

FEBRUARY 1946  
**PACIFIC ELECTRIC**  
*Magazine*





# Welcome Home!

## Pacific Electric Employees Returned from Military Service Since Last Publication of Pacific Electric Magazine

Adams, William E.	Hall, Elmo E.
Anderson, Milton O.	Hall, Frederick W.
Arzate, Frank G.	Hall, Harold C.
Ayers, Marvin M.	Hall, L. R.
Barkhurst, G. P., Jr.	Hauser, Byron A.
Bernal, Juan	Hileman, Carl D.
Billingsley, Aaron P.	Holt, Harry W.
Blatchford, Gerald F.	Horn, Robert Paul
Bonham, Leo J.	Hoy, Orville D.
Bower, James S.	Kauffman, A. F.
Brickey, Orbin L., Jr.	Krafft, Roland W.
Cain, Robert S.	Leanos, Richard J.
Carter, James H.	Lopez, Emilio
Clymore, Glen E.	Mack, Clement E.
Collins, Shelby M.	Marks, Lonnie B.
Couillard, Stanley F.	Martin, Cecil M.
Cummings, Frank R.	Mayer, Gerald G.
Curran, Stanley T.	McGinnis, Martin H.
Davenport, Kenneth A.	O'Neil, John A.
DeBaum, Frank T.	Otto, Lorenzo
Dickerson, E. H.	Pollock, William
Diekmann, Raphael F.	Reed, Herbert K.
Dispennette, Stewart F.	Rugh, Claire E.
Durden, Vincent E.	Ruppel, Clifford E.
Elsmore, Wendell K.	Santoya, Manual
Fraser, John R.	Sauceda, Henry
Freas, A. W.	Scott, Carleton C.
Garcia, George M.	Scott, Hugh R.
Garcia, Jesus	Shackelford, Foster R.
Gibson, R. G.	Sharp, Thos. S.
Gonzales, Johnnie E.	Supple, James J.
Gonzalez, Simon M.	Talamantes, Vicente
Goodell, Robert R.	Taylor, Glenn J.
Goodman, Elvin E.	Taylor, Max A.
Green, Woodrow W.	Theden, Kenneth H.
Greschke, P. E.	Walker, Oliver
Guerrero, Bert A.	Wild, J. H.

# Keep on Being Friendly . . . .

Our welcome home to Pacific Electric men and women returning in ever-increasing numbers from military service is not, we're proud to be able to say, confined to headlines in the Magazine.

The evidence on every hand is that employes are doing all they can, by a friendly attitude and friendly words, to make World War II veterans once again feel at home. If returnees chance to have become a bit rusty on performance, folks who have kept their hand in during the war are courteously and gladly helping to scrape off the rust. And that's all to the good.

As a matter of fact, employes who stayed at home have a wholesome respect for those who faced the mouths of guns and experienced the bitter realities of war. It is a respect which makes us feel that our service men and women deserve all the assistance they want—all the good things that may come their way.

After interviewing a representative cross section of those who have returned from military service, we're glad to be able to report that we haven't talked to any who weren't just as normal as you or I, despite the over-publicized stories of "psychoneu-

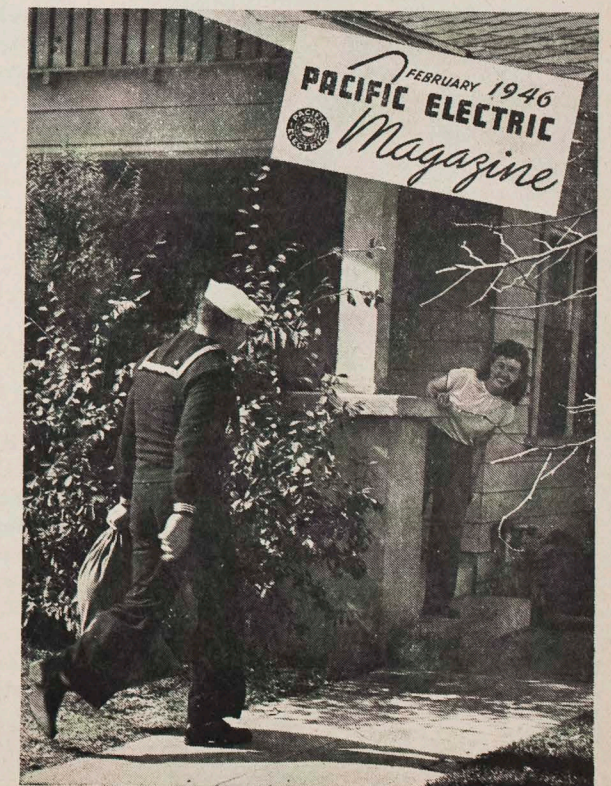
rosis" to be found in newspapers and magazines. These folks have come back to civilian life probably better balanced men and women than they were before they went in, for their experience of life has been broadened and deepened by contact with new realities, new environments, new faces, new attitudes of thought. They can teach us stay-at-homes plenty about what is important in life. They feel the blessings of peace—freedom to come and go, freedom to enjoy their families, freedom from fear of death, freedom to make the most of their opportunities—as never before, and as we do not, because for months and years they were deprived of most or all of these blessings.

They neither need nor want any special consideration. All they want is to be treated like "one of the gang."

So just keep on being friendly, and ready to lend a helping hand.

The 16 pictures which follow represent only a small fraction of the 421 who have returned to work (as of January 31) for the company. We have records of but 19 who, discharged from Uncle Sam's service, have not come back to Pacific Electric. Still in the armed forces are 527 employes.

**COVER PICTURE**—How Jimmy Krueger came home from the war. A Conductor on the Northern District, Jimmy—real name Lawrence R.—returned to work for the company on January 23 following a tour of duty as motor machinist 1/c in the Navy. He maintained diesel engines away down in the ship's engine room in temperatures averaging 115 degrees; a four-hour watch was plenty long enough. Jimmy won four Battle Stars in the South Pacific. One of his most interesting experiences was sweeping mines off the coast of Okinawa for eight days before the invasion. His minesweeper often worked close to shore, without, strangely enough, ever being fired upon. But imagine the suspense! Out of the Navy since October 23, 1945, Jimmy says he delayed returning to work because he just felt like loafing awhile first. War, he said, made him appreciate home. His seniority is from January 18, 1935, and he has been a North Conductor, "bucking the board" most of the time. Married 10 years to pretty Martha Huscroft, they have a boy, Jimmy, 6, and live at 305 Washington Avenue, El Monte. Here Mr. and Mrs. Krueger smilingly agreed to re-enact, in subdued fashion, Jimmy's return from the war.





## We're Glad

**JOSEPH T. GORE**, Conductor, Western District, returned from Navy service on October 8, 1945, re-entering PE service the same day. He left the Navy as an electrician's mate 1/c, spending most of his time in the South Pacific on an airplane carrier, the *USS CABOT*. Planes from his carrier were the first to bomb Tokyo. Joe hit most of the hot spots—Saipan, Truk, the Philippine liberation—and has 11 Battle Stars. His job was interior communications—the maintenance of the ship's wiring. During the last six months of his service he also had charge of ordering and issuing electrical supplies from cable to flashlight batteries. Because he was cooped up on the same ship for so long with infrequent shore leaves, getting out of the Navy was to him "like getting out of the pen." Two and a half years of it was plenty. Conductor Gore's seniority began May 27, 1942, and his military leave the following November.



**R. W. KRAFFT**, Terminal Foreman, Sixth and Main, returned to PE service January 10 from Great Lakes Naval Training Station, where he was a yeoman 1/c and studied radio, television, and radar for ten months. He came back to a better job than he had when he went on military leave in May, 1944, from a job at Relief Terminal Foreman. He never got overseas, had little difficulty in falling into the old civilian routine, and hopes to take advantage of the educational feature of the GI Bill of Rights by studying stenotypy, starting in March. Married eight years, he has two children, six and three years of age. His Pacific Electric service began July 6, 1942.



**BYRON A. HAUSER**, Towerman, re-entered PE service December 30, 1945, from a clerical job with the Army Transportation Corps, in which he was a technician, 4th grade. Serving with the Headquarters Detachment of the 392nd Port Battalion in the European Theater, he supervised the personnel section in the preparation of correspondence, record forms, reports, and orders. Entering Army service March 10, 1943, he saw service in Iceland, England, France, and Belgium, and has two Battle Stars for the campaign in Northern France and the Rhineland. Byron's PE history began Columbus Day, 1939, when he started as Towerman. He has worked all the towers since then. Married 10 years and with one child, 2½, he is not at present interested in the educational feature of the GI Bill of Rights.

## You're Back!

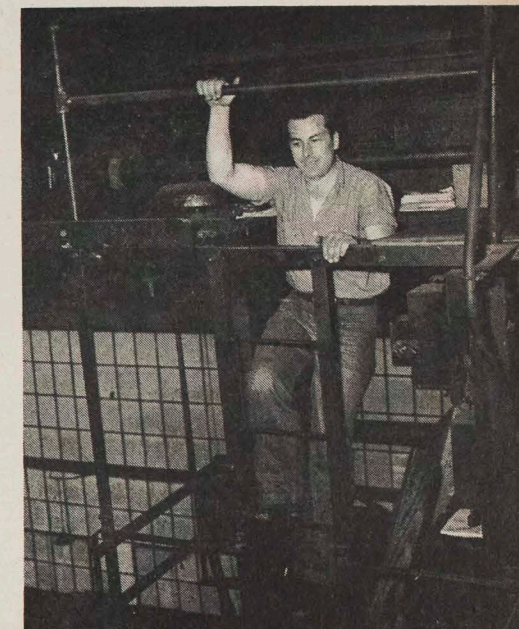
**CLAUDE STUBBLEFIELD**, a Crane Operator at the Torrance Shops, was discharged from the Seabees February 15, 1945 and returned to work at his old job March 19. He had 14 months of duty in the New Hebrides, Guadalcanal, New Caledonia, the Russell Islands, and Munda—some of the hottest spots of the war. With the Seabees also he operated a crane—a 35-tonner—lifting tanks and other heavy equipment from ship to shore, often under fire. He and his outfit were subjected to 140 bombings by the enemy, but he miraculously escaped injury by the Japs. Claude started work for PE June 12, 1937 as a Car Cleaner, and went on military duty September 22, 1942. He's not sure yet whether he will take advantage of the educational feature of the GI Bill of Rights.



**WALTER VALENTINE CHRISTIE**, West Motorman, returned from military service with the Marines as a private last October 24. He went in on July 19, 1945, and was in so short a time that he didn't even have time to enter a training school. Meanwhile he marked time by cutting lawns, loading lumber, and all sorts of odd jobs at San Diego Marine Base. His PE seniority began only last March, and he got his old job back after returning from military leave. While he was gone his wife lived on her allotment and took care of their three boys, aged 7, 5, and 3. Here he is reporting back for duty.



**ALBERT G. WALKER**, Valuation Estimator in the Engineering Department, had the unusual experience of sampling both Army and Navy life in one war. In the Army Chemical Warfare Service at Camp Sibert, Alabama, for three months, he was discharged in June, 1943, because the Army had no more openings in that branch, and returned to work at Pacific Electric. He was drafted in March, 1944, and entered the Navy's Medical Corps as a pharmacist's mate 3/c. Stationed at naval hospitals at San Diego and at Oakland, he worked so hard and long attending the wounded that, exhausted, he developed pneumonia in September, 1944, went to Yosemite Naval Hospital as patient for two months, recovered, went on duty there, and received medical discharge December 18, 1944. He says the Navy takes better care of its men than the Army does. Married six years, with no children, he would like to take advantage of educational leave, but doubts that finances will permit.





## We're Glad

**ODESSA CARTER**, Assistant Report Clerk (comptometer operator) in the City Ticket Office of Passenger Traffic, returned to company service January 7 from a tour of duty in the Spars, in which she attained the rating of storekeeper, 2/c. Taking military leave December 31, 1943, she had basic training at Palm Beach, and then went to Philadelphia, where for six months her "barracks" were the eighth floor of the swank Benjamin Franklin Hotel. Her job was to manage an office which handled records of repairs, lubrications, oil changes, etc., on Coast Guard and Navy automotive equipment—jeeps, reconnaissance cars, trucks, station wagons, etc. She found the life interesting because it was new and different; she liked drill and inspections. She had the thrill of being in a group which gave a marching exhibition at the Penn-Cornell football game last fall. Says she would enlist sooner next time than she did this time. Odessa came back to the same job she had when she left the company, for which she started work in Conductors' Accounts in 1928, transferring later successively to the Calculating Bureau, the Timekeeping Bureau, and the City Ticket Office.



**JAMES R. CHARLES**, West Conductor, returning from Navy service, went back to work for Pacific Electric November 11, 1945. As an aviation ordnance man 2/c in a squadron of the Navy Air Corps, it was his job to take care of anything pertaining to the armament of planes—readying guns, loading rockets, etc. In the South Pacific 17 months, he was on the carriers *SARATOGA*, *ENTERPRISE*, and several others, and covered landings on Bougainville, Tarawa, Saipan, etc., to the extent of seven Battle Stars. Although he liked the Navy, he was glad to get back into the freedom of civilian life once more. He started work for PE in June, 1941, and went into military service September 29, 1942. After working for about two months upon his return, he was forced to take six-months' sick leave, and is now under the care of the Pacific Electric Hospital Association. Best wishes for a speedy recovery, Jim!



**BERT A. GUERRERO**, West Conductor, was discharged from the Army October 24, 1945, and returned to his old job January 7, 1946. A corporal in the 717th Tank Battalion, 3rd Armored Division, 3rd Army, he was a tank gunner, and managed to escape seven times from damaged tanks. He owns a Purple Heart and—a fact which was by chance learned elsewhere—the Croix de Guerre. Bert was among the first to try out the new Pershing tank, which is superior in fire-power and mobility to the Sherman—he says a Pershing has been clocked at 76 mph. He arrived in Europe just before Paris was liberated, and his observations of the Germans led him to conclude that they are a curious mixture of good sportsmanship and inhuman cruelty. The Germans would often hold their fire from a defenseless man or a crippled tank—yet he saw first-hand evidence at Dachau, Buchenwald, and Stalag No. 3 of incredible savagery. Beginning with PE September 16, 1942, his military leave began the following May. Educational leave? No; he has a wife and child (2½), who he feels need more support than the GI Bill provides for.

## You're Back!

**MARTHA E. SMITH**, Head Accounts Clerk in the Conductors' Accounts Bureau, returned to work last December 10 after serving for 21 months in the WAC. She was stationed at an airfield at Topeka, Kansas, where she corrected radio facility charts. She says it's complicated to explain, but her work meant that flyers would be kept up to date on any changes in radio beams, frequencies, and other information pertinent to take offs and landings. "I wouldn't have missed it for the world, in spite of K.P. duty," exclaimed Martha, adding that she thought the flyers she met were really a wonderful group of men. She's ridden in eight different types of planes, including a B-29. Army food, she said, was wonderful—butter unlimited, thick steaks, chicken, turkey, etc., etc. First thing she did on leaving the Army was to buy a pair of earrings and a feather hat. Beginning her work with PE in Conductors' Accounts in July, 1923, she went on military leave January 24, 1944.



