "V" for Valentine's Day must have just passed, and Trolleyman Bert Bradley really knows how to find a good box of candy in these sugar-less days. . . Fred Stranad is a very generous donator of his luncheon "snack cake," as is Pinky Foster, who leaves "something for the boys," and then Andy Moreno and Johnnie Grattidge swap sandwiches. . .

Thought Fred Knerr was at Butte St., but rumor has it that he will be back at State again in the near future. . . Charlie Malley of the Special Agent's Dept. is a welcome visitor out here. . . We're all glad to see S. T. Sherritt back at work on the yard herder job, after being off on an extended sick leave. . . Arnold Spohn, third trick Yardmaster at San Bernardino, bid back as Conductor on the 6:00 a.m. run. . . Engineer M. C. Prosper took a trip to Colorado to see his folks, who were ill. Says he sent his mother and his wife beautiful heart-shaped boxes of candy for Valentines. . . Motorman E. H. Trieschman enjoyed a week's vacation—just resting. Understand Mrs. Trieschman is an excellent cook. Well, for this Epicurean, tastin' is believin'. . . Conductor W. C. Monroe visited the boys on last pay-day; he's still on the sick list awaiting his retirement.

Girls! If you want to become an indispensable secretary, read all the new general letters of the Transportation Department. It's not only instructive, but fun! . . .

O. B. Briggs, Trolleyman, tries to keep the office force in needed vitamins by bringing us the cull oranges. . . The mascot of the engineers' shack, the little yellow ball of fluff "Suzie,"\* is still eating up the points and now won't settle for anything but grade AAA.

Here 'N There additions made by Brakemen C. L. Settle and H. A. Gode, have been quite numerous. . . Our deepest sympathy goes to Fireman D. E. Williams, whose father passed away recently. . . We welcome back to State St. B. B. Starr, who was bumped out of the Terminal a year ago, while working as Motorman. B. B. is now a full-fledged Locomotive Fireman. . . Crew Dispatcher Red Foster has issued a challenge to Conductor E. W. Daniger to settle their differences by physical combat, but it seems that Daniger must have the strongest lungs. . .

\*No relation, so far as is known, of the writer of this column.—Ed.



**HAPPY THREESOME**—Naval Radio Operator Arthur Tellechea, his bride, the former Edith Carpenter, and Arthur's father, Isidro, Night Foreman at the Los Angeles Freight House.

## Arthur Tellechea Weds Compton Girl

I. C. Tellechea, Night Foreman at the L. A. Freight House, is congratulating himself on having recently acquired a new daughter.

His son, Arthur, after having spent 18 months as a radio operator in the bleak Aleutians of Alaska, returned to enjoy a furlough and to join the ranks of the benedicts.

The bride was formerly Miss Edith Carpenter, and is employed by the Douglas Aircraft plant in Long Beach. Her home is in Compton, where the groom was employed by Pacific Electric in the Ticket Office at the time of his enlistment in naval service.

The ceremony took place in Compton on January 3; and at the end of a brief furlough honeymoon, they both resumed their duties; the Mrs. at the defense plant and Mr. at an undisclosed Pacific Coast base before assignment overseas.

Congratulations to all concerned.

## ROOM 221 AND VICINITY



By  
**Lucille  
Paige**

Spring is just around the corner and hope it's true what they say about a young man's fancy!! . . .

Edna Green, on military leave of absence, and formerly Mr. C. M. Allen's secretary, is somewhere in the Philippines, and from her last letter, she is knee-deep in the mud and still prefers the climate of Southern California. Who doesn't?

Orchids to Suzanne Jacquemin, star reporter and sole damsel at State Street, who, during recent March of Dimes campaign, collected a tidy sum of money from her co-workers for that worthy cause.

Those of us who know Lillian Ryan, formerly of this Department and now secretary to Mr. L. R. McIntire, Assistant Manager of Personnel, are sorry to hear of her recent illness. Here's hoping for a speedy recovery, Lillian, and an expeditious return to your office.

On April 20, 1904 in Blackstock, South Carolina, in the heart of the Sand Belt, two events occurred, which to date have seen no equal:

namely, the birth of Lonnie Augustus Campbell, and the fact that snow fell, the latter being unheard of at that time of the year. Though seven additional Campbells eventually found their way into the world, none was destined to have the diversified career of his nibs, Lonnie A. Campbell.

