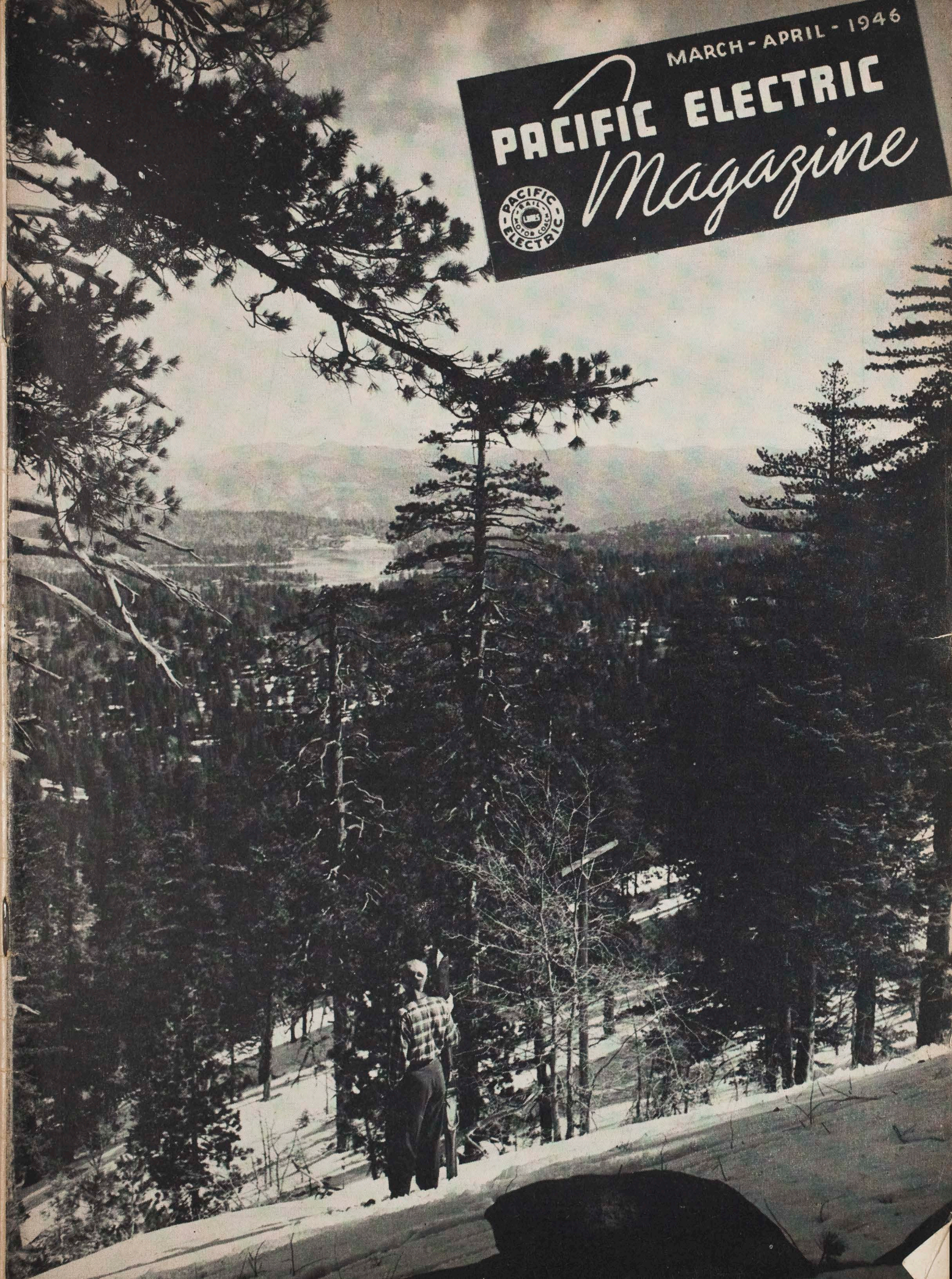
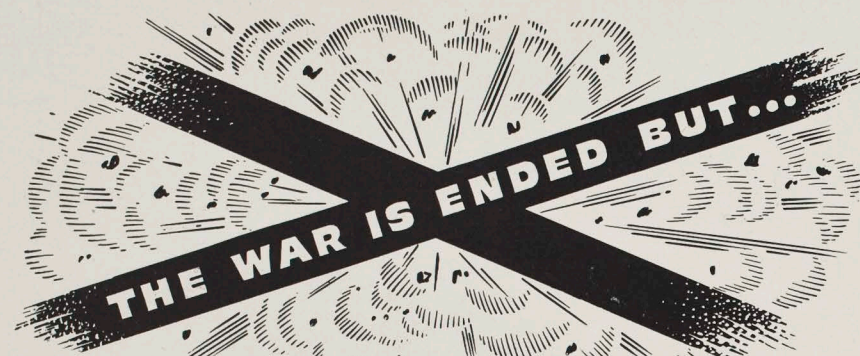


