



JUNE-1946  
**PACIFIC ELECTRIC**  
*Magazine*



# How to keep **YOUR** pants from burning!



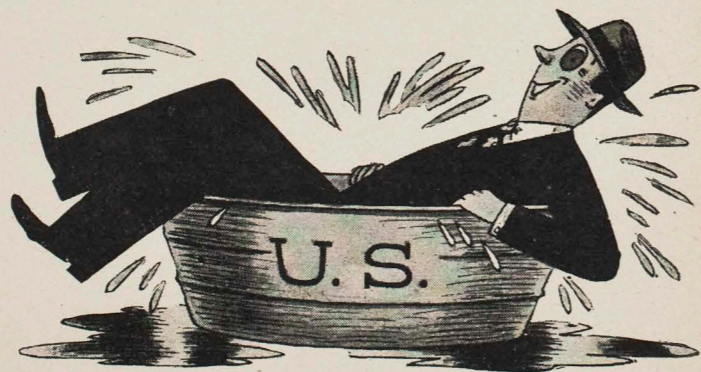
You know the way money just seems to burn a hole in your pocket. Before you can put it away where it'll be some good to you and your family—pouf! It's gone—vanished just like a puff of smoke!

And—first thing you know—the years have passed you by. You've acquired a few new gray hairs—but your rainy-day fund's no bigger, and all those wonderful future dreams of yours are no nearer fulfillment.

Now, there's one safe and EASY way you can stop this three-alarm blaze that's burning up your ready cash. And you needn't order an asbestos suit from your tailor to do it!

Stick with the Payroll Savings Plan, the way you did during the war years. Money that isn't lying around loose in your pockets can't start a fire. But it *can*—and it WILL, if you'll give it a chance—start your kids off to college, or put the roof on that home-of-your-own.

There's no safer, no EASIER form of fire prevention than YOUR Payroll Savings Plan!



## Buy U. S. Savings Bonds Through Pay Roll Savings Plan

# BUTTE STREET YARD

## Center of Pacific Electric's Freight Operations

**D**OWN IN THE HEART of the seething Los Angeles industrial district, and so completely surrounded by big buildings and storage yards that a stranger would hardly dream of its existence, lies Butte Street Yard, main center of Pacific Electric freight activity. It is named after a street less than a block in length across from the east end, which is at Santa Fe Avenue. The easiest way to direct a stranger to it from uptown would be to tell him to take a Watts local down to 24th Street and Long Beach Boulevard, walk to an overhead tower marked "Amoco," a block south of his local car stop, and thence walk east along the track for two blocks till he finds himself approaching a fenced-in, double-tracked right of way running between a big lumber company and an equally large metal processing mill. This fenced-in portion of the right of way, which begins at Alameda Street, marks the westerly entrance to the Yard.

### YARD HAS 20 TRACKS

As he walks on for 150 to 200 yards from Alameda Street, our visitor begins to see the entire Yard stretching out for acres before him. Doubtless he is surprised that he had

never before noticed at that location a railroad yard of such size. Should he take the trouble to count the number of tracks, he would find that there are 20, all branching off from the double track over which he walked to enter the Yard. Since

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**JAMES G. BLAKE**, Terminal Trainmaster, recently returned from India, where as Lieutenant-Colonel he was port transportation officer for Calcutta.



BUTTE STREET YARD OFFICE

BUTTE STREET YARD, viewed from Yard Office and looking toward the top end.



### BUTTE STREET YARD

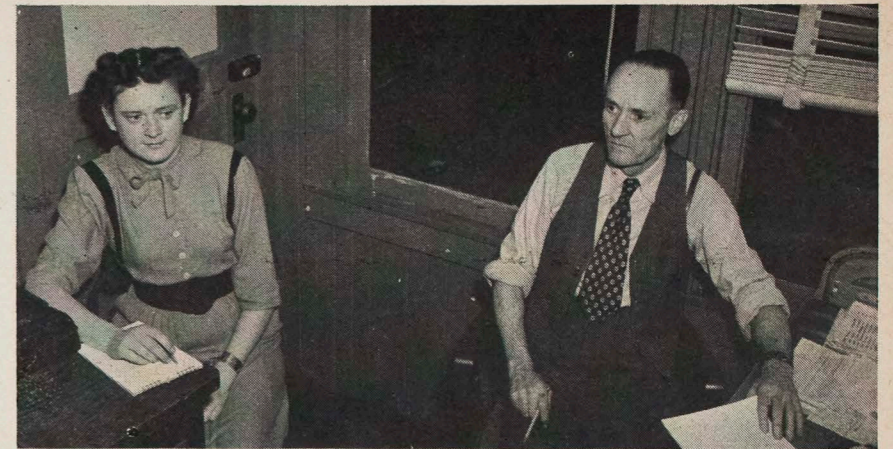
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his view would probably be obstructed by a great number of cars on various tracks, or by an oncoming freight train, his best course, if he were really interested in quickly finding out the number of tracks in the Yard, would be to go into the two-story, gray-painted Yard Office Building to his right and ask someone in there. Any of the Trainmen assuming various comfortable postures out front or inside the Trainmen's room—talking, laughing, jesting, reminiscing, but ever ready to be up and away the instant they receive an order—would courteously answer our visitor's questions. He could also find out from someone in the adjoining Yardmaster's office, or from an employe in the Chief Crew Dispatcher's office, also adjoining. If he had come down to see the Chief Car Clerk or some one of the Chief Car Clerk's staff, he would find them upstairs, and might ask up there.

### LITTLE GIANT

He would be truthfully and enthusiastically told that, though Butte Street Yard in point of size and capacity is relatively small—the capacity being only some 370 cars—

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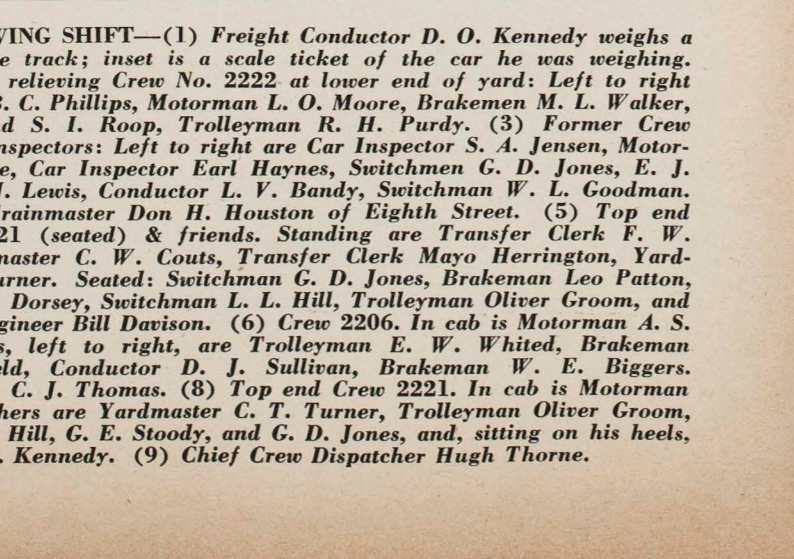
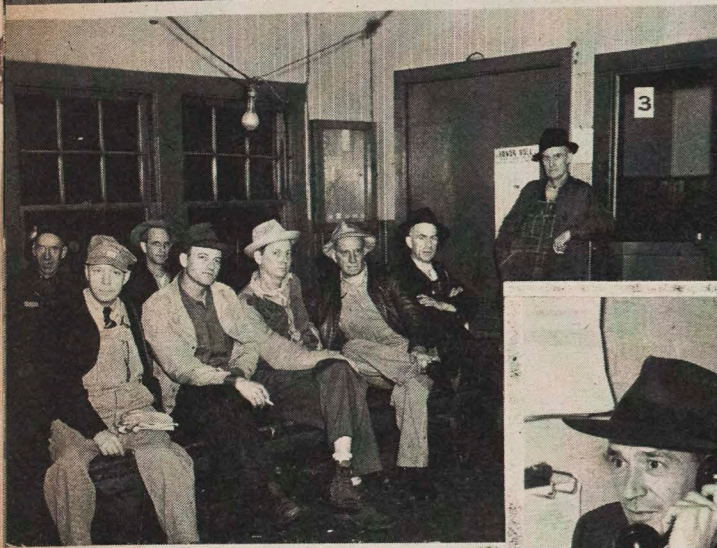
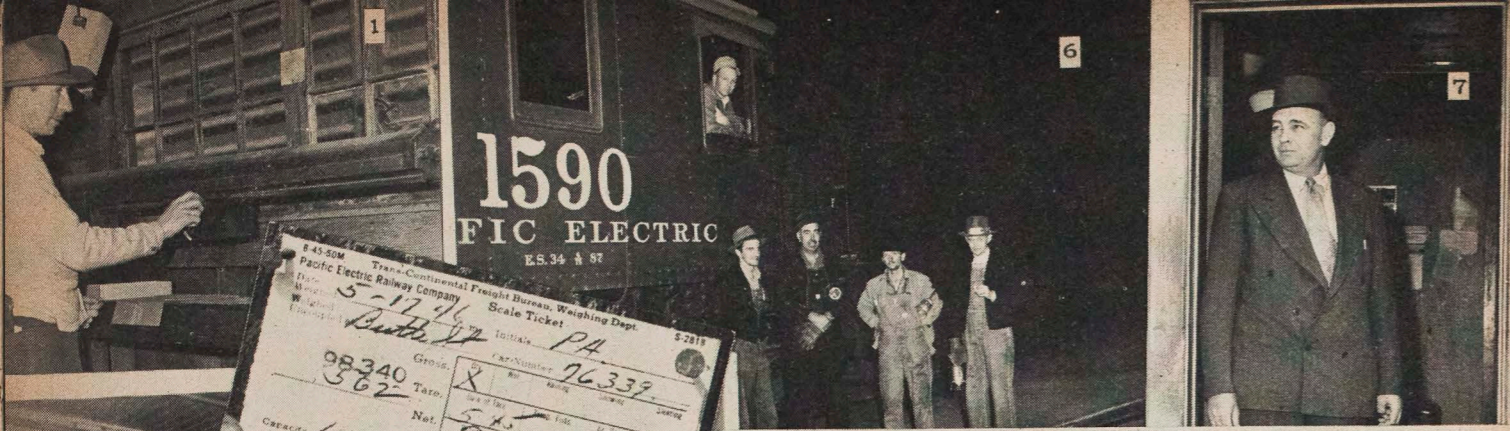


**DAY OFFICE CREW AT BUTTE STREET**—Top picture, Chief Car Clerk R. W. Jackson and Steno-Clerk Marion Roules. Center picture, left to right, Assistant Chief Clerk L. H. Cobb, Per Diem Clerk H. R. Scott, Jumbo Clerks J. B. Stone, N. W. Vance, and Willard Sylvester. Pictured below, left to right in main office, Yard Clerk Del Wortman, Transfer Clerk Jack Fraser, Relief Clerk Bob Southern, Car Clerk John Grattidge, Demurrage Clerk E. E. Tardyce, Car Clerk Larry Steele, Mr. Jackson, and Chief Clerk E. C. Wheeler.



**ON THE DAY SHIFT AT BUTTE** — Top left, Yardmaster C. E. Noonan (right), and Graham Yard Clerk Jimmy Muse. Top right, Chief Crew Dispatcher J. N. Breese (seated) and Crew Dispatcher Ray C. Milnes. Left center, Switchman R. C. Church spots a car to be weighed on the scale track; at left is scale house. Bottom left, Car Inspector Johnny Anderson, Mechanical Department. Above, Motorman J. W. Daffern makes an air test.

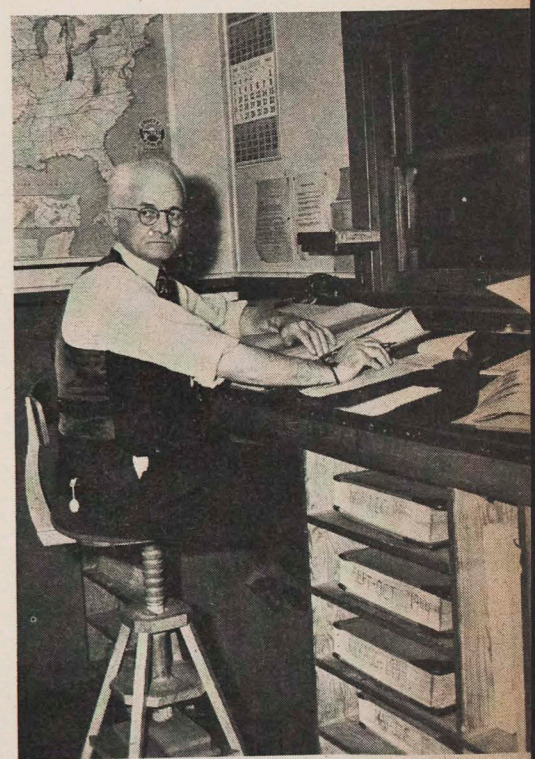




**ON THE SWING SHIFT**—(1) Freight Conductor D. O. Kennedy weighs a car on the scale track; inset is a scale ticket of the car he was weighing. (2) Extra crew relieving Crew No. 2222 at lower end of yard: Left to right are Conductor B. C. Phillips, Motorman L. O. Moore, Brakemen M. L. Walker, G. J. Scott, and S. I. Roop, Trolleyman R. H. Purdy. (3) Former Crew 2222 and Car Inspectors: Left to right are Car Inspector S. A. Jensen, Motorman R. R. Ruse, Car Inspector Earl Haynes, Switchmen G. D. Jones, E. J. Avory, and R. J. Lewis, Conductor L. V. Bandy, Switchman W. L. Goodman. (4) Assistant Trainmaster Don H. Houston of Eighth Street. (5) Top end Extra Crew 2221 (seated) & friends. Standing are Transfer Clerk F. W. Duggan, Trainmaster C. W. Coutts, Transfer Clerk Mayo Herrington, Yardmaster C. T. Turner. Seated: Switchman G. D. Jones, Brakeman Leo Patton, Conductor A. A. Dorsey, Switchman L. L. Hill, Trolleyman Oliver Groom, and a visitor, SP Engineer Bill Davison. (6) Crew 2206. In cab is Motorman A. S. McNabb. Others, left to right, are Trolleyman E. W. Whited, Brakeman R. W. Percifield, Conductor D. J. Sullivan, Brakeman W. E. Biggers. (7) Yardmaster C. J. Thomas. (8) Top end Crew 2221. In cab is Motorman Guy Kemp. Others are Yardmaster C. T. Turner, Trolleyman Oliver Groom, Brakemen L. L. Hill, G. E. Stooddy, and G. D. Jones, and, sitting on his heels, Conductor D. O. Kennedy. (9) Chief Crew Dispatcher Hugh Thorne.