**JAMES N. ("JIM") SHAFER**, Assistant Rate Clerk in Passenger Traffic, returned to company service December 28, 1945, from three years in the Navy recruiting and induction service, in which he attained the rank of yeoman 1/c. He spent a year each at Culver City, the PE Station at Sixth and Main, and Phoenix. At Culver City and at Phoenix he recruited and interviewed; at the PE Station he was X-ray yeoman. Scheduled to go overseas several times, he always received a change of orders; the last overseas order was canceled by the Jap surrender. He found trying to interview Indians at Phoenix, without knowing the tribal language, a puzzling problem; they often came to his office in pigtails and blankets. Many Indians were placed in the Signal Corps, where they could communicate with each other in tribal language and never be understood by the enemy. Jim started with PE in the Purchasing Department in November, 1925, transferred to Passenger Traffic in 1936, and, when he took military leave in October, 1942, was Ticket Stock Clerk. He came back to a better job (Assistant Rate Clerk) than the one he had when he left. Plans to stay with the company from now on.



**H. C. SCOTT**, Motorman, Southern District, returned from the Army Transportation Corps—in which he a second lieutenant—on November 1, 1945, and re-entered PE service the following December 12. He was in many of the hottest spots in northwest Europe—France, Luxembourg, Holland, Germany, and Belgium—going over from England during the Battle of the Bulge. Mr. Scott is also a trained diesel engineer. Before his Army service, he attended a maritime cadet school at St. Petersburg, Florida, and won a chance to study diesel engineering by standing second in a competitive examination among 98 men. As a civilian, he then worked as a marine engineer in the small boats division of the Army Transportation Service, before entering the Army Transportation Corps. At the time of interview he felt that he might soon enlist as a marine engineer in the regular Army. Claimed he liked the fellowship, regular hours, type of work, and living conditions of Army life.





# We're Glad You're Back!

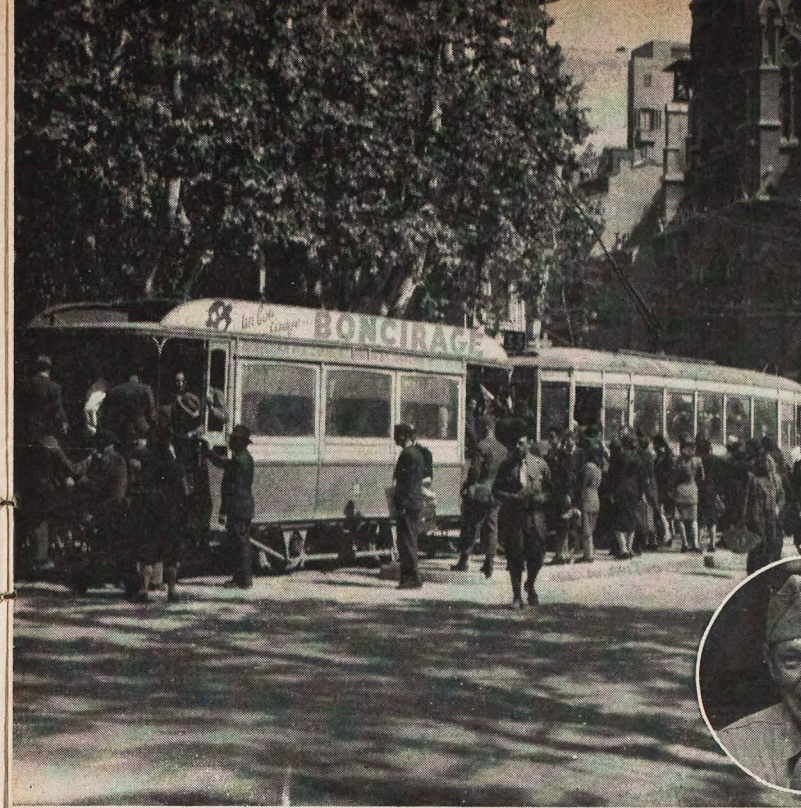
**ALBERT J. NORMAN**, Machinist, works the metalizing machine at Torrance. Discharged from the Navy in March, 1945, he returned to Pacific Electric in June and went back to work on his old job. In the Navy he was for two years a machinist's mate 1/c aboard a destroyer tender, part of a service squadron which, he says, tries to keep as far away from danger as possible because of its valuable repair equipment. He began work for the company in 1922 as a Machinist, and is unmarried. Says he never worried about whether or not he would get his old job back; it had been promised to him.



**C. V. TOMMY MEINERT**, Ticket Clerk, Sixth and Main, returned from military service on November 2 from a job as Storekeeper 3/c on the USS P. H. BURNETT, to which ship he was transferred November 13, 1944, after the USS E. A. POE had been torpedoed. He did disbursing, office work, accounting, and the actual handling of supplies, and the list of places he has been reads like the index to an atlas. He has three Battle Stars and the Philippine Liberation Ribbon. Gold Star employe John De Goede died in his arms. Tommy has been with PE since June, 1941, and says he got a better job after military leave than he had before he left. Through the summer months he hopes to attend Caltech or perhaps business school. The camera caught him in the Personnel Office as he reported back for company duty.



**J. R. HECK**, Motor Coach Operator, Conductor, and Motorman, was a pilot in the Army Air Transport Command in the China-Burma-India theater, and was based at Chidagong, India. Still only 24, he was in the regular Army six years and confesses to finding it hard to get used to the irregularities of civilian life. Medical discharge came in June, 1944. Married since June, 1941, he has a little boy, Carl ("Little Bud"), and feels that family obligations are too heavy to permit his taking advantage of educational leave.



**STREETCARS** in Marseilles the day after VE Day. Photographer Talbot says these were about the only cars he saw running in the city that day, because of the two-day celebration.



**AMERICAN ENGINEERING DEPOT** in Rhone Valley between Marginame and Gignac. Loading point whence trucks took engineering supplies to the front; trains brought in supplies from ports and other supply points.

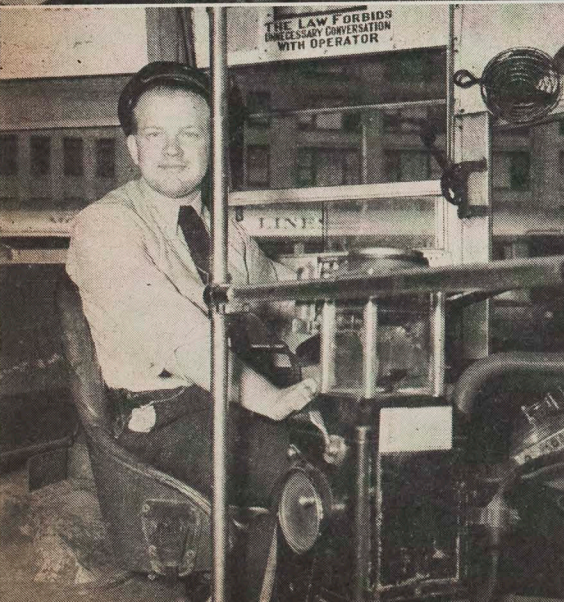
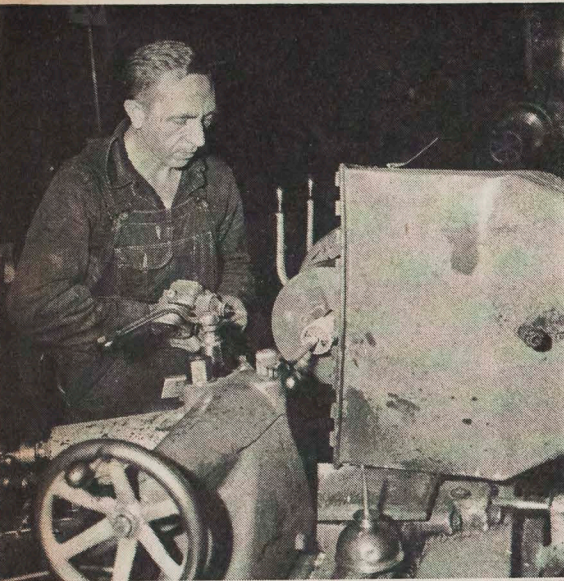
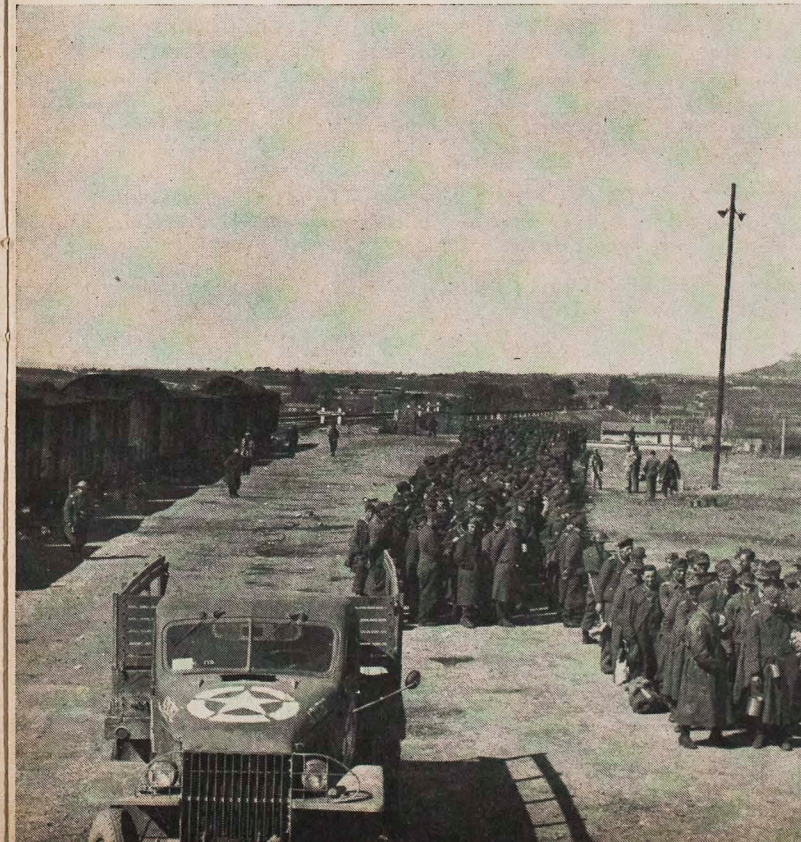


## RHONE VALLEY IN WAR TIME

Our Staff Photographer, *Harley B. Talbot* (inset), who was a master sergeant in U. S. Army Engineers, was also official photographer for his outfit. He took these pictures (and many others not directly related to transportation) while stationed in the Rhone River Valley in Southern France.

**GERMAN PRISONERS** debarking from a French train (at left) at Pas de Lanciers, in Bureau du Rhone.

**HIGHWAY & RAILWAY BRIDGE** over the Rhone at Martigues, after destruction by Germans.







HEADING FOR THE RACE TRACK

# New Year's Day Traffic Heavy

**Rose Parade, Rose Bowl Game, Santa Anita Races Draw Over 40,000 Passengers; Close Cooperation of All Results in Best Year's Day Handling on Record**

In what officials regard as the best-planned, best-coordinated, and best-managed New Year's Day transportation program in company history, 34,654 passengers were carried to the Pasadena Tournament of Roses parade and the Rose Bowl, and 7,239 passengers to the Santa Anita Races.

### DEPARTMENTS COOPERATE

Credit for this highly successful operation belong to each and every man of the various departments cooperating to insure its success, particularly the Transportation Department, upon whose staff fell the burden of planning and scheduling the involved car movements from all district terminals and bringing them into 6th and Main St. in such manner as would insure an even flow of trains through the station. The staffs of every district and the train crews

handling this movement are deserving of high credit for the efforts put forth. Preparation of the scheduled moves fell upon the Schedule Bureau and were so complete as to detail that at no time was there a stoppage in the service through the station nor gaps between trains long enough to cause a crowded condition.

Tow cars, tower cars, repair men, roadway men, and others were posted at strategic points over the entire New Year's Day route to insure minimum delays should mechanical failures or accidents occur. A portable substation was placed in operation in the Oak Knoll area to insure an adequate supply of power. Equipment and crews were drawn from the entire system to accommodate the anticipated crowds.

Each Sunday, for several weeks before the holiday event, Trainmen

on the Southern and Western Districts were taken by Instructors over the designated New Year's Day routes to Pasadena and the race track and given special instruction in procedures to be followed. A mimeo-Day operations was placed in the graphed pamphlet containing all information pertinent to New Year's hands of all Trainmen.

An unusual feature of this New Year's Day traffic was that the rush continued long after the expected 3:45 a.m.-9:30 a.m. peak. Even after 11:00 a.m., several thousands of passengers boarded Pasadena-bound cars during the day.

### TRAFFIC FIGURES

More passengers (7,239) were carried to Santa Anita on New Year's Day than on the opening day of the races, December 29, when 5,875 were handled.

The Pasadena traffic figure of 34,654 compares with 27,314, the figure for 1941, the last previous Rose Tournament traffic; and with 37,773, the 1939 peak.

**"I WANT TO GO TOO!"** says the man in the white coat. Picture taken at 4:45 a.m. in bus concourse at Sixth & Main Station New Year's Day.



**ALL GATES LED TO PASADENA** at the Sixth & Main Station New Year's Day. Note the relatively few passengers waiting, though it was a morning rush period; this was due to the frequent schedules, planned in advance.



**NEW SKILLS & INTERESTS** are developed through the Red Cross Arts and Skills program carried on in military hospitals. Hours of convalescence pass more quickly for World War II wounded.

## Red Cross Needs Help! Give Through MECCA!

The need for Red Cross services did not end with the closing of World War II. Men in hospitals, men remaining with the occupational forces overseas and veterans facing the difficult transition to civilian life, will find Red Cross still at their side.

According to the armed forces there were over 404,000 patients in military hospitals in this country late in 1945. Many thousands will still be there through 1946 and for years to come.

By next July it is estimated that 11,854,000 service personnel will have become veterans of World War II.

Hospitalized men and released servicemen will always find the Red Cross at their side with its many friendly services.

Red Cross will be overseas too, serving men with the occupational forces. Approximately 400 clubs are now in operation, with more to be established wherever needed.

All these services—and many more—are possible through public support of the Red Cross fund campaigns. Located in the heart of one of the major convalescent areas of the nation, Los Angeles Chapter is seeking \$4,235,000 in its 1946 fund appeal.

Give now . . . through MECCA . . . so Red Cross may always serve. Tell your boss at once that you wish to take out a membership in MECCA.

## Typical Letter Thanks PE Club for Basket; Offers Good Advice

Typical of the grateful responses of those who annually receive Christmas baskets from the PE Club is the following letter to the Editor from a retired Motorman:

Los Angeles 23, Calif.,  
Jan. 2, 1946.

Dear Sir:

I wish through the Magazine to thank the Pacific Electric Club for the Christmas gift they have given me on Christmas each year since I retired. They send a man . . . all the way over here on the east side of L. A. I do appreciate the gift very much—their remembering me and all men and women of the company who are retired or ill.

I wish to be remembered to all the employees of the Pacific Electric that remember Byers. . . .

I wish to say to all employees new and old: Stay with the company, obey the rules, and you will have a life-



## MECCA Votes \$2,500.00 To War Chest—\$700.00 To March of Dimes

The MECCA (Management-Employee Charity Chest Association) Committee voted a 13th dividend of \$2,500 to the Victory Chest and an additional \$700 to the March of Dimes at a meeting on Thursday, January 24, announces Chairman B. A. Collins.

This vote brings to a total of \$32,245.50 money employees have given through MECCA since the plan was inaugurated in 1943.

"The 30c per month contributed to the MECCA fund by most of the employees of Pacific Electric has built up a substantial fund for charity and relief work. We are proud of the record and I hope that employees not now members will join the fund at an early date and make the membership of MECCA 100 per cent," said Chairman Collins.

A brief financial history follows:

Receipts	Totals
1943 .....	\$6,760.40
1944 .....	12,289.70
1945 .....	16,211.17
1946 (To Jan. 20) .....	1,375.30

Donations To Date .....

BALANCE .....

