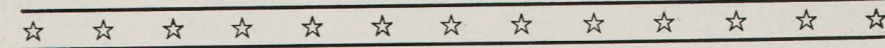


SEPT. 1945
PACIFIC ELECTRIC
Magazine





HONOR ROLL

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

TRANSPORTATION DEPARTMENT

Raymond L. Bacchus	Lloyd H. Martin
Walter V. Christie	John Vester Maxwell
Leonard E. Lane	Edward Earle Rodgers

Reported Returned from Military Service

TRANSPORTATION DEPARTMENT

Eva Mae Ashley	Ralph D. Holbrook
Charles F. Buss	Regis J. McMullen

As of August 24, 1945

Pacific Electric Employees in Armed Forces.....	780
Employees Deceased while Serving in Armed Forces.....	13
Prisoner of War	0
Missing in Action.....	1

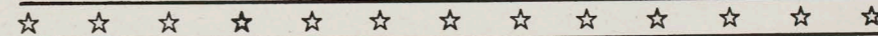
Total - - - - - 794

GOLD STARS

Lee O. Bogue, Jr.	Edward P. Gwin	Stanley Nemeč
John DeGoede	Iver Iverson	Wm. F. Nicolay
Antonio B. Dominguez	Woodrow A. Lewis	R. B. Ruggeri
Arnold G. Evans	Raymond T. Madrigal	Francis E. Tredget
	Raymond R. Munoz	

MISSING IN ACTION

Jack W. Fishel



IT'S VICTORY BONDS NOW!

The shooting may be over, but the need for money still remains. Hence, keep buying, not War Bonds, but Victory Bonds, as they are now called.

Billions of dollars will be needed to bring the millions of our men home who are now overseas, to provide their mustering out pay, and to care for the disabled, says Secretary of the Treasury Vinson. "Other billions will be required to provide for contract cancellations and to meet other costs incident to the liquidation of our war effort," he has stated.

The Pay Roll Savings plan still remains in operation, and will for some time to come. Do you know of a more painless way to set money aside for the future?

VICTORY LOAN - - Oct. 29 - Dec. 31!

In Memoriam

Edward P. Gwin, lieutenant, U.S.A.A.F., reported in the July Magazine as missing in action



Edward P. Gwin

in Europe since December, 1944, and now reported killed in action over Berlin on March 18, 1945. Lieutenant Gwin was employed by Pacific Electric as a Conductor on the Southern District on July 28, 1942, and

took military leave on February 13 of the following year.

He is survived by his wife, Mrs. Nancy H. Gwin, now living at 3636 Lewis Avenue, Long Beach, and by his father and mother, Mr. and Mrs. Edwin M. Gwin, of 426 South Milton Avenue, Whittier.

Raymond T. Madrigal, Truck Driver, Engineering Department, killed July 18, 1945, at Okinawa while on military leave.

Born February 25, 1921, at Colton, he came to work for Pacific Electric August 1, 1944, and was called to the colors on the 29th of the following month. His military rank and branch of service could not be ascertained.

Surviving are his wife, Rosalin, and three children, living at 770 East 24th Street, Cucamonga. Employees extend their sympathy.

Peace Is What We Make It

Fishel's Whereabouts A Three-Year Mystery

Although Jack W. Fishel, 28, was listed on last month's Honor Roll as missing, his status is actually unknown, both to the War Department and to Jack's parents. The last word from him was a cablegram to his parents on Christmas Day, 1941, from Manila. No records nor acquaintances have so far been located that might provide leads to his whereabouts.



Jack W. Fishel

Jack, when last heard from, was in the infantry, with unknown rank. He was on military leave from his position as Janitor at the Sixth and Los Angeles Yard.



Victory! August 14, 1945

25,000,000 PASSENGERS

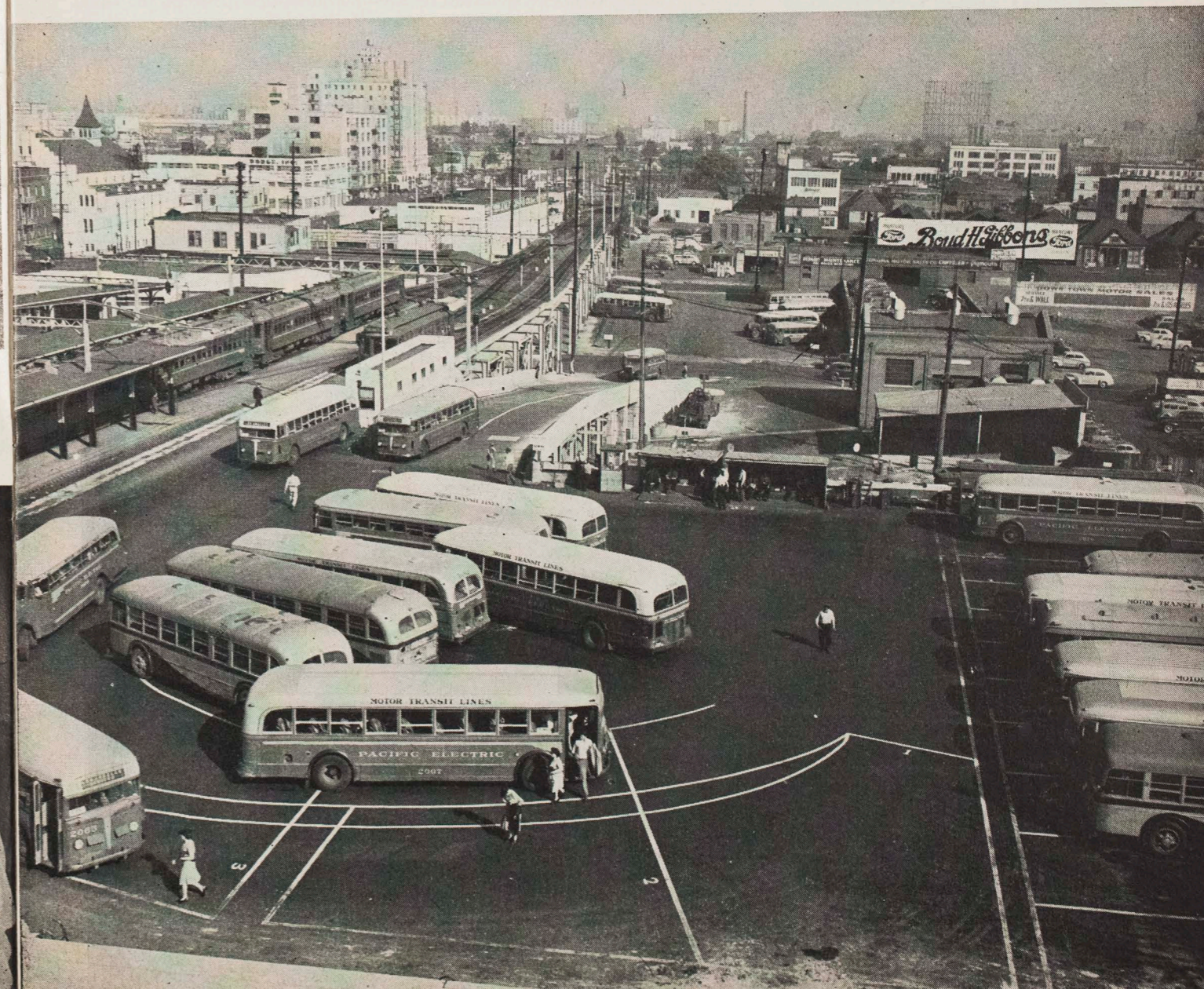
were carried in 1944 by 430 Motor Coach Operators on the North, South, and Motor Transit Districts. Using the best and latest in motor coach equipment, Operators find breakdowns and tire troubles almost non-existent, compared with troubles in the old Motor Transit Company days.

BUT I WANT TO GO to Bakersfield! I don't want to go to San Diego!" said the lady passenger indignantly to the driver of the big 11-passenger bus with the names of various cities painted on the several doors. He had gallantly opened a door marked San Diego. The time was 1921. The lady didn't know that the Motor Transit Company merely painted the names of several cities on the sides of its multi-doored stages to advertise the extent of its operations. So she opened the door

marked Bakersfield and climbed in. Driver *Claude M. Allen* chuckled. "Any door will take you to Bakersfield, ma'am. That's where we're going!" Times have changed since then. Nowadays the lady wouldn't make that mistake, for today there's only one door to a bus. Moreover, today the lady wouldn't go to either Bakersfield or San Diego via Motor Transit. And with the advent of the pneumatic folding door, the driver wouldn't perform that little chival-

rous act of turning the handle and opening the door which seems to mean so much to women—even modern women, despite their new-found independence. Today he shows his courtesy in other ways, chiefly by smooth driving on smooth pavement, by calling all stops distinctly, by giving all his passengers a friendly smile as they board or leave the bus, and by careful attention to questions. And nowadays Driver *Claude M. Allen*, though he keeps his Operator's seniority, is

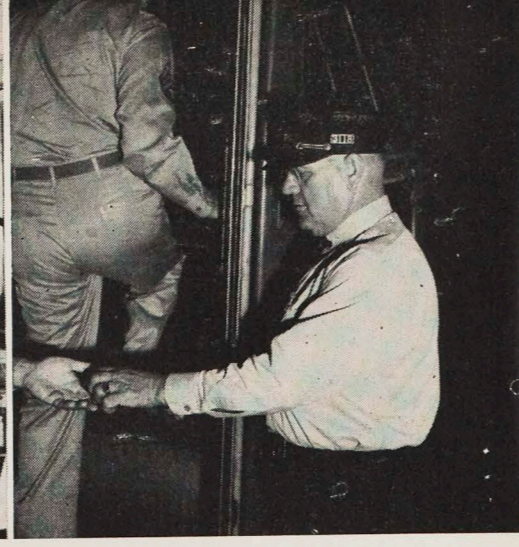
BUS DECK at rear of Sixth and Main Station.



R. C. FABUN
April 15, 1925



H. C. REEVES
February 23, 1924



L. L. McDONALD
February 2, 1924



EUGENE WICKHAM
December 1, 1919

They've Driven 20 Years or More on the Motor Transit District!

Here are the names and seniority dates of the nine Motor Transit Operators with 20 years or more of motor coach service, and pictures of eight of them. R. E. SHAW, who started September 30, 1922, was on sick leave when pictures were taken.

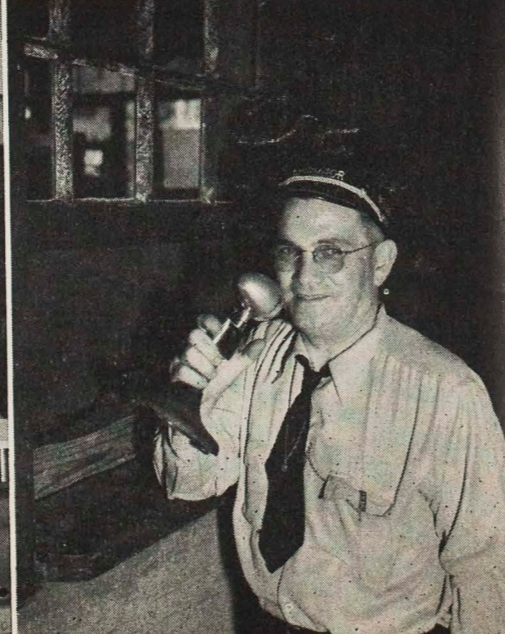


J. T. BAILEY
February 4, 1922

ALEX PETERSON
December 1, 1919

RICHARD BUTLER
June 11, 1923

JOHN PETTIT
September 25, 1923





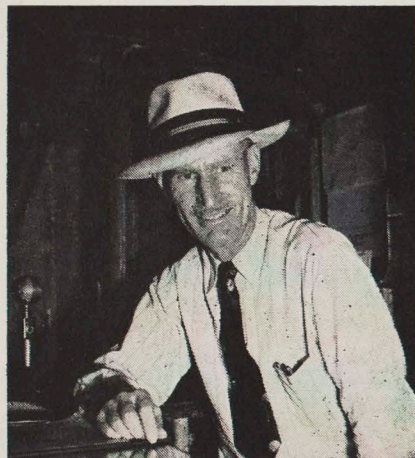
SUPERVISORS MEET frequently in the office of C. M. Allen, Assistant Superintendent in charge of Motor Coach Operations for the North, South, and Motor Transit Districts. Left to right are I. H. Stone, R. M. Hightower, L. E. Irby, J. W. Kipp, J. D. Puffer, and L. E. Netzley (Chief Supervisor), discussing a current traffic problem with Mr. Allen (seated). There are eight Supervisors in all, including the two others on this page.

September, 1945

route miles, and about 250 of the 430 Operators. Yet it is not as large as it used to be when its title was the Motor Transit Company, whose operations, then extending to Bakersfield, Victorville, Redlands, and San Diego, were built up by O. R. Fuller from a single line, the P & E (Passenger and Express) Stages, operating from Los Angeles to Anaheim. He purchased the line in 1917, and operated it under the name of the White Bus Line. At the suggestion of R. R. Wilson, his then Superintendent, and our present Superintendent of Passenger Operations, the name was changed in 1920 to the Motor Transit Company. Mr. Fuller bought line after line, until the Motor Transit Company was one of the largest motor coach operations in the country.

MTC Men Still in Service

At the time the Motor Transit Company was organized, in 1918, the following operating employees who are now with the Pacific Electric Railway, in addition to Mr. Allen and Mr. Wilson, were in service: L. E. Netzley, now Chief Supervisor, was Superintendent of Transportation; and Eugene Wickham, Alex Peterson, J. T. Bailey, J. T. Pettit, L. L. McDonald, W. E. Deal, and J. W. Butler were drivers. W. E. Deal is now a Service Director at 6th & Main Streets. J. W. Butler is a Supervisor, and the remainder of the men mentioned are Operators.



H. A. FABUN is Supervisor for the Riverside area.

Assistant Superintendent of Motor Coach Operations for the Motor Transit District, the Northern District, and the Southern District, comprising 483 of Pacific Electric's total bus route miles of 644. (The Western District, under Trainmaster James E. Douglass, has 161 bus route miles.)

Motor Transit History

The Motor Transit District is by far the largest in extent of the three motor coach districts whose headquarters are at Sixth and Main Streets, for it has 378 of the 483

LOADING 300 SOLDIERS on eight busses bound for Camp Anza, near Riverside, on a rainy (see tops of busses) day in August, was a job handled at the Maple Street Bus Lot by Supervisor Jack W. Butler (in civilian clothes).



September, 1945

Some of our present office employees were also members of the Motor Transit Company. E. W. Swanson, now Assistant Station Supervisor, was one of the three members of the MTC Auditor's office in its infancy. As it expanded from three to a total of 110 employees, it included A. E. Hanna, now Special Accountant; C. J. Williams and C. A. Holway, Timekeepers; F. D. Wilson and Mrs. Laura Drake, now in Freight Accounts. Frank Screech, now Ticket and Bill Clerk in Passenger Traffic, and George F. Jehl, now Assistant Station Supervisor, were also MTC men.