MARCH - APRIL - 1946

# PACIFIC ELECTRIC *Magazine*







*Our problems linger on*



**WE THANK YOU**

★ You don't like, and neither do we, the present crowding and heavy loading of cars and buses. You have, however, been most patient and understanding through it all, for which we thank you.

★ During those long months of fighting we all had dreams, ambitions and plans for the post war period; and with V-J Day, looked confidently ahead to those plans becoming realities—some of them have—but others, well—they have been delayed.

★ With the folding of Japan, we of Pacific Electric anticipated, along with others, that badly needed new motor coaches would shortly be available, as would materials for the improvement of rail passenger equipment. Such has not been the case. Although buses have been on order for many months, some for delivery late last year, no new passenger equipment has been received since V-J Day; and because of prevailing conditions, probably won't be delivered for some time yet.

★ Hardly a day passes that our cars and buses are not in special military service for returnees, many of whom are battle casualties. These heroes who gave freely for their country are one of our first considerations. We know you would not want it otherwise.

★ Complication of the local transportation problem followed general abandonment of staggered hours of employment. This has resulted in congesting travel into a much shorter period in rush hours. The inevitable result has been heavier loading, more standees, as there has been no additional equipment available.

★ We confidently anticipate and are planning for earliest possible improved transportation service. In the meantime, we are energetically working to provide maximum service possible under present conditions.

**JOIN AMERICAN RED CROSS**

RED CROSS ALWAYS SERVES — GIVE NOW!



# Welcome Home!

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

Antista, Joe V.  
Arthur, Earl F.  
Bliss, Gerald H.  
Brewer, Gerald H.  
Briles, Lorain O.  
Brown, Johnie W.  
Campbell, Carl R.  
Carlin, Robert E.  
Cates, Noble  
Cendejas, Pascual R.  
Clark, Robert E.  
Combs, Edgar L.  
Conger, R. F.  
Cox, James R.  
Critchlow, P. B.  
Crooker, Albert E.  
DeMascio, Edward  
Doherty, James H.  
Dutton, V. E.  
Edinger, Albert J.  
Farrow, William B.  
Figge, Chas. H.  
Fotheringham, Edward S.  
Fuqua, Harold G.  
Gappae, Lewis P.  
Griffin, Tillman D.  
Hartsough, Harold V.  
Hassler, Paul C.  
Haufe, Carl F.  
Haugen, James I.  
Heath, C. A.  
Hileman, R. S.  
Hudson, Nathan  
Hunter, Lewis H.  
Johnston, Robert E.

Johnston, Ronald H.  
Keith, Richard M.  
Krueger, L. R.  
Lewis, Robert P.  
Long, John G.  
MacArthur, Douglas  
Mallory, Jack M.  
Marino, Russell  
McCullough, James J.  
Morrell, Beatrice H.  
Morse, Kenneth I.  
Niebla, Tony  
Nutter, William P.  
O'Leary, George S.  
Olney, Millard P.  
Olson, John W.  
Osborn, Robert A.  
Parmenter, Robt. S.  
Peer, Carl F.  
Perez, Pete  
Perkins, Maurice E.  
Plascensia, Agustin  
Pratt, Ralph  
Price, Rodney J.  
Richards, Atha Ray  
Rodgers, Edward Earl  
Roth, Fred  
Rupe, Robert C.  
Sepulveda, Arthur  
Serrano, Francisco  
Stein, Charles A.  
Steward, Robert G.  
Stricklin, J. M.  
Welch, Warren Malcome  
Westerveld, Arthur H.