—JOIN MECCA TODAY!—

## Uncle of PE Employes Dies; Was SP Official

Sympathy is extended to Mrs. Helen Semmacher, Secretary to the General Superintendent, and to her brother, John W. Boehme, Mail Handler at Sixth and Los Angeles Streets, in the death of Christmas Day of their uncle, W. A. Worthington, retired Vice President of Southern Pacific.

long job, for you cannot find a better company to work for. I know they always treated me right.

I wish to take this opportunity to wish everyone a very happy and prosperous New Year, from Mr. Smith, the President, on down to the officials I worked under on the West—Mr. Douglass, Trainmaster; the Assistant Trainmasters, Supervisors, Terminal Foremen, Conductors I worked with; and other employes.

WILLIAM W. BYERS  
Retired Motorman  
1131 Mirasol St.

P.S. . . . I am not very good at putting into words what I would like to say. . . .



### TRANSPORTATION DEPARTMENT



By  
**Suzanne  
Margot  
Jacquemin**

Casey Hoffman is in fine fettle again and back to work. . . . Tom Ward is taking a 90-day leave. . . . Engineer C. B. McClure, contrary to fashion, was genuinely surprised when his wife gave him a surprise buffet supper for his birthday. Among those present were Trainmaster and Mrs. Earl Johnson, and Engineer and Mrs. O. D. Holt. . . . Dispatcher Clarence A. Newman is taking one year's leave. . . . Ed Clark moves around from the road to the uptown offices so often, that I've stopped trying to keep track of him. Understand his health is improved again.



**NORTH FREIGHT VIGNETTE**—Trainmaster W. B. Young hands orders up to Motorman H. F. Ryning. Engineer R. C. Parker is in the cab. Others, left to right, are Brakeman G. R. Brown, F. E. Hoban, and A. F. Gouty; Conductor R. P. Towers; Yardmaster J. A. Martin.

. . . Ed Leckemby is still on the careful side with his health. . . . Mary Emma Craig, a wee 6 lbs. and 9 ozs., made her appearance in the home of Asst. Trainmaster and Mrs. Earl Craig on the 4th of January. The Craigs' teen-age son thinks "Sis" is just super-colossal. . . . Brakeman and Mrs. Gary Brown are headed for "New Joisey," and they say they will bring Patsy (nee Reingoudt) and her husband back to sunny California with them. . . . Katherine Salmon's new hair-do must have been something stupendous as the news drifted all the way to State Street via Grey Oliver. . . . We miss hearing from our co-worker, the vivacious Lucy Paige. . . . The Southern District has claimed J. R. Benson, J. E. Hoban, J. W. Van Sickle and H. C. Scott. . . . Harry Holt says the "pencil dust" gets his hands so dirty—and after those fox-holes, too, Harry! I'm surprised! . . . Since they have moved the engines from State to Baldwin Park, such nice guys as Roy Garst, W. F. Brown, W. C. Cochran, H. L. Conklin (hi neighbor), W. E. Aydelotte (who says he really eats-a-lot), W. Spangler, F. V. Malone, F. K.



**MARGARET KATHLEEN OWEN, only daughter of W. H. Owen, State Street Brakeman. Bet you can't guess how old she is!**

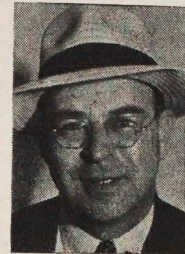
Wuthenow, etc., are only seen on pay days. . . . S. T. Sherritte and O. E. Olafson have forsaken us for Macy Street. . . . Out where the West begins you can see J. R. Walker, R. G. Ludvigson, and F. H. Lawrence. . . . Eugene Johnson, son of Trainmaster Johnson, walked in on his folks on New Year's Eve, just returned from the Marines and Japan. . . . Terminal Trainmaster Charles W. Coutts says the bowling team is really going strong. Hubba Hubba! . . . Tall blonde and handsome (6 ft., 4 in.) Bill Farrow is back in circulation again, as he's been in the Army a mighty long time. . . . The installation dance of the Brotherhood of Railway Clerks held at the Elks Club on January 5 was quite a successful event. Vice President Ray Tufts, and newly-elected Chaplain Jim Lewis were seen around the table groups; and of course, Bob Rachford, Mary M. Hendrix, Mr. and Mrs. W. O. Baker and their son Jimmie, Lee Lewis, Murrelle Lester, Ruth and the two Helens from the union office; yours truly and her fiance, Nelan Breese, Walter Lohman, and many others were seen having themselves a good time. . . . The Army's refinement of "double talk" called "trouble talk" is enough to drive you daffy! . . . Vancouver and Seattle claimed "Happy" Osman and wife for a vacation.

From down Freight Terminal way comes the report that Steno Dorothy Collins, good friend of Viola Tellechea of Central Timekeeping, has retired after almost 24 years of continuous faithful service under Terminal Freight Agent George W. Orr. A farewell reception was given in the ladies' lounge on Dec. 31—her last day with the company. Many of us will miss Dotty, and hope she misses us too! And on the same report, we have it that Fred W. Spencer, Assistant Terminal Freight Agent, is on an extended sick leave. Everyone wishes him a speedy recovery! Mean-

while, P. B. Durant is ably substituting!

The PE was very well represented in the Tournament of Roses Parade, when Lois Doebbeling and Charmaine Nittinger, two beautiful girls from the Freight Station, acted as majorettes!

### STATIONS AND YARDS



By  
**Arden H.  
Nasher**

The poor old Stations & Yards column has been badly neglected for several reasons, beginning with the writer's enforced stay in Old Mexico, and ending with events subsequent to our return. In the meantime, time has been doing its accustomed marching, and many are the new faces in old jobs, old faces in new jobs, rearrangement of duties, etc.

We are sorry to report that ill health, which has been dogging the footsteps of Fred Spencer, Assistant Terminal Freight Agent at Los Angeles, finally forced him to take a leave of absence. His host of friends all over the system have been asking about him and present reports are that he is home after spending some time in the foothills, but is still far from a well man. During his absence, Phil Durant has been sitting at the old desk and, considering the short time he has had to learn the ropes, is doing a grand job. Best of luck to you, Phil.

Many of you who know Milton Liptz, returned aviator who had practically lost the use of an arm due to war injuries. Milton has been successfully operated upon at the Mayo Clinic in Rochester, Minnesota, and will be back to work with his old-time vigor and health, as soon as he regains his strength.

In the OS&D Department at L. A. Freight we have had so many changes that it would take a cataloguing department to keep up with them. At present, Theresa Willey is working the No. 1 Acme job, Georgia Marshall the No. 2 Acme job, and Charmaine Nittinger the No. 1 PE OS&D job. We understand that Miss Marshall is going to indulge in matrimony before long, which may or may not be an improvement upon chasing Acme lost shipments.

Old old friend Jimmie Bauer, who handled the salvage in Fred Leary's department before he went into the Navy a few years ago, is back at his old stand but has eyes on another spot in Mr. Orr's office, so maybe we'll have a further report later. Jake Anderson's department sports a new Assistant Cashier and a new Assistant Auditor position, making things a little easier for him.

Understand that our friend Gordon Gould is now filling the job of Assistant General Agent at San Bernardino, and we want to offer sincere congratulations.

Had a talk with another old friend, Joe Connors, who is working with Eddie Burke at Fullerton, and learn that Mrs. Connors and he have moved out that way, staying at Brea, so it looks as though Fullerton is going to be honored with his company for a long time. Eddie says Joe is doing a swell job and we can attest that Fullerton is going along in great shape.

Agent Cooper at Alhambra, like many others we can name, has been fighting the flu bug for several weeks. It was plenty tough for him to keep the station going at times, but we are glad to say that he is much better now. (How this lcl business is booming. Just about forces everybody to be on the job if they are still warm.)

Jiggers, here comes the Ed with the blue pencil!

### Agent Livingston Retires; Enjoyed "Pleasant Years"

Inglewood Agent Byron L. Livingston retired from service on November 9, 1945, after more than 27 years on the Agents roster. Most of his service was right at Inglewood.

Typical of the attitude of men and women who retire from Pacific Electric service is the following expression in his letter to Senior Assistant General Superintendent T. L. Wagenbach regarding his retirement:

At this time I wish to express my sincere thanks and gratitude to you and the entire official family of the Pacific Electric Railway Company for the many pleasant years I have spent with the Company and to let you know I will always feel I am a part of it.

Best wishes of all follow Mr. Livingston as he leaves us.

A milk bottle fished out of the Pacific Ocean was found to contain a piece of water-soaked paper. But the writing on the paper was too faint to be deciphered. Clearly, it was a case for the FBI.

Various tests were made and various acids applied. At last, six words stood out in a startling clearness. They were: 2 quarts of milk, no cream.

**Their DEVOTION, COURAGE, AND INDUSTRY MADE OUR COUNTRY GREAT...**

**... THE SAME QUALITIES ON OUR PART WILL KEEP IT GREAT AND PROSPEROUS.**



**LONG BEACH  
FREIGHT HOUSE**



By  
**Jack  
DeLaney**

Well, there have been quite a few changes in the office force since we last went to press. For instance, Walter Somerby, who has been Assistant Night Chief Clerk, is now back on a daytime job as Revising Clerk. Walt says he has been on the nite job for so long a time—practically thirteen years—that it is hard for him to get used to these daylight hours. He says he has to wear smoked glasses until he gets accustomed to the sun.

A nice letter has come from Thelma Thomas, former Freight

**DOMINGUEZ CREW**—Pausing for a moment in their switching operations last month were, left to right, Brakeman Guy Small, Fireman C. O. Veazey (sitting on footboard), Engineer L. L. Norman, and Brakeman F. C. Potter. Freight Conductor William F. Barham took this one and sent it in.

Clerk, who resigned from the service the last of the year. She and her husband were well along on their trip to Nebraska. Outside of a few flat tires, engine trouble, and Ralph, her husband having a long hike to get tow service, the trip back was fine. She says sunny California surely will look good to them. They expect to go in the farm business in a big way on their return.

Helen Darnell, formerly on the Claim Desk, has left the service and has moved to the east coast, as her husband has been transferred to the Atlantic Fleet. They expect to make their home in Boston.

And we lost another faithful employe. No other than our former Assistant Cashier, Ariel Langston. After performing a good job for the past several years, she decided to give up her position and take care of her household duties. Her position has been taken over by D. C. Evans, former employe, who has recently returned from India, where he was in the employ of Uncle Sam for the past few years.

A nice letter was received from Brooks Kuehl, former Government Bill of Lading Clerk. Brooks resigned a few weeks ago to go East to enter school. He is getting along fine back there but misses his many friends in the office.

Muriel McClelland, Telephone Operator, is on a 30-day visit in Oregon. From the rains we hear of up that way, she will probably come back to Long Beach with webbed feet.

Donna Hines of the telephone switchboard has returned from her 60-day leave of absence. On top of that, she is now taking her regular 12-day vacation. She says, "Let the calls come in now, for after this big long rest I will be ready for anything that happens."

Florence Farrell is looking for her husband within the next few days. We have been getting several wrong numbers of late. Maybe when Florence's hubby gets home things will be all right again.

A city lassie, working on a farm during her vacation to help out with the labor shortage, was observed by her farmer employer doing a very odd thing. She was allowing the cow to drink a pail of milk she had just obtained from the animal.

"What's going on here?" stormed the farmer. "Why are you letting the cow drink all the milk?"

"Well," replied the farmerette, "the milk looked pretty thin and I thought it might help to run it through again."

**SOUTHERN FREIGHT  
DISTRICT**



By  
**J. E.  
Neville**

E. F. Packer is back working in Long Beach after a leave of absence of 90 days spent on his big ranch in Oregon.

Conductor C. A. McCarthy is now fully recovered, and we are glad to see him amongst us again.

Conductor Shepperd is at Watson Yard now. He can't say that ignorance is bliss, after staying at Pier A (Belt Line) for 20 years.

Motorman K. J. Bordelon is resting on the work train.

Conductor Dick Nagle is doing nicely, and will be amongst us soon.

Conductor Eddie Charland is back on the job at Butte Street Yard after several months of absence as a Motor Coach Operator.

If you keep your eyes open you will see Ray Thomas on the front end of a Watts local. He knows how to keep out of the rain.

Yours truly is having a well-deserved rest at home on crutches with a sprained ankle.

**Suzanne M. Jacquemin Emcees  
at International Ceremony**

With Suzanne Margot Jacquemin (Trainmaster's Clerk at State Street and well-known Transportation Department correspondent) as mistress of ceremonies, the Inglewood USO, on Tuesday, January 8, at 7:30 p.m., celebrated the Luxembourg-Belgium-Holland United Nations Night, in their main hall, with speakers, entertainment, and refreshments. Suzanne also represented Luxembourg, her birthplace.

Movies were shown of the Netherlands, and the speaker was Anthony Hoornaert, of the Belgian Circle of Los Angeles. Mr. Hoornaert said that the people may be liberated, but the need for food and clothing is terrific, and though money is plentiful, there is little for it to buy.

Eugene Huss, the Consul for Luxembourg, was unable to attend.

Margot's fiance, Charles M. Smith, who was the first serviceman to enter the USO building at Inglewood, was also introduced.

**SIXTH & MAIN  
TERMINAL**

By W. B. Shrewsbury

Reconversion probably isn't troubling the majority of our readers, but to some it's quite a rugged situation. Take the case of Sammy Adams, who returned from the service a few months ago. He has not been able to find adequate housing in Los Angeles for his family, so he has left them in Port Hueneme while he stays in L. A. That is a pretty rough deal for a man who left his family and went away to war, and now that he is safely home, still can't live with them. If anyone knows of a place that is vacant—or will be vacant soon—large enough for a family of 5, please let Sam know about it.

—GIVE TO THE RED CROSS!—

**MACY STREET  
TERMINAL**

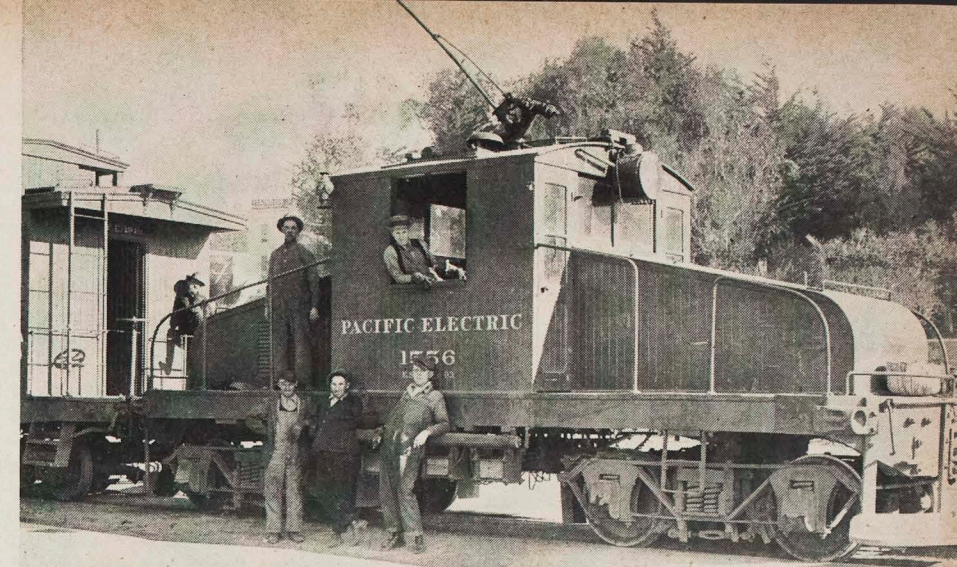


By  
**Ted  
Harrison**

Howdy, folks! Here it is: another month, and a little more news from Macy Street. Noticed nearly everyone but Macy Street reported a big party last month, and everyone seemed to be having a good time. Glad you did, and please don't feel sorry for us here at Macy Street. We had a party too. Sure did! Only just to be different we had ours on New Year's Day, and what I mean, everybody was there and most of those who showed up didn't go home till late.

