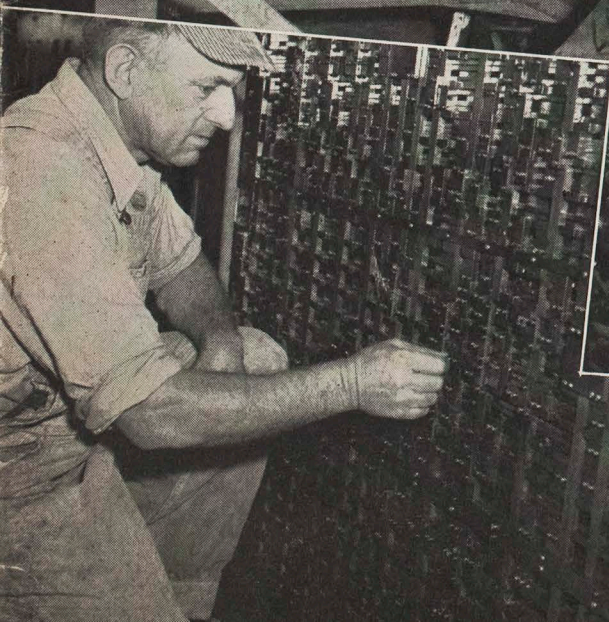
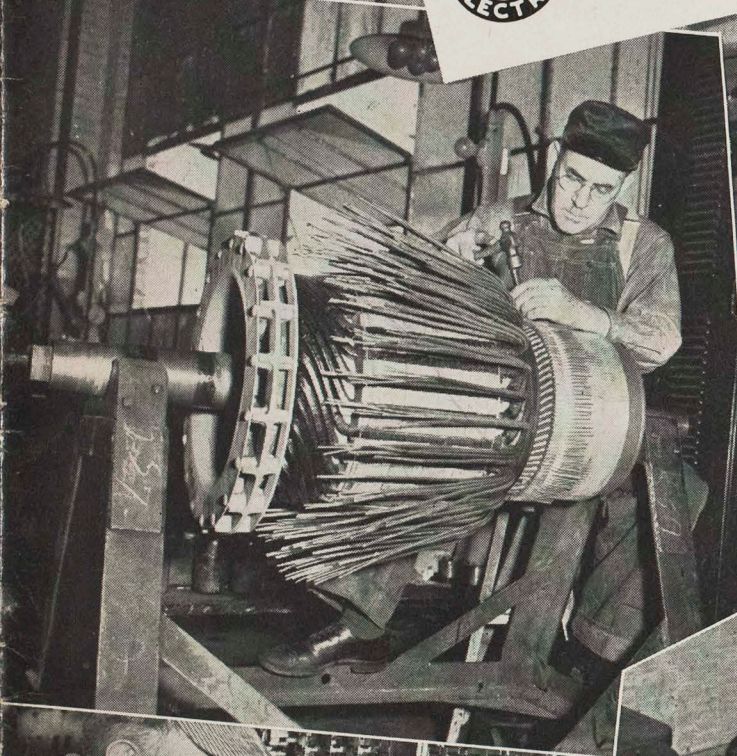


NOVEMBER 1945
PACIFIC ELECTRIC
Magazine



WELCOME HOME

Pacific Electric Employees on the Honor Roll Who Have Returned to Their Former Jobs Since September 1, 1945

ENGINEERING DEPARTMENT

William A. Chase
 Carol M. Hedgpath
 Juan A. Hernandez
 Robert Edward Hilliard
 Clarence R. Peer

MECHANICAL DEPARTMENT

Roy Brucker
 Joel D. Hall
 Laurence C. Mann

PASSENGER TRAFFIC DEPARTMENT

Michael Kapitan
 Howard C. Strong

STORES DEPARTMENT

Pasqual C. Palacios

TRANSPORTATION DEPARTMENT

Edward Avory, Jr.
 John E. Bigler
 Gilbert D. Bronson
 Floyd Carper
 R. F. Chappus
 Alvin L. Cox
 W. A. Cunningham
 Frank Czarniak
 Biehl A. Fay
 G. E. Ferris
 J. W. Foore
 D. E. Hahnes
 C. B. Huscroft
 Herbert C. Ireland
 Joseph T. Markham
 Robert D. Maris
 S. W. McReynolds
 H. B. Sandgren
 A. S. Tellechea
 Lillard F. Thompson
 G. E. Treff
 Harold S. Updike
 Paul Wilson

☆ ☆ ☆

Thanksgiving

This month we observe our first peacetime Thanksgiving Day in four years.

We may well be thankful that once more our land has been spared the devastation that has overwhelmed so many other countries. Our hearts may rejoice that many of our sons and husbands and brothers, who stood so staunchly between their homes and the fury of war, are returning to us.

But let these blessings not blind us to what may be the greatest gift of all: that Providence has granted to the decent peoples of the world one more chance to realize the ideals of freedom and peace upon which all our hopes for the future depend.

A grateful realization of this challenging opportunity should be with us on Thanksgiving Day, and all the other days of the year.

Three Departments 100% Participants in MECCA

Three departments — Executive, Law, and Pacific Electric Club—are now 100 per cent participants in MECCA (Management-Employees Charity Chest Association), according to a September 28 report of the MECCA Committee. There are several departments with more than 90 per cent participation. Of 6,780 employees, 2,222 are still, however, not subscribing to the MECCA plan. All credit to the 4,558 who do subscribe!

The complete report, in tabular form, follows:

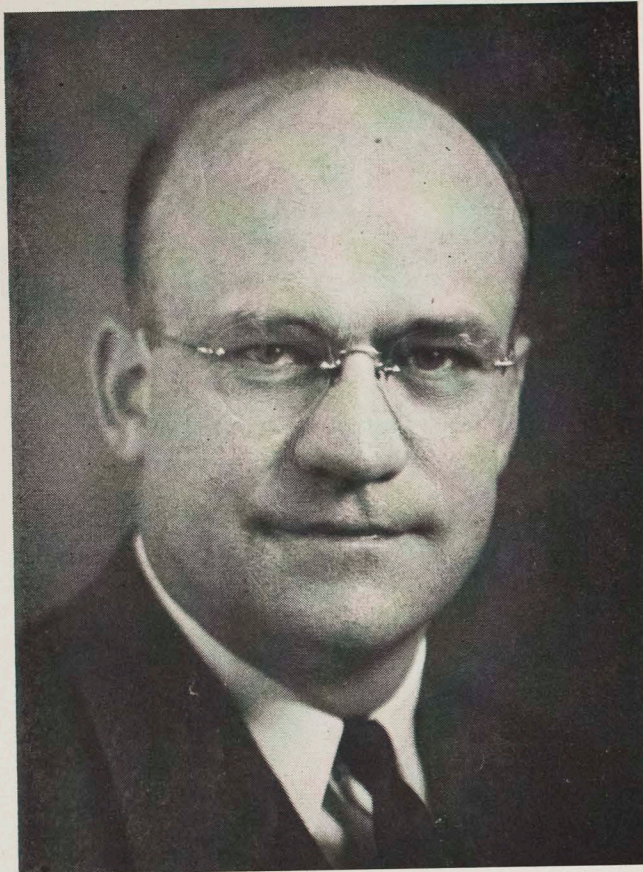
MECCA			
Dept.	No. of Employees	No. Not Members	% of Participation
Executive	29	100
Law	22	100
PE Club	3	100
Accounting	300	4	99
Freight Traffic	33	1	97
Hospital	33	1	97
Passenger			
Traffic	103	9	91
Special Agents	34	3	91
Treasury	11	1	91
Purchasing & Stores	143	19	87
Land and Tax	13	2	85
Personnel	18	3	84
General Claims	35	8	77
Engineering	1,087	337	69
Mechanical	1,338	447	67
Transportation	3,470	1,322	62
PE & Subway Bldgs.	108	65	40
	6,780	2,222	67

BUY VICTORY BONDS

"THANKS for your Victory Chest gift!" says Danny at Children's Hospital, one of 140 agencies that share your contribution.



This
Thanksgiving
 we really have a
 lot for which to
 be thankful!



L. R. McINTIRE
New Manager of Personnel

A. C. Bradley Retires As Manager Of Personnel

A. C. Bradley, Manager of Personnel, retired from service on November 1, after almost 35 years with Pacific Electric.

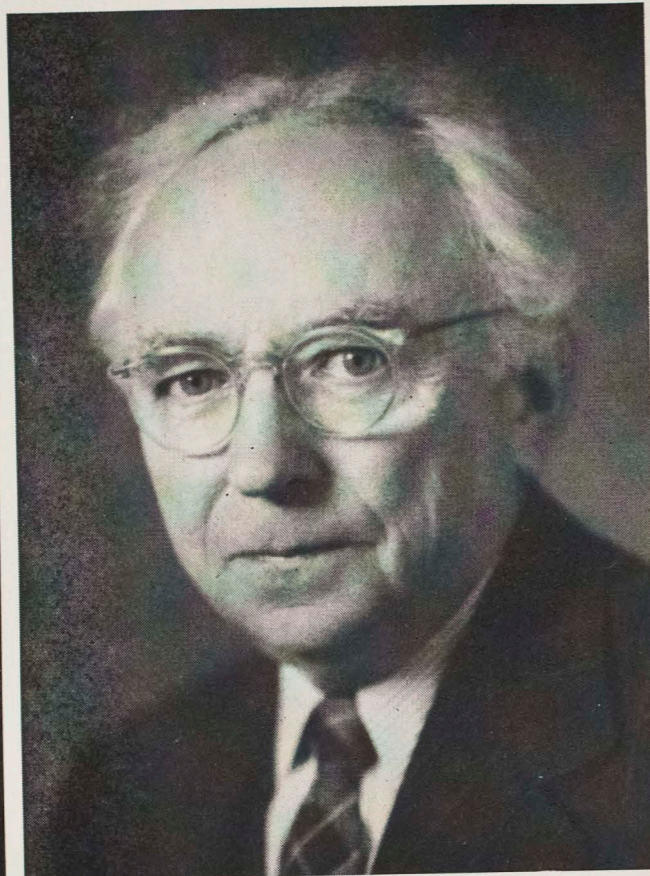
Born October 20, 1880, in Columbus, Ohio, he decided early in life to become a railroad man. Hence, after taking his degree in civil engineering at Princeton in 1904, he went to work as a rodman that same year on the Chicago, Milwaukee, and St. Paul Railroad.

Joins SP in 1907

Feeling that there was opportunity for more rapid advancement on railroads of the Far West, he joined the Southern Pacific in October, 1907, as an operating student. It was then Southern Pacific's policy to give new employes, especially the more promising young men, glimpses of the work of a number of departments before they settled into any groove. To carry out this policy, men were hired as operating students. After working for brief periods in various departments around San Francisco, Oakland, San Jose, and Sacramento, Mr. Bradley became a trainmaster on the Oakland-Alameda-Berkeley Electric Lines, of the Western Division of the Southern Pacific.

Begins With PE in 1913

His Pacific Electric experience began on January 6, 1913, when he was appointed Superintendent of the



ALBERT C. BRADLEY
Retiring Manager of Personnel

San Bernardino Division. On August 16 of the same year he was made Superintendent of the entire Northern Division, where he remained for many years. When Pacific Electric began to unionize, Mr. Bradley, on September 1, 1933, was made Assistant to the then General Manager, O. A. Smith, and placed in charge of labor relations. On July 10, 1943, when the Personnel Bureau, then in the Transportation Department, was made a full-fledged department, Mr. Bradley was appointed Manager of Personnel, with supervision over three bureaus: Labor Relations, Employment, and Personnel Records. He remained in that capacity until his retirement.

Promoted Good Labor Relations

It is an often-heard statement among employes that Pacific Electric is a good company to work for because its employes are well treated—that labor-management relations are better here than on many other railroads. For this condition Mr. Bradley minimizes his own share of responsibility and gives the credit to others; nevertheless, the fact remains that good labor relations have existed under his administration.

Retires to Palos Verdes Home

He denies having any special retirement plans beyond living quietly with Mrs. Bradley at their home in Palos Verdes Estates and indulging in some oil painting, an avocation of which he has become enamored during the past two or three years.

Pacific Electric employes extend to Mr. Bradley their best wishes for a long and happy retirement.

L. R. McIntire Appointed New Manager of Personnel

Following Mr. Bradley as Manager of Personnel is Lon R. McIntire, who, now slightly over 38 years of age, thus becomes the youngest departmental head in the company.

He has been affiliated with Pacific Electric for 17 years. With an LL.B. degree from the Los Angeles College of Law and two years of graduate study in industrial engineering at California Institute of Technology to his credit, Mr. McIntire is possessed of a happy combination of appropriate training, railroad experience, native ability, quick resourcefulness, and dauntless energy which has enabled him to prove again and again his usefulness to the company.

Began as Car Service Clerk

He began as Car Service Clerk in the Transportation Department on September 11, 1928, moved to the Timekeeper's Office on the first of the following February, remained in that capacity for eight years, and was made Assistant Head Clerk of the Timekeeper's Office on September 16, 1937. His timekeeping experience in the Accounting Department brought him into close contact with problems of hours and wages, in dealing with which he revealed such aptitude that on November 1, 1941, he was made Wage Supervisor under the direction of Mr. Bradley, then Assistant to the General Manager and in charge of labor relations for the company.

Legal Training Valuable

As Wage Supervisor Mr. McIntire found that his legal training (he was admitted to the California State Bar in 1934) brought him dividends. A knowledge of the law plus an understanding of the intricate language of contracts made him invaluable to his chief in the interpretation and application of the terms of the various agreements which Pacific Electric has with 15 labor organizations. His quick-wittedness and resourcefulness have likewise stood the company in good stead at the collective bargaining table.

Adds New Duties

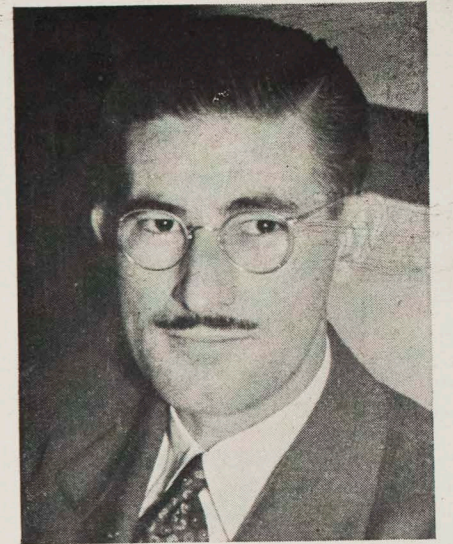
On August 16, 1943, Mr. McIntire was appointed Assistant Manager of Personnel, a position he held until his present advancement on November 1 following the retirement of Mr. Bradley. As Assistant Manager of Personnel Mr. McIntire added to his labor relations duties responsibility for assisting in the supervision of all three bureaus of the newly-created Personnel Department.

As Manager of Personnel, he assumes full charge of the department, and it will be his important duty to execute the policies of the management regarding labor relations and employment.

Pacific Electric employes wish Mr. McIntire all success in his new work.

Organized less than two years ago from already existing Transportation Department bureaus of Employment, Personnel Records, and Labor Relations, the Personnel Department solved difficult problems of employment and collective bargaining during the war and now faces the equally difficult problems of peace. The next four pages show its members and reveal something of their work.

WM. C.
SCHOLL
Wage
Supervisor



Appointment of Wm. C. Scholl As Wage Supervisor Told

The appointment of William C. Scholl, formerly Staff Engineer in the Personnel Department, to the position of Wage Supervisor is announced by the management as effective on November 1.

