



October 1945
PACIFIC ELECTRIC



Magazine



HONOR ROLL

PACIFIC ELECTRIC EMPLOYEES

SERVING OUR COUNTRY IN THE ARMED FORCES



ACCOUNTING DEPT.
Baccus, Mary E.
Beggery, Jack
Campbell, Carl R.
Carr, Frank, Jr.
Cates, Noble
Edmondson, Wilbur C.
Escobar, Charles
Noble, Loriston A., Jr.
Smith, Adeline M.
Smith, Martha E.
Thatcher, John
Thompson, Virginia M.
Watson, Donald R.
Williams, Kenneth

BUILDING DEPARTMENT
Andrews, Geo.
Jackson, Ralph
Walker, Oliver

CLAIMS DEPARTMENT
Pollock, William
Slater, Bernard J.

ENGINEERING DEPT.
Ahrens, Richard
Alarid, Martin E.
Amaya, Lorenzo P.
Amos, James T.
Anderson, Milton O.
Angon, Victor F.
Arellano, Salvador
Arzate, Frank G.
Avila, John F.
Avila, Pete H.
Bailey, Arthur J.
Ballard, William B.
Barrios, Gabriel
Becerra, Mike M.
Benavente, Clemente L.
Bernal, Juan
Brewer, Gerald H.
Brockman, Randall H.
Brown, Addison G., Jr.
Bush, Thomas
Cantu, Frank L.
Cantu, Julian
Carlin, Robert E.
Carpio, Frank E.
Carrasco, Francisco
Chase, William A.
Chavez, Bennie
Chavez, Benito Pena
Clark, Thomas Jay
Click, Norse C.
Clymore, Glen E.
Cobbs, Donald E.
Coburn, Frank J.
Coe, Joseph S.
Couillard, Stanley F.
Crumpacker, Walter L.
Curtis, George W., Jr.
Davis, Henry
Dearo, Herculano A.
DeLuca, Bob S.
Diaz, Teodoro
Edwards, Jack H.
Escobar, Marcelino
Escobar, Mike R.
Farrar, Gene
Felix, Jasper
Fischer, William C.
Fuller, Maurice E.
Garcia, George M.
Garcia, Jesus
Garrison, Dave F.
Gillette, Jack C.
Gonzales, Ramono M.
Gonzales, William
Gonzalez, Simon M.
Graham, Ralph E.
Grajeda, Alphonso
Gurule, Eusebio
Haley, James C.
Hamilton, James F.
Hamilton, Robert P.
Hauser, Byron A.
Hedgpeth, Carol M.
Henley, Joseph
Heredia, Vicente C.
Hernandez, Ascension R.
Hernandez, John A. (Juan)
Hilliard, Robert E.
Holmes, Maylon (or Taylor)
Hyder, J. T.
Innis, Robert M.
Johnson, Douglas W.
Jones, Ben Elliott
Juare, Louis R.
Kisiah, Geo. M.
Lara, Stephen S.
Lawler, Haskel G.
Ledesma, L. M.
**Lewis, Woodrow A.
Liceaga, Antonio
Lopez, Emilio
Lopez, Frank M.
Lucero, Marcos
Lyette, Earl A.
Marcias, Antonio
Mackie, Patrick E.
MacPherson, Donald E.
Madrigal, Antonio
**Madrigal, Raymond T.
Main, Clinton J.
Martin, Cecil M.
Martinez, Santos J.
Mayer, Gerald C.
McCardle, Joseph F.
McKay, Joseph A.
McKenney, Clifford A.
Meadville, Jack W.

ENGINEERING DEPT. (Continued)
Mekeal, Ewart
Mendoza, Henry C.
Montoya, Manuel F.
Moore, Harvey P.
Moore, Wilbert
**Munoz, Raymond
Murphy, James E.
Nachman, Lawrence R.
Niebla, Tony
Nunez, Jose
Oblatt, Julius
Ocampo, Alfred
Olmos, Pedro R.
Pacheco, Concho
Pacheco, Frank
Padilla, Gabriel H.
Paterno, Angelino
Payton, William
Pear, Clarence R.
Perez, Antonio
Perez, Pablo
Perez, Pete
Plascencia, Augustin
Prait, Ralph
Puentes, Cecilio H.
Quinonez, Patricio M.
Ramirez, Abel V.
Rascon, Frank A.
Rodriguez, Adalberto
Rodriguez, Raymond J.
Romero, Peter Angel
Ruiz, Aureliano
Sanchez, Steven R.
Santoya, Manuel
Secord, Edgar M.
Serrano, Francisco
Sharp, Thos S.
Smith, Elbert
Sotelo, Jesus
Steinberg, Aaron
Stevens, John
Suarez, Rufino
Tafaya, Manuel
Talamantes, Vicente
Travis, Everett E.
Travis, LeRoy K.
Valenzuela, Felix
Vega, Jimmie G.
Villalobos, Frank
Williams, Hugh E.
Willis, Quinton O.
Woodbury, Robert W.
Wyatt, Walter Edward

EXECUTIVE DEPT.
Coburn, Sarah
Crabtree, David M., Jr.
DeLong, Richard C.
Stewart, Harold F.
Van Deusen, John E.

FREIGHT TRAFFIC DEPARTMENT
Gentry, Thomas E.
Jacobsmeier, Paul H.
McClelland, G. W. Roy

HOSPITAL DEPARTMENT
Castanera, Dr. S.
Grim, Randolph L.
Olney, Millard

LAND & TAX DEPT.
Todd, Wilvert

LAW DEPARTMENT
Allport, John R.
Karr, Randolph

MECHANICAL DEPT.
Accardo, Walter B.
Akin, Garland M.
Anderson, Jesse M.
Anderson, Roland S.
Arreguine, Julian
Averill, Horace C.
Ayres, Marvin M.
Bell, George R.
Berkshire, Ralph E.
Blackburn, Thomas X.
Blatchford, Gerald F.
Blessing, Howard J.
Bonar, Robert J.
Brienzo, Frank G.
Browne, Edward C.
Brucker, Roy
Burger, William
Burnes, John J.
Carter, James H.
Cendejas, Henry
Chambers, Jess J.
Chavers, Cecil H.
Chavez, Raymond A.
Clark, Ralph
Coleman, Warren D.
Colvin, Eugene F.
Comstock, Theodore K.
Cortez, Mariano U.
Conventry, John F.
Cox, Raymond R.
Crawford, Dennis D.
Cremieux, Chester W.
Daley, William N.
Dare, Richard E.
Depue, Ivan D.
Deutsch, William L.
**Dominguez, Antonio
Dornor, Robert L.
Downing, Legustus A.
Durand, Milton L.

PASSENGER TRAFFIC DEPARTMENT
Antista, Lawrence V., Jr.
**Bogue, Lee O., Jr.
Burns, Richard H.
Carter, Gertrude O.
Davenport, Kenneth A.
Fraker, John L.
Goodell, Robert R.
Hudson, Nathan
Kapitan, Michael
Meinert, Cyril V.
Morgan, Freeman
Murray, Bill C.
Nelson, Jack
Cochran, John E.
Coffey, William
Collins, Shelby M.
Colton, R. W.
Combs, Edgar L.

PURCHASING AND STORES DEPARTMENT
Cendejas, Pascual R.
Church, Alex W.
Crain, Jas. W.
DeBaum, Frank T.
Gaglio, Carlos
Glockstein, Edgar R.
Gonzales, Ignacio V.
Johnston, Robert E.
Jolley, Wm. S.
Martinez, Frank R.
Martinez, Rosalio
Mayor, Jesus H.
McDonough, Paul M.
Morris, Edgar W.
**Nicolay, Wm. F.
Otto, Lorenzo
Palacios, Pasqual C.
Parmenter, Robt S.
Perez, Milton L.
Reed, Harold B.
Ruppel, Clifford E.
Sepulveda, Arthur
Thomas, Harry S.
Villalobos, Victor S.
Villegas, Juan M.
Wagley, James H.
Wurm, Edward C.

SPECIAL AGENT DEPT.
Eastman, Ellis W.

TRANSPORTATION DEPT. (Continued)
Conger, R. F.
Conner, Harold W.
Cooper, Lyle
Cooper, Robert M.
Cotton, Buford F.
Cox, Alvin L.
Cox, James R.
Cranford, John P.
Crawford, Charles E.
Creamer, Martin J.
Critchlow, P. B.
Crooker, Albert E.
Cross, R. L.
Cummings, Frank R.
Cunningham, W. A.
Curran, Stanley T.
Czernick, F.
Darling, Homer A.
Davidson, C. H.
Davis, Wm. A.
*DeGoede, John
DeMascio, Edward
Diaz, Frank E.
Dick, G. N.
Dickerson, E. H.
Diekmann, Raphael F.
DiMascio, Philip
Duff, Lloyd R.
Doherty, James H.
Dudney, Kenneth D.
Duke, Walter E.
Dullnig, H. A.
Durdan, Vincent E.
Dutton, V. E.
DuVal, Kenneth C.
Edinger, Albert J.
Edmondson, Justin F.
Eggeman, Ernest F.
Leavitt, Laverz
Lewis, Lloyd A.
London, Frank
Mann, Laurence C.
Marcoe, Eugene B.
Marks, Lonnie B.
Matthews, Amon R.
McClanahan, Cecil P.
McGinnis, Martin H.
Medina, Peter C.
Mitchell, Cleo B.
Morris, Dwight C.
Myers, Floyd A.
Nelson, Jess M.
**Nemec, Stanley
Olivas, Robert L.
Owen, James R.
Peer, Carl F.
Putnam, Earl A.
Reed, Leonard M.
Robertson, Herbert L.
Rolston, Enos H.
Rumfeld, Lester C.
Sais, Pilar
Saiza, Frank M.
Sauceda, Henry
Smith, James T.
Snyder, Fay C.
Spencer, Daniel J.
Stalcup, Gou H.
Stebbins, Elmer L.
Stout, Claude H.
Strope, Clair
Stubblefield, Omar V.
Sullivan, Patrick F.
Supple, James J.
Taylor, Barnett
Taylor, Max A.
Teator, Glen W.
Thompson, Edward M.
Thompson, Harry S.
Thompson, William V.
Trisler, Howard A.
Trudeau, Harry P.
Vogt, LaVerne C.
Wallen, Ben F.
Ward, Winfred W.
Warman, Don W.
Watson, Edwin C.
Webster, Robert H.
Weese, Clifford O.
Wells, Mark R.
Wierbecki, Charles A.
Wilson, Buford B.
Wilson, Jack B.
Wolfson, Lester
Wood, Marcel L.
York, Alvin G.

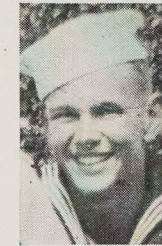
TRANSPORTATION DEPT. (Continued)
Hume, E. A., Jr.
Hunter, Brooks L.
Huscroft, C. B.
Ice, Loran D., Jr.
Ireland, Herbert C.
*Iverson, Iver
Johnson, Morgan V.
Johnston, Ronald H.
Kaser, Geo.
Kauffman, A. F.
Kaufman, Joseph
Kemmerer, J. B.
Killion, Ray R.
King, Marshall C.
Kircher, Henry W.
Klein, Marston W.
Knabloch, Denison H.
Knotts, E. L.
Kopsho, Howard J.
Krafft, Jack H.
Krafft, Roland W.
Krueger, L. R.
Lane, Leonard E.
Lara, Daniel E.
Leanos, Richard J.
Lees, Harold J.
Leman, J. J.
Lenz, John R., Jr.
Levak, William
Lewis, Robert P.
Lilly, Perry V.
Lindberg, Carl C.
Logan, A. R.
Lohan, Charles R.
Lohman, Walter E.
Long, John G.
Loveday, Cecil H.
Loveland, Chas. E.
Lutz, L.
MacArthur, Douglas
Macia, Harry E.
Macias, Richard, Jr.
Mack, Clement E.
Madden, L. C.
Mannzer, R. W.
Mallory, Jack M.
Mallory, Robert J.
Margrave, Harley A.
Marino, Russell
Maris, Robert D.
Markham, Joseph T.
Martin, Lloyd H.
Martine, Frank F.
Mason, Audrey G.
Mason, C. M.
Mason, Irene M.
Mason, Robert M.
Maxwell, John Vester
Mayzak, Frank C.
McBeth, Burl T.
McCaferly, M.
McCollum, Herbert B.
McCollum, K. E.
McCullough, James J.
McKenzie, Walter R.
McMichael, J. Edythe
McReynolds, S. J.
Mennicucci, D.
Middleton, Chas. F., Jr.
Miller, F. H.
Miller, Nathan W.
Miller, Robert M.
Milnes, R. C., Jr.
Moebius, D.
Montante, Michael S.
Morrell, Beatrice H.
Morrell, C. I.
Morse, Kenneth I.
Morton, Edwin J.
Mosier, L. I.
Mudd, D. A.
Nance, Gerald D.
Naylor, Carl E.
Niles, Carney Wilson
Nelson, Philip F.
Newton, L. A.
Newton, R. H.
Nisley, Richard W.
Noonan, J. M.
Nulton, Jack E.
Nunn, Robt. L.
Nutter, William P.
Oates, John H.
Oddo, Frank W.
O'Leary, George S.
O'Neil, John A.
O'Neill, Roberta
Orr, R. R.
Osborn, Robert A.
Oss, M. H.
Palmer, Leon E.
Patti, Vincent J.
Payne, K. E.
Peak, Ople T.
Pearson, Everett C.
Perkins, Maurice E.
Perkins, W. E.
Peterson, H. B.
Phillips, Vernon E.
Pinson, Joseph E.
Pitche, George R.
Poitz, Arnold
Polo, Henry W.

794

In Memoriam



Lee O. Bogue, Jr.



John DeGoede



Arnold G. Evans



Edward P. Gwin



Iver Iverson



Woodrow A. Lewis



Raymond T. Madrigal



Raymond R. Munoz



Stanley Nemeec



Wm. F. Nicolay



R. B. Ruggeri



Francis E. Tredget

Antonio B. Dominguez

By their supreme sacrifice in World War II these Pacific Electric employes helped make possible the United Nations Charter, whose aims are thus expressed in the Preamble:

We, the People of the United Nations
DETERMINED

To save succeeding generations from the scourge of war, which twice in our lifetime has brought untold sorrow to mankind, and

To reaffirm faith in fundamental human rights, in the dignity and worth of the human person, in the equal rights of men and women and of nations large and small, and

To establish conditions under which justice and respect for the obligations arising from treaties and other sources of international law can be maintained, and

To promote social progress and better standards of life in larger freedom,

AND FOR THESE ENDS

To practice tolerance and live together in peace with one another as good neighbors, and

To unite our strength to maintain international peace and security, and

To ensure, by the acceptance of principles and the institution of methods, that armed force shall not be used, save in the common interest, and

To employ international machinery for the promotion of the economic and social advancement of all peoples,

HAVE RESOLVED TO COMBINE OUR EFFORTS TO ACCOMPLISH THESE AIMS.



W. G. KNOCHE, Freight Traffic Manager.

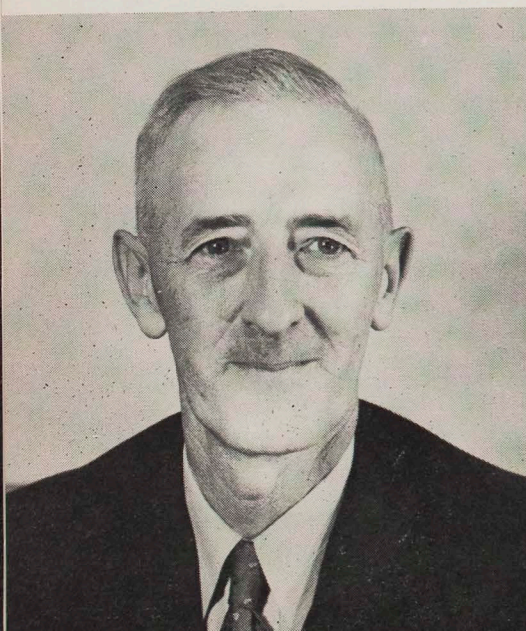
Freight Traffic Department Grows

Industrial and Claim Groups Move Into New Offices Across Hall

THE war and present postwar development have brought about a very marked increase in industrial activity along the lines of the Pacific Electric Railway. This activity includes large expansions of industries already located on Pacific Electric, a seeking of new sites by local industries, and efforts by eastern concerns to find good locations in the Southern California area.

Pacific Electric is in an exceptionally strategic position to profit by this development, since its network of lines, covering as it does much of the Southern California area, enables the company not only to serve existing industries, but also to attract new ones.