The boys at Macy will be glad to know that Conductor Harry Hampton is back home and getting along just fine. Sorry I can't give you an up-to-the-minute report on all the fellows who get down from time to time, but remember, the news for the Magazine goes in about three weeks before you get the Magazine. You know, some of you might call these fellows up once in a while. They would like to hear from you. You'll find Harry Hampton's name in the phone book.

Should you be out at Glendora waiting for the car to leave and you see the Conductor go to the front end and the Motorman go to the back end don't worry; they have not lost their sense of direction. It's just the "Gold Dust Twins," Motorman T. C. Wiley working as Conductor and Conductor Charlie Hudon working as Motorman.



27 YEARS AGO—Road and switching crew of Redondo Beach. On the ground, left to right, are Conductor D. A. Martin, Brakeman J. E. Neville, and Brakeman W. Holder. On the Caboose is a Wharf Clerk, whose name Mr. Neville doesn't remember. The Motorman is named Alexander; the Trolleyman, Charles Spencer.

The boys at Macy Street were all sorry to see Dorothy Spott, our popular Cashier, leave. Just couldn't be helped, however. Seems Papa Spott arrived back from active service and ordered "Ma Spott" back to the home base, so now Dorothy has been advanced to housewife 1st class. Good luck to you, Dorothy, and it was nice knowing you.

Seems Motorman "Red" Lloy of the El Monte Line breaks into print again. No, he didn't trade his "Model T" for a horse, nor did he even steal a horse. But he is feeling pretty good anyway, because his oldest son, Douglas, has returned to the States from Egypt.

—JOIN MECCA TODAY!—

Each was given a horse. "How are we going to tell them apart?" asked one.

"I'll cut my horse's mane," suggested the second. So they trimmed one horse's mane but it soon grew out again.

"Let's measure the horses," suggested the first little moron. Sure enough, it worked. The white horse was two inches taller than the black horse.

*Appreciation*

Off for three months with a siege of illness which turned into pneumonia, Conductor HARRY C. HAMPTON of the Sierra Madre Line spent 30 days in the hospital and has been recuperating for two months at home, 114 South Curtis Avenue, Alhambra. He's an old-timer, having started work for the company in train service on the North October 3, 1917.

Here's his note of appreciation for a Christmas gift:

I would like to take this way of thanking all the boys of the Northern District who added so much joy to my Christmas by contributing to my Christmas gift. I appreciated it more than I am able to express, and only hope I can repay them some day for their thoughtfulness and friendship to me.

Hope to be back to work soon.

Thanks again, boys!

**HARRY C. HAMPTON**  
Conductor  
Northern District

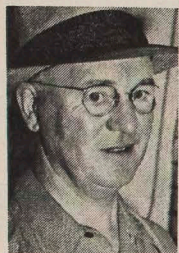
**RETIREMENTS**

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

NAME	Occupation	Department	Years of Service
Alfred N. Carrick	Motorman, South	Transportation	24
Charles Franklin	Brakeman, South	Transportation	25
Samuel S. Fonner	Motorman, West	Transportation	25
Nova F. Graham	Agent, North	Transportation	29
William E. Hayes	Motorman, West	Transportation	26
Richard Heick	Motorman, West	Transportation	26
Byron L. Livingston	Agent, West	Transportation	27
Sibyl I. Mather Raymer	Ch. Information Clk.	Passenger Traffic	39
Paul Moore	Section Foreman	Engineering	22
Frederick B. Owen	Conductor, West	Transportation	26
John N. Rountree	Agent, South	Transportation	21



**SUBWAY  
TERMINAL**



By  
**W. F.  
Servranckx**

Motorman Tom Aiken passed away at St. Vincent's Hospital on January 9 after a serious illness. He will be missed by a number of old-timers who knew him for his perpetual smile and good work. Interment was at Holy Cross Cemetery, and was attended by many friends of the family. Tom was a charter member of BRT Lodge 448.

Mrs. Anne R. Bruce, wife of Motorman F. L. Bruce of Burbank, passed away January 15 after a brief illness.

Mrs. Korva Davis, mother of Conductor J. T. Davis, passed away at home on January 16.

May we express our sincere sympathy to the bereaved families?

A good many Trainmen have returned to work after having suffered from the flu, of which we had quite an epidemic. Our Terminal Foremen are glad to have nearly all of them back. It's a tough job to decide which of the bosses is the happiest: H. W. Bradbury, W. Blakeley, Jess Hanselman, Earl ("Jughead") Jardell, or F. L. Nuzum. That is a question for the well-known A. P. Club to decide. B. R. Jones please copy.

Our charming Cashier at West Hollywood, Rosie Crocker, has re-

**Dispatchers' Dinner Held  
At Hotel Rosslyn Jan. 2**

Despite pressure of duties resulting from faster train schedules, dispatchers must continue to remember their great responsibility in giving accurate orders and arranging proper meets of all scheduled and extra trains, asserted O. H. Braese, President, American Train Dispatchers Association, in an address to Train Dispatchers, Terminal Foremen, and Stationmasters who met at a dinner at the Rosslyn Hotel last January 2.

Some 45 men attended, including guests from the Southern Pacific and Union Pacific Railroads.

Mr. Braese paid a visit before the dinner to both the Southern Pacific and Pacific Electric dispatching offices, where he met the dispatchers who were unable to attend the dinner on account of duty schedules.

The dinner meeting was so successful that it was voted to continue with similar social gatherings of dispatchers from railroads in the Los Angeles area, stated F. L. McCulley, General Chairman, ATDA, Pacific Electric Lines.

turned to work after several weeks of the flu. She looks fit as a fiddle. Our Trainmen are again happy to turn in their money twice a day; they deem it a pleasure to remit when Rosie is in charge. Glad to see you back, Rosie!

Conductor W. D. Shaw is able to sit down again. No, boys, he wasn't training at Santa Anita; he informs us it was a carbuncle, and a painful one. Glad to see you back, W. D. For a while we thought you were a student of that well-known mascot, Mike Vernak.

**OCEAN PARK  
CAR HOUSE AND BUS LOT**



By  
**Charlie  
Croninger**

H. G. Ackerman, a man of few words, has transferred to the Subway, working the extra board.

R. H. ("Rube") Ludvigson, he of the pink cheeks, has given up firing and returned to Ocean Park.

E. E. Cooney, who has been coming to work at Ocean Park for the last decade, has finally come to the beach, and has a front end motoring job on the Short Line.

Bill Kennedy, our beloved T.F., must have a swell time of keeping the following men straightened out: There are the two Raney brothers, R. C. and H. L.; C. T. Marshall and his boy Charles; T. E. and R. D. Holbrook; W. K. and H. E. Johnson; C. A. and L. I. Phillips; K. H. and C. I. Bennett; and there were two Robbinses, but A. B. left and C. L. alone remains.

E. H. ("Hardway") Nordstrom lived up to his nickname last month, taking the hard way at getting his name in the paper. The following item appeared in the Santa Monica Outlook: "Hurrying to check out and go home, he parked his bus in front of the terminal and went into the station after a time sheet. When he came back to the bus, he told Santa Monica police he was just in time to see two small boys scamper away with his money changer, containing

\$16.00 in silver."

Jimmy Craft, our relief T.F., took a trip to Oklahoma last month, to see how the stock was coming along.

Bud Bartlett, who has been Agent and Cashier at Ocean Park for the past four years, has been given the old Trainman's treatment of the bumps, and has been bumped from his Agent's job. Bud has been with the PE since 1923, starting as a Clerk in the Harbor area, and worked a few years at West Hollywood before coming to Ocean Park as Cashier.

Lieuevernia (be sure and spell it this way; she gave it to me herself) Dickinson was the bumpee. She is PE's only woman Agent.

Geo. Dopler, one of the well-liked old-timers at Ocean Park, has been bucking the sick list.

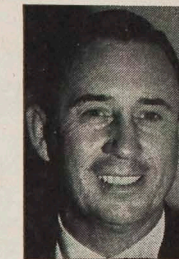
—GIVE TO THE RED CROSS!—

**Payroll Deduction  
For Glasses Authorized**

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

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

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



By  
**W. J. Fenwick**

**Supervisor,  
Northern and  
Southern  
Districts**

**Q.—Can the TS-5 transfer be used as a stop-over ticket? Please review the use of the TS-5 and TN-4 transfer.**

**A.—**The TS-5 is a Southern District transfer, the TN-4 a Northern District transfer. On the Western District we have the TW-6 and the TW-9 suburban or interurban transfer. The TS-5 used on the Southern District was devised to be used as a transfer from interurban trains to local trains, or from one interurban train to another. Tariff regulations do not permit stop-overs, only necessary transfers.

It is fully realized that there are a few passengers using TS-5 transfers as a stop-over ticket. As such practices are only occasional and not the general rule, there being no loss of revenue in any case, the problem does not appear to be a major one.

Let it be distinctly understood that it is not the Conductor's or Operator's duty to question the passenger in any way as to how the transfer is to be used unless, of course, the passenger requests information. Please do not interpret this to mean that stop-overs are to be encouraged, or information given to the public that stop-overs are permitted.

The Conductor or Operator on the Southern District must be fully informed of the use of the TS-5 transfer and have it in his possession during all operations. The use of the TS-5 transfer will be intensified should limited service be resumed on the Long Beach Line. The Catalina service also no doubt will be resumed some time in the near future.

As an example let us take a problem of a passenger living near Rosecrans stop on the San Pedro-L. A. Line. The passenger wishes to board Catalina train that stops only at Compton Station. The passenger boards a San Pedro-L. A. local train at Rosecrans and desires to pay a fare to Catalina Terminal. The Conductor on the San Pedro Local will collect a 20c fare and issue passenger a TS-5 transfer.

This, of course, is only one of the many uses. At the present time a majority of the TS-5 transfers issued are to passengers who have boarded car at Watts or points south or east and wish to transfer to the Watts-Sierra Vista Line.

In handling a fare to Los Angeles, remember that the passenger has the privilege of transferring to any service or route as far as 6th and Main Station.

The TN-4, TW-9, and TW-6 are used in very much the same way. The only change of tariff in Western suburban transfers as compared to the uses of Northern and Southern District transfers is that Western suburban transfers are good to the inner zone local limits of the Western District, namely Alvarado and Sunset, and Hoover Street.

Bear in mind that suburban Western District transfers are not good on North and South lines on Main Street. Neither are North and South interurban transfers good on Hill Street.

Space limits further discussion, but we hope to continue in the next issue.

*Understanding . . . .*

**T**HE GREAT NEED of the world today is that peoples shall understand each other, that groups and classes shall understand each other, that individuals shall understand each other, so that we may all work and live together in comparative harmony, with freedom for each to pursue happiness after his own fashion.—A. T. Mercier, President, Southern Pacific Company, addressing Tulane University graduating class, October 24, 1945.



**DISPATCHERS' BANQUET** held at Hotel Rosslyn January 2. Seated at head table, left to right, were the following ATDA officers: R. C. McPherson, Vice General Chairman, PE lines; E. A. Nighswonger, Division Chairman, L. A. office, SP lines; O. H. Braese, national President; F. L. McCulley, General Chairman, PE lines;

V. G. Ham, Division Chairman, UP lines; and Art Covington, Vice General Chairman, SP lines. Seated at left; L. J. Andrews (SP), W. C. Kennedy, M. O. Aubolee, J. D. Osborn, Ray Riggs (SP), J. E. Clougherty (SP), R. C. Stuart (SP), H. W. Walters (SP). Standing at rear: J. R. Hollis, E. E. Abbott, J. T. Johnston, Lee

Pulliam, L. C. Bartula. Seated at right: P. G. Curnutt, R. W. Kraft, C. O. Snodgrass, H. W. Bradbury, C. W. Wood, W. W. Wherry, R. W. Rogers, J. W. Kipp, Earl Jardell. Inside table, starting at left and reading clockwise: Ole Jensen, R. C. Milnes, R. J. Johnson, F. S. Scott, E. C. Fox.



# Passengers Appreciate . . . . .

## Efficient Service New Year's Day

SOUTHERN CALIFORNIA  
EDISON COMPANY LTD.

Edison Building  
Los Angeles, California

January 9, 1946.

Pacific Electric Railway Company:

The excellent performance of your company on New Year's Day impels me to write this letter of praise. PE people did a really fine job of moving throngs of passengers in and out of a small area in convenience and comfort.

Being a member of a large company which, too, does big things, I know that this accomplishment was made possible only by the most careful advance planning and organization, and the utmost effort on everyone's part on "D-Day."

I hope you will pass on this letter to all who had a part in attaining this record.

Sincerely,

MARY SHOOP  
Editor  
EDISON NEWS

—JOIN MECCA TODAY!—

## Conductor Joe Wolf

February 3, 1945.

Pacific Electric Railway Co.

I take pleasure in telling you about trolley conductor No. 2950 (a perfect stranger to me, as I am a new arrival in California). No. 2950 is courteous to everyone and seems to pay particular attention to those with children. Calls all the stops and readily advises the sailors and soldiers. My hat off to No. 2950 [Joe Wolf].

M. LAAST

—GIVE TO THE RED CROSS!—

## P. E. Service In General

January 23, 1946.

Pacific Electric Railway Company:

. . . the good service afforded us people living in the outlying communities by the Pacific Electric is greatly appreciated, and hope it may be continued in the years to come.

EARL L. STINE

## Motorman Robert E. Coe

January 2, 1946.

Pacific Electric Railway Co.

The passengers who ride PE trains are usually more than willing to report any trainman for the slightest infraction of rules. However, to be fair, I would like to call your attention to an incident I witnessed last December 31 aboard the Monrovia train that leaves L. A. at 5:19 p.m.

As the train approached San Marino station, the motorman (No. 4 [Robert E. Coe]) suddenly stopped and ran back thirty yards or so to remove a drunken man from the right-of-way. He lay only two or three feet from the outside rail. It is probable that the drunk would have caused a serious accident later if the motorman had not stopped to allow the crew to carry the man into the station.

L. V. EVANS

—GIVE TO THE RED CROSS!—

## M. C. Operators Turnbull & Lundin

February 2, 1946.

Pacific Electric Railway Co.

Just another short note, this time to commend two of your Redondo Beach bus drivers—No. 2994 [B. M. Lundin] and also No. 862 [R. H. Turnbull].

They have each shown exceptional courtesy and thoughtfulness of their customers—and cheerfully!

Also extreme care of elderly persons—which raises them immeasurably in my estimation—as I was taught to respect grey hair.

It is surely a pleasure to put in a good word for these two.

Hope you will always be fortunate enough to hire more like them.

MRS. CLARICE M STEELE

—JOIN MECCA TODAY!—

"And now, gentlemen," continued the Congressman at his press conference, "I wish to tax your memory." "Good Heavens," muttered the reporter, "has it come to that?"

—GIVE TO THE RED CROSS!—

Friend: "So now you and your son are carrying on the business together?"

Owner: "Not exactly. I run the business and my son does the carrying on."

## ROOM 221 AND VICINITY



By  
Rosanne  
Smith

Hi-ya folkies! Pigtail Annie blowing her horn for the New Year.

Ruth Barney (Mr. Erhardt's Secretary) says she isn't going to read my column any more unless I mention her name. There you are, "Barney"—even put you first. Readers must be satisfied.

Three birthdays were celebrated in the Transportation Department General Offices on January 15: Helen Semnacher, Secretary to Mr. Squires; Roy R. Wilson, Superintendent of Passenger Operations; and C. M. Allen, Assistant Superintendent of Motor Coach Operations. Many happy returns of the day to all of you.