**SWING SHIFT OFFICE CREW AT BUTTE STREET**—Left to right, above, are Interchange Clerk Eugene Hendrix, Transfer Clerk James Prather, Yard Clerk Al Blommer, Auto Messenger Jeanette Cooney, Relief Car Clerk Florence Furnivall, Relief Yard Clerk Joseph Nathanson, Car Clerk Lloyd Sams, Chief Clerk Eugene H. Tracy. Pictures at right: Jumbo Clerk Otto Segner, now on sick leave; and Relief Clerk Vesta H. Magee of the Yardmaster's Office and Chief Yard Clerk's office.



**BUTTE STREET YARD**

(Continued from Page 5)

in point of the number of cars handled each day, amounting to five or six times the storage capacity, it is a little giant. Its relatively small size makes for speedy movements, and, in order to keep tracks clear, speedy movements on a round-the-clock basis are essential because of the great volume of business. During the war there were times when as many as 3,000 cars went through the Yard in the course of a single day.

**MAIN INTERCHANGE YARD**

Although there are a number of interchange points on the Pacific Electric system, Butte Street Yard is the principal interchange facility with Southern Pacific, Santa Fe, and Union Pacific connecting lines in Los Angeles. These steam railroads bring all their freight destined for points on the Pacific Electric system—particularly points south and west of Los Angeles—to Butte Street Yard, where Pacific Electric crews make up trains to be forwarded to destination points on our lines. Freight originating on Pacific Electric lines and destined to Los Angeles and points on the Northern District, or to connecting railroad lines, also comes to Butte Street.

Three auxiliary yards in Los Angeles are also used in connection with Butte Street operations. One such yard is at State Street, just west of Valley Junction; another is at Eighth and Alameda; and the third, Graham Yard, at 92nd and Long Beach. Eighth Street Yard, in the wholesale produce district, is the center for perishable freight interchange and distribution; State Street Yard is the point to which most freight destined for points north and east of Los Angeles is sent from Butte Street for reclassification; and Graham Yard is the point to which freight destined for Long Beach and other Southern District points is sent from Butte Street for reclassification and final delivery.

**FREIGHT OFFICIALS**

All freight operations for Pacific Electric are under the general direction of Senior Assistant General Superintendent T. L. Wagenbach. Terminal Trainmaster James G. Blake is Mr. Wagenbach's executive officer, with the responsibility for the entire freight system, including box motor and express movements. The Terminal Trainmaster is also in direct charge of all central switching districts, including those we have mentioned at Butte Street, Eighth





Train from Santa Monica Air Line heading east into Butte Street Yard and crossing the Four Tracks at Amoco Tower.

Street, Graham, and State Street, as well as certain others. Assisting Mr. Blake are two Trainmasters: *D. W. Yeager* for the Northern District, and *C. W. Coutts* for the Southern and Western Districts. Reporting to Mr. Yeager is Assistant Trainmaster *Fred Sauerwein* at San Bernardino. Reporting to Mr. Coutts are Assistant Trainmasters *A. M. Tang*, Long Beach and San Pedro Districts; *E. J. Altenberger*, Western District; and *A. L. Robertson*, both South and West. Mr. Blake also has three Assistant Trainmasters working in his office at Eighth Street: *W. A. Buck*, *W. E. Craig*, and *D. F. Houston*, who see that freight service is provided at various points and that schedules are set up and maintained. Road Foreman of Engines *W. O. Baker* sees that motive power is properly operated and inspected, and reports directly to Mr. Blake. Supervisor *F. W. Nichols*, with office at the Los Angeles Union Passenger Terminal, handles, under the supervision of Mr. Blake, system box motor and express movements.

#### YARDMASTERS AND CREWS

At Butte Street, two Yardmasters and two yard crews are on duty on each of three eight-hour shifts. One Yardmaster and one crew work at the top, or east end, of the Yard, near Santa Fe Avenue; another Yardmaster and crew work at the lower,\* or west end, near Alameda Street. Switching crews work in and out of the Yard on short hauls. Day Yardmasters are *C. E. Noonan* and *C. T. Childs*; afternoon Yardmas-

\* A slight downgrade from east to west, imperceptible to the eye, accounts for the expressions "top end" and "lower end."

ters are *C. J. Thomas* and *C. T. Turner*; and night Yardmasters are *W. A. Salisbury* and *E. J. Smith*. The Yardmaster must know at all times the location of every car in the Yard, its origin, its destination, and its contents; must know where each crew is and what the men are doing; must cooperate to avoid interference between operations at each end of the Yard; and, in sum, are responsible for all switching movements in the Yard. They report to the Terminal Trainmaster.

#### CREW DISPATCHERS

Responsible for maintaining the crew assignment board are the Crew

PREPARING TO PULL A PIN is Brakeman *C. T. Bliss*, during a switching operation at Butte Street Yard. Conductor *C. A. Boluss* stands by.



Dispatchers, who correspond to Terminal Foremen. Their duties are to keep sufficient qualified men in each classification to maintain crew quotas; to handle changes in crews due to bids, bumps, transfers, and changes in service; and to call men to fill crews. In the daytime, the Chief Crew Dispatcher is *J. N. Breese*, who is assisted by Crew Dispatcher *Ray C. Milnes*; the swing shift falls to the lot of Chief Crew Dispatcher *Hugh Thorne*; the graveyard shift, to Chief Crew Dispatcher *J. A. O'Neil*.

#### YARD CLERKS

Upstairs in the Yard Office the visitor will find a dozen or more Clerks busy making various records of cars which go through the Yard. The office is open around the clock, with three shifts being employed under the supervision of the Chief Yard Clerk, *R. W. Jackson*, who works on the day shift. He reports to Assistant Supervisor *C. P. Schye*, who is in charge of yard office work and cooperates with shippers and receivers of freight, and with car efficiency committees, which come under the auspices of the Association of American Railroads. In charge of the swing shift is Chief Clerk *E. H. Tracy*; and of the graveyard shift, Chief Clerk *T. D.*



**W. A. SALISBURY**, Yardmaster, graveyard shift.

*Walker*. Fifteen Joint Interchange Clerks in the office handle all interchange and car record work not only for Pacific Electric, but also for the three connecting lines operating through Butte Street Yard.

#### TYPICAL FREIGHT OPERATION

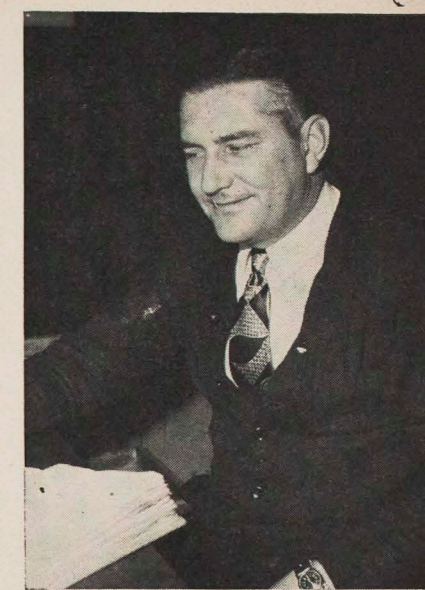
To show something of the operation of the Yard, let us trace the journey of a car of celery, selected merely as a typical commodity, from its origin at some point on the

Western District to the time it leaves the Yard.

A Conductor with his Western District crew are bringing in a train of mixed commodities over the Santa Monica Air Line from the West on order from the Trainmaster. One of their stops, we will say, is at a celery packing house to pick up a car ready for shipment to some Eastern point, and to be delivered by PE to a connecting line at Butte Street. The Conductor—let us say it is Old-Timer *Charlie Garlock*—makes up a PE Conductor's waybill from the shipping order presented by the shipper at the packing house. This waybill is good only for a trip to Butte Street Yard. To the waybill Mr. Garlock attaches a copy of the shipping order. Having switched the car into his train, Conductor Garlock calls the Dispatcher for orders to proceed, lest his train should interfere with other movements on the single-tracked line. The Dispatcher having given him instructions as to when to leave, Mr. Garlock and his train proceed toward Butte Street at the appointed time, picking up other cars in a similar manner on the way.

#### YARD ACTIVITY

At about the time when the train reaches the block signal on the Air Line, Conductor Garlock calls the Towerman at Amoco by telephone, notifying him of the number of cars in the train and the commodities



**J. A. O'NEIL**, Chief Crew Dispatcher, graveyard shift.

carried. The Towerman then calls the Yardmaster at Butte Street, who gives the Towerman an OK to bring the train into the Yard.

After moving his train onto a track designated by the Yardmaster, Conductor Garlock turns over a switch list, showing by car number each car as it appears in the train, to the Car Clerk on duty, together with the Conductor's waybills covering each loaded car. The Car Clerk will then mark the destination and contents of each car opposite its

GRAVEYARD CREWS—In left-hand picture, Crew *E. F. Tipton* and Motorman *E. P. Thayer*. In right-hand picture, Crew *2223*, top end of yard. Left to right, Yardmaster *E. J. Smith*, Brakeman *M. C. Rohde*, Conductor *J. H. Price*, and *Sid Newman*; on motor are Trolleyman *J. G. Latimer*, Motorman *C. A. Kohlhoff*, Trolleyman *O. E. Nordberg*.



number on the switch list furnished by the Conductor. He gets this information from the Conductor's waybills. A record of the waybills is then made by the Car Clerk on a train consist sheet, which includes the point of origin of each of the cars, their destination, contents, the name of the shipper and the consignee, the route, the numbers on the car seals, and icing\* instructions. This consist sheet is Pacific Electric's only complete record of each car and its movements. The Conductor's waybills and the attached shipping orders are taken to the Bill Desk at the Los Angeles Freight House, 7th and Alameda Streets, where standard through waybills are made out. The car of celery and other cars of perishables are given a pink perishable freight waybill. It is this second waybill which the conductors on the receiving railroads get. The shipping order says on file at the Los Angeles Freight House, along with a copy of the new waybill.

The Car Clerk turns over the switch list to the Yard Clerk on duty, who in turn will make a switching tag for each car, giving destination, contents, and date received. The tag is tacked to the car by the Yard Clerk, and the train is then ready to be inspected by a Car Inspector from the Mechanical Department. It is then broken up,† and cars are classified on the proper tracks. This duty is performed by another crew, the switching or yard crew—in fact, by both the top and lower end crews, working under their respective Yardmasters.

\* A car of celery is first bunker-iced, and usually top-iced, at the packing plant. If further top icing is necessary, it is done at Eighth Street Yard, where an ice truck is kept waiting for this purpose. Top icing means blowing ice ground to a fine powder onto the top of the load—not into the bunkers at the ends of the car. A normal top icing requires a total of 15,000 to 20,000 pounds of this finely ground ice. The cars are sometimes bunker-iced again at the first icing station after leaving PE yards, perhaps at San Bernardino or Colton. Top icing is used to bleach the celery, which is ordinarily in better condition at the destination point that it was when picked. Frequency of icing is determined by the distance traveled and weather conditions. Cars are inspected every few hundred miles by a Pacific Fruit Express inspector.

† If top icing is required, the car will first be taken to Eighth Street Yard, iced, and then brought back to its proper interchange track at Butte Street Yard.

Our car of celery has a connecting line tag on it, which means that it will be switched to the transfer track for that line. There the Transfer Clerk will make a record of the car on a transfer sheet, which shows the car number, contents, origin, and destination. He then takes the transfer sheet back to the Yard Office, and gets from the consist sheet a reference to the through waybill, which has, as we have seen, been made at the Los Angeles Freight House. From this reference he makes out the interchange sheet in quintuplicate. Two copies go to the Auditor, two to the connecting line, and the original to the Yard Office file. The interchange sheet shows the car number, time of arrival at Butte Street, contents, point of origin, destination, and time of transfer to the connecting line. A copy of it is kept on file for seven years, as required by law, by the car service bureaus of PE and all handling lines.

This done, the Interchange Clerk turns over the through waybills to the connecting line conductor, when the latter comes with his crew to pull the cars from the transfer track.

Our car of celery is now out of our hands. We will assume that the connecting line crew has it safely on its way to some point in the East, and that in a few days some housewife will buy for her table a fine bunch of celery from a shipper on PE lines. Unless she is a railroad man's wife, she will doubtless be blissfully unaware of the complicated series of operations and book-keeping entries requisite to get the celery in prime condition to her favorite grocery store in the shortest possible period of time.

#### FREIGHT DESTINED FOR PE LINES

The foregoing description is typical of the method of handling freight originating on Pacific Electric lines. But what of freight which Pacific Electric receives at Butte Street from connecting lines? The procedure is much the same, except that the incoming freight comes in through the top end of the yard. After a series of records similar to those described above is made, the cars are switched to the classification track corresponding to their destination, say, at Torrance, Watson, Wingfoot, Long Beach, or El Segundo. When the track is full, a PE

switching crew takes the string of cars to Graham Yard, where they are reclassified by the Graham Yard crew and made up into trains for various points as determined by the tags tacked to each car by the Yard Clerk. These trains will be picked up later and taken to their proper destinations by road crews coming out of Butte Street Yard.

#### FEW CARS WEIGHED

Only a small percentage of cars must be weighed, because most shippers have bonded weight agreements with Pacific Electric by which the cars are weighed at the point of origin. The same is true of cars coming from connecting lines. If it is necessary for Pacific Electric to weigh a car, it is placed on Track 12 (the scale track), weighed on the scale, and the poundage is stamped by the scale's printing device on a scale ticket in triplicate. One copy goes on the waybill, and the others are used for office records. Only qualified and duly sworn weighmasters can weigh cars, but almost all Pacific Electric Conductors and many Clerks are so qualified.

#### CAR REPAIRS MADE

And what if the Car Inspector finds defective equipment? Pacific Electric's Mechanical Department maintains a freight car repair shop near the top end of Butte Street Yard to take care of such an eventuality—but that is a separate story in itself, and will be told at another time.

#### VITAL TRANSCONTINENTAL FREIGHT LINK

Pacific Electric's freight system is a highly important link in transcontinental freight operations. Last year nearly 110,000 cars were received through interchange with other railroads, and nearly 65,000 forwarded, the majority being handled through Butte Street Yard. The smooth and efficient manner in which the men and women of this and other Pacific Electric yards made the movement of this traffic possible merits the highest praise.

"You sho does look worried."