## Catalina Specials Resumed March 6

Santa Catalina Island Special Trains recommenced on March 6 their regular service between Los Angeles and Wilmington Harbor, with the resumption of steamer runs by the Wilmington Transportation Company's SS Avalon. Fifty-seven passengers on that day boarded the Special out of Sixth and Main; 422 boarded the Avalon.

Steamer service had been discontinued since December 24, 1941, on account of the war, and the Island was used as a training center by the Maritime Commission.

With the exception of Tuesdays, when there is no Island service, the daily schedule calls for the Specials to leave Sixth and Main at 8:00 a.m. to connect with the steamer, which sails from Berth 185, Wilmington, at 9:00 a.m., arriving at Catalina at 11:20 a.m. Returning, the steamer leaves the Island at 3:00, arrives at Wilmington at 5:20, and the special train then leaves for Sixth and Main at 5:30 p.m.

The Wilmington Transportation Company has opened a ticket office and information bureau in the lobby of the Pacific Electric Station at Sixth and Main. The Los Angeles office of the Santa Catalina Island Company is located at 324 Pacific Electric Building.

— GIVE TO THE RED CROSS! —

## With PE 25 Years, Enjoyed Every Day

"Enjoyed every day I worked," writes, as of February 4, retired Conductor Alfred N. Carrick, sending in a correction in his addressograph, "and will look back with pleasant memories."

His complete letter follows:

Dear Editor:

I sent in my retirement in January. My last working day was Dec. 20. I was employed by the Pacific Electric Ry. Co. 25 years. I have just passed my 71st birthday. I worked five years as passenger Conductor on the Southern Division, and 17 years at the Subway Terminal, and the remainder of my years in freight service on the Southern Division out of Butte St. Yard. I was very happy that I could help out during the war. Enjoyed every day worked, and will look back with pleasant memories. I am making my home at Loma Linda and I am hoping to enjoy my new home.

Yours truly,  
ALFRED N. CARRICK  
355 San Juan Dr.  
Loma Linda, Calif.  
Box 416.



## THE MORTUARY FUND

By J. E. Neville

Member Executive Committee, PE Club

You know we've had the Mortuary Fund in our midst here for the last 28 years, and it is so well handled that its program has served as a pattern for similar funds in other industries in all parts of this country. My advice to you and your wives is to enroll in it. After all, life is often shorter than we expect. Presumably most of you who are not members have not heard of it or been requested to join it. Applications can be obtained from your committeeman, your boss, or the PE Club.





**CONGRATULATES GOOD WORK**—Chief Special Agent R. J. McCullough, left, congratulates (left to right) Special Officer C. F. Malley, Patrolman E. H. Kelley, and Patrolman George A. Hade for their good work in making some recent arrests of dangerous criminals.

## Holdup Men Nabbed By Special Police Officers

For their excellent work in securing the recent arrest of dangerous criminals, Special Officer C. F. Malley, Patrolman E. H. Kelley, and Patrolman George A. Hade, all of the Special Agents Department, have received the congratulations of their Chief, R. J. McCullough, head of the department.

### HADE CHASES BANDIT

On January 12, at 7:05 a.m., Officer Hade heard that a robber had just held up the manager of the Owl drug store in the Subway Terminal Building. Being then some distance away, Hade approached a bystander in the store and began questioning him. At the same time, someone raised the cry of "Holdup!" The "bystander" turned and ran out of the store and north on Hill Street, pursued by Mr. Hade, who was unable to shoot because of the passers-by. Not until the fugitive had started to cut across a parking lot on Fourth Street was the pursuer able to fire without danger to others. Though untouched, the fleeing man slowed down at the shot and allowed Mr. Hade to arrest him. He had on him \$139 he had just stolen from the drug store. It was later found out that he had been in Los Angeles but 24 hours, was wanted for jumping \$5000 bail in Alabama, and was also wanted in New Jersey. Alabama police officers came out and took him back for a 15-year stretch in the penitentiary.