Speaking of operations, that man who is noted for his corny jokes—and I do mean Mr. F. G. Wakefield, Asst. Supervisor, down in room 209—gave forth with one like this. Quote: Said Trainmaster to Supt. of Operations: "Let me tell you about my operation." Ouch! And we have to listen to those things all the time!

Lack of resistance from rushing thither and yon and wearing ourselves down, enabled "ole man flu" to grab hold and practically put our office out of business for a while, during and after the holidays; but now everyone has recovered nicely and things are running along smoothly.

Due to the fact that all the Co.'s Christmas parties were written up in the last issue, I left the Christmas party given by your former reporter, Lu Paige, for "we-uns," till this month. What a party! Luscious thick steaks (fried to order), delicious pan-browned potatoes, savory buttered peas, a fresh vegetable salad, plenty of coffee, and later (because we ate so much), homemade pumpkin pie with real whipped cream. All this was prepared by Lucille Paige and her sister, Rosalie, who is a Wave. They surely are good cooks. Gifts were given to all the girls, and we in turn presented "Lu" with a "lounging gown." The evening was highlighted by a little skit the Paige Sisters put on for our benefit. A gay time was had, and we all thank you, Miss Paige, for the lovely time and the presents.

## PERSONALITY of the Month

Robert W. ("Bob") Forcier—title: Staff Engineer, Transportation Department.



Robert W. Forcier

Arrived in this world some years ago in Youngstown, Ohio (incidentally, that is "Pigtail's" home state, too). As far as variety in the business world is concerned, Bob really get around. He began facing the public in college as a musician, playing the saxophone and conducting his own jazz orchestra. From the time he left the University of Pennsylvania, he has been (don't hold your breath), lifeguard, bank teller, insurance salesman and investment broker up to the time that he came to Pacific Electric. Anything else, he forgot to mention. In 1938 he found his way to California, where he intends to live the rest of his life.

In 1940 he was employed by Pacific Electric, and here, too, he has moved around a bit, first as Assistant Research Engineer in the Research Bureau, then as Traffic Engineer in the Passenger Traffic Department, and last, but not least, as Staff Engineer, a position which he has held since April, '43.

Just recently Bob adopted a newborn baby girl, and is he proud! Her cute little monicker is "Judy Ann." No one has heard about anything but the little gal since she arrived. In fact, Bob is nuts about her.

Mr. Forcier's favorite foods are corn on the cob and juicy steaks. Water skiing and billiards are his favorite sports. He has been called "the one-man chamber of commerce" of San Gabriel, because he is always bragging the town up.

His duties as Staff Engineer are conducting special investigations of operating conditions as assigned by the Superintendent, and making statistical studies. He feels that his work is interesting, absorbing, and full of variety.

Bob himself is that tall, slender, well-dressed man that you will see hurrying to and fro, from here to there. Kinda partial to bow ties too. And, as he is always in a hurry, this interview was no exception. As he told me, he wanted some time to play his favorite game for awhile before returning to work. Yes, I do mean billiards.

—JOIN MECCA TODAY!—

## CENTRAL TIMEKEEPING BUREAU



By  
V. B.  
Tellechea

There has been a lull in our activities, after the mad rush of last year's merrymaking, so there isn't much to relate in this issue.

Charlie Sein: Practicing kichi, kichi coo. Baby shower from girls in office: Diapers, potty (blush from C.), etc., Jan. 3rd—baby girl born. Donna Lucille, 6 lbs, 3 1/2 oz. C. struttin'—passed out cigars and candy. Papa feels fine, thank you! Congrats to Mr. and Mrs. Sein.

W. Morrison: At home a few days with a cold. Back on job. Marie McAllister asks question: Was he put out of commission at famous party in Dec.? Mr. Morrison replies in negative, of course. We will have our

## REPORT OF VITAL STATISTICS

December 21, 1945, to January 20, 1946

It is worth while noting the preponderance in this list of those who belong to the Mortuary Fund and had group life insurance.

### DEATHS

NAME	OCCUPATION	Died	Group Insurance	Mortuary
*Hornung, Frank	Janitor (Retired)	9- 1-42	No	No
Miller, Fritz	Mntr. (Retired)	12-22-45	Yes	Yes
May, John W.	Sub. Sta. Opr. (Ret.)	12-23-45	Yes	Yes
Wickersham, Edward J.	Valuation Estimator	1- 1-46	Yes	No
Brenchley, John	Signalman	1- 8-46	Yes	Yes
Sprenger, Henry J.	Car Repairman (Ret.)	1- 8-46	Yes	Yes
Aiken, Thomas	Motorman	1- 9-46	Yes	Yes
Warr, Dudley	Sub-Foreman (Ret.)	1-20-46	Yes	Yes

### EMPLOYES' WIVES' DEATH BENEFIT FUND

NONE

\*Reported subsequent to last publication.

little joke, W. M. Think nothing of it!

Ethel Muck: "Well, life begins at forty." Harry Shea, on the fortyish side: "But I've been waiting for it to begin." E. M.: "You have to help push it along, son, push it along, that is —!" Hmhmhmhm!

Doris Graves: Lovely engagement ring. Couldn't conceal it from prying eyes! Incidentally, Doris had a birthday on the 25th of Dec., and it may be well to mention Dave Alexander's on the 26th, and Lucy Wilkins' on the 29th. Betty Hansen had one Jan. 17.

Rosetta Epple, birthday Dec. 19.

Phyllis Bonner: In an accident. Broken nose. In hospital a few days. But is back with us again. Margaret Taylor is better, but is still on leave. Gene Barwood is back from jaunts around Arizona, Texas and San Francisco. Looks like a million! Mildred Franse has also returned from a short leave.

Loriston A. Noble, Jr.; Returned from military duty. We do welcome you back! Which reminds us that a few bumpings were in order!

And by golly! but we do like our new hours here in C.T.B.!

—GIVE TO THE RED CROSS!—



CTB ACCORDIONIST entertains at Theatre Mart. Here's our own Martha Hiltbrand, Comptometer Operator in the Central Timekeeping Bureau. She gets together with Fred Nickson, the villain from "The Drunkard," every Sunday afternoon and entertains the audience. She's been doing it about a year. Martha has played her accordion over KFI and KECA, at the Chicago World's Fair, and for several PE organizations including the PE Club, Masonic Club, and PE Camp. Daughter of Motorman George Meek of the Western District, she began work for the company in 1942.



## ACCOUNTING DEPARTMENT



By  
**Dorothy B.  
Dunn**

One might call this "Cupid's Column" this month, what with engagements and marriages taking place.

Jeanne Albrecht and Harriet Cushman have received two very beautiful diamond engagement rings. Jeanne will not be married for some time, as her fiance, Ted Mahl, is attending USC studying to become an aeronautical engineer. Harriet will marry "Chuck" Lawler, of Texas, the middle of March.

Charles Escovar, former Freight Accounts Clerk, now on military leave, and Isabella Duff were married December 28 at the Wayside Chapel in Westwood Hills, California.

Ruth Alpeter went to Reno, Nevada, on a short vacation to see her nephew, George Reed, married. George is a champion cornet player. He held the national cornet soloist title for two years and has won 17 medals, both individually and collectively. He and his wife will live in Crockett, Texas, where he will resume his former position of high school band director.

After experiencing a pleasant trip across a goodly portion of the United States, C. W. Heck upon his return was presented with \$40.00. He's just lucky, that's all. Talk about good things coming in bunches! Mr. Heck motored to Shreveport, La., and Houston, Texas, where he visited with friends.

Johnnie Thatcher was operated on for appendicitis at St. Vincent's. Too bad, Johnnie! Or did you have a cute nurse?

Mary Lois Lassiter, formerly Eggeman, is the proud mother of a boy born December 18, 1945. The little fellow's name is Richard Alan.

Golda Burnham's sister, Odessa Carter, has returned from the Spars to resume her former position as a Comptometer Operator in the City Ticket Agent's Office. Odessa was a storekeeper 2nd class in the Coast Guard. Golda is a Statistical Clerk in Disbursements.

Kitty Cox has left service to become a model for Louella Ballarina. She will do wholesale modeling weekdays and will pose for free lance pho-

## Senior Traveling Auditor Retires After 40 Years of Loyal Service

By Dorothy B. Dunn

R. A. Martin, Senior Traveling Auditor, retired in December from service after forty years of faithful and diligent service.

Mr. Martin was born in Hanging Rock, Ohio, where he attended the Hanging Rock High School. He worked for the Southern Pacific Company in Arizona from 1902 to 1905, then came to Pacific Electric as a Bill Clerk and Cashier at Los Angeles Freight Agency, and held this position until December, 1909, at which time he left service. He re-entered in June, 1910, as Station Agents' Accounts Clerk in the Accounting Department, and held various positions in the Accounting Department until his retirement.

On retiring from the service he was presented with a handsome seventeen-jewelled Marvin wrist watch, suitably engraved, with bracelet, accompanied by a card expressing a beautiful sentiment and signed by the donors—the supervisory forces of the Accounting Department.

His chief hobby is photography. He has taken pictures of all the Pacific Electric stations; some of which have now been torn down and replaced. He plans on buying a new car and seeing some of the country with his wife, Pearl.

Best wishes for a happy retirement go to Mr. Martin from all employes.

### HINKLE REPLACES MARTIN

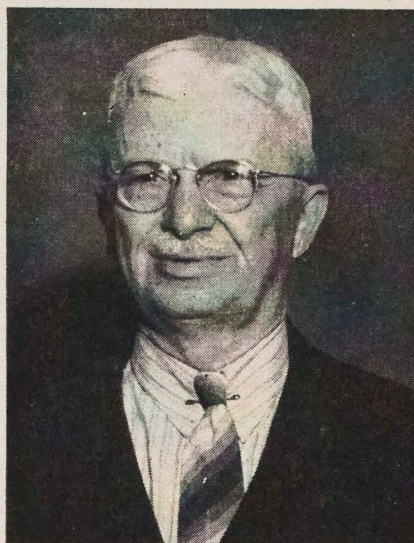
Taking Mr. Martin's place as Senior Traveling Auditor is T. L. Hinkle, formerly Traveling Auditor.

tography on Saturdays. She has attended the Rita Leroy Modeling School since July.

Virginia Turnbow and Margaret Zimmer were lucky enough to see Van Johnson, Peggy Ryan, Iizabeth Scott, Dagwood, and Don Defore at the Brown Derby last week. All that and food too!

U. L. Drake, Head of Miscellaneous Accounts, was so-o-o-o proud of his home-grown strawberry that he wore it in his lapel instead of a boutonniere! Later on, Kathryn Hooker, Jeanne Albrecht, and Norma Sewall each had a small nibble from it. Imagine strawberries in January!

Have you heard the one about the woman who asked the hosiery clerk if she had a pair of 9½ neon stockings?



R. A. MARTIN

Mr. Hinkle started as a Mail Clerk for PE in 1922, left service in 1923 to continue school, and re-entered again in 1925 as Warehouseman. In 1928, he transferred to the Accounting Department on the Agents' Accounts Desk. He became Traveling Auditor in July 1943.

### PUJOL, CHRYSTAL MOVE UP

J. L. Pujol, Jr., takes over the position of Traveling Auditor. He worked for the Union Pacific Railroad for 11 years before coming to the PE in 1937 as a Trucker-Clerk, and became Junior Traveling Auditor in 1943.

George Chrystal now holds the position of Traveling Auditor and Special Accountant. Born in Eyemouth, Scotland, he came to America in 1912. He began working for Pacific Electric in 1923 as a Clerk in Miscellaneous Accounts, where he has held various positions, becoming Assistant Head Clerk in 1932.

Congratulations to all on their new titles.

—JOIN MECCA TODAY!—

### CLASSIFIED ADS

WANTED TO RENT—2-bedroom house, unfurnished, for 3 adults, including a veteran of World War II (no children or pets). Must give up present home to returned veteran (owner) by May 1. A. E. Hanna, Special Accountant, 369 PE Bldg. TU 7272, Ext. 2357. Home address: 738 Exline St., El Monte.

WANTED—Puppy, new-born to 4 months old, for two children nice to pets. Call Mrs. A. R. Cline, JE 7428, between 6:00 and 11:30 a.m. or between 6:00 and 10:00 p.m.

WANTED—A place to live for West Conductor, just back from 2½ years overseas, and wife. Preferably within 10 miles of Subway Terminal or West Hollywood Terminal. Joseph T. Gore, PL 14323, or call at 854 W. 59th St.

## FIELD ENGINEERING NEWS

By A. F. Dougall  
Junior Engineer

To be or not to be,  
That is the question.

And that is what your writer and R. E. Roy say about a place to live, but the thing that has us all guessing is how Roy got kicked out one day and found another place to live the next day. Your truly has been waiting since last August and just found one—and that was through a good friend who was looking out for me.

The holidays have come and gone (thank goodness) again. I know that everyone had a good time; and, speaking for myself, I can assure all that spending Christmas at home this year, as I did, was far better than spending it in some of the most God-forsaken spots on earth, as I did the three previous years.

All of the members of the Field Department wish to extend to L. B. Denton, Assistant to the Chief Engineer, our deepest sympathy in the recent loss of both his mother and father.

Paul DuPar is on the sick list and we understand has been having quite a serious time of it. We all wish him the best possible speedy recovery and return to normal health again, and soon.

We say Saludas Amigos to our two new members in the department, namely: Chainmen Bruce N. Monkman and P. R. Buchanan.

Leander Wedl and wife were hosts to your scribe and wife, after which a very delightful evening was spent at the Meadowbrook. The next day all four took a trip to the desert for a little shooting and as usual fun was had by all.

Bettie McAnally was off sick for a day or two, but she is back with the same amount of wim, wigger, and vitality.

A remark was heard that George Kappers must have been eating some hot stuff the other day, as he was so hot on the snooker table that he burned the pockets and those playing with him did not have a chance.

I hope that the guy that wished this job on me has it for a long time as I never was any good at writing things like this and really don't think much of this one either. However, being new, I got taken in; so you all will have to take it and like it. If I have left anything out which should have gone in it's YOUR fault for not telling me about it.

We are very sorry to hear that the line built for the U. S. Maritime

Commission has gone the way of all things that have to come to an end. The boys down Terminal Island way surely are making mincemeat of it, and it won't be long before it will be another has-been (information furnished by a party in the main office).

We are glad to hear that the sons of Messrs. E. C. Johnson, L. B. Denton and F. W. Spencer have come home to stay. From experience I know they are darn glad to get back, too.

—GIVE TO THE RED CROSS!—

## ENGINEERING DEPARTMENT Eastern District

By  
**Mabel E.  
Forsberg**



This week (January 21) will see the completion of the rehabilitation of the track on Magnolia Avenue in Riverside. Extra Gangs 9 and 13, under the direction of Foremen Sharp and Martinez, have truly done a good job.

The Temescal Bridge at Corona has been rebuilt 100 per cent and work has begun on the Twin Bridges on the Redlands Line. This will wind up the special bridge program for the time being.

The Claremont Citrus Association is constructing a six-foot diameter, reinforced concrete pipe conveyor tunnel under Pacific Electric right of way, First and Alexander Streets in Claremont. The purpose of this tunnel is to provide for a conveyor to permit the packing house people to transport oranges direct to the Union

Ice Company Plant, thereby eliminating trucking and excessive handling. This reinforced tunnel will be placed approximately seven feet below the top of rail of PE tracks.

Rosario Chavez, Foreman of Section 33, and Charlie Shunk, Foreman of Section 32, combined their forces with the crew of Salvador Robles, SP Section Foreman at Colton, and installed a new SP-PE crossing at Colton. This work required some special "maneuvering" due to the heavy traffic over this crossing.