"Boy, I'se booked up solid on worrying. I'se got so many worries on mah mind that if sumpin happens to me today, Ah won't get time to worry about it foh two weeks."

## Oldest Hollywood Conductor Featured in Citizen-News

### Motorman Lee Titus, on Hollywood Line 28 Years, Portrayed as Helpful Servant of the Public

First of a projected series of articles on Pacific Electric by Austin Conover in the Hollywood Citizen-News was a fine story in the March 26 issue on Motorman Lee E. Titus, the oldest Trainman, in point of seniority, on the Hollywood Boulevard Line. Mr. Conover, author of the column "Roaming Around," has gladly consented to let this and other articles be reprinted in the PACIFIC ELECTRIC MAGAZINE.

Let the story speak for itself:

#### HOLLYWOOD MOTORMAN

"Trolley cars have been running on Hollywood Blvd. for the past 46 years. For more than half that time—28 years, to be exact—Lee E. Titus has been a motorman on that run.

"In all those 28 years, he has operated from Gardner Junction, down Hollywood Blvd., to Sunset, to Hill, to Genesee and Olympic and back. The run totals 30 miles and takes three hours to complete, including a 13-minute stop-over on the other side of town.

"On the basis of length of service, Titus has served longer than any other man on the Hollywood line of the Pacific Electric Co. He has transported more people than there are in



OLD-TIMER Lee E. Titus of the Hollywood Boulevard Line, and Mrs. Titus. They were married last February.

New York City. He has covered more miles than there are from here to the moon.

"But what attracted me to this blond, sprightly, 57-year-old motorman was his friendly spirit of helpfulness that never wavers no matter how monotonous or jarring his routine.

"Many of us along the Boulevard have seen him jump from his car to push an auto off the track, to free a couple of locked bumpers or to help an old lady alight.

"Today, Gardner Junction is just a name. But 28 years ago and for almost a decade thereafter, it was a junction in fact. A line used to run from there to Hollywood Blvd. and Laurel Canyon.

"Reminiscing the other day, Titus told me: 'Twenty-eight years ago there were so few autos on the road that here at Gardner Junction I could look down Sunset during the busiest part of the day and not see a single car.'

"Cars were whizzing by, one almost every second, as we stood talking.

"'Along Hollywood Blvd.,' Titus continued, 'there were as many horse-drawn carriages as there were autos. Believe it or not, I push as many stalled motor cars off the track today as I did then when the automobile was new. Scarcely a day now passes that I don't get out and push a stalled auto. Ladies get excited when they hear the trolley bell and stall their motor.'

"Not only has the traffic along the road increased tremendously in 28 years; but also the number of passengers who ride the trolley.

"'On an average day in 1918,' Titus said, 'my car took in \$14 to \$28. Today the average is \$48 to \$115. The fare and length of run are practically the same, though we do operate now with a 65-passenger car compared to a 40-passenger car in those days. The old cars could do only 25 miles per hour. The present ones can travel 50 m.p.h.'

"'It used to be,' added Titus, 'that a motorman got to know his passengers pretty well, especially the business people who took the trolley to and from work.'

"'Day in and day out, I would have practically the same people on my car every morning. For 10 years

straight I had two people who rode my car every week-day morning at the same time and sat in the same seat.'

"But with the growth of Hollywood, increased passenger and road traffic have severed those contacts. 'Now a fellow has to keep his eyes on the road,' Titus said. 'He hasn't time for the friendly "Hello," "Hi, Doc," or "Good morning, Joe."'

"Motormen and conductors seldom work in the same pairs for very long. The longest that Titus has ever worked with the same conductor was two years and that was with Ernie Shimmin.

"The most humorous incident that ever happened to me,' Titus declared, 'was one day when we were about to pull out of Gardner Junction. A Jap gardener came rumbling down Sunset in his little old Model T truck.

"I waited for him to pass. But he must have been asleep for he ran right into my car. It didn't hurt my car. But he thought it did. Never in my life have I heard so many "Excuse, please" as that man said or so much bowing as he did, getting out of his car to push it off the track.'

"You know, Conover,' Titus said, as we were parting, 'a man in my shoes sees a lot of both sides of life. He sees the road hogs, the grouchy passengers and the reckless pedestrians who run in front of his trolley. There's a lot to worry one in the course of a day; but I always think of myself as a servant of the public. They're the ones who pay my bills. So I try a little harder each time to please.'

"Titus is a church-going man who has taught Sunday school for many years. His hobby is playing the violin."



AUSTIN CONOVER, columnist for the Hollywood Citizen-News.

# South Freight Conductor Barham Gets PE Freight Story in TRAINS

Have you seen the May issue of *Trains Magazine*? Better get a copy and look it over, for in it is a fine story, "Pacific Electric Freight Run," written by South Freight Conductor William K. Barham, and illustrated by nine pictures, eight of which were taken by Bill's brother-in-law, Frank Peterson, who works in the camera department at Warner Bros. The other was taken by the author.

With PE as Freight Conductor since July 2, 1943, Bill has long been interested in all phases of railroading. His chief hobby is photographing steam roads, which accounts for his story in *Trains*. The story, as he tells it, describes a freight run on the San Bernardino Line where motive power during the war was supplied by both electric and steam locomotives. Told in typical railroad lingo, but lingo used with the touch of a writer who knows how to put words together artistically, the tale describes the actions of a typical freight crew and depicts the sights and sounds observed throughout the trip.

### HOBBY SPEED PHOTOS

For 10 years Conductor Barham has been taking what are known as

**WILLIAM K. BARHAM, Freight Conductor, author, photographer.**

"speed photos"—that is, photos taken of passing trains traveling at full speed. He's so interested in his hobby that he'll wait all day, if necessary, to get exactly the shot he wants. Sun, atmospheric conditions, and background must be "just right." In fact, he prefers no background at all, figuring that trees, mountains, etc., detract from the center of interest. Then, at the proper moment, he clicks his shutter at speeds of 1/400 of a second and up, with the eager purpose of "stopping" the action so that there is no blur of moving wheels, yet with the idea in mind of getting across the impression of a fast-moving haul.

### PICTURES IN MAJOR MAGAZINES

He has a very large library of railroad photos and railroad history, and has had pictures in practically every major magazine, including not only all railroad magazines, but such famed periodicals as *Life*, *Look*, and the *Saturday Evening Post*. He has made photographic illustrations for three of Lucius Beebe's well-known books on railroading, including *High Iron*, *Highliners*, and *Trains in Transition*. Lucius Beebe, as most readers know, is an impeccably dressed and groomed society columnist for the New York papers, but his greatest enthusiasm is railroading.

### HAS WRITTEN FIVE RAILROAD STORIES

Bill has helped five Midwestern railroads compile their histories, and has taken many pictures to illustrate the text. He has also written five railroad stories, including the current one in *Trains*.

Until cut off the board, he was a locomotive fireman for the Frisco Lines. Then he became a St. Louis motorcycle policeman for ten years. Railroading, however, being in his blood, he went to the Western Pacific Railroad in 1942, before coming to PE.

Bill's wife, Helen, is likewise interested in railroading. They have three children, Beverly, 18; Carol Ann, 9, and Billy, 4. Billy's picture, showing him at the controls of a locomotive, has already been published in the *PACIFIC ELECTRIC MAGAZINE*.



## Wm. C. Scholl Appointed Assistant to Manager of Personnel as of May 1

Appointed only last October as Wage Supervisor in the Personnel Department, Wm. C. Scholl was again promoted as of May 1 to the position of Assistant to the Manager of Personnel.

Mr. Scholl has been with the company since 1925 as Clerk in the Accounting Department, Chief Clerk in the Medical Department, Assistant Research Engineer in the Executive Department, and Staff Engineer and Wage Supervisor in the Personnel Department.

### SIGNAL SAFETY

Do you stop for railroad signals and crossing guards when a train is approaching? Last year 1,662 people were killed and 3,802 were injured by failing to heed these warnings. In one-third of these accidents the car ran into some portion of the train. Watch the signals and watchman, advises the Traffic Education Unit of the Los Angeles Police Department.

## Community Chest QUIZ

1. Thirty-five town and cities are associated in the Los Angeles Community Welfare Federation. (True or False?)
2. The two departments of the Community Welfare Federation are the Community Chest (which distributes the funds you contribute) and the Welfare Council (which plans and coordinates the services of the welfare agencies). (True or False?)
3. During the war years, the 95 local Community Chest agencies merged with national and international organizations to form the War Chest. (True or False?)
4. The War Chest later became known as the Victory Chest. (True or False?)
5. The Community Chest has a staff trained to help with personal, financial, family, child care, health, and other problems. (True or False?)

(Answers on Page 26)



**PARTY FOR MRS. MERRIAM** — In honor of her approaching marriage to Harry W. Phillips, Land and Tax, Building, and numerous other employes gathered April 30 in the Women's Club rooms, and enjoyed cake and punch. Pictured are some of the guests. Left to right: Walter Fredericks, Al Manhart, Bill Clarke, Mrs. Della P. Talamantes, Earl Van Dusen, Mrs. Maye Ritterhoff, Mrs. Dorothy Pearson, Mrs. Johanna D. Hinman, Mrs. Florence Gretz, E. L. Young, Miss Katherine Timmerman, H. G. McDonald, Mrs. Harriet Worsley, Miss Beatrice Rummelle, Miss Elizabeth Brahm, James Berry, Otto Timmerman, Miss Clara V. Smith, Charles Travis. Seated and holding the gift of table silver presented by friends are, at right, the honoree, Mrs. Ethel I. Merriam, and at left, her sister, Mrs. Robert E. Dake. Pictured at right: Mrs. Merriam holding cake with inscription "Happy Days Ethel I. Merriam, 1920, 1946."



## Ethel I. Merriam Weds H. W. Phillips May 15

After 26½ years with Pacific Electric, all of it in the Land and Tax Department, Mrs. Ethel I. Merriam, Secretary to the Manager, took a 90-day leave of absence on May 1 and on May 15 at the Presbyterian Church in Santa Monica became Mrs. Harry W. Phillips.

A surprise party was given in her honor in the Women's Club room on April 30, with a large number of her many friends in the company attending. As a parting gift, the prospective bride received a sterling silver table service from her co-workers.

Among those present at the party were the entire Land and Tax and

PE Building office force, many friends and well-wishers from the various company offices throughout the building, and several old-timers now no longer with the company, including H. G. McDonald, former Building Manager; Mrs. F. P. Raymer (formerly Miss Sybil Mather), retired Chief Information Clerk; Irving Hubon, former Chief Draftsman, Engineering Department; Mrs. F. Hinman, (formerly Mrs. Dorsey), at one time with the Land and Tax Department; and Mrs. Eunice Fischer, who left Land and Tax March 31. Mrs. Robert E. Dake, sister of the bride, was also present.

Mrs. Phillips came to work for the company as Tax Clerk in January, 1920, when the Land and Tax Department was known as the Real Es-

tate, Tax, and Resort Department. After five years she became Secretary to the then Manager, C. H. Burnett, and continued in this position when Mr. Young succeeded Mr. Burnett. Her loyal, efficient, friendly service has been most highly appreciated by all with whom she worked and with whom she came in contact.

Mr. and Mrs. Phillips will make their home at 4258 Eighth Avenue, Los Angeles.

Congratulations to the new bride and groom.

Pacific Electric cars and motor coaches have traveled, since 1911, a total of nearly one billion miles, the equivalent of 39,493½ times around the world, or 2065 round trips to the moon.

**SIXTH & MAIN  
TERMINAL**

By N. H. Olson

We are just slightly disappointed. Haven't had one item from a member of the 6th Street gang. How come no one wants to give out with a little news now and then?

Conductor B. B. Bott is, however, giving a little trouble. He is highly indignant because he is not getting as much publicity as Butch Electric, the veteran watch dog at Washington Street.

Motorman Claude Kazee was recently called East because of the serious illness of his father and sister. Sorry, Claude.

Conductor C. G. Cason is working again following a gall bladder operation. He is still a little wobbly but gaining a little each day.

We miss Conductor Paul Sanno's beaming smile around 6th Street. Paul has been ill for a long time and everyone is very anxious for his speedy return to work.

Congratulations to the L. A. Hannas, a mighty nice couple to whom everyone wishes many happy years of married life.

Stationmaster Sam ("Dad Blame It") Mason says that he is only waiting to hear of a cornfield meet on the Angel's Flight Railroad and then he can say that his life is complete. He says he has seen everything else.

There is a wedding rumor going around about Conductor Al Sisk, who is now in the East where the wedding will take place. Will have the complete story for you soon.

Conductor C. H. Staes went on a vacation over two weeks beginning May 20.

Dispatcher and Mrs. Ova Jensen and daughter left May 7 for an extensive auto tour of the South.

Dispatcher W. Wherry, who spends much of his leisure time shedding

light on the world, says business has gone to the dogs.

Dispatcher Paul Enders spent the first 3 weeks of May nursing a siege of mumps. Didn't think Paul was the type to get all swelled up over nothing.

Motorman W. A. & Mrs. Phillips recently celebrated their first wedding anniversary. Many happy returns, kids.

Have quite a few nibbles on the Camera Club idea. Let's have some more. Possibly the old PE Camera Club can be revived.

PARTING SHOT! Two hours per week on your rule books, boys, will pay greater dividends than ten hours a week criticizing.

**Vacation Suggestion:  
Camp High Sierra**

Thinking about your 1946 summer vacation and wondering where to go yourself or take the family? Then the Los Angeles City Recreation Department has this suggestion: Visit Camp High Sierra, the city's mountain playground, which is re-opening after four war years.

This picturesque vacation lodge is in the heart of the magnificent High Sierras of Mono County, California, 338 miles north of Los Angeles. It is set amid towering pines, at the base of majestic snow-clad peaks, very close to the gem-like Mammoth Lakes and to Crowley Lake, one of the most famous trout-fishing lakes in the West.

The unique feature of Camp High Sierra is that it offers all the attractions of a private resort and yet is operated by the Los Angeles City Recreation Department on a non-profit plan which makes the cost of its vacations quite modest.

Camp High Sierra will be open from late June to mid-September. Further information and illustrated leaflets may be obtained from the Los Angeles Recreation Department, 305 Los Angeles City Hall, Michigan

**SUBWAY  
TERMINAL**

By  
A. J.  
Falco



Conductor H. Finglet found himself in the poultry business from no cause of his own. Some of the boys ordered chickens and then canceled the order. But several of the other boys went to his rescue and bought them.

Ex-Supervisor W. J. Stewart is back to work again. We certainly welcome him.