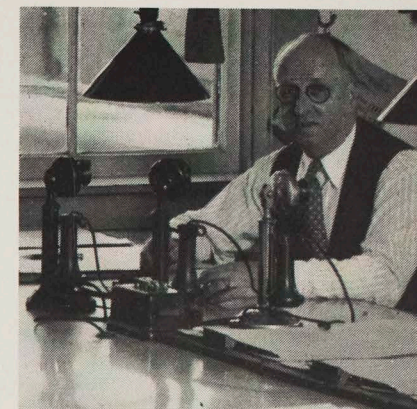
As a shy boy of 14, he worked as a plowboy at fifty cents a day, and his first real position was as manager of a small country store and cotton gin house. April 22, 1927, marked Lonnie's initial appearance with the Pacific Electric, and as indicated in the above picture, taken nearly eighteen years ago, he was more than elated to join the P. E. family.

LIKES—Cigars . . . pipes . . . mistletoe . . . lobster . . . cocktails . . . "whodunit" magazines . . . mistletoe.

DISLIKES—Lamb of any description . . . cigarettes . . . and WOMEN WHO TALK TOO MUCH . . . (he likes to have them listen once in a while.)

Has a disposition like a lamb (regardless), doubt if anyone has ever seen him angry, or even bordering on same . . . is well known and thought of in these parts . . . appears to be one of the few people on this earth perfectly satisfied with life and what it has offered . . . expects to be a real country gentleman some day when he can retire on his recently purchased abode in San Gabriel where already he has 38 assorted fruit trees and a large strawberry bed. Only chickens and cows are missing, but he's planning for them later.

Lonnie's conscientious without being conscious of it, which makes him a natural . . . still has a little "hayseed" in his hair, as he often remarks, and we who work with him



**WILLIAM E. BOOTH** as he appeared at his desk as Terminal Foreman at Macy Street.

## Retired Terminal Foreman Passes

The passing on February 7 of William E. Booth, retired Terminal Foreman at Pasadena and Macy Street, removes a man who, it is said, knew possibly two-thirds of the employes of Pacific Electric and was their friend. Mr. Booth died in Alhambra after a lingering illness.

Born October 19, 1872, at Salineville, Ohio, he worked for the United Railways at San Francisco between 1907 and 1911 before coming to Pacific Electric as a Ticket Clerk on August 4, 1911, under Superintendent J. C. McPherson. In February, 1915, he became an Operating Foreman at Seventh & Central, and in August, 1919, became Terminal Foreman at Macy Street, a position which he held for 16 years. On May 16, 1935 he transferred in a similar capacity to Pasadena, and worked there and at Macy Street until his retirement on October 31, 1937.

Mr. Booth is survived by a son, Stephen, of Los Angeles; a sister, Mrs. Edith Richards, of Denver, Colorado; and a nephew, Richard Booth, of Van Nuys. The sincere sympathy of Mr. Booth's host of Pacific Electric friends is extended to these relatives.

still detect a bit of shyness here and there.

We often wish we knew what fountain of youth he drank of to remain almost identically the same in physical characteristics as a young boy.

Millie Johnston says this about her boss: "He's tops . . . his Southern accent while dictating makes the most ordinary words sound far from ordinary . . . has a habit of interrupting himself occasionally with: "and that reminds me of a joke" . . .



# PASSENGERS APPRECIATE

## Conductor L. S. Dodge

February 7th, 1945

Mr. G. F. Squires:

Mrs. E. Bottomley, 1541 So. Manhattan Place, called this office on February 6th to report that while she was on board a Venice Boulevard car February 2nd at approximately 4:30 P.M., she noticed the exceptional good nature of the conductor, Badge No. 2424 [L. S. Dodge].

She particularly wished to commend this conductor on his pleasant attitude toward all passengers, young and old, and stated that a person of his type is rarely to be found in the service of a public transportation company at times such as these.

H. O. MARLER

## Conductor L. H. Hinkle

February 10th, 1945

Pacific Electric Railway Company  
Los Angeles, California  
Dear Sirs:

I have ridden on four trips on which Conductor No. 2982 [L. H. Hinkle] was on duty and I want to give him high praise for the fine way he handled the public. His courtesy and good judgment were outstanding.

Very truly yours,  
MRS. SINCLAIR GLUCK

## Conductor C. E. Newberry

February 14th, 1945

Mr. G. F. Squires:

Mrs. R. Hampton, 2431 Echo Park Avenue, called this office to commend Conductor No. 2663 [C. E. Newberry].