During the past week, we experienced some extremely strong north winds, which blew down trees in all directions, especially along Magnolia Avenue in Riverside. Some of the eucalyptus trees blown down were 150 feet high. Fortunately, we suffered only slight damage from this storm.

We regret to report that Juan R. Mesa, Laborer on Section 31, passed away on January 13 of this year. He formerly worked on Extra Gang 10 before coming to Section 31, in February of 1945. The surviving relatives and friends have our sincere sympathy.

We are happy to welcome the following new members on the Eastern District: James L. Harper, Signalman; Rene E. Leyn, B & B Carpenter; and George E. Luetke, B & B Truck Driver.

Our good friend Gordon A. Gould, Assistant General Agent at San Bernardino, has been a very busy man of late, checking station tariffs throughout his district.

Who do you think recently won the grand prize for being the best waltzer? You guessed it—Bill Mapstead, our Line Foreman. Bill and his Mrs. never miss a Saturday night dance and we are told they rate top honors.

Jim Rucker, Truck Driver, recently took the place of Cupid. Just ask him about it!

## DENTAL DEPARTMENT

PACIFIC ELECTRIC RAIL AND MOTOR COACH LINES

OWNED AND OPERATED BY

BEN A. PATTON, DDS., BS.

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

TERM PAYMENTS, IF DESIRED BY PAY ROLL DEDUCTION

826 Pacific Electric Building  
TUCKER 7272  
VAndike 5844



## INFORMATION PLEASE

By Deane H. Koch

The New Year of 1946 meant a great change in the personnel of the Information Bureau. Just four days after the New Year we sponsored a tea in the PE Club rooms honoring our retiring chief, Sibyl Mather Raymer. It was a great credit to Mrs. Raymer's popularity that so many of her friends and associates dropped in to congratulate her and wish her well. We were happy that Mr. Raymer (whom we call the thief taking our chief) could be with her and meet these many friends.

We do greatly miss Mrs. Raymer ("Miss Mather" to most people), for after all these years spent in creating and building the good work in this department we knew she had learned most of the "Where are theses" and the "What is theses" and we could resort to her knowledge when in a quandary. The commuting public, too, are missing her winsome smile and ready answers. All feel that she has earned a "play-time" for a goodly number of years.

Our new Chief, Mrs. Edna Tilley, is a very capable leader and we hope under her able guidance to continue giving the seeking public the same high standard of information.

Notwithstanding all these changes, the world keeps turning round each 24 hours and we find each day brings new problems that must be faced. Such has been the case in the new set-up of times of all the shifts in our round the clock schedules.

We are glad to report that at present "all hands" are able to be in their accustomed places. Elsie Tappendorf and Louise O'Connor have returned after having been absent as the result of falls. It all happened around the New Year. Of course Elsie fell going home from work.



**FAREWELL PARTY** for Mrs. F. P. Raymer was held in the PE Club rooms on January 4, for all employees who could come. Here is the staff of the Information Bureau. Left to right are Winifred Cartmell, Isabel Ash, Evelyn Cook, Catharine Haldeman, Helen Drew, Deane H. Koch, Lenore Tepley, Bessie Bundy, Mrs. Raymer, Florence Spaulding, Edna Tilley, Loris Jones, Cynthia Hornek, Fay Phillips, and Carolyn Dalthorp. Adeline McIntyre, Louise O'Connor, and Elsie Tappendorf were unable to attend.

As for Louise, we hear she was on the way to a party at her brother's home. How about it, Louise? Is that the best you could do to get a longer vacation?

—JOIN MECCA TODAY!—

## PACIFIC ELECTRIC CLUB BULLETIN

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

**WEDNESDAY, FEBRUARY 13:**  
PE Rod & Gun Club Monthly Meeting, Motion Pictures and Refreshments—7:30 p.m.

**THURSDAY, FEBRUARY 14:**  
PE Women's Club Afternoon Business Meeting and Program—1:00 p.m.

**FRIDAY, FEBRUARY 15:**  
PE Bowling League Matches—6:00 p.m. & 8:15 p.m.—ARCADE RECREATION CENTER.

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

**THURSDAY, FEBRUARY 21:**  
PE Women's Club Afternoon Card Party Bridge & 500—1:00 p.m.

**FRIDAY, FEBRUARY 22:**  
Legal Holiday—Club Rooms closed.

**TUESDAY, FEBRUARY 26:**  
American Legion Post No. 321 Semi-monthly Meeting—8:00 p.m.  
American Legion Auxiliary Unit 321 Semi-monthly Meeting—8:00 p.m.

**THURSDAY, FEBRUARY 28:**  
PE Women's Club Afternoon Business Meeting & Program—1:00 p.m.

**FRIDAY, MARCH 1:**  
PE Bowling League Matches—6:00 p.m. & 8:15 p.m.—ARCADE RECREATION CENTER.

**TUESDAY, MARCH 5:**  
Veterans of Foreign Wars Post No. 3956 Semi-monthly Meeting—8:00 p.m.

**THURSDAY, MARCH 7:**  
PE Women's Club Afternoon Card Party Prizes to the winners—1:00 p.m.

**FRIDAY, MARCH 8:**  
PE Bowling League Matches—6:00 p.m. & 8:15 p.m.—ARCADE RECREATION CENTER.

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

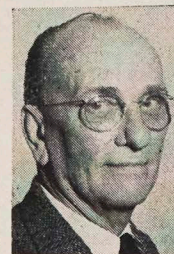
**WEDNESDAY, MARCH 13:**  
PE Rod & Gun Club Monthly Meeting Motion Pictures & Refreshments—7:30 p.m.

**THURSDAY, MARCH 14:**  
PE Women's Club Afternoon Business Meeting and Program—1:00 p.m.

**PE RIDING CLUB:**  
The PE Riding Club meets each Thursday evening at PICO STABLES, 420 Riverside Drive—6:30 p.m.

## MECHANICAL DEPARTMENT

North and South Districts



By  
Guy F.  
Gehde

Friends of Dick Humphreys are wondering whether he spent the last two weeks in Colorado or in bed.

We hope for the early recovery of Thomas Matten, who is confined to the hospital.

When Ray Burk is not on the wrecking crew he surely fixes the trucks!

It's good-bye to State Street for Sam Werrett and Santiago Viramontes, who are now at Baldwin Park.

Harlan Tingler, R.M. 3c, son of Wm. R. Tingler, Assistant General Foreman, has finished his radio course in New Jersey, and visited his family during the holidays on his way to San Bruno, California, where he is now stationed.

We all enjoyed a visit from Steve Lindenmayer, on leave during the holidays.

January 8 was an eventful night for John Hansen. Awakened by footsteps on his porch, he got up to welcome his son, "Woody," returning from Japan. Woody is at San Pedro, and will be discharged soon.

"Tex" Beauchamp's son Wesley received his discharge recently.

In the January issue was a picture of Robert Weatherby, son of George at Macy. We have read three very interesting letters from Robert dated Calcutta, India. "It is as certain as anything can be certain in this uncertain world that the countries of Asia will not submit willingly to any Empire or Dominion, and will revolt against it," he says. Quoting him further: "Education makes a difference between night and day in these people." His idea is that the children of 3 to 6 should be sent to school, with education compulsory and free. But among a people without enough to eat and destitute who would support schools? The 400 million tradition-bound Asiatics present a serious problem. "It will be a continuing revolt of millions," he added, "with passion behind it which even an atom bomb won't suppress—and from that revolt will develop that terrible thing—The Third World War." Remember Robert Weatherby.

## Thrilling Escape of Electrician's Son, Antitank Gunner, Told

Son of Electrician Arthur G. Romero of the Macy Repair Shop, Cpl. Fred P. Romero, after 31 months overseas in the Pacific, is back home. An antitank gunner (57 mm.), he received the Expert Marksman's Medal while with Los Angeles own 160th Infantry, 40th Division, which paved the way for troops in Luzon.

While on patrol on Negros Island, Corporal Romero and five men were ambushed by the Japs, and all were killed, mutilated, and disarmed by the foe except Fred, whose body, wounded and motionless, was not touched by the Japs. The following day he made his way back to camp.

This story was dramatized by NBC in June, 1945.

A veteran of four major campaigns—Guadalcanal, Bismarck Archipelago, the Philippines, and Korea, he has the corresponding ribbons and Battle Stars, as well as a Purple Heart.

Corporal Romero's father is an old-timer with the company, having been with us since September 9, 1919.



**ARTHUR G. ROMERO, former corporal in the Army and an antitank gunner, is home for good after some harrowing experiences in the South Pacific.**

—GIVE TO THE RED CROSS!—

"He asked me to marry him and to make him happy."

"Which did you decide to do?"



"NELLIE" is the title given to this useful electric lift truck. In service at Macy for several months, it has rapidly proved to be one of the handiest gadgets in the shops. Its electric lift will raise 4,000 pounds vertically 12 feet from the ground, and the lift will also tip its load slightly forward or backward at the touch of a lever. Nellie also saves labor by holding in place heavy appliances which must be fastened underneath cars. Store, Repair Shop, Garage, and Car House all use Nellie, who also has several sisters at Torrance.

EDNA J. TILLEY, new Chief Information Clerk, busy at the Information Desk.

## Edna Tilley New Information Chief

Edna J. Tilley is the new Chief Information Clerk succeeding Mrs. F. P. (Sibyl Mather) Raymer as of January 20.

Mrs. Tilley came to work for the company in October, 1927, as an Information Clerk, and for 15 years worked the swing shift. She was well acquainted with Los Angeles from the beginning of her work, having lived here practically all her life.

In addition to holding down her present 9:00 a.m.-5:30 p.m. shift (she started working days in 1942), she now has the duties of breaking in new girls, arranging work schedules, and engineering her team of 15 Clerks over the not unpitted road of giving accurate information to the traveling public.

## SEES FUNNY SIDE

Doing all those things will doubtless prove a simple matter for the new Chief Clerk, who finds that a sense of humor and a timely laugh, combined with practical common sense and a love of her fellow humans, solves most problems.

In private life she lives with her aunt and 10-year-old Annabel—mongrel daughter of a fox terrier and a great Dane—at 3030 South Hoover Street. From various sources we gather that big-hearted Edna's avocation is taking into her home people who can't find a place to stay.

Questioned concerning her likes and dislikes, she didn't "especially care" for Forever Amber, and, at the time of interview, was highly excited over two new pairs of nylons she had the good luck to find.

Congratulations and best wishes on her new job are hereby extended.

—GIVE TO THE RED CROSS!—

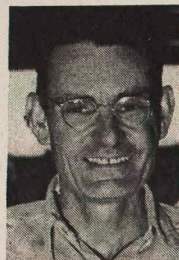
Plumber: "Is this where you wrote for a plumber to come, lady?"

Lady: "Plumber, indeed! Why, I wrote last July."

Plumber: "Come on, Bert, wrong house. Party wrote last April we're looking for!"



## MACY STREET GARAGE



By  
A. L.  
Bristow

We are all glad to see Jerry Rons back on the job after an illness that kept him away for over a month. We all missed him, as he always has a smile and a good word for everyone.

Nellie Martin is away on vacation—at home, I believe. We hope 'tis an enjoyable one.

T. J. Clifford, Jr., is taking a lot of razzing these days. He up 'n' got married. Congratulations, Cliff!

John Dilley is anxiously awaiting the arrival of a plane from England that's bringing his bride-to-be. Don't forget the cigars, John!

Ernie Wheeler, the Yardmaster, had a unique experience one day. He had enough busses to fill his runs! Hope we can keep up the good work, for Ernie has been mighty good and understanding. When we tell him there will be a slight delay in getting a bus out or plant one in the penitias, he just grins and gets by somehow.

Little Beaver is making quite a study of carburetor power valves, check valves, bypass valves, etc., it had him bothered for a bit when one of the boys asked him what a "bi-valve" was.

So far as I know, everyone has survived the holidays OK, tho' both Harry Zarp and Tyler Newell were off several days with the flu.

## TORRANCE TOPICS (Stores Department)



By  
Fred B.  
Hopkins

If the hole's in the SIDE of a woman's shoe. . . .  
It means there's a bunion, mebbe two. . . .  
But if it's the FRONT of the shoe that shows slashin'. . . .  
It means she is only a slave to fashion.

Well, if some of you folks that like to see the latest fashions in men's wear could only have been around in the Receiving Room one noon-time about three weeks ago you might have been privileged to gaze upon one of the most elaborate shirts that Dame Fashion has put on exhibition for quite some time, for our famous "2-Gun Cain," whom we also know as "The Professor," displayed for our complete gratification and satisfaction just such a garment as I saw displayed in one of the windows of an exclusive haberdashery at Fifth Avenue and 42nd St. when I visited New York last December, and the thing that caught my eye as I beheld it was the price tag, which read \$17.50. I am told that at the same time the Professor went to buy this shirt he also endeavored to procure a shirt-waist for his wife, and when the clerk behind the counter inquired, "What bust?" the Professor's reply was, "I didn't hear nothin'."

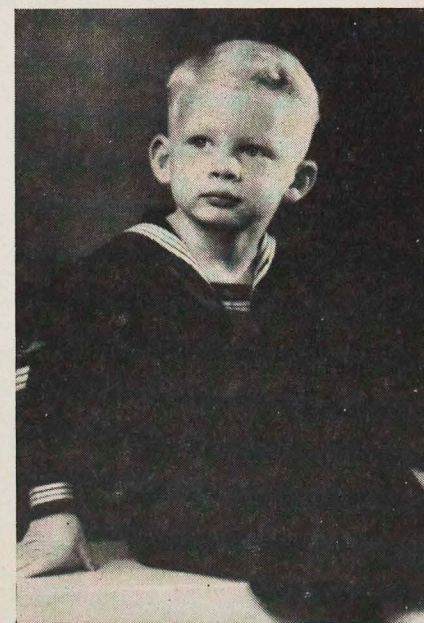
The boys are still coming home. Last month we had Frank De Baun return to his old job at Macy Street

Store where, before his induction, he was assistant in the garage to Storekeeper Les Bolen. Frank saw plenty fo action in Germany as he went through the Siegfried Line and over the Rhine into Bavaria, where he was in Munich and Nurnburg and many other towns that made headlines in the news during the war in Europe. It was thrilling to hear at first hand some of his adventures, and we are looking forward to some day hearing him tell more of them. We know the folks over at Macy Street were glad to see him back again, as Frank gained a great deal of popularity with the folks over there before he went away, and so we congratulate him upon his safe return and rejoice with all the rest that he is back once more.

Then Larry Otto of the Track and Line Store is also back again at his old job after having been in the campaign overseas against the Japanese at Okinawa and other similar engagements in that area. Congratulations to him, too.

Bill Jolley, Jr. is also back with us and is driving the Store Dept. truck that operates between Torrance and Los Angeles each day. He is another that we are surely glad to see return, for he is one who was born, has grown up, and has come to work for the PE—all since many of us first entered the employ of the company. He observed his 23rd birthday on the 21st of January and just one week later, the 28th, the famous "2-Gun Cain" also observed his (?) birthday.

And while we are on the subject of birthdays, I must tell you of little



JIMMIE NICOLAY, son of Lucille and the late Bill, and grandson of Torrance Storekeeper Charles Stock.

Jimmie Nicolay, son of our Bill Nicolay, whom we all hold in fond and ever-enduring remembrance, and how Jimmie celebrated his third birthday by having a party on January 10 at the tome of his grandparents, Storekeeper and Mrs. Charles Stock. The accompanying picture shows a striking resemblance to his dad—a characteristic countenance that made everybody who knew Bill love him so.