Motorman H. Heidelberg, our ex-major baseball pitcher, is very proud of his new run, No. 1538.

Relief Depot Master F. Nuzum is willing to take on any Trainman in a wrestling match—no holds barred.

Conductor Ted Wolfe, who does the pinch-hitting for the Depot Masters, did a swell job for a week. Ted has the cooperation of every man on the job.

Conductor Jim Hollis is back from a trip down South. Jim is our pinch-hitting Dispatcher on the West.

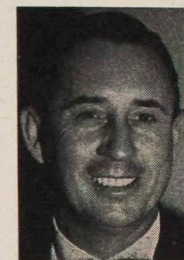
We have a new club at the Subway Terminal. It is called "The Make Happy Club." Our Terminal Foreman, Jess, is the president. He is scratching his head every night try-



**YOUTHFUL TRAINMAN** — Jerry Doyle Falco, 17-month-old son of Motorman and Mrs. A. J. Falco, is crazy about PE trains, says proud Daddy. Here's Jerry at 14 months. Employment Bureau, take notice!

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

By  
W. J. Fenwick



Supervisor,  
Northern and  
Southern  
Districts

ing to trade runs for the boys so they will all be happy and contented.

Conductor Jerry Sullivan is still in St. Vincent's Hospital and is doing nicely. Here is hoping to see you around soon, Jerry.

Mr. and Mrs. Jack Gerhardt and daughter spent six weeks vacationing in Chicago. A swell time was had by all.

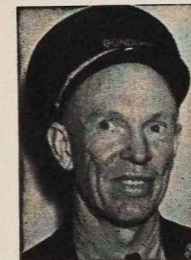
We welcome back to duty all the boys who have been in the service of our country.

Congratulations to Motorman Glenn Banta, who was promoted to Supervisor on the West. Here's wishing you success, Glen.

Wimpy, the boss of the Subway, got bumped, but managed to bump back on another Subway job. So he is still boss of the Subway. Atta boy, Wimpy!

**MACY STREET  
TERMINAL**

By  
Ted  
Harrison



It's pretty nearly summer now and maybe by next month this column will be full of vacation reports — That is if you Macy-ites hand in the news — and, of course, the tall fish stories.

It seems we overlooked mentioning the illness of Switchtender A. S. Cooper of Indian Village. Switchman Cooper, sorry you were off sick, sorry you were not mentioned, but glad you are back on the job. May I stop by and say hello to you now?

Glad Conductor Harry Hampton is back on the job, too.

Another name on the lick list is Motorman Ray Butler, who has had quite a spell of it. Hope to see you back on the job right soon, Ray.

Oh, yes, didn't know we had a cowboy in our midst, did you? Well it seems our Assistant Foreman, A. M. Brouwer, was seen wandering around El Monte recently in the wee sma' hours rounding up horses, or at least one horse. Did you catch him? Ride him home?

Say, fellows, when you want to borrow a stool why don't you see the guy who owns it first? Hardly fair to the man who owns a stool and wants to use it.

The Macy Street men have received a letter of appreciation from Motor-

Q. While I was working the Long Beach-Los Angeles Line, a passenger presented a 30-ride commutation ticket of 35-cent denomination and paid a 5-cent additional cash fare for transportation from Los Angeles to Willow Street Station. Should the Government tax of 15% be collected and if so, how much should I collect?

A. The question concerns a problem that came up on the Southern District. However, the answer will apply to any district with a similar problem, rail or motor coach operation.

Tax Circular P. D. No. 1943 of the Local Passenger Tariff definitely states: "No tax will be collected on any 30-ride commutation tickets, or joint weekly passes, or from persons presenting any form of free transportation."

As there have been so many misunderstandings regarding the collection of the 15% Internal Revenue tax on transportation, it may be well to review the requirements of the law. Quoting the law in part, Subpart F, Transportation of Persons etc., Section 3469, Item (b), Exemption of Certain Trips. "The tax imposed by subsection (a) shall not apply to amounts paid for transportation which do not exceed 35 cents, to amounts paid for commutation or season tickets for single trip of less than thirty miles, or to amounts paid for commutation tickets for one month or less."

In the particular problem presented, that of the passenger presenting a 35-cent commutation ticket and 5 cents in cash, neither the total amount nor any part thereof was taxable. The commutation ticket presented was for a trip of less than thirty miles. Furthermore, the com-

mutation ticket was good for only 30 days. The additional 5 cents in cash was not taxable as the amount was not in excess of 35 cents.

Let us take Sec. 130.53, Item (b), Scrip books — "The tax applies to the amount paid for scrip books. The tax shall be collected from the purchaser at the time the scrip book is sold, and not when and as the scrip is used for transportation."

The particular scrip book which is used on the Pacific Electric Railway Lines is called C. C. 3, which, as most of the Operators and Conductors know, comes in a book form containing \$5.00 in small 5-cent white coupons, four to a page, having perforated edges. This book is good for bearer and party and may be exchanged for one way or round trip tickets.

Please remember that on the C. C. 3 the tax is paid at the time of purchase. As the C. C. 3 scrip tickets are never sold by the Operator or Conductor, there will never be an occasion when the Conductor or Operator will collect tax on C. C. 3 tickets.

The facts are established on three main points:

1. There is no tax on cash fares that do not exceed 35 cents. (Our first taxable fare is the 40-cent one-way fare.)
2. There is no tax on 30-ride commutation books. (There is a tax on the 10-ride book sold by Operators and conductors when the only way is 40 cents or more.)
3. There will be no tax collected on any C. C. 3 (scrip ticket) presented for transportation.

A continued discussion of the tax question will be presented in the next issue.

man Dave Coleman as the result of a donation collected and given to him on about May 10. Dave has been off sick some two months or more, part of the time in St. Vincent's Hospital, but is now recuperating at

home. The letter, signed by Dave and Mrs. Coleman, said, among other things, that it's nice to know a man has so many friends.—Well, the Macy gang think they know a swell guy when they see one.

**REPORT OF VITAL STATISTICS**

April 21, 1946, to May 20, 1946

**DEATHS**

NAME	OCCUPATION	Died	Group	
			Insurance	Mortuary
Hogan, Henry J.	Truck Driver	4-28-46	Yes	Yes
Kelley, Brown	Helper (Retired)	5- 2-46	Yes	Yes
La Porte, Henry P.	M/C Operator	5- 9-46	No	No
Stoddart, John	Laborer	5- 9-46	Yes	Yes
Baccus, Harry	Car Repairer	5-17-46	No	Yes

**EMPLOYEES' WIVES' DEATH BENEFIT FUND**

NAME	DIED	WIFE OF	DEPARTMENT
Shaw, Mateel Fontaine	5- 5-46	J. W. Shaw	Trans. (Retired)
Zimmer, Carrie Francis	5- 4-46	Henry Zimmer	Engineering
Zurborg, Anna Cleo	5-11-46	A. H. Zurborg	Store



## MOTOR TRANSIT DISTRICT

By Bill Shrewsbury

Always last with the latest, we come up with a little belated information about Steve Franich's wedding. Steve married Miss Jean Bergo, who was formerly with Conductors' Accounts in Room 235. Miss June Rasmussen and Mrs. Lavonne Hartshorn, also from Room 235, were the bridesmaids, while sister Shirley Bergo was maid of honor.

The fishing bug has bitten a few of the boys lately, including at least one Supervisor. Supervisor Loyd Irby and Drivers Sandy (Mira Loma) Gee, Hal Doig, Frank Blumenthal, and Danny Levington drove and hiked to Inspiration Point to fish for trout. The boys caught 65 fish and Danny Levington lost 11 lbs. hiking 2 miles.

Neal Seaforth also left last week on a prolonged fishing trip and the boys in the know say he couldn't have picked a better time, but Neal should know as he is an old fisherman from 'way back.

Service Directors J. Marino and V. Wagner are both sporting new cars. Jasper has a Plymouth and Wagner a V-8—first two we have seen on the property.

O. C. Sadoris is coming back to Motor Transit.

R. F. Chappus is back from Sunland and is working the L. A. extra board again.

Arthur Helwig has become a Montrose man, and old "Extra Board" Hammond has settled down, believe it or not, to a regular Whittier local run.

D. D. ("Soup") Campbell is on leave, and "Hi Pockets" Powers is working on a desk job.

Wayne Putnam is in trouble with the Trainmen for referring to the Santa Ana trains as streetcars.

Pinochle King of the month is "Shoot the Two" Studley.

John N. Sheldon stopped his bus at Church Street to pick up passengers and a goat got on. Since it had no fare, Johnny had to put it off, and it turned out to be quite a job.

### BLOOD IS STILL NEEDED

There is no more direct method of saving a life than to contribute a pint of your blood to someone in your community.

Remember that some day someone may be giving that pint of blood for YOU.

More and more blood donors are needed at the Red Cross Blood Bank, 540 South Olive Street (opposite the Biltmore). Phone Mutual 2301 now for an appointment. Hours 11 a.m. to 6 p.m. Monday through Friday.

DON'T DELAY — THE NEED IS URGENT.

## OCEAN PARK CAR HOUSE AND BUS LOT

By

D. L. Graadt van Roggen



I never knew that there is so much to write about OPCH! However, due to lack of space in this magazine, I have to cut down in news items. If your story is not in this issue, we will do our best to get it in the next one.

That most unusual California weather plays havoc with our Trainmen, and several have reported on sick leave. Conductors R. A. McClelland, H. Fish, G. A. Dopler, S. S. Cargill, E. S. Fraser, I. Abrams, F. B. Noel, H. B. McClintock, I. J. Turner, and Motorman W. A. Wintrow.

On leave of absence are Conductors C. G. Martin, R. B. Beach, T. R. Gordon, E. H. Van Noy, E. E. Cooney; Motormen R. W. Baugh, F. A. Taft, C. C. Berry, W. G. Baldwin, and P. D. Yarbrough.

Spring, too, is a grand time for vacationing, at least these men thought so: Conductors L. G. Washford, H. E. Johnson, S. M. Katz, and J. N. Belloni.

Among the new men at O.P. we noticed the names of Conductors J. A. Ralston and A. C. Craut. Glad to know you, and howdy!

Word has been received that Motorman C. C. Berry is soon to retire after 26 years of service with this company.

Carl Wright: When are you going to move that sandpile? Just curious! Jack Levine, who is a Conductor part of the time, and Motor Coach Operator the other part, has organized a First Cousins Club.

Conductor C. G. ("Backlash") Keller is still giving valuable lessons in "backlashing." C. G. is one of our foremost fishermen, don't you know?

Motorman W. W. Harbeck has bought a mansion near Baldwin Park, and therefore transferred to Macy Street Terminal.

Yes, sir! We have just been the happy recipients of eight new chairs. Makes it a bit more comfortable for us.

While Conductor Walter Lillis was stationed in England in 1944 with the Seabees, he met and married in London the former Miss Irene Smyth

of Tipperary, County Cork, in Southern Ireland.

A few weeks ago Mrs. Lillis and son Michael arrived in Los Angeles, where they were met by Walter. Asked what Irene liked best, she said: "Pork chops!"—of all things!

FLASH: Conductor J. N. Belloni passed the cigars, because on May 20 his wife presented him with an eight-pound, ten-ounce boy. Congratulations to Mr. and Mrs. B. Those cigars were very good, J. N., and—oh, yes! Mother and son are doing nicely, thank you.

Conductor Sydney S. Cargill is a well-known figure around OPCH. He has been with the PE since 1942, but had 23 years of railroading before that time. He worked both ends on the Illinois Consolidated Ry. Co. cars, and also with the Illinois Traction Co. in Springfield, beginning his career in 1904. Syd was born in Champaign County, Illinois, in 1882, and married his wife Ethel in 1914. He has one daughter, a grandson, and a granddaughter.

FAMOUS LAST WORDS (heard on the V.S.L. cars): "No, Madame, this train runs LIMITED to Vineyard!"

### —And We Bewail the Butter Shortage!

As an illustration of the current hardships endured by the Dutch, D. L. Graadt van Roggen, new correspondent for Ocean Park, sent in the following excerpts from a letter dated from Amsterdam, March 15, and written by his sister:

"... Where are all the old workers, who used to work on the land and in the factories? When anyone wants to hire either a man or a woman, they must be bribed with extras, such as articles of clothing or foodstuffs. Wages are fixed so high that the small employers can not pay them, while prices may not be raised.

"... Entire districts in The Hague have been bombed out or wilfully destroyed by the Germans. Street car rails, poles, and trolley wires have been taken up & removed, while house wiring, gas and water pipes, doors, and window panes were taken out of the houses and shipped to Germany for use in that country.

"... Railroad traveling is getting better, as from time to time service is being resumed. Even so, some lines are replaced by 80-passenger busses, since miles of R. R. trackage and trolley wire were removed by the Nazis, and cannot be replaced because of material shortage. At this moment it is not uncommon to travel in a

train compartment with a large hole in the floor or roof, or with the entire side caved in, caused by bomb explosions.

"... Next month (May) any Hollander who has not received a pair of shoes since January, 1945 will receive a coupon entitling him to one pair, if available.

"... The Dutch Government has promised each and every Hollander an overcoat by the end of 1946. Ladies' dresses are made out of curtain materials and counterpanes, while those men whose clothing is worn out or outgrown wear discarded military uniforms, made over to resemble civilian clothes.

"... The Dutchman, true to form, still rides his bicycle, although some riders do so without tires. The more fortunate ones who are able to obtain automobile tires, make their own bicycle tires. They are massive but they are tires, nevertheless.

"Send us your old clothes. The wool from your old sweaters we use to knit stockings.

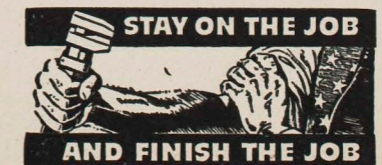
### WILL YOU GIVE That They May Live?

FAMINE! Sweeping like a prairie fire over half the world. Help fight it. Give CANNED food or money to buy food to your Emergency Food Collection or the PE Club on behalf of UNRRA. Or, you may send checks or money orders to National Headquarters, Emergency Food Collection, 100 Maiden Lane, New York 7, N. Y.

A young government girl worker was speaking to her escort in a Washington restaurant, of the many bearded American sailors. "It's the most amazing thing I ever saw," she said. "We were in this place the other night and three of them—no older than I am—came in, all of them with full beards."

"Probably back from overseas service," said her escort. "Were they wearing ribbons?"

"Oh, no," she replied. "They just let them flow loose."