Mr. Scholl has been in the Personnel Department since September 16, 1944, when he left a position as Assistant Research Engineer to study at first-hand under Mr. Bradley and Mr. McIntire the delicate subject of labor relations. In his capacity of Staff Engineer in the Personnel Department he has already proved his worth.

20 Years With Company

His experience with Pacific Electric began on October 7, 1925, when he began as Clerk in the Accounting Department. Here he learned not only general accounting, but made special statistical surveys and job analyses which helped to fit him for his work as Staff Engineer, for in that capacity he has been responsible for just such statistics and analyses in the Personnel Department. On January 1, 1942, he was appointed Chief Clerk of the Medical Department; and on the following January 1 was appointed Assistant Research Engineer in the Executive Department. Here again he dealt with many problems concerning hours and wages.

In addition to his present duties, he will also handle initial grievances, informal complaints, matters pertaining to employe morale, and other personnel work.

More fully to acquaint himself with the subject of labor relations, Mr. Scholl attended the University of Southern California, where in September of this year he completed a course in personnel management and industrial relations.

Wishes from his many Pacific Electric friends for the best of luck accompany him as he assumes the duties of his new position.

PERSONNEL DEPARTMENT

Personnel Records Bureau

A GENERAL REORGANIZATION of the entire system of discipline and personnel record-keeping has been going on in the Personnel Records Bureau since March of this year. Formerly discipline records were kept in book form, with a sheet in the book for each individual. Under the new system, a visual index is used containing $8\frac{1}{2} \times 11$ cards alphabetically arranged by name and marked with specially designated spaces on which to record merits, demerits, and other pertinent data. There is one card for each employe, and it is posted daily, so that his exact status as to merits, demerits, length of service, etc., may be ascertained at a glance. Though there are two files, each capable of holding 6,000 cards, it is much easier to find an individual's record in the card file than it was to find a record by shuffling through the awkward pages of the thick old discipline book. Three girls are still busily transcribing data from the book to the new card file.

REGULAR WORK of Personnel Records Bureau continues despite file reorganization. Typist-Clerk Ruth Ritchie helps S. F. Roberts fill out application as West Conductor.



OLD-FASHIONED DISCIPLINE BOOK is opened for inspection of Conductor M. O. Aubolee by Miss Helen M. Freedle, Superintendent of Personnel Records.



NEW-STYLE CARD INDEX FILES are replacing old discipline book, and are under care of General Clerk Marie Shaw.—Below, left to right, Typist-Clerks Mary Ann Thomas, Elsa Goodman, and Bernice Donaldson are still busy copying entries in the old discipline book onto cards for the new file.



PERSONNEL DEPARTMENT

Personnel Records Bureau

IN ADDITION to making this new discipline file, Miss Freedle and her assistants have weeded out all personal records over ten years old, and have arranged and stapled together the papers in each remaining file chronologically. Before the old files were destroyed, however, basic information on each was transcribed to 4×6 cards and filed in a new 65,000-card cabinet along with other cards containing the records for Trainmen and Clerks of all departments, whether in or out of service, both for Pacific Electric and for the Harbor Belt Railroad. Finished in August, the work on the 4×6 file was not done without additional help. Miss Freedle's staff now numbers nine, besides herself — double its prewar strength.



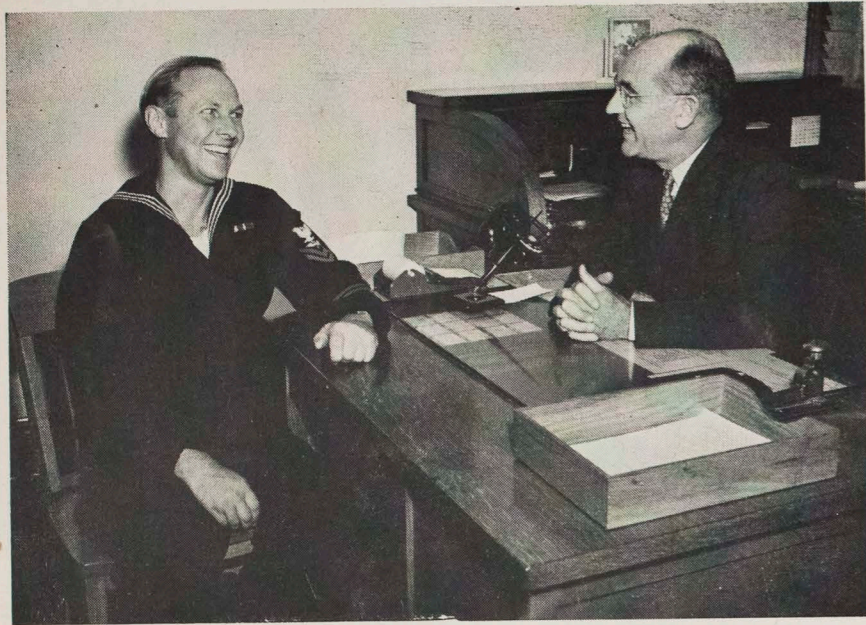
ABOVE — Mrs. Irene Schwertfeger, File Clerk, right, and Typist-Clerk Theda Keddington at work weeding out personal records over ten years old of Trainmen and Clerks.

AT RIGHT — General Clerk Bonnie J. Pomerenk at reference investigation file.

LOWER LEFT—Files of out-of-date personal records.

LOWER RIGHT—Typist-Clerk Irma Hendricks at file of 4×6 cards with names of all Trainmen and Clerks who have ever worked for PE.





TOP—Superintendent of Employment Harry L. Young greets North Conductor F. W. Hall, just returned from naval service.



LEFT—Miss Pauline Sutton, Typist-Clerk, is Mr. Young's receptionist.

BELOW—Left to right, Mrs. Phyllis Walker, Mrs. Elna Raugust, and Mrs. Evelyne M. Kipp, Typist-Clerks, at work in Mr. Young's office.



PERSONNEL DEPARTMENT

Employment Bureau

THE PART played by the Employment Bureau, especially during war years, in securing competent help to run the railroad has been of the highest importance. Labor turnover has been high, as in all industries, yet somehow Superintendent of Employment Harry L. Young and his assistants have kept the departments staffed with enough employes to maintain efficiency in the face of the greatest volume of passenger and freight traffic in Pacific Electric history. In addition to his duties of interviewing applicants and steering them into jobs for which their qualifications fitted them, he was also, as a special representative of the War Manpower Commission, charged with the responsibility of passing on, as well as issuing, certificates of availability. With the end of the war emergency, this duty has happily ended. His days are still well filled with from 50 to 100 interviews—in 1944 he personally interviewed over 15,000 applicants!

The need for qualified men and women, however, is far from over, especially in the skilled crafts, according to Mr. Young. Though the present supply of Trainmen, Motor Coach Operators, and Clerks, is reasonably adequate, there is still a need for men skilled in electrical, machine, and mechanical repair work. The Pacific Electric situation as a whole is that women are holding on to their jobs, and that new applicants are largely returning service men who have not had previous Pacific Electric experience. Relatively few employes on military leave have so far returned, though the number is increasing. Cutbacks in war industries have not, contrary to popular opinion, flooded the labor market.

PERSONNEL DEPARTMENT

Labor Relations Bureau

ONE OF THE most frequently heard words in the office of Mr. McIntire is the noun "agreement." It refers, of course, to contracts entered into as the result of collective bargaining between the Pacific Electric management and the various unions—fifteen in all.

There are nine separate agreements, covering rates of pay, rules, and working conditions for approximately 7,000 employes within the scope of the 15 labor organizations. The Manager of Personnel and his Labor Relations Bureau staff must be familiar with all of the manifold clauses of each agreement. They must also understand the working of the numerous governmental labor agencies, such as the National Mediation Board, the National Railroad Adjustment Board, and the National Railway Labor Panel.

Many types of procedures are followed by Mr. McIntire's bureau in handling complaints. The other function of the Bureau is preparing statistical studies concerning hours and wages, and making analyses of jobs for the purpose of fact-finding in regard to rates of pay.



MISS LILLIAN E. RYAN, Secretary-Assistant of the Labor Relations Bureau.



BIRTHDAY PARTY for Mr. Bradley was held in the File Room on Saturday, October 20. The entire Personnel Department came to wish him many happy returns.

PERSONNEL DEPARTMENT SOLVES STUBBORN PROBLEMS

The Personnel Department is thus seen to be no longer merely an employment bureau, but a group of closely allied agencies united under one leadership, coherent in policies, and capable of attacking with three-fold strength any matter concerning company personnel and their problems. During the emergency, the Department served Pacific Electric interests well in the face of many stubborn problems arising from the grotesquely proportioned economy of war. Its 19 men and women are tackling with equally firm and competent hands the not less stubborn problems of peace. They deserve our applause.



NAVY DAY—Some of the thousands of sailors and marines brought to Sixth and Main from the harbor area to take part in parade and Coliseum demonstration. Many thousands of civilians also came and went via PE.

Navy Day Travel Heaviest in History

NAVY DAY passenger traffic on Saturday, October 27, in both directions on Pacific Electric lines between Los Angeles and the harbor area was the heaviest within the memories of two of the men most directly concerned—General Agent R. O. Christiansen and Assistant General Superintendent J. R. Worthington. And they believe it was probably the heaviest in Pacific Electric history, with estimates of 86,000 carried on the Los Angeles-Long Beach, Los Angeles-San Pedro, and Long Beach-San Pedro lines. Figures for an average Saturday (October 13) show a total of less than 61,000 carried on these three lines.

The reason for the unusual travel was, of course, the fact that for the first time since 1938, warships of the U. S. Navy were open to visitors. Newspapers estimated that 750,000 sightseers jammed their way into the harbor area this year, as against 40,000 in 1938. All were eager this year to see the "walls of steel" which had kept the Japanese hordes from our shores during World War II.

SHIPS ACCESSIBLE BY PE TRAINS

A novel feature of the ship inspection arrangements was that for the first time, the vessels were maneuvered boldly to the wharves, making water taxi trips unnecessary. All of the ships open for visitors were easily accessible from Pacific Electric trains. There were two aircraft carriers, the *Shangri-La* and the *Hancock*; two full-sized battleships, the *Texas* and the *Nevada*; the heavy cruiser *Baltimore*; the cruiser *Los Angeles*; two

destroyers, the *Tucson* and the *Huntington*; and two submarines.

SAILORS AND MARINES CARRIED

The heavy traffic began at 8:00 a.m., when three four-car trains left the harbor with 1,300 sailors and marines aboard, bound for the naval parade. Another 1,300 sailors and marines left the harbor in the evening in three more four-car trains; they were destined to Exposition Park for the big spectacle in the Coliseum.

Sandwiched in between these special trains were astounding numbers of civilians. Before the parade the movement was away from the harbor; after the parade, people began

streaming toward the harbor to visit the ships.

TRAINMEN ON THE JOB

No shortage of Trainmen developed in handling the 16 extra cars put on to carry the crowds. Anticipating a rush, preparations had been made in advance by the Transportation Department. Rail lines outside the Long Beach and San Pedro lines were drained of spare cars, and by Saturday noon, according to Mr. Worthington, there were 78 cars on the San Pedro Line alone.

Observers reported unparalleled crowds waiting at the gates of the Sixth and Main Station shortly after noon on Saturday.

LINING UP on the Bus Deck at Sixth and Main, the men marched down through the bus tunnel to Main Street and on over to join the parade.



MOTOR TRANSPORT UNIT, photographed while drilling at Sunland. Both this picture, and the picture below showing officers of the Reserve Unit, were taken in 1943, shortly after organization of unit.

Pacific Electric Motor Coach Reserve Corps Dissolved

During the war emergency the Pacific Electric Motor Coach Reserve Corps was organized, at the request of the Government, for local defense use in the event of an emergency or disaster.

This organization, maintained during the war period, represented the cooperative efforts of the Company and of the employes volunteering to man the equipment in event of emergency.

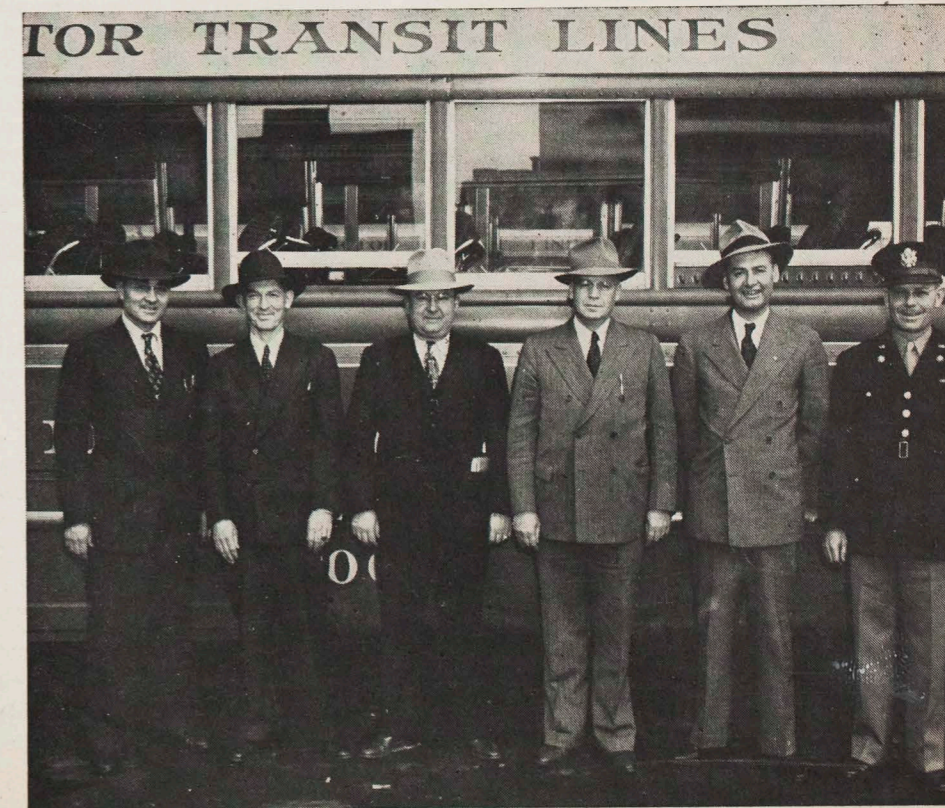
The response by employes volunteering for membership in this Reserve Corps was extremely gratifying and the giving of their time, efforts, and personal inter-

est in training and perfecting such an organization on a voluntary basis merits the heartfelt thanks and gratitude of all employes.

Under present conditions the Pacific Electric Motor Coach Reserve Corps is no longer necessary, and is therefore dissolved. With the passing of this organization the Management especially thanks its members for their loyalty and support in maintaining the Reserve Corps during the war period.

O. A. SMITH,
President.

ALL OFFICERS of the Motor Transport Unit could not be present for this picture. Left to right: 1st Lt. E. D. Sale, 1st Lt. J. C. Davidson, Capt. E. E. Jarvis—all Supervisors on the West; Maj. C. M. Allen, Assistant Superintendent of Motor Coach Operations, Battalion Commander; J. R. Worthington, Superintendent of Passenger Transportation; Capt. Lorel I. Mosier, former Supervisor in Motor Transit District, Battalion Adjutant.



..PASSENGERS APPRECIATE..

Motor Coach Operator L. M. Bowman

October 3rd, 1945.
Pacific Electric Railway Co.

You probably receive many complaints, so here's a shock. I want to report driver 992 [L. M. Bowman] on 8:55 p.m. run to Redondo Beach on evening of September 24 (I believe).