F. J. CONNORS, Chief Clerk, Freight Claim Department.



Department Expands With Industry

To promote good and mutually profitable relations between Pacific Electric and Southern California industry and to attract shippers are, of course, the functions of the Freight Traffic Department, under the direction of *W. G. Knoche*, Freight Traffic Manager. Expansion of industry has therefore necessitated a considerable expansion in the Department personnel and in required office space.

New Offices Across Hall

For some years past, all departments of Freight Traffic operated in the suite of rooms with entrance at 517 Pacific Electric Building. The Industrial Department, headed by *D. E. Porter* as Industrial Agent, was the first to move across the hall into remodeled offices with entrance at 507. With the advent of war and vastly greater volumes of traffic, freight claims rose to more than 800 per cent of the total handled in 1941. To accommodate the resultant increase in personnel handling claims, the Freight Claim Department, headed by *F. F. Willey*, Assistant to the Freight Traffic Manager and Freight Claim Agent, on July 16 also moved across the hall, occupying rooms 501, 503, and 505.

The reception room at 507 is used jointly by the Industrial and the Freight Claim Departments. You will find there Mr. Porter's able assistant, *Mrs. Carl F. Lewallen* (before September 18 *Miss Sheila Cassidy*), Steno-Clerk, and *Mrs. Arlene M. Tanner*, Steno-Clerk and receptionist for the Freight Claim Department.

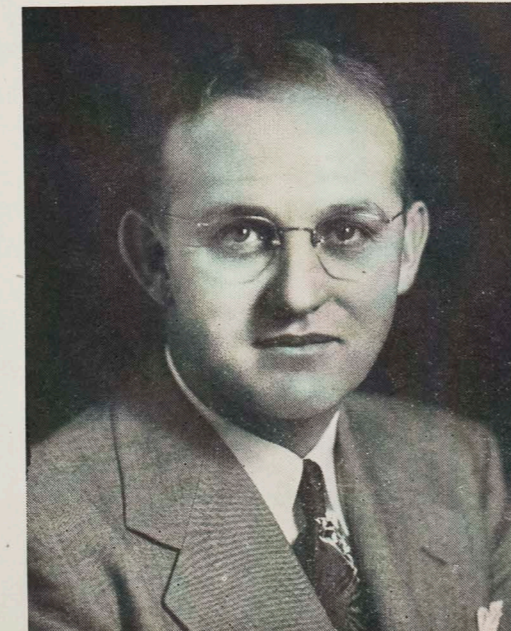


F. F. WILLEY, Assistant to the Freight Traffic Manager, and Freight Claim Agent.

Freight Claim Personnel

Chief Clerk of the Freight Claim Department is *F. J. Connors*, an old-timer with the company. Other employes who have been with the company for some time include *George W. Koltz* and *Duke Carter*, Freight Claim Investigators; and *George E. Meyers*, Voucher Clerk. Newer employes are in the majority and include *S. J. Beer*, *Lorena J. Morris*, *Arthur Bril*, and *C. R. Larson*, Assistant Freight Claim Investigators; *Virginia Burschat*, General Clerk; *Bertha C. Hotchkiss*, Calculator Operator; *Franciene Brown*, File Clerk; *Kenneth Rolfe*, Registration Clerk and Assistant File Clerk; and *Mildred Smith*, Typist.

D. E. PORTER, Industrial Agent, Industrial Department.



NEW OFFICES OPENED IN FREIGHT TRAFFIC DEPARTMENT

FREIGHT CLAIM OFFICE
—At right, left to right are *Mrs. Mildred Smith*, Typist; *Miss Franciene Brown*, File Clerk; *Miss Virginia Burschat*, General Clerk; and *Mrs. Lorena Morris*, Assistant Freight Claim Investigator.



FREIGHT CLAIM OFFICE—Below, left to right, occupying row of desks next to windows: *George Koltz*, Freight Claim Investigator; *Mrs. Bertha Hotchkiss*, Calculator Operator; and *Duke Carter*, Freight Claim Investigator. In the nearer row are *George E. Meyers*, Voucher Clerk; *Sidney J. Beer*, *Arthur Bril*, and *Chester R. Larson*, Assistant Freight Claim Investigators.



RECEPTION ROOM—In the joint reception room (above) of the Freight Claim and the Industrial Departments of Freight Traffic, are found *Mrs. Arlene Tanner*, left, Steno-Clerk and receptionist for Freight Claims; and *Mrs. Sheila Lewallen*, Steno-Clerk for Industrial Agent *D. E. Porter*.

Colonel Campbell Commends Service To Santa Ana Air Base During War

Good Will Again Evidenced By Important Customers

Further evidence that Pacific Electric service, as rendered by the men and women who create it, is building good will where good will means good business for the company:

It was at a meeting of rail and Army officials at Santa Ana Air Base on Tuesday, September 4. Colonel W. D. Campbell, director of supply and maintenance of the base, stated at the end of the meeting, on behalf of the officers of the base, "that their dealings and relations with rail representatives during the past war were at all times satisfactory, and that they appreciated our splendid spirit of cooperation," according to Senior Assistant General Superintendent T. L. Wagenbach, who attended.

The employes who were concerned with the Santa Ana traffic have been commended for their part in creating a spirit of cooperation which was such as to elicit this commendatory statement from Colonel Campbell.



COL. W. D. CAMPBELL

Calship Service Stopped After September 15

After carrying more than 5,500,000 workers between Los Angeles, Compton, Long Beach and "Calship" on Terminal Island during the past 30 months, "Calship" service was discontinued after September 15.

For nearly two and one-half years the service was operated under the joint auspices of the United States Maritime Commission and Pacific Electric Railway. Inaugurated March 19, 1943, special 116-passenger cars were operated over Pacific Electric tracks to Wilmington and on a government-constructed railroad from Wilmington to California Shipbuilding Corporation yards on Terminal Island. No expense was spared to provide a transportation service for the workers, who, during the war, built nearly 500 ocean-going ships in the mammoth yards at "Calship."

Special substations were constructed and extra capacity cars were imported for this service. Schedules were operated to provide service for employes at shift changes throughout the day and night, and shipyard specials were ordinarily accorded the right of way on Pacific Electric's 4-track main line. Direct supervision of the service was in the capable hands of Assistant Trainmaster T. V. Hoyle.

Although little known by other than workers who used the service, the Maritime Commission's "Calship" specials operated by Pacific Electric played no small part in establishing Southern California's enviable ship production record.

Reconversion and the exodus of workers in the shipbuilding industry will bring to a close another of the undramatic but essential services which made victory possible.

Workers may still reach Calship however, via the Long Beach Line and local bus service to the island, or via the San Pedro Line, the Terminal Island ferry, and the Terminal Island Transit Company's bus service on the island.

Chrysanthemum Show in Glendale Nov. 6, 7, 8

Mrs. H. P. Bancroft, wife of the late Bonding and Welding Foreman and flower-lover, reminds Pacific Electric employes that it's time to think about entering your chrysanthemums in the Annual Chrysanthemum Show, to be held in Glendale Civic Auditorium November 6, 7, and 8.

EMBA Agent Grey Oliver Literally "Insures" Life Of Would-Be Suicide

A certain young lady employed by one of the many companies which maintain offices in the Pacific Electric Building was hysterical as the result of having been notified that her services were no longer needed.

Sobbing violently, she came running along the hall past Grey Oliver, who stood waiting for the elevator. She ran toward the open window, and it was evident as she started to climb over the sill that her intention was to jump out and end her life.

But she had not reckoned with Mr. Oliver, who, as readers learned last month, left his position as Secretary to the President to (plug) sell life insurance for EMBA (Employes Mutual Benefit Association).

"Perhaps," he mused, as he watched her preparing to jump, "this girl is insured with my group, and I can save EMBA some money by saving her life. I shall try, at any rate."

Whether this or some other thought raced through his mind as he stood there we may never know for certain. At any rate—to put it in the best Horatio Alger style—moving with unaccustomed speed, he leaped to the window, seized the frantic woman in a vise-like grip of his ham-like hand, and, throwing all of his immense weight into the fray, dragged her away from the window—with some assistance from Bertha Hotchkiss of the Freight Traffic Department, who was just returning from lunch.

With some difficulty they managed to move the girl into a nearby office. While Hero Oliver held her, Bertha called a nurse, and somebody called R. J. McCullough of the Special Agents Department.

It is rumored that Mr. McCullough, who quickly arrived and took over the case, recommended the gallant and intrepid Mr. Oliver for a "Hero of the EMBA" medal.

New Hats for Operators? Nope, Just Trick Photo

Somebody raised the question, "What kind of a hat has that Operator got on who sits at the extreme right of the picture of Operators' Quarters at Sixth and Main?" (See Page 9, September issue, PACIFIC ELECTRIC MAGAZINE.)

Fact is, folks, it's not a hat at all—or, rather, it's only partly a hat. Actually there's a drum-shaped candy dispenser in the background right in line with the Operator's hat. In the original photograph it's really quite distinct.

Railroads Hold Pre-Victory Loan Rally September 13 in PE Auditorium

Pacific Electric's auditorium was the setting on Thursday, September 13, for the first meeting held by any group to start the ball rolling for the Eighth, or Victory Loan, War Bond drive to be held from October 29 through December 30. The meeting was held under the auspices of the Railroad Unit of the War Finance Division. Those present included railroad War Bond chairmen, War Bond committee members, labor representatives, and other interested persons employed by railroads entering Los Angeles. A large number of those present were Pacific Electric employes.

REASONS FOR DRIVE

Chief subject discussed in the meeting was the reason for having such a drive now that the war is over, a topic handled by Robert H. Moulton, Chairman, War Finance Committee for Southern California. His stated reasons were:

1. Care of the wounded and rehabilitation of veterans will be one of the Nation's biggest jobs for many years to come.
2. Huge sums are still required to pay for war materials ordered, produced, and delivered months ago. Payment must also be made to contractors who suffer losses as contracts are cancelled.
3. Inflation must be prevented. Though unemployment is increasing, most workers are still earning high wages and have more money accumulated than they have ever had. At the same time, goods are scarce—a situation fraught with inflationary dangers unless money is drained off.
4. Bringing men home is costly, and will continue indefinitely.
5. Maintaining armies of occupation in at least two countries—Germany and Japan—is also costly and will also continue indefinitely.

SAVINGS PROGRAM

Indicating that the Eighth may be also the "Last Chance" drive, because it is not known now how long after 1945 the Bond sales will continue, speakers also pointed out the valuable savings features of the Pay Roll Allotment Plan. It was said that by this plan many employes who had never saved before have established a regular and definite program of savings. Those who expect retirement within the next few years will, by buying a Bond a month, enjoy additional money to their pension checks when Bonds mature.

REDEMPTIONS LOW

Frank K. Switzer, Special Representative, Railroad Unit, War Finance

Division, took the occasion to correct a popular impression that War Bond drives mean little because of quick redemptions. He said Treasury Department figures reveal that up to August 31 of this year, only about 20 per cent of all Bonds issued since 1935 have been cashed—and this despite the necessity on the part of some now jobless war workers to cash their bonds for living expenses. Railroad men, he declared, have redeemed proportionately fewer Bonds than the national average, according to spot checks made at some smaller banks.

Mr. Switzer was chairman of the meeting, and conducted a general discussion, with questions from the floor, after the main speeches had been made.

OTHER TALKS

Other talks were also made. C. W. Jones, Assistant Secretary-Treasurer, Coast Lines, AT&SF Railway, welcomed those present. Walter H. S. O'Brien, Executive Officer, Railroad Unit, War Finance Division, U. S. Treasury, told the purpose of the meeting and results of previous drives.

K. B. Walton, General Chairman, Brotherhood of Locomotive Firemen and Enginemen, AT&SF Railway, said that the financing job is far from done even though there is a general let-down of effort apparent. Harold L. Walker, Special Representative, Railroad Unit, War Finance Division, spoke of the imperative need for cooperation between management and labor in Bond drives.

PE Blood Donors Thanked In Red Cross Letter

With the end of the war and the end of the campaign for blood plasma, the chairman of the Blood Donor Recruitment program of the Los Angeles Red Cross, Mrs. Bradner W. Lee, Jr., addressed a letter of appreciation to all Pacific Electric employes through T. L. Wagenbach, who was in charge of the recruitment campaign for Pacific Electric.

Dated August 22, the letter reads as follows:

Dear Mr. Wagenbach:

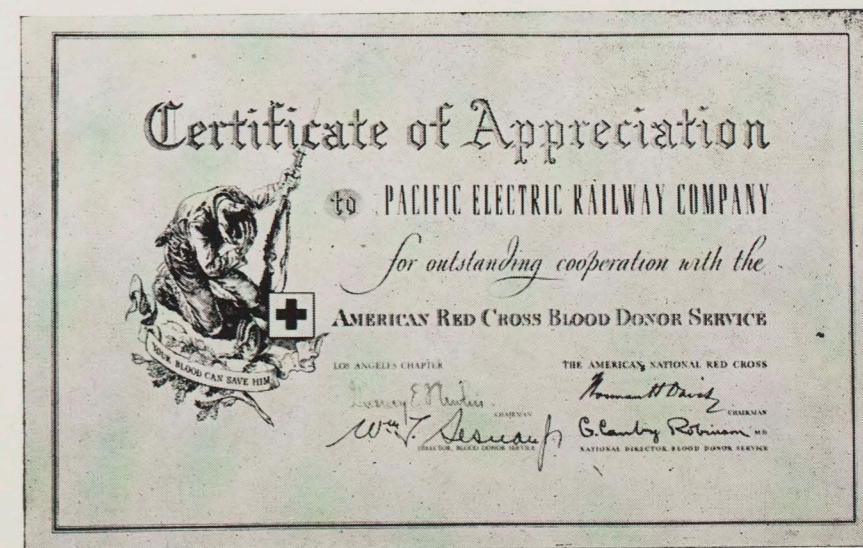
On behalf of the American Red Cross Blood Donor Service, we wish to extend our sincere thanks to your employes for their support of this most vital program.

We appreciate the courtesy and cooperation shown our recruiters during their work with your Company and we are pleased to inform you that according to our records, 713 of your employes have donated blood. These figures are reached by a tabulation of each individual donation provided the donor donated in the name of your Company. These figures represent all repeat donations but do not include those who donated at mobile units.

Under separate cover we are sending you our Certificate of Appreciation.

CORRECTION

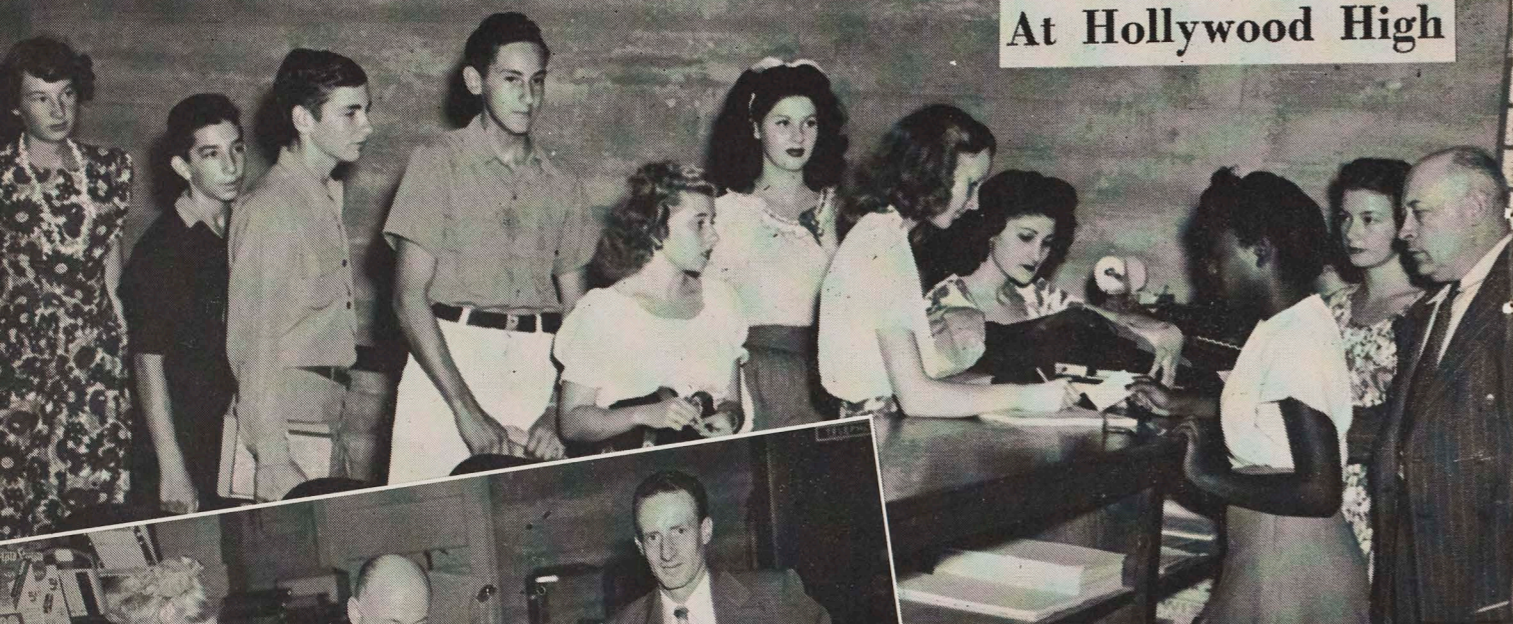
Those typographical errors! It was distinctly—and erroneously—stated on page 7 of the September issue that Pacific Electric bought a two-thirds interest in Motor Transit in 1920. It should have read 1930.