## WEST HOLLYWOOD TERMINAL

By

Glenn L. Russell



Motorman Herby Cox and wife were hurt in an auto accident in Texas, Mrs. Cox quite seriously. This accident was almost identical to the one involving Terminal Foreman Jimmie Craft and family some weeks ago on their trip back East, in which Mrs. Craft was seriously hurt.

Santa Monica Blvd. won't seem the same without the familiar figure of "Pop" Johnson on his night run. "Pop" has retired. Good luck, old-timer!

We understand that "Pop" Ayres is also just "marking time." Ever hear his classic instructions to students? "Pop" says, "You get those doors shut and the back end started, and that Motorman will get the front end out of your way."

Conductor Joe ("The Owl" Guider, is quite an authority these days on most anything. (Just ask him.)

That chatter of Conductor M. B. Cleveland gets plenty of laughs and results with his passengers.

Glenn Banta doing a nice job of supervising over at Gardner Jct., and in his place as Assistant Terminal Foreman we have none other than P. E. Holmes ("Sweet Holmes").

If you've missed Fred Sweatt, he's still in the Schedule Dept. (How about a couple minutes here and there, Fred? You know how 'tis.)

An effortless grin: Mike Cronin.

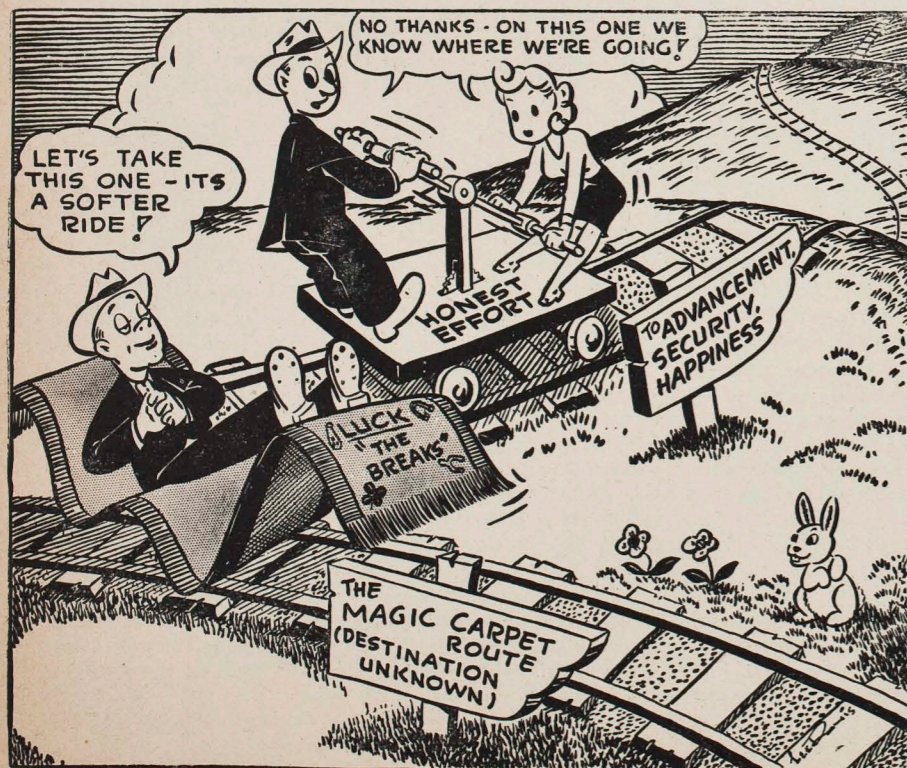
Conductor Biehl: As serious as a Motorman going for his lunch.

Puzzle: Motorman Loweing and his ceaseless search of every dime he sees.

About that PE Pool Champ: Conductor Hardtegen challenges, and says he bars no one. Will let you know when a match is arranged with other divisions. We notice that Jessie, our housekeeper here, has changed corners, and we suspect that flying pool balls might have prompted the change.

If you don't look, bet you can't tell which one of the Ramsey brothers is talking.

Ghost Town: West Hollywood in the wee hours. (It's so quiet it hurts your ears).



# ... Passengers Appreciate ...

## Motor Coach Operator E. H. Nordstrom

March 11, 1946.

I was riding on the 9:07 a.m. bus (from Santa Monica) and dropped an earring on the floor. I searched for it . . . but had no luck . . . I told the bus driver about it as I was transferring at Beverly Hills . . . he very courteously listened to me and assured me he would look for it and told me where to inquire about it. I did so the next day and was delighted to find my earring was there. I don't know the driver\*—wish I did so that I could personally thank him . . . I do think the PE drivers are outstanding in their treatment of the public and I have traveled extensively. . . .

(MRS.) MAE M. CONNORS.

\*Investigation revealed that it was E. H. Nordstrom.—Ed.

## Motor Coach Operator LeRoy R. Cox

March 12, 1946.

I left my pocketbook in a PE bus running between Huntington Park and Long Beach. Your bus driver not only rescued it from an 8-year boy but took the trouble to telephone me about it Sunday and delivered it to me at the house yesterday. I appreciate this . . . type of bus driver . . . name is Le Roy R. Cox—Badge No. 1766.

EHNA KOSTENBADER

## Motor Coach Operators B. J. McCamy, Don G. Bailey, Arthur E. Stowe

In a poem received last month, a passenger, J. R. Wilbur, commends the efforts of Pacific Electric Trainmen and Motor Coach Operators in their efforts to "treat everyone fairly," and particularly praises three Operators—B. J. McCamy, Don G. Bailey, and Arthur E. Stowe—for their courtesy and friendly handling of the public. "Keep such men as these," says Mr. Wilbur, "and you'll have no more woes." The Editor regrets that the poem is too long to quote.

## Conductor Hershel A. Webber

March 20, 1946.

I am a daily commuter on the Venice Short Line . . . I have frequently noticed Conductor No. 2962 [Hershel A. Webber] . . . is always "Johnny on the Spot" and is very prompt in giving signals to the motorman. This morning one of these "difficult" riders was on the car and I couldn't help but notice the courtesy and tact with which the Conductor No. 2962 handled the situation. . . .

RANDOLPH T. HUNT

## Conductor R. T. Forsythe

April 22, 1946

This letter is in reference to your employe, Mr. [R. T.] Forsythe, who is the conductor on the Los Angeles to Pasadena Oak Knoll run which arrives at the car barn on Fair Oaks at 0800 each morning. Mr. Forsythe has the unusual combination of graciousness in addition to efficiency. He is in my opinion an outstanding example of an inherently fine man who has dedicated his life to the service of the public. His conduct as your employe has been without exception exemplary.

It is a pleasure to ride on the street cars in which Mr. Forsythe is the conductor.

JESS E. RANKER, JR.

## Conductor C. P. Wagner

(No Date)

I think you would appreciate knowing of the courtesy and honesty of one of your employes, Mr. C. P. Wagner, Badge No. 2310. On leaving his car Friday evening I dropped my pocketbook and did not miss it until I got off. I was certainly surprised when a half hour after I reached home he rang my bell and so kindly returned my pocketbook to me. I had things in it that meant a great deal to me, including a check, Eversharp pen, etc.

I certainly think a man of his kind is a credit to the company for whom he works.

(MISS) VIRGINIA CONNELLY

## Motor Coach Operator Huston Farrell

April 29, 1946

Mr. H. O. Marler, Passenger Traffic Manager, Pacific Electric Railway Company, Los Angeles, California.

Dear Sir:

Please refer to movement of members of Daughters of the American Revolution, from Oakland to Los Angeles, thence special Pacific Electric Bus to Riverside, April 23rd.

Our Passenger Agent at Riverside has written this office, stating that the special bus arrived at the Mission Inn, Riverside, 8:10 P.M., with above party.

Mrs. Smith, lady in charge, together with several other ladies in the party, desired to commend Huston Farrell, the driver of Bus No. 1601, for his attentiveness and considerate handling of the movement, Los Angeles to Riverside.

He stated that it was quite evident that Mr. Farrell had rendered a very high caliber of service to them, and believed he should be commended accordingly.

You may wish to pass this information on, as we are pleased, and we know you will be, to hear of such fine work.

Yours very truly,

GEO. B. HANSON

General Passenger Agent  
Southern Pacific Company

## Operator J. W. Howard

"To a Pleasant Motorman" is the title of some verses written to Operator J. W. Howard by two deaf and dumb passengers who sometimes ride his car on the Echo Park Line. Too long to quote, the poem praises Mr. Howard's pleasantness and sincerity, and says that his friendly attitude helps fulfill man's need for kindness.

## Motor Coach Operator C. H. Knott

(No Date)

This past week I have used your bus service between here and Franklin at Beachwood Drive. Your driver, who wears the No. 2759 [C. H. Knott] on his cap, impressed me deeply. His bus was crowded yester-

day with confused passengers. He answered all their questions patiently, helpfully and courteously, yet never losing sight of his road and traffic congestion. I noted too how very carefully he checked his transfers and attended properly and efficiently to all his duties. I thought you might like to hear about this.

DOROTHY DICKINSON

## Motor Coach Operator T. J. Koskey

May 10, 1946

I wish to comment, and, I am sure, on behalf of those who regularly ride that bus, on the fine service of "Tom" [T. J. Koskey] who runs the bus which comes in from the Pacific Palisades first trip in the morning, reaching Los Angeles at 7:30. The expression of one passenger rightly sums it up: "It makes a person feel good even to ride on a bus driven by that man." This sort of situation is the type I enjoy reporting.

RALPH G. LINDSTROM

## Conductor H. E. Vandervort

May 17, 1946

I have been riding the Long Beach train for several months, and it has been my observation that Conductor No. 1792 [H. E. Vandervort] handles his duties in an outstanding manner. He is most careful to collect all fares, and finishes his duties on the run during the rush hour before many of the conductors even get started. In addition thereto, he is most courteous to every one.

The above remarks have also been voiced by other riders on this train.

MISS HELEN ROGERS



AT MARGOT'S WEDDING—Left to right are the bride, the former Miss Suzanne Margot Jacquemin, Trainmaster's Clerk and Correspondent for State Street Yard; the groom, Charles Milton Smith, Foreman of the Mechanical Department, Los Angeles Transit Company; the maid of honor, Miss Mary Eleanor Lifur, Accident Clerk in PE's Transportation Department; and the best man, Jack Smith, brother of the groom.

## Wedding Bells Ring for Trainmaster's Clerk

In a simple and beautiful double-ring wedding ceremony at Holy Cross Catholic Church, Los Angeles, Miss Suzanne Margot Jacquemin, Street Yard Trainmaster's Clerk and PACIFIC ELECTRIC MAGAZINE correspondent, became the bride of Charles Milton Smith, Foreman in

the Mechanical Department of the Los Angeles Transit Company and a veteran recently returned from military service. Rev. Father William Kelly officiated.

Maid of honor was Miss Mary Eleanor Lifur, Accident Clerk in PE's Bureau of Safety and Instruction. Best man was Jack Smith, brother of the groom. Miss Marie Shaw, of the Personnel Department, sang Bach-Gounod's "Ave Maria" before the service began. Miss Bonnie Jean Pomerenk, also of the Personnel Department, took charge of the flowers for the bridal party.

A reception attended by some 350 or 400 guests, including a number of PE employes, was held at the parish house adjoining the church. Afterwards the couple left for a honeymoon trip to Santa Barbara, Santa Cruz, and points north. They are now at home to their friends at 621 West Vernon Avenue, Los Angeles 37.

## If I Work for a Man

If you work for a man, in heaven's name work for him! If he pays you wages that supply your bread and butter, work for him—speak well of him, think well of him, stand by him and stand by the institution he represents.

I think if I worked for a man I would work for him. I would not work for him a part of the time, and the rest of the time work against him. I would give an undivided service or none.

If put to the pinch, an ounce of loyalty is worth a pound of cleverness.

—ELBERT HUBBARD

(Contributed by Helene Lane, Ticket Clerk)



### LONG BEACH FREIGHT HOUSE



By  
**Jack  
DeLaney**

It looks as though the love bug has been nibbling around of late. We are pleased to report the engagement of **Dorothy**, lovely daughter of **Mr. and Mrs. John Shelton**. Mrs. Shelton is popularly known around the Ticket Office as **Lydia**, and **John Shelton** is Conductor on the South Division. **Dorothy** says the wedding is set for **June 23**, when she will become the bride of **Joseph F. Mallory**, who also is an employe of the company on the Southern Division. The wedding will be held at **St. Anthony's church** at **Long Beach**, **7:30 p.m.**

**Jack Harris**, a former Ticket Clerk here, has returned to service after serving 32 months overseas in the Pacific. **Jack** seems to be hitting the old stride again and there's no question that he is mighty glad to be back. He bumped **Lydia Shelton**, who now is Relief Clerk in the Ticket Office.

**Agnes Drieling** has returned back to work after a leave of absence for 30 days. **Agnes** was back in **Kansas City** at the time of the death of her father. On her return, **Agnes** bumped **Harry Cranston**, who now is in the Ticket Office at **Pasadena**.

**Norval Knox** looking forward to a 30-day leave. He is staking his son, **Bob**, with him. **Bob** returned from overseas some time back and has been recuperating at the **Mag-nolia Hospital** for several weeks.

Quite a bit of activity going around upstairs over the Ticket Office. Rooms are being made over where **Joe Blackburn** will have his office. Incidentally, the telephone office is going to be all fixed up with new furniture and enlarged switchboard. **Miss Nuelle**, Chief Operator, says they

surely are going to be up to date when the workmen get through.

We have been looking for those cigars from **J. L. Valkenberg**, Yardmaster. Yes, a nine-pound baby boy born **Sunday, April 28**. **Van** says, "Well, that will be another Yardmaster for the **Pac. Elec.** later on."

Our good old friend **E. R. Muse** was back to visit us a few days back. **Muse** had quite a sick spell, but seems to be getting along nicely now. He has held down the revising job for the past 20 years or so.

**Edna Taylor**, Freight Clerk, was in **Los Angeles** **May 18** seeing the sights and the theatre. **Edna** says **Los Angeles** is surely a big city. Some one tried to sell her the **City Hall**, but she says she wouldn't fall for that kind of racket, and anyway she didn't think it was for sale anyhow.