It was certainly the most comfortable trip I have experienced in many, many months. In the first place, driver 992 did NOT play fast tag with the traffic on the way out of Los Angeles. He was consistently courteous to all passengers. On the S curves he did NOT defy gravity and try to burn all the rubber off two tires at a time. (First the left two—then the right.) We have tried to accustom ourselves to riding curves on two wheels, but still can't keep our hair in place while doing it. It rises automatically.

Then—and it still seems incredible—he (driver 992) took the sand-banked curve between El Segundo and El Port like any normal, well-trained driver should! No trying to nick each black and white sign or take a chip of paint off the posts along the right-of-way! He actually slowed the bus and kept it under control at all times; instead of whooping it up and trying to make it "sun-fish" on the S curves.

... I really appreciate a considerate, sane, courteous and really good driver when I chance to be fortunate enough to ride with such a one.

Yours for more of them such as 992.

MRS. C. M. STEELE

FINISH THE JOB

Motor Coach Operator D. W. Varner

October 26, 1945
Pacific Electric Railway Co.

Living in El Monte and working in Los Angeles, I travel through the facilities of the Pacific Electric Motor Coach System. During the 7 years of commuting I have rarely found cause for adverse criticism, but have often wished that in some way the courtesy and considerate driving that the great majority of your operators give could be individually rewarded. During this period I have witnessed many instances where unreasonable passengers have tried the patience of the operator and in all instances were given the same respect as the friendly commuter. Several of these operators stand out conspicuously for their more than ordinary kindness and courtesy.

I wish especially to commend operator 1687 [D. W. Varner] who I think leaves the Pacific Electric station at 4:35 p.m. on the El Monte Limited-Valley Blvd. His constant manner of friendliness to all regardless of color or position is notable. He is firm in adhering to the rules of the company but pleasant and considerate. Not only is his manner exemplary, but also his driving. In fact, it is relaxing and almost as comfortable for the one standing as the passenger who is sitting. I therefore feel this operator, 1687, should receive recognition for his consistently superior conduct and service which is of merit to the company for which he is employed.

MILDRED MALM.

BUY VICTORY BONDS

Motor Coach Operator J. A. Schultz

October 26, 1945
Pacific Electric Railway Company

This morning bus No. 2348—Sunland to Los Angeles—was driven by an operator with No. 3260 [J. A. Schultz] on his cap. Along with a number of others, I got on the previous bus at Chevy Chase and Glendale Avenue and, as usual was delighted to find standing room. At Fletcher Drive and San Fernando Road the bus No. 2348 pulled just ahead of us, stopped, and the driver got out and came over to our bus saying there were plenty of seats for those who wished to change buses, which of course those standing were more than glad to do. The thoughtfulness and effort of this driver was very much appreciated, at least by this habitual bus-traveler. Such unexpected and unusual courtesy is refreshing in this day and age of hurry and bustle.

PATRICIA WEIKEL.

BUY VICTORY BONDS

Conductor John R. Campbell

October 23, 1945.
Mr. G. F. Squires:

Reverend Mr. Bettex called this office today to report the exceptional courtesy and helpfulness of Conductor 2172 [John R. Campbell] in assisting two old ladies on the Santa Monica Boulevard line at approximately 3:00 p.m. October 22nd.

H. O. MARLER

FINISH THE JOB

There are three sides to every question—your side, my side, and the right side.

TRANSPORTATION DEPARTMENT

By
Suzanne
Margot
Jacquemin



(Because of the passing of her father, Eugene Victor Jacquemin, on October 3, Suzanne felt unable to write her usual column for the November issue. Instead, she requested the Editor in this space to express her thanks for the numerous floral pieces and cards from her fellow-employees. She also wishes to express publicly her appreciation of the Pacific Electric men who acted as pallbearers at the funeral. They were C. W. Coutts, L. A. Campbell, W. O. Baker, C. L. Settle, E. G. Johnson, and W. B. Blevins. Following funeral services at Utter-McKinley Mortuary at 4300 South Broadway, Los Angeles, interment was at Inglewood Cemetery, Saturday, October 6.)

BUY VICTORY BONDS

Pedestrians Must Not Enter Safety Zone Against Red Signal

"No pedestrian shall enter the roadway or cross any part of the roadway or from or to a safety zone against a red or 'Stop' signal."

So reads new California Vehicle Code statute 476-c-3, which became effective September 15, 1945, the Traffic Bureau reports.

Of the pedestrian deaths and injuries occurring in business areas, especially in downtown Los Angeles, many are caused by the walkers' disregard of traffic and traffic signals when running after street cars and busses, police said.

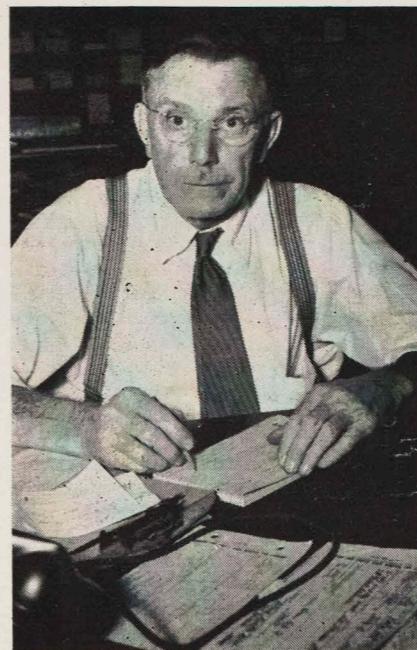
Heretofore, it has not been possible to cite persons for the dangerous act of crossing to or from pedestrian loading zones in the face of traffic, since it was necessary for a person to complete crossing a street before a charge could be sustained. Partial crossing of a street was not embraced within the pedestrian regulations.

It is hoped by traffic police that Los Angeles citizens will adhere to the new ruling, so that the high percentage of pedestrian deaths and injuries can be materially reduced.

BUY VICTORY BONDS

Friend: "My good man, why don't you take the bus home?"

Drunk: "It's no ush, my wife won't let me keep it in the house."



J. M. KEARNEY

Car Clerk J. M. Kearney Wins Praise for Work Beyond the Call of Duty

J. M. Kearney, Terminal Car Clerk at Eighth Street Yard, has nothing to do with routing shipments. His job is to see that cars are spotted. Nevertheless, by use of a little quick thinking and salesmanship, he persuaded a shipper to make a change of routing which vastly increased Pacific Electric's revenue from the transaction and drew the following letter of commendation from Senior Assistant General Superintendent T. L. Wagenbach:

October 3, 1945.

Mr. J. M. Kearney
Terminal Car Clerk
8th Street Yard.

Dear Mr. Kearney:

With reference to the incident Tuesday evening in connection with the return movement of the 75,000 pounds of frozen fish to Halifax, Nova Scotia, when you successfully and quickly took action to have the shipment routed via the Pacific Elec-

tric as far as Colton, thence Union Pacific, as against the shipper's original lineup straight Union Pacific out of Los Angeles, the Pacific Electric only participating in the switch move:

Of course, I have known for a long time how keen and active you have been, your interest extending not only to those tasks which are directly the responsibility of your position, but watching from every angle the interests of the Pacific Electric. However, being present Tuesday evening to witness your giving effect to this interest, it was, to say the least, impressed upon me to the extent that at the Staff Meeting in the President's Office this morning I made mention of it.

I want you to know that this is most gratifying to everyone from the President on down, and we only wish that we had more employes imbued with this spirit.

Yours very truly,

T. L. WAGENBACH

Copies to:

- Mr. O. A. Smith, President
- Mr. W. G. Knoche, Freight Traffic Manager
- Mr. G. F. Squires, General Superintendent
- Mr. C. W. Coutts, Terminal Trainmaster.

BUY VICTORY BONDS

Employee Morale Committee Asks Guests to Meetings

That employes may come to a better understanding of the friendly spirit which exists between management and labor in the Pacific Electric Railway Company, the Employee Morale and Publicity Committee at its last meeting, October 4, adopted the plan of inviting two guests to attend each meeting. One guest from the ranks of labor is to be invited by his labor representative on the Committee, and the other guest, from the supervisory forces, is to be invited by a management member of the Committee.

FINISH THE JOB

We sometimes expect the impossible and when it doesn't happen, we blame the other fellow.

REPORT OF VITAL STATISTICS September 21, 1945, to October 20, 1945

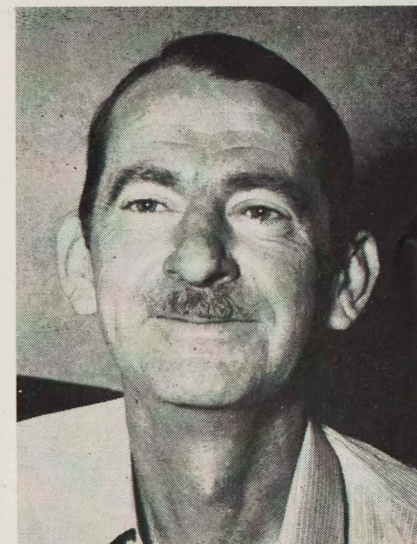
DEATHS

NAME	Occupation	Died	Group Insurance	Mortuary
*Parra, Guillermo S.	Laborer	8-11-45	No	No
Mallory, Clarence D.	Brakeman	9-26-45	Yes	Yes
Shunk, Charles O.	Towerman, Retired	10- 1-45	Yes	Yes
Benson, John W.	Painter, Retired	10- 8-45	Yes	Yes
Schiffler, Harry H.	Trainman	10-18-45	No	Yes

EMPLOYEES' WIVES' DEATH BENEFIT FUND

None

*Reported subsequent to last publication.



EDWARD OVERTON

Saves 2 Babies' Lives: "All in Day's Work," Says Edward Overton

Relief Car Clerk Edward Overton says that saving children's lives is all in the day's work to him, and that there's no reason why he should be singled out for special mention. The management, however, feels differently. Hence the following letter from Senior Assistant Superintendent T. L. Wagenbach:

October 23, 1945

Mr. Edward Overton,
Relief Car Clerk,
Graham Yard.

Dear Mr. Overton:
It has been called to my attention that on October 18, 1945, 3:20 p.m., while working at Graham Yard, you noticed two 2½-year-old babies playing on the four tracks and that you ran out, flagged down an inbound main line and an inbound local train just in time to save these tots.

It is gratifying indeed to know we have employes in our service with the alertness and courage exhibited by you and wish to commend you heartily for your prompt action, thereby avoiding a very serious accident.

With copy of this letter I am bringing this incident to the attention of our President, Mr. O. A. Smith, and filing a copy with your personal record.

(Original signed)

T. L. WAGENBACH

cc Mr. O. A. Smith
Mr. C. W. Coutts
Mr. D. F. Houston

BUY VICTORY BONDS

"Why the bandage on your eye, sweetheart?"

"Don't be funny; this is my new hat!"



NORTH FREIGHT CREW—Left to right, the four men in the front row are Fireman and Brakeman J. W. Church, Conductor L. H. Keene, Brakeman E. V. Stevens, Motorman J. W. Anderson. The three in the rear row are Fireman W. C. Cochran, Engineer R. C. Parker, Trolleyman H. A. Mounton. Picture was taken Sunday, September 23, on the San Bernardino Line.

ROOM 221 AND VICINITY
By Rosanne Smith

Our deepest sympathies are extended to Suzanne Jacquemin, whose father passed away recently. Lu Paige is on leave of absence to take her mother back East. In the absence of our two correspondents, you will have to bear with Pigtail Annie. Unbraid my pigtails and let's brush up on the news. Assistant General Superintendent Jack Worthington supervised the turning back of the time quite successfully for Passenger Operations, but his own watch was neglected in the line of duty and he took his

HAYMAKERS—Old-timers will remember Conductor Ivan H. Lundy, who resigned in September, 1940, after some 18 years with the company. Well, here he is on his ranch at Williams, Oregon, with his friend Gordon Jones, according to information from Mrs. Lundy sent the Magazine as of October 14.



daughter to Sunday school one hour earlier the next day. That's the way it goes—doesn't it?

Have you noticed the radiant smiles on "Mother" Salmon's face these days? Yes, there's something to beam about. Her son, Robert Cox, formerly of the United States Army, is home to stay. Good luck, Bob.

Seen and Scenes: "Paige" obtaining Mr. Squires' autograph on those identification pictures taken a few years back. In the fire at State Street Yard, files and furniture were destroyed, but "Red" Foster was the only one burned. Not badly, we hope. Fred Stranad and "OC" Jordon escaped through one window while Roscoe Hurley, after grabbing some brake clubs, followed after. Now all is calm and serene again with a new paint job of cream and green brightening up the place.

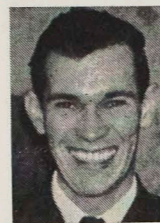
Speaking of color, those two little red shoes and that beautiful bright red skirt belong to none other than that sedate young woman, Millie Johnston. From the file room to the UCLA campus goes Janice, the pretty daughter of Motorman Instructor C. A. McCoy, to take up interior decorating. Happy Decoration Days, Janice! At the exclusive Royal Palms Hotel in Palm Springs we find Helen Semnacher and Leola Butler, leisurely spending their vacation. (Nothing but the best for our Transportation gals.) Now let's "wing" our way with Irene Nordquist, who is journeying toward North Dakota via plane. Happy landings!

Shifting the scene to State Street again, we see that F. H. Lawrence has built a "pagoda" over the trainmen's room. Cute, eh? Down on the farm, with O. H. ("Elmer") Hawes who has bought a new place and plans to settle down and become a "gentleman farmer" one of these days. Up to the mountains we go with J. E. Nicholson to his recently-purchased cabin. Right next door is former Freight Conductor Joe Riddell, father-in-law of Harry Young, Personnel Superintendent. San Diego is next, with the nephew of O. E. Olafson, Naval Officer Leroy Ericson, who invited the family for a football game and dinner, the weekend of October 21. Across the ocean from Okinawa, Fireman 1/c Harry Holt is sailing this way.

A few chit chats: W. B. Young is going from his Assistant Trainmaster's job to that of Yardmaster. Clean yarding and also belated birthday greetings to you. Suzanne discovered that Mrs. C. Bishop (wife of Power Inspector Bishop), is another red-headed, blue-eyed Frenchwoman. (Some women, these French women, n'est-ce pas?) For the third time, Leola Butler is a grandmother. What a young and pretty looking grandmother!

Personality of the Month

Congenial, gay Joe Henry is our subject for this month. Born in Texas, he left for California just six years ago. Four out of those six have been spent in the employ of Pacific Electric.



JOE HENRY

His first position with the company was that of Mail Messenger, which lasted from September '41 to December '41, when he bid in his present job as Schedule Clerk. Joe claims that the Bureau is the best place to really view the operations of the railway. Before the rhythm of the train wheels crept into his blood, this young man toured the state of California as a professional ballet dancer. He has a degree in dancing and can teach, if he so desires.

One of our happily married men, Joe has a darling, brown-eyed baby. To quote, he says about his wife, "She's wonderful." (Isn't that wonderful?) Besides dancing, Joe likes to paint things around the house; in fact, they have just moved to a new home and painting is just what is occupying his spare time. Like most men, his favorite color is blue, his favorite meat and dessert are fried chicken and lemon meringue pie. He is superstitious about black cats and ladders. He prefers "sport clothes" and looks well in them. Because of his happy attitude, Joe is well liked by all who meet him and he thinks the "Schedule Gang" are tops.

On duty he mails out the time-tables and does various other jobs that are too numerous to mention, besides which he meets many of the trainmen personally, the part of the job he likes best.

Conscientious and ambitious, Joe is the kind of man that we like to have around, so let's all give a big hand to this Texas boy who prefers California.

FINISH THE JOB

Prospective employee: "Do you give your help two weeks vacation?"

Boss: "No, a month. Two weeks when I go on my vacation and two weeks when they go on theirs."