THIS REMINDER of World War II will be framed and hung in the Pacific Electric Club. Reproduction is 1/4 size.

TIME TO BUY SCHOOL TICKETS

At Hollywood High



YOUTHFUL BUYERS of Pacific Electric school tickets at Hollywood High School and City College await their turn—scenes typical of other schools in city. Above, Student Clerks Betty Thompson (left) and Pat Underwood are selling school 40-ride books behind the counter in Hollywood High's student store. Below, Shirley Abrams (extreme left), Clerk in City College business office, sells the tickets. At left, Frank Screech, Ticket and Bill Clerk in the Passenger Traffic Department, delivers a package of tickets to Ernest T. Wood, financial manager at Hollywood High. Mary Lue Riddel, student clerk, watches to see how it's done.

At City College



Students Sell PE School Tickets At 14 City Schools, 2 Colleges

Three men in the Passenger Traffic Department are still going to school, though they have been working for Pacific Electric for a number of years sufficient to indicate a fair degree of maturity. They are Archie H. Fidel, Traveling Passenger Agent; Ralph Dimon, City Passenger Agent; and Frank Screech, Ticket and Bill Clerk.

In fact, they sometimes go to junior high, at other times to senior high, and equally often may be found roaming the halls of City College or UCLA. They cut a good many classes, for they may show up only a few times a year—perhaps once a quarter. But they're not flunking their courses.

HANDLE SCHOOL TICKETS

What are they doing there? They're delivering supplies of school tickets to be sold by student clerks in student stores, at such schools as are reached by students traveling over Pacific Electric rail and motor coach lines. Two colleges, six senior high schools,

and eight junior high schools have requested the right to sell Pacific Electric 40-ride books to their students. Besides UCLA and City College, the schools include Belmont, Fairfax, Garfield, Hollywood, Venice, and Woodrow Wilson Senior High Schools; and Bancroft, Central, Edison, Emerson, Starr King, LeConte, Mt. Vernon, and Virgil Junior High Schools.

KEEP SCHOOLS SUPPLIED

Every fall, a few days before classes begin, Mr. Screech takes to each school enough 40-ride books—5c rides, 10c rides, 15c rides and skeleton books—to last for approximately three months, as determined by last year's record of sales. Along with the tickets go daters, stamps, punches, and accounting forms known as "consolidated reports." Replacement deliveries during the course of the year are made to large extent by Mr. Fidel

(Continued on Page 10, Col. 1)

THOMAS STARR KING Junior High School, where last year student clerks sold more Pacific Electric school tickets than were sold at any other school.



MISS DOROTHY HESS, Chief Clerk in City College's business office, prepares monthly school ticket reports for Pacific Electric.



MANY DELIVERIES of supplies of school tickets are made to schools by Traveling Passenger Agent Archie H. Fidel and City Passenger Agent Ralph Dimon, both of the Passenger Traffic Department.

SCHOOL TICKETS

(Continued from Preceding Page)

and Mr. Dimon, though it is Frank Screech's job to handle the accounting.

SCHOOL TICKETS SAVE MONEY

Students and parents have discovered that it's much cheaper to buy a 40-ride school ticket than to pay single fares, for there is a saving of two cents a ride on every book of 5c rides and even greater savings in proportion to the cost of the book—whose price, of course, is determined by the number of Pacific Electric zones through which the student must travel.

STUDENT TICKET SALESMEN

At most schools, purchases are made at the student store, where student clerks, working under the supervision of an adult student body manager, make the requisite sale and the sales record. When they buy their book, students sign their names opposite the number of their ticket on the consolidated report form, a method which has been found helpful in tracing the owners of books turned in to the Lost and Found Bureau. From the sales record the student body manager compiles his monthly report, which he sends in to Mr. Screech, along with a check for the total sales.

Just before the end of the year, Frank goes to each school, picks up all unsold books, plus dater, stamp, punch, and unused report forms, and makes the final reckoning with the manager.

"Student salesmen and student body managers are most cooperative and pleasant to deal with," say Messrs. Dimon, Fidel, and Screech



TURNABOUT IS FAIR PLAY — Photographer Jack B. Herold, after spending at least 2½ years taking pictures of others for the **PACIFIC ELECTRIC MAGAZINE**, finally consents to publication of one of himself. For that length of time Jack has been the unofficial official photographer for this sheet; and now, since he's on an extended vacation in the East to take care of some business, here he is—the man whose photographs have done so much to liven up the pages of the Mag. He's been a member of the Duplicating Bureau for some five years. Let's give him a good hand, folks!

with great unanimity. And they might have added, though it doesn't exactly come under the heading of "strictly business," that they also enjoy a little banter with the youthful student clerks—especially the pretty high school and college girls!

REPORT OF VITAL STATISTICS

August 21, 1945, to September 20, 1945

DEATHS

NAME	OCCUPATION	Died	Group	
			Insurance	Mortuary
*Bogue, Jr., Lee O.	Ticket Clerk	2-27-45	No	No
*Madrigal, Raymond T.	Truck Driver	7-18-45	No	No
**Striley, Clifford D.	Car Repairer	7- 7-45	No	No
**Robson, Harold	Car Repairer	8-11-45	No	Yes
**Parra, Guillermo S.	Laborer	8-11-45	No	No
Lopez, Margarito	Laborer	8-30-45	Yes	No
Cook, James G.	Motorman (Retired)	9- 6-45	No	Yes
Clevens, Joseph	Trucker (Retired)	9- 8-45	Yes	Yes
Brown, Peter M.	Car Repairer (Ret.)	9-10-45	Yes	Yes
Anderson, Joseph	Helper	9-18-45	No	No
Mittermeir, Mike	Electrical Machinist	9-19-45	Yes	Yes

EMPLOYES' WIVES' DEATH BENEFIT FUND

NAME	DIED	WIFE OF	DEPARTMENT
Burns, Frieda A.	9-6-45	Robert F. Burns	Engineering

..*Died in Military Service

**Reported subsequent to last publication

STARR KING LEADS SALES

Last year the total number of books sold at schools was 16,259, of which the largest number, 3,486, was sold at Thomas Starr King Junior High School.

And that, thanks to student ticket salesmen and student body managers, "ain't hay."

PACIFIC ELECTRIC CLUB BULLETIN

- WEDNESDAY, OCTOBER 10:**
P. E. Rod & Gun Club Monthly Meeting. Motion Pictures and Refreshments—7:30 P.M.
- THURSDAY, OCTOBER 11:**
P. E. Women's Club Afternoon Business Meeting and Program—1:00 P.M.
- FRIDAY, OCTOBER 12:**
P. E. Bowling League Matches—ARCADE RECREATION CENTER—6:00 P.M. & 8:15 P.M. Spectators invited.
- SUNDAY, OCTOBER 14:**
P. E. Riding Club—PICO STABLES, 420 Riverside Drive—7:00 P.M.
- THURSDAY, OCTOBER 18:**
P. E. Women's Club Afternoon Card Party. Prizes to the winners—1:00 P.M.
- FRIDAY, OCTOBER 19:**
P. E. Bowling League Matches—ARCADE RECREATION CENTER—6:00 P.M. & 8:15 P.M.
- SUNDAY, OCTOBER 21:**
P. E. Riding Club—PICO STABLES, 420 Riverside Drive—7:00 P.M.
- TUESDAY, OCTOBER 23:**
American Legion Post No. 321. Semi-monthly Meeting—8:00 P.M.
American Legion Auxiliary Unit 321. Semi-monthly Meeting—8:00 P.M.
- WEDNESDAY, OCTOBER 24:**
P. E. Masonic Club Meeting—7:30 P.M.
- THURSDAY, OCTOBER 25:**
P. E. Women's Club Afternoon Business Meeting and Program—1:00 P. M.
- FRIDAY, OCTOBER 26:**
P. E. Bowling League Matches—ARCADE RECREATION CENTER—6:00 P.M. & 8:15 P.M.
- SUNDAY, OCTOBER 28:**
P. E. Riding Club—PICO STABLES, 420 Riverside Drive—7:00 P.M.
- THURSDAY, NOVEMBER 1:**
P. E. Women's Club Afternoon Card Party. Prizes to the winners—1:00 P.M.
- FRIDAY, NOVEMBER 2:**
P. E. Bowling League Matches—ARCADE RECREATION CENTER—6:00 P. M. & 8:15 P.M.
- SUNDAY, NOVEMBER 4:**
P. E. Riding Club—PICO STABLES, 420 Riverside Drive—7:00 P.M.
- TUESDAY, NOVEMBER 6:**
Veterans of Foreign Wars Post No. 3956. Monthly Meeting—8:00 P.M.
- THURSDAY, NOVEMBER 8:**
P. E. Women's Club Afternoon Business Meeting and Program—1:00 P.M.
- FRIDAY, NOVEMBER 9:**
P. E. Bowling League Matches—ARCADE RECREATION CENTER—6:00 P.M. & 8:15 P.M.
- SUNDAY, NOVEMBER 11:**
P. E. Riding Club—PICO STABLES, 420 Riverside Drive—7:00 P.M.
- 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.

FIRST RAILROAD IN L. A. COUNTY IN 1869

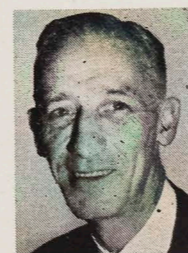
The first railroad in Los Angeles County was built in 1869, running from the city to San Pedro and owned by the county. The freight was \$6 per ton for dry goods, \$5 per ton for groceries, and passengers were charged \$2.50 each way.—La Reina, p. 47.



THEY BOWL 'EM OVER—A group of enthusiastic girl members of the PE Bowling League on opening night of league play, September 21, at Arcade Recreation Center. There are six women's teams in the league. Back row, left to right: Betty Thompson, Mary Lou Schuler, Jean Fogarty, Helen Wagstaff, Bette Jo Wells, Edna Klein, Bettie McAnally, Phyllis Chubbic, Helen Shafer, Ruth

Harrison, Helen Morrisey. Second row, beginning with girl on step: Patsy Calderwood, Ruby Savage, Ruth Clark, Rosetta Epple, Florence Moss, Margaret Willis, Eleanor Lifur, Helen Berta, Joella Whol. Front row (seated on floor): Rubina Knight, Loris Jones, Betty Knight, Doris Gaylor, Cora Rogers, Jean Kappers, Myrtle Shaw, Vi Stuer-nagle.

PACIFIC ELECTRIC BOWLING NEWS



By
Charlie Hill

THEY'RE OFF! Ona Gregg's shrill whistle was the only ceremony to mark the start of the 19th Season of the Pacific Electric Bowling League on September 21. The signal was sounded promptly at six o'clock, as it will be each Friday night, and with the exception of a few minutes' delay between the two branches, account taking pictures for the P. E. Magazine, the first night's schedule went off in excellent order, and before the largest gallery in several years. Several of the bowlers were absent on vacation, but the second night should find all of the regular members on hand. The old timers appeared glad to get back home on the Arcade alleys, after the past season in foreign territory, and all bowlers had fun—strikes or splits.

The following are some of the highlights for the opening night:

Schedule Bureau 3, Freight Accounts 1: Jack Kolar, a new face on the Schedule Bureau line-up only, led the attack with a 537 count, including a 206 game. Paul Durbin was tops for

the accountants, one of the new teams.

Electrical Department 3, P. E. Club 1: Burt Piper, an unfamiliar person in our league, aided the winners with a 517 series, while Jack Williams also assisted with a 508. Ray Jones was high for the clubmen.

Trainmasters versus Stake Drivers: The results of this series will be determined when the averages are established by two absentees of the Stake Drivers. "Jug" Yeager and Charlie Coutts tied for high honors on the Trainmasters team. Gorman led for the Stake Drivers.

Hi-Lo 3, Pile Drivers 1: Marion Lutes started out again as the leading lady, with high series for the night. Lee Wedl took the lead for the Pile Drivers, another new aggregation.

P. E. Scrubs 2, Atoms 2: The PE Scrubs held the atomic bombers to a tie. This was a hectic battle. Bette Jo Wells led the attack for the Atoms, while Cora Rogers did the heavy work for the Scrubs.

Timekeepers 4, Field Engineers 0: Following their pace of last year, the Timekeepers proved tough on the lanes. Florence Moss was the high kegler on her team. George Kappers was the best bowler for the evening for the Engineers.

Vineyard 3, BRC Railers 1: Bob Rachford, who, in the eye of your scribe, would look more familiar in a baseball uniform, rolled a series that established an average to cause the future opposition considerable uneasiness. Merle Donaghu's 216 was the evening's high game. For the Vineyard boys "Chuck" Ruckman was tops.

Station Hounds 4, Virgil Coasters 0: Johnny Hubener proved to be the "iron man" for the night, bowling with his regular team, the PE Club, in the First Branch, and then substituting for the Station Hounds (last year's Motor Transit team in disguise). Johnny got hotter as he went along, rolling a 214 in his last or sixth game of the evening. Eddie Brown was high for the Hounds. The Virgil Coasters, all new faces, got off to a bad start, but have a promising team. "Cal" Smith was their best bowler for the opener.

Long Beach Line 3, Restaurant and News 1: All new faces on both teams. Frank Patterson exploded a 214 in the opening game and rolled the high series of 564 for the evening. Carl Hill's Starlettes were on the losing end, but put up a tough battle. Ruby Knight rolled high game for her quintet, but was bested by Loris Jones in high series.

West District 4, South District 0: The west-end boys really started out strong with a somewhat rejuvenated team. Emil Dietz proved their spark plug for the evening with a 542 series. Ona Gregg was high man for the Southerners. This team always has a bad opening night, but is always near the top at the finish.

BRC Railettes 4, Claim Department 0: The girls, with their attractive uniforms, proved too much for the Claimmen, who were submerged with an avalanche of splits, in which Charlie Gonzalez was the worst victim. He lost count of them. Ruth ("Mopsy") Harrison rolled the high game for the girls, but her series was tied by "Dimples" Berta. Shuster was the

best on the defense for the claim-men. L. A. St. Terminal 3, BRT 1: The L. A. Streeters, with only 13 pins handicap, looked good against the strong BRT aggregation. Claude Kazee topped with a 549 series for the winners, while Jack Gerhardt was outstanding for the Brotherhood, which team, incidentally, was dolled up in very classy shirts.

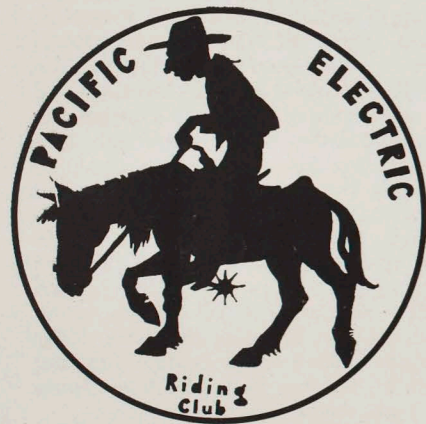
**SPORTS
CHATTER**



By
**George M.
Kappers**

RIDING

The PE Club is purchasing an attractive emblem—herewith reproduced—for members of the Riding Club. We are still enjoying our Sunday evening rides as much as ever. The group at large is very happy to see some of our PE higher-ups joining in and taking part. T. L. Wagenbach, among others, states his intention of joining us on one of these fine Sun-



EMBLEM for Riding Club was designed by Walt Dunning.

days. This fun-loving gentleman invariably adds life to any party he attends, and will be welcomed.

Membership in the Riding Club is still open to anyone interested. No registration charge—just \$1.50 each ride-night. The time is changed to 6:00 p.m. every Sunday. Contact N. B. Vickrey, PE Club Manager, on 2171, or yours truly at 2130.

BASKETBALL

Held our first practice September 18, and it looks as if we will have a better team than last year. We still

want more players, however, both men and women. If enough are interested, we hope to have two or three teams this year.

Contact Ray Savoy at West Hollywood, N. B. Vickrey, or yours truly.