On the 14th of January, Mrs. Genevieve Fattler experienced the thrill that comes once in a lifetime when her daughter Edna, with her ex-Navy husband, Gale Combs, surprised her by their sudden arrival from La Grange, Indiana, where they have been living since their marriage last October. They made the trip across-country by auto and are now planning to locate in California. Gale was wounded in one of the battles of the Pacific while serving with the U. S. Navy, and has now been released from the service.

—JOIN MECCA TODAY!—

## NEWS SERVICE AND RESTAURANTICS

By J. A. Degerman

Parts or excerpts of this story appeared in July 1945 issue of PE MAGAZINE.

Come with us, folks, to the Subway Terminal Building, while we get a closeup of the PE Newsstand on the Main Floor.

Dispensing service—with an aim to please—is an art with Mr. Ben Parisi, Newsstand Agent. Accommodating the throngs of people who have passed by this newsstand during the sixteen years that Benny has been here has earned for him the friendship of many. As we watch the number of customers who stop to buy a magazine or newspaper, or just to say "Hello, Benny," we notice that his smile impresses each with the feeling that he realizes the happiness and genuine satisfaction to be found in pleasing the host of friends he has made during a long period of service. Twenty-six years, to be exact! Many remember him as Newsstand Agent at 6th and Main Street Station for many years.

Are you aware that most of us naturally experience a feeling of delightful anticipation in passing certain places? There are those who never miss a morning or evening in stopping here. The reason? It's always a pleasing experience!

The suddenly-appearing crowds of people around the Newsstand seem to bring confusion. However, closer attention reveals that it is ordered and purposeful commotion, as every-

one is speedily served. It is then that we become aware of, and admire, the efficiency of the crew. Their fine organization is welded of alert management and experienced workers who are genuinely interested in the quality of their work. Mr. Ben Parisi and his associates seem to have mastered another art—that of co-ordinating efforts to produce maximum efficiency.

Wedding bells were ringing at the Parisi home this month when their daughter, Philomena Mary, was married to Albert Vita, Sunday, January 20, at the Incarnation Church in Glendale. Our best wishes and congratulations—Mrs. and Mr. Vita.

—GIVE TO THE RED CROSS!—

## PACIFIC ELECTRIC BOWLING NEWS



By  
Charlie  
Hill

Reporting for the first three weeks following the Christmas holidays. According to the results attained, one or two of the teams have not recuperated from their celebration. The Schedule Bureau lads have taken only two out of a possible twelve, and have dropped to fourth place in the First Branch standing. The Atoms have suffered twelve losses, having on one occasion, on account of sickness

in their ranks, they were forced to forfeit four points to the Field Engineers; and then they were mauled by those devastating Timekeepers.

The First Branch has developed into a hot race between the PE Club and Timekeepers, who at this time are tied for first place, with 45 wins each, their closest contestants being the Trainmasters with 36 won.

January 11 was really a big night. The PE Club rolled the season's high of 2865, which included 938-941-946 games. Ray Jones was top man with 614 (232-173-209), the balance of the quintet doing their bit—Les Lutes 483, Bill Lutes 537, Johnny Hubener 570, and Charlie Oliver 532. The Trainmasters were the Club's victims. Les Lutes was absent the first game and Don Houston of the opposition rolled shoeless, as his shoes were locked up in Les's locker. Belligerence? This high series was exceeded during the 1943-44 season by the North District team, which rolled 2880; that team was captained by Harry Hampton and incidentally included in its line-up Ray Jones and Johnny Hubener (present members of the PE Club team), Dick Prettyman and Clyde Henry. Then, to be more or less consistent, the Clubmen bowled a 2831 on January 18, including a 1009 game to top their previous 1001 season high—this at the expense of the Schedule Bureau team—and made it twelve straight wins. Ray Jones was again high with 605. Your scribe rolled a 594 for the losers, but his whole team would have had to be practically as warm to cope with the hot opposition.

On January 11, in the Second Branch, led by "Chuck" Ruckman's brilliant 618 (194-225-199), the Vineyard squad took high season series

**SUBWAY TERMINAL NEWSSTAND** operated by PE Restaurant and News Service is located in center of lobby. Left to right are Agent Ben Parisi and his assistants, Hazel Leavenworth and John Arthur. Efficiency and kindness are their motto.



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Phone  
PR-5501



from the South District; the Motor Coach Operators hitting a 2778 series. This team has won ten out of the last possible twelve, and is on a gradual trend toward the top.

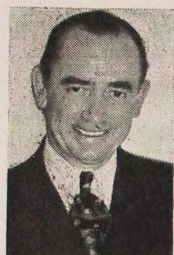
Others were also hot on the 11th. Ona Gregg bagged a 615 (190-219-206), Tom Lowry landed a 609 (234-196-179), Charlie Couts 542, Burleigh Manley 563, Ted Wolfe 554, Clyde Henry 551, Charlie Gonzalez 556, Ollie Steuernagel 562, Charlie Hill 557, and Jack Gerhardt 568; and we cannot overlook Marge (Willis) Northcutt's 203 game, to aid the Timekeepers in taking four from the Pile Drivers. Those girls have been rubbing it in, so to speak, taking three from the Schedule Bureau on the 4th and four from the Atoms on the 18th, eleven wins in the three series to keep them in a tie for first place. Their big handicap advantage is going to be hard to overcome, and they are doing some fine bowling along with it.

In the Second Branch the Los Angeles Street Terminal men are in the lead with 40 wins, four points ahead of the BRT and Restaurant & News ladies, who are tied for second spot with 36 wins. Despite their 4 to 0 setback by the Vineyard squad on the 11th, the Starlettes are still a threat for top honors in this branch. The L. A. Street team has the highest average team of both branches, with Ollie Steuernagel (182) and Claud Kazee (179) doing the heaviest damage. The BRC Railers have taken three points each night since November 23, when they were at the bottom of the ladder, and if they continue their present stride will soon be in the first division. The Hi-Lo girls have made nice gains and are now tied with the PE Scrubs for fifth place, but have not sufficient handicap to land weekly cash prizes for their good scores.

I could touch upon many other team and individual performances, but space will not permit. I cannot close, however, without calling special attention to the fact that Eleanor Lifur rolled high game and series for the BRC Rallettes on the 18th. She was really smacking them over.

Keep them rolling!

**PACIFIC ELECTRIC  
ROD AND GUN CLUB**



By  
**Arlie  
Skelton**

Greetings, Rod and Gun Clubbers! The January meeting was a little below par, as far as attendance was concerned. However, interest warmed up considerably when discussions got under way. One new member was overheard to say that it reminded him a lot of an evening at home by his own fireside. I don't know what he meant, for it has been so long since I've had an evening with my family, I don't remember what it was like.

Retiring President A. M. Cross called the meeting to order, and after finishing a few odds and ends of business from the preceding year, passed the gavel to my trembling hands. Fortitude seems to be what I will need the most of.

The following Committees were appointed:  
Nominating Committee: A. C. Smith, Chairman; L. L. Lloyd, Frank Converse, J. R. Johnson and R. M. Lawrence.

Legislature and Rules: E. L. H. Bissinger, Chairman; W. G. Knoche and B. F. Manley.

Prize: J. B. Rogers, Chairman; K. L. Oefinger, Frank Converse, A. W. Ghezzi and Robert Burns.

Field Captains: K. L. Oefinger, Gun Section; A. W. Ghezzi, Fishing Section.

Year Book: Frank Converse, Chairman; Rollin A. Podlech, Robert Dornor, C. E. Snyder, E. P. Malmborg, Roger LeMelle and F. B. Patterson.

Entertainment: A. M. Cross, Chairman; A. W. Ghezzi and K. L. Oefinger.

Refreshments: C. G. Gonzalez and A. Partington.

Publicity: Arlie Skelton, Rollin A. Podlech, Daniel Terry and A. M. Cross.

Tournament: J. B. Rogers, Chairman; A. W. Ghezzi and K. L. Oefinger.

Membership: V. C. Prettyman, Chairman; Ivan Cammack, Ray Harmon, Jesse Hanselman, James Stewart, C. E. Snyder and John I. Johnston.

Budget: B. F. Manley, Chairman; W. G. Knoche, F. B. Patterson, J. B. Rogers and A. M. Cross.

Arrowhead Outing: B. F. Manley, Chairman; C. G. Gonzalez and J. B. Rogers.

Southern Council of Conservation Clubs: A. M. Cross, Delegate; F. B. Patterson, Alternate.

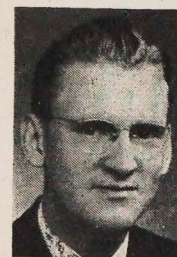
There they are, as fine a bunch of fellows as anyone could wish to work with. The Arrowhead Outing is drawing nearer. This year extra boats will be available to accommodate all who care to make the trip. Better get the habit of attending the meetings for first-hand information.

Next regular meeting is Wednesday, February 13. Refreshments and entertainment. All free.

—GIVE TO THE RED CROSS!—



**SPORTS  
CHATTER**



By  
**George M.  
Kappers**

*(Too busy handling the details of various sports to write a column this month, George is persuading some of his more rabid sportsmen to write on the various activities. Albert de Pfyffer, horseman, who will take over the riding column, may be better known to many as head of the Structural Engineering Bureau.)*

**RIDING**

By Albert de Pfyffer

Join the PE Club Riding Class and learn to ride correctly.  
Place: Pico Stables, 420 Riverside Drive, Burbank, Charleston 6-5272.  
Time: Every Thursday from 6:30 p.m. to 8:00 p.m.  
Last day to join: February 28, 1946.  
Instruction: By professional riding instructor.

Saddle: English or Western.  
Charge: \$1.75 each ride-night.  
Information: N. B. Vickrey, PE Club Manager, on 2172; or George M. Kappers on 2130.

Learn this winter to ride correctly so that you may get maximum enjoyment from your trail rides next summer. Learn to sit relaxed but straight in your saddle.

Learn to act upon the bit with a light hand instead of pulling and tugging on your reins. Let your horse relax the muscles of the lower jaw. No horse reacts well when his jaw is set against the bit.

Learn to "collect" your horse, to give your commands with your legs,

to whirl your horse suddenly in any direction without upsetting his balance.

Learn to recognize the "lead" and to properly change leads, both from a walking start and while cantering. Learn to hold your temper while riding. It is always your fault, not the horse's.

"Future Horsemen:" We will see you next Thursday at 420 Riverside Drive.

—GIVE TO THE RED CROSS!—

**HOSPITAL LIST**

Best wishes from all go to the following employes, listed on February 4 as confined at St. Vincent's Hospital, 2131 West Third Street, Los Angeles 5, California:

John Baggett, Messenger, Transportation Dept.

Chester Brown, Engineer, Southern District.

David E. Coleman, Motorman, Northern District.

Fred J. Colley, Asst. Baggage Agent, Transportation Dept.

Harry Cremeens, Warehouseman, Transportation Dept.

Nicholas Cristee, Machinist, Mechanical Dept.

Arnold Eckland, Electrician.

Murio Gonzalez, Groundman, Engineering Dept.

Eugene Johnson, Engineer, Engineering Dept.

Raymond W. Krafft, Terminal Foreman, Transportation Dept.

Edward H. Mitchell, Electrician, Engineering Dept.

Paul Moore, Track Foreman, Engineering Dept.

Cecil L. Mullen, Brakeman, Southern District.

Golden H. Myers, Brakeman, Southern District.

L. H. Newport, Supervisor, Western District.

Walter G. Ohlinger, Electrician, Engineering Dept.

Robert Rinehart, Freight Car Repairer, Mechanical Dept.

Fred B. Ritchie, Engineer, Southern District.

Thomas E. Rokola, General Foreman, Mechanical Dept.

Paul H. Sanno, Conductor, Southern District.

Claude Smith, Conductor, Southern District.

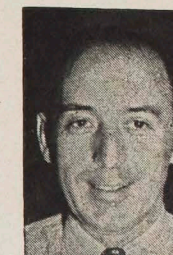
John Stoddard, Watchman, Mechanical Dept.

John L. Vance, Carpenter, Mechanical Dept.

Robert C. Wells, Trolleyman, Southern District.

Ione T. Wilson, Car Cleaner, Mechanical Dept.

**PACIFIC ELECTRIC  
MASONIC CLUB**



By  
**M. J.  
Davison**

A pleasant evening was enjoyed by those who attended our meeting on January 19. After the usual business, President C. A. Newman appointed the following committees to serve for the ensuing year:

Membership: Harry L. Young.

Entertainment: J. E. Harper, A. M. Cross, R. V. Rachford.

Sickness and Visitation: Vernon B. Williams, Fred Nichols.

Degree Team: A. M. Cammack in charge.

On January 19, before the largest crowd in its history, John Marshall Lodge No. 636 installed our brother Tom Slack as its 21st Worshipful Master, the writer as Senior Deacon, and Charles D. Kidd as Junior Steward. Brother O. E. Senay was to be installed Tyler, but he was on the sick list. We hope he will be with us soon again.

Our Club is well represented in this lodge. Come out and visit us some Monday night at 6507 Santa Monica Boulevard, Beverly Hills.

Following is a partial list of those holding office: Guy Woolley, Senior Warden, Elysian Lodge No. 418; M. W. Hansen, Junior Warden, Glendale Lodge No. 544; Weaver D. Stuart, Junior Warden, Van Nuys Lodge No. 450; Hugh Moor, Treasurer, South Park Lodge No. 563; E. J. A. Hasenyager, Secretary, Glendale Lodge No. 544; C. A. Newman, Senior Deacon, York Lodge No. 428; Columbus A. McCoy, Junior Steward, Atwater Lodge No. 622.

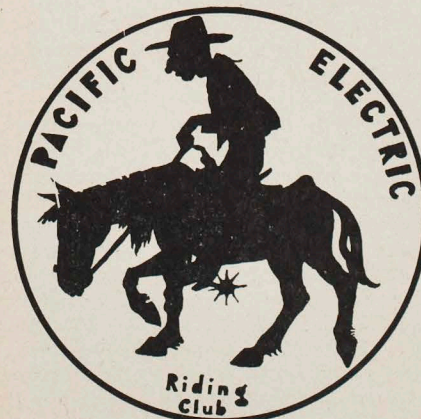
There are several others, but the writer is not certain what offices they hold. Please drop a line giving full particulars and another list will be published.

We are to have a committee this year to report anything of interest for this column. The committee at present consists of Vernon B. Williams and W. F. Servranckx; more are to be added. Members of this committee are asked to send their material to the Secretary. Proper recognition will be given everyone assisting.

**WEEKLY HIGHLIGHTS OF THE PACIFIC ELECTRIC BOWLING LEAGUE**

Date	Team High Series	Team High Game	x Individual High Series	x Individual High Game
<b>FIRST BRANCH</b>				
Jan. 4	Timekeepers (2704)	Electrical Dept (961)	J. Kolar (596)	J. Kolar (233)
Jan. 11	P.E. Club (2685)*	P.E. Club (986)	R. M. Jones (614)*	R. M. Jones (232)
Jan. 18	P.E. Club (2831)	P.E. Club (1009)*	R. M. Jones (605)	C. P. Hill (232)
<b>SECOND BRANCH</b>				
Jan. 4	Virgil Coasters (2739)	Rest. & News (966)	O. Steuernagel (567)	E. F. Dietz (223)
Jan. 11	Vineyard (2778)	Claim Dept. (1010)*	C. W. Ruckman (618)	T. E. Lowry (234)†
Jan. 18	Rest. & News (2696)	Rest. & News (967)	O. Steuernagel (586)	T. Schuster (234)†
				O. Steuernagel (252)

\* Season High  
x Does not include individual handicap  
† Tied for high game





### VETERANS OF FOREIGN WARS

P. E. Post 3956



By Jim Boswell

James Wilcox ("Jim") Boswell, new VFW correspondent, got his journalistic experience in New Caledonia, where, as Headquarters Clerk in the adjutant-general's office on that island, he published a mimeographed two-page news bulletin for island-wide distribution. In the Army from March, 1942, to November 9, 1943, he came back to PE as a Revising Clerk, L. A. Freight Station, January 3, 1944. He's single and plays the sax for amusement. Maybe that's why he's still single!