FINISH THE JOB

Tony, the office janitor, had been working faithfully at his job for several years, when he surprised his employer one day by asking for a vacation.

"We can't get along very well without you," said the boss. "You don't need a vacation. You'll only blow in your money and come back broke."

"I like to have a vacation," persisted Tony. "I get married and I kinda like to be there."

MACY STREET TERMINAL



By **Ted Harrison**

Well, here we are again. Another month rolled by and only just so many shopping days to Christmas, and all that sort of stuff. Oh yes, have you been bumped today yet?

Boy, oh boy, am I on the "Spot!" But it's not entirely my fault, as I wrote it just as it was given to me. Wrote what? Oh yes, this is a correction. Our new Cashier is into my wool, so I'll try and get things right. First, instead of Miss it should be Mrs. She has a husband and he is helping take care of things over there in Germany. Also, she has a young daughter who we hear called on Mr. Van Fleet a few days ago. Also she spells her name Spott. Sorry, Dorothy!

Our Assistant Foreman, A. M. Brouwer, returned to work recently after a few days in the hospital, where we hear he had some part of his anatomy removed. He seems to be in good shape again now. Said he sure appreciated some of the fellows visiting him. He says Motorman Lloy came in from El Monte to see him—at least that was the excuse Lloy gave. Really, from inside information, we heard it was the drinking water they have down there. How about it, Red?

L. I. Brown, who for so long opened the switch for us at Sierra Vista and recently took over the afternoon job at Aliso and San Pedro Streets, has retired after twenty years of service. Good luck to you, Brownie. Hope you have a swell time, and drop by and tell us "hello" once in a while.

WHO'S WHO AT MACY

I'm sure the outstanding man of the month is Conductor "Sergeant" S. Ochevsky of the Glendora line (if he hasn't gotten bumped yet). Outstanding because of the worries he is carrying. A few weeks ago he bought a home and he was worrying about the people who were living in it. Since they got out on time, now all he has to worry about is the painter, and whether rugs will fit, and a dozen other things, not to mention taxes. Cheer up, Sergeant! New tax bills will probably be out before the November P.E. MAGAZINE.* Anyway

*Yes, we saw that one.—Ed.

we all hope you'll enjoy your new home. It's nice knowing they can't raise the rent on you!

Conductor R. S. Copeland has given up his run on Sierra Vista and is working the extra board.

We're glad to see Conductor Ben Way back on the job. He was called back East some months ago on account of the serious illness of his mother and father. He is able to report improvement in their condition at this time. If you would like to know of some of the wartime travel comforts, talk to Ben.

All of us at Macy St. were sorry to hear of the death of Conductor Harry Schiffler. He had been in St. Vincent's hospital for some time. He is survived by one daughter, his wife having died about a year ago. The funeral was at Santa Ana.

The following are new men at Macy: Conductors L. W. Letteer, P. T. Wright, H. E. Whitney, J. H. Newberry, S. T. Rooks and L. A. Russeau. Let's all help make these fellows feel at home at their new job, and to you and any others whose names may have been missed we all say welcome to Macy Street.

And so, till next month, bye bye and buy BONDS.

FINISH THE JOB

PASADENA TERMINAL

By **H. L. Woodford**



Opening of the deer season last month found J. G. Rovai, H. E. French, L. M. Anderson, and Andy's son, Melvin, packing for a journey to the mountains of St. George, Utah, where they each got their deer. They were back home in three days with their kills, each deer averaging 160 pounds.

Joe was telling Marie Petrenella Van Lith (our good-looking waitress at the B&C Cafe) about the terrific winds that blew during their first night in camp, and how in some places he had to ride horseback when they started on the hunt. Marie was not only very much interested, but also concerned, about Joe on the horse, and asked him if he hadn't been scared. A listener-in (I think it was Tiny Gavert) said, "It should have been the other way around: the horse should have been scared of Joe."



JOHN FRANKLIN GLINES

Somewhere on this page is our picture of the month: Conductor John Franklin Glines, one of the nicest fellows I've ever known. John is a native of North Andover, Massachusetts, and a member of Ancient York Masonic Lodge of Lowell, Massachusetts. He tells me he was born at home, but that if he had to do it over again he would like a hospital. He said he hadn't been in this life but a few seconds before some big man had him hanging by his feet and was whaling the daylight out of him. To this day he doesn't know what he had done so early to deserve the licking.

Johnny came to California in June, 1923, and to work for PE in July, 1923.

A belated welcome to Conductors D. E. Walsh, Sam Mosely, and R. Newton.

FINISH THE JOB

THANKSGIVING FOR ALL



Courtesy Appreciate America, Inc.

QUESTION AND ANSWER BOX
for
PASSENGER CONDUCTORS AND OPERATORS

By
W. J. Fenwick



**Supervisor,
Northern and
Southern
Districts**

Q. Is it permissible to accept two 20c 30-1 commutation tickets for a single fare where the one-way fare is 40c? If so is such a fare taxable?

A. In Tariff P.D. 1850, third revised page C-1, Rule 1, Item A, we find our answer.

"Commutation tickets, all classes, will apply to or from the same fare points to and from which one-way fares apply, as indicated in tariff. When such tickets are issued between two specific points, coupons will be honored between any other two points where the fares are the same, in the same manner as one-way tickets."

To give you a specific example, a passenger was in possession of a 30-1 individual commutation book of 30-ride tickets of 15c denomination. The passenger boarded the Glendora train on the Northern District bound for Los Angeles, at Monrovia station. The fare to Los Angeles being 35c one way from Monrovia, passenger gave the Conductor 5c in cash and two 15c commutation tickets. This is permissible. The fare to Arcadia is 5c. A 15c commutation ticket would carry passenger to Fletcher Avenue from Arcadia. The second 15c commutation ticket would carry passenger

from La Senda station to Los Angeles. The passenger has the privilege of using such tickets between any points of travel in combinations to cover a fare. It must be borne in mind that the described ticket must be used by the individual ONLY and not as a party ticket. Also remember that should a combination of tickets be used amounting to more than the one way fare required, Conductor or Operator will not make a refund to passenger in cash for the difference.

There will be no tax collected on this transaction as the amount of cash received was not in excess of 35c. Tax Circular P.D. 1943 plainly states in Section A, Item 4, that "no tax will be collected on any 30-ride commutation ticket, or joint weekly passes, or from persons presenting any form of free transportation."

In registering a fare such as that given in the example, register the 5c fare and one ticket collected. Cancel both 15c commutation tickets and attach together, noting on back of one ticket "taken for fare from Monrovia to L.A. with 5c."

A continuation of the discussion of commutation tickets will follow in next month's Magazine.

**Conductor Cassels Weds
Zella M. Stone Aug. 10**

Kenneth R. Cassels, Western District Conductor, and Zella M. Stone were married at 7:30 p.m., August 10, at the home of the groom's parents, 4726 Beck Avenue, North Hollywood. Bishop Berlin W. Whittaker of the Mormon Church, North Hollywood, officiated.

Informal in style, the wedding was held out-of-doors in a garden setting. The bride wore a rose-colored two-piece suit, with corsage of rosebuds.

After a honeymoon trip to Spanish Fork, Utah, where they visited the bride's brothers and sisters, Mr. and Mrs. Cassels returned to Los Angeles, and are making their home at 4262 Beethoven Street, Venice.

Mr. Cassels has been a Conductor on the West since February, 1936.

Mrs. Cassels has been employed at the Medical Surgical Institute at East Washington and Maple Streets, Los Angeles.

Employees offer their felicitations and best wishes.

FINISH THE JOB

**Motorman Dewey Tucker
Loses Son in Thailand**

Dewey Tucker, Motorman and Motor Coach Operator on the West since March, 1923, reports the death of his son, William Edward, at an uncertain date in a Jap prison camp in Thailand, according to a telegram dated August 30 he received from the Navy Department.

William, a musician, 2/c, in the Navy, had previously been reported missing in March, 1942. (See PACIFIC ELECTRIC MAGAZINE, April, 1942, page 6.) The last communication from him was a prisoner card of the type used by the Japs, stating "I am a prisoner in Moulmein, Burma, Camp No. 5. My health is good. Write and tell me how are all my brothers and friends." His parents received the card last February. For two years they had been uncertain whether he was dead or alive.

William was one of the 300 U.S.S. Houston survivors found during the last week in August in Thailand. It was discovered at that time that he had died in prison camp. Last May he would have been 24 years old.

Besides his parents, surviving relatives are three brothers: Harold, a member of the Santa Monica Police force; Cliff, Bell Telephone System engineer; and Tommy, Wardmaster at Birmingham Hospital.

On behalf of all employees, the Magazine extends sympathy to the family.

**Payroll Deduction
For Glasses Authorized**

The company management has announced that a payroll deduction plan in connection with procurement of glasses, repairs to glasses, etc., has just been made with Dr. Walter F. Morrison, 818 Pacific Electric Building, Los Angeles, for the convenience of employees.

Dr. Morrison has been located in Los Angeles for many years, has a very high reputation, and has made glasses for many of the employees during the past. His services are of particular advantage to Pacific Electric employees because of the convenience of his office and the promptness of his service. Glasses are furnished within a few days after examination; new lenses to replace broken ones, as well as other repairs to glasses, are made promptly. Dr. Morrison maintains his own lens grinding facilities.—Advt.

**LONG BEACH
FREIGHT HOUSE**



By
**Jack
DeLaney**

Well, it looks as if the men folks are in for it now. Especially at the local freight station. Take the case of E. R. Muse, Revising Clerk. Seems he has been late getting home after work, because of working occasionally overtime, and his wife, Helen, has started on some kind of a strike. His wife, Helen, submits bids for her job as follows:

Fifteen hours per day. No union to protect her rights. Eat any time between six and eight p.m. No sick leave, no vacation; no time and a half for overtime. Must take care of one dog and a flock of chickens. Remaining part of evening (if any) spent watching her boss, E. R. Muse, sleep in his chair. Anyone wanting the job make applications immediately.

B. C. Swinney, Claim Clerk, just returned from the East after spending a two-weeks vacation visiting relatives. Says he had a good time but had to come back to Long Beach to catch the flu.

The office has taken a new lease on life now, and for a good reason: Madeline Somerby has returned to work after a thirty-day vacation, spent mostly in Oregon visiting her aunt. She seems to be in pretty high spirits, especially on the days she gets her letter from Frank over in Okinawa. Looks like romance in the offing.

Helen Darnell's husband, Clifford, Chief Machinist's Mate, writes her often from Wakajama, Japan. Says he just went through some big wind storms there. Couldn't hold their ships, account anchors dragging. He also wrote about how his ship, the destroyer James C. Owens, came within 75 yards of hitting a mine, changed course, came back, and sank the mine. Darnell is serving his seventh year in the Navy, and has seventy-two months of sea duty.

BUY VICTORY BONDS

"Don't you think, Doctor, that you rather overcharged me for attending Jimmy when he had measles?"

"No. I don't believe so. I made six visits."

"Yes, Doctor, but have you forgotten that he infected the whole school?"

**Sons of Ticket Agent
Meet by Chance at Rheims
After 4-Year Separation**

Rheims, France, was the locale for the chance meeting on September 12 of two sons of Long Beach Ticket Agent Norval L. Knox, according to a story in the Press-Telegram and Long Beach Sun for September 28. The boys had been separated for four years.



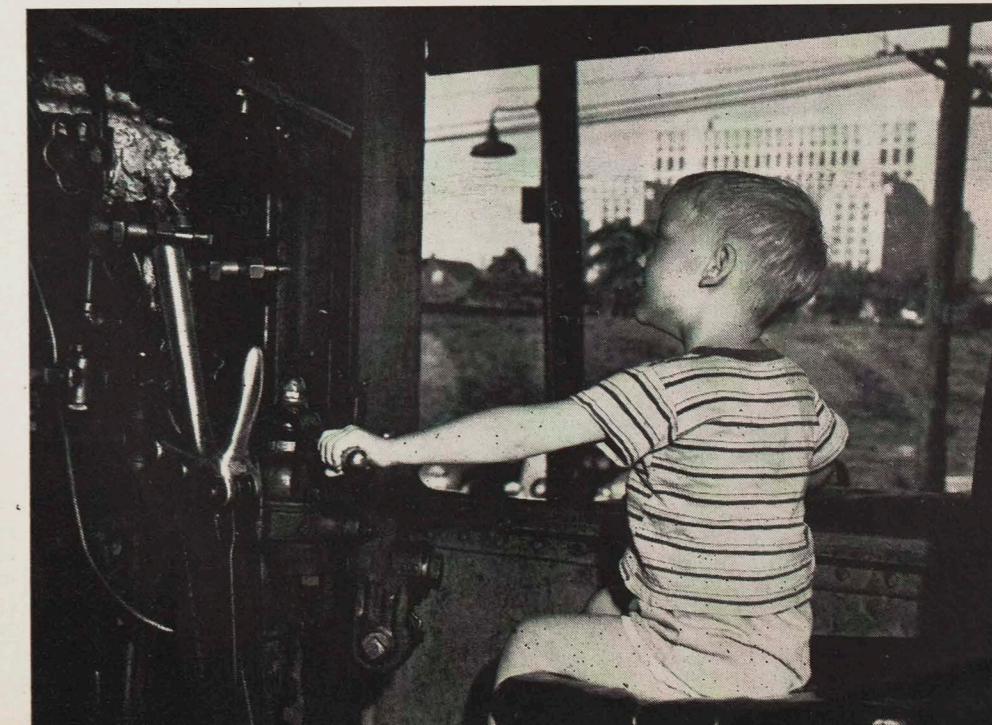
**Robert W.
Knox**

Cpl. Robert W. Knox arrived in France on D-Day, June 6, 1944, during the invasion of Normandy. Sgt. Norval L. Knox, his brother, was just arriving in the United States at that time after 30 months of service in Attu and Alaska. In December, 1944, Norval was sent to Germany. Yet the boys did not meet for ten months afterward. And then, says the Long Beach paper, "they were so astonished . . . that they could



**Norval L.
Knox**

ENGINEER Billy Barham, three-year-old son of South Freight Conductor William F. Barham, is a railfan, like his dad, who snapped this picture. Incidentally, Father William is a devotee of railroad photography and has done some magnificent work for nationally known magazines. He has also helped to illustrate books on railroading by famed Lucius Beebe.



not speak for several minutes."

Both Robert and Norval are due home in a few weeks, perhaps by the time this story appears. Robert has had five Battle Stars, and Norval four. Their father has been with Pacific Electric 25 years.