### KELLEY ARRESTS IMPOSTOR

On November 30 of last year, Patrolman Kelley, on duty at the Sixth and Main Station, was hailed by a shore patrolman who wanted help for

his brother patrolman, who he said was being held up by a sailor. (Shore patrolmen do not carry guns.) The two shore patrolmen had been checking credentials of USO guests, when one man, refusing to comply, had leveled a revolver instead.

Kelley and the other shore patrolman hurriedly approached the foot of the USO stairs, where the other patrolman was backed up against a wall with his hands up and a revolver pressed against his stomach by the sailor. Kelley pulled out his revolver, got the drop on the assailant, and threatened to shoot unless the sailor dropped his gun. Complying, the sailor was arrested and turned over to the Navy. It was found that he had been impersonating naval personnel—an offense which carried an 18-month sentence in the Federal penitentiary.

### MALLEY ARRESTS BOY BANDIT

On November 6, 1945, at 12:35 a.m. the ticket agent at the Sixth and Spring Greyhound office came to Special Officer Malley in the Sixth and Main Station, saying that a young robber who, a month before, had held him up for \$265 was now standing just outside the PE Station on the sidewalk. Malley at once arrested the thief, without finding it necessary to use a gun. The prisoner readily admitted the previous holdup, and was turned over to the Los Angeles police. Frisking revealed that he possessed an imitation gun, which he had been using for holdups. He was 17.

These are but three of the many interesting stories which could be told about the good work done by the Special Agents Department.

## In This Case, Two Plus Two Gets Two!

Putting two and two together and getting four is the business of (1) the mathematician, and (2) the detective. But Chief Special Agent R. J. McCullough recently put two and two together and, with the help of a couple of Trainmen, got two!

### TWO HOLDUPS

In two recent holdups on the Southern District, two negroes approached—on different occasions—the Conductors of interurban trains. One pulled a gun and stuck it in the Conductor's stomach, while the other held out an open canvas bag and demanded the Conductor's money. Each holdup occurred at night on the back platform of the rear car of a three-car train. Conductor C. H. Underwood complied and gave up \$35.00 of company funds; Conductor L. A. Nilsen, to the surprise of his assailants—and perhaps of himself—said, quite evenly and unemotionally:

"You fellows save yourselves trouble and get off this train!"

At the same moment the Motorman rang the proceed signal and a passenger started walking down to the rear platform. Taken aback, the negroes jumped off the train, as per instructions.

### OTHER VIOLATIONS

Two negroes had recently figured in other local robberies and killings. In one case, using the gun and canvas bag technique, they held up a theater box office. In another case, two negroes killed a Vernon police officer. Again, in a gun battle with a Los Angeles policeman, two negroes and the officer were killed.

### MORE THAN COINCIDENCE

Mr. McCullough felt that there was more than coincidence involved in the series of law violations. Learning that the two negroes who had been killed in the gun battle were lying in the morgue, he took the two Conductors to view the bodies, which they positively identified as the two men who had held them up. It was also discovered—subsequently—that the same pair had killed the Vernon policeman.

### GOOD ADVICE

"Don't attempt to resist when someone points a gun at you and demands your money," urges Chief McCullough. "After all, your life is worth more than a few dollars. Conductor Nilsen undoubtedly proved his loyalty and courage; but under slightly different circumstances—perhaps if the Motorman hadn't rung the bell, or if the passenger hadn't started down the aisle—he might have lost his life. Those men proved to be heartless killers."

# SPECIAL AGENTS

## Protectors of Life and Property

The Special Agents Department is composed of Chief Special Agent R. J. ("Mac") McCullough, his assistant, Joseph ("Joe") Shafer, 29 officers, and two clerks. Headquarters are at 704 Pacific Electric Building. Of the 29 officers, there are two Special Agents, four Special Officers, and 14 Guards (not crossing guards), all of whom are deputized by the Los Angeles County Sheriff to make arrests; and there are nine uniformed Patrolmen commissioned by the Los Angeles City Police.