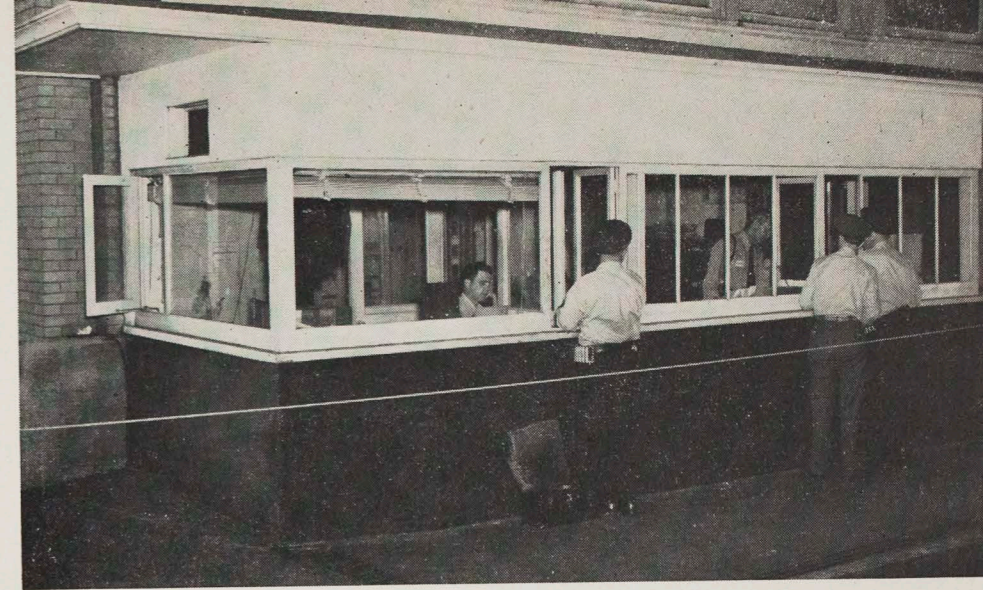
Old-Time Busses

Motor Coach Operators who may sometimes complain of their busses should have had to drive back in the "good old days."

At the start of the bus industry in California, approximately 1916, busses were built along the lines of the touring cars of that period. All busses had side curtains that had to be put up and taken down according to weather, and it was not until after 1920 that the use of glass windows in busses, or stages, became standard practice. In 1916, most stages were of five- to fourteen-passenger capacity, some being plain touring cars, others, lengthened-out touring cars, and some with special bus bodies holding 14 passengers.



SECRETARY to the Assistant Superintendent of Motor Coach Operations is Mrs. Dorcas N. Holly.



DISPATCHER'S OFFICE on the Bus Deck at Sixth and Main.

PE Buys MTC

In 1919, the capacity of interurban busses was increased to 25 passengers. This was increased about 1927 to 33 passengers, and in 1941 increased to 45. Since then 45 has been standard, although some attempts were made in early days to operate double-deck interurban coaches first built by the Pickwick Stage Corporation. Because of the seating arrangement, these double-deck coaches did not work satisfactorily.

The Motor Transit Company had difficulty in purchasing the proper types of busses for their operation and in 1919 purchased a five-story building, at 212 East Market, to be used in the construction of busses, as well as general repair work.

Tires Were Terrible!

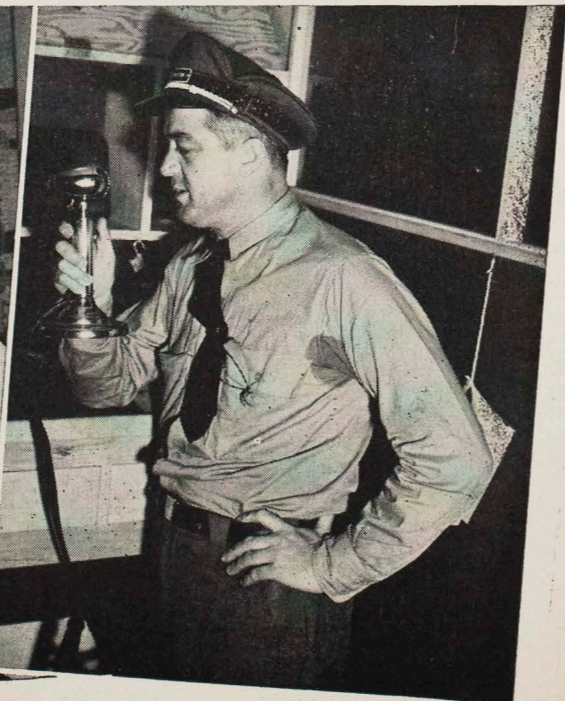
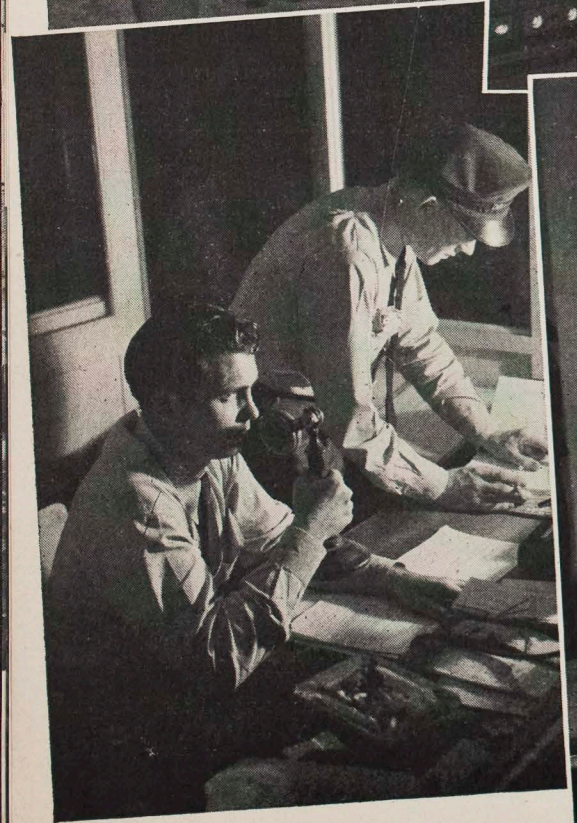
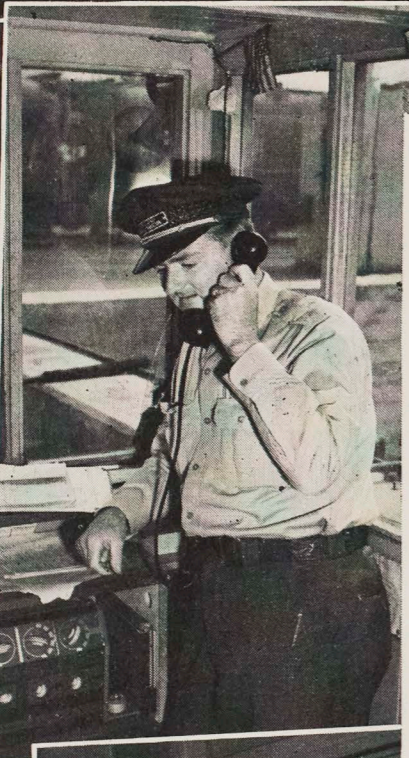
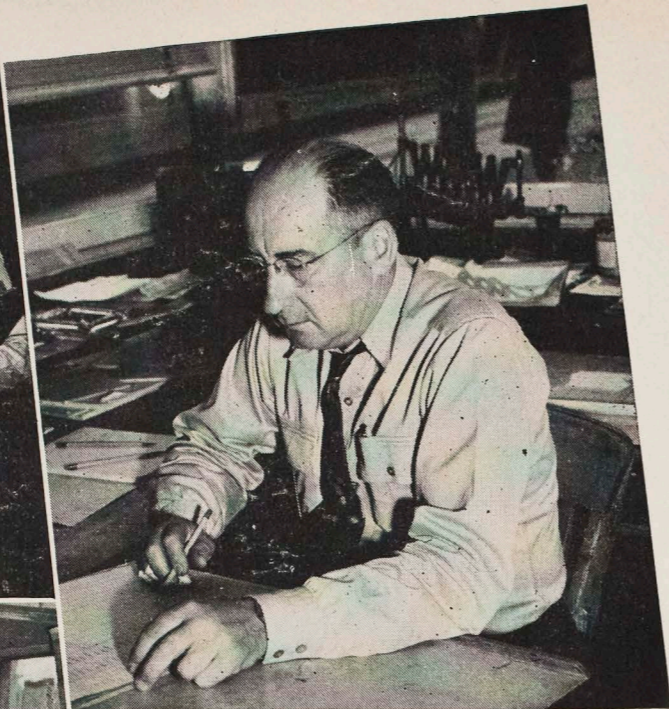
In the early days of the bus industry, there was much difficulty with tires. In some cases, drivers would change three or four tires a day! However, in 1919 and 1920, the tire manufacturers brought out a heavy-duty cord tire with non-skid tread, and from that date up to the start of the war, tire equipment kept improving to the point where it was unusual for an Operator to have tire trouble. Some Operators have gone for years without a tire failure.

In addition to carrying spare tires, it was not unusual for Operators to carry spare axles and magnetos, which were changed on the road as necessity required. During the early period of bus operation it was necessary for a Bus Operator to be a mechanic.

Pacific Electric, in 1920, bought a two-thirds interest in the Motor Transit Company, the other third being taken over by Greyhound. In 1936 Pacific Electric bought out Greyhound's interest, and merged the Motor Transit Company Lines into other operations, gradually discontinuing certain unprofitable lines. Although the Motor Transit Company is no longer in existence, busses on all districts of Pacific Electric still carry the legend "Motor Transit Lines" along the top for the sake of the advertising.

SHOWS HOW IT'S DONE—Mrs. Ruth G. Fisher, Clerk in the Dispatcher's office on the Sixth and Main Bus Deck, shows Miss Eleanor Ahumada, Typist-Clerk, how to set up the ICC logs showing the daily driving time of each Operator.





SERVICE DIRECTORS—Group at top left includes J. P. Malhiot, Jasper Marino, G. C. Roedder, E. H. Mattson, and W. E. Upton. Mr. Roedder is Head Service Director, the others, Assistants. Above, Walter E. Deal, Service Director, was a driver for the Motor Transit Company in its early days. At left, W. V. Waggoner, Assistant Service Director, opens the Whittier gate, and passengers coming through are startled at the photographer's flash gun. Center, J. J. Coon, Assistant Service Director, telephoning. At bottom left are Service Directors J. J. Zimmerman, at microphone, and D. P. Nelson, looking up an assignment. Man with the straw hat is Service Director W. S. McGraw, working on assignments for Operators. Below, Assistant Service Director H. W. Pickler at the mike. Not pictured are A. G. Evans, Service Director on the graveyard shift; and J. J. Kinney, Relief Service Director.



AT 5:30 P.M. ANY WEEKDAY, Sixth and Main Bus Gates.

Many changes have been made in routings, equipment, and operation. All mountain service has been discontinued, and P. E. busses operate as far north as Sunland, as far south as Balboa. Since Pearl Harbor, 24-hour service has been maintained on the Los Angeles-Redlands Line. Increased demand on all districts during the war brought about increased service on all lines. Also, since Pearl Harbor, the big bus deck at 6th & Main was built and placed into operation as the main terminal instead of the former Union Stage Depot at 5th & Los Angeles Streets, the effective date having been September 26, 1942. The Service Director's office on the Sixth and Main Bus Deck was put into operation at the same time.

Equipment Today

Pacific Electric's motor coaches today take second place to none in styling, economy of operation, and general up-to-dateness. It is interesting to note that as of June 1, 1945, of 340 coaches used for passenger service on all four districts, 277, or more than 80 per cent, were manufactured in 1940 or later; that 70 new busses have been placed in

operation since the beginning of 1944; and that 15 new busses were placed in operation during the first six months of 1945. Of these, the Motor Transit District and the North and South Districts have received their quota—particularly of busses with raised decks and baggage compartments, for considerable express, baggage, and mail are carried on these districts.

War Operations Skyrocket
Last year, on the districts under Mr. Allen's supervision, some 430

Motor Coach Operators drove approximately 250 busses 10,744,211 miles to carry more than 25,000,000 passengers to their destinations. This was by long odds the peak year of operations. With it we may contrast the three previous years in passengers carried on these districts:

1941.....	less than 7,000,000
1942.....	less than 13,000,000
1943.....	less than 20,000,000

No time for failures in men and equipment in 1944! Busses had to run; passengers were waiting by the

OPERATOR'S QUARTERS at Sixth and Main.





JOHN W. SLANKARD, Broadcasting Attendant, announces the departures of trains and busses from the Sixth and Main Station.

thousands, many of them war workers who made the ships, planes, tanks, guns and ammunition so desperately needed on all fronts. Many of the drivers were new men who doubtless made many errors; many were men who loyally worked overtime until their faces—you saw many of them—were haggard with fatigue; yet they kept doggedly on. Many of them had, and still have, sons at the front who they knew needed the war weapons made by workers carried on Pacific Electric busses. So the busses moved; the

workers reached their factories and built record numbers of the tools of war; and at last, only a month ago, the war was won.

Operators on the North, South, and Motor Transit Districts rejoiced at the news like everybody else, but took no time out to celebrate,* and kept on driving. And they are still keeping on now that the war is over, for they know that Pacific Electric's future depends on their doing their share to maintain the company's reputation for efficient service.

*See statement by T. L. Wagenbach on Page 11.

What the End of the War Means To Pacific Electric Employees

"What does the end of the war mean to you?"

This question, asked just after V-J Day by your inquiring reporter of a group of Pacific Electric employees selected at random, elicited the following replies:

Martha Depue, Secretary, Transportation Committee (gasoline and tire rationing): "My committee's work is done. I regret giving up one of the nicest positions I've ever had. I'll miss the contact with people who came into this office for gasoline and tires. They were really a swell bunch."

John Duncan, Janitor: "I s'pose things will go along about the same. All my nephews—aerial gunners in Germany—will be back."

George F. Courtney, MT Operator: "It means that the boys will be back home. I have a brother-in-law on Okinawa."

Mabel Garrett, Car Cleaner: "It means a lot to me. I have a boy in Germany. It means the end of slaughter and broken families. It means a time for thanksgiving."

Lillian Olson, Schedule Analysis Clerk: "Everything! My Marine is over there."

Claude Cook, Baggage and Express Clerk: "My own boys will be safe."

John L. Jaco, Collector (part-time: his regular job is that of general assemblyman at North American Aviation): "Most men in defense work can now get the kind of job they want because manpower controls are off."

Nathan Hill, Head Porter, 6th and Main: "It leaves one with a contented mind. There's nothing like peace. I feel very happy over the ending of the war."

John A. Degerman, Assistant to the Superintendent, P.E. Restaurant and News Service: "To me it means the world is becoming more democratic. It's the beginning of universal democracy."

Harvey J. Sperry, Ticket Clerk: "First, it's a great relief; second, I'm tickled to death to see the boys coming back home; third, I'm glad to get off rationing, especially gas."

James A. Hockenberry, Mechanic: "War is a mighty poor way of settling disputes. I can't see where much has been gained—the parties that were trying to gain lost."

Jean Talley, Stationer's Helper: "I'll be glad to see the boys come back—for several reasons!"

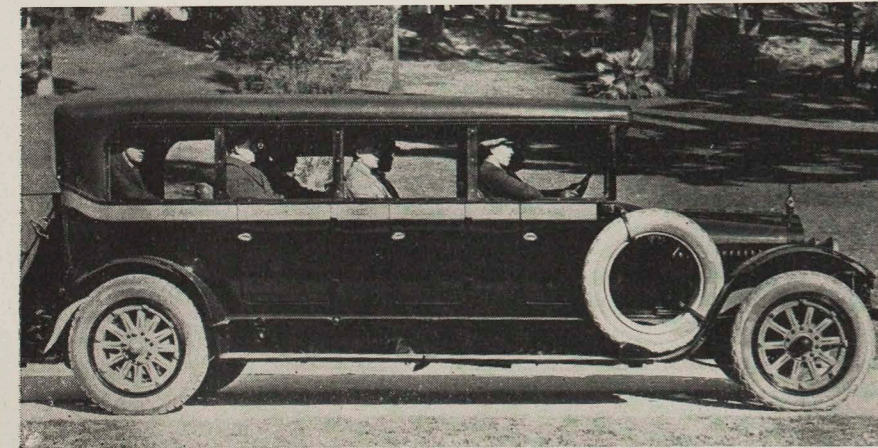
Edna Klein, Secretary to the Engineer of Planning and Development: "It's a time to rejoice."