### Notorious Swindler At Large — BEWARE!

According to the Better Business Bureau, **Jake Max Landau**, notorious swindler of widows, may again be operating his phony insurance scheme. **Landau**, who recently escaped from the **Kentucky State Penitentiary**, scrutinizes death notice columns and calls on widows, introducing himself as a representative of a certain insurance company, taking care to use a name not listed in the telephone directory. He states that he is making investigation following the death of one of their policyholders—the late husband—and that the policy pays \$6,000. When the widow expresses surprise, the swindler states that the policy has been paid up for many years and that her husband doubtless forgot to mention it. He then asks for fees for the investigation, which he states he must make before the claim can be settled. He asks for as much as he thinks the prospect will pay, amounting in some instances to hundreds of dollars. **Landau jumps from city to city and uses many aliases.**

Pacific Electric's 340 motor coaches seat 14,211 passengers.

### RETIREMENTS

Best wishes to those who retired during the month of **May**. May they enjoy many pleasant years. They include, according to the Treasurer's office:

NAME	Occupation	Department	Years of Service
Ralph R. Howe	Pattern Mkr.	Mechanical	25
Ethel Merriam Phillips	Secretary	Land & Tax	26
Frank B. Patterson	Draftsman	Engineering	37
William H. Potter	Motorman (North)	Transportation	20
David D. Roberts	Elec. Mach.	Mechanical	26

### ROOM 221 AND VICINITY



By  
**Rosanne  
Smith**

Our deepest sympathies are extended to **Mr. and Mrs. Paul E. Durbin** on hearing of the death of their newborn son. All are glad to hear that **Mrs. Durbin** is doing well.

"**Ruthie**" **Fisher Hanna**, the beaming bride of **May 10**, is back on the job again but with plans of having her honeymoon in the near future. The happy couple had decided to be married by a justice of peace, in quiet, but **Ruthie's** sister in **North Hollywood** laid plans differently and had the two become "man and wife" amidst a profusion of flowers with which she had gaily decorated her home. Present were the immediate family, which consisted of "four generations"!

**A. P. Smith**, that dapper Supervisor of the Northern District, has retired, after giving service to the **Pacific Electric** for 44 years. Good Luck and congratulations on his recent marriage.

**Esther Aquafresco** (Secretary to **Mr. B. G. Jones**), left **May 18** to join her husband, who is to return from overseas shortly. Happy days, **Esther**. "Hellos" to **Pat Schwertfeger** (**Patsy Reingoudt**) who is back with us and working in the **Schedule Bureau**.

On **Lonnie Campbell's** desk we see

### Appreciation

May 10, 1946

**Mrs. Durbin** and I would like to express through the pages of the **PACIFIC ELECTRIC MAGAZINE** our deepest appreciation for the thoughtfulness and kindness of all who so generously remembered us at the time of the death of our youngest son **Michael**.

**PAUL E. DURBIN**  
Supervisor of  
Public Timetables

(**MICHAEL DURBIN**, born **May 3**, died **May 6**. He was their third child. The others are also boys, one 4½ years, the other 19 months.—Ed.)

a new object—an old fashioned tobacco bowl—looks like a real antique. Is it, **Lonnie**?

**Dixie Ralston** was on our sick list this month with the mumps! Rugged duty, **Dixie**—yes?

**Mr. B. G. Jones** tells that he used his retroactive pay to fix up his auto and now claims that it runs as smooth as a "hearse."

**Sherry Jane Clinton**, 5 lbs., 9 ozs., was born at 7:45 a.m., **April 23**, to **Mr. and Mrs. Paul Clinton**. **Paul** is Interchange Clerk, afternoon shift, at **State Street**.

**Engineer O. E. Olafson**, who is now working at **Baldwin Park**, paid **State Street** a visit not long ago.

**FLASH**—**Bonnie Pomerenk**, of the Personnel Department, is going to be married to **Edward M. Thompson**, Car Repairer at **Torrance**. Tentative date for the wedding is **June 28**. **Edward** came to work for **PE** in **October, 1945**, after spending three years in the **South Pacific** as company clerk in a medical detachment of the **129th Infantry**.

### PERSONALITY of the Month

*Alfred E. Leckemby*

Assistant Supervisor  
Transportation Department

Hails from **Connellsville, Pennsylvania**. Soon after graduating from school began work as a steno for the **B. and O.** in the storekeeping dept.



Alfred E. Leckemby

From steno to apprentice machinist, where he remained to become master machinist. After this, he varied his talents and became a salesman for an electrical appliance co. Later worked as a draftsman, an estimator, and on to a manager of a **Texaco** station before coming to **Calif.**

**1936** found him and his wife in **L. A.**, where they started a small rental library, and in between times he worked on **San Pedro** docks as a banana checker. It was on the docks he heard of positions open at **Pacific Electric**. He applied and was hired as **Mail Clerk** in the **Accounting Department**. From here to **Steno** in **Pasadena Trainmaster's Office** under **Art Smith**, who recently retired. **Ed** moved to the **Terminal Foreman's** office at **West Hollywood** under **E. B. Griffin** and **Harry Dearborn**, and stayed till job was abolished. Then he reported to the **Schedule Bureau** under **L. J. McGrath**. Later collabor-

ated with **F. G. Wakefield** on **Motor Coach Schedule Analysis**, held a job under **C. T. Nolan** for a period, and then bid in the **File Room** as **Head File Clerk** for over a year. Back to **Schedule** for a few months, and then to his present position as **Assistant Supervisor**.

**LIKES IN FOOD**: anything his wife prepares, and ice cream. **SPORTS**—baseball addict. **HOBBY**—stamp collecting. Nuts about movies and wants to travel. **COLORS**—not specific—just subdued. **CLOTHES**—conservative business type.

**Mr. Leckemby**, though inclined to be quiet, is nonetheless a determined and conscientious personality of the **Pacific Electric Railway**.

### SIGNAL ENGINEERING



By  
**Bob  
Burns**

Summer, just around the corner, along with **June**, a full moon and vacation time. And . . . the **Old Maestro** will introduce **Mayor Darby** of **Washington Street**! It is **Richard E. Flaherty**, Assistant Signalman. Yes, tush as **Patty's Pigs**, hails from the **Garden of Maine**. Ex-Coast Guardsman and fireman. Married and likes outdoor sports, collects railroad pictures. His slogan is: "Live, and let live!"

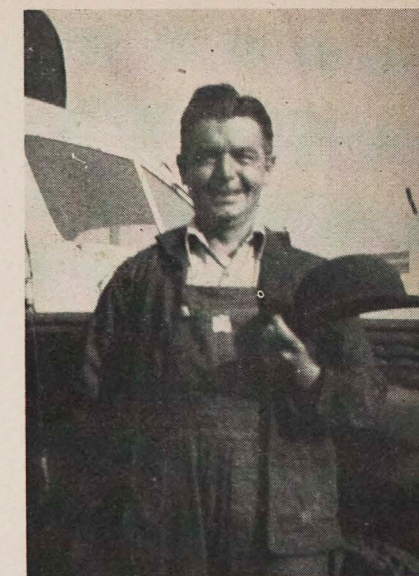
**Signal Department** extends deepest and most heartfelt sympathy to **Signalman Henry Zimmer** and family over the loss of his wife.

**Ivan Shenefield**, **Bonder & Welder**, was a lady's man while on vacation. He donned an apron and assisted his sister in cleaning house, besides seeing a few ball games.

Working the graveyard shift on the **Line Car** is the "Tush Trio," consisting of **O. W. Auld**, **Truman Foyle** and **Lloyd Leary**, who will be separated due to vacations. So . . . good fishing, fellows!

Hats off to **Charlie Clifford**, Assistant Signalman, called "Old 83." He's a bachelor, cooks, washes clothes, and takes care of his mother, who is 82 years old.

The **Franks** and **Francises** really took over while unloading stock at the yard; **Frank Syales**, **Francis Burns**, **Frank Nolting** and **Francis Tippin**!



MAYOR DARBY

**Angelo Dascenzo**, Asst. Signalman, who returned from a combination vacation in the East, was asked for a hammer, and in return got a piece of tar. When asked what was wrong, he replied that his mind was still on vacation, and he had not got back yet.

**Glenn Fearn**, Signalman, is a "Cornhusker" from **Nebraska**, and



**WINS BRONZE STAR**—**Chief Boatswain's Mate William F. Fox**, son of **Truck Driver William Fox**, right, is the lad mentioned by **Signal Correspondent Burns** last issue as having won a **Bronze Star** for heroic achievement on **Saipan**. The junior **Fox** was on **Underwater Demolition Team No. 18**.

has a lot of telephone experience. Married and has three daughters, likes outdoor sports and California as well.

Ed Hasenyager is home at last from the Physicians & Surgeons Hospital in Glendale, after a stay of 8 weeks. Says it is good to be home and on his feet once again. Bill Moesby, Assistant Signal Supervisor, has been ill for the past two weeks also. So, get well, Ed and Bill, as we all miss both of you.

George Prell, Bonder & Welder, Saturday had a lady guest who thinks he is tops. And that was seven year old Charlotte Burns.

John Metz, X-Bonder & Welder, now Electrical Inspector, is back on the job after several weeks in the hospital.

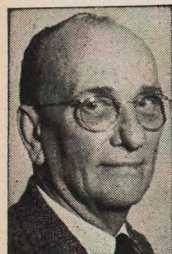
Carl Vickers, Assistant Signalman, and Al Clenard, Bonder & Welder, while strolling down Broadway heard a lady scream. Upon inquiry found a lady had stepped on a cookie with a currant in it, and was electrocuted. Just shows you anything can happen these days.



**NEWLYWEDS — Mr. and Mrs. George Weatherby, who will be at home to friends at 627 West 116th Street on June 30.**

## MECHANICAL DEPARTMENT

North and South Districts



By  
**Guy F. Gehde**

Reports indicate considerable interest in the tenth Foreman's meeting, which disclosed much valuable information regarding equipment. These meetings are proving a great success in many ways, creating mutual interest and good fellowship. Present were Wm. R. Tingler, Assistant General Foreman; Foremen J. W. Wilcomb, Fred Soule, Louis Saal, Chas. Heisel, Lee Merriman, Fred Phlaf, Irvin Mankins, Dick Anraad; and leaders E. L. Harris, Roy Crowe, and Ben Jacobs.

May 6 at 6:00 a. m. our General Foreman was up making the morning brew, when he heard a knock at the front door. It was Don Rolf looking for his sweetheart, Virginia Mankins. A happy breakfast was enjoyed by all. Don was technical sergeant, machine gunner, and leader of a squad in the 84th Division "Rail Splitters" of the 9th Army, and had just returned after 20 months of service in Germany.

## Macy Repair Shop

Happy vacationers this month were Fred Marsh, Raymundo Morales, Alex Chisholm, Joe Trombino, West Turner, and Joe Valdez.

May health, wealth and happiness be the lot of Car Repairer James N. Shafer, retired April 1.

New Car Repairer at Macy, Ernest Lowry, is the nephew of Mac Boswell. Ernest is recently home from the service.

Milton Durand is again on the job he held before the war. Welcome back.

Congratulations to the John Huemrichs; they were wed 40 years April 7.

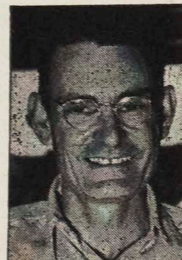
For ideas about home cooking see Hans Hanson. Mrs. Hanson is on the way to Sweden to visit relatives and attend to business interests.

One of the PE family who really enjoys her garden is Mrs. Sadler, wife of Wm. J. Sadler of the Repair Shop.

Electrician Harry Bath contributes to the cause of good lighting by recharging the new liquid flashlight batteries.

## MACY STREET GARAGE

By  
**A. L. Bristow**



Everyone extends sympathy to E. Kelso in the recent loss of his father.

Doc Beckett, Night Foreman, took the month of February off to visit his son Joe in Washington, D. C. The trip there and back covered most of the U. S. Doc and Mrs. Beckett left Alhambra February 3 via SP to New Orleans, where they took in the sights. From there to Washington, D. C. via the L & HRR. At Washington they met their son Joe and his wife. Joe, who is stationed at the Pentagon Bldg., managed to get some time off and took them to New York, by motor, where he had made reservations at the Hotel New Yorker.

While in New York the Becketts visited all the places of interest, including Central Park, Harlem, St. Patrick's Cathedral, took the ferry to Staten Island past the Statue of Liberty, and visited Radio City. While viewing the scenery from the top floor there they were fortunate enough to see the Queen Mary docking without the aid of tug boats. One of the interesting side trips they took

from New York was up the still frozen Hudson River to Hyde Park, where they visited the Franklin D. Roosevelt Library.

On the way back to Washington the travelers visited Philadelphia. In Washington Doc and Mrs. Beckett attended sessions of both the Senate and House, talked with their Congressman, and took many motor trips visiting the historical landmarks.

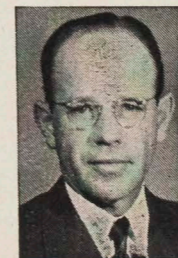
On their return trip Doc and Mrs. Beckett stopped over in Illinois at their old home to attend the golden wedding anniversary of Doc's older brother, who had been ill for some time. The sick man, however, passed away two days before the anniversary. Although sadness marred their journey at this point, Doc considers it very fortunate that he was able to see his brother again before the end came.

From Illinois the Becketts returned home. Doc made it a point to visit as many motor coach operations as possible, and was able to gather a lot of good ideas on maintenance, etc., from them.

Wayne Ferguson spent his first two weeks of vacation to take a trip back to Missouri to visit his folks. Many others have taken their vacations, fishing, working in the yard or just resting. Gene Hall let his wife take the vacation and he did the cooking, washed the dishes, etc.

## MECHANICAL DEPARTMENT Western District

By  
**Milton R. Clark**



Alvin Cash, Day Foreman at the West Hollywood Car House, and Mrs. Cash are spending their vacation in their old home town in Arkansas.

"Red" Connell, Night Foreman at the Ocean Park Car House, and Mrs. Connell spent their vacation in Oklahoma looking over their farm, which they purchased recently. Ed Rogers took Red's place during the latter's absence.

Mary Morrissey, Car Cleaner Leader at the West Hollywood Car House, has been off for a week with a bad cold.

Wedding bells were ringing at the West Hollywood Car House recently. The occasion was the marriage of

M. E. Studebaker to Hortencia Luevano. The couple spent a short honeymoon down Tia Juana way. Their many friends wish them a very happy married life.

Bill and Audry Field of the West Hollywood Car House are taking in the sights and visiting friends and relatives in Salt Lake City, Des Moines, and Chicago.

Clyde Lyon of Toluca Yard will be a bachelor for a month. Mrs. Lyon is taking a trip back to Buffalo to visit her mother, who is ill.