General duties of the Department include criminal investigation (burglary, robbery, arson), investigations for the Law Department, and guarding stations, yards, and lines of both the Pacific Electric Railway Company and the Los Angeles Motor Coach Lines. The Special Agents do most of the criminal investigation; the Special Officers work a cruiser car at night, keeping an eye on outlying bus lots and stations, checking with the Dispatcher for reports of troubles in rail cars and busses, and making other minor investigations. The Guards check freight trains at yards to see that seals on loaded cars are unbroken, watch cars containing especially valuable merchandise, and investigate suspicious-looking intruders. Two Guards are on duty nights at Butte Street and two at Eighth Street Yards for these purposes; and six Guards are on duty day and night at the big Torrance Shops, where one man checks all who enter and leave. Uniformed Patrolmen protect the two main stations—three men at the Subway; five at Sixth and Main. Directing bus and pedestrian traffic on the Sixth and Main Bus Concourse is an important duty of the uniformed men.

### COOPERATION WITH OTHER POLICE ORGANIZATIONS

Our Special Agents Department cooperates fully with both City and County law enforcement agencies, reporting all cases to whichever of the two authorities has jurisdiction

over the territory in which the trouble has occurred. "In nine cases out of ten," says Chief McCullough, "the Sheriff's office or the City Police assign a man to work with us until the case is disposed of." As an illustration:

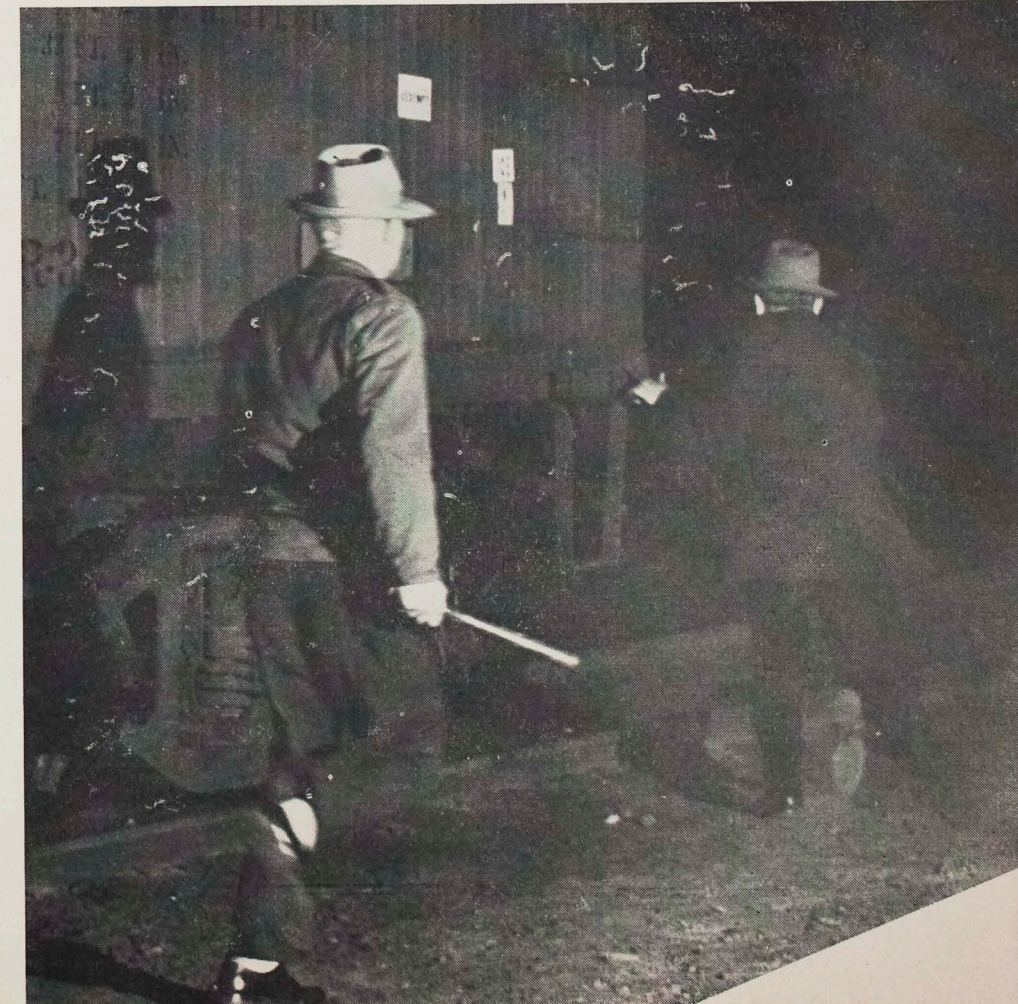
Riverside police one night discovered that the PE Station had been broken into and the safe stolen, smashed open, burglarized, and discarded at some unfrequented point. Two weeks later Ontario police reported the same thing at Ontario, the safe with door smashed open being found in the brush four miles from town by a rabbit-hunter. In neither case were fingerprints found. Both cases were reported by the