Betty Hansen, Messenger for Central Timekeeping Bureau: "Oh, gosh! It means that all the fellows are going to come back!"



LLOYD W. ("Pop") REYNOLDS, with more than 20 years of service to Pacific Electric, is the Baggage and Express Clerk for the Motor Transit District.

ONCE UPON A TIME (1921) this 11-passenger El Dorado, built in the Motor Transit Shops, was used on the Los Angeles-Bakersfield run. It was specially built to negotiate the 1100 turns in the road between Castaic and the Grapevine.



Cooperation of All in Helping Win War Praised in Letter by President Smith

Expressing his personal appreciation to employes for their splendid work in helping win the war, and to all those who used Pacific Electric services for their tolerance of wartime service shortcomings, the following letter of August 15 from President O. A. Smith was distributed in mimeographed form to all employes shortly after the Japanese surrender:

Office of the President
Los Angeles, August 15, 1945.

To Pacific Electric Men and Women:

With courage, individual resourcefulness and perseverance, in the face of many difficulties, you have done a truly splendid job in helping win the war. Transportation played a great role with the American team of military forces, science, industry and agriculture, in this winning effort.

CONGRATULATES ALL EMPLOYEES

My hearty congratulations go to each of you—to you who made the tracks strong; to you who rolled the passenger trains, motor coaches and freight trains with materials and products from war plants; to you in the shops and garages who kept the equipment in repair; to you who maintained signals, overhead lines and other safety devices; to you who supplied the necessary materials; to the doctors and their assistants who looked after our people; to all those in offices and elsewhere who kept the guiding records for our efforts; and to the managers, supervisors and specialists who coordinated all of these various activities.

My enthusiastic personal thanks go to you all.

SPECIALLY THANKS OLDER MEN

A special word of thanks is due to the older men in the service who, with patience and fidelity, helped train hundreds of new employes. Without this cooperation from our long established people in the service of educating the newcomers, our difficulties would have been much greater.

THINKS FIRST OF OUR FIGHTING MEN

Our thoughts remain now, as they always have been, with the boys in the armed services. Their welfare is naturally near our hearts because nearly 800 of our fellow employes have entered the service to fight in all the major battlefields and on the seas. Many have been decorated for bravery, and many have given their lives for their country. Besides these, there are thousands of sons, daughters, wives and husbands of Pacific Electric employes who likewise served in the armed forces and some of them have died for us. Our first thought there-

fore as our hearts are uplifted with the end of the fighting is for the boys coming home and our everlasting obligation to them.

APPRECIATES PUBLIC'S COOPERATION AND TOLERANCE

We now turn from the destruction of war to the constructive activities of peace. As we do so, let us express publicly and in personal daily contacts our appreciation of the effective cooperation we have had from military and governmental authorities, from the shippers of agricultural and industrial products who have been extraordinarily patient with impaired service, from passengers who were tolerant and from the big public who stayed at home, and from the press which recognized our difficulties.

PREDICTS FUTURE DEMAND FOR SERVICE

We think there will be much demand for our transportation service in the period ahead (and that is of interest to our people because it means employment). We intend to go ahead within the territory we serve, providing the best possible service to our customers, recognizing the difficult problems they too will face in the reconversion period.

FEELS CONFIDENT OF EMPLOYEE COOPERATION

Our interests individually and as a transportation organization are bound up with those of our shippers and passengers, and I am confident that all of us working together will make and keep Pacific Electric a leader among the progressive and friendly institutions of public service.

I am proud of you men and women of the Pacific Electric. You have done a great job for your country and for the preservation of our rights as free individuals in a free country.

O. A. SMITH.

No Schedules Canceled From Manpower Failure V-J Day, Says Wagenbach

"No service, either passenger or freight, had to be canceled because of the failure of Trainmen and Operators to stay on the job on V-J Day," declared Senior Assistant General Superintendent T. L. Wagenbach, when queried about Pacific Electric's transportation situation on that day.

"No special orders went out, but an appeal was made through the supervisory forces for the men to stay on the job. The response was extremely gratifying," Mr. Wagenbach said.

He also stated that although the movement of material had been temporarily stopped by government order, it is now on the move to various destinations for disposition.

— Peace Is What We Make It —

Railroad Research Talk Featured at Meeting of Pacific Railway Club

Predicting great improvements in railroad equipment through current and continued research by many lines, A. E. Perlman, Chief Engineer of the Denver and Rio Grande Western Railroad Company, and chairman of the Engineering and Mechanical Research Subcommittee of the Association of American Railroads, addressed an interested group of railroad men of the Pacific Railway Club at the Biltmore, Thursday evening, August 23.

It was the first postwar meeting of the club, and approximately 150 men and women attended. Among those present from Pacific Electric were Research Engineer L. H. Appel, General Claim Agent John J. Staddon, Assistant Superintendent of Equipment E. A. Stevens, and Assistant Research Engineers A. H. Hartman, John Curtis, G. A. Roberts, and E. L. Marcy.

An exhibit of models of crack trains and engines of the Santa Fe, Union Pacific, and Southern Pacific was put on at the meeting by the National Association of Model Railway Clubs.

— Keep On Keeping On! —

Give your blood to save a life. It's the patriotic thing to do.

RETIREMENTS

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

NAME	Occupation	Department	Years of Service
Edwin R. Lockett	Motorman (North)	Transportation	24
Frank Mauk	Conductor (West)	Transportation	21
Perry T. Strader	Car Inspector	Mechanical	19

The GI Bill of Rights

By L. R. McIntire

Assistant Manager of Personnel

THE SERVICEMEN'S READJUSTMENT ACT OF 1944, commonly referred to as the "GI Bill of Rights," provides, among other things, for training and educational privileges, under certain specified circumstances, of persons who served in the active military or naval forces of the United States on or after September 16, 1940.

Congress has made it a joint obligation and responsibility of the Veterans' Placement Service Board and the United States Employment Service "to employ the fullest use of every resource of both agencies to carry out the intent and purpose of Congress" with respect to the counseling of veterans.

FOR RETURNED VETERANS

Apart from the requirements set forth in the law itself, both labor and management are cooperating to the extent that returned veterans entitled to the privileges of the Act may enjoy its privileges to the fullest measure.

Certain former employes of the Pacific Electric who have served, or are now serving, in the active military or naval forces of the United States, and whose seniority status and right to return to the company's service are covered by the Selective Training and Service Act of 1940, as amended, may apply and qualify for the educational privileges provided for in the Act and be absent from the company's service while engaged in such educational activities.

LABOR AGREEMENTS

The permission for absence from the Company's service has been provided for as result of agreement between the company and the various labor organizations having labor agreements currently in effect with the company. These include the Brotherhood of Railroad Trainmen, The Brotherhood of Railroad Signalmen of America, The Brotherhood of Railway Clerks, The Order of Railroad Telegraphers, System Federation No. 159, The Brotherhood of Maintenance of Way Employees, The American Train Dispatchers Association, The United Electrical Radio and Machine Workers of America, and the United Transport Service Employees of America.

This agreement contains the following provisions which are self-explanatory:

LEAVE OF ABSENCE

1. A former employe who holds seniority under the provisions of the agreement between the parties

hereto, and who is eligible for re-employment and establishes such reemployment with the company as provided for in the Selective Training and Service Act of 1940, as amended, either by constructively or actually returning to the service of the Company, and who is qualified for vocational rehabilitation or education and training as provided for in the Act and who makes written application for a leave of absence to engage in such vocational rehabilitation or education and training, shall be granted leave of absence for the purpose of engaging in such vocational rehabilitation or education and training, and for an additional period not exceeding ninety (90) days after the completion or termination of such educational and training activity.

SENIORITY ACCUMULATES

2. The employe, during the period of such leave of absence, shall retain and accumulate seniority in his class and upon return therefrom shall be privileged to exercise his seniority onto a position to which his qualifications and accumulated seniority entitle him, in accordance with the applicable provisions of the collective agreement by and between the parties hereto.

CERTIFICATE OF COMPLETION

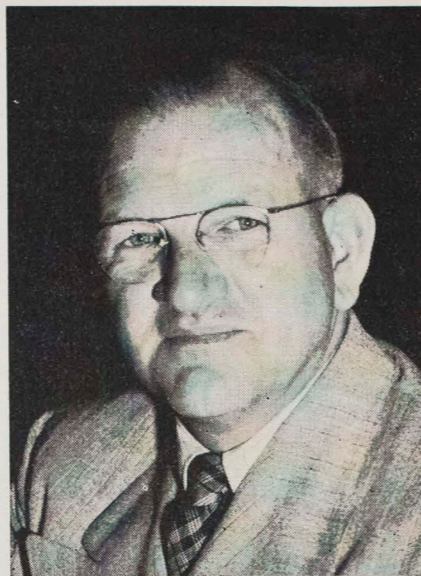
3. The employe shall furnish to the proper company officer a certificate or other written evidence of the fact that the absence on leave was in connection with the pursuit of the educational activities herein referred to, such certificate to show the date on which the activities were completed or terminated.

VACATION PERIODS

4. An employe, if he desires, upon giving five (5) days' written notice of his intentions, shall be privileged, during vacation periods from such educational activities, to return temporarily to the Company's service while on leave of absence, and during such temporary returns to service shall be privileged to exercise his seniority in the same manner as provided in item 2, above.

THOSE NOT QUALIFIED

The additional privileges outlined apply only to former employes of the Pacific Electric and do not apply to veterans who have entered the employ of the company subsequent to release from the armed forces without



GREY OLIVER

Grey Oliver, Secretary To President, Leaves PE to Represent EMBA

On August 1 Grey Oliver, Secretary to President O. A. Smith, left Pacific Electric service to assume the position of southern district representative of the Employes' Mutual Benefit Association, better known as EMBA. Grey will sell life insurance, and of course, hopes some of his P.E. friends will take out some insurance with EMBA.

Before his departure, a beautiful fitted toilet case and a manicure case were presented to the popular Mr. Oliver by his numerous friends throughout the company.

Grey had worked for Pacific Electric since he became an Office Boy in the Passenger Traffic Department on October 18, 1917. Working up through the ticket stock division and the ticket office, he became Secretary to the General Agent (then H. O. Marler) in 1920; Secretary to the Vice President and General Manager on November 1, 1922; and Secretary to the President on July 1, 1929.

His wit and good humor will be missed around the Pacific Electric Building. Employes extend to him the best of good wishes for his success in his new work.

— Peace Is What We Make It —

Pop: "And that, my son, is how the first World War was won."

Son: "Pop, why did they need all those other soldiers?"

having had prior service with the company.

The same privileges have also been extended to former employes who are not within the scope of any labor agreement.

TRANSPORTATION DEPARTMENT



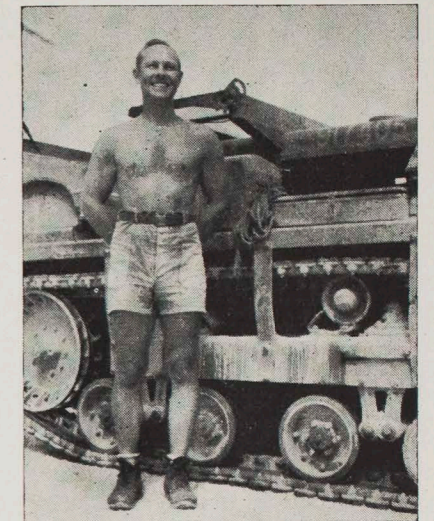
By
Suzanne
Margot
Jacquemin

The past and present month seem to hold a high store of birthdays and anniversaries. This issue constitutes the 36th issue of the Transportation

Department Column, or the third year's continued efforts of yours truly to give you interesting tid-bits of news from hither and yon. Buck and Elsie Jones celebrated their first wedding anniversary on the 26th of August.

Talking of birthdays, Edna Green celebrated hers on the 4th; Ray Tufts on the 5th; "Suzie" on the 9th; Lucy Paige (my sister-scribe) on the 13th; Don Yeager the 27th; and Jim Lewis on the 29th.

Mrs. Edythe Nola Ross, wife of "Tex" Ross and mother of "Donnie," had 110 friends at her home to celebrate her birthday with a potluck dinner on July 30. The dinner was served in the arbor and Mrs. Ross



REMEMBERS WITH PLEASURE —F. Wm. Hall, Aviation Machinist's Mate 2/c, as he looks over in the Philippines. Former Conductor on the Northern District, he writes: "I am looking forward to being back wheeling a bus alongside [my fellow trainmen] again. I remember with pleasure my experiences in working . . . with such a fine bunch of men and in such a fine railroad company as Pacific Electric is."

was surrounded with over a hundred gifts.

Gretchen Erhardt, daughter of Office Manager I. W. Erhardt, works at the Freight House between semesters at college.

Yardmaster at San Bernardino L. J. Middleton stopped in to see Mr. Johnson, while Mr. Middleton was on a "vacash."

Yardmaster Barney Blevins and Crew Caller Fred Knerr each have a lovely young daughter, June and Sherry, respectively.

Another mascot showed up at State St. and she surely purrs—the engineers say the little cat should turn off her motor.

Charles A. Martin has been hired as a Janitor-at-Large, covering the Northern Stations.

John ("Shorty") Wamsley and W. O. Baker run close seconds for a most distinctive specialty on the PE. Ask them for particulars!

How do you like the pretty new orange-colored phone books?

Bob Mecey and E. F. English have been off sick but are back on the job now.

A new improvement at State St. has taken place. We now have iced water from our new fountain built outside. And we surely needed it too these past weeks, even if it was unusual and did rain. We have corn around the shack taller than Jack-and-the-beanstalk—but where is the corn?

THANKS

to the

Transportation Committee:

A Resolution

WHEREAS, on October 20, 1942, a committee known as the Management-Labor Transportation Committee was organized for the two-fold purpose of assisting the United States Government Office of Price Administration in its tire and gasoline conservation program and to assist employes in obtaining necessary gasoline and tires required by them in the performance of their duties, and

WHEREAS, Mr. Paul Durbin, Mr. W. W. Silliman, Jr., Mr. C. E. Haskin, Mr. Robt. C. Labbe and Mr. Gordon A. Roberts assisted the Committee in handling the large volume of applications at the start of gasoline rationing, and

WHEREAS, Miss Clara V. Smith thereafter handled the processing and certification of gasoline and tire applications, assisted by Miss Bessie Cornish, in the office of the Committee in Room 682 Pacific Electric Building, and

WHEREAS, Mr. G. E. Collins, representing management, and Mr. Louis E. Brown, representing labor, were designated as Chairman and Vice Chairman, respectively, of the said Committee, and

WHEREAS, the volume of applications for supplemental gasoline rations materially increased, necessitating institution of a separate office facility at Room 729 Pacific Electric Building, and

WHEREAS, the said office facility has, during the course of its existence, had the benefit of the services of Mr. James C. Rankin, former Assistant Research Engineer and presently Manager, Pacific Electric Building; Mrs. Gladys J. Black, Secretary; and Miss Martha Depue, Clerk; and

WHEREAS, the services of the said Committee are no longer required by virtue of termination of gasoline rationing;

NOW THEREFORE, be it resolved, that the Central Committee of the Management-Labor War Production Committee wishes to commend and express its appreciation of the fine service rendered by the employes herein mentioned, and directs that a copy of this Resolution be spread upon the minutes of the Central Committee, and published in the PACIFIC ELECTRIC MAGAZINE.

Dated at Los Angeles, California, this 23rd day of August, 1945.

R. V. RACHFORD,
Secretary.

Eleanor (Leonor) Ahumada, daughter of Section Foreman Henry Ahumada, worked in the Safety Department until Joy Dixon returned from her leave, then Eleanor went to the Freight House, where I believe she still works. She surely is a dead-ringer for her dad.

Ray Tufts is surely working hard on the B of R C appointment he got a few weeks ago.

Here's your name, "Cobby,"—so you lose your bet!