FINISH THE JOB

**SIGNAL
DEPARTMENT
By T. J. O'Leary**

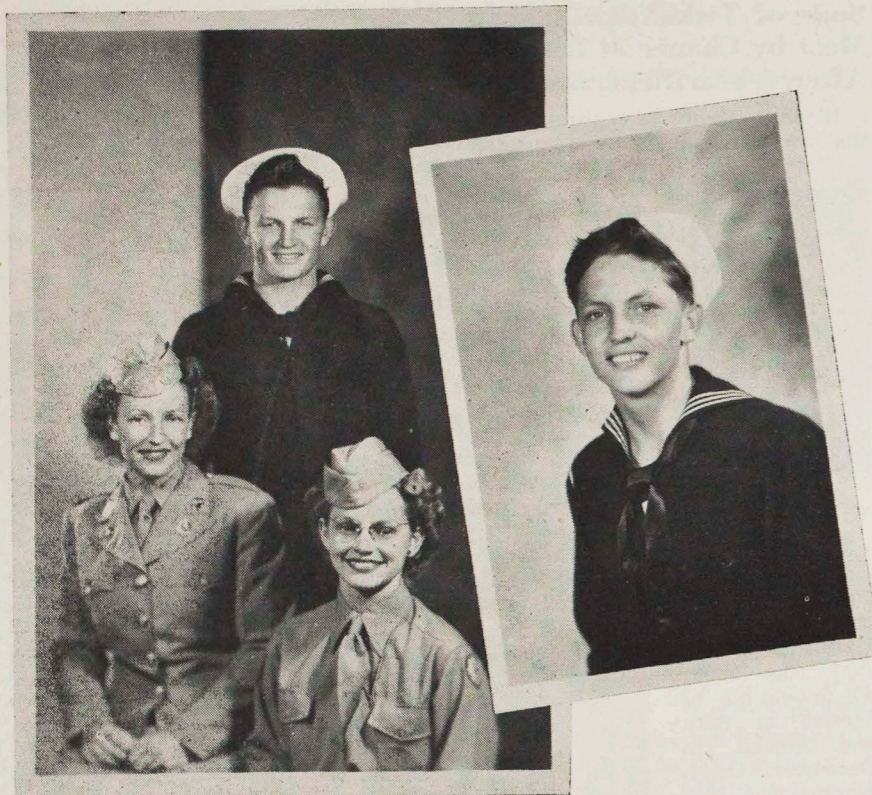
Here it is the month of November, time for football games, pumpkin pie and turkey, and of course the completion of the air conditioning unit at the Washington Street Yard Office. Boy, oh boy, you should see that unit! If we only had a heater to go with it, it would be perfect, but then . . . it's overcoats in the summer and swimming trunks in the winter . . . you just can't please everyone!

Will someone let out the secret of why Pete Day, Lineman, bought a house at Venice? Can it be the climate or what's on a certain Venice Short Line car? George Prell, our genial man about the yards, seems to have more trouble with his bird bath than Bill Moesby has pills! Maybe he should call Al Smith to give him a course of instructions on operation. Two new nicknames: George Shaver is now known as the "Coca-Cola" Kid! Jim Kenner as "Forget Me Not" Kenner. What's this charm that Spud Russell and Shorty Williams have over cooks? Seems like every time they order a steak, the cook sends his shoes out to be resoled!

Bert Brainard, Line Foreman, back on the job, and minus the crutches.



MR. AND MRS. K. R. CASSELS



SIGNALMAN LONG'S SONS AND DAUGHTERS—The girls are *Sergeant Virginia (left), Company Clerk at George Field, Lawrenceville, Illinois; and Corporal Georgie Lee now at La Garde General Hospital, New Orleans, as a member of the WAC Medical Corps. Standing behind his sisters is Boatswain's Mate 2/c Robert W., stationed at Eniwetok Island in the Marshalls. The other lad is Seaman 1/c Dan Roy, now at Pearl Harbor. All four will have plenty to talk about when they finally meet at the Pasadena home of their parents, Signalman and Mrs. Roy Long. Georgie Lee's married name is O'Hara.*

Glad you're back Bert, watch your step! John Brenchley back home again, after a session at the hospital. Hope you get well soon, John.

R. M. Cobb, General Line Foreman, completed his 40th year of service on October 23. A fine record, and a long one! Congratulations from all the department.

The following men have joined our department during the last month: Sidney Stevens, C. H. Renfeldt, C. R. Wheatley, C. P. Clifford, John H. Polston, David R. Callahan and Harold B. Anderson. Glad to have you with us.

After many weary nights and a few days of sweat and toil, the new feeder line in the Subway was put into operation late last month, and from the way those cars come out of the mouth

of the tunnel now, looks and sounds like a flight of jet planes taking off.

Under the capable hands of Frank Moxley and Bill Auld, Linemen, the insulator washer has started its annual tour of the lines. Wonder which gets the best bath, the operator or the insulators?

Many happy returns to the following employees who have birthdays this month: Lee H. Cash, Bine Baldwin, Ivan Shenfield, C. M. Martin, USN (we understand from a certain party that "Cec" is on his way home, and will soon be back on the job), Burt Evans, Jack DeCarlo, and Harold B. Anderson.

Winners on the World Series games were: Lynn Doolan, Louie Ladoux, Leonard Andersen, Bill Moesby, Walter Stratman, Felix Brac, Bob Burns,

RETIREMENTS

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

NAME	Occupation	Department	Years of Service
Albert C. Bradley	Manager	Personnel	33
Lewis I. Brown	Switch Tender	Transportation	27
Nicolas S. Carranza	Laborer	Engineering	19
Jack W. Townsend	Repairman	Land & Tax	26

Ad Forbes, Roy Oakley, Hiram Ravey, Clarence Stinson and Bill Baxter.

All for now folks, and Happy Thanksgiving!

BUY VICTORY BONDS

INFORMATION

PLEASE

By Deane H. Koch

In most cases, vacations come and go and a day or so after the "victim" has returned everything seems to be almost normal again. This was not the case when the "Chief Information Clerk" returned from her two weeks' vacation recently. To be exact, it was on the morning of September 24th that the bomb struck, and the coffees ordered at the soda fountain were almost forgotten in the excitement. Mr. Henry Eggert and Mrs. Faye Phillips were near casualties from the sudden attack. It was very sudden assault when Miss Sibyl Mather broke the news that the next Sunday was to be her wedding day. All that is history now and we feel that after forty years of "hard labor" Mrs. Floyd Raymer merits a great deal of happiness, and she has the best wishes of literally millions of friends made through her patience and ready smile. How we will miss "our Sibyl" when she retires, which will be before long! We do wish a great deal of joy and happiness to Mr. and Mrs. Raymer as they journey along before sunset.

BUMPER CROP

Yes, things are quite different in lots of ways. Working schedules have been changed and several have been "bumped" onto different jobs. Thelma Bell is the new assistant in "Lost and Found"; as a result, yours truly, Deane Koch, has been assigned to Mrs. Bell's former job of day off relief. Florence Spaulding has taken the above-mentioned job. Assignments of the later shifts have not been completed. We have a new member on our crew in the person of Mrs. Winifred Preston, who came to us from the Information and Ticket Office of the Subway.

HECTIC WEEKS

It never is peaceful and quiet around Information, but these last few weeks have been unusually hectic. In addition to our other troubles the repair work going on on the ground floor has made working conditions almost unbearable. Our one consolation is in looking forward to the time when we will enjoy the grand improvements now being made and to be able to say "Oh, yes I knew the place when, — — —"

Sibyl Mather Weds F. P. Raymer After Friendship of 40 Years



MRS. F. P. RAYMER

their marriage, the Episcopal wedding service having been read by Rev. John C. Donnell, the rector.

Mr. and Mrs. Raymer spent a week of their honeymoon at Laguna Beach. Upon returning to Los Angeles they took up residence at 1921 South Orange Grove Avenue, where the honeymoon, says the bride, "will continue on and on."

Mrs. Raymer has returned to continue her duties at the Information Bureau until such time as she may retire from the strenuous work-a-day world to enjoy private life. She has set no definite date.

FORMER BEAUTY QUEEN

Two signal honors have been awarded Miss Mather in her career with Pacific Electric. In 1915, when world expositions were being held in San Francisco and San Diego, Los Angeles staged a mammoth festival, and Sibyl Mather was elected Queen of Southern California to rule at the Festival. At her coronation, she wore a \$40,000 replica of one of Queen Victoria's crowns. (See PACIFIC ELECTRIC MAGAZINE for August, 1943, page 18.)

In 1925 and again in 1926, she was loaned to the Los Angeles Chamber of Commerce by Pacific Electric, and was sent to Chicago to represent Southern California at the Chamber's Chicago offices. Her job there as Southern California's ambassador of goodwill to the Windy City prompted wide acclaim from tourist agencies throughout the east.

All employes unite in hearty congratulations to Mr. and Mrs. Raymer.

BUY VICTORY BONDS

A retailer should examine people in somewhat the same way that a scientist examines matter under a microscope.

Isabel Ash is again with us after a few days' sojourn-in St. Vincent's Hospital, following an operation. Lenore Tepley is on vacation and time will tell what will happen to her before her return. Thelma Bell's son, Richard, is home for a few days before leaving for overseas duty.

JOHN Q. PUBLIC

Mr. John Q. Public presents his usual number of problems. A man came to the counter asking the way to Compton Blvd. in Lynwood. After quizzing him further, he produced an envelope with a number on Compton Blvd. and said he was told to go to Lynwood and get off at Western Ave. On the paper was a Glendale telephone number. After a telephone call, he was sent to Thompson Ave. in Glendale and told to get off at Western.

Another call over the 'phones requested us to tell the lady how to get a maid to her home. She said, "I am not going to tell you where I live because it's a small street and you wouldn't know where it was anyway."

A party wanted us to tell them how to get to Camp Anacin. Oh, what a headache!

Another query was: "The Subway Terminal is on Spring Street, isn't it?"

A few days ago is the first we knew we were to solve the housing shortage. A man came to the counter wanting to go to Lockheed to work. He wanted to know where he could find a place to live. Well, could he find a place to live in Roscoe?—"All right, if I can't find a place to live I will not keep the job!"

Therefore we know the end of the war was in no way the end of troubles for the Information Department.

BUY VICTORY BONDS

Special Officer Koch Convalescing at Home

George H. Koch, Special Officer on day duty at the Subway Terminal, is recuperating at home from a heart attack after a four-week stay at General Hospital. He will remain at home under medical observation for some time yet.

His friends and co-workers will be glad to see him back on the job, and hope that he will soon be himself again.

Mr. Koch is the husband of Mrs. Deane H. Koch of the Information Bureau.

FINISH THE JOB

Cleverness vs. Ignorance

A clever person is one who astounds you into believing you could never do what he says he did.

An ignorant person is one who doesn't happen to possess the kind of knowledge you believe to be important.

DENTAL DEPARTMENT

PACIFIC ELECTRIC RAIL AND MOTOR COACH LINES

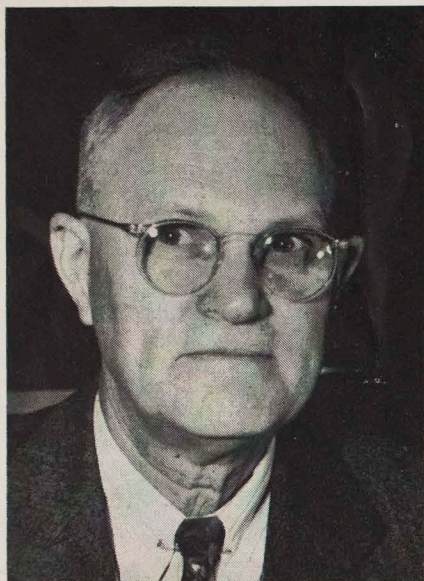
OWNED AND OPERATED BY

BEN A. PATTON, DDS., BS.

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

TERM PAYMENTS, IF DESIRED BY PAY ROLL DEDUCTION

826 Pacific Electric Building
TUCKER 7272
VAndike 5844



CLARENCE W. KNIGHT
Chief Accountant
Immediate Bureau



CHARLES SEIN
Head Clerk
Central Timekeeping



GEORGE S. WATSON
Assistant to the Auditor

Six Important New Appointments Made in Accounting Dept.

Six new appointments in the Accounting Department followed promotion of R. E. Labbe from the position of Assistant to the Auditor to that of Treasurer of the company.

George S. Watson, formerly Tax Accountant, Immediate Bureau, became on August 1 Assistant to the Auditor, and as such will supervise tax accounting and special accounting.

Five other appointments were effective September 1:

U. George Perry moved from his position as Chief Accountant, Immediate Bureau, to that of Tax Accountant.

Clarence W. Knight, from Head Clerk, Miscellaneous Accounts, to Chief Accountant, Immediate Bureau.

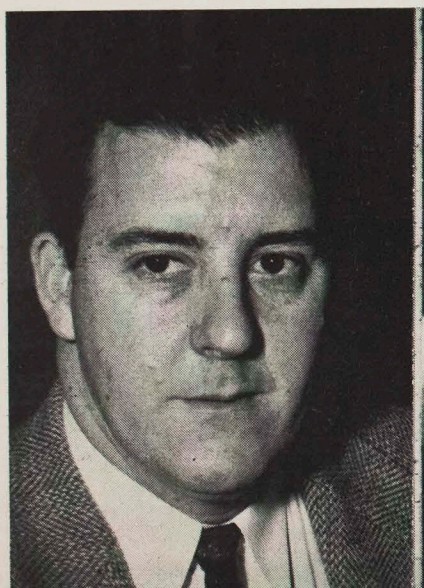
Ual L. Drake, from Head Clerk, Central Timekeeping Bureau, to Head Clerk, Miscellaneous Accounts Bureau.

Charles Sein, from Special Ac-

countant, Central Timekeeping Bureau, to Head Clerk, Timekeeping Bureau.

Allen E. Hanna, from Special Accountant, Immediate Bureau, to Special Accountant, Central Timekeeping Bureau.

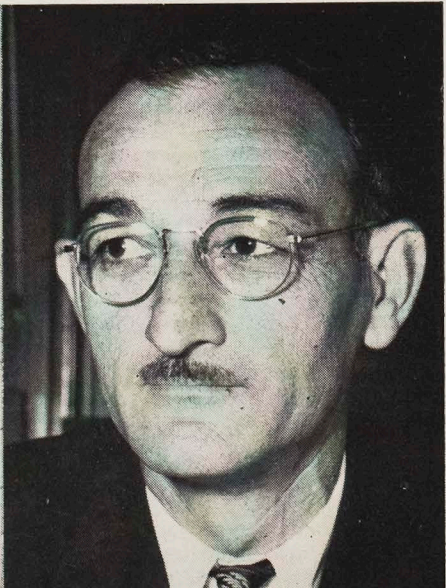
All of these men have been associated with Pacific Electric for many years, and have proved their ability. Employees wish them all success in their new positions.



U. GEORGE PERRY
Tax Accountant
Immediate Bureau



ALLEN E. HANNA
Special Accountant
Central Timekeeping



UAL L. DRAKE
Head Clerk
Miscellaneous Accounts

CENTRAL TIMEKEEPING BUREAU



By
V. B. Tellechea

Somehow, the recent tragedy that occurred to some of our PE family when a freight and passenger train met in a head-on collision at Figueroa and El Segundo Blvd., puts one in a sober frame of mind. We regret also to hear of the sorrow that has come upon "Suzy" Jacquemin.

Here are a few of the vacation stragglers: Marion Stone—to Denver, Colo., in a trailer. Quite a bit of snow, too! Marie Brogan—Big Bear has become a habit! Marian Green—came back from Balboa as brown as an Indian, and she, a blonde, looked good! Marie (say, where can we find a nice name beginning with a B?) McAllister had fun around town. Had an angel for company and didn't have to pay the bills! Cy Holway stayed home like a good boy, and Jim Owens traveled around Bishop.

Seems everybody is going back to Illinois, and Margaret Traub is one of them!

People who are getting somewhere: Ual L. Drake is Head Clerk in the Miscellaneous Accounts Bureau, Charlie Sein is Head Clerk in C.T.B. and Al Hanna has moved into Charlie's cubbyhole on the 7th floor. Good luck to all! And we do miss Drake and his pipe!

Quita Swanson's Larry has come home from the wars, and presto! Wedding bells! Best wishes to both. A lovely set of gold-trimmed dishes will help them keep us in mind!

Dorothy Von Prillwitz' Hans is home also, and a second honeymoon was in order!

Have you noticed how "streamlined" Marion Lutes looks lately? La Lutes (leading lady in bowling) has been taking reducing treatments and has lost over 16 lbs. right where (didn't know people had an awareness of such things) she can spare it the most!