Two of the boys at Toluca Yard have been troubled by the housing problem. Edward Bray has been given notice to vacate his present quarters; so he has purchased a lot in Temple City and has plans well under way to build a home there. Anastasio Orozco has purchased a home in the southwest part of Los Angeles. His former residence had become too small, as little Francisco Luis Orozco, his 11-month-old son, has started walking and needs more room.

Happy birthday to Mrs. Sixta M. Valencia and Mrs. Tillie McManus of the night shift at the Ocean Park Car House. A little birthday party was given in their honor recently at the 10 p. m. lunch period. The other ladies of the night shift served cake and coffee to the gang. The cake was a present from Mrs. Helen J. Guest. Charlie Hewitt, Leader, days, at the West Hollywood Car House, was on hand to help celebrate the occasion. Understand he went to town on a big hunk of that birthday cake.

## Wisdom

I walk firmer and more secure uphill than down.

Obstinacy and contention are common qualities, most appearing in mean souls.

Whoever shall represent to his fancy, as in a picture, that great image of our mother nature, in her full majesty and luster, whoever in her face shall observe himself in that figure, and not himself but a whole kingdom, no bigger than the least touch or prick of a pencil in comparison of the whole, that man alone is able to value things according to their true estimate and grandeur.

The most manifest sign of wisdom is a continual cheerfulness.

The conduct of our lives is the true mirror of our doctrine.

—MONTAIGNE, Of Education

## ENGINEERING DEPARTMENT Eastern District

By  
**Mabel E. Forsberg**



Somehow, things never seem the same when the "Boss" is away. Our daily question: "When is Mr. Widmann coming back to San Bernardino to stay?" We sincerely hope you folks in L. A. will remember to return what you have borrowed from us!

Reau O. Simpkins took over the Foremanship of Section 31 at Upland on the 16th of April and we take this opportunity to wish Mr. Simpkins welcome to the Eastern District.

Consequently, William Burton, formerly Foreman of Section 31, transferred over to Section 33 at Riverside, and little Rosario Chavez, who was Foreman of Section 33 for about two years, went to the big city and is now Foreman of Section 18 at Hermosillo.

Tom Sharp has joined Section 32 in San Bernardino as Sub-Foreman to Charlie Shunk. Jose H. Martinez is now living and working in Cucamonga.

However, in the shuffle we lost our jovial friend, John Scott Burns, Time-keeper for the extra gangs. We are glad to say that Scotty is still loyal to the PE and drops in occasionally to say "hello" and to furnish the office with a bouquet of those beautiful flowers from his garden. He is now devoting his entire time to his insurance business in Redlands.

Sincere sympathy is hereby extended to Jesus Santos, Laborer on Section 32, whose daughter recently passed away, at the age of 19 years. Burial was on May 18.

The Signalmen in this division have completed installation at two locations of flashing light type highway grade crossing signals. These are being operated on A.C. track circuits with impedance bonds. They were installed on the new SP-PE Transfer leading into the north end of SP Yards, Colton, their locations being at Colton Avenue and Highway 99 road crossings.

Between taking down the highline and feeder between DeBerry and the Santa Ana River on the Riverside Line, and installing new cross arms, Bill Mapstead's gang has been able to keep out of mischief. Two new

Linemen have joined this crew within the past few months — Charles Hughes and Dale Morr. Hi! fellows!

The B & B Gang is installing a new ticket counter at the Claremont Station. They report they really enjoy working hand in hand with "Swede" Hammond, Agent. However, they recommend that he quit eating hot cakes for breakfast.

The remodeling of the Fontana Freight Rouse is also under way.

Antonio Contreras, Bonder & Welder, merits recognition for being a perfect host. Tony's son, Jesus, was recently married, and the wonderful dinner and entertainment which followed the beautiful wedding were greatly enjoyed by all who attended.

Reports have reached us that Fred Sauerwein, Trainmaster, is contemplating the purchase of a "moo-cow," now that he is required to consume great quantities of milk daily.

Some smart so-and-so had the bright idea of planting a 10-inch lizard in the Engineering Office one day. It did a quick disappearing act right after it was discovered and it took two days before we could locate it (Room "B"). Just wait until we lay hands on the culprit!

**ACCOUNTING DEPARTMENT**

By  
**Dorothy B. Dunn**



Charles Escovar resumed working for Pacific Electric on May 1. He was inducted into the Army Oct. 31, 1942, and discharged April 18, 1946, after being wounded in Hurtgen Forest, Germany, Dec. 2, 1945. He is employed as a Junior Contract Clerk in Miscellaneous Accounts.

Marilyn Hawkins, Senior B-C Clerk, had a 10-day vacation. She motored to Mexico during this time.

Nola Nichandros, Material Accts. Sale Order Clerk, spent a delightful Sunday at Catalina.

Irene Falconer, Assistant Accounts Clerk, vacationed at Lake Arrowhead.

Lorene Bafford surprised everybody by getting married and leaving for South Dakota. There is one girl who can keep a secret.

Evelyn Mortson, Junior Contract Clerk, and myself are both sporting sparklers third finger left hand. If she is as happy as I am then we are both walking in the clouds.

Adeline Smith, former employe and niece of Al Hanna, Special Accountant, dropped in after being discharged from the Spars April 25, 1946. Plans for the future are as yet indefinite.

Eleanor Bacchus, former employe, was married in Milwaukee, Wisconsin, April 29, 1946.

A. Manhart's daughter, Dorothy, who is in the Cadet Nurse Corps, is now in Tacoma, Washington, in an Indian Hospital. She is learning the Indian language.

Ann Garvin has taken leave of absence to await the stork. She was given many lovely presents, among which was a pair of baby doll twins complete with hot water bottle and nursing bottle.

**CENTRAL TIMEKEEPING BUREAU**

By  
**V.B. Tellechea**



Our unassuming Harry Shea was in St. Vincent's Hospital about 10 days for a check-up. One thing not on the menu was pie a la mode, we'll wager!

Another sick fellow is Carl Campbell, who is at Physicians and Surgeons Hospital in Glendale.

Harry Welch is proudly displaying his championship emblem as member of "Jensen's Recreation Center Bowling Champions." Harry used to lay them down the alleys for the PERY.

And who would ever think that big, strong man Frank Hardesty would put on a swooning act! And a couple of hours after that, that husky gal, Helen Sawyer, did ditto! Whew! Our smelling salts!

Bertina Swartz has been pretty busy these last few days. Along with her other duties, she has been scratching out a mess of poison oak.

Virginia Lamb has sold her apartment on Catalina St. and bought another in the Silver Lake District.

W. W. Morrisson's hobby is making bread! Course, we don't know whether it's like mother used to bake, or perhaps, bride's biscuits?

On Sunday, May 5, was born to Mr. and Mrs. W. Barcroft a son, William Lee, 6¼ lbs. At 1:30 p.m. Anna Capo was made a grandmother, and, a few days before that, was given a "Grandmother Shower" by the girls in the office.

Kenneth Williams is our new man around here, and welcome!

Marian Emley was one year older, May 1. Couldn't see Marian for the gifts all around her!

Marian Green, on vacation last month, couldn't go to the beach . . . not while it was raining in "Sunny California."

That back pay is certainly keeping us busy here in CTB, and nobody asks us anything, but, "When do we get it?" Yes, . . . "When do we get it?"

"Fill up the back, folks. Act like you're in church!" — Chattanooga, Tenn., bus driver to crowding passengers.

**INFORMATION PLEASE**

By  
**Deane H. Koch**



Another month has rolled away and it's almost the deadline for magazine stories. Time has a way of slipping by at an alarming pace. Especially is this true when one is busy—and moments are never dull in the Information Department. How true that has been for us during the past month.

Since Catalina service has been resumed, a full share of pleasure-seekers are making the trips in that direction. Before definite service had been established, a call came in over the phones, "When the service to Catalina starts, what time will the boats go on Sundays?" Well, one cannot tell anything one doesn't know, can one? Upon another occasion, for instance, right at the peak of a busy morning, a call came in from one of those dripping sweet voices saying, "We understand that you folks operate a glass-bottom boat from San Diego to Catalina."

Time was when we could think of something half-way interesting to write. Now—oh boy—what an effort to even think other than in terms of telling folks what they can do or what cannot be done.

Little by little, we see greater hopes for the completion of the interior of the station. When one gets past the barricade at the corner at the front doors, the build-up starts. The interior of the main lobby is really something, and frequently



folks step up to comment about the improvement. That, in a measure, compensates for the dirt and cold we endured for so long.

Speaking of lucky breaks, Caroline Dalthrop certainly was fortunate in having her vacation at this time. She and her young son are visiting "the old home town" in North Dakota.

After several weeks' leave of absence, Lenore Tepley has returned from her Iowa visit and is again with us at a time when she was needed most.

Elsie Tappendorf is more light-hearted these days. Her son, Bill, has returned home from Neago Bay. He has re-entered school and will complete his course in Mechanical Engineering in two years.

Mrs. Tilley is now able to give definite information on the Santa Monica Air Line, as she is a regular commuter and says she likes it. After a long walk to get it, she sometimes can get a seat.

**NEWS SERVICE AND RESTAURANTICS**

By  
**J. A. Degerman**



Have you noticed the face lifting two of our units have received? They are architecturally designed to harmonize with the modernization of the lobby.

Mr. Carl Ester, Manager of PE Restaurant No. 120 was honored at a banquet Friday the 17th. Reason? Thirty years as a member of the Elks Lodge.

Our Superintendent, Mr. C. F. Hill, by doctor's request is taking a thirty-day leave of absence. Mr. Hill selected the quietness of the desert for recuperation.

Happy to have Mrs. H. E. Truitt of Long Beach back with us again after having been on the sick list for a while.

The Restaurant and News Service Girls Bowling Team wound up in 4th place in the finals—not bad for the first season.

Mr. E. W. Holmstrom is our new Night Manager at the PE Restaurant. He, too, is one of the heroes of World War II. He served four years in the Air Corps in the Asiatic Area.

Emma Johnston, Cashier at No. 120; Evadena Davis, Clerk at No. 121-A; and Paul Armelin, Chef at No.



**RISING COST OF FOOD is doubtless a common topic of conversation between Carl F. Hill (seated), Superintendent of the P. E. Restaurant and News Service, and M. C. Ketels, Auditor for that department. Picture taken in Mr. Hill's office.**

120, have returned from a two-week vacation.

Gee, when do we go? Iva Lue Gibbs has returned to her duties as Manager of Unit No. 105. While on leave of absence "Dan Cupid" united her with Mr. Paul Cranford. Mr. and Mrs. Cranford spent their honeymoon in North Carolina. Our best wishes and congratulations. Isn't love grand!

**Payroll Deduction For Glasses Authorized**

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

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



**11-YEAR-OLD ARTIST — Barbara Wilkins, granddaughter of Lucy Wilkins of Central Timekeeping Bureau, was given some oils for a Christmas present by her grandmother, and reproduced is the initial result. Barbara goes to McKinley Elementary School in Pasadena.**

### PACIFIC ELECTRIC ROD AND GUN CLUB



By  
**Arlie  
Skelton**

Greetings, Rod and Gun Clubbers!  
On May 1 the trout season was opened, so far as our Club is concerned, at beautiful Lake Arrowhead.

It was a beautiful day. Regular Los Angeles weather, and the fish were really biting. Limits were taken as early as the first two hours of fishing, while others were not so fortunate and had to fish all day; but a good time was had by all. First prize was taken by George Lallich; second by Lloyd L. Lloyd; third by E. Roger LeMelle; and fourth by E. L. H. Bissinger. I believe Harry Pierce came in fifth. Fish were quite uniform in size, running from 12 to 16 inches in length. This is probably the most popular activity of our Club, and arrangements have already been made for the 1947 opening. We understand J. C. Rankin trolled a spinner around all day hooked up backwards, wondering why it wouldn't turn over properly.

E. Roger LeMelle and Charles Loft-house, Signalmen from out El Monte Way, send word of good fishing at Lake Bassett. It seems a little liver and a few pieces of silver are the chief qualifications to land the big one there. Further investigations are being made.

The May 8 meeting was well attended, there being about 50 members present. Chief topics of discussion were reports on the Arrowhead trip and coming events, which include recommendations to the Southern Council of Conservation Clubs on proposed changes in hunting laws for the 1946-1947 hunting seasons. There are those who would like to have the California Fish and Game Commission open the hunting season on supposedly barren does. Experienced hunters will tell you there are no rules to govern the identity of a barren doe from shooting distances. To open such a season would soon destroy our California deer hunting. Therefore we stand for a one-buck-limit season, of a forked horn buck or better, a uniform season throughout the state, possibly from the middle of September to the middle of October, in accordance with the deer census as shown by the Division of Fish and Game survey.

**ANSWERS  
To Community Chest  
QUIZ  
(Page 12)**

Numbers 1 through 4 are true  
Number 5 is false: The 95 agencies included in the Community Chest provide these services. The Chest itself is the means of raising funds in one campaign (not 95 separate ones) to provide all these services.

### PACIFIC ELECTRIC BOWLING NEWS

By  
**Charlie  
Hill**



As a fitting climax and grand finale to the biggest bowling season in the history of the Pacific Electric League, a banquet was held on the evening of April 24. The attendance surpassed all previous records at a bowling banquet, approximately 160 filling the Club Cafeteria to its utmost capacity. The occasion was graced by the presence of a number of the members' wives or lady friends. The menu, prepared by Jack Fuentes, Manager of the Cafeteria, consisted of baked Virginia ham and all trimmings, and the attention of all was concentrated on a bit of sleight-of-hand magic of making a very excellent dinner entirely disappear. Again, thanks to Jack.

During the meal entertainment was furnished by CTB's Martha (Meek) Hiltbrand, accordionist, and the Schedule Bureau's Cal Brown, vocalist. Upon completion of the feeding part of the program, Cal led the assembly in the singing of several popular songs, accompanied by Martha and her magic accordion.

Fred Geibel had the leading role of the evening, that of Master of Ceremonies, and in his own inimitable way put over his part perfectly, his wit and charm throughout meeting with the further delight and approval of the assembly. Fred distributed 168 envelopes containing cash prizes, totaling some \$2800.

A letter was read from President O. A. Smith, expressing regretfully that a previous engagement made it impossible for him to attend the banquet, conveying to the members his congratulations on the very successful season that had just come to a close, and extending his best wishes for another very pleasant and successful season. Stated further that he had noted, particularly in the photographs and articles in the PE MAGAZINE, how many of the Pacific boys and girls are taking part in these bowling games and their very evident enjoyment of the pastime.