local police to our Special Agents Department.

### OBSERVANT ROOKIE

At the Ontario police station, a young rookie officer said that on the night of the Ontario burglary he had seen a suspicious-looking car cruising about, occupied by two men, and had jotted down the license number. A teletyped query to Sacramento brought back the information that the car belonged to a San Bernardino woman whose brother was an ex-convict whose specialty had been safe-cracking. Questioning elicited from the sister the information that on the night of the Ontario robbery her brother had borrowed her car and had not since returned.

### FUGITIVE!





# SPECIAL AGENTS PERSONNEL



**GUARDS AT TORRANCE SHOPS**—Left to right: S. E. Jacobson, A. E. Evers, T. M. Waller, C. L. Hickman, J. W. Glass, Fred W. Maisey.



**SPECIAL OFFICERS**—Rear row, left to right: J. F. Stevens, C. H. Malley, H. C. Stephens. Front row: J. F. O'Malley (Special Agent), W. R. Patton (Special Agent), W. D. Anderson.

**GUARDS AT LOS ANGELES** — Left to right: H. W. Sutton, W. A. Holman, L. M. Walton, W. D. Parker, A. D. Woodbridge, Frederick Vote, John Kessick, N. P. Riley.



**PATROLMEN**—Rear row, left to right: G. A. Peterson, J. W. Smith, E. O. Moore, F. M. Lane, W. A. Flannagan. Front row: G. A. Hade, E. T. Holmes, Chief Special Agent R. J. McCullough, E. H. Kelley. T. M. Coughlin was ill and unable to be present for the picture.



**OFFICE FORCE** — Meta Hoogendyk, Steno-Clerk, left, does the clerical work of typing and posting records. Helen Shafer, Utility Clerk, handles dictation for Mr. McCullough and confidential work. Both girls work in the office of Joseph Shafer, right, Assistant to the Chief Special Agent. According to Mr. McCullough, the girls are often more successful in talking with youngsters than are the male members of the staff.



**NIGHT WATCHMAN**—C. L. Hickman, Torrance Guard, demonstrates "punching the clock" at one of the several stations in the Shops. He inserts a key into a so-called "clock" (technically a "watchman's signal") which is electrically connected with the Torrance Fire Department, and also with the ADT (American District Telegraph) Office. He must "punch" (turn his key in) each "clock" according to a prearranged order and time. Turning the key makes a printed record on a tape in the ADT office. Should he fail to "punch the clock" at the appointed time, within 15 minutes an investigator is sent out by the ADT to find out the reason for the omission.

### TELETYPE VALUABLE

Immediately, all points were teletyped the essential facts, the license number of the car, and a description of the ex-convict. Long Beach officers found the car parked at Long Beach, waited, arrested two men who attempted to get in, and called

Chief McCullough, the San Bernardino Sheriff's office, and the Ontario police. All officers met at Long Beach police headquarters and took part in questioning the men. It was found that this pair had stolen the PE safes, that one man had spent a total of 14 years at Folsom and San Quentin, and that the other was wanted for two holdups in San Fernando.

Innumerable other instances of mutual cooperation might be given. The Sheriff's office sometimes does handwriting analysis and special laboratory work for our Department. Often our Special Agents cooperate with those of other railroads by reporting to them, for example, cases of burglaries on our lines at points which may be in proximity to their own lines, and vice versa.