And "Ooo—la—la!" was chorused as Marjie Helwig pranced in (albeit a bit dubious of the impression she'd make) one Monday with a short-cut hair-do!

Can anybody set Mildred Woods straight about war-saving time? Milly contends that when the clocks were set forward one hour the trains must

have had to travel twice as fast to catch up with the clock!

And the new hours aren't doing a thing for our women; it's got us all mixed up! For instance, Martha (golly, doesn't anybody's name begin with anything but an M?) Falbaum wore two dresses to work, and wondered why she was smothering! Marian Green also found an extra item of attire that should have stayed at home! —Ummm—Hmmm—!

Helen McDougal: "I do all my reading in the bathtub." Ann Capo (naively): "My, it's a good thing you don't take a shower!" We'll wager, tho (presuming the bathtub had never been invented) that the human mind would have fathomed a solution for reading even under a trickle of water!

Lost and Found: On Sixth Street, one bond belonging to Hugh Chestnutt, found by Ivan Erhardt!

Talking about bowling a few paragraphs back reminds us of Ruth Clark. Ruth has been doing pretty good at the alley and her friend Rosetta Epple asked if 'twas a bowl of Wheaties she was havin' every mornin' for breakfast, darlin'. "Faith, and 'tis a bowl of bacon, dearie," stoutly replied Ruth! Hmm—haven't seen bacon since the pig ran away!

FIELD ENGINEERING NEWS

By **Geo. O. Runyon**
Field Engineer

The plaster dust, odor of paint and sound of saw and hammer have finally subsided and we have emerged with an up-to-date engineering office of which we are justly proud and for whose transfiguration we extend our hearty thanks to the responsible powers. The result should be a happy, contented "esprit de corps" and an increased production.

We are sorry to say "Adios" to L. V. Blackburn and miss his genial presence and ready willingness to untangle our problems. Our loss is the Engineer of Planning and Development's gain. Our best wishes accompany you to your new field, "Blackie."

C. J. Cobb, our columnist of "Field Engineering News" for October, demonstrated the fact that he is as adept with a columnist's pen as with a theodolite. If our memory serves us correctly there was another Cobb (Irvin) who pushed a powerful pen. You may not have guessed it, but these two men are kernels off the same Cobb lineage.

Words are but empty vehicles for the conveyance of sympathy but we would have J. D. Swanson and family know that our sympathy was real when they were recently called to Las Cruces, New Mexico, by the death of Mrs. Swanson's father.

We know now the reason for "Joe" Frownfelter's roly-poly appearance and his perpetual satisfied smile. "Joe" owns a miniature rancho in Soledad Canyon, where he spends most of his week-ends. He recently confessed to indulgence in a baked "possum" and sweet potato feast with all the vegetable adjuncts and everything, even to the "possum," grown on his rancho. "Lucky guy," you say. "Just perfect foresight resulting from a well-adjusted life," say I.

We were happy to welcome Jack Roesinger back into the fold after a hurried trip to his old home in Indiana. We admire his judgment in making it a round trip.

Birthdays are reminders of accumulating years. To Geo. H. Brown, A. F. Dougal, L. H. Lowe, R. B. Lucas, C. C. Mayne, and A. R. Levinson, each of whom celebrated his natal day during the past period, we extend wishes for "Many Happy Returns."

With the return of John M. McFadden, B. H. Grant, A. F. Dougal and Paul Du Par from their vacations, we have placed the road maps in mothballs, and, for discussion, will indulge in the usual Monday morning quarterbacking for a few months.



WALKS WITH KINGS—Staff Sergeant William M. Franse, son of Mrs. Mildred Franse, Timekeeper in CTB for three years, returned from overseas October 2, 1945. Enlisting in October, 1940, he served 3½ years overseas, first in the American and British Headquarters as secretary to General L. K. Truscott (under Patton) in London, and later in Paris in the Casualty Division of American Headquarters. He was the first of 100 Americans that went across, and there he met and talked with King George, General Patton, and General Eisenhower.

NEWS SERVICE AND RESTAURANTICS



By
J. A. Degerman

Now we extend to you an invitation to visit our Smoke Shop—Unit No. 104 in the PE Building, 6th & Main Streets, just inside the main door, across from the elevators, where we find our version of the present day Smoke Shop.

In the years gone by the "Cigar Store Indian" adorned shops of this nature, and was emblematic of Smoke Shops. In this modern era, however, the "Wooden Indian" with his cold and austere gaze, has been replaced by smiling and courteous sales people. This we are sure tends to make your visit to our Smoke Shop a pleasure.

We are proud to present the Manager, Miss Iva Lue Gibbs, who has been in our service for fifteen years. This record alone bespeaks the efficiency and thoughtfulness with which

this Unit is operated. The host of friends that stop to exchange greetings with Miss Gibbs know by the friendly smile and twinkle in her eye that she enjoys serving you. We know definitely, too, that the multitudes served daily appreciate this friendliness as much as we do. The sincerity of this service gives you encouragement and a certain lift, which tends to make the day a little happier.

We are not forgetting the able assistance rendered by Katherine ("Kay") Tischhauser and Margaret ("Marg") Turner. Many of you probably know Kay very well, as she has been at this Unit for years. She deserves a bouquet for her excellent work and her consideration for her customers during these trying years. Marg, whom you no doubt know because she has been employed at several of our other Units, shares equal honors.

All work together in the spirit of harmony which is symbolic of our Units. We know this is one reason you visit them so often. Thanks.

Next month you will meet one of our returning heroes.



SMOKE SHOP, PE Station, Sixth and Main. In the picture inset at top right are its operators, in an enlargement big enough so you can see 'em. Left to right: Margaret Turner, Iva Lue Gibbs, and Katherine Tischhauser.



—Photo Courtesy L. A. Examiner

REUNION AT THE HARBOR — *The national magazine Newsweek and four major newspapers of Los Angeles carried pictures of photogenic PE Restaurant & News Service Waitress Irene Robson, who was on hand to greet her husband, John, Machinist's Mate 2/c, when he arrived in Los Angeles Harbor aboard the U.S.S. Texas about October 15. Irene works the afternoon shift at the PE Restaurant in the Sixth & Main Station.*

BUY VICTORY BONDS

C. F. Hill Made President Of Stewards & Caterers

Carl F. Hill, Superintendent of the Pacific Electric Restaurant and News Service, was elected on September 10 president of Los Angeles Branch No. 45 of the International Stewards' and Caterers' Association. He had been vice president for the 1944-45 season.

Congratulations are in order!

FINISH THE JOB

MACY REPAIR SHOP

By **B. W. Ingram**

See Craneman Clifford Martin for a bird's-eye view of activities at Macy Repair Shop.

Commendations to General Foreman Roy Mankins for his skill with his right hand during the past month.

We agree with Martin Whalen that there are some attractive locations in El Monte.

Hugh Jones is showing 100 per cent efficiency as safety committeeman. How about a badge for him?

If Mrs. Andrew Campbell should present Mr. Campbell with a bird, what kind of a bird would he rather have?

R. V. Rachford was a welcome visitor at Macy Street in October.

Fred V. Marsh looks well after his recent illness. He expects to be back on the job soon.

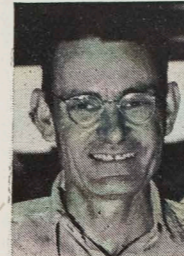
Our new Machinist, Rufus G. Young, comes from Torrance Shops. His home is in Alhambra.

John L. ("Bill") Columbus was back for a visit since his recent retirement.

The gleam about the place is our new paint job, and do we like it!

FINISH THE JOB

MACY GARAGE



By

A. L. Bristow

Things are back to normal again at Macy Garage, after the war's end, the ensuing celebrations, etc.

We are all looking forward to welcoming back into our midst many fellow workers who answered the call to serve their country. We owe them all a great debt, particularly those who made the supreme sacrifice and will never come back. The only way I believe that we can pay that debt is for each of us to do our full share in building a society wherein it will never again be necessary for men to lay aside the tools of peace to take up the implements of war.

J. B. Green, our General Foreman, is back after a very enjoyable vacation. The first thing he did after returning was to pay back all the "C" stamps he had borrowed.

Some of us had our pictures taken this month. Hope we will get the rest of the gang in at an early date. The group picture is of the ladies who keep the busses clean, their Leaders and Foreman. I had my picture taken also right at quitting time when the whole gang was swarming around, and there were some prize remarks passed. Sam Thomas dashed up with a bouquet of sunflowers but was a little late.

For group picture, see page 30.

Marion Gillett came back from her vacation more lovely than ever. She spent her vacation going places and meeting a lot of new lieutenants. Jerry Rons tried his best to take her place and did a good job keeping records and doing the time cards but there was something lacking even though he showed up one morning a brilliant red-head. No, he didn't dye his hair—just sunburned his head!

William ("Little Chum") Richards took a motor trip through Northern California and Oregon. He really had a wonderful time and had lots to tell. When asked how he enjoyed the fishing he waxed indignant—said it

wasn't any fun to be fished out of a lake, especially a cold lake. Some of the boys may have cooked that one up on Little Chum for he specifically told me that he nearly fell in, but I dunno. Knowing Little Chum, I know it just isn't logical for him to get near a lake and not fall in.

Ray Chamberlin enjoyed his week's vacation house hunting; and reports have it that he found time to make a foursome of The Three Monkeys—sort of a "Do no Evil Monkey" which he says is a logical improvement.

George Van Ness took a Mail Man's vacation by spending some of his time fixing some of his friends' autos.

Bill Evans when asked if he had a good vacation said "I mean!" He traveled the PE System from one end to the other and reports that no places could be found anywhere. That surpasses our own Vacation Land served by PE rail and bus lines.

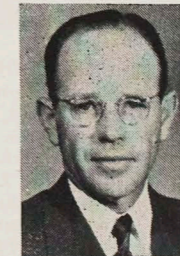
Columbus Hays spent the second week of his vacation at home.

Others enjoying vacations were J. Sefton, R. Renteria and A. Garcia.

Bryant Dees is back on the job after recovering from an injury.

FINISH THE JOB

MECHANICAL DEPARTMENT Western District



By
Milton R. Clark

Tom Green, Assistant General Foreman of the Western Division, spent part of his vacation south of the border, down Tia Juana way.

Congratulations are in order for two of the boys here on the West. Jack Hawks has been promoted to Foreman at Hill Street, with jurisdic-

tion over Vineyard and Toluca Yards. Alvin Cash has been promoted to Day Foreman at the West Hollywood Car House. Their many friends wish them good luck.

Leonor Hernandez, Car Cleaner at Toluca Yard, is back at work after a long illness.

Homer Lucas, Thomas Hoog and Walter Loera, three of the old-timers here on the West, have applied for their pensions. The friends they have made during their years with the PE will miss them a great deal, and wish them good luck and a long and happy retirement.

"Red" Cornell, Night Car Repairer at the Subway Terminal, is headed for Birmingham, Alabama, where he will visit friends and relatives.

Roy Heliwell, Painter at West Hollywood, has been working temporarily at Toluca Yard giving the old 950 class cars that run on the Glendale line a little face-lifting. Made them look a lot better, too.

Arthur Ryan, Car Repairer at the Subway Terminal, was put out somewhat the other day when he was asked to work overtime. Seems he had an appointment with the barber to get his hair cut.

Aran Organesoff, Car Cleaner at Toluca Yard, is taking a few days off to be home with his son who is on leave from military service.

M. F. Brady, Day Foreman at the West Hollywood Repair Shop, says he is going to buy a pair of blinders for Dock Beard. Seems that Dock has a little trouble keeping his eyes focused straight ahead when he goes down to the lower barn.

A. E. LaChance says he has made his first million and thinks he will retire.

A. J. Carroll, Carpenter at West Hollywood, left for Michigan the last of September to settle up his mother's estate.

Kent Perry, Electrician at West Hollywood, has been off for a week having some dental work done.

Have you noticed the smile on "Tarzan" Williams' face? The reason: he is now the pilot of a nice new rubber-tired wheelbarrow.

AUTO INSURANCE

MORE VITAL NOW THAN EVER BEFORE

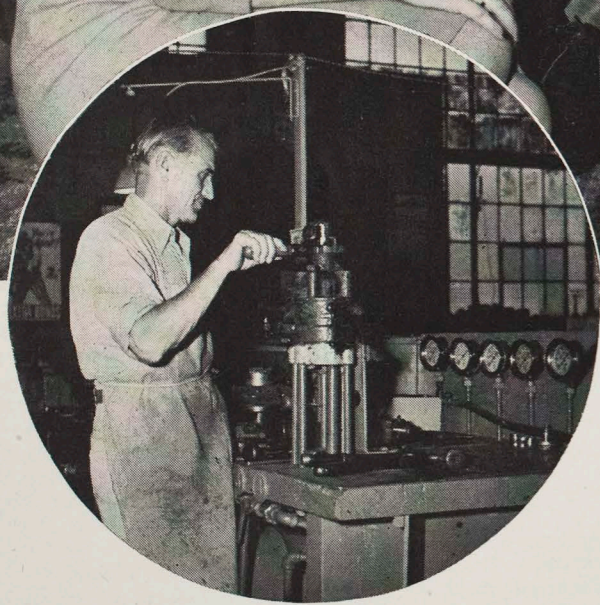
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TU 7272

Suite 817
Pershing
Square Bldg.
448 S. Hill St.
TR 3526



CAPT. LOUIS ZAMPERINI, famed equally for his endurance on the track, on a life raft, and in a Jap prison camp, visits his family in Torrance. He holds in his hands a piece of Jap propaganda, refusal to broadcast which brought him cruel punishment by his captors. Left to right are his sister, Virginia; his father, Anthony; his mother; and his other sister, Sylvia. Picture at left: Anthony on his Air Brake Machinist's job at the Torrance Pacific Electric Shops.

Capt. Louis Zamperini Comes Home To Visit Parents in Torrance

Parents Rejoice at Miraculous Survival of Famous Son; Father, Anthony, a Torrance Shop Employe for 25 Years

Everybody has heard of famed ex-USC distance runner Louis Zamperini and his 47-day endurance contest with death on a raft in the South Pacific. His story was on the front page of newspapers all over the country for days last September.

But perhaps not many—even of our own Pacific Electric employes—know that 28-year-old Captain Louis Zamperini, U. S. Army Air Corps, is the son of Air Brake Machinist Anthony Zamperini, who for 25 years has worked at the Pacific Electric Shops

in Torrance. Born in Verona, Italy, Anthony came to the U. S. in 1903 at the age of 13, gained citizenship and American ways in the world's melting pot, and, during the war, worked 10 hours a day seven days a week, like many other Pacific Electric employes, just to help bring the fighting in World War II a little sooner to a victorious conclusion.

After all, Anthony had a stake to defend in the war—his two sons. Besides Louis, there is Pete, 30, a chief specialist in charge of physical educa-

tion at San Diego Naval Training Station.

MESSAGES POUR IN

At 1:30 a.m. Sunday morning, September 9, the telephone rang. It was the Los Angeles Times, calling to tell Louis' parents, after their long, anxious period of waiting since his disappearance on May 27, 1943, that victorious American troops had found him in a Jap prison camp. From then on, calls, telegrams, and letters poured in with increasing volume for weeks. The New York Times called; messages came from complete strangers as well as friends who knew Louis personally or merely by reputation. One scrapbook grew to a weight of 85 pounds; the family has recorded the names of over 500 people who have called on the telephone. Gifts came, many from total strangers.