— Keep On Keeping On! —

**Everett Pearson Now
Coral Reef Club Greeter
At Pacific Sub Base**

(Release from U. S. Navy)

AT AN ADVANCED PACIFIC SUBMARINE BASE—Not one of the bus-driving friends of Everett Pearson, 39, motor machinist's mate, first class, USNR, and former bus driver for the Pacific Electric Railway in Los Angeles, is any busier than Pearson is today, for he's holding down a double job on this tiny island sub base.



EVERETT C. PEARSON

During the day he's an air conditioning and refrigerator repairman on a submarine re-fit crew. It's his business to see that submarines leave here on war patrol with their air and cooling equipment in tip-top order. Lives may depend on its functioning without failure.

Each night Pearson is the impresario at one of the Navy's most novel night clubs—the Coral Reef Club—a night spot for first class petty officers

of the submarine fleet, who are here during recuperation leave periods.

Pearson is the third president to operate the unusual club since its organization nearly a year ago. He's on the job every night mingling with club members, extending greetings in traditional Sunset Strip fashion.

His club serves only beer (rationed, six bottles per man per week), cigarettes and cigars for its member-guests. But it has all the trimmings, including impassioned murals, a sizzling eight-piece dance band, an audience-talent floor show and even a blinking electric sign over the door.

Pearson suffers no managerial headaches as a result of complications from women patrons or employes—there's not a woman within hundreds of miles.

In addition to his job as "front man," Pearson handles bookkeeping on nearly 3000 active members—nearly all submarine sailors whose membership is free and for life. The only requirement is good behavior and attainment of the rating of first class petty officer.

Pearson is an Operator on the Motor Transit District, having come to work for Pacific Electric in that capacity on April 22, 1935. He left for military service on June 6, 1942.

The accompanying picture—the only one obtainable—was on his application for employment with the company.

— Peace Is What We Make It —

Sandy McTavish attended a celebration where the amount of good whisky was unlimited. About the middle of the evening he got up and started the rounds of the guests saying goodnight. "But surely you're not going yet, Sandy," the host objected.

"Na, mon," said Sandy, "I'm not gaen, but I'm tellin' ye gud night while I still know ye."

**PASSENGERS
APPRECIATE**

**Motor Coach Operators
In General**

August 12, 1945.

Pacific Electric Railway

Dear Sirs:

May I tell you, driving in your red coaches is a great pleasure. I also like to thank your drivers, who are really glorious and deserve appreciation.

MRS. JULIE J. MARQUART.

— Peace Is What We Make It —

**Conductor
Stanley Ochevsky**

August 7th, 1945.

Pacific Electric Railway Company

The courteous attitude of Conductor 154 [Stanley Ochevsky] is much appreciated. . . .

ELLEN ANDERS.

P.S. Conductor 154 is on the Monrovia Line.

— Keep On Keeping On! —

**Conductor
F. F. Murdy**

July 27th, 1945.

Pacific Electric Railway Company

Gentlemen:

I am a regular commuter on the San Fernando Line, and I wanted you to know that your conductor No. 936 [F. F. Murdy] on the morning car arriving at 7:33 a.m. is a real company asset. He is so cheerful, friendly and courteous that he makes the early morning ride a pleasure.

I think all the other regular riders on his car would agree with me on this.

MISS LOUISE A. FIETZ.

— Peace Is What We Make It —

Bill Brawnley, the strong man of the village, met one of his fellow-villagers in the local inn. During their conversation Bill called the other a liar. The villager naturally resented this remark.

"Look here, Brawnley," he said, "I'll give you just five minutes to take that back."

"Is that so," he replied, extending his chest impressively. "And suppose I don't take it back in five minutes?"

"Then," said the villager after a slight pause, "I'll extend the time."

**Red Caps Believe In
Courtesy Plus Efficiency**

By Nathan Hill
Head Red Cap Porter

The purpose of this article is to acquaint the readers of the Pacific Electric Magazine with some of the facts concerning our group, the Red Cap Porters. We are putting forth every effort to instill more interest, friendliness, and cooperation among ourselves as well as between ourselves and other groups of employes, so that we may be able to serve our great peacetime patronage as well as or better than we did during the years of war.

We want to make friends, and after we have them we want to hold them. We believe courtesy and efficient service will go a long way in enabling us to reach this objective. We pledge to make such courtesy and efficient service a part of our daily lives.

We frequently receive letters of commendation from patrons of the company, some with constructive criticism which we find most valuable to our cause. Any suggestions for the betterment of our service will be greatly appreciated.

— Keep On Keeping On! —

**ROOM 221
AND VICINITY**

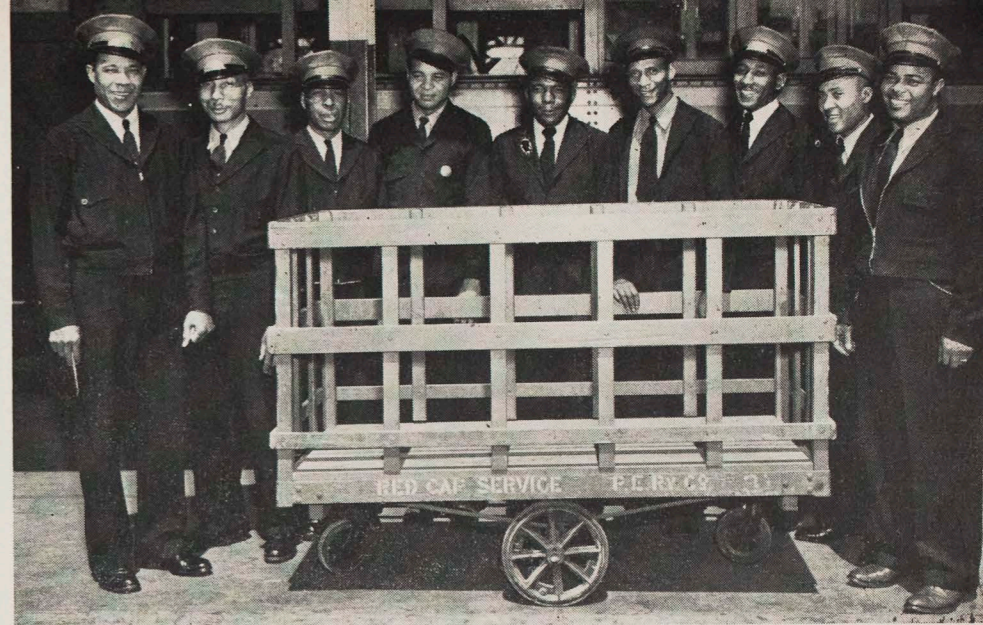
By
Lucille
Paige



What a wonderful feeling to know that this air we breathe is devoid of war tension, that the world can begin to live again instead of survive. Thank God that this peace we were seeking in a distance was so near us, saving untold casualties. Yes, thank God!

Katharine Salmon's hospitality once again exceeded itself when she hosted a group of her co-workers at her vacation beach home in Newport Beach recently, topping an unexcelled dinner with luscious strawberry shortcake.

Mr. Foskett lost his Secretary, Lillian Teter, on August 25, when she left the company to rejoin former associates with an engineering concern. Good luck, Lillian, from all your many friends.



THOSE SMILING RED CAPS—Left to right, ranged in order of seniority, are Nathan Hill, Head Porter, who came to P.E. in 1923; Preston D. Andre, 1929; Hubert L. Williams, 1934; Eugene F. Marshall, 1942; William Turner, 1943; Fred Riney, 1943; Baker N. Hatchett, 1944; John D. Washington, 1944; and Harold Marzett, extra man. All work at Sixth and Main Station. You could have cut your finger on the crease in their trousers and seen your face in their shoes on the day this picture was taken—but neatness in appearance is an everyday occurrence with them. Three of the boys are away in military service: Freeman Morgan, Nathan Hudson, and Kenneth A. Davenport.

As of August 11, Alma Flinn, of the Instruction Department, is Mrs. Odell Fullen. Here's wishing you every happiness, Alma.

One advantage in interviewing a member of the masculine gender is the possibility of a gratis lunch. My man this month practically let me gorge myself with victuals, with the result that my questions were few and his conversation, modest though it be, revealed the real George F. Jehl.



George F. Jehl

Born in Memphis, Tennessee, of French and German descent, he was reared and schooled in Denver, Colorado. Mr. Jehl is an old-timer in the railroad business, having started his career with the Colorado and Southern Railroad in Denver in the Passenger Traffic Dept., where his services were temporarily interrupted after twelve continuous years, account World War I, in which he served in France as a sergeant.

In 1922, Los Angeles beckoned, and Mr. J. dabbled in real estate for three years, but transportation was in his blood and regardless of his success in the former business, he joined the Motor Transit Co. in 1925 and ultimately became part of the Pacific Electric when the two merged. Mr. Jehl now occupies the position of Asst. Station Supervisor and is well-qualified to handle the tedious tasks incident to such position.

On the personal side: LOVES hot

mustard . . . potato salad . . . pie smothered in ice cream, in fact all luscious foods, and admits he is fortunate to have married a good cook.

Spends all his spare time gardening . . . narrating (that could also mean telling a good story) . . . attending baseball and football games, several members of his family participating in the former sport.

Has a personality reflecting both generosity and friendliness, and it is agreed by all that George F. Jehl characterizes the best to be found in the railroad industry, setting an example for all members of the P.E. family.

— Peace Is What We Make It —

**Bob ("Medals") Schreiber
Compliments Magazine**

We were very happy to receive not long ago a letter from Staff Sergeant Bob Schreiber—he whose collection of military medals was photographed and described in the July PACIFIC ELECTRIC MAGAZINE. Among other things, Bob said:

"I read your entire issue through, and you and your staff are to be complimented on turning out a very fine piece of work from cover to cover. I don't think I have even seen a better illustrated or better written up house organ in my long career of writing for trade magazines. I am not saying this because of your article on myself and medals; I really mean it; and I am proud to be allowed to appear in such a finely gotten up magazine."

Much obliged, Bob. All of us appreciate the kind words.

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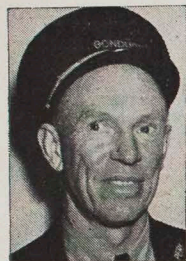
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SEE OUR AGENTS AT TERMINALS

- 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



MACY STREET TERMINAL

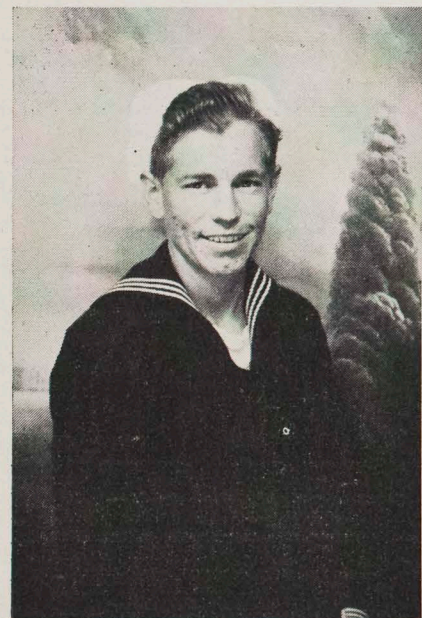


By
**Ted
Harrison**

Calling Macy St. Calling Macy St. Come in, Macy St.!

Well, it's all over at last, for which we are all very thankful. How did you enjoy the two holidays? Now don't tell me you did not have any, for I saw two or three trains go by here during the regular rush hours and the Conductors had all their fares collected and were already settled down to take it easy till the few passengers were ready to unload. Then, after going home all prepared to get up in the wee small hours to work a trailer, the telephone rang and Ed Fox said "no trailer tomorrow," and so I slept till 6:00 a.m.

Here's a good one and I hope the big shots in the Line Dept. will take notice. Possibilities for a future Lineman. My wife and I were sitting in our car near the P.E. tracks along with our four-year-old grandson. Right out of a clear sky the young hopeful burst forth with this remark,



CHARLES E. HARRISON, Hospital Apprentice 1/c, is the son of Correspondent Ted Harrison of Macy Street. Charles has just been transferred to the naval hospital at Beaumont, California, after being at Corona for the past few months.

"Grandpa, why do they have so many HANGERS on that wire?" Grandma spoke up and said, "Who told you they were hangers?" He answered, "Nobody, but they are, aren't they? The street cars hang from them!"

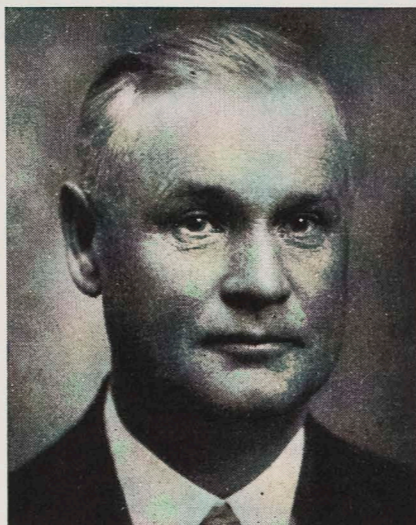
We heard that a number of Macy men took off a few days ago on a deep sea fishing trip. Oh, yes, lest I forget, I heard there were one or two or maybe more from 6th and Main. Can't mention all the names, or the Foremen might get together and find out some of them were on the sick list. Anyway, they had a very enjoyable as well as a successful trip. Didn't have to buy any fish and that was something. However, the outstanding incident of the day was the swim that Conductor Hird took at the height of the fishing. Did he fall or was he pushed? Or did he really dive in of his own free will?

Talk about attention to duty, Conductor R. G. Bixler takes the cake. Yes sir! Carefully preparing three very choice sandwiches, he set out for work. At Baldwin Park he simply had to sample them. After eating one he laid the others, carefully wrapped in oil paper, on the rear seat with his ticket can. Between Baldwin Park and El Monte, while busy collecting fares, he noticed two high school boys eating sandwiches and when they got off he noticed his sandwiches were gone. Bet they were good, R. G.

Who's who at Macy. There's a certain man around Macy who looks like any other Motorman, sometimes in nice blue uniform, sometimes in overalls. He always has a smile, and usually a joke for somebody, and always ready for an argument. Altogether a pretty good fellow. But—the other day I paid a visit to the Dispatcher's office and there he sat all dolled up in his Sunday-go-to-meeting suit looking just as dignified as a man could look. It is hard to realize it was the same person, but I guess it was, for when I said "Hi there, Jimmie Talbot," he looked up and seemed really glad to have a caller. Good luck, Jimmie, hope you get lots of work up there. Yes, indeed. Gives me a chance on the "Greaser."

We are saying hello to a few more new men this month: Motorman S. D. Pazyblysky, Conductors H. W. Atkinson, H. M. Wolbert, J. D. Slick, Nate Krueger, H. W. Hill, W. A. Harrison, A. L. Duerksen and D. R. Edmunds. H. M. Wolbert comes to us from the Great Northern and J. D. Slick returns to the P.E. after being gone fifteen years. Welcome to Macy, fellows, and if there are others and I've missed you it's not intentional. Maybe you got here too late for this issue. Good luck to all of you, and hope you like it here.

That fellow with the broad smile, at the switch across from the Club-



NEVER A MISSOUT—Claude M. Conner, former North District Motorman, Motor Coach Operator, and Birney car pilot, retired May 31 after 22 years with never a missout. In recent years he was a Motorman on the Watts Line. He has gone to Big Bear Lake to catch up on his fishing, says Motorman S. C. Harris, who contributed the picture; and, adds S. C. H., "all his old friends miss him and the happy smile he had for everybody."

house on the second trick, is Mode Frazure from Pasadena. Motorman D. C. Reeves has transferred to Pasadena extra board and we have Conductor W. P. Chatham from Pasadena, who bid in a run on Glendora.

Did you fellows wonder what had become of our genial Foreman, Mr. Van Fleet? Well, he took his vacation at this time. Seems his hedge got so high he just simply had to trim it!