SOFTBALL

There is a very good possibility of having a PE winter softball league. Understand that West Hollywood, Torrance, Subway Terminal, Motor Transit, Ocean Park, and several others are in the process of organizing teams. How about a ten-team league? Let's have a few more teams organized to add to the competition.

Contact Red Taylor at West Hollywood, yours truly, or N. B. Vickrey.

GOLF

By popular request, we are about to launch a golf tournament. Quite a number have already signed up, and a number of others have voiced their interest. It will be conducted on a handicap basis.

As soon as we have a sufficient number of participants, a meeting will be called to decide on the type of play, place of tourney, etc. Everything is subject to popular vote.

Contact Ralph Porter on 2173, yours truly, or N. B. Vickrey.

GET IN THE GAME!

The Engineering Department is proud of the fact that six (25 per cent) of the 24 teams in this year's bowling league are composed of Engineering personnel. Think of what our league could be if all departments had a similar record!

Why not make it a point to join some PE social or recreational activity? Get acquainted socially with your fellow employe. He's a pretty good egg!

**PACIFIC ELECTRIC
ROD AND GUN CLUB**

By Arlie Skelton

Greetings, Rod and Gun Clubbers, from the Monache Meadows.

After working all day, then driving all night, packing into the hunting grounds, and setting up camp, what a sleep this will be up in God's Country! Plenty of deer trails and other signs to indicate a very successful journey.

We are thankful to have Frank Manley with us again as Captain of our team. Even though well along in his eighties, he's still going strong on these hunting trips.

The newest member of our party is Richard Oefinger, son of K. L. Oefinger, going out for his first trip. We are hoping he gets a buck on his first trip.

Head hunter Lee Bartula and Paul Torrie are trying their luck for mule

tail bucks in the vicinity of Susanville. Dan Terry is in the vicinity of Childs Meadows with another party. So it looks as if meat will surely be off ration points soon, assuming all hunters will bring back their limits of prime bucks.

Jesse Edmunds, son Donald and wife, Earl Johnson, and "Pop" Johnson tried their luck for big bass at Henshaw Lake over the week-end.

Scott Braley decided buck hunting would be a little too rugged for him this year, so he will stick to surf fishing.

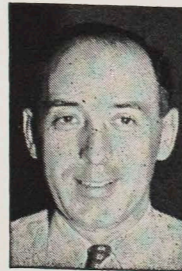
Mr. and Mrs. E. L. H. Bissinger are combining their hunting with trout fishing on Rock Creek, and, as they had left for the buck hunting before reports on our last meeting were out, we will have to omit the details this time.

However, because of peacetime re-conversion, I'll be back at the Subway on my old job after my vacation and will give you first-hand reports of happenings at the meetings starting next month.

Gotta get some victuals ready to restore that burned out energy. From the look of things around here some of these bucks are going to be carried in piggy back.

See you next month at the meeting, 7:30 p.m., October 10.

**PACIFIC ELECTRIC
MASONIC CLUB**



By
**M. J.
Davison**

Our club is continuing to grow. Almost every day brings another application.

By the time this appears our September 27 dinner will be history. Hope to have a good account of it next month.

Our next business meeting will be Wednesday, September 24, at 7:30 p.m., in the Pacific Electric Club rooms. Mark this on your calendar as it will be your official notice.

Every once in a while one of our members retires from active service. If you know of one, drop the Secretary a line so we can recognize him.

Many of our retired members are not receiving our notices. This is because we do not have their home address. If any of them read this, we



SPEAKER OF THE EVENING at the Masonic banquet was Rev. J. A. Boyle, (second from left) who pointed out the efficacy of faith in healing bodily as well as spiritual ills. Left to right at the speaker's table are C. W. Coutts, Mr. Boyle, 3rd Vice President J. A. Harper, President R. E. Labbe, Secretary M. J. Davison, and "Pat" Patterson.

wish they would send the Secretary their address.

At this time, we haven't any report from the sick committee, so we must be all in good health.

The Great Architect of the Universe has called another Masonic brother. Brother Vito Catello, retired, was buried on Wednesday, September 19.

"No one hears the door that opens,
When we pass beyond the call.
Soft as loosened leaves of roses,
One by one our loved ones fall.
From our chain these links have fallen
In our land their stars have set,
But enshrined on memory's tablet
Their true worth we'll ne'er forget."

—Courtesy Scottish Rite Bulletin

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

By
**Ruby
Gallacher**



Our opening meeting September 13 was well attended, and can truly be called "President's Day," as Mrs. Mabel Smart acquitted herself well in her new office. The theme for this year is "Peace and Global Friendship." The flower-decorated table had

a centerpiece showing the globe, girdled with a ribbon of friendship, and a large dove of peace hovering above. In the tea room, the same type of decorations prevailed. The President's table was profuse with flowers and large white doves; the place cards were cunning cutout doves.

We were very fortunate to have, as speakers, not one . . . not two . . . not three, but FOUR. It has been some time since we have had the pleasure of their company, namely: Mr. O. A. Smith, President of Pacific Electric; Mr. Ed Thomas, Mr. Fred Geibel, and our good old standby, Mr. Vickrey. Space does not permit repeating all the fine things we heard in each brief message, but I quote one outstanding sentence, which can well be remembered: "Every growing enterprise must be built UP from the bottom, not DOWN from the top." Mr. Smith thanked the club for the faithful work of the Red Cross sewing class, also for the work done by the various Hospital Chairmen. We know that the patients at St. Vincent's DO appreciate the faithfulness of our Hospital Chairman, Mrs. Adams, who made 71 calls in June, 67 in July, and 54 during August. Mrs. Johnson, our former Chairman, also visited the hospital last month.

The speakers were asked to stay for refreshments, but because of other pressing business, they declined. Mrs. F. Palmer, Program Chairman, introduced "Madame Rubini Galla-Kertzi" (no relation to the opera star) who, dressed in gay nineties costume, played a piano transcription with gestures.

Mrs. J. T. Ashcroft, Chairman, and her committee served delightful refreshments of ice cream, coffee, tea and cake. Helping in the tea room were Mesdames Palmer, Maynard, Partington, Childs, McKenny, Brearley and Hornbuckle. A friend of Mrs. Brearley graciously made the favors and lovely "Dove of Peace" decorations.

MASONIC CLUB BANQUET, held at the Rosslyn Hotel, Thursday, September 27, was attended by 54 members. Alma Dube, professional entertainer, amused guests with songs to the accompaniment of her accordion.



AMERICAN LEGION AUXILIARY



By
**Betty
Bott**

As the newly-appointed Publicity Chairman for the Pacific Electric American Legion Auxiliary, I hope to bring satisfactorily the Auxiliary news to our members and friends.

Ellen Bryant, newly-elected President for the coming year, officiated at the last two meetings, and very capably.

We are very proud that the District honored two of our members with appointments: Martha Harper, Pan-American Chairman; and Myrabelle Clemons, Legislative Chairman.

Martha Harper was presented with a citation from the Department for actively participating in all programs laid out by the Department during her year as President.

Citations were awarded to the Unit. One was for meritorious service for the previous year, under leadership of our Past President, Maple Malmberg. The other citation was for membership, which is a credit to our Auxiliary.

The following yearly report was given by Bernice Nichols, Hospital Chairman and Chaplain. This very splendid report is an example of the untiring efforts of both Mr. and Mrs. (F. W.) Nichols to bring a gleam of happiness into the lives of our disabled veterans of World War I and II.

Hospital Visitations June, 1944 to June, 1945—Veteran's Hospital at West Los Angeles

Twenty-seven visits were made to the Veteran's Hospital at West Los Angeles by Mr. and Mrs. Fred Nichols and the following articles were delivered:

1050 packs of cigarettes
500 books of matches
5 pounds of smoking tobacco
500 sticks of gum
132 packages of candied peanuts
867 candy bars
1 box tangerines
4 crates of oranges
50 apples
4 cellophane packages of fruit
12 jars jelly
50 dozen cookies
1 cake
1110 one-cent stamps
37 writing portfolios to Ward 3
15 bound books
1 Bible
300 magazines
250 paper sacks
5 bottles of face lotion

12 bars of toilet soap
5 cans of talcum powder
15 bouquets
10 canes
70 golf clubs
50 decks of cards

Travelled over 2000 miles and made 27 visits to Veteran's Hospital, also 6 visits to other hospitals where veterans were housed. Forty writing portfolios were delivered to Birmingham Hospital.

Sent 25 letters and cards and their private help to veterans and families exceeded \$50.00; also sold \$100 worth of billfolds made in Hobby Shop.

Ruth Adele Phillips left this week for her husband's commissioning in Arizona. We extend our congratulations to Ruth's husband.

We welcome into the Auxiliary as a new member, Newlywed Mrs. John L. Morris.

A joint picnic is planned by the Auxiliary and Post on Sunday, October 14, at Griffith Park. Come one, come all, fun for all. Let's have a big turnout.

New correspondent for the American Legion Auxiliary is Mrs. Betty Bott, duly selected by the membership to set forth the doings of the group for the coming year. For a number of years Betty was a junior member of the Auxiliary through her father, the late Thomas A. Lyons, World War I veteran and South Motorman and Conductor. She's also eligible through her husband, Daniel, now in Pearl Harbor and possessed of more than enough points to come home. Betty's mother is a charter member of the P. E. Aux.

P. E. POST 321, AMERICAN LEGION

By Jackie Lyons

Comrades, I have been selected to bat in place of our comrade Lara Huhin, who is ill, and faces prospect of hospitalization in the near future. Of course this assignment is all new to me. The introduction being disposed of, now to the business of letting you know what happened at the last meeting of the Post.

Commander Bone called for volunteers to carry the colors in the Armistice Day celebration. Two of our gallant members raised their mitts, and the genial Commander gave them the "nod." And they were none other than Tommy Juston and Comrade Katie. Tommy told me that he did not want to become soft; after lugging machine guns up and down Italian hills, this assignment was child's play.

Comrade Nichols, our Hospital Chairman, reports that Comrade DeLone is still in the Sawtelle Hospital and will be there for some time.

Now that gasoline is no longer a problem there should be more hospital visitations by our members.

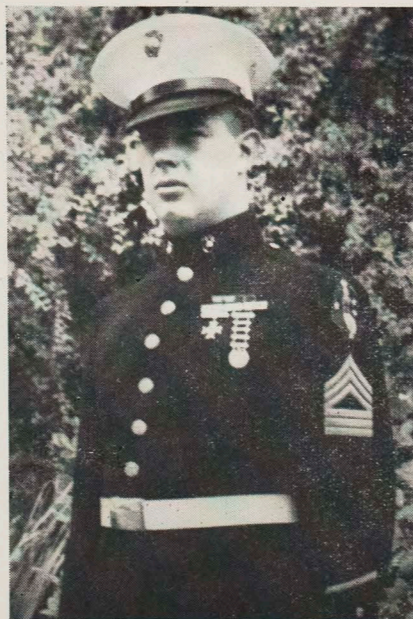
There is every indication that the Post's gears are in mesh, and it should go places this year.

Horace F. Brenton Enjoys Visit from Son

Master Technical Sergeant Perry S. Brenton, of the famed Second Marine Division, has been spending a furlough at home in Long Beach with his father, Horace F. Brenton, of the Freight Traffic Department.

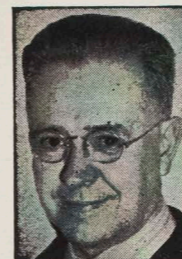
Perry served 34 months in the South Pacific, in the campaigns of Tarawa, Tinian, Saipan and Okinawa. He wears several medals: the Presidential Unit Citation, received at Tarawa; the Bronze Star, received on Saipan; the Good Conduct Ribbon; the Asiatic-Pacific Theater Ribbon; four battle stars; the European Theater Ribbon; and the American Defense Ribbon.

Most of his furlough was spent with his parents at Long Beach with the exception of five days which he spent at his former home in Red Oak, Iowa, with relatives and old friends whom he had not seen since his enlistment in the Marine Corps on June 16, 1939. He has served duty in many foreign lands. He will be stationed at the Marine Corps Base in San Diego.



PERRY S. BRENTON

TORRANCE TOPICS (Stores Department)



By
**Fred B.
Hopkins**

No war is won by cannon fire alone;
The soldier bears the grim and dreary role;
He dies to serve the Flag that he has known;

His duty is to gain the distant goal.
But if the toiler in his homeland fair
Falter in faith and shrink from every test,
If he be not on duty ever there,
Lost to the cause is every soldier's best.

Several of the boys, formerly of the Store Department, who went into the armed services have been back to see us, but as yet none have been released to come back to their former jobs with the exception of Pasqual Palacios, who returned to the Store on October 1. Others who have been to see us during the past few months are Robert Cain, Eddie Wurm, Jim Cragin, Lorenzo Otto, James Wageley, and Rosalio Martinez.

Louise Phelps of the Stationery Store left last month to go to Tampa, Florida, to join her husband, who is in the Army Air Corps, and attached to the B-29's.

September 30 was a big day in the Store Department and carried lots of significance, for it was then that the annual inventory was taken. Everything went off smoothly and without a hitch. Because the material was well lined up in accordance with the unit piling system, and because all necessary precautions were taken against any possible delays (so that by the time of arrival of the Auditor's party of five headed by Archie Sharp of the Disbursements Bureau everything went right ahead) the big task of the season was accomplished in record time.

Besides, September 30 was the day we set our clocks back one hour, but in spite of warnings from Charlie Stock and others I forgot and set mine ahead one hour. Thus, I was up two hours earlier, and when Bill Lock called at my house that Sunday morning he found that I was up and "rarin' to go." August Zurborg stayed up all night to see where the sun went when it went down. It finally dawned upon him.

Les Bolen has a new Helper over at the Macy Street Store. His name is Richard White and he comes from New York State. Here's a "How-de-do" to our new employe.

Nick Vasileu of the Track Store tells me that he sold himself out of

house and home over in Watts and has gone to live in Lynwood.

Ed Rieber's son, Edwin, Jr., started in at Compton Junior College last month. And this seeking after more knowledge reminds us:

The Deacon came in to see us the other day, as usual, seeking after knowledge. "What word in the English language has the most synonyms?" asked the Deacon.

"The word 'drunk,'" replied Professor Cain, without any hesitation.

"Um," mused Tom Wilkes, who was standing close by, "There's intoxicated, inebriated, tight, full, er—what else?" "Well," asked the Professor, "How about soured? What's the matter with pickled? Have you never been pie-eyed? Many a fellow goes home paralyzed. Also jagged. Stewed describes the condition of some. What's the matter with spifflicated? Some fellows get barrelled and some never stop until they are tanked. Ori-eyed is still another condition. Some merely get lit up, and others get boozed. Others are half shot, three sheets to the wind, loaded, keyed up, elevated, fricasseed, lubricated, and then some."

Torrance Machinist's Son Lost On Torpedoed Ship

Ellsworth E. Barkdull, Air Brake Machinist at Torrance for the past 25 years, has recently received word from the War Department that his son Olin failed to survive the September 7, 1944, torpedoing of the ship on which he was traveling.

Olin joined the Army as soon as he

OLIN BARKDULL

at 14. This is the only picture his father possesses.



was 18, was sent to the Philippines soon thereafter. He fought through the Bataan and Corregidor battles, and was made a prisoner of war. After being held for some time at the prison camp, he was ordered on a Japanese freighter and sent north toward Manila with 750 other prisoners.

Their vessel was torpedoed off the coast of Mindanao; only a few escaped. Many were killed by enemy gunfire while swimming.

Olin was posthumously awarded the Purple Heart, which was forwarded to his father by the War Department.

The sympathy of all employes is extended to the bereaved family.

"I'll take your word for the rest,"

replied the Deacon, as he left, having absorbed the knowledge for which he had been seeking.

Last month I told you of the merry party of our women folks who made the trip over to Knott's Berry Farm some time ago, and if you will remember, I recommended that they make the next affair in Fern Dell, up in Griffith Park. Well, our folks felt that this was a little too far to travel, so they did the next best thing and had their party in Bill Lock's back yard on Portola Avenue of this Fair City of Torrance.

Bill and Frank Winterberg went to the athletic matches in the Olympic Auditorium in Los Angeles that night, so the females had everything all to themselves, and, in accordance with my prediction and suggestion, they DID laugh and yell just as much as they pleased, much to the consternation of the neighbors and the dogs and cats in the community.