USED TO PUBLICITY

But the parents are used to pub-

licity now. In fact, ever since Louis gained prominence as a high school distance runner, they have been so subjected to questioning by the press that they have the answers ready almost before the questions are asked. Louis, as sports-minded readers know, holds the U. S. high school mile record of 4 min. 21.2 sec., and the U. S. intercollegiate mile record of 4 min., 8.3 sec.—the latter made in 1938 at Minneapolis.

PLANE CRASHES

Enlisting as a cadet in the Air Corps in 1941, Louis left the States for Honolulu in September, 1942; went on several bombing missions; and disappeared May 27, 1943, the day he left Honolulu with his crew in a B-24 to search for a lost plane. When they brought their plane close to the water for better searching, two motors failed, they crashed, and seven men went down for good with the ship. Louis and two others escaped death, inflated two rubber boats, and thus began their amazing 47-day fight against thirst and starvation. One man, McIntire, died after 33 days.

"RESCUED" BY JAPS

On the 47th day they were picked up by Jap fishermen and taken to Kwajalein, thus beginning a two-year term as prisoners of war. At one time for 43 days Louis was quartered in a cell two feet, three inches wide, six feet long, and eight feet high, as punishment for his refusal to broadcast Japanese propaganda (see picture). Readers will remember newspaper accounts of how he held his broken nose, injured by one of the many severe beatings he received from his guards, in place by hand for weeks until it healed.

When his plane crashed, Zamperini weighed 160 pounds; when rescued by the Americans, August 16, 1945, he had wasted away under Jap tortures and starvation diet to 79½. Careful treatment in Army hospitals brought his weight up to normal, however; and by the time he reached home (October 6) he was looking normal and feeling well. He is still being treated at Birmingham Hospital, and will soon be sent to a rest camp in Florida for an indefinite period. Upon his release from the Army he plans to return to USC to finish the half year he still lacks of obtaining his degree in physical education, which he plans to teach.

RECEIVES VALOR MEDAL

At the Los Angeles Breakfast Club on Wednesday morning, October 31, he was honored with the gift of a valor medal presented by President R. B. Von Kleinsmid of USC in the presence of the Zamperini family and a large number of war veterans.

All Pacific Electric employes rejoice with Mr. and Mrs. Anthony Zamperini over the miraculous survival of their son; and congratulations, though belated, are nonetheless sincere.

FINISH THE JOB

TRAINMEN WARNED ON BLACK WIDOWS

A warning to trainmen comes to the Magazine from Arthur C. Murdock, South District Brakeman, who says that black widows are frequent in the hollow underneath derails, particularly on the Western District. He says he himself has found eight or ten of them.

BUY VICTORY BONDS

PACIFIC ELECTRIC CLUB BULLETIN

TUESDAY, NOVEMBER 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, NOVEMBER 14:
P E Rod & Gun Club Monthly Meeting. Followed by interesting motion pictures and refreshments—7:30 P.M.

THURSDAY, NOVEMBER 15:
P E Women's Club Afternoon Card Party. Prizes to the winners—1:00 P.M.

FRIDAY, NOVEMBER 16:
P E Bowling League Matches—6:00 P.M. & 8:15 P.M.—ARCADE RECREATION CENTER. Spectators invited.

SUNDAY, NOVEMBER 18:
P E Riding Club—PICO STABLES. 420 Riverside Drive—6:00 P.M.

THURSDAY, NOVEMBER 22:
Thanksgiving Day—Club Rooms closed.

FRIDAY, NOVEMBER 23:
P E Bowling League Matches—6:00 P.M. & 8:15 P.M.—ARCADE RECREATION CENTER.

SUNDAY, NOVEMBER 25:
P E Riding Club—PICO STABLES. 420 Riverside Drive—6:00 P.M.

TUESDAY, NOVEMBER 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, NOVEMBER 29:
P E Women's Club Annual Bazaar. Doors open all day.

FRIDAY, NOVEMBER 30:
P E Bowling League Matches—6:00 P.M. & 8:15 P.M.—ARCADE RECREATION CENTER.

SUNDAY, DECEMBER 2:
P E Riding Club—PICO STABLES. 420 Riverside Drive—6:00 P.M.

TUESDAY, DECEMBER 4:
Veterans of Foreign Wars Post No. 3956. Monthly Meeting—8:00 P.M.

WEDNESDAY, DECEMBER 5:
P E Masonic Club. Election of officers.

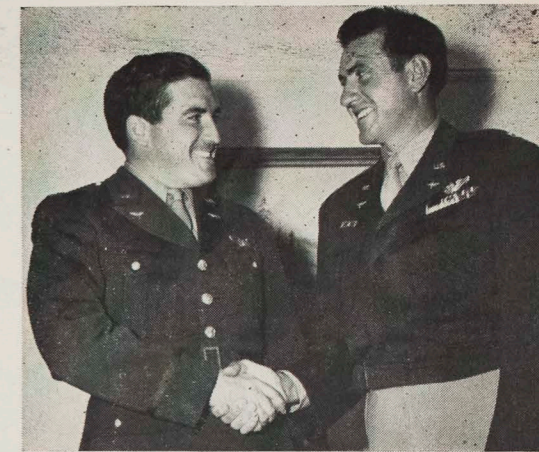
THURSDAY, DECEMBER 6:
P E Women's Club Afternoon Card Party. Prizes to the winners—1:00 P.M.

FRIDAY, DECEMBER 7:
P E Bowling League Matches—6:00 P.M. & 8:15 P.M.—ARCADE RECREATION CENTER.

SUNDAY, DECEMBER 9:
P E Riding Club—PICO STABLES. 420 Riverside Drive—6:00 P.M.

TUESDAY, DECEMBER 11:
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, DECEMBER 12:
P E Rod & Gun Club Monthly Meeting.



ONLY SURVIVORS of their squadron are Captain Zamperini and Captain Leslie H. Scholar, shown shaking hands at Louis' home; and Lt. Russel A. Phillips, not yet in the States.

FINISH THE JOB

SPORTS CHATTER

By

George M. Kappers



RIDING

Riding Club emblems are now in possession of the members, who decided to place them on the backs of white shirts or blouses. The Riding Club is going to participate in a horse show to be held at the Pickwick Stables on Riverside Drive November 11, 1 p.m. to 6 p.m. We are entering an English as well as a Western group in the group routine events. In addition, a number of our members will be entering into singles and pair events.

It's surprising to yours truly that our riders and club have developed so well in this short a time. Three months ago I would never have believed we could have a sufficiently well organized group to be invited to participate in a horse show. However, don't let this scare you into not coming out. We still have new members almost every Sunday. Quite a number of them are beginners. The more new faces we see the better we like it. We are all out for a good time, and our objective is certainly reached.

For information see N. B. Vickrey at the PE Club.

BASKETBALL

We are well under way in our practices but still open to new members.

**PACIFIC ELECTRIC
BOWLING NEWS**



By
Charlie Hill

driving Los Angeles Street Terminal, BRT, Vineyard, and Station Hounds are next in the standing, each having 12 wins and 8 losses, followed by the Virgil Coasters two points behind. The Claim Department is resting none too comfortably at the bottom, its road having been somewhat rugged. The Virgil Coasters, who were blanked the first two weeks, finally turned on the gas and have won ten of the last possible 12 points, putting them in sixth place.

Carl Hill's Restaurant and News Starlettes were holding their own until they hit a snag in the West District team. On this occasion Emil Dietz was really hot, proving too much for the girls, who, incidentally, are rather chic in their white and red uniforms, with the big PE medallion on the backs.

The BRC Railettes and Railers, while not in the first division, are two teams that are contenders for top honors. Both of these teams also have striking costumes. The South District is down the ladder a way, but this team I think is one of the best in the league, and will show plenty yet. "Pappy" Setty's Long Beach outfit is tougher than it looks on paper.

Space will not permit mentioning many of the outstanding performances of the 24 teams and some 120 bowlers. However, the highlights for each week are shown below in a special column. At this time the high average bowler in the twilight branch is Jack Kolar, Schedule Bureau; and Jack Williams, Electrical Department, is second. In the Second Branch Ollie Steuernagel, L.A. Street Terminal, is high, and Claud Kazee, of the same team, second. In the ladies department, Marion Lutes, Hi-Lo, and Cora Rogers, PE Scrubs, are tied for high honors, while in the Second Branch Ruth Harrison, BRC Railettes, is leading lady and "Dimples" Berta, same team, second high.

The second annual Thanksgiving Turkey Shoot will take place on November 9 and distribution of prizes will be made on the following Friday night. All regular league members will be eligible to participate in this event, which was quite interesting last year.

There are about 25 persons out for basketball this year; so we will definitely have two teams. We would be happy to have even a third team. League play will begin soon. Keep your eye on this column for schedule of play, which should appear in the next issue.

One of our teams will be entered this year in an all-transportation league, composed of PE, LATL, PAAT, SP, ATSF, UP, and LAMC. This should prove very interesting. Follow the games and follow the boys. For information contact N. B. Vickrey, or Ray Savoy at West Hollywood.

SOFTBALL

We understand there are eight teams organized, and have hopes for only two more—we want a 10-team PE tournament. If the two additional teams are not formed within the next 30 days we will go ahead with an 8-team league. There should be some hot competition. It is said there are 3 or 4 teams that think themselves unbeatable. Time will tell.

For information contact N. B. Vickrey, or Red Taylor at West Hollywood Terminal.

GOLF

The organization meeting was held on October 23.

Yours truly was elected Chairman; Jno. Suman, James Rankin and Ralph Porter were elected to the Tournament Board of Control; R. J. McCullough, Joe Shafer, and Tom Roscoe were elected to the Prize Committee.

It was decided to conduct a spring and a fall tournament annually from now on. The starting membership consisted of 32 charter members, which is expected to more than double by the time of the spring tourney.

The first tournament was to start on Sunday, November 4 at 12 noon at the Montebello golf course. It was to be a 54-hole tournament with four-somes made up of four drawn from a hat. The tourney will be conducted on a handicap basis, giving an equal chance of winning to all. There was to be a get-together at the 19th hole to add to the social aspects of the event. The score of the first two rounds will be published in the next issue.

At this writing, the end of the fifth week of the schedule of the Pacific Electric Bowling League, in the First Branch the Trainmasters hold a scant one-point lead over the Schedule Bureau, PE Club, and PE Scrubs, all tied for second place with 13 wins and 7 losses. The Timekeepers and Pile Drivers are next in line, 11 wins and 9 losses each. The Stake Drivers, who had a hard time getting started, are at the bottom, but broke into the win column by tripping the Hi-Lo to a 3 to 1 count. The Freight Accounts, who have also had tough sledding, sprang a surprise on the Electrical Department, when they nipped the electricians 3 to 1.

The Electrical Department started out strong, but have been slipping slightly, possibly due to Piper developing shoe trouble. Bette Jo Wells had her Atoms going strong until they mixed with the Timekeepers for a 4 to 0 trouncing. The Hi-Lo girls are in there pitching high and low, and with Marion Lutes carrying the brunt this team should get some place.

After being extra hot the second and third weeks the Field Engineers cooled off, perhaps due to several weeks absence of Burley Manley, one of the top average bowlers of the league.

In the Second Branch the West District team is leading with 16 wins and 4 losses, two points ahead of the

Let's come out and see the boys play all three Sundays—November 4, November 18, and December 2. Anyone wanting to join the club may do so at no cost by contacting N. B. Vickrey, or Ralph Porter on 2173.

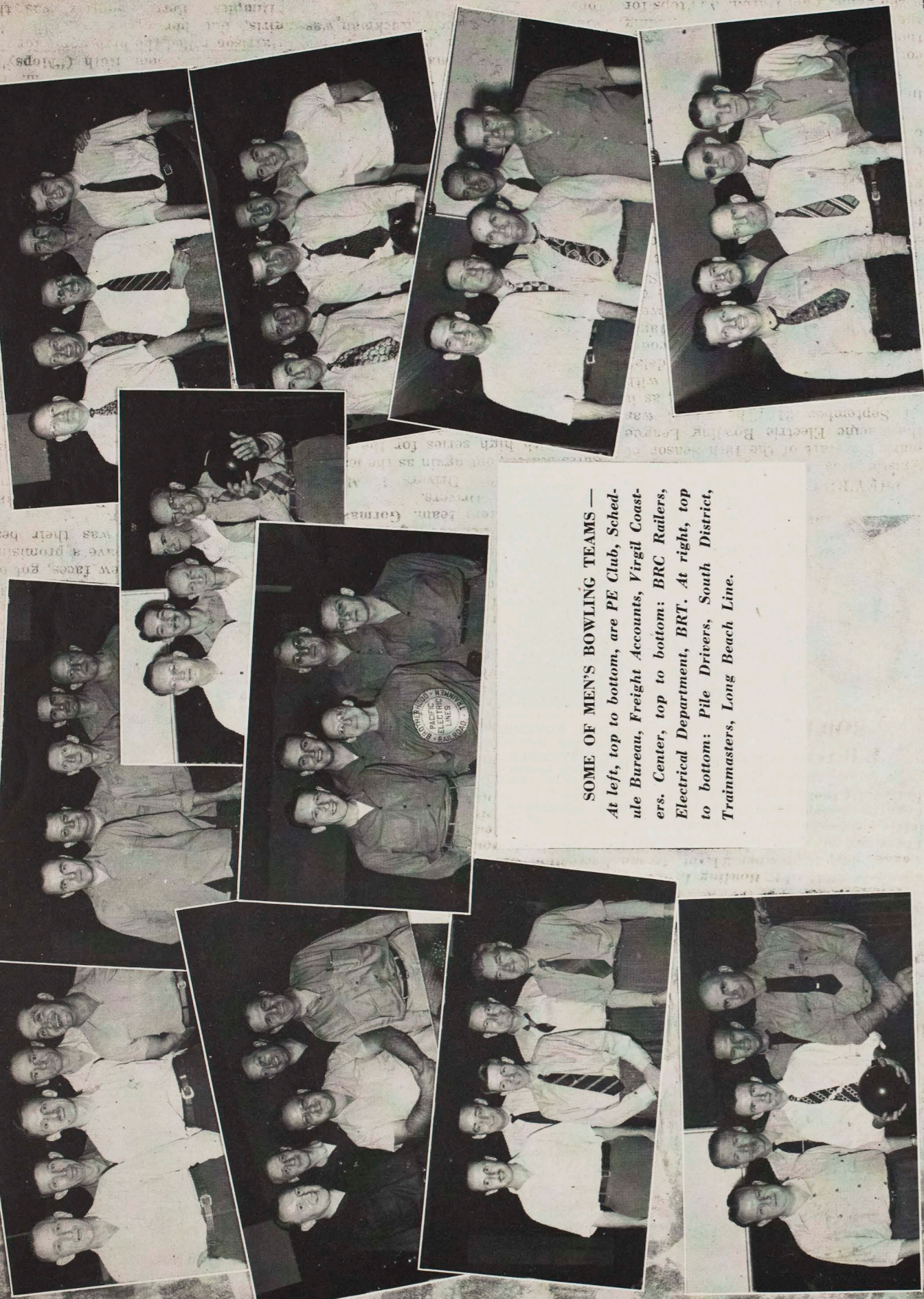
WEEKLY HIGHLIGHTS OF THE PACIFIC ELECTRIC BOWLING LEAGUE

Date	Team High Series	Team High Game	x Individual High Series	x Individual High Game
FIRST BRANCH				
Sept. 21	Schedule Bureau (2569)	Freight Accounts (906)	Jack Kolar (537)	Jack Kolar (206)
Sept. 28	Field Engineers (2622)	Field Engineers (924)	B. F. Manley (541)	G. Kappers (203)
Oct. 5	Atoms (2655)	Atoms (947)	Jack Williams (564)	R. M. Jones and J. Hubener (216)**
Oct. 12	Schedule Bureau (2735)*	P E Club (1001)*	Jack Kolar (597)*	W. G. Lutes (219)
Oct. 19	P E Scrubs (2652)	Freight Accounts (935)	Joe Shafer (541)	L. H. Lutes (222)*
SECOND BRANCH				
Sept. 21	Station Hounds (2710)	Station Hounds (982)*	F. Patterson (564)	M. Donaghu (216)
Sept. 28	South District (2719)*	South District (951)	O. Steuernagel (594)*	O. Steuernagel (227)
Oct. 5	Virgil Coasters (2719)*	L. A. St. Terminal (952)	O. Steuernagel (587)	O. Steuernagel (254)*
Oct. 12	Virgil Coasters (2705)	Vineyard (982)*	W. Hawkins (592)	W. Hawkins (247)
Oct. 19	West District (2714)	Virgil Coasters (959)	E. Dietz (538)	V. C. Prettyman (212)

x Does not include individual handicap.