— Keep On Keeping On! —

SIXTH & MAIN TERMINAL

By **W. B. Shrewsbury**

Motor Transit said goodbye this month to Earl Lamm and O. C. Sadoris, two Southern District Motormen who transferred to M.T. last spring, and who have now answered Uncle Sam's call for freight men; they have transferred to freight as Motormen.

Motor Transit welcomes back Stan Damron, who has been on a two-month leave of absence back in the middle west.

Odds and Ends about 6th & Main: H. W. Klements, L. A. Hanna, and D. E. Richards also went to freight as Motormen. They were previously Southern District Motormen. Motorman A. H. ("Red") Norris from the Santa Ana Line is now firing in

freight; as is Southern District Motorman W. I. Kivett.

M. O. Aubolee bid in a Balboa bus run and R. J. Johnson took over his former job of Assistant Terminal Foreman.

Service men would do well to take lessons from Terminal Foreman Griffin and his office force in the art of pin-ups. Woo-woo! You should see their office.

Felicitations to Santa Ana Conductor W. C. Clements, who was married last month.

Frankie Hight is back at work after a two-week trip to South Dakota, as is Bill Upton, who flew with his wife to San Francisco for vacation.

Jerry Coon is handling his new deck job with finesse after a minor operation and a trip to New York.

Jack Butler and Carl Rhodes both are on vacation. Dave Nelson is taking Carl Rhodes' place as Head Service Director and Bud Zimmerman is working Dave Nelson's job as Dispatcher.

— Peace Is What We Make It —

Towermen Transferred From Engineering to Transportation Dept.

An important departmental change was effective August 1 when all Towermen were transferred from the Engineering Department to the Transportation Department. The purpose of the change was to "facilitate centralized control of the operation of trains through plants by placing the supervision directly under those who supervise and control the train movements, eliminating delays occasioned in the past due to the absence of someone in authority in a supervisory capacity to act in emergencies," according to a statement by General Superintendent G. F. Squires on July 30.

The transfer involves 42 regular assignments, seven relief assignments, and about nine extra Towermen in all three tricks at each of the 14 towers, including Oneonta, El Monte, Lamanda Park, Island Junction, Claremont, Amoco, Slauson, Watts, Dominguez, Badger Avenue, Santa Fe Springs, foot of the Viaduct, rear tower at Sixth and Main, and Subway. Directly in charge of the Towermen is Station Supervisor H. E. Foskett, who adds this work to his other duties. He will be assisted by George F. Jehl, Assistant Station Supervisor.

Maintenance and all mechanical problems will continue to be handled by the Engineering Department as before.

PASADENA TERMINAL



By
**H. L.
Woodford**

The war is over for the fighting men, thank the Lord, but it has just begun for the Motormen, with the lifting of the gasoline rationing.

Brakeman W. P. Chatham bid in on an Oak Knoll night run (front

end) last month but now has a Conductor's daylight on the Glendora Line. Jack Mahon is bidding on a Temple City run. Looks like the freight men are on the move.

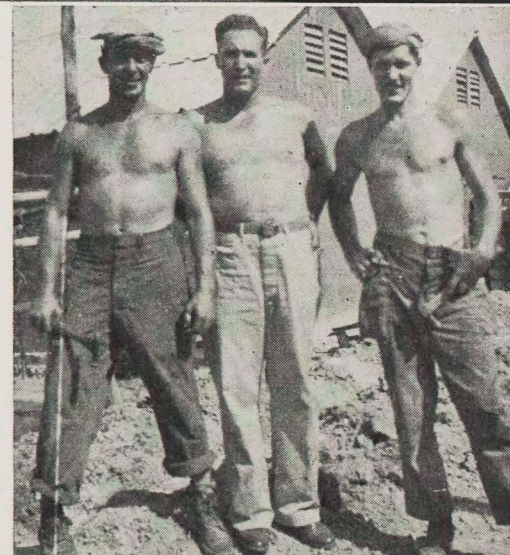
Pete Alig, our likeable Brakeman, got a tough break. He was holding the chisel while Ralph Bridges (his helper) was swinging the sledge hammer. The hammer slipped, striking Pete in the eye. His glasses were broken and four stitches were required to close a cut near the lower part of his right eye.

Harold ("Robbie") Robson, former Pasadena Mechanic and later of Macy back shops, passed away and was buried from Pasadena last month. His wife Jeannie and a son survive.

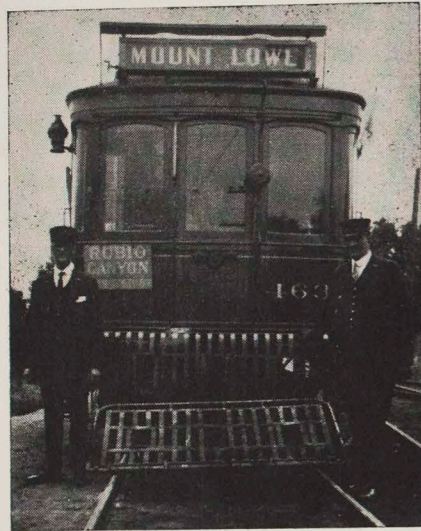
John ("Scotty") Stoddard, our very efficient Janitor, met with a



IN CALCUTTA the streetcars look like these, writes South Conductor (on military leave) Allen C. ("Ace") Endicott from far-off India as of July 26. Cars in top picture are of an English 1934 model; those at bottom, of 1925 model, says he. Sergeant Endicott is in the center of the center picture with two of his buddies. "I want to thank someone for all the good news . . . in the Pacific Electric Magazine. . . . Being this far from home it helps a lot," he declares.



serious accident close to his home in Highland Park. While coming from the market he was struck by an automobile and suffered a compound fracture of the leg. Mrs. Laura Stevens visited Scotty at the hospital and



ON THE MT. LOWE LINE—Conductor J. W. Bartholomew (left), and Motorman C. A. Kellog, both now retired, standing beside their car in 1928. Information from Correspondent Harry Woodford is that C. A. K. is "somewhere up in the Northwest," and that J. W. B., now living at Gilroy, California, wishes his old friends would look him up when passing by and "allow enough time to have some barbecued chicken."



BUSMAN'S HOLIDAY — F. R. Cummings, Baker 1/c, U.S.N., and Motorman on military leave, spent a 30-day leave just before the war ended by working as a Motorman, and plans to come back to stay as soon as he can. Aboard a destroyer for 27 months, he made six major landings, including Tarawa, the Marshalls, Saipan, Iwo Jima, Leyte, and Lingayen Gulf. He was also at Okinawa.

YOUR VICTORY GARDEN

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

Food production is one of the wartime "industries" which knew no cut-back on V-J Day. Everybody will continue to eat! Food is the most potent weapon of peace. Hungry people quickly become desperate and desperation will lead to trouble—radical ideologies and new dictatorships. We must not lose what has been gained at so great a price. Food production must not decrease in the "letdown" following war.

The Victory Gardener's Place

There are no new farm tools yet. There is no more farm labor either. Transportation is in a snarl. You in your backyard can produce much of your garden fresh vegetable needs. Let's go about it promptly and with a determination to continue the job on the home front. Southern California gardens planted through September are timed just right for the best growth of many crops.

How To Begin

That's simple! Spade up the ground. Work in some fertilizer if you have it. Get plants of suitable kinds from the corner nursery and plant seeds for the rest. Now, which are which?

Buy cabbage, broccoli, cauliflower, and celery plants. Set out two dozen cabbage or cauliflower plants every six weeks. Half a dozen broccoli

plants will be enough—repeat in four to six months.

Vegetables From Seed

Both leaf and head lettuce, carrots, mustard greens, table beets, spinach, turnips, parsnips should be started from seed. Thoroughly wet, then spade the bed. Make planting beds about a foot wide with a wide furrow four to six inches deep at each side. Have the beds level from end to end. Then irrigate in the furrows to settle the newly spaded ground. Relevel the surface so the top of the bed will be a uniform height above the water level in the furrow.

Plant the seed at the right depth. Firm the soil over it with a board. Keep the seed moist by either holding water in the furrows long enough to soak underneath and up to the seed or cover the seedbed with paper or burlap or muslin to hold the moisture. You can sprinkle on muslin or burlap, but it is better to irrigate them below. Do not sprinkle the surface soil or allow water from the furrows to flood and crust. Seedbed covers must be removed as soon as the seedlings appear.

Get your Victory Garden Guide, irrigation, and pest control circulars at the Agricultural Extension Service office, 808 North Spring Street, Los Angeles 12. No charge.

SUBWAY TERMINAL



By
W. F.
Servranckx

With victory of the Allied Nations over the Axis powers complete we can all be thankful that the ravages of war have been kept away from our beloved country, and continue to buy Bonds, to make peace secure for all time to come.

Motorman and Mrs. N. S. Saxon announce the arrival of a beautiful granddaughter, Karen Elisabeth Mokley, 5¼ lbs., August 3 at St. Vincent's Hospital. She is the daughter of Capt. and Arline Mokley, son-in-law and daughter of our well-known friend. Congratulations to all concerned, and Grandpa has promised a good black

reports that he is coming along nicely but is lonesome, so if you're in the vicinity of the St. Vincent's Hospital in L. A., drop up to see the old boy and be prepared to play a rubber of cribbage.

Confidentially, Scotty, we all miss you very much. Joe has lost at least five pounds—nobody is feeding him gum drops and choelettos—and your boss Cap Harris is lonesome riding to and from Pasadena without you. Bill Daly is holding down your job and is doing it really well. Mrs. King, Betty, Inell, Idell and Georgia all wish you a speedy recovery and a quick return. One sure cure, John, is to close your eyes and imagine you have to pay the bill. You will get right up and walk out of the place.

— Keep On Keeping On! —

"All right," the sergeant roared, as he strode into the bunk room, "every lazy blankety-blank of you fall in."

The soldiers grabbed their gear and swarmed out—all but one, who lay in his bunk blowing smoke rings.

"Well," snarled the sergeant.

"Well," said the soldier, "there's a lot of 'em, ain't there?"

cigar to anyone who cares to have one.

Conductor L. A. Dishon, who was off sick a few days with a sore toe, has returned to work.

Conductor M. W. Dawson returned to his duties after a few weeks' illness, and smiles again. Glad to have you back.

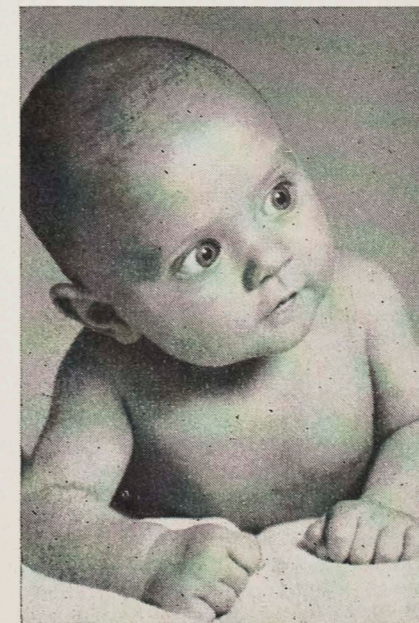
That well-known politician from Oregon, Guy Shoun, has his hat in the ring since Jessie sprinkled water on his highly polished bicycle. Cheer up, Jack, the war is over, and polish is again obtainable.

Master Mechanic Fred Wurm at Ocean Park fell for a gag as old as the tracks on the V.S.L. and called the number which was left at the office. He got the Santa Monica Dairy and asked for "Ferdinand." Careful, Fred, next time they may have you call "Mike Howe."

All I have for the Subway is smiles and smiles. Must be on account of the good cool fresh air coming through the air blowers during the hot spell.

Conductor and Mrs. R. E. Stevens of Ocean Park present elsewhere on this page their pride and joy, that bright-eyed youngster Robert A. Stevens, 7 months old, weighing 18 lbs. We still believe he resembles his lovely mother, Esther Stevens.

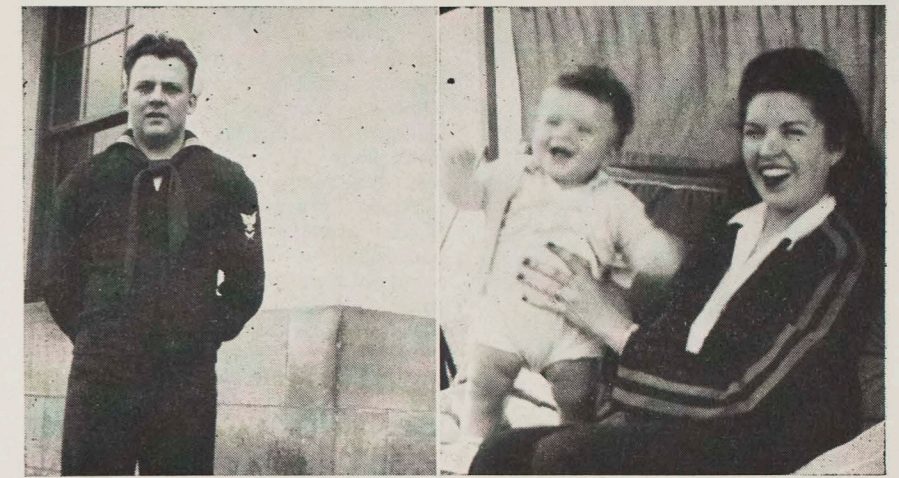
Yours truly and Mrs. Servranckx spent an entire day deep sea fishing, and I returned with one mackerel and a good sunburn, thank you.



"S A FASCINATING WORLD!" says Robert Andrew Stevens, son of West Conductor and Mrs. R. E. Stevens. Young Bobby arrived at South Hoover Hospital on January 15.

— Peace Is What We Make It —

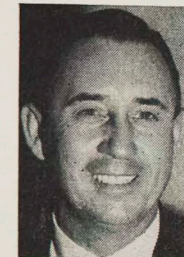
A friend is a person who knows all about us and who still likes us.



DADDY JOHNSTON'S NEVER SEEN HIS SON—Jimmy Lee, 10 months old; his mother, Mrs. Robert E. Johnston; and his daddy who is now a Yeoman 2/c in the Navy, which he joined in 1942. Yeoman Johnston, a Typist-Clerk in the Purchasing Department, came to P.E. in that capacity on May 29, 1941; his military leave began November 18, 1942. He married Jimmy Lee's mamma, the former Miss Bonnie Le Cain of Coeur d'Alene, Idaho, in 1943. Robert's father, James H. Johnston, has been a West District Motorman for almost 20 years.

QUESTION AND ANSWER BOX for PASSENGER CONDUCTORS AND OPERATORS

By
W. J. Fenwick



Supervisor,
Northern and
Southern
Districts

Schooldays, schooldays, Dear old Golden Rule days, Readin' and writin' and 'rithmetic Taught to the tune of a hickory stick.

Which is what went through our mind when the first question of the month was presented.

QUESTION: While I was working as Conductor on the Watts-Sierra Vista Line a child boarded the car northbound at 82nd Street, presented a J-40 school ticket and requested a transfer. As school had not resumed (this was during the summer vacation period) was I right in accepting this ticket and issuing a J-T-6 transfer?

ANSWER: Yes, the ticket should be accepted and transfer J-T-6, punched in the third zone, should have been issued.

This transaction would apply on any district. Your Southern District Circular P.D. 1850, Seventh Revised Page C-4, Rule 8, Item (2) states: "On 10-cent fares or joint school tickets, Form J-40 or J-40-UC. When paid in zones 1, 2, or 3 issue J-T-6 punched to show zone in which collected. Be governed by the expiration date on the cover of the book of

tickets."

In this particular case the Conductor would no doubt have found stamped across the cover "Summer Session—Expiration date August 31, 1945."

Any type of school ticket may have been issued for the summer session, all to be honored in accordance with the type of ticket and zone in which presented.

It is important to keep in mind that it is only on the J-40 or J-40-UC on a 10c fare that the J-T-6 may be issued. T-W-3 transfers will be issued upon request for other school tickets presented.