She reported that while she was a passenger on the Echo Park Avenue Line at approximately 2:30 P.M., outbound, on February 3rd, a woman pedestrian dashed in front of the car at Sunset Boulevard & Innes Avenue in what appeared to be a suicide attempt and only through the prompt action of Conductor No. 2663 was an accident averted.

H. O. MARLER

## M. C. Operator E. P. Thommes

February 19th, 1945

Mr. G. F. Squires:

Passenger on the Los Angeles-Alhambra-Temple City Motor Coach Line called in to commend Operator No. 278 [E. P. Thommes] with whom he rode on Saturday, February 10th.

Passenger said that he noted that Operator No. 278 was a careful driver and that he was exceptionally courteous and considerate toward passengers.

H. O. MARLER

## PASADENA TERMINAL



By  
H. L.  
Woodford

Adeline Holland and Motorman C. B. Lewis were married in the Pasadena Wedding Chapel February 11. Immediately after the ceremony they went to San Diego for their honeymoon and while there, C. B. became a step-grandfather. They are now at home in Pasadena. All the men in Pasadena wish Mr. and Mrs. C. B. worlds of happiness.

Arrivals: To Conductor and Mrs. C. H. Woodie, an 8 lb. baby girl; just what they wanted.

Chief Gunner's Mate Bill Richards has been honorably discharged from the Navy and will be back any day now, just as soon as he gets his land legs. (Look out for a bump on the Glendora Line.) Bill saw plenty of action on the baby flat-top U.S.S. Card, all of it on the Atlantic seaboard, where Bill says it gets plenty cold.



EDWARD T. MILES, Machinist's Mate, 1/c, U. S. Navy, is the son of Pasadena Conductor T. H. Miles, and has been in the Navy a little more than a year. He is pictured here with his pretty young wife. Sailor Miles received his boot training at Williamsburg, West Virginia, and is now stationed at San Diego.

Departures: Motorman C. N. Van Syckle left for El Paso, Texas, last month on account of his wife's health. Van expects to be gone 6 months. It's remarkable the way those Texans are so loyal to the place they come from; Van thinks there is no place like El Paso, and yet over at State Street Yards we have a couple of Texans that have been feuding over their home towns for years. Fireman Bill Aydelotte swears by Dallas, and Brakeman M. N. Turney is the same way about Ft. Worth. I have often heard them say to each other that something or other flows thru one or the other.

Conductor L. F. Hawes has gone back to good old Woodward, Oklahoma, but he'll be back.

Conductor Chas. C. Maddy has taken a job with the S. P. at Inyokern, California. Conductors Sid Wellock and Archie Holmes have transferred to the Western District. Hope you like it, boys.

## SIXTH & MAIN TERMINAL

By  
W. B.  
Shrewsbury



Guess everyone knows "Pop" Reynolds; he's been affiliated with the Motor Transit Baggage Department for over 20 years, and a lot of the older Transit men knew his son Ralph. Ralph is, or was until the war, General Manager of the Philippines Division of Hamilton Brown Shoe Co., and used to fly to the States 2 or 3 times a year by clipper on business. He always stopped in at the old Motor Transit Depot to see his Dad, and consequently got to know a lot of the drivers.

When the Japs pulled their dastardly deed at Pearl Harbor, it was Ralph's ill fortune to be in the Philippines and, with the fall of Manila, he was interned as a civilian prisoner. No word was heard from Ralph for almost two years and finally, in desperation, his sister, knowing Ralph was a personal friend of General MacArthur, wrote the famous general for news of Ralph. General MacArthur made an investigation and cabled back that Ralph was well but in a concentration camp. That was the last heard about him until the other day when we saw "Pop" walking

around in the clouds, clutching a card bearing a lot of Jap hieroglyphics and a few words in English stating that he was well and receiving the family's mail. We guess it isn't any wonder that Redlands baggage was going to Santa Ana and vice versa. We know you all join us in hoping that by the time this reaches print, General MacArthur will have liberated all of Manila and Pop's son will be on his way home to the States.

There's been mighty little recognition of some fine gents around the 6th & Main Terminal—we are speaking of those pistol-packing gents from the Special Agents Department. This month we pay tribute to I. W. Smute, Howard Saunders, M. Holmes, and E. O. Moore.