MECHANICAL DEPARTMENT North and South Districts

By
**Guy F.
Gehde**



Heigh Ho! It's back to the job after vacations for Roy L. Mankins, Wm. R. Tingler, Joe Wilcomb, L. Saal, "Tex" Beauchamp, Charlie Good, Chris Whalley, Joe Garcia, Eli Ellison, Bob Nelson, Harold Durfee, Frank and Nick Sirchie. John Williams, our "Comedian Painter," is recuperating from an operation. Ludvig Otterstedt and J. D. Carrillo, ace Carpenters, are taking leave besides their two weeks vacation. I'm sure Bert Hunkins will have to get roller skates. Our loyal State Street boys are back, Leader Sam Werrett, S. N. Viramontes and H. R. Bailey. Our Kenneth ("String Bean") Perry has been pinch-hitting for Ernest Jones and others at Butte St.

Congratulations to John Troup and Henry Carter, who are now home from hospital recuperating. We hope they will soon be back to say "Good morning!" and go about their usual duties.

Deep sympathy to Rose Maskey, her sister and family in the recent loss of her sister's husband. We miss you, Rose, when you are away.

The stork continues to fly over the families of Macy Street. Cecelia Vela is absent taking care of family

while her daughter is in the hospital. Don't know if it's a boy or a girl. But, do know it's a girl for Mr. and Mrs. Tony Margiotta, for Tony purchased "extra spaghetti" and passed cigars. Ben Hayes is looking for the important phone call any moment—so nervous he puts one hour on his time card, goes to work another. All you bachelors might just as well decide to make up your mind to join the ranks of the benedicts and get into the swing. Do your duty, boys—I'm not calling names.

William D. Pitts, Car Repairer at Macy, went to Las Vegas on Labor Day and came back with a wife, much to the surprise of his father and mother. It's been a secret ever since, and news has just been revealed. The bride is the former Alma M. Smith, of El Sereno. William's father, we may add, works as Leader's Assistant Pipefitter at the Car House. Belated congratulations to the bride and groom.

MACY REPAIR SHOP

By B. W. Ingram

Admit 75 readers to our magazine columns, please. Give us the fun of seeing our names alongside those of our fine friends in other departments.

Night Foreman W. W. Hennon and Battery Man Harry Bath look refreshed since their vacations.

It is rumored that a well-known Repair Shop man has recently become proud father to a son. More information, please.

Jim Langley was warmly greeted by his friends after a warm vacation in Banning, Calif.

Merits due Walter Baker. He showed the right spirit about his delayed vacation.

A deep secret—the date of our Foreman's vacation.

John J. Byrne made an interesting trip to San Francisco recently.

Friends of Harold Robson are sorry to hear of his passing. His son, Dennis, is one of our Pipefitters.

Dan Madrigal found summer fun in Sacramento.

Greetings on the Bulletin Board from Bill Pitts at Weed.

Frank Bickley is back in his place in the electrical group.

JAP HIRING AUTHORIZED

The employment of American citizens of Japanese ancestry and of Japanese aliens who have lived in the United States for many years and whose loyalty is cleared by the government was authorized by the company management as of September 19. Such applicants may be employed "where services of such citizens and aliens can be used to advantage."

Mr. Bogglespoon At the Breakfast Table



"For heaven's sake!" said the irate Mr. Bogglespoon, looking up from his morning paper and scowling at his wife across the breakfast table as if it were all her fault. "Doesn't this government know the war's over? Whadda they mean, trying to wheedle another \$11 billion not of U. S. citizens in a Victory Loan? Do they think anybody's going to be fool enough to spend more money for Bonds now there's no more bullets flying and bombs bursting?"

Mrs. Bogglespoon inoffensively replenished her husband's coffee cup, and then said, gently, but firmly,

"I think War Bonds are nice, Henry. Lots better than taxes. And besides"—Mrs. B. began to warm up to a subject which had long been dear to her heart—"I've put \$750 of my chicken money into them, and in ten years we'll have \$1,000 as a starter on our home. Just think! Instead of the government's just taking that money in taxes, they're giving me \$250 for the use of it!"

At this last remark, Mr. Bogglespoon, who had been glaring fiercely at his wife for this unaccustomedly daring sally, somewhat subsided. Even *he* could see the force of that argument. Getting something worth while without working for it was his idea of fun in life.

Pride, however, kept his exterior, as well as his language, gruff. No mere woman could out-argue *him*.

"All right, all right! Sure, that's all very fine, Maggie, but what the devil do they *want* the money for?" Mr. B. waxed sarcastic. "To give to the Germans and the Japs, or the British and the Russians, so they can get started on another war sooner?"

He suddenly paused, as a newsboy outside shouted "Extra! Extra! Big Strike!"

Mrs. Bogglespoon began again, quietly but persistently,

"You see, Henry? Another strike! And it's all because people have so much money in the bank they don't care whether they work or not.—Not everybody, maybe not us, but an awful lot of others we know, and millions we don't know. The government wants to drain off all that surplus. Idle money is as bad as idle minds. Both of them together produce most of the mischief in this world.

"And I heard yesterday," she went on determinedly, "that it's going to cost lots of money—billions—to bring our boys home from overseas, and I don't know how many times as many billions to pay for medical care for the wounded boys and all sorts of help for the ones disabled. I heard there's half a million or more wounded, and it will take years of care for many of them to get well. Remember how it cost the Spraggs almost \$5,000 for operations on their son after his auto accident? And he's just one person. Think of the cost for half a million men, many of them much worse than Jimmy Spraggs was!

"And oh, Henry!" Thoroughly in earnest now, she had leaned forward to put her hand caressingly on her husband's and was looking up into his face. "Our boy was just lucky! I think of how we'd feel if *he* had come home without an eye or an arm or a leg! We'd do *anything* to help, wouldn't we? And if buying Bonds will help these other boys, well—"

Her hand closed hard on his, and she saw his face soften as their eyes met for a long moment.

"You're right, Maggie," he said. "Our boy *was* lucky!—Why, of course"—he was bristling again, all at once—"of course the government needs the money! And who said," he scowled at her truculently, "who said the Victory Loan wasn't a good thing?"

He jumped up from the table as he looked at his watch. "Good heavens, woman! I'm late for work again!"

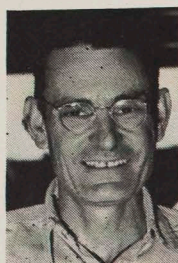


SAVE FOR THE FUTURE NOW!

VICTORY LOAN BOND DRIVE

OCTOBER 29 — DECEMBER 30

MACY GARAGE



By

A. L. Bristow

Roy Powell is taking 90 days off besides his vacation for a complete rest in Sawtelle Veteran's Hospital.

Dave Flores and I. Duran both visited local places of interest on their vacation, and agree that one doesn't have to go out of Los Angeles County to have a real vacation.

George Patton used his second week taking the family on a very enjoyable outing to San Louis Obispo, Santa Marguerita, and other points of interest.

Denver Root spent his week re-converting his chicken equipment. Ralph Whitfield painted his house, etc.

Bert Collins planned a fishing trip to San Onofre, but was disappointed because of the freak rains we had at that time. However the edge was taken off his disappointment when he returned to the job to find the floor of the fare box room covered with linoleum, and therein lies a story in logistics.

Frank Taylor and Chuck Borden were elected to do the job, and after discussing, measuring the floor, etc., decided to cut the linoleum in one piece, outside, carry it in, and lay it. That's where the trouble started. They tried everything; even sat on it and said "abracadabra," and other magic words, but no soap.

Finally Frank had an idea which was a mark of nothing short of genius. They stood the linoleum on edge, worked it through the door, elevated it flatwise above their heads, then gently lay down and crawled out from under, and there it was.

In Memoriam: Joseph Anderson passed away at General Hospital, 11:00 p.m., September 18, 1945.

Allen Lewis Bristow, Leader, Tune-up Department, Macy Garage, having already contributed several columns concerning the doings of his co-workers, we herewith present his picture at the head of his column and a thumbnail biography at the end of it. Born? Yes; and he started in 1919 as a Car Repairer for PE at Riverside Car Barn. In 1929 he began garage work, and came to Macy in 1941. Hobby: working on cars, either his own or the neighbors', since he was 13. Married, he has two boys: J. D., 10, and Gary, 17.

FIELD ENGINEERING NEWS

By C. J. Cobb

With pleasure we endure the noise, dust and inconvenience from the alterations which will furnish the Structural Department with handsome spacious offices which they so richly deserve.

Vacation time is with us, as witness the following:

The Wilkinsons have succumbed to the lure and enchantment of Arrowhead Springs and we hope the radio-activity of the heavenly body has gratified Bill's wish.

The handsome Robert ("Doc") Aten and his charming wife are combining a belated honeymoon and vacation at Lake Tahoe, being entertained by Robert Jr., who operates the Archery Club at Tahoe. They will return via San Francisco after visiting with relatives in that city.

Leland V. Blackburn is motoring up the delightful Coast Highway through the delightful Coast Highway through the magnificent redwoods; with the plentiful gasoline supply we hope the old tires do their stuff.

The redwood trail has also enticed John Blackburn and family. Upon his return we will enjoy helping Johnny figure the lats and deps of his traverse through this intriguing scenery.

Russel Lucas has returned from his vacation, which extended from the cooling zephyrs at Balboa to the sun-kissed peaks of the High Sierras. We must admit the boy gets around.

October felicitations to Industrial Engineer Robert E. Humphreys, Field Engineer W. W. Thorn and Junior Engineer Beryl C. Dawson; and we chant "HAPPY BIRTHDAY TO YOU."

The return to school of several of our future engineers has deprived your columnist of a very efficient Chainman and Driver in the person of Don Batman, Jr.

We eagerly await the column of our November correspondent, amiable George O. Runyon, Field Engineer.

EASTERN DISTRICT ENGINEERING DEPT.

By

Mabel E. Forsberg



Very soon, now, that section of the San Bernardino-Redlands Line along Third Street will be just a memory,

all the rail having been removed by Extra Gang 9. This portion of the line was abandoned when all traffic for Redlands was rerouted over the new line on Rialto Avenue.

Our crossing over the Santa Fe at California Street and Rialto Avenue, San Bdn., which has seen heavy traffic during the last few years, is being renewed with a 90-lb. crossing, under the direction of Charlie Shunk, Foreman of Section 32.

On September 24, Extra Gang 13 started work on Magnolia Avenue in Riverside. 6318 feet of single track will be rehabilitated and 6700 feet of single track will be shifted six feet to centerline of street.

Great progress is being made in removing overhead and poles on the Riverside-Corona Line, and the Arrowhead, Redlands, and Highland Lines. At this writing, the removal on the Riverside Line has been completed.

Rosario Chavez and his Section 33 have been renewing timbers at the Porphyry Crossing, near Corona. With the assistance of Antonio Contreras, Bonder & Welder, this crossing is now as good as new.

William Burton, Foreman of Section 31, is very proud of the new "addition" to his gang. From all reports, he is really getting around on that new motor car. This will explain the new whistle being heard along the main line from Rialto to LaVerne.

Jesus Ramos, Track Walker on Section 31, is ill at the St. Vincent's Hospital in Los Angeles. We want you to know, Jesus, that you have our sincere wishes for a speedy recovery.

Our congratulations to Wilbur Lovan, B & B Helper, and his Mrs. on the arrival of a baby boy!

After 29 months overseas with the 719th Engineers Corps, Juan Hernandez has returned to P.E. service on the Eastern District as raker on the Paving gang. He took part in the construction of roads, bridges and railroads and saw service in North Africa, Tunisia, Algeria, Italy and at Kasserine Pass. This is the second of our boys to return to this district, Benito Chavez having recently come back and taken up his duties as Sub-Foreman on Extra Gang 9. It makes us all very happy to welcome these boys back home.

Mrs. John Elkins, wife of our B & B Carpenter, has received word that her son, T/5 Trenouth L. Johnson, has been awarded the Silver Star for outstanding bravery. While serving with the Medical Department of a battalion of the army in Germany, he rescued two wounded men from a mined area. The citation reads: "The utter disregard for personal safety displayed by T/5 Johnson reflects the highest credit on his character as a soldier and upon the military service."

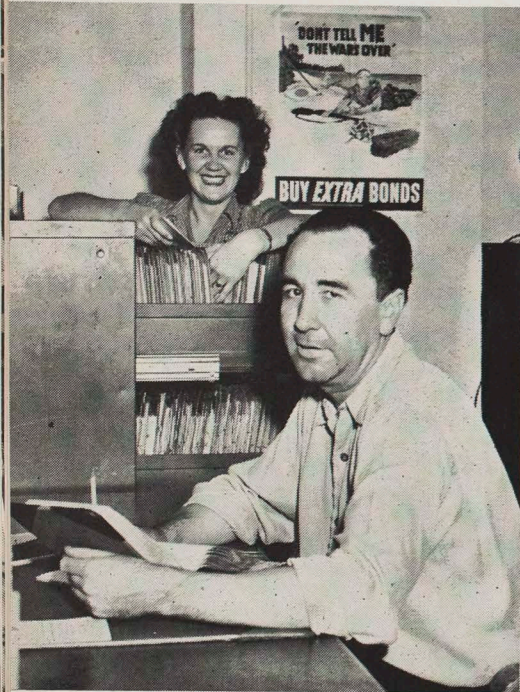


MAINTENANCE OF WAY PICNIC for Mexican employees was held on Sunday, September 16, at Lincoln Park from 10:00 a.m. on, under the auspices of the Roadway Division of the Engineering Department. About 300 men and their families were there. The need for 100 additional Track Laborers on Western District Section Gangs was brought to the attention of picnickers, and the good relations which have existed between the company and Mexican labor was stressed. Glimpses here and there among the picnickers are presented on this page. Below, left to right, are William F. Shea, Special Assistant to Assistant Engineer (in charge of Roadway) George F. McClure; Carlos Alcator, Truck Driver; Juan Chavez, Foreman, Section 19; Bonifacio Romo, Laborer, Section 6; Ralph L. Bailey, General Chairman, Brotherhood of Maintenance of Way Employees, Pacific Electric Division; E. M. Ahumada, Foreman, Section 3.





ANNUAL INVENTORY in the Stationery Store at Sixth and Main appears to be lots of good, clean fun, judging by the expressions on the faces of the jauntily-overalled assistants in the above picture. Left to right are Deliveryman Louise Phelps, Helper Jean Talley, Assistant Stationer Eileen Schubert, Helper Isa Henderson. Stationer Roy Ewing modestly withdraws into the background, in the interest of photographic art. At left, Roy is in his office checking his stock book to see what supplies are needed, while Eileen files copies of invoices.



CENTRAL TIMEKEEPING BUREAU



By
V. B. Tellechea

The most important social event in the month of August was the birthday dinner accorded Mrs. Elizabeth Wal-

Virginia Lamb and sister Mrs. Floerke, Marian Green, and V.B.T.

Apropos of farming—U. L. Drake has gone and done it! All his tall tales of berries as big as hen's eggs—sweet potatoes as big as hams—popcorn already salted (a scoop of sea water will do the trick), lima beans two times as big as his thumb, are, after all, true! In he sailed the other day with a Sweepstakes, a Third Prize and a Special Award for lima beans, which he won in La Crescenta-Canada V.G. Contest! But still the girls were a little doubtful of his veracity. Ual insists he needs cotton pickers for his one little cotton plant! By the way, you should see the pipe he got for his birthday, August 16!

Walter W. Morrison's vacation was interspersed with a little hard work—coming in to figure a few vacation allowances for others!

Jean Lowe (strawberry blond) has left the P. E. and we were sorry to see her go. Good luck, girl!

Laura Johnson has decided that, for the present, woman's place is in the home! A handkerchief shower and other gifts were parting reminders from her friends.

Andrea (Andy) Reshaw is with us now, and so are Marguerite McWhorter, Clara M. Smith, Dorothy Von Prillwitz and Ethel Muck, recently from Akron, O.

Marion Lutes had her vacation in the mountains and Helen Sawyer traveled up S.F. and Redding way.

Margrete Christensen had a birthday September 15, and Blanche Maitorena celebrated hers with a party that same day.

Honest ta Pete! Did ya ever hear anything like it? This girl goes to visit Ray Albrecht's chickens, and pretty soon Ray sees some fun in the offing and runs after the girl with a big rooster (she yelling her head off) when plop! she falls under a luscious plum tree! And did she, like little Jack Horner pull off a plum and suck her thumb? Much worse than that! She rolled over on a nice juicy one, and after that was quiet! Murder, she says! "Honest ta Pete." Signed Rosetta Epple!

Cupid has been shooting arrows around these here parts lately, but more of that in another issue.

RETIREMENTS

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

NAME	Occupation	Department	Years of Service
Charles A. Bruce	Agent (West)	Transportation	23
John L. Columbus	Machinist	Mechanical	38
John P. Kelly	Substation Operator	Engineering	22
Walter W. Mooney	Motorman (South)	Transportation	35
James L. Smith	Motorman (South)	Transportation	22



KEEPING CUSTOMERS HAPPY at Unit 108 are, left to right, Manager Ival Williams and Assistants Mary Thompson, Joanne De Augustine, Pearl Harris, and Charlotte Lockwood.