Just a word before the regular fall school session takes up and many children use our service. Should a child present a ticket that does not cover the needs, or is the wrong kind of ticket, take the ticket "under protest," and give the child a note to parent or teacher explaining the circumstances and describe if possible the ticket required. In many instances children are bashful and sensitive; it is therefore necessary to be kind and helpful in our dealing with them.

LONG BEACH FREIGHT HOUSE



By
**Jack
DeLaney**

Bob Hoffman returned to work as Yard Clerk August 23 after an absence of two months. Bob rode his motorcycle back to Beloit, Ohio, to visit his mother, who has been quite ill. He was in Cleveland VJ night and says he made much whoopee. Della Morelli and family of three children left few days ago for North Carolina for an indefinite leave. Her husband is stationed at Fort Bragg. We have heard from Della stating that they arrived safe and sound, but that it was a long auto trip.

Well, one of our popular Govt. B/Lading Clerks went out and got herself a man. Yes, no one else but Hester Amidon. Yes, indeed, Hester married H. H. Proffitt, World War II veteran now working at Calif. Ship, Terminal Island. Hester received several nice wedding gifts from the office force. We are expecting the newlyweds to ask the gang of us down to their apartment most any time now for a big chicken dinner and hot biscuits. Hester says she is



LONG BEACH FREIGHT STATION GIRLS—Standing, left to right, are Thelma Thomas, Dan S. Harris, Dolores Schleis, Irene Miller, Elinore Mierdierks, Evelyn Metcalf, and Helen Darnell. Seated, left to right, are Maxine Gates, Ariel Langston, and Hester Proffitt. Absent when picture was taken were Madeline Somerby and Della Morelli. "Pretty fine-looking gang," says Jack DeLaney.

the best chicken cooker-upper and biscuit-maker that ever was.

Walter Somerby, night assnt. Chief Clerk, has returned back to work after an absence of two weeks at the General Hospital at San Francisco. Walt says he feels fine now. "Just bring on the work," says he.

Amos Tang and his wife had a few of the boys from the office at their house a few days ago. Mrs. Tang prepared a fine dinner for us and Amos entertained the boys with a few card tricks, an occupation at which he is very adept. We learned quite a few new tricks while watching. A. H. Wilson, E. R. Muse, B. S. Sweeney, E. Lewis, V. Watson, and yours truly were the invited guests.

— Keep On Keeping On! —

FIELD ENGINEERING NEWS

By
Nancy Kelly

Now that gasoline is available it would be nice to have another vacation.

Bettie McAnally is planning a week's vacation at a dude ranch near Victorville next month.

Donald Amos and Homer Bosworth left the service of the company the first of this month. Mr. Bosworth returns to his ranch in Colorado and Mr. Amos returns to his home in the east.

Paul DuPar leaves on his vacation August 22. Because of the lifting of gas rationing, he will now be able to take that long-dreamed-of trip to the State of Washington.

B. H. Grant is planning a fishing trip to the High Sierras this summer with Lt. B. H. Grant, his son.

Joe Frownfelter has some weird tales of life at his ranch in Newhall. It seems a carnivorous animal stole in and ate all the meat out of their mulligan stew. Joe is still a little jumpy.

We're glad to see George Brown back on the job again, after a week's illness.

Arthur R. Levinson is recuperating at Fort Whipple, Arizona.

It may not be widely known, but from various samples received, Reid Springer's wife is surely "tops" in the art of cooky making.

Approximately 14 from Field Engineering have signed up for the bowling league which is scheduled to start in September.

The addition of our new "gadget," an electric erasing machine, is proving to be quite a time and temper saver.

Now that the war is over, we are looking forward to the return of our boys.

C. J. Cobb, our genial Field Engineer, will be our columnist next month.

— Peace Is What We Make It —

HOSPITAL LIST

Good luck and a speedy recovery to those confined to St. Vincent's Hospital. They included on September 4, 1945:

Nicolea Cristea, Machinist, Mechanical Department.

Francisco Garcia, Laborer, Engineering Department.

Martin Haley, Night Watchman, Engineering Department.

LaVerne Hedgpeth, Cashier, Transportation Department.

John Holmes, Conductor, Western District.

Loy W. Johnson, Conductor, Southern District.

Peter Layton, Brakeman, Southern District.

Claude L. O'Dell, Conductor, Western District.

Higurio Ruiz, Laborer, Engineering Department.

Clarence D. Mallory, Brakeman, Southern District.

Jesus Moralez, Laborer, Engineering Department.

John Stoddard, Watchman, Engineering Department.

J. R. Williams, Painter, Mechanical Department.

Joe Worthington, Foreman, L. A. Motor Coach Lines.

— Keep On Keeping On! —

"Can you give me an example of wasted energy?"

"Yes, sir. Telling a hair-raising story to a bald-headed man."

SIGNAL DEPARTMENT



By
**Virginia
Simmons**

Anything we might say or add to the momentous happenings of the past month would be strictly anticlimax! August, 1945, changed the future of the world. It's with joyful hearts we unite in Thanksgiving for Peace and Victory.

Getting back to "business as usual," however, all Towermen (58 odd) have been transferred from the Engineering (Signal) Department to the Transportation Department. Supervision was given Station Supervisor H. E. Foskett, and his Assistant Station Supervisor, George Jehl. Here's luck, and good wishes!

How about this? Al Smith was unanimously voted the "best dressed man" in the department. We look around for a fancy necktie to match those of L. B. Denton, but alas, we have no contender. Denty's in a class by himself!

With gasoline plentiful, we turn our wants to tires and sugar. Automobiles on the road, and Hi Ravey's back to walking. He feels certain shoes will be ration-free. Then there's Jessie Eaton, who hasn't bought a single pair of rationed shoes (her teen-age daughter sees to that).

Rumor . . . Al Clenard found 74 shoe stamps, all valid. Lynn Doolan recently lost 28 twenty-five dollar Victory Bonds, and we surely hope he finds same. Lynn's as old as "Andy," now he's a grandpappy! Big "Round Roy" Oakley constantly wears an identification bracelet plus a dog tag around his neck. Figure on getting lost, boy? George Shaver complains he hasn't been fishing in four years. See Norman Gilbert (that man charms fish).

Jim Kenner spent his vacation in San Fernando Valley under a shade tree. Jim smokes three cigars a day (Beggars Choice Brand) and can eat chicken (his favorite dish) every day. Fred Harper vacationed in Sequoia National Park. Ernie Hargreaves and Ed Hasenyager spent their time right around home. Lee Cash came back 13 lbs. lighter—yep—another notch in the old belt. Tom Rescoe vacationed with a little white ball, pushed over every golf course in Los Angeles. Wanda Raskey di-

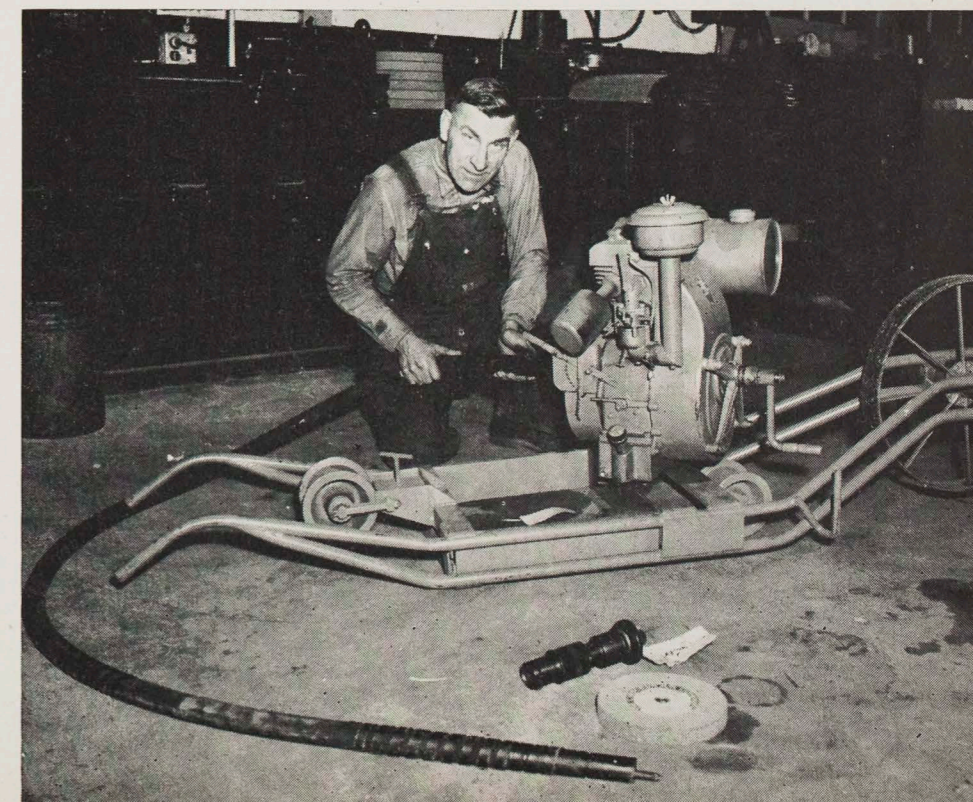
vided her time between farming in Modesto, and funning in San Francisco.

Only person enthusiastic over the recent heat wave was Bill Moesby, whose lath house plants veritably grew overnight. Bill's mighty proud of his dahlias this year. Says the way to keep them growing is by sharing and giving them away. He won a blue ribbon last year on his Sarah Clemmons. Surely happy to see Jim Haley . . . Jim's back at Barnes General Hospital, Ward No. 410, but we're expecting him back one of these days. Drop him a line, fellows!

Work Notes: Floyd Benoit and gang on Harbor Belt Line rewiring and relocating signals, and crossover changes. Searchlight signals replacing old style 13's. A new U.S.S. rectifier at Washington Street Yards, to charge batteries, replaces old style charge with motor generator. It's noiseless and operates faster. Overhead lines busy revamping station yards at Santa Ana. Good-natured Tex Ingraham and men installing new feeder on Carson Cut-off, Torrance.

Overhead lines have hired seven ex-servicemen in the last month—Jack Call, Melvin Gillespie, Perry Bellew, John Bracket, Lloyd Holding, Marian DeVare and Stanley Celuska. Additional new employes are Al Turner, George Savage, Glen Arnott, Joe Curry, Curtis Bowles, and Eugene Goodman. Welcome!

GASOLINE GRINDER being assembled by Bonder and Welder George Prell, who keeps all the grinders and all welding tools and equipment in condition. The grinder is used in grinding rails after welding. The grinding wheel in the foreground is attached to the flexible shaft, one end of which George is attaching to the engine.



IN GERMANY—The last man at right is Technical Sergeant Robert E. Hilliard, shown with his pals at Regensburg, Germany, where he is with the Army of Occupation. Bob is on military leave from his job of Substation Operator.

The second new line-truck arrived, 01035, a twin to 01034 pictured recently. This brings the Signal Department's trucks and busses to 22, plus 2 rented Bill Baxter trucks. (Now it can be told—busses like the 01009 get 2½ miles per gallon of gasoline!) Walter Stratman carries 32 keys on his key-ring—can you tie that?

In Memoriam: The Signal Department unites with the Towermen in its grief over the passing of John P. Neff, first trick Towerman at the Subway. Johnny was one great little guy, loved by all who knew him. Born March 21, 1895, he succumbed August 6, 1945. He entered service with the

Pacific Electric September 27, 1923. Our deepest respect and sympathy are extended to his widow, Mrs. Beatrice Neff.

So long, folks!

Keep On Keeping On! EASTERN DISTRICT ENGINEERING DEPT.

By Mabel E. Forsberg



The time has come when various members of the Eastern District are looking forward with hopeful anticipation to the return home of their sons and brothers in the armed services. We had intended to list the names of these members, but discovered that practically every employe in the Engineering Department had a close relative serving his country.

Among those whom we have not mentioned previously is Lloyd Martin, age 18, son of Earl Martin, B & B Carpenter. Lloyd has been serving in Halsey's Third Fleet on a destroyer. His adventures have been varied. He has experienced two typhoons, and

has brought down a Jap suicide plane headed directly for his ship. Information has it that 100 shots were fired into the plane before it dropped into the sea a few feet from the ship.

Chon Marin, Pfc, son of Jesus Marin, member of Section 32, is now home on a furlough. It was a surprise visit and the first one in over two years. He saw service in England, France, and Germany with the Ninth Air Corps during the 18 months he was overseas. Upon returning to his base in France, after a mission over Germany, he experienced a crash landing and received injuries, for which he has been awarded the Purple Heart.

Serving as Master Sergeant under General Patton, Lloyd Stepleton, son-in-law of Art Soderberg, B & B Foreman, followed the entire invasion, starting with Normandy. He was home on furlough recently and while here presented Art with a German officer's sword. It undoubtedly had been used for dress parade; however, the steel was of such quality that it could very easily have been used for offensive purposes. The metal had been washed with gold and all details had been carried out perfectly, including the German Eagle and swastika. Truly a decorative piece of equipment.

We have just received word that Ray Madrigal, former Truck Driver on Extra Gang 13, was killed in action at Okinawa on July 18. He left us on September 29, 1944, to enter the armed forces. His wife and

three children, who are living in Cucamonga, have the sincere sympathy of everyone on the Eastern District.

Tom Sharp and his Extra Gang 9 have just completed installing a No. 9 turnout and 735 feet of track to connect up our P. E. with the S. P. track to be known as the Colton Interchange. We will receive cars on this track for all points on the P. E. but we will still continue to take loads to Congress Yards for transfer to all points east on the S. P. Receiving our loads over the new Interchange will save much time in our not having to wait to cross the S. P. main line tracks at Colton.

Mrs. Temp Smither, wife of our Bonder and Welder, has been convalescing at a local hospital following a serious operation. We are glad to hear that Mrs. Smither will soon be able to return to her home.

People with the sniffles: Bill Mapstead and Rosario Chavez. Also Sam Moore (L. A.)

At this writing, Mr. Widmann, our Assistant Engineer, is enjoying his vacation at Hermosa Beach and vicinity, where, we have been told, it is nice and cool.

Speaking of this nice summer we are having in San Berdoo, reminds me of my Swede friend Ole—in a Turkish bath for the first time. When the attendant asked him how he was getting along, Ole replied, "Vy don't you stick a fork into me and find out? I tank I am pretty vell done." That goes for us, too!

MECHANICAL DEPARTMENT

Macy Street Garage By A. L. Bristow

Thanks to the girls in the office for their assistance in the last contribution for the Magazine.

Our vacations this last month: Sam Rinkus, Motor Room Leader, says he took a camping trip in his back yard.

Harry Zarp and Yours Truly each took one week on our vacations. Harry got a better tan than I did. Guess he had ambition enough to move the easy chair out in the yard.

R. J. ("Mopey Dick") Brucker says that after his two-weeks rest he surely is full of pep and really feels like getting in there and slugging.

Pee Wee Mayfield is on vacation at home hoping to hear from his boy who is a motor machinist 3rd class in the U. S. Navy somewhere in the South Pacific. Time flies; seems only yesterday Carl had his boy with him one day to show him where he worked—at the Glendale Garage, then.

S. C. Dahl spent his vacation at home, as did L. Holguin, M. Hockenberry, Jack DeYager, Phillip Sherman and Roy Fortner.

C. Hays took a trip to Arizona, but due to transportation, limited time, etc., did not get all the way to the old home town of Payson.

Joe Seubert spent his vacation getting a case of poison ivy; then another two weeks getting rid of it—lots of fun.

Sam Thomas is back after spending his week and more in the hospital due to an unfortunate accident in which

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 employes.

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.—Adv't.

he lost a thumb. He also took the opportunity to have a general overhaul, and says he has plenty of horse power now.