Brady Adams supplied his passengers with quite a laugh last month. Seems he was having one of his bad days, when everything goes wrong. He stopped for an elderly lady, who stumbled and fell getting on his bus and then stumbled and fell getting in her seat. Brady admonished her in a friendly way about walking around with her eyes closed. Arriving in Riverside, the lady tripped getting out of the bus and Brady caught her just in time to keep her from falling. After he had picked up the bundles that old ladies invariably have so many of, he mumbled in his beard about people going around with their eyes closed. After all passengers were unloaded they lined up to wait for Brady to open the luggage compartment so that they could get their



EXTRA ASSIGNMENTS, in addition to their runs, are all in the day's work for Motorman E. A. ("Iron Man") Montgomery, left, and Conductor George Ott, both of Pasadena, says Correspondent H. L. Woodford.

bags. Brady stepped briskly to the side of the bus. Yep, you guessed it. He stumbled and fell flat. The old lady wagged a finger at him and said, "See what happens when you go around with your eyes closed?" While he sat on the ground and burned, the passengers roared.

## MACY STREET TERMINAL



By  
Ted  
Harrison

We are glad to report that Conductor "Johnny" Howard is home from the hospital and seems to be doing swell. Don't say I told you, but I saw him doing a little work with a rake in his garden the other day.

Conductor "Sleepy" Peterson, whom many of you remember, was in to see the boys a few days ago. He is looking well, as most of the boys do when Uncle gets a uniform on them and gives them a little workout.

We regret to have to report the death of W. E. Booth, who passed away a few days ago. Most of the older men in point of service will remember when he was Day Foreman at May St.


We seem to have some men of note here at Macy St. Just discovered one of our newer men, Conductor H. E. McKenna, is a veteran of the Philippines and was one of thirty-nine to get out with MacArthur. He was in the Air Corps, and is planning on taking off a few days to meet some of his buddies who have just got away from prison camp and expect to be back in the States soon.

We welcome Motorman W. C. Dorrance back after a long layoff on account of sickness. Glad to see you back, W. C., and hope you like your Glendora run.

Another "Vet" who is back with us is J. R. Heck, who was in the Air Corps and has just returned to Macy from Sawtelle.

Know something? Seems this Terminal Foreman stuff runs in the family with some people. Our genial Night Foreman, E. C. Fox, reports that his son, E. J. Fox (yes, they are both Ed), who had a similar position with the City Bus Lines of Pasadena, has been given the position of Superintendent with the Glendale Bus Lines.

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 J. R. Dougher, Rep. L. A. Motor Coach Employes  
 Harold Burleson  
 J. G. Duesterhoff  
 P. A. Du Bose at P. E. Club  
 Joe Sharpless, Western District





## SUBWAY TERMINAL

By W. F. Servranckx

Motorman L. Knapp spent a couple of weeks at the General Hospital, where he had his appendix removed on January 14. St. Vincent's Hospital was too crowded. Lloyd was disappointed because he did so want Dr. W. L. Weber to place that cute little appendix on display. At any rate, our well-known Lothario is back at work, fit as a fiddle. Glad to see you again.

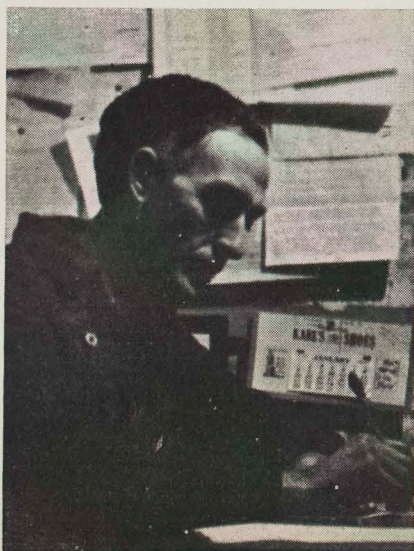
We were indeed sorry to hear that Mrs. L. Knapp received word that her mother, Mrs. May Flory, passed away at Lawrence, Kansas, on February 1. Our deepest sympathy to her bereaved family.

We are informed on good authority that "Sanborn Junction" has again had its name changed, and for good reasons. Hereafter it will be known Monday as "Nogle Jct.," the rest of the week as "Capp's Jct." For further information see Motorman Lloyd Pearson; he has the real dope on these two distinguished gentlemen.

Conductor Jim Lowell will not invite B. B. Brinker for dinner again, as B. B. does not even save a little scrap for Jimmie's dog. However, we believe that speaks well for Mrs. Lowell's cooking.

Mrs. Sylvia Yarbrough, wife of our Treasurer, just returned from a serious operation at Hollywood Hospital and is now recuperating at home. Here is hoping for a speedy recovery.