### AMNESIA VICTIMS AND RUNAWAYS FREQUENT

Local police often call up our Special Agents in order to find people at depots, especially amnesia victims, and juveniles—three or four a week—who have run away from home. One little boy of five, clad only in pajamas, was not long ago found in the Sixth and Main Station, having run away from his home in Compton. A persistent case of amnesia concerned an elderly woman who often got off the Watts car at Sixth and Main and came into the station to board the Pasadena train. Unable to find the Pasadena gate, she would wander forlornly about until taken to the street corner outside, where the Pasadena trains run. For years she had always caught the Pasadena trains inside



**CHECKING SEALS** on boxcars is one of the duties of the Guards. Here John Kessick replaces a Tyden seal on a car at Eighth Street Yard.

the station, and after the change in loading point was made, remained for years oblivious of the fact. Finally, she no longer appeared.

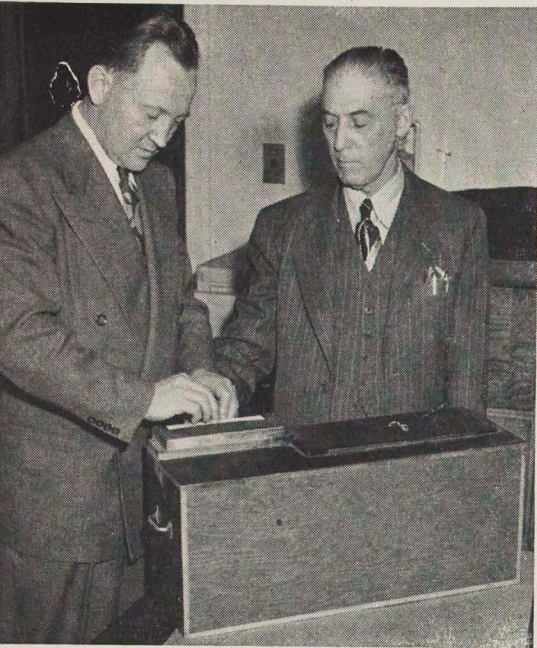
### CASES OF SABOTAGE

Directly after the bombing of Pearl Harbor Chief McCullough began hiring extra guards whose prime duty was to prevent sabotage of switches, signals, rails, bridges, and the Subway Tunnel. A total of about 40 extra men were employed, who worked in shifts from 5 p.m. to 7 a.m.

### PATROLLING TRAFFIC AT THE SIXTH AND MAIN BUS CONCOURSE







**FINGERPRINTING** — Mr. Shafer demonstrates, with the aid of Special Officer Patton, the method of fingerprinting.

Precious war freight also received special attention. Each night that a train-load of Douglas planes was shipped out of Santa Monica over Pacific Electric lines, it was closely guarded by the Special Agents Department until it reached Butte Street Yard, where special police from other railroads took over.

**OIL TRAIN DERAILED**

One night an oil train ran through a switch at Nadeau. The locomotive and four tankers were derailed. Suspecting sabotage, Mr. McCullough called in not only the Sheriff's office (the derailment was in county territory) but also the FBI. Two weeks of cooperative effort by all three agencies led to the detention of three juveniles who were caught by our Agents stealing a handcar, and who, upon further questioning, confessed that they had tampered with the switch at Nadeau. No, they weren't enemy agents, but the effect was the same—a delay in transportation.

**VICIOUS NOTE**

A case of despicably disloyal and unpatriotic utterance was solved during the war by our Special Agents Department. One of our own employes on military duty in the South Pacific had had a letter published in the PACIFIC ELECTRIC MAGAZINE inquiring why