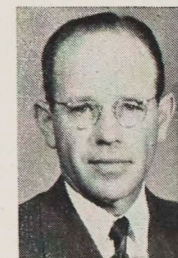
Jerry Rons, Assistant General Foreman, has just returned to Macy Garage after a vacation, sick spell and relieving Aage Nelson at Washington St. Jerry is now pinch hitting for J. B. Green, who is vacationing. We are glad to see Jerry back and hope he continues to feel better.

William Richards, Jr., known as "Little Chum," isn't speaking to Ray Chamberlin these days. It seems Ray shared a bag of peanuts with him. Nobody knows how the chili tepenos got mixed up with the peanuts or why the drinking fountains were all occupied at the time.

Peace Is What We Make It

MECHANICAL DEPARTMENT Western District

By Milton R. Clark



Peace has come to the world again. In our hearts we feel a keen sense of gratitude for the gallant men of our armed forces, who have faced danger and death so that the peace-loving people of the earth might be free, and that the American way of life might be preserved. In our hearts we feel a deep and sincere sympathy for those whose loved ones have given their lives, and for those who will long feel the results of this war. Those of us on the home front who by our efforts

have supported the brave men of our fighting forces are happy that we have helped to win this greatest war of all time. We all hope that we can be as victorious in keeping the peace as we were in winning the war.

Sergeant Horace Averill of the Army Air Corps has been discharged after serving 26 months in the South Pacific. Horace is an old-timer with the P.E. and before his induction into the Army was an Electrician at the Hollywood Car House. His many friends here on the West welcome him back.

First Lieutenant Robert M. Von Wald, son-in-law of Claude Blair, Electrician at Toluca Yard, is home on a 30-day leave after serving 26 months in Italy with the 805th Tank Battalion. After his leave he is to report to Camp Hood in Texas. Claude tells me his son-in-law has told him about many dangerous and thrilling experiences he has had.

Mary Freed, Car Cleaner at Hill Street Subway, has had three sons in Uncle Sam's fighting forces: Robert Freed, three years in the Merchant Marine; Jim Freed, two years in the Navy, and 2nd Lieutenant Fred Freed, a Bombardier in the Air Force, who has completed over 100 bombing missions in Italy and Germany.

Understand that Ben Brown and his wife, formerly Verna Wernett, are looking for a house.

Edward Bray of Toluca Yard spent his vacation fishing at Tuolumne Meadows in the Yosemite National Park.

Arthur Ryan, Electrician at the Subway Terminal, spent his vacation down at Balboa, just taking it easy.

Messrs. Roy Mankins and Tom Green visited Toluca Yard the other day for the purpose of making plans for new locker rooms for the men and women. Employes there, especially women, are very anxious that more suitable locker rooms be provided, as

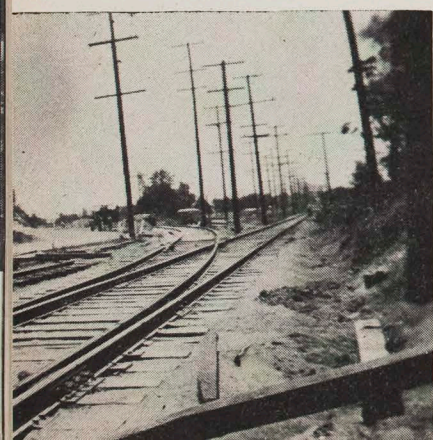
REPORT OF VITAL STATISTICS July 21, 1945, to August 20, 1945

DEATHS

Table with columns: NAME, OCCUPATION, Died, Insurance, Mortuary, Group. Lists names like Navarretts, Arnulfo T., Heiser, William F., etc.

EMPLOYES' WIVES' DEATH BENEFIT FUND

Table with columns: NAME, DIED, WIFE OF, DEPARTMENT. Lists names like Eleanor B. Mallory, Gladys M. Brandt, etc.



SHOOFLYS had to be built at San Bernardino on the government storm drain project now in progress. The two pictures at left show (top) shoofly at Bethune before main line was cut over to it, and (below) shoofly installed. The two pictures at right show (top) main line at Bench being cut over to a shoofly, and (below) shoofly installed. Extra Gang 9, with Tom Sharp as Foreman, did the work on both shooflys.



their present quarters are somewhat inadequate. By the interest these gentlemen showed in their drawing up of the plans, I am sure new locker rooms will be forthcoming soon.

Grunion fishing is rather expensive and, I might add, very embarrassing for L. C. Oliver. Understand he lost his trousers and \$21.00 while trying to catch some.

— Peace Is What We Make It —

TORRANCE TOPICS (Stores Department)

By
Fred B.
Hopkins



"We know not when he's coming,
But when his step draws nigh,
He'll know the love that let him go,
Grew greater since good-bye,
For we kept a place of light for him
Beneath a darkened sky.

We know not how we'll greet him,
The heart we can't command,
How speak the mighty love of home,
But he will understand
When home goes out to meet him
And takes him by the hand."

Well, the big day—the day of days—has happened and now the boys along with the Waves and the Wacs and the Spars are coming home. Bob Cain came home all unexpected one night last month after a sojourn in France, Belgium and Germany. Bob was at Aachen and also in the battle of the Hurtgen Forest. Prof. Cain had taken a part of his vacation in order to paint his house; but, owing to the extremely hot weather, instead of painting, he just sat in his big easy chair and panted. The Professor, who is a man of few words and who also has an expert knowledge of Chinese, is formulating from this knowledge how best the American language can be reduced to expressing ideas in as few words as possible. He says that the Chinese people greet each other on the street by saying "Ya Fan" which means "Have you eaten your rice today?" and American pipul merely exclaim "Jeet?" meaning "Y'et yet?"

I am reminded that I never got around to telling you of the merry party that made the excursion over to Knott's Berry Farm one Saturday afternoon a while ago where they re-

galed themselves on fried chicken and Knott's famous boysenberry pie, along with many other good things. The party included Evelyn Wright, Bette Hay, Vera Wardy, Bernice Cline, Shirley Lee, Violet Lock, Lorraine Winterberg, Teresa Vasquez and Karen Frye, who are shown in the accompanying picture. A similar jaunt is being contemplated in the near future to Chinatown and to Olvera St., but if they ask for recommendations from this writer it is my suggestion that they try Fern Dell in Griffith Park, where they can laugh and yell (to rhyme with dell) as much as they please—and everything will be all right.

Violet and Will Lock took their vacation last month, and while we have not been able to ascertain just where they went, it is presumed that most of the time was spent at Newport and environs. Remember how last year I told you of Bill's visit to the art galleries at Laguna Beach where he was to be seen each day, monocle in hand, as he viewed the creations of many of Southern California's famous artists; and how I suggested that he wait until one week later when he might have seen "September Morn?" Well, he missed it.

Gabriel Cendejas, of whom we inquire each and every day whether he has blown his horn—or whether he is about to blow it—informs me that his boy, Henry, who was wounded in

France, is home on a 90-day furlough and will be returning to the Army Hospital at Brigham, Utah, in October for further treatment before his ultimate discharge.

And now that gasoline rationing is a thing of the past, Frank Winterberg took the other week of his vacation and drove up around Santa Barbara and points North. Pancho says it's like living in a new era when one can get out on the highway and really go places.

Mrs. Rose Wiese, Section Storekeeper and sister-in-law of Storekeeper Charles Stock, passed away Sunday, August 19, at the hospital in Lawndale, where she had been taken following a stroke which she had suffered some two weeks previously. Born in Missouri 52 years ago, she came to California at an early age and had spent the greater part of her life in the Redondo Bay area. At the time of her death she was Worthy Matron of Carnation Lodge, Eastern Star, which participated in the funeral services that were held in Redondo Beach on Wednesday afternoon, August 22. Possessed of a charming personality and lovable disposition she endeared herself to all who knew her and her passing leaves a void that will take a long time to heal. Her husband and three children—John, Mrs. Lura Bangle and Mrs. Mabel Miller—survive her.



AT KNOTT'S BERRY FARM—Girls from the Torrance Store not long ago made the trek over and were doubtless amply rewarded. Front row, left to right, includes Bette Hay, Violet Lock, and Teresa Vasquez; rear row, Lorraine Winterberg, Vera Wardy, Evelyn Wright, Karen Frye, Shirley Lee, and Bernice Cline.

CENTRAL TIMEKEEPING BUREAU



By
V. B.
Tellechea

Just to be an old meanie and make your mouths water, will tell you this column was written in the "oldest continually operated hotel in the Pacific Northwest," historical Wolf Creek Tavern. It was here that Gen. U. S. Grant established headquarters during the Indian Campaigns in Oregon, Jack London completed his "Valley of the Moon," and President Hayes rested on the first journey to the west ever made by a President of the United States.

Phyllis Bonner had a marvelous time in Denver and Colorado Springs. Alberta Campbell was a sick girl on her vacation! Got a second degree burn the first day and was in misery the rest of the time. Lucy Wilkins reported good fishing at Silver Lake in the High Sierras. Hugh Chestnut spent some time at Del Mar and Tujunga and certainly looks rested. Erma Jean Lowe at Laguna. Florence Howard on a leisurely journey to Carmel-by-the-Sea and Salinas, and had a lovely time! Lavonne MacDonald to the beach for a tan which is already showing signs of not being permanent!

Lucy Wilkins ingeniously surprising Dale Hyde on his birthday, July 28. A simulated forest and all the trimmings, including a pool with a gold fish and a lively worm on a hook, was a sight to see! Hugh Chestnut's birthday was July 11 and he had many loving remembrances!

Doris Grove looks mighty fine after that long rest! And so does Ruth Clark, who is back from N.Y.

Martha Falbaum gave a Mexican luncheon for some of the girls while on her vacation, and did everybody rave about the enchiladas, frijoles and other delectables!

Mabel Wells visited the old gang and doesn't wish she were back again! Quite a lady of leisure!

We're sorry to lose Laura Crandell—our most attractive brunette in these here parts. Wants to be a housewife again and have hubby's dinner ready when he gets home! A fine reason, Laura!

Oscar Wasserman, Stkpr. 2/c, brother-in-law of Ida Durchin, was

HERE AND THERE With THE WOMEN'S CLUB

By
Ruby
Gallacher



heard in a re-broadcast from the So. Pac. in Okinawa. Ida was quite moved as she listened to him speak from the radio in the club room. Stkpr. Wasserman spoke of how he longed to be with Mamie, his wife, and darling daughter Janet. We hope it won't be long now. And just for the fun of it, Ida had an exhilarating ride in an ambulance the other day. Well, we'll try anything once, eh, Ida?

— Keep On Keeping On! —

CONCRETE BRAINS

You can tell the age of a man by the mental pain he suffers upon being confronted with a new idea or a new method of doing a job.

Some of us become so set in our ways that we actually hate a suggestion that would make us change our thinking or working habits.

Before your brains set and dry out like concrete in a mold, consider this—

Progress in anything comes only as fast as new ideas, new methods, and new devices are introduced to help get the world's work done.

Don't let yourself become so mentally set that you rebel at the thought of changing to a new method of doing a job. If you do, your brain has ceased to contribute anything toward the improvement of yourself or the people around you, and you're old, brother, old—at least mentally!

—Clipped by Special Accountant Charlie Sein from The Safe Worker, publication of the National Safety Council.

— Peace Is What We Make It —

"When I was a boy," remarked the white-collar worker, "my ambition was to wear long pants. And I've had my wish. If there is anybody in the country who wears his pants longer than I do I'd like to see him."

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**PACIFIC ELECTRIC
MASONIC CLUB**



By
**M. J.
Davison**

A few issues back we published a list of our members who hold offices in their respective lodges. It appears that we missed a few, so here they are: Brothers H. R. Brown, Senior Warden, Queen Beach Lodge, Long Beach; M. P. Hendricks, Senior Deacon, same lodge; A. L. Robertson, Chaplain, San Pasqual Lodge, Pasadena. Combined with the former list, this gives the Club quite a good representation among the lodges.

Our next meeting will be in the form of a dinner at the Rosslyn Hotel, Thursday, September 27, at 6:30 p.m. Each member will receive a notice soon. Be sure to fill in reservation section and return.

Your Secretary and a few other members celebrated the evening of August 14 at Sunset lodge, where two fellow employes received their first degree. They will not have any trouble remembering the date they received their first degree.

With gasoline rationing at an end, many of us, no doubt, will be able to attend lodge oftener than we have been. Having this thought in mind, we think it might be a good idea to give the addresses of some of the lodges, starting with the two lodges which have our club members as Worshipful Masters. San Pasqual Lodge meets on Wednesday nights at 200 So. Euclid, Pasadena. Brother Gilbert G. Pfeil is Master.

Santa Monica lodge meets on Wednesday, too, at 936 Santa Monica Blvd., in Santa Monica. Our brother, Harry H. Williams, is Master there. (Make holding Victory Bonds a hobby.)

— Peace Is What We Make It —

An old lady kept a parrot which was always swearing. She could put up with this till Saturday, but on Sunday, she kept a cover over the cage—removing it on Monday morning. This prevented the parrot from swearing on Sunday.

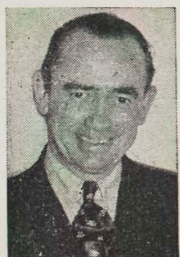
One Monday afternoon, she saw her minister coming toward the house, so she again placed the cover over the cage. As the reverend gentleman was about to step into the parlor, the parrot remarked: "This has been a damn short week."

**PACIFIC ELECTRIC CLUB
BULLETIN**

- TUESDAY, SEPTEMBER 11:**
American Legion Post No. 321. Semi-monthly Meeting—8:00 p.m.
American Legion Auxiliary Unit 321 Semi-monthly Meeting—8:00 p.m.
- WEDNESDAY, SEPTEMBER 12:**
P.E. Rod & Gun Club Monthly Meeting. Refreshments and Interesting Picture—7:30 p.m.
- THURSDAY, SEPTEMBER 13:**
P.E. Women's Club President's Day Program. First meeting of new season. Come out and support the new officers—1:00 p.m.
- SUNDAY, SEPTEMBER 16:**
Pacific Electric Riding Club. Two hours of riding followed by refreshments and dancing. PICO STABLES, 420 Riverside Drive—7:00 p.m.
- THURSDAY, SEPTEMBER 20:**
P.E. Women's Club Afternoon Card Party. Prizes to the winners—1:00 p.m.
- SUNDAY, SEPTEMBER 23:**
Pacific Electric Riding Club. Pico Stables, 420 Riverside Drive—7:00 p.m.
- TUESDAY, SEPTEMBER 25:**
American Legion Post No. 321. Semi-monthly Meeting—8:00 p.m.
American Legion Auxiliary Unit 321. Semi-monthly Meeting—8:00 p.m.
- THURSDAY, SEPTEMBER 27:**
P.E. Women's Club Business Meeting and Program—1:00 p.m.
- SUNDAY, SEPTEMBER 30:**
Pacific Electric Riding Club. Pico Stables, 420 Riverside Drive—7:00 p.m.
- TUESDAY, OCTOBER 2:**
Veterans of Foreign Wars Post No. 3956 Monthly Meeting—8:00 p.m.
- THURSDAY, OCTOBER 4:**
P.E. Women's Club Afternoon Card Party. Prizes to the winners—1:00 p.m.
- SUNDAY, OCTOBER 7:**
P.E. Riding Club. Pico Stables, 420 Riverside Drive—7:00 p.m.
- TUESDAY, OCTOBER 9:**
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 10:**
P.E. Rod & Gun Club Monthly Meeting. Interesting Pictures and Refreshments—7:30 p.m.
- THURSDAY, OCTOBER 11:**
P.E. Women's Club Business Meeting and Program—1:00 p.m.