NEWS SERVICE and RESTAUR-ANTICS



By
J. A. Degerman

'Tis said gold is where you find it. To us, gold is not only a standard of money, but anything we treasure such as friendship, places or things. This month's Restaurants would like to associate it with a place—our Fountain and Newsstand located on the mezzanine floor of the Subway Terminal Building, 5th and Hill Streets, midway between the lobby floor and the train level. It is definitely a "Commuters' Paradise"—the kind of a place that has a congenial atmosphere which makes one want to have that "cup of coffee" and relax while waiting for the Red Cars.

Miss Ival Williams is our genial and efficient Manager, who, with the fullest cooperation of all her employes, has built this unit into the popular place it is. Anyone who stops for that magazine or coke inevitably takes away a warm memory of that friendly feeling so prevalent at this concession where pleasant greetings and efficient service seem to be the rule but are truly the result of its operators' sincerity and enjoyment of their work. We feel sure this is one of the main reasons we see so many familiar faces here again and again. This service and management to us is the meaning of the word "Golden."

We are glad to welcome Mr. Hill back from a much-deserved vacation, the first in several years. After the trying past three years this vacation was well earned. We are confident that he enjoyed a nice rest and a swell camping trip in the High Sierras. Ap-

parently few fish were in evidence, however. Better luck next time.

Madyline Stuart, whom most of us know as "Madge," has been hospitalized in the San Francisco Hospital. Everyone hopes she will be back with us soon.

We would like to extend our heartfelt sympathies to Miss Ival Williams and family. Miss Williams has just returned from Colorado, where her father recently passed away.

It is a pleasure to welcome Harry Haines back with us. Harry (Captain Haines) has been released from the Army Air Corps. We are happy for him and his lovely wife, formerly Miss Vera Hurt of Sacramento. Harry, incidentally, flew 73 combat missions in the European Theater of war and wears several official decorations including the "Purple Heart." The past 14 months he has served as advanced tactical instructor on P-51's near Sarasota, Florida.

Byron P. ("Barney") Heath, former Newsstand Agent, in the Army, also has been released from the service of Uncle Sam, in whose Army he was a corporal.

REFRESHMENT—Customers on their way to and from trains pause for refreshment at the fountain and newsstand on the mezzanine floor of the Subway Terminal. This is Subway Unit No. 108 of the PE Restaurant & News Service.



TRANSPORTATION DEPARTMENT

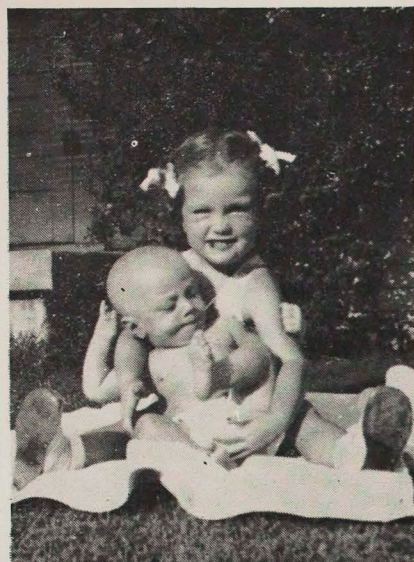
By
Suzanne Margot Jacquemin



Janitor-at-large Charles Martin transferred to Riverside, and Woodrow O. T. Lee is doing the janitor work at State. . . . Yardmaster Barney Blevins vacationed at Lake Tahoe and Reno. . . . Eileen Baldwin Allison, who has Lillian Teter's job, is wondering if her husband is headed for Tokyo. . . . Ray Tufts says fried potatoes and potato salad are all the same difference, especially when they are a treat (hm-m-m) and pay day in the too distant future. . . . Ray and Rusty Thornburg celebrated their 13th wedding anniversary on October 24 and yours truly's parents* celebrated their 27th wedding anniversary on September 13, lucky 13th's. . . . Earl and Muriel Johnson drove back to Mr. Johnson's homestead in Tennessee on their vacation. . . . Terminal Trainmaster C. W. Coutts' son, Duane, had his picture in the August 27 issue of Life Magazine. He was photographed while attending a Hawaiian feast in Pearl Harbor. . . . W. F. Barham and his brother-in-law are taking pictures of the Northern District and writing a story for three different national magazines. So the

*As we go to press, we learn with sorrow of the death of Suzanne's father, Eugene V. Jacquemin, on Wednesday, October 3.

PASSENGERS APPRECIATE



"NUNN" - SUCH — Father R. L. Nunn, Trainman on military leave from the Western District, and Grandfather J. R. (Johnny) Walker, State Street Fireman, are mighty proud of these two youngsters, and would be the first to admit that there are none quite like them. Three-year-old Roberta Lee Nunn struggles to get her four-month-old brother, James Duane Nunn, to pose for the camera, while Jimmy declares his independence. After two years in Oklahoma, Daddy is now stationed in California. The children and their mother are now at home with Grandpa Johnny.

State St. Gang are going to be national pin-up boys! . . . Pap Pope, Southern District Motorman, badge No. 1369, is to be complimented for returning a certain secretary's billfold, left on the Sierra Vista Line, with such promptness, that she had

Conductor Earl C. Lequesne

September 20, 1945.
Pacific Electric Railway Company:
A few days ago I left an important package in one of your cars, fortunately with my address on it. The conductor who picked it up called me as soon as he could get to the phone to say he had found it. I thanked him when he returned the package to me, but he refused to take a cent. I wanted to reward him, but he would not even take the cost of his 'phone call. I have noticed him on his run several times since and have noted that he is unusually alert and polite. His name is Lequesne [Earl C.].
RALPH D. WHITMAN

"Both P. E. Personnel And Cars Alike"

Railfan James T. Ratcliffe of the Central Electric Railfans' Association, Chicago, Illinois, writes, among other things, as of September 9:
"We visited the Long Beach area last June, and of course we rode a good many of the P. E. cars. We drive to Compton several times, where we parked the car, and then took the P. E. to Los Angeles to the Sixth and Main St. Station. We also rode the fine PCC cars to Glendale as well as the Sierra Madre line and the San Pedro cars from Long Beach. We were favorably impressed by the fine service we obtained from both P. E. personnel and cars alike."

her billfold back, before she even the Golden Rule? . . . Eleanor Lifur missed it. How's that for following vacationed in prewar style. Visited her friends at all the outlying stations. 'Member? She's the gal that went down Mexico Way last year. . . . Burl and Kitty Young and their children rode in style (compartments) back to Indiana for a visit. . . . Roy Mankins, Mechanical Dept., has a very seriously burned left hand which he got while fixing a roof. Boiling tar spilled on him. Hope it heals up right quick, Roy. . . . Are you looking forward to all those deer steaks as Wayne Troxel is, when those hunters bag (O.K., "O" "C" Jordon) their annual deer in a month or so? . . . Cactus apples have the most different and delicious taste. Andy, now I can see why they are a delicacy in Mexico. . . . M/Sgt. Noble Cates says he'll take his discharge right in Paris, if he has his way about it. . . . Cpl. Bill Farrow has moved from New Guinea to Manila, and is on the home-

Conductor L. E. Neal

September 27, 1945.
Pacific Electric Railway Co.

My husband has asked that I write to you commending the work of one of your employes. He is a conductor on the Pasadena Short Line wearing hat number 250 [L. E. Neal]. Over a period of years his general efficiency has been observed and it is outstanding.

If your organization has any system of rewarding an employe for work proximating perfection, kindly consider this man.

MRS. S. C. THOMPSON.

Motorman R. O. Stringfellow

August 20, 1945.

I just want to drop a line or two in regard to a purse I have lost in a Glendale car. One of your employes, a Mr. R. O. Stringfellow, returned same to the Lost & Found Department. . . . Mr. Stringfellow's honesty should be given some consideration by your company, as there are so few honest people left. . . . There was quite a little cash in the purse and not a thing or a penny was missing. . . . A nice boost for the Pacific Electric, having such men in their company! I am one who (as a regular rider) appreciates all the courtesies.

MISS BETTY BREITUNG.

ward trail. . . T/5 Robert E. Hilliard is back in "civvies" working the relief substation job. . . . Harry Holt, F 1/c, is still on the high seas; as is George Roberts, MM 3/c. . . . Let's hope they will all be home soon.

STERN TEACHER



Courtesy Appreciate America, Inc.

Did Pacific Electric Carry An Atomic Bomb?

No Pacific Electric employe can definitely answer this question "yes" or "no," because government freight is often secret.

But speculation was rife a few weeks back over a certain freight car which contained various boxes and was guarded by some 30 soldiers. It was headed for the harbor.

What was in those boxes to make such a guard necessary? Thirty soldiers guarding one car is unusual. The boxes could have contained anything—it was even suggested that they might have been so camouflaged that their size and shape had no relation to their contents.

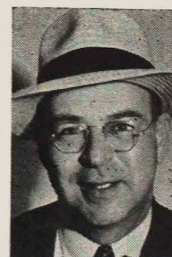
Another speculation was that perhaps that car was a mere blind—perhaps the really important freight was lying peacefully and unnoticed in some other car of the train, or even in some other train.

We don't know. We're merely guessing. It may well be that Pacific Electric didn't carry an atomic bomb at all.

But it's mighty interesting to speculate about the possibility that we carried over our lines the herald of a new age—the source of the most enormous energy known to man.

STATIONS AND YARDS

By Arden H. Nasher



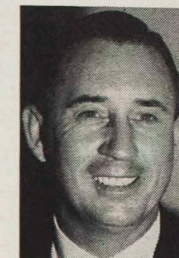
Here we are again, after missing a month and getting heck from our old friend Ernie Donaldson at El Segundo for failing to use the dope he gave us a month ago. It was just a case of too much legitimate work, Ernie, but better late than never.

It seems that they have a new coat of paint on the station, and as a result have been discovered by the local townspeople after some years, all of which is very gratifying. Elsie Swanson visited her home in Minneapolis, despite travel difficulties which prevailed early this summer. Judy Layne, a newcomer to the P. E., subbed for Elsie. Ernie is having a little name trouble, due to the name resemblance to Ticket Clerk Helene Lane.

We hear that Ray Krafft, formerly of El Segundo and now at Hobbs, is

QUESTION AND ANSWER BOX for PASSENGER CONDUCTORS AND OPERATORS

By W. J. Fenwick



Supervisor, Northern and Southern Districts

Q. When a train or coach is operated under special service order movements or extra service order movement, is there any difference in regard to the Conductor's or Operator's duties?

A. Passenger Tariff of Circular P.D. No. 1850, Original Page A-10-1, Sec. A, all districts, effective Sept. 15, 1945, answers this question.

When your Terminal Foreman or Service Director gives you an assignment which calls for special or extra service order movement he will hand you a copy of an order which is made up and delivered to him by the Passenger Traffic Department.

On the top of the page near the left corner you will find a number typed opposite special service order or extra service order.

Read this order carefully, for in it you will find in every detail all the information necessary to complete the movement.

This movement is to be made, of course, in accordance with your general operating rules and under the direction of your Dispatcher, Supervisor or Service Director.

A majority of the orders you receive will be extra service orders. On this movement the Conductor or Operator will be governed much the same as if he were on a regular coach or car. In addition to collecting and registering fares, he will show on his trip report the extra service order number.

Occasionally you will receive a special service order. In this case the Passenger Traffic Department has made all arrangements for the charge, there being no tickets issued. No registrations of fares will be made, there being no tickets to cover. Conductors and Operators will be governed by instructions issued by Passenger Traffic Department, with full understanding and cooperation with Dispatcher or Service Director regarding movement. On special service order movements where passengers are carried, Conductor or Operator will make out a trip report, show coach or car number, arriving and leaving time, and number of passengers carried. Be particular to show special service number also.

a very busy lad; bowling, playing trumpet in the Pomona Band, and entertaining most of the beautiful and eligible young ladies with whom he comes in contact. The trailer we told you about has recently been redecor-

ACCIDENT & SICKNESS INSURANCE POLICY Issued Exclusively

FOR Pacific Electric Railway & Bus Employes Only BY

Massachusetts Bonding & Insurance Co.

MONTHLY SALARY DEDUCTION PROTECTS YOU ON OR OFF THE JOB And 24 Hours A Day Benefits Payable from First Day — Accident or Sickness if you desire



WM. L. THOMAS AGENCY

817 PERSHING SQUARE BLDG. Phone TRinity 3526 SEE OUR AGENTS AT TERMINALS

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



—U. S. Coast Guard Photo
GLENN P. BARKHURST, JR., Coxswain in the Coast Guard, loads an anti-aircraft gun aboard a Coast Guard-manned vessel in the Southwest Pacific. Son of Wingfoot Agent G. P., Sr., Glenn was stationed in Hawaii before his tour of sea duty. He worked for Pacific Electric at the L. A. Freight House and at Wingfoot service.

ated and painted and looks like a new cottage. Understand he recently entertained Agent George Ray (also of Hobbs) and four beautiful girls with a home-cooked spaghetti dinner. It was home cooked, all right, but Ray didn't cook it. And thereby hangs a tale: the real chef was W. D. Donaldson, father of Ernie, and for his pains, Dad received exactly nothing. Not even part of the meal. The gals showed up unexpectedly (or some of

COOPERATIVE CREW—Although it proved impossible to make a good cover picture for this issue out of Butte Street Yard freight, the friendly efforts of these men to help in the interest of art were nonetheless deeply appreciated by the editor and his photographer. Here they are: the "top end" of Butte Street Yard, 7:00 a.m. crew, including, left to right, Car Inspector Gilbert Smith, Brakeman D. O. Kennedy, Conductor George Nader, Yardmaster J. T. Childs, Car Inspector J. J. Anderson, Motorman A. H. Norris, Brakeman A. J. Finnie, Trolleyman Oliver Groom, and Brakeman George E. Stoodly.



them did), and there was a shortage.

Here and there: Understand Suzie at State Street has a piece of ice that would knock your eye out.

Congratulations to Gordon Gould at San Bernardino, who is now a full Supervisor. Casey Jones has been off sick quite a bit, and Gordon is running things to the queen's taste.

Agent Crow recently moved from West Hollywood to Compton, and it's a long hop for him every day but he's doing OK. Understand Agent Bruce at Culver City is retiring, and at present his post is filled by Mel Soper, formerly at Anaheim Landing and E. Long Beach.

Vacations are mostly over, but this is exclusive: when you read this, yours truly, Art Nasher, expects to be in Mexico City on a two weeks' jaunt. It will be a chance to try out the newly-acquired Chrysler, as well as practice up on our arithmetic, changing dollars into pesos and vice versa.

With the advent of the new transfer at Colton, we hope things will be better for Fred Sauerwein and all our other friends at the East End. Sorry to say that Fred Colley of Baggage Room fame has been ailing, and is at present taking his vacation to rest up. Certainly are pulling for his recovery, and this also applies to Milton Liptz, Inspector at L. A. Freight; Milton is another good friend of ours.

If we squeeze any more in, our old nemesis, the Editor, will probably get on our neck, so here's 30 for now and on to Mexico.

LONG BEACH FREIGHT HOUSE



By
**Jack
DeLaney**

Several of our former employes have started rolling back now. Had quite a long visit with good old Brother Bill Lawrence a few days back. Bill had just returned from overseas. Saw lots of service as a parachutist. Got across the Rhine about twenty miles, and was headed for Berlin when ordered to stop. Bill came back with several decorations, but came through without being wounded. Bill's wife and two babies were mighty pleased having him back with them again.

H. P. Clark, former Agent, was in to see us a few days ago. H. P. has been back on furlough from the European theater and now has been sent to New Orleans for an indefinite period.

Amos Tang, Trainmaster, says there was a fire down in his neighborhood a few days ago. Apparently so, for Amos came to work next day with a new felt hat which he said was all he could get out of the fire. Mrs. Tang says she is going to use his old straw hat for a chicken nest.

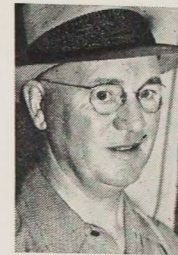
Thelma Thomas, Freight Clerk, is looking forward to becoming a farm-erette. She and her husband have purchased a farm out toward Cypress, just a few miles east of Long Beach. They expect to go farming within a few weeks. Want to get the crops in early as they expect to furnish half of Long Beach with fresh vegetables and fresh eggs. Their slogan will be "Tomorrow's eggs today."

Madeline Somerby, Govt. B/L Clerk, is taking a thirty-day leave of absence. Says she needs a good long rest. Don't stay too long, Madeline; we need you at the end of the month to write up 751's.

Mary Stowell, Demurrage Clerk, has returned to work after a month's vacation. Wonderful what these vacations do to a person. Come back full of pep, and the way they tear into the work after a few weeks' rest! Fine doin's, say we.