The program called for one-minute talks from League Vice Presidents



# Bowling Banquet

**BOWLING BANQUET** — Top left, League President Charlie Hill (at microphone) presents a trophy to Les Lutes, Captain of the PE Club team, champions of the League. Left center, Fred E. Geibel, Master of Ceremonies at the banquet. Top right, Ona Gregg, Manager of the Arcade Recreation Center, where League matches were held, addresses the bowling enthusiasts. Right center, Ron DeLong, Secretary of the Steamship League, and Captain of the American Transportation League, state champions of the crowd. The three pictures at bottom, guests attending the banquet. Standing in background of pictures at bottom left and right is CTB's Martha Hiltbrand, with accordion.



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Archie Brahm and Jimmie Rankin, Umpire Burleigh Manley, Secretary-Treasurer Charlie Gonzalez, PE Club Manager Neal Vickrey, Arcade Recreation Center Manager Ona Gregg, Lloyd Covell, one of the founders of the PE League, and Harry Hampton, one of the oldest bowlers, who had been unable to bowl this past season on account of his health; and all responded gracefully.

The principal guest of the evening was Ron DeLong, Traffic Manager, American President Lines, Secretary of the Steamship Bowling League, and Captain of the A. P. L. Team, that had just won the state championship of the Transportation Leagues, which championship was held during the past season by the PE Team of the Steamship League. Ronnie's talk, replete with satire and inspiration, was the outstanding feature of the event, as evidenced by the applause and general comments after the close.

Lady guests, who were introduced at the speakers' table, were Mrs. Fred Geibel, Mrs. James C. Rankin, Mrs. Archie Brahm, Mrs. Burleigh Manley, and Miss Ada Gliddon, formerly an employe of the company for several years.

On behalf of the members of the League, Dick Prettyman presented to Charlie Gonzalez a silver-back brush and toilet set, in token of appreciation of his faithful services as Secretary and Treasurer. "Gon" appeared quite nervous over the surprise, but managed to voice his thanks and appreciation.

Team and individual trophies were awarded to the PE Club team champions by President Charlie Hill.

Bowling ball prize awards were made by Neal Vickrey to Gertrude Yeager and Roy Finley.

Ona Gregg awarded special gold pins to the following for high

individual games during the past season: Ollie Steuernagel, Jack Gerhardt, Roy Finley, Les Lutes, and Margaret Northcutt.

Two boxes of most excellent cigars were presented Charlie Hill by the Restaurant and News girls, and members of his own team, the Schedule Bureau, including Scorekeeper Grace Wolfe and Chief Rooter and Morale Supporter Irma Rankin.

## PACIFIC ELECTRIC CLUB BULLETIN

**TUESDAY, JUNE 18:**  
Veterans of Foreign Wars Post No. 3956  
Semimonthly Meeting—8:00 p.m.

**WEDNESDAY, JUNE 19:**  
PE Masonic Club Meeting—6:30 p.m.

**THURSDAY, JUNE 20:**  
PE Women's Club Afternoon Card Party  
Bridge & 500 — Prizes to Winners —  
1:00 p.m.

**FRIDAY, JUNE 21:**  
Summer League Bowling Matches. Ar-  
cade Recreation Center—6:30 p.m.

**TUESDAY, JUNE 25:**  
American Legion Post No. 321 Semi-  
monthly Meeting—8:00 p.m.  
American Legion Auxiliary Unit No. 321  
Semimonthly Meeting—8:00 p.m.

**FRIDAY, JUNE 28:**  
Summer League Bowling Matches. Ar-  
cade Recreation Center—6:30 p.m.

**TUESDAY, JULY 2:**  
Veterans of Foreign Wars Post No. 3956  
Semimonthly Meeting—8:00 p.m.

**THURSDAY, JULY 4:**  
Legal Holiday — Club Rooms Closed.

**FRIDAY, JULY 5:**  
Summer League Bowling Matches. Ar-  
cade Recreation Center—6:30 p.m.

**TUESDAY, JULY 9:**  
American Legion Post No. 321 Semi-  
monthly Meeting — 8:00 p.m.  
American Legion Auxiliary Unit No. 321  
Semimonthly Meeting—8:00 p.m.

**WEDNESDAY, JULY 10:**  
PE Rod & Gun Club Monthly Meeting.  
Motion Pictures & Refreshments —  
7:30 p.m.

**FRIDAY, JULY 12:**  
Summer League Bowling Matches. Ar-  
cade Recreation Center—6:30 p.m.

The Schedule Bureau team presented to Grace Wolfe a silk scarf in appreciation of her services as one of the best scorekeepers in the league.

Door prize, a carton of cigarettes, was won by Mrs. Jack Setty.

At the close of the festivities the members gathered around their respective team captains to receive their shares of the spoils, after which all hands went home well fed and happy, after a rather terrific evening.

### Results of Sweepstakes

The first prize in the singles event was won by Clyde Coutts (668); second prize, Joe Shafer (665); third prize, Bill Baker (664); and fourth prize, Wally Maurer (649).

In the doubles event first prize was taken by Phyllis Chambers and Dave Newman (1287); second prize, Beach Rogers and Eddie Pozman (1254); third prize, Charlie Oliver and Cora Rogers (1250); and fourth prize, Archie Brahm and Elsie Oliver (1246).

Bogie prizes were awarded to Kenny Coats and Harold Bates. These awards were made as an avowal of their good sportsmanship displayed throughout the season, and were more or less of a consolatory nature. These two chaps, despite their enthusiastic efforts, were unable to gain any other personal rewards.

Space will not permit naming all of the many season and weekly awards to be made at the banquet, but I will here touch on a few of the high-spots.

Team placement prizes were awarded as follows: Six O'clock Branch—first, PE Club; second, Timekeepers; third, Schedule Bureau; fourth, PE Scrubs; and fifth, Trainmasters. In the Eight O'clock Branch—first, Los Angeles Street Terminal; second, BRT; third, South District; fourth, Restaurant and News; and fifth, West District.

Prizes for highest team series in their respective branches were taken by PE Club (2865) and Virgil Coasters (2805). Eight other cash prizes were given for high team series.

The much coveted bowling ball special prizes, donated by Neal B. Vickrey, Manager of the Pacific Electric Club, were won by Gertrude Yeager of the Six O'clock Branch, and Roy Finley of the Eight O'clock Branch. The contest was so close in the latter branch that it was necessary to figure in fractional decimals. Finley's score was 730.75 as against Charlie Ruckman's 730.50.

Highest individual series for season cash prizes was won by Les Lutes in the Six O'clock Branch, and by Charlie Ruckman of the Eight O'clock

Branch. Fourteen other cash prizes were awarded for high season series.

Fifty-four cash prizes were awarded for weekly high-team series, seven of which went to PE Club and Schedule Bureau, and six to the Los Angeles Street Terminal.

Fifty-four cash prizes were given for ladies' weekly high individual series, and a similar distribution was made for men. For the ladies, five each were won by Betty Knight, Eleanor Lifur, and Ruby Knight; while for the men they were more widely distributed, Ray Jones taking the largest number, which was three.

Point money in the amount of \$1944.00 was distributed.

### Summer Scratch League

The Summer 770 Mixed Scratch League got under way on Friday, May 17 with a bang. This consists of eight teams made up of four men and one lady on each team. The league bowls at the Arcade Recreation Center on Friday evenings at six-thirty o'clock.

## HERE AND THERE With THE WOMEN'S CLUB



By  
Ruby  
Gallacher

May 16 was Installation Day . . . a little early this year on account of vacation trips planned by several members. Transportation difficulties were responsible for the small attendance at this important meeting; but it was enjoyed by all present. There will be no more business meetings till September.

Mrs. Wm. E. Smart, retiring President, installed the following officers for the coming year: Mrs. Frank Palmer, President; Mrs. L. E. Murphy, 1st Vice; Mrs. Ruby Gallacher, Recording Secretary; Mrs. E. J. Hasenyager, Treasurer; Mrs. C. Brearley, Corresponding Secretary.

Board of Directors: Mesdames Smart, Ashcroft, Davis, French, and Chaplin. Committees: Mrs. Bishop,



## A Message . . . TO ALL VETERANS from Past Commander Moyer

To all veterans working for the Pacific Electric Railway Company I wish to convey a message which each and every one of us must regard with the most serious consideration.

We must, with a united effort, carry on the work of rehabilitation and care, not only of our returning veterans, but also of the families of those who gave their lives that you and I might be here today and enjoy the privileges of a free nation.

The question "To whom do we owe a duty?" should be well considered at this time. We owe our first duty to the United States of America, and our second duty to those veterans who have preserved it for us.

We should and must exert every effort to unite to the fullest strength possible to keep our country strong, to preserve peace, and to merit the respect of the entire world.

We should and must insist that this nation shall not neglect its disabled war veterans and their dependents; and the only way we can accomplish this is by unity of purpose and unity in strength.

We, as a veterans' organization, must see to it that these men who have given so much receive the care they so greatly deserve. To accomplish this aim is the one uppermost purpose of our organization, and to this end we hope that all eligible veterans who have seen action overseas will join with us in our effort to carry this program to a successful conclusion.

Membership; Mrs. A. J. Andrews, Recreation; Mrs. Mol, Card Party Chairman; Mrs. Green and Mrs. French, tea hostesses. Other committee chairmen will be appointed at a later date.

Mrs. Smart was presented with the Past President pin; also a nice metal chair for her new patio, as a gift from the club. Mrs. Chas. Glick was presented with a box of See's chocolates for perfect attendance this year. Mrs. Smart introduced Mrs. King, who sang three lovely solos. Ice cream, cake and coffee were later enjoyed in the tea room.

The card parties will continue throughout the summer. The annual potluck picnic will be held at Echo Park on June 27. All members and friends are cordially invited. Ice cream and coffee will be furnished by the club. The ladies who did not attend last year missed a very good time.

A southern Negro upon receiving his draft questionnaire struggled desperately with the long list of questions. He looked it over for a long time, scratching his head and sweating profusely. Finally he gave up in despair and returning the blank questionnaire to the draft board, made this notation on the last page, "I'se reddy when you is."

## VETERANS OF FOREIGN WARS P. E. Post 3956



By  
Jim  
Boswell

The Post extends congratulations to our Commander, George Weatherby, who was married June 2 to Mrs. Grace Frank. They are spending their honeymoon at Lake Tahoe.

We are glad to see Charles A. Wakefield with us again after a sojourn in the hospital.

Comrade Harry Baccus, who was an early member of our post, passed away May 17, 1946. Sympathy is extended to his sister and brother.

Our Post gave \$35.00 toward Veteran Rehabilitation work being conducted at Sawtelle. After receipts are counted from this year's poppy sale we hope to send a much larger contribution to this worthy cause.

Our goal for this term is the formation of a Ladies' Auxiliary.

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VETERANS OF FOREIGN WARS installed new officers at Patriotic Hall, 1816 South Figueroa, on Tuesday night, April 23. Top left, Installing Officer Jesse B. Fisher, Past Fifth District Commander, right, presents the gavel to Commander-Elect George Weatherby. Top right, Senior Past Commander Harry L. Young, right, presents a pin to Junior Past Commander Earle C. Moyer. On Mr. Moyer's left is Otto Nass, Past Commander of Pasadena

Post 1503. Lower right, Past Commander Moyer parades Commander-Elect Weatherby around the room as all applaud. Lower left, Installing Officer Fisher gives the obligation to the new officers of Post 3956. Left to right are Frank Carr, Wm. S. Hostetter, Loriston Noble, LaVerne C. Vogt, Mr. Weatherby, Mr. Moyer, Herman R. Grenke, Noble E. Cates, Kenneth T. Williams, Arthur Tellechea. Vice Commander-Elect Jim Boswell was momentarily absent when group picture was taken.

J. B. Green has composed the following poem which is quite appropriate for our membership drive.

**WE WILL WELCOME YOU TO  
PE VFW POST 3956**

We'll welcome you, dear Comrades  
Of World War Number Two,  
To join our VFW Post,  
For now your fighting's through.

Now come and join 3956;  
Make it a mighty Post  
That we can all be proud of—  
The BEST will be our boast.

You Comrades did your duty,  
And we are proud of you.  
Now that we're getting older  
We need some blood that's new.

Take up the burden, Comrades  
Of World War Number Two;  
For you are younger, Comrades,  
Who served your country, too.

In PE's Post, dear Comrades,  
A welcome you will find;  
Its members all will greet you,  
For you are of our kind.

### Appreciation

May 10, 1946  
To my Pacific Electric Friends:  
I would like to take this opportunity to thank you all, individually and collectively, for the parting gift of beautiful silver given to me when I retired from the service of Pacific Electric Railway Company on April 30th. It will be a constant reminder of the friendships made during the many pleasant years I spent in "788."  
Sincerely,  
ETHEL I. MERRIAM



Vol. 26 No. 12 June, 1946

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

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#### PHOTOGRAPHY

Harley B. Talbott

Copy deadline for July issue: June 20. Please be prompt.

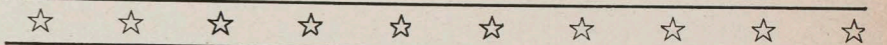
# Welcome Home!

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

Arellano, Salvador  
Blake, James G.  
Clark, Thomas Jay  
Conner, Harold W.  
Crawford, Charles E.  
Gath, Roy R.  
Glockzien, Edgar R.

Innes, Robert M.  
Lees, Harold J.  
Mayzak, Frank C.  
Morris, Dwight C.  
Morton, Edwin J.  
Stansbury, Robert V.  
Tollefson, Gerald O.

Hays, Thomas B.



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

If you have not been to the meetings lately, come up and meet some of the new faces.



By  
**Jackie  
Lyons**

Commander "Wally" Bone wishes it to be known that the nomination of officers for the Post for the year 1946 and 1947 will be opened the first meeting in June. Election will be on June 25. Come out and pick your officers.

The Post has passed its quota, the number of World War II members is surprising, and from where I sit, it seems to me this Post has had a very successful year.



COVER PICTURE  
Butte Street Yard at Night

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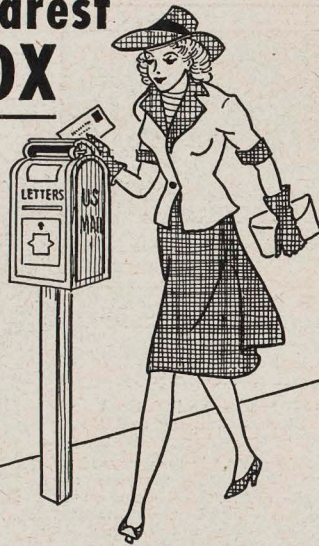
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