— Keep On Keeping On! —

**PACIFIC ELECTRIC
ROD AND GUN CLUB**



By
**Arlie
Skelton**

Greetings, Rod and Gun Clubbers! Thank God for peace! May it be everlasting. It is hoped we can now settle down to some good old American ways of living. Learning how to say "fill 'er up" in a gas station, and "ham 'n' eggs" in a restaurant. Now to catch up on some badly neglected angling when suitable equipment is again made available. 'Tis reported the belated run of

barracuda is now in full swing and fresh water fishing is holding up fair. This sport will really be tops next year, when our GI's get home.

What a golden opportunity for those G.I. Joes who were stationed in Southern England, in the vicinity of Southampton and Winchester, the first capital of England. Here we have relics of the Court of Alfred the Great, Launcelot, et al. There is a famous cathedral, reconstructed by the Tudors within the grounds; across the stream is the little bridge built by Saint Dunstan, the man who introduced education to the people of England. The remains of Izaak Walton, author of the "Compleat Angler" and other miscellaneous writings, rest in a niche within the sacred precincts of the cathedral. The beautiful stained glass window dedicated to his memory was bought and paid for by American anglers who from time to time visited the church. The great fisherman, born 1593, lived to be 90 years of age, and traveled much, but the wooded glades of Winall Downs struck his fancy, and there he dwelled to enjoy his angling.

Getting back to our modern times, the annual deer season is now open. Some venison steaks are finding their way into town, but you only hear about them.

"Head Hunter" Lee C. Bartula, and Gail F. Michael took a week-end trip to Dan Michael's rancho for some trophies, but there were no four-pointer bucks in sight. They dined on "hot dogs" and came on back to town.

The old gang consisting of F. M. (Dad) Manley, B. F. Manley, Harold Smith, Scott Braley, K. L. Oefinger, Dick Oefinger, E. L. H. Bissinger, Jack Coffman, and yours truly will be trying our luck again this year in the Monache Meadows. The last couple of years have been far below par but there is lots of hunting to be had.

President A. M. Cross asks me to remind you members we are still holding meetings the second Wednesday p.m. of each month in the rooms of the Pacific Electric Club. Lots of interesting discussions and always followed by refreshments and a good motion picture show. Ladies invited, of course. Now that gas rationing is a thing of the past, your presence is expected.

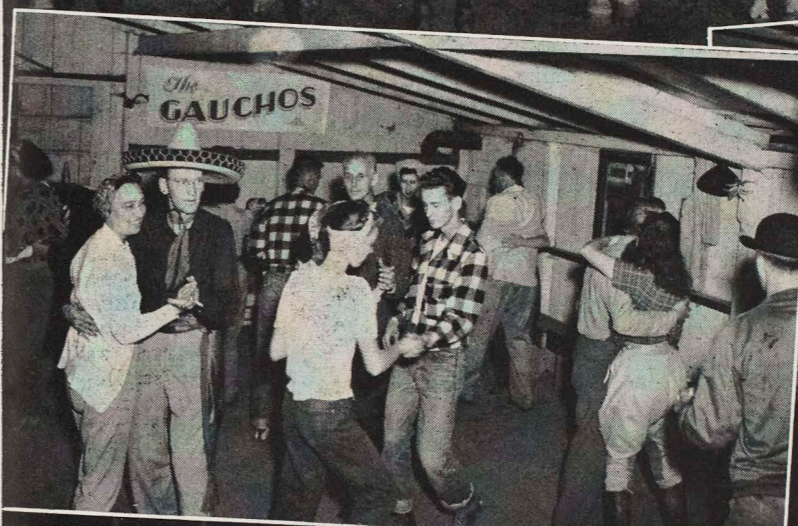
— Peace Is What We Make It —

"Everyone can give pleasure in some way. One person may do it by coming into a room, and another by going out."

— Keep On Keeping On! —

Dad: I never see a girl blush any more. It certainly was different in my day.

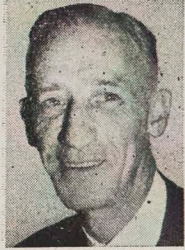
Son: Goodness gracious, Pop! What on earth did you say to them?



HI-YO, SILVER! The Pacific Electric Riding Club has fun!



PACIFIC ELECTRIC BOWLING NEWS



By
Charlie Hill

If the enthusiasm shown at the initial meeting held on August 22 is any criterion, the forthcoming bowling season should be a humdinger. Sixty some members were in attendance and considerable preliminary business was transacted, to be followed up by final sanctioning of certain changes in rules and adoption of prize distribution at another meeting to be held on September 5, at the P.E. Club. Applications were received from 25 teams, including a renewal of all 16 teams of last year's season. The league can only entertain 24 teams, so some adjustment will have to be made in that connection.

The league will be split into two branches, one branch to bowl at 6:00 o'clock and the second branch at approximately 8:15 o'clock, on Friday evenings. A 27-week schedule will be adopted, beginning on September 14. Sweepstakes will be held on the 28th and 29th weeks, which will be in the form of a play-off series, and in addition, the team finishing in first place in each branch will play a three-game series on the 30th week, to determine the final championship of the league.

The Arcade Recreation Center, where the league will bowl, will donate individual trophies to the five winning members and a large trophy to the winning team.

The following were re-elected as officers for the ensuing year: Chas P. Hill, President; James C. Rankin and

Archie Brahm, Vice Presidents; and Chas. G. Gonzalez, Secretary. Harry Hampton has been appointed to again serve as League Manager, and Charlie Gonzalez will again take care of the league moneys.

STEAMSHIP LEAGUE

The Steamship League is scheduled to start on September 18. The Pacific Electric team will consist of the same personnel that won the State championship last season, i.e., Chas. Gonzalez, Stan Worsdell, Johnny Hubener, Archie Brahm, and Charlie Hill. They are out to retain the championship.

Tentative plans are being made to enter a Pacific Electric team in a 640-scratch league at the Holly-Western Bowl, which will bowl on either Monday or Wednesday nights. The personnel of this team has not been selected as yet.

— Peace Is What We Make It —

NEWS SERVICE and RESTAUR-ANTICS

By
J. A. Degerman



If, as the Chinese say, "one picture is worth ten thousand words," the pictures accompanying this column present a full-fledged article within themselves. However, "Restaur-Antics" cannot permit an opportunity to slip by where we might give a deserving pat on the back to the efficient management and tireless supervision of our newly rebuilt soda fountain and newsstand. Hence—the "words" and "pictures" too!

Completely reconditioned and furnished with all the available conveniences conducive to efficient operation, our **Forum of Refreshments**, located in the main waiting room of the 6th and Main St. Pacific Electric Station, is one of the best and most attractive in this great metropolitan city. Not only that—the food and refreshments are strictly "non ersatz." More than 5000 customers who are served daily is testimony of this fact. Of course we will be happy when normal conditions will permit our serving a greater variety—and when we can again be sure of having that fresh crushed pineapple or luscious chocolate for your favorite drink or dessert—but, in the meantime, according to Manager Ester and Nite Manager Schwartz, "We will serve only the very best obtainable garnished with the courtesy and service which makes a pause with us a real pleasure."

Any mention of the fountain or service would be woefully incomplete if we failed to mention the adjoining newsstand—Miss McCaffery (Gladys to us), observant Manager, and her efficient assistants comprising the staff. In addition to piloting the course of newsstand sales up and up, Gladys also serves as Cashier for the fountain service. Believe us—it is no small trick to register 5000 fountain sales each day and at the same time establish new gross volume sales for one of the busiest newsstands of an entire system. And that is the job that Gladys and her girls are doing. From observation we would judge that being pleasant and having that "burning desire" to serve is the easiest part of their work—they radiate their sincere appreciation to every customer.

At any rate, you may be assured that the entire staff is happy to serve you and hope they will be seeing you often. We will be with you again—next month.

— Keep On Keeping On! —

TRAVEL IS SO BROADENING By Zella Stone

*I've traveled several hundred miles,
And stopped in numerous places;
Encountered folks of every kind,
And gazed into their faces.*

*I've been across the country wide,
To cities, deserts, ocean;
Enjoyed the culture travel brings,
The rhythm of its motion.*

*I've traveled over hills and vales,
And jostled in the crowd;
I've bumped against the shoulders
Of the humble and the proud.*

*I've traveled in the sunshine,
And I've traveled in the rains.
Now, can you guess just where I've
been?*

Why, riding P. E. trains.



BUSIEST FOUNTAIN IN TOWN is that operated by the P. E. Restaurant and News Service in the Waiting Room of the Sixth and Main Station. Above, lunchtime crowd. Upper right, the personnel of the fountain: Manager Carl F. Ester stands at extreme right in back row; Night Manager Rose Schwartz, at extreme right, front row. Others in front row, left to right, are Annie M. Gill, Bell P. Reed, Gena Grubb, Mariano ("Pete") Marinas (Sandwich Man), Louisa Sears, Annie Dudley, Mary Ann Brankov, Frances Jackson, Julia Hale, Shirley Lerner. Others in back row, left to right, are Amy Wallace, Emma Medina, Ruby Savage, Betty Thompson, Loretta Fitzgerald, Rosie Lee Hutchins, Emma Bumpers. At right, the Newsstand and personnel. Left to right are Adaline ("Dell") Cesca, Sadie Fudge, Gladys McCaffery, Alice Graves, Maxine Anderson.



War Chest Job Bigger Than Ever Declares President Neil Petree

"The need is still three-fold, and the job to be done in many ways is even greater," was the statement made last month by Neil Petree, president of the War Chest, which has undertaken larger and even more pressing duties in its 1945-46 Victory Campaign.

HELP VETERANS

Our homecoming troops expect to find us taking care of the things they've been fighting for, Petree pointed out. They know that this transition period is bringing new problems that may prove to be more difficult than the ones we struggled with during the war. When they visit the Chest-supported Veterans Service Center, where all our community services are at their disposal, they understand that slogan: "Everybody benefits because everybody gives." Now that thousands more are coming back, this Veterans Service

Center, which already serves more than 400 veterans a day, is going to require more financing.

"As for our troops who are NOT coming home—not for a long time—our armies of occupation," Petree continued, "we must not let down on USO and other War Chest services if we want them to feel that their vitally important job isn't a thankless one."

HELP ALLIES

These War Chest Victory Campaign services for the men who fought for us form only one of three big jobs now facing us, Chest leaders stated. A second one is help for our Allies, who put everything they had into our war and are now starving by the thousands. In Europe alone (not to mention China and the Philippines) 200,000,000 people will go hungry this winter unless we do something about it.

JUVENILE DELINQUENCY

The third part of the Victory Campaign work may turn out to be the largest, before the reconversion period ends. With thousands suddenly jobless, community health and welfare problems will increase sharply. Juvenile delinquency, already checked by the work of the Chest's Youth Project, is a problem we cannot neglect now. In fact, the services of all the Community Chest agencies, united with the rest of the 140 War Chest agencies in the Victory Campaign, will be more urgently needed next year than they have ever been before.

And yet, though our contributions to the War Chest Victory Campaign provide them, these community services are not charity. They are supported by everybody for everybody.

Why not make at least part of your contribution to this important program through MECCA, Pacific Electric's Management-Employee Charity Chest Association?

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HISTORIC TRIP—Perhaps never again will such a picture be possible, never before could it have been taken. Pictured moving west over the south track on Sixth Street, past the Pacific Electric Building, is the "Tokyo Special," a steam train used for publicizing the Western Railroads Manpower Project for recruiting 65,000 workers. The train operated at noon, August 9, between San Pedro and Hill Streets; five days later, with the Jap surrender, the manpower drive was discarded.

The train consisted of an old-time wood-burning locomotive used in the gold rush days on the Virginia and Truckee Railroad in Nevada; a tender loaded with wood fuel; three flat-cars, two loaded with Army equipment and a third with high-ranking railroad and manpower officials; and a passenger coach that once carried General U. S. Grant. Film star Frances Langford was the "engineer;" Mayor Fletcher Bowron, the "fireman."

25 YEARS AGO

On the Pacific Electric

(From the files of the Pacific Electric Magazine for July, August, and September, 1920)

By "ALEC"

Seems that July and August have quietly passed on, and so had July and August of 1920, without so much as an important change in the Pacific Electric family. Well, that's family life. However, there were some events taking place worthy of mention, such as the "P.E. Employees Day" at Redondo Beach and Urbita Springs, which were huge successes as many "oldtimers" will recall. Then there were many kinds of entertainment available for the employes such as the

Redondo Plunge and the Dance Pavilion, the lake and bath-house at Urbita Springs.

The newly equipped Store Department and the intricate workings of the Freight Traffic Department received a great deal of publicity by the pens of Messrs. Squires and Willey, the former then Chief Clerk to the General Freight Agent, the latter Chief Rate Clerk, to mention two who are still with us.

Considerable furor was no doubt created by the declaration that George S. McClure "has announced himself as being a candidate for Congress." . . . "Walt" Monroe done got married, traveling to Kentucky to fetch himself a spouse. Congratulations, Walter, and the Mrs. also.

H. E. Foskett taking another first by being installed as Agent at the newly established Wingfoot Agency. . . . "Bob" Rachford resigns to take position with the American Beet Sugar Co. (later returning to his first (?) love). . . . Ditto Paul Mann, who at the time was Terminal Agent at the Los Angeles Freight Station; he also returned to Pacific Electric later. . . . Fred W. Spencer must have just celebrated his 25th wedding anniversary, for the P.E. annals reveal that "he, after a series of mysterious telephone messages and a short absence from the office, returned to us a benedict." Belated congratulations on your silver wedding day, Fred.

Various employes were promoted to more important and responsible positions: F. B. ("Pat") Patterson, Ralph Dimon, C. S. Schwartz, Earl McCall, Floyd Gill, Chas. Wakefield, Earle Moyer, George Orr, and Seymour Lipschultz.

Well, now that peace reigns again all over the world, let's hope that whoever writes this column 25 years hence will not have to make any references to gold stars and honor rolls.

— Keep On Keeping On! —

"Darling, I've made up my mind to stay at home."

"Too late, George, I've made up my face to go out."

— Peace Is What We Make It —

"Don't you think a pat on the back develops character?"

"Yes, if administered young enough, and low enough."

— Keep On Keeping On! —

Reader: "So you make up all these jokes yourself?"

Editor: "Yep—out of my head."

Reader: "You must be."

— Peace Is What We Make It —

"Why did you leave your last job?"

"Illness."

"What sort of illness?"

"My boss said he got sick of me."



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PHOTOGRAPHY

Jack B. Herold

Copy deadline for October issue: September 21.

Doctor: "Your husband, madam, is suffering from voluntary inertia."

Patient's wife: "Poor, dear Robert. And I accused him all along of being lazy."

— Peace Is What We Make It —

SCHOOL CHILDREN are always at their best when shown that they can really help to do things. Now that school days are here, Pacific Electric is running in Southern California newspapers the advertisement on the next page, showing how children can help by obeying traffic safety rules.

Be CAREFUL and Be SAFE!
YOUNG FOLKS CAN HELP PREVENT ACCIDENTS

Cross busy streets only where there is police or traffic signal protection.

It's best to go right home after school — make "off the sidewalk out of bounds."

Don't put hands or arms out of windows of streetcars and buses. Serious injury might result.

"Watch your step" when you get off buses or streetcars. Wait in the safety zone until traffic is clear.

Never walk around behind streetcars when you get off. This is very dangerous and you are likely to be hurt.

Streetcar and bus operators will be as careful as possible, but you must help to make this a "safe" school year.

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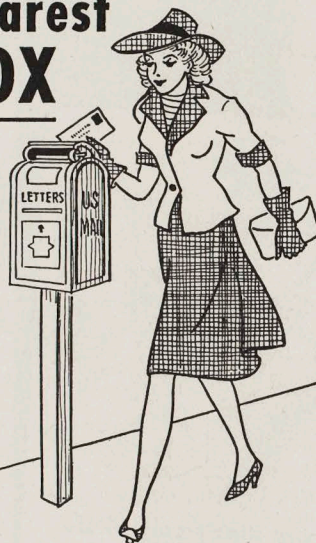
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