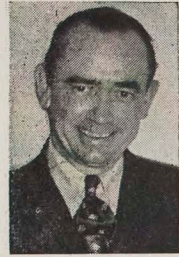
* Season High Score.

** Tied.



SOME OF MEN'S BOWLING TEAMS —
At left, top to bottom, are PE Club, Schedule Bureau, Freight Accounts, Virgil Coasters. Center, top to bottom: BRC Rainers, Electrical Department, BRT. At right, top to bottom: Pile Drivers, South District, Trainmasters, Long Beach Line.

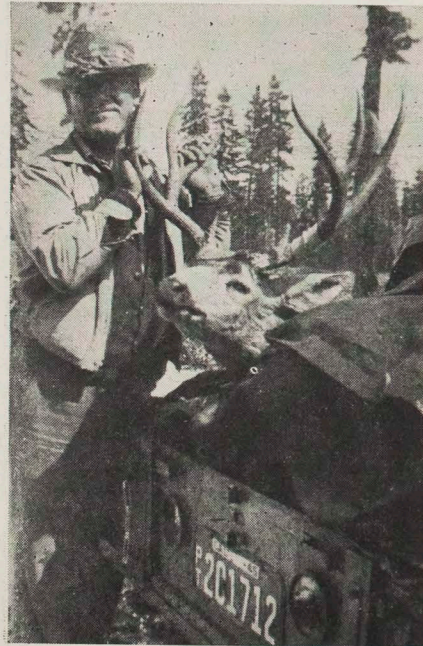
PACIFIC ELECTRIC ROD AND GUN CLUB



By
Arlie
Skelton

Greetings, Rod and Gun Clubbers. From reports reaching this department from the various deer hunting parties, buck shooting this year was well above par. (Providing, of course, you know where to go for your hunting.) It seems all the parties we mentioned last month were quite successful. After questioning each hunter to determine the exact spot where each buck was killed I was able to find they were all killed at the same place, **The High Sierras**.

That, of course, is that mountainous portion of the State which separates the seacoast from the desert. Most anyone can tell you how to find it, in case you are interested. Of the Manley, Smith, Oefinger and Skelton group, eight hunters bagged three small bucks. Unfortunately our portion of the High Sierras is getting pretty well hunted out. However, Lee Bartula, the head hunter, really snared the trophy he has been looking for, a four point, five point, weighing



PAUL TURRI of the Signal Department doesn't believe in passing the buck. The proof: Here's a picture of one he caught September 22 near Susanville, California.

over two hundred pounds. Congratulations, Lee. Dan Terry got a couple of nice ones at Childs Meadows.

Our old friend Paul Turri lost first prize a couple of years ago by the fact that his son, who was allowed to saw off the horns for his dad, did it like de-horning cows. Therefore, an accurate measurement of length and spread could not be determined. This year Paul took the camera along and, in addition to proper registrations, did a little photographic work to prove his points. The accompanying photo registers his pleasure. Ran into Bob Lawrence recently at Lake Henshaw. Bob informed me he got his limit of bucks.

Sorry I was unable to get down to the October meeting, because of a severe cold. No doubt had I been able to be there, I could have picked up several more interesting reports. This month brings to a close our trout fishing and deer hunting for 1945. November ushers in duck shooting and quail shooting. Large flocks of ducks are present at Henshaw and other near-by lakes, but prospects for quail and toast are very spotty.

Your next regular meeting Wednesday, November 14, at 7:30 p.m. A good meeting, refreshments, and motion pictures. All free.

BUY VICTORY BONDS

VETERANS OF FOREIGN WARS

P. E. Post 3956

By T. E. Dickey

The National Firearms Act requires immediate registration of firearms of the automatic type, such as machine pistols, machine guns, sub-machine guns, or any type of gun from which a number of shots or bullets may be discharged with one continuous pull of the trigger.

Many of these firearms brought or sent from abroad by members of the armed forces and Merchant Marine have not been registered.

As long as the weapon is serviceable the law requires payment of a \$200.00 tax upon each sale, exchange, gift, or other transfer of the firearm. If the gun is made permanently inoperative it may be transferred as a war trophy without payment of the \$200.00 tax by the filing of Form 5 (Firearms) with the Commissioner of Internal Revenue.

The Act provides a penalty of a fine not to exceed \$2,000.00 or imprisonment not to exceed 5 years or both in the event any person is convicted on a charge of violating any provision of the Act, which includes failure to register a firearm of the type described and transfer of such firearm without payment of the \$200.00 tax.

P. E. POST 321, AMERICAN LEGION

By
Jackie
Lyons



REHABILITATION: Comrade Nichols collected several musical instruments. He presented a guitar to Gus Boru, a paratrooper, also a senior member of our adopted ward at the Sawtelle Hospital. Gus is going into his 15th month. His ancestry is French, Irish, Indian, and Spanish, which adds up to American.

Mr. and Mrs. H. A. Erickstadt made the musical equipment possible. It was the property of their son, Robert, who lost his life in the experimentation test of the jet-propelled plane.

ROLL OF HONOR: Comrade Withee has received word that his son, George M. Withee, is the holder of the much-coveted Air Medal. Comrade George, we salute you!

SMART BOYS: The following Comrades were admitted to membership in the Post: Harold I. Fortner, Harold E. Hay, W. D. Flannegan, R. D. Edmunds, and John L. Clark. Comrades, in bidding you welcome, may I suggest that you come in and take up where the old guard left off.

Miss Jackie Lyons, 21-year-old veteran of World War II, is one of two women members (both Wacs) of the PE Post of the American Legion. Jackie was in the Women's Army for exactly two months and 17 days, and was then hospitalized and later discharged. She helps run the newsstand near the train gates at the Sixth and Main Station. After having quit high school at an early age because "I knew more than my teachers," she has had the courage to admit her error and is now in the eleventh grade at Poly, taking a regular day course aimed at college entrance. We'll stop here to listen to the applause for this ambitious girl, who makes her second appearance in this issue as correspondent for the Legion.

For further information write or telephone to:
W. E. DRESSER,
Investigator in Charge,
Alcohol Tax Unit, 762 Post Office Building,
Los Angeles 12, California.
Telephone Madison 7411,
Extension 331.

HERE AND THERE With THE WOMEN'S CLUB

By
Ruby
Gallacher



Well here we are again—another Thanksgiving! But this year, more than ever, we have so much to be thankful for. Some of us will have the joy of serving that extra helping of turkey and trimmings to a returned boy in uniform; others will know that at least their loved ones are safe, though far from home. Yes, this IS the month of Thanksgiving! In keeping with that thought, our first meeting in November was designated "Thanksgiving Home-coming."

November 29 will be the most important date in our fall activities. It is the day of our annual Bazaar, and we expect it to be a bigger and better bazaar than ever. There will be booths of all kinds, where lovely gifts for Christmas can be bought, as well as home-made candies, cookies, etc. It is urged that you plan to come early for best selections. Needlework lovers have worked for months in anticipation of this event.

We send greetings to Mrs. Lloyd Murphy of Oceanside, who is planning to move back to Los Angeles. We look forward to seeing her at club again. Last month Mrs. Chas. Ives, formerly of Riverside, was welcomed back. We also rejoiced with Mrs. H. W. Fuller over the return of two sons from overseas. Mrs. C. Brearley was happy to report that her son has landed in New York, after being overseas 1 year and 9 months.

It's a Small World Dept: Last month I was shopping in a downtown Los Angeles store. When I showed identification, a lady noticed my PE pass. She said: "I see you are also a PE wife. I am the widow of a bus operator, and my sister-in-law is married to a freight man." I took her name, so am sending greetings to Mrs. Slifer and Mrs. L. N. Dunham. I also found out that my better half used to ride to Butte Street in company with Mr. Dunham, so A. J. says: "Hello, Lou!"

We hear of Bundles for Britain, but this is a story about Duds for Denmark. Across the street from my home in West Hollywood, there lives a motorman, Mr. A. G. Pedersen. I walked into his house one evening, to find him on his knees on the floor.

No, he was NOT praying; he was puffing and struggling. No wonder! He was trying to get 48 inches of material to shrink 6 inches, as 42 in. and 11 lbs. is the limit for overseas packages to the old country. (I found out how to pronounce "Copenhawgen" too.) He finally succeeded, wiping the honest sweat from his brow. This is all in fun, but it brings home the fact, in seriousness, that this is just

one instance of a family over here helping families "over there." We must realize that, although the war is over, our help is still needed in many ways. We must still work to win the peace.

Names of winners of the Halloween "best costumes" are not known yet, so I'll tell you all about it in next issue. A Joyous Thanksgiving to all!



VFW OBLIGATION being given by Commander Earle C. Moyer (right) to his son, 1st Lt. Ronald E. Moyer, bombardier of 868th Bomb Squadron, A.A.F. Ronald, at one time employed in Central Timekeeping, returned from duty in the South Pacific on August 10, and on August 17 married Miss Barbara Cook of Alhambra. When discharged from the Army, he hopes to enter the Field Engineering Bureau of PE. In background, those with caps, left to right, are Russell Mudgett, John Stripling, James Boswell, Charles Wakefield, William Kitto, and George Weatherby. Others are Eugene Rosenkrantz, left, and Arthur Levinson.

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GOOD NATURE AT MACY GARAGE—Most of these smiling folks help keep motor coaches clean and pleasant for passengers to ride in. Back row, left to right, are Ernestina Cotton, Car Cleaner; Tillie Mendoza, Helper; Bertha A. Gonzalez, Car Cleaner; John Roach, Day Garage Foreman; Jerry Rons, Assistant General Foreman; Rosa Renteria, Car Cleaner; Maria A. Saucedo, Laborer; Margaret A. Camacho, Leader over Cleaner; W. A. Martin,

Leader over Gas Pump and Yards. Second row: Eliza Jones, Juanita S. Alarcon, Mary L. Lucero, Mercedes F. Padilla, Olive Whittington, Mary L. Dixon, and Ventura C. Garcia—all Car Cleaners. Front row: Luella Jones, Mary Caffey, Dakota Foster, Car Cleaners; Jannie Collins, Laborer; Herminia Sanchez, Car Cleaner; Florencia Estrada, Laborer. Absent were Annie G. Joseph, Laborer; and Teresa Higuerra, Car Cleaner. Story on page 23.

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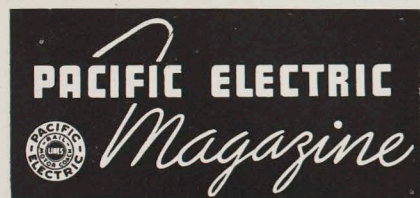
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Copy deadline for December issue: November 20.



COVER PICTURE—Skilled craftsmen like these are needed.



Vol. 26, No. 5 November, 1945

Published monthly by
PACIFIC ELECTRIC RAILWAY COMPANY
O. A. SMITH, President
610 South Main St.
Los Angeles, California

in the interest of active and retired employees 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.

ORANGE COUNTY



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to A
MIGHTY
EMPIRE

AGGRESSIVE, intelligent effort and the judicious utilization of a vast wealth of raw materials, power, water and fertile land have catapulted the southland empire comprising San Bernardino, Riverside, Orange and Los Angeles counties to unbelievable—almost fantastic—production heights.

Orange County, smallest of the four in area, is one of the mightiest in its contribution to the economic stability of the region. Its agricultural and mineral production combined with its industrial and commercial enterprises have created for the residents of Orange County a per capita wealth greater than that enjoyed in any other county in the state.

During the critical war years it was nurturing on its fertile acres an agricultural industry which annually produced vital food products valued at nearly \$85,000,000, while from its vast oil fields flowed more than 31,000,000 barrels of oil each year—oil which helped to propel our sea, land and air fleets on their march to victory.

Many thousands of acres of Orange County land were used as military and naval installations for the training of men to man these fleets. Major installations include the Western Air Force Flight Training Command, Santa Ana Army Air Base, El Toro Marine Corps Air Base, U. S. Naval Air Corps Lighter

than Air Base, Naval Munitions and Net Depot and a Naval Air Training Station. From Orange County training stations came the air heroes of Bougainville, Tunisia, Manila, Berlin and Tokyo and from its fertile soil has come the food necessary to sustain them.

Light industry is keeping pace with the accelerated production tempo in the county. Manufacturers of electric wire and cable, manila rope, refrigeration and air conditioning machinery, commercial alcohol, industrial fuel, canned food, airplane parts and various other war materials exceeded production schedules again and again in their efforts to contribute their maximum to victory.

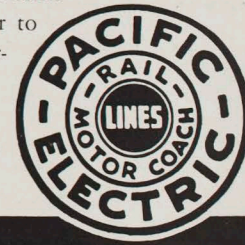
In the peacetime years ahead Orange County will be an even greater contributor to the stability of this mighty empire. Its broad highways and warm sunshine will beckon to the city-dweller; the friendly spirit of the citizens of its many livable communities—its miles of beaches and many mountain playgrounds, will invite an unprecedented number of people who will wish to establish their residences amid such surroundings.

The future is bright for Orange County—for it is destined to expand and develop those factors which have made it possible to contribute stability to this mighty empire and to bring happiness and contentment to its citizens.

As a public utility serving the residents of this capital of the orange belt, Pacific Electric takes pride in the achievements of the people of Orange County. For nearly four decades we have been privileged to assist in their steps of progress by providing a public transportation service for their need and convenience.

The far-sighted vision and energetic spirit of its people—the productivity of its fertile soil and the advantageous industrial and commercial opportunities which are afforded—assure a brilliant future for Orange County—and assure the increasing need of the service which Pacific Electric is proud to render.

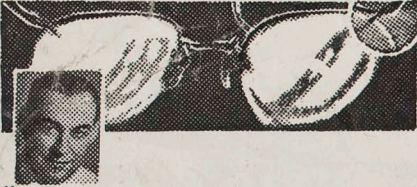
Throughout the years to come it shall be our endeavor to match strides with the ever-increasing number of residents of Orange County in their uninterrupted march of progress.



THIS IS THE SECOND of a current series of cooperative community and regional newspaper advertisements featuring the qualities, products, resources, and economic and cultural position of areas served by Pacific Electric.

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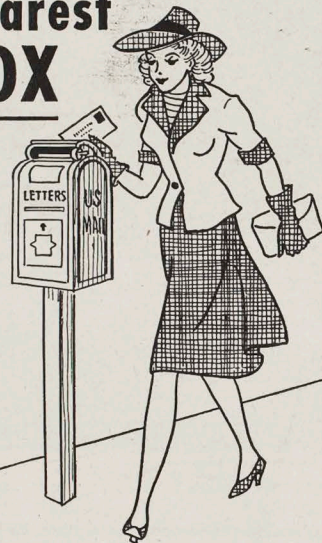
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