### Disease Prevention Week Feb. 17-24

Absenteeism caused by illness, with consequent losses to employees and employers alike, is but one reason which prompted the plan to hold Disease Prevention Week, February 17 to 24.

The drive to prevent and eliminate disease will be conducted throughout Los Angeles city and county by the Community Health Association, in cooperation with the city and county health departments and numerous social welfare agencies. Mayor Fletcher Bowron heads the sponsoring committee. Our own Chief Surgeon, Dr. W. L. Weber, lends his hearty endorsement to the drive.

Dr. Ruth J. Temple, medical director of the Association, says the week of effort will be aimed particularly at prevention of diphtheria, smallpox and whooping cough, as well as detection and cure of tuberculosis, syphilis and gonorrhoea.

#### FREE MEDICAL EXHIBIT

A large exhibit, free to the public, will be installed in the County Museum, Exposition Park, Los Angeles. Graphic and animated displays will show that immunization against diphtheria, smallpox and whooping cough definitely will prevent these diseases.

Chest x-rays to detect tuberculosis, blood tests for syphilis and examinations for gonorrhoea will be urged. Persons infected with these diseases will be directed to private doctors for immediate treatments. Those without

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



By Jackie Lyons

ANECDOTISTS: Where were you on the night of January 8? If you were not at our meeting, you missed a good time. The boys really let loose with the up-to-the-minute stories.

RETURNEE: The "General Who's It" returned from the South Pacific, and her plimsoll mark was not exposed until A. W. Bone, Jr., walked the gangplank with his collection of Japanese hardware. We had this gear on exhibition at the meeting, and it proved a source of interest. Welcome home, Junior!

VETERANISM: Comrades Nichols and Wilcox made the report of the Christmas Day visit to the Sawtelle Hospital. There seems to be no question about it: we need veterans' organizations. The reporters paid tribute to the tireless efforts of Comrade Robert Simpson of the Ben Bowie Post. This comrade spends only about 10 hours every Sunday at this hospital. Really, there are people like that!

CHRISTMAS TRAGEDY: Comrade and Mrs. Withee made a visit to the Sawtelle Hospital on Christmas Day, along with Mr. and Mrs. T. J. Wright of Long Beach, their neighbors, who went in their own car. On their return that evening, at Manchester and Figueroa, the Wrights' car was involved in an accident in which Mrs. Wright was killed. Mr. Wright, injured, may recover. The Pacific Electric Post extends its sympathy to the unfortunate family.

GET OUT AND GET that new member. He's probably working beside you.

funds will be sent to public health clinics in their neighborhoods.

In addition to Mayor Bowron, the sponsoring committee consists of Dr. George M. Uhl and Dr. H. O. Swartout, respectively city and county health officers; Dr. Vierling Kersey, Dr. C. C. Trillingham, Dr. Rufus B. von KleinSmid, Dr. C. A. Dykstra, Dr. Wilton Halverson, O. A. Troy, Dr. Temple and Dr. Thomas Parran, surgeon general of the U. S. public health service.

CAPTAIN Nathaniel H. Tracy, of the Confederate Army—and in civil life lawyer, mayor of Rockdale, Texas, and member of the Texas legislature—was used to being obeyed. Deciding that his son should be a lawyer also, he sent the boy to the University of Texas to go through the mill of college and law school. The plan was admirable in its simplicity; the only trouble with it was that the son didn't want to be a lawyer, and, after two or three years of desultory liberal arts study, left college. Upon Captain Tracy's death, the family moved to San Antonio, where the ex-collegian became interested in railroading through his brother-in-law, W. J. Werner, then auditor for the International and Great Northern Railroad of Texas. Werner helped the boy get a job as railroad messenger.

#### RAILROAD CAREER

Thus began the railroad career of Eugene Holmes Tracy. Desirability of a change of climate as the result of asthma impelled him to move to Denver, a city he didn't like. California, to him, was the land of dream, and it was there he wanted to live, though his Texas doctor had advised against it. Through a former connection he was introduced to a fellow-Texan, Adolph Altenburger, then a PE employe—brother of Earl, the present Trainmaster—and got a job as Car Clerk at Butte Street Yard Office in August, 1923, when R. V. ("Bob") Rachford, another Texan, now Chairman of the Brotherhood of Railroad Clerks, was the Chief Clerk. Mr. Tracy has been there ever since as a Car Clerk, and at present works the swing shift as Teletype Operator. His asthma hasn't bothered him since he came.

#### WELL-KNOWN ARTIST

In Los Angeles art circles, however, the name Eugene Holmes Tracy denotes a well-known painter in oils

of landscapes, still lifes, and cats, all treated in a conservative modern manner. Though he has always been inter-

ested in art, it was only a few years ago—and Mr. Tracy is no longer a young man—that his interest became



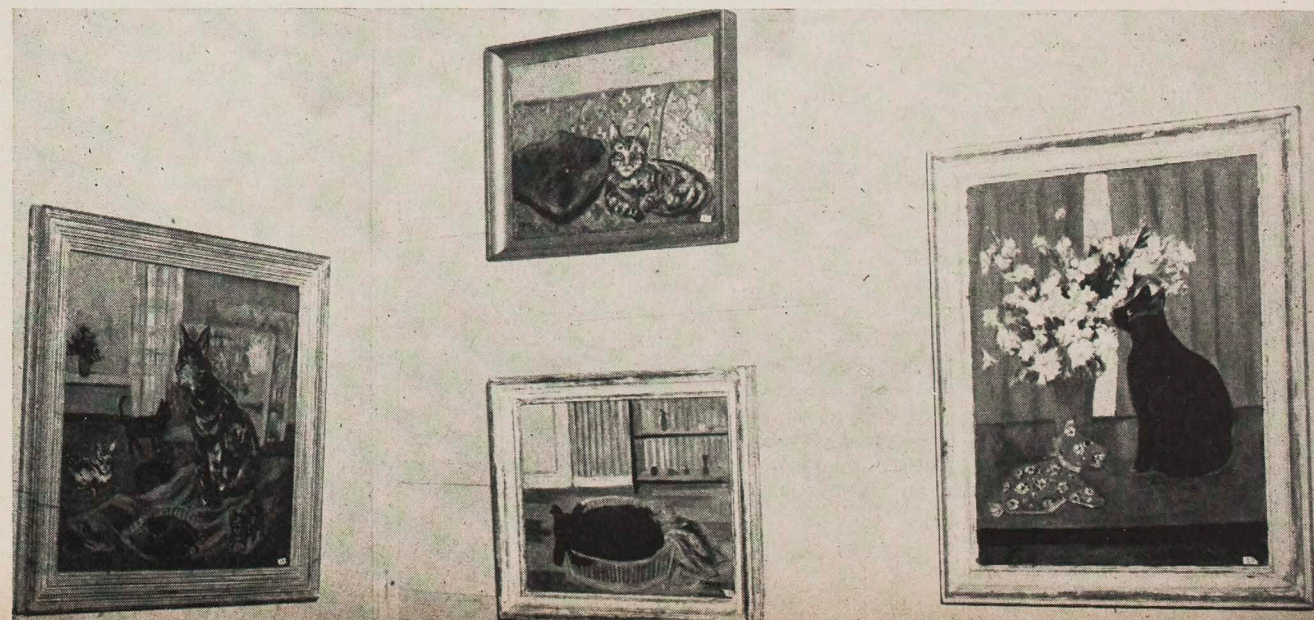
EUGENE HOLMES TRACY, artist, poses in his home at Christmas time with the landscape he considers to be his best.

## Portrait Of A Pacific Electric Employee:

EUGENE HOLMES TRACY

Car Clerk

CATS are favorite subjects for Mr. Tracy's canvases.



## AUTO INSURANCE

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See P. A. DuBOSE of the Wm. L. Thomas Agency

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

At P. E. Club TU 7272





STILL LIFE by Tracy.

active. He then began to paint pictures under the tutelage of Jerry Murry, an instructor in the Federal Art Project. His work soon attracted the attention of his teacher and of various art groups, especially the California Art Club, and he was asked to exhibit at shows, including the Los Angeles County Museum, the California Art Club, the City Hall, the East Los Angeles Breakfast Club, the Friday Morning Club, and others. In 1942 he had a one-man show at the Ens Gallery, near MacArthur Park. His most recent exhibition was at the Barnsdall Gallery two or three months ago.

CRITICS PRAISE WORK

Several well-known critics have praised his work. Herman Reuter, writing in the Hollywood Citizen-News, has said that his "still lifes and landscapes . . . proclaim themselves as from the hand of a man who feels and loves paint and painting. . . . Tracy's canvases are alive."

Arthur Millier, a leading critic somewhat parsimonious of praise, wrote in the Los Angeles Times: "His pictures, mostly still life, vary from flat Matisse-like designs to more realistic and three dimensional treatments of flowers, figures, and landscapes. In all of them, his individual feeling for color is evident."

Critic Paul Shoppe, writing in Arts and Architecture, described Mr. Tracy's pictures as "pleasant in color and texture, experimental in design and drawing, and indicate that Mr. Tracy is on his way to becoming a very good painter."

The artist says that he has learned more through observation and study of the work of noted painters, especially Matisse and Cezanne, than from direct instruction.

HOME CHARACTERISTIC

A tiny ground-floor apartment, painted in bright colors by its occupant, and deftly appointed with draperies and furniture to please an

artist's eye, serves as Mr. Tracy's bachelor home in Wilmar, where his best-loved companions are Princess, a beautiful Persian cat with black fur, bright yellow eyes, and a suspicious nature; and his paintings, some of which, framed or unframed, hang on the walls. He has his own stove and refrigerator and does his own cooking for himself and Princess, who, incidentally, scampered away to the farthest corner under the bed at the approach of guests, and was captured and held by her master under silent protest and by main strength.

LOOKS LIKE ARTIST

Mr. Tracy and his cat complement the cheerful bohemian atmosphere of the apartment. Slightly stooped, possessed of a mop of long, sandy-grey hair that flows down over the collar of his informal open-necked sport shirt, and with a pair of keen blue eyes peering observantly at you out of a freckled, sharp-featured, and thin but kindly face, he definitely looks the part of the artist. For that matter, equipped with a black skullcap and long black robe, he could easily pass for a scholar typical of Middle Age paintings.

Classed as a conservative-modern in art, he has a genuine fondness for things old, as some of his antique furniture and drapery attest. He believes that art which is unintelligible to the popular mind—such art, for example, as the phantasmagoric canvases of Salvador Dali—cannot endure; yet, at the same time, he approves heartily of sane experimentation in design and color, on the theory that only by integrating the old with the new can progress be made.

As your reporter left his home, Mr. Tracy hospitably accompanied him to the street, in order, as he said, to prove to a large chow chained in the driveway of the front apartment that the visitor was friendly.

THE MORAL

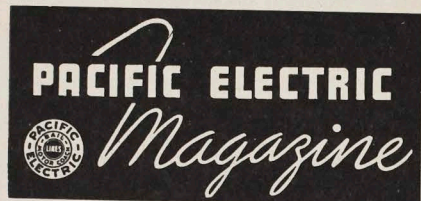
Friendly, indeed, as who would not be in the warmth of such a personality—and deeply impressed with this further evidence that versatile intelligence and creative talent are the possession of a relatively large number of Pacific Electric employees.

Look around you carefully: perhaps that unassuming fellow sitting there at his desk next to you day after day in his shirtsleeves is the originator of a new and startling mathematical theory; perhaps your fellow-trainman is putting you into a new novel that will take the country by storm.

You can't always tell the depth of a man by the job he holds.



TRACY LANDSCAPE of beautiful rolling hills near Alhambra.



Vol. 26, No. 8 February, 1946

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Contributions of news items regarding employes or activities of the company are invited, and should reach the Editor on or before the tenth working day (Saturdays, Sundays, and holidays are not counted as working days) before the fifth of the month.  
Address all communications to the Pacific Electric Magazine, Room 682, Pacific Electric Building, P. O. address 208 East Sixth St., Los Angeles 14, California.

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PHOTOGRAPHY  
Harley B. Talbott

Copy deadline for March issue: February 20.

# A MIGHTY EMPIRE



## Contributes to victory!

THESE FOUR SOUTHERN CALIFORNIA COUNTIES TRULY CONSTITUTE A MIGHTY EMPIRE

Within their boundaries are concentrated the natural resources, the ingenuity and the ever-increasing surge of human endeavor with which empires are created. Here is unlimited electrical energy and power for giant factories and an abundance of life-giving water for fertile lands. Here is oil—which turned the wheels of war and now turns the wheels of peace—produced in quantities commensurate with the needs of the nation.

Here are mighty factories from which have gone forth many of the planes, ships, tanks, guns and other munitions of war. Here are rich lands from which has come much of the food with which to feed a starving humanity throughout the world.

Its great harbors—birthplace of hundreds of ships and home anchorage of a mighty fleet—are but meeting places where trans-

continental rail lines met the gray-clad ships of war and transferred their loads of destruction for the enemy—or where vessels in trans-oceanic commerce disgorge from their holds the products of far-distant lands.

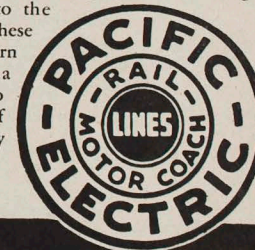
This mighty southland empire, because of its unprecedented production of materials of war, captured the imagination of the people of the world and exhibited the attributes which assure a future of continued brilliant progress.

Pacific Electric is proud to have had a part in the building of this empire—is proud to have served a people whose ingenuity and energy have, in a comparatively few years, catapulted this region to a position of pre-eminence among the production areas of the nation.

It is gratifying to realize that now, as

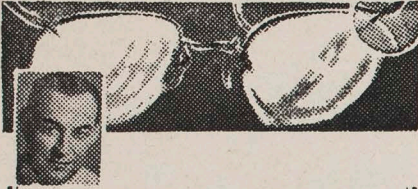
never before, it is understood by the people of this empire that all transportation lines are integral parts of their communities—that they are operated as a service to the public—that they provide the connecting link between home and work—that they shorten the miles between friends.

Pacific Electric is proud of the contribution it has made to the development of Southern California—and it confidently faces a future of expanded progress and enlarged usefulness to the people of these four Southern California counties—to the people of this Mighty Empire.



LAST OF A CURRENT SERIES of cooperative advertisements run by Pacific Electric in newspapers of Southern California, this ad summarizes the resources of the four counties constituting the area served by Pacific Electric.





**PAYROLL  
DEDUCTION**  
If Desired

**818**

**P. E. BLDG.**

**W. F. MORRISON**

OPTOMETRIST TO

Transportation Employees  
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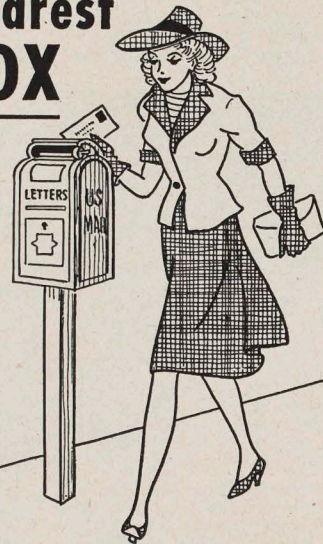
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