Ward Hazard, Yard Clerk, spends many of his evenings running to California Heights, to see how his new home is progressing. They started excavating just a few days ago, so it won't be long now before Mr. and

SUBWAY TERMINAL



By
**W. F.
Servranckx**

Mrs. Hazard will be living in a brand new home.

We lost a good man August 31 when Andrew M. MacDonald, Claim Inspector, left his position at the Freight Station to become P. E. Traveling Agent (Freight Traffic Dept.) to work with J. E. Blackburn, General P. E. Agent in this area. Mac has been with the company since March, 1937, and says he is right at home on his new job.

By the way, Mac had seemed to be strutting around the past few days, with his chest out a trifle proudly. Well, maybe he had the right, for his wife had presented him with an eight-pound baby girl September 19 at the Methodist Hospital at Los Angeles. Lita Jean, they call the new baby. Mother is doing fine, says Mac, who seems to be getting along O.K.

On this page is a picture showing J. G. Montgomery, PMT Driver, displaying a German flag that he captured while in Germany. Monty can tell a long story about his experience. He says, in part, "I landed in France June 13, seven days after D-day, on Utah Beachhead, was at St. Lo on July 25 when the big bombing took place, and from St. Lo we took off for Paris, crossing into Belgium August 3. On August 4 we pulled off into the woods to sleep, and the next morning we captured 500 Germans found hidden in the woods. Many of them had been sleeping within a few feet of us.

"Then we took off for Germany, and on September 16 we crossed the Rhine to Aachen, where I captured the flag. Stayed in Germany until December 16. Then the Germans counterattacked, and we were thrown back into Belgium. I was over there until the war was declared won, got my discharge papers, and came home."



J. G. MONTGOMERY and his captured Nazi flag.

Congratulations are in order for West Motorman C. A. and Mrs. Stukey, who are happy to announce the arrival of a baby boy, Donald Wayne, 7 lbs. 6 oz., Tuesday, September 18, 1945, at Good Samaritan Hospital. Clarence also received his first degree at Hollywood Masonic Temple, and is therefore doubly happy.

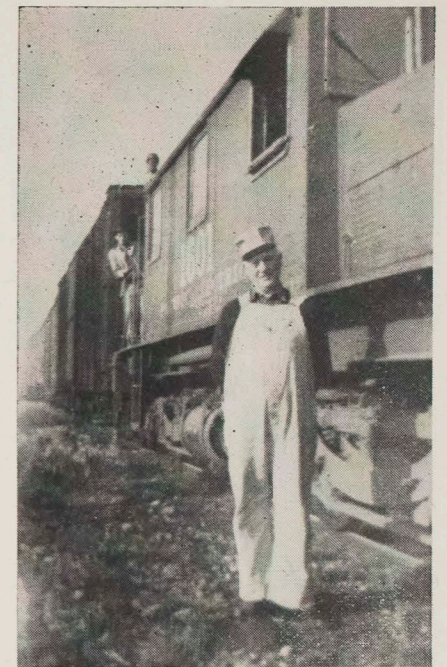
The orchid for this month goes to Conductor Jack Rowe, of the Glendale Line. He claims to be a "web-footer," having been born at Eugene, Ore. Seniority June, 1927. Father of three lovely girls. (Eddie Cantor has 5, Jack!) His hobbies: bowling, hunting, fishing, and trying to get along with everybody.

Conductor R. R. Miller, ex-master sergeant, U. S. Army, hails from New Jersey, where they have mosquitoes so big that freight cars are being moved without locomotives. He is a veteran of World War No. 2, holder of the Purple Heart, and the Soldiers Medal, and was wounded at Kiska. With P. E. he has had 17 years of service, with 9 years as Instructor. He is proud of the many recruits he has trained and which our good friends call his "living medals."

Hollywood Park is open again and any afternoon you can see any number of our friends thumb their way home.

Motorman Homer Miller and Conductor "Deadhead" Lewis, better known as the "Gold Dust Twins," have again bid in their run during the recent shake-up. We know why. They have won many prizes at their Victory Garden at the end of the line at Burbank, where friend Homer turned over the first furrow of earth, using a 5000-class car for a plow.

Yours truly and Mrs. S. received news from Brussels, Belgium, from our relatives, the first since 1939. Our brother-in-law died in a concentration camp, because he refused to work for Hitler. The immense suffering the population went through passes belief. Food was so short that Mrs. S.'s sister picked up a piece of bread which had been dropped by a bird. Many other indescribable things occurred. I would like to say again: Thank God that all of us who live in this, our



WAITING FOR ORDERS—Above, Motorman W. F. Servranckx; below, Conductor Harry Allard.

beloved country, the U.S.A., have been spared the ravages of war.

Conductor H. B. Finglet is smiling again. Is it because he will be a bachelor a couple of weeks, while Mrs. H. B. and daughter Camille are visiting their parents at Humphrey, Nebraska?

Her car stalled at the corner, and the traffic light changed from red to green to orange. The polite policeman stepped up beside her car and asked: "What's the matter, lady, ain't we got any colors you like?"—Froth.

MACY STREET TERMINAL



By
Ted
Harrison

Now don't go asking me when I'm going on my vacation 'cause I just came back from it! Yes, sir! Took off September 6 to 13. My wife and I climbed aboard the family flivver, loaded it with gas and oil, cranked it up, and off we went, taking in a few of the places where I made surveys for the government. Saw many changes that Uncle Sam had made in the landscape. Among the places we visited were San Diego, Coronado, Pine Valley, Camp Lockett. Just took it easy, stopped when we felt like it, and went on again when we were ready. Never waited for two bells or even put out a flag.

Say, folks, did you know that September 6 to 13 was the shortest week of the year?

Oh, yes, when I got back to Macy I found it all covered with paint! Sure it was! Spread out evenly all over the building! We are very proud of our Club House since the decorators got through; it surely looks good!



25-YEAR MEN—Pictured in front of an Oak Knoll car are Motorman Tom McKee, left, and Motorman Bill Windsor. Tom drives a bus between Pasadena and Alhambra, and Bill owns a daylight switching job. Real veterans, these boys.

Who's who at Macy? Well, you might be surprised. It's Conductor Frank Purpura. Seems he was down on his knees the other day begging Foreman Van Fleet to give him a day off to go and make arrangements to break in for Interurban Motorman. At last Van had to give in and Frank took off. Days passed by and he didn't show up. Then one afternoon in he came, all smiles, and good reason, too. Why? 'Cause when he came back he was a full-fledged white card man and O.K. on San Bernardino line. Good work, Frank, and good luck to you.

We are sorry to have to tell you that Conductor A. G. Schilley's mother passed away on September 20. Our sympathy goes out to you and yours at this time of your great loss, A. G.

No, don't look for any report on run changes around here for they are coming fast and furious. Runs are up for bid every week, but what's the use of bidding on anything? Just as soon as you get a run someone is waiting to bump you.

Miss Dorothy Spoot is our new Cashier—took over on September 25. After you've copied those sheets a few times you'll know us all by name, Dorothy, though you may not be able to connect the names to the right fellows. Anyway, welcome to Macy. Hope you like it here.

Jack Ferrier, who took our money for so long here at Macy, has been transferred to Butte St. Sorry to see you go, Jack. You Macy fellows probably know that Jack was quite a railroad fan, and when he and Conductor Dave Gillespie got together talking about old times and equipment you could really get an education.

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 employes during the past. His services are of particular advantage to Pacific Electric employes 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.

PASADENA TERMINAL

By
H. L.
Woodford



Have you fellows taken notice of the fact that at 4:55 a.m. on the first Oak Knoll leaving Pasadena, the crew are Hunt and Newman, and that five minutes later on the first Short Line out the crew are Newman and Hunt? The Hunts are brothers, but the Newmans are not related!

VACATIONS

M/M John Ream and Mrs. Ream spent their vacation in the High Sierras.

Conductor Ralph Wallace and family spent his week in San Francisco.

Motorman John Spiegel spent his vacation at home and going to Long Beach.

Leader Switchman Joseph Rovai spent ten days with his mother in San Diego, tramping the hills. Joe returned minus 16 pounds!

Conductor Dean Gardner is home from the hospital to stay, but has not returned to work.

Conductor C. H. Stanford back to work after 21 days on the sick list, resulting from ptomaine poisoning in a pie.

FRANK ARKO,

Technical Sergeant, Army Air Force, is the son of North Motorman I. C. Arko, a PE veteran of close to 25 years of service. Frank is now at Santa Ana reassignment base doing clerical work, after 2½ years in Europe as radio specialist on 30 missions. He has the Air Medal and four Oak Leaf Clusters, and has enough points for discharge, but plans to stay in service awhile.



SOUTH BAY NEWS REDONDO BEACH HDQRS.



By
Harold
McClintock

We have been neglecting our duties as news drummer-upper in the South Bay area and humble apologies are hereby offered.

We have had wedding bells ringing all over the place. Two of our brave Operators have ventured onto the stormy seas of matrimony. H. C. Addington and Margie Mathis, and Dale Fisher and Faun Clack were married in Las Vegas, Nevada, on September 2 in a double wedding. Margie operates the cafe at the end of our line at Clifton. The newlyweds are all living in Redondo Beach. Honeymoon was at Lake Arrowhead and Big Bear. We all wish them the best of luck and sincerely hope that they will be happy.

The annual shake-up at West Hollywood was quite an event. I saw a lot of my friends from Ocean Park Car House.

The men with seniority sort of took over Redondo Beach Motor Coach Line; nine new faces in all. Yours truly was almost working the extra board again. The new men are Bill Lundin (Bill has been on freight for some time), E. A. Thoman, L. M. Bowman, W. Goldman, K. T. ("Flash") Gordon, R. J. Bierman, Lloyd Pearson, B. V. Peacock, R. F. Beard and H. Bennett.

Swindlers Wait For G. I. Money

Here is an opportunity for you to be of great service to some veteran.

Many ex-service people are considering starting a business of their own, and, to assist them, the Better Business Bureau has prepared a booklet, "Facts Veterans Should Know Before Starting A Business," which will help them realize there are many pitfalls, and tells them how such pitfalls may be recognized.

Racketeers know that many of the veterans are returning with sizeable sums of money in their pockets. Therefore these schemers are laying their plans to get a healthy share. Veterans will be confronted by swindlers of all kinds—business opportunity brokers, front money operators, partnership schemers, and many others too numerous to mention.

After the last war the racket boys got over \$300,000,000 of the savings then accumulated, but today they realize their opportunities are even greater, for the savings of today are so many, many times greater than after World War I.

The booklet, "Facts Veterans Should Know Before Starting A Business," is available to service men and women without charge. If you have a relative or a friend in service do him a big favor by sending his name and address to the Better Business Bureau, 742 South Hill Street, Los Angeles 14, and they will mail him a copy of the booklet.

ROOM 221 AND VICINITY

By
Lucille
Paige



Well, summer's over, and those of us who complained of the intense heat will now have something else to complain about—the "intense" cold, rain, etc. Got to have something to gripe about, I guess.

Millie Johnston spent her two weeks vacation leisurely shopping and getting acquainted with our fair city.

Our star reporter, Suzy-Q (Suzanne Margot Jacquemin), is displaying a mighty pretty sparkler on the correct finger. A betrothal, no less, and best wishes to her.

WAC Corporal Edna Green, on military leave of absence for more

than two years, has returned once more to the States, honorably discharged, after nearly a year in the Philippines. Returning home, Edna thumbed a ride on an army bomber which stopped at Guam, Kwajalein, Midway, Honolulu and other Pacific bases, the entire trip consuming less than a week. And to think, all we can do is dream about such an adventure!

If you look hard enough, you'll find Margaret Jackson, Mail Clerk, in Room 220. Somehow this girl, who hails from Toronto, Canada,

never seems to make enough noise to be heard, and yet she is nicknamed "Bubbles."

Margaret claims Southern California as her stamping grounds, having been raised and schooled in the vicinity of Los Angeles.

"Bubbles" is the daughter of R. W. Jackson, Chief Yard Clerk, Butte Street Yard, and is one of nine children. She makes most of her well-styled clothes, proving her resourcefulness.

More than two years ago Margaret joined the P. E. family, although indirectly she has been in the family about 23 years, due to her dad's long and faithful service. She isn't planning on exceeding the family seniority, nor the family quota, but her thoughts do run the way of all of our gender, and can't say I blame her.

She really can smile and laugh heartily when it behooves her . . . likes shrimps and banana splits, but not together of course. Can play a neat game of baseball and volley ball . . . is slender as a reed and has short



Margaret
Jackson

OUR COURTESY

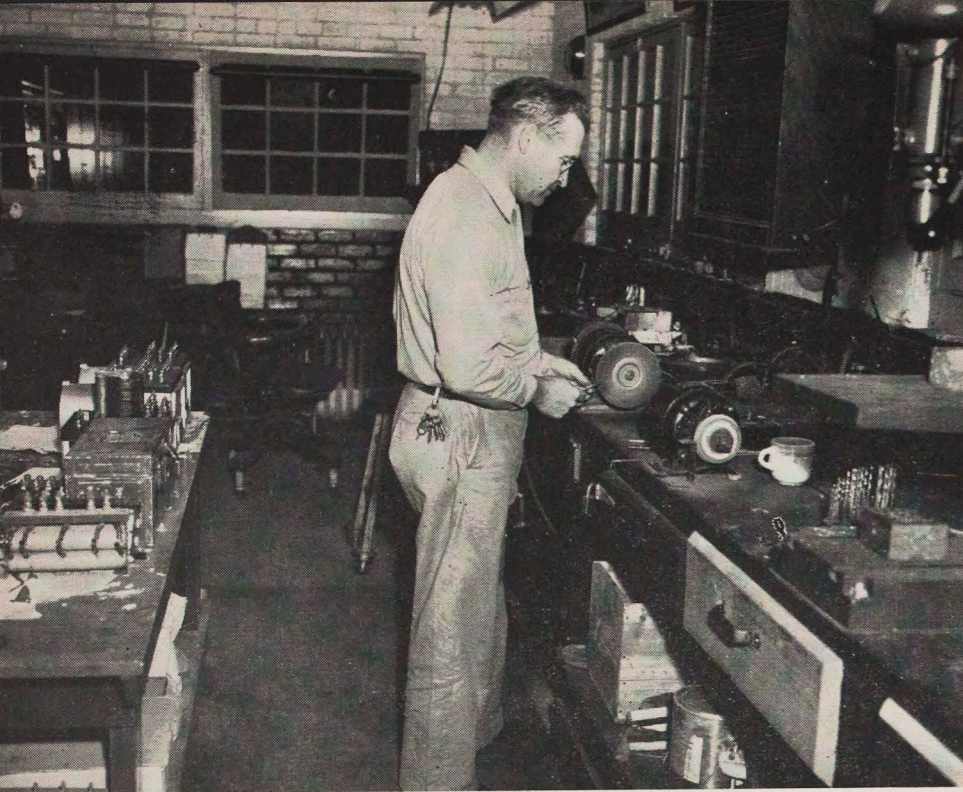
to P. E. Railway — Motor Bus Employes and their dependents makes this the most reasonably priced mortuary for them.

GRAHAM & ISBELL

Phone
PR-5590

MORTUARY
915 W. Washington Blvd.

Phone
PR-5501



BINE C. BALDWIN, Relay Repairman, shown at work in his Relay Repair Room at Washington Street Yard, buffing relay parts.

fluffy hair and dark brown eyes . . . never worries about her figure . . . goes to church every Sunday of her life . . . likes popular music but is no jitterbug . . . loves organ music and operas, but for snoozing only.

"Maggie" is a hard gal to describe, always making herself inconspicuous. Nevertheless, have discovered she is a most dependable girl, as well as intelligent, and she's not bashful, as was my first impression. Can't find a trace of egotism in her personality, and Miss J. is a past master at minding her own business, all of which makes her very well-liked and a definite asset to our office force.

"I'm sorry," said the dentist, "but you cannot have an appointment with me this afternoon. I have eighteen cavities to fill." And he picked up his golf bag and went out!

SIGNAL DEPARTMENT

By Lloyd T. Leary

Well . . . now that the Towermen have divorced themselves from the Signal Department, and we have lost our very good correspondent, **Virginia Simmons**—the job of keeping you posted concerning the goings on in the Overhead Line and Signal Division has been dropped into the lap of Yours Truly—and although I'll have a big job to top our former news-hound's versatile method of personal chatter—I'll try . . . so here goes!

Ned Rich back from vacation—and not even a tan. Says it will take a month to rest up . . . the **Leonard Andersens** in Chicago and points east; the **Walter Stratmans** to Kansas by auto, and **Lynn Doolan** to Salt Lake City!