On a recent tour of terminals, yours truly renewed many old acquaintances, in addition to being introduced to many new employes, and I was



AL BLUNT, Garage Foreman, Redondo Beach.

indeed happy to meet them all. Furthermore, looking for news, I found that at Ocean Park, Motorman Sam Cloud is the pinochle expert.

Conductor Wm. Williams also knows a little about cards.

Conductor D. L. Graadt Van Roggen, better known as "Van," hails from Sumatra, Dutch East Indies, and held a conversation with me in Flemish.

Conductor E. A. Ralston hails from Ohio.

Conductor F. F. Winder worked at Chicago, Ill.

Conductor "Tiny" L. I. Phillips, is reducing at West Hollywood.

Motorman Guy Shoun is the ideal Oregon orator.

Conductor John Beakley is the silver-tongued gentleman.

Conductor L. Chapman is the undefeated President of the "Clip Club" at Subway Terminal.

Motorman Dewey Stewart returned from a trip to Tennessee, and bought a pair of shoes.

Supervisor H. F. Fortner was observed showing new Conductors how to close doors on 600 and 700 class cars.

Motorman O. H. Tuck is always the "Gentleman Motorman."

Received news from Lt. D. O. King Jr., who is now stationed in India, giving the Japs plenty of what they don't like. He is the son of Conductor D. O. and Mrs. King.

Give that pint of blood, and BUY WAR BONDS.

## SOUTH BAY NEWS REDONDO BEACH HDQRS.

By A. M. Ginn

P. E. Jones has the unusual honor of being "Grandpop" twice in one month. The stork paid a visit January 5 to Marvin E. and Elizabeth O. Jones of Monrovia, leaving cute little Kathleen Louise. Then, January 25, Mr. Stork strutted around again and left Robert Wesley, to George and Frances Louise Dowdy of Redondo. Marvin, P.E.'s son, has a recent medical discharge from the Navy and Mr. Dowdy, P. E.'s son-in-law, is in the Merchant Marine.

R. M. Hightower has resigned from the position of Night Supervisor and signed back as a day Operator on the Redondo Beach Line.

Elsewhere on this page, Operator Bierman presents a snap of our Garage Foreman, Al Blunt, making out his reports after a hard night's work.

We are sorry to learn that Operator R. J. Bierman's two oldest sons have bronchial pneumonia.

The writer's daughter and two grand-children in Tujunga all have whooping cough. Three out of four is a fair score.

Supervisor Sale recently had a time report to check on a Redondo driver, who turned in 5 minutes overtime before he started on his last trip. Now, Mr. Sale, this man believes in keeping up with his work.

The work on the new Security First National Bank Building at Sepulveda and La Tijera Boulevards is progressing rapidly. When completed it will be another added attraction in Westchester, which has been the fastest growing district in Los Angeles in the past 18 months.

Redondo Operators, attention! Telephone pay station for our convenience — open all hours — located in Chamber of Commerce Building at Emerald Street. Number: REdondo 5084.

## FREIGHT STATIONS AND YARDS

By Art Nasher

Since the last issue, the writer had the pleasure of making or renewing the acquaintance of a large number of the P. E. Agency forces, and was gratified to find that we were recognized by most of the folks without the necessity of an introduction. A line or two about each:

Alhambra: Agent R. A. Cooper reports lcl business greatly increased since the first of the year, largely due to the movement of Acme-Atlas Fast Freight which was taken over by this company on December 28.

El Monte: Agent Anderson says the station is plenty busy, and the idea is borne out by a casual glance at the staff. Asst. Agent Phil Durant did manage a few minutes to have coffee with us.

Covina: Agent J.F. Jenkins says everything is going along smoothly.

Claremont: Agent H. G. "Ham" Hammond, an old friend of ours, is on top of the work, but he manages a few minutes to pass the time of day with the sweetly smiling young coeds of Pomona College who frequent the station. When Ham doesn't have time for this, Ray Krafft takes care of the social duties.

Upland: Agent H. M. Wright says the lcl doesn't bother him much. (Probably the carload business is the headache at this station.)

Alta Loma—Etiwanda: Agent H. C. Hall and his very cute Mrs. do the chores and make the deliveries at these stations, and things seem to be moving smoothly. The same can be said for Fontana-Rialto, where Agent T. F. Shafer holds sway.

San Bernardino: Busy as usual, but Agent C. O. Stephens and his Assistant, Russ Corey, by dint of the most strenuous efforts, are keeping things moving in good shape.