Frank Vescio, 5x5 Lineman, says

October, 1945

"A late vacation is better than none," and that he's going to Denver to do a little deer (or dear?) hunting.

And, speaking of deer hunting, did you hear about **Pete Malmborg**, afternoon Line Foreman? He went deer hunting up Big Bear way—and brought home rabbits. Maybe he needs glasses!

Seems like we have quite a few additions to our Department. . . Two new titles of Assistant Signal Supervisor have been added, and **Wm. Moesby** and **Walter Stratman** are the lucky people—congratulations!

To all the new members: **Edmond Kaminski**, **Walter Stoffer**, **Robert Schaendube**, **Gerald Stiefer**, **A. Smith**, **Clay Bass**, **Leroy Van Wie**, **Wm. Cornwell**, **Ray Quinn**, **Wm. Hudspeth**, **E. L. Marshall**, **Glenn Fearn**, **Guy Omogrosso**, **Fred Atkinson**, **Clyde Swanson**, **James Wickham**, **Ralph Diana** and **Albert F. Dunneboil**—welcome!

And say, I almost forgot, but **L. E. Whipple**, Lineman, Long Beach, passed out cigars—a Blessed Event! Will wonders never cease? Anyway . . . congratulations to "Whip" and the Mrs.

Our deepest sympathy to **Bob Burns** on the loss of his wife, who passed away on September 6. Memorial services were held at Utter-McKinley Chapel with interment at Inglewood Park Cemetery.

Value of Victory Chest Seen in Tour of Agencies

First-hand evidence of where and how efficiently MECCA funds are being spent was presented to six representatives of Pacific Electric by the Victory Chest on September 21, when the Chest arranged a "Come and See" tour of three welfare agencies which it partially supports. These were, of course, but samples of the 140 causes to which MECCA, through the Victory Chest, contributes.

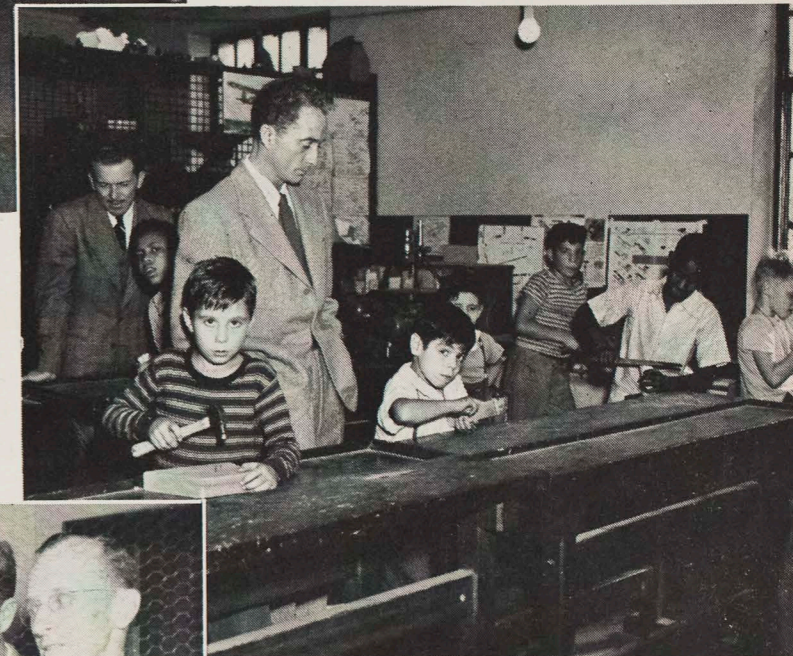
P. E. SIGHTSEERS

I. W. Erhardt, Office Manager, Transportation Department; **O. H. Martin**, Personnel Clerk, Mechanical Department; **J. D. Swanson**, Junior Engineer, Field Bureau, Engineering Department; and **U. W. Troxel**, Local Chairman, North District, Brotherhood of Railroad Trainmen—accompanied by the Editor and Photographer **Harley B. Talbott** of the Duplicating Bureau—made the tour.

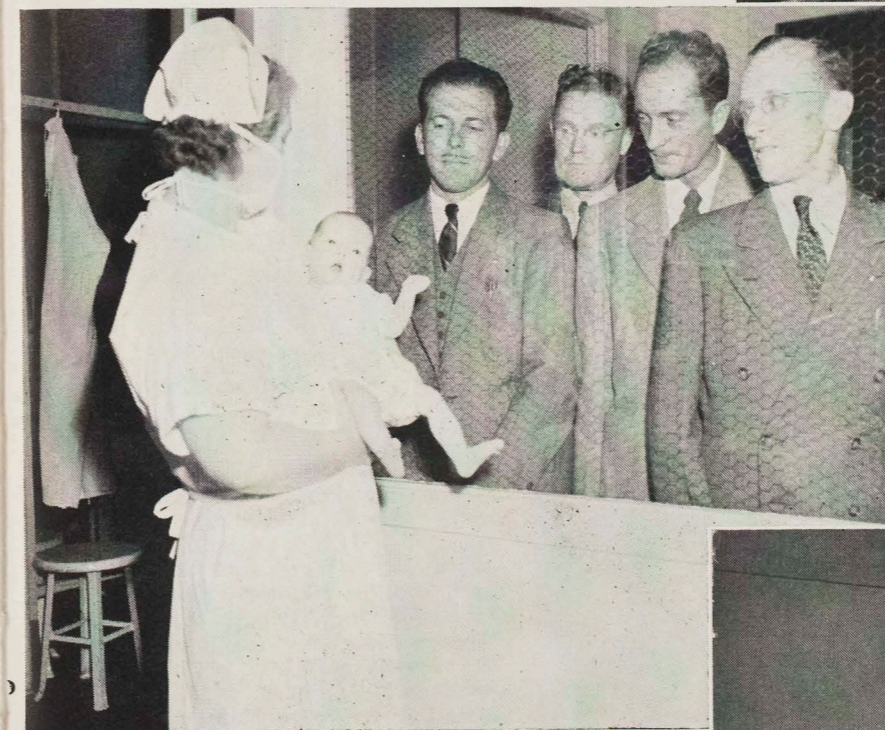
Places visited included the Children's Home Society, 911 East 25th Street; the Salvation Army Day Nursery, 836 Stanford Avenue, and All Nations Boys' Club, 824 East 6th Street. On the opposite page are pictures taken by Photographer Talbott of scenes at these three agencies.



ON THE PLAYGROUND of the Salvation Army Day Nursery, 836 Stanford Avenue, where working mothers leave their children during the day. PE visitors found them mighty cute kids. MECCA helps make them happy.



AT ALL NATIONS BOYS' CLUB, 824 East 6th Street. Above, the woodcraft shop is one of the most popular of the many activities carried on by the Club. Underprivileged boys there make many toys for those less fortunate than themselves, such as crippled children at the Orthopedic Hospital. Below, basketball and boxing are two popular activities of the well-equipped, well-supervised gym. At All Nations, as in other agencies visited, there is no distinction of race, creed or nationality.



AT THE CHILDREN'S HOME, 911 East 25th Street, PE observers peer through the glass at the carefully protected infants' section. This baby, like all the other 18 there, will probably never know its real mother and father, for parents have relinquished all rights to a child who enters the Home. Left to right are U. W. Troxel, O. H. Martin, J. D. Swanson, and I. W. Erhardt, all of Pacific Electric.



DENTAL DEPARTMENT

PACIFIC ELECTRIC RAIL AND MOTOR COACH LINES

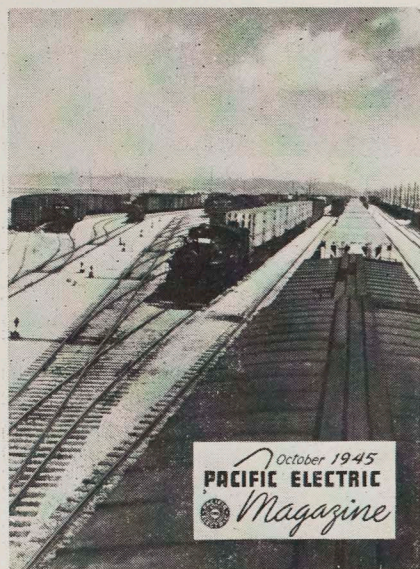
OWNED AND OPERATED BY

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



COVER PICTURE—Dolores Hold Yard, with its capacity of some 800 cars, helped Pacific Electric during the war to place war-vital freight at shipside at the proper moment for loading, and minimized the danger of rail traffic congestion in the busy harbor area. The yard, located on P.E.'s main line near Watson, was built for the government in 1944 and is operated by Pacific Electric.

Junior Trolley Fans Deery Rail Abandonments

"Electric trolley cars are unsurpassed in the line of local and inter-urban travel, and . . . certainly this war has proven, beyond the shadow of a doubt, that in war and peace, night or day, winter or summer, the electric trolley car has no reliable substitute."

This conclusion, after a careful inspection of the Los Angeles system of local and interurban transportation, was the first official pronouncement of the Junior Trolley Fans of America, in their first annual convention at Los Angeles on August 20, 1945.

According to President Herbert C. Woods, the Junior Trolley Fans of America is "an organization for the younger generation (14 to 18) advocating the continuance of electric railways."

LARGE ATTENDANCE

Their convention hall was the office of Station Supervisor H. E. Foskett, and was attended by "three Pacific Electric Boosters, Mr. Foskett, and numerous members from the Los Angeles area," stated Mr. Woods.

The "ruthless plans" for the abandonment of LATL trolley routes were vehemently denounced in the meeting, which was followed by a dinner on Mr. Foskett.

INSPECTION TOURS MADE

The members made a tour of LATL car barns and housing facilities, of the Pacific Electric Tower at Sixth and Main, of the PE Dispatchers' office, and of the PE lines. The trip to Glendora, they felt, revealed "one of PE's most beautiful lines."

"The members of the JTF of A are sure," said President Woods, "that as long as streamlined trolleys are being manufactured, as long as there are intelligent people with common sense, as long as night is night and day is day, there will always be trolleys."

HOSPITAL LIST

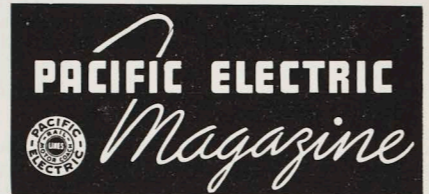
Best wishes to the following employees, reported on October 8 as confined at St. Vincent's Hospital, 2131 West Third Street, Los Angeles 5, California.

- John Avedesian, Car Repairer, Mechanical Department.
John Branchley, Signalman, Engineering Department.
Dorothy Brown, Clerk, Accounting Department.
Michael Charniak, Brakeman, Southern District.
Max Cohen, Operator, L. A. Motor Coach.
Nicolea Cristea, Machinist, Mechanical Department.
Harold Dewey, Motorman, Southern District.



LEAVES COMPANY—Charles Minick, Traveling Freight Agent, left Pacific Electric September 30 to join Pacific Southwest Pipe Company's sales department. Charlie had been with Pacific Electric since April, 1927, and had spent 16 of his 18 service years in the Passenger Traffic Department. His last two years here were in Freight Traffic.—Good luck in your new job, Charlie!

- Cleofas Loza, Laborer, Engineering Department.
Clifton A. Phillips, Conductor, Western District.
Jesus Ramos, Track Walker, Engineering Department.
Estaban R. Reyes, Laborer, Engineering Department.
W. J. Ruse, Auto Machinist, Mechanical Department.
Harry C. Schiffler, Conductor, Northern District.
John Stoddard, Watchman, Mechanical Department.
Leroy Will, Electrical Machinist, Mechanical Department.



Vol. 26, No. 4 October, 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 employees 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.

EDITORIAL SUPERVISION

Glenn E. Collins 682 P. E. Building

EDITOR

W. Warren Silliman, Jr. 994 P. E. Building TU 7272, Ext. 2195

ASSISTANTS

Fred B. Hopkins, Charles P. Hill, Victor P. Labbe, J. E. Neville, G. R. Stevens, Arlie Skelton, James J. Adams, Arden H. Nasher, Mrs. Deane H. Koch, Adeline McIntyre, Suzanne M. Jacquemin, Jack Wright, John Curtis, Virginia Simmons, Ted Harrison, W. B. Shrewsbury, H. L. Woodford, A. K. Hartman, Jack DeLaney, M. J. Davison, Bob Belfrage, Mabel E. Forsberg, George M. Kappers, W. F. Servranckx, Viola B. Tellechea, J. A. Degerman, W. P. Williams, Guy F. Gehde, Milton R. Clark, Harold McClintock, Ruby Gallacher, A. L. Bristow, B. W. Ingram, Lloyd T. Leary, Jackie Lyons, C. J. Cobb.

PHOTOGRAPHY

Harley B. Talbott

Copy deadline for November issue: October 22.



Essential part of a MIGHTY EMPIRE

THE four Southern California counties—San Bernardino, Riverside, Orange and Los Angeles—united in their contribution to America's victory in war are united in their determination to contribute to a world at peace the labor and products of the mighty southland empire which lies within their boundaries.

San Bernardino county—substantial contributor to this empire, is the largest in the nation in area—with the largest vineyard—largest borax works—largest tungsten deposits. Ranks among America's leading counties in available, but as yet undeveloped, resources.

Its annual contribution to the war effort included the mining of 29 vital minerals valued at \$22,000,000 and agricultural products worth \$80,000,000.

Vast tracts of its land were used for military installations and war maneuvers where entire armies were trained. The Army Air Service Command; Muroc Bombing Range; flying schools; anti-aircraft base; Army, Navy and Marine Corps supply bases; a Navy Proving Ground;

an Army reconignment depot; a bomber base and a Naval Convalescent Hospital, all are located in San Bernardino County.

Industry, too, has made its contribution. Steel from Fontana, cement from Colton and Victorville and innumerable smaller industries throughout the county added to the sinews of America's war might.

Residents have taken economic expansion and population increase in stride. School and housing facilities and public utilities services have been needed and provided for the 37% increase in population since 1940.

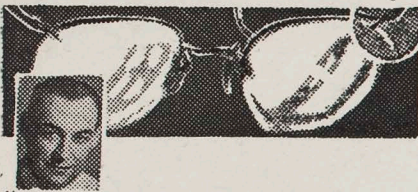
While the 1944 income of the county's 221,400 residents exceeded \$254,677,000, it is believed that this will be surpassed in peace-time years ahead.

The vast mineral resources—the great citrus and wine industries—steel production—and the magnificent recreation area in the San Bernardino Mountains, visited by 2 1/2 million people annually assures a stable and prosperous economic future for San Bernardino County residents.

Pacific Electric Rail and Motor Coach Lines, the transportation facility which serves this Southland Empire, salutes San Bernardino County and its citizens. We look forward eagerly to the days which lie ahead when this vast county may devote its energy and resources to peace and happiness. We are proud to have a part in its development and to serve its residents by providing a modern transportation facility for their convenience.



THIS IS THE FIRST of a series of advertisements dedicated to the area served by Pacific Electric. Appearing in 100 Southern California newspapers within the next few months, they will emphasize this new approach to cooperative community and regional advertising.



**PAYROLL
DEDUCTION**
If Desired

818

P. E. BLDG.

W. F. MORRISON

OPTOMETRIST TO

Transportation Employees
and Dependents

TU 6494

FEET HURT?



You can walk in style and Comfort in
KNAPP Aerotred SHOES
FOR MEN AND WOMEN

with velvety-soft, air-cushioned in-
nersoles and buoyant support to the
arches... For substantial savings and
Expert Factory Fitting Service, consult
YOUR LOCAL SHOE COUNSELLOR

(Union Made)

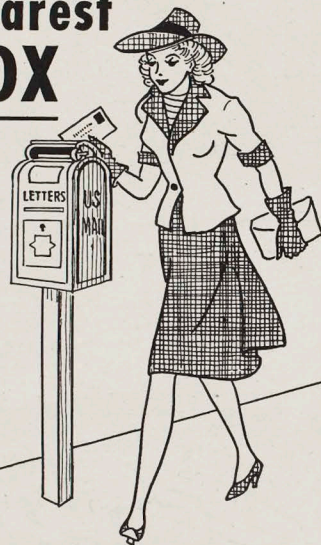
M. E. NIXON

2035 Midvale, West Los Angeles

Phone ARizona 3-3229

Bank the easy way
at your nearest
MAIL BOX

BANK
by
MAIL



CALL
WRITE OR
TELEPHONE
FOR PARTICULARS

**THE FARMERS AND MERCHANTS
NATIONAL BANK OF LOS ANGELES**

member
F.D.I.C.

THE OLDEST BANK IN SOUTHERN CALIFORNIA

401 SO. MAIN ST. (ZONE 54)

MADISON 7272