We did not have the opportunity to visit Joint Agent I. B. Carl at Riverside this trip, but our old friend Gordon Gould at San Berdoo says Riverside is going great guns. We were awfully sorry to learn that Agent A. W. Housley at Corona was injured rather seriously a short time ago, when a 500-pound packing case fell on him, and he is at present confined in St. Vincent's Hospital, in Los Angeles. In the meantime his brother is carrying on as Clerk, and with the aid of the omnipresent Mr. Gould things are going OK. We all join in



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in the interest of active and retired employes of Pacific Electric Railway and Motor Coach Lines.

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

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

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PHOTOGRAPHY  
Jack B. Herold

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hoping for Mr. Housley's early and complete recovery.

Monrovia: Agent C. Whiteley says everything is pretty much under control and no lcl trouble.

(Continued next month)

## LONG BEACH FREIGHT HOUSE

By Jack DeLaney

Everyone has been on his or her good behavior this month. Occasionally someone knocks off to go on the sick list. Our Assistant Chief Clerk, C. M. Jolly, off for a few days with either mumps or chickenpox. If mumps, we all wish him a swell time.

Jimmy Connors, Assistant Cashier, says if he doesn't win the War Bond in our next drawing, he is going to declare a recount. Jimmy has been donating fifty cents each two weeks for over a year and hasn't won a bond as yet. Well, Jim, we will have to fix it up so you can win. Will take out all numbers but yours and will let you draw it out next time.

We have had three new girls added to our day force the last few weeks: Eleanore Meierdieres, Dolores Schleis, and Loretto Risley. Glad to have you amongst us and hope that you will continue to like railroading. Mary Stowell, one of the Clerks on the night shift, is looking quite a long time forward for her husband, Ralph, to come home. Ralph is stationed somewhere on a lonesome island in the Pacific. Ralph has served almost two years in the service; practically all of the time has been spent in the far Pacific.

We are sorry to hear of Mrs. Benton's illness. Mrs. Benton is the wife of John Benton, Night Car Clerk. We all join in hoping for her fast recovery. Walter Sroufe, Night Car Clerk, is at the San Francisco

General Hospital. Hurry up Walt, old boy, and get well again. We need good men like you; so don't stay up there long.

Donna Hines, our genial Telephone Operator, is spending a few days on leave with her husband 'way down in Texas. He is to leave soon for overseas. Walter Somerby, Assistant Night Chief Clerk, says he has a pretty good gang on the night jobs. Maxine Gates and her better half, George, help take care of the piles of abstracts. By the way, Maxine is quite an artist. We have seen several fine paintings that she has made. She is also quite a clever cartoonist. George, her husband, isn't much of an artist, but he considers himself a fisherman.

### Long Beach Ticket Office

The Long Beach Office is grieving to think that Helen Velarde is staying in San Bernardino instead of bidding back on her old job.

Fred Boren and McDougall are going into business together. They are going to call it "Hog & Sheep Ranch, Inc." There will be more pigs than sheep because Fred has some post-war plans of wheelbarrows.

Bob Haynes is going to start a long-earned vacation and states he is going to Lake Henshaw to rest up.

The good-natured, smiling, pleasant, happy-go-lucky Ticket Clerk at the front window in the Ticket Office at Long Beach is no other than the willing-to-serve Elsie Lawler, who formerly worked in Chicago for the largest transit system in the world.

Bea Stone has been working relief shift at Long Beach and is also trying to qualify on the Parcel Room.

The new Rod & Gun Club cards are out and every one has one by now. The son of Bob Haynes has received one in Luxembourg in plenty of time before the season starts.

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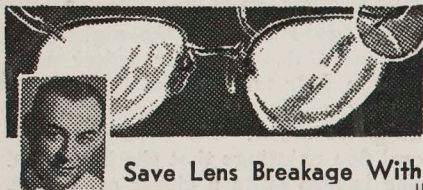
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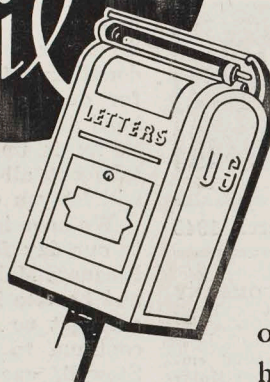
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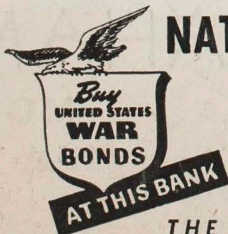
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