more of his friends didn't write to him. Some time later he received a typed reply—a malignant uncalled for attack upon his good name—and was deeply hurt by this malicious utterance of an evidently perverted mind. Chief McCullough, studying the typed reply, concluded that it was written by an employe and began looking over a list of employes who had been reported to him for tearing down War Savings posters and sundry other acts and words of disloyalty. He then investigated records and reports that such employes had written, in the hope that some resemblance might be found somewhere to the vicious note. And, sure enough, it wasn't long before he discovered a record in which the word "definate" appeared misspelled three times, just as in the typed reply. Going to the man's residence, he found a typewriter on which he typed an exact copy of the note, which he took, with the original, to a handwriting expert in the Sheriff's office. The expert declared that the same typewriter had written both notes. Confronted with the evidence, the employe waxed sarcastic, and refused to admit authorship. Instead, he placed the blame upon a mythical far-distant female about whom he became carefully but ironically circumstantial, and seized the occasion to state views of such subversive tendency that he was forthwith dismissed from company service. There was no doubt, however, that he was the author. His correspondence, incidentally, indicated a rather superior degree of intelligence.

**COURAGE AND NERVES OF STEEL NEEDED**

All of which proves that a stout heart and nerves of steel are prime requisites of those who deal with violators of law, decency, and normal human behavior. Employes should be heartily thankful that the protection of such staunch officers of the law is—though often unseen, unheard, unknown—provided for their benefit. In a period of rising delinquency, the entire Special Agents Department is doing a grand job.

----- GIVE TO THE RED CROSS! -----

For the first time in her life little Nellie watched a cat carrying her kitten by the nape of the neck.

"Shame on you!" cried the little girl. "You ain't fit to be a mother. You ain't hardly fit to be a father!"



**GEORGE H. KOCH**

**Special Officer G. H. Koch Passes**

Employes will regret to learn of the passing on February 5 of Special Officer George Homer Koch of the Special Agents Department, and husband of Mrs. Deane H. Koch of the Information Bureau.

Mr. Koch had been with the company since September 26, 1944, when he started in as Special Officer at the Subway Terminal. He married the former Deane H. Aspelmeier on the following November 6.

Born in St. Joseph, Missouri, 56 years ago, he long resided in Iowa, where to assist Iowa farmers he organized what was known as Cost of Production, a Farm Bureau organization. He was also manager of the Sioux City baseball team in 1938-39. Coming to California five years ago, he joined the Lockheed police, whence he came to Pacific Electric.

Mr. Koch was a member of the Hollywood Dinner Club and the Sunday Morning Breakfast Club, and was a member of the Presbyterian Church.

Besides his wife, he leaves three children by a former marriage, Willard Homer Koch of San Fernando, Mrs. Ruth Newell of Los Angeles, and George Wesley Koch of Oklahoma. To all of these relatives employes express their sincere sympathy.

----- GIVE TO THE RED CROSS! -----

A doctor had an urgent call from a man saying his small son had swallowed a fountain pen.

"All right, I'll come at once," replied the doctor, "what are you doing in the meantime?"

Came the answer: "I'm using a pencil."

**Counties Acknowledge MECCA Contributions**

The 13th MECCA dividend of \$2,500 to the various Southern California War Chests, and the special \$700 dividend to the March of Dimes, have elicited letters of acknowledgment and appreciation to MECCA Committee Chairman B. A. Collins from beneficiaries concerned.

Sheriff E. W. Biscailuz (see letter herewith reproduced) spoke for the March of Dimes.

LeRoy Dixon, executive secretary of the Association of Los Angeles County War Chests, acknowledged with "deep thanks and appreciation" the receipt of a MECCA check for \$2,370.78, which "has been distributed to the various Chests in Los Angeles County in accordance with instructions."

W. S. Fleming, Secretary of the Riverside County Committee of California War Chests, Inc., acknowledged receipt of \$25.83, stating that "contributions such as yours have aided us materially in reaching" the quota set.

A. H. Maxwell, executive secretary of the San Bernardino War Chest, acknowledged receipt of \$60.11, with assurance that "proper credits will be given to the communities in the amounts as indicated on your distribution sheet."

Orlyn N. Robertson, chairman of the Orange County War Chest, expressed thanks for the receipt of \$43.28, which was distributed to communities concerned.

Distribution of MECCA dividends is based on the number of employes living within the area served by the War Chest concerned.

----- GIVE TO THE RED CROSS! -----

**Frank Karr Goes to Washington, D.C. as ATA General Counsel**

Frank Karr, who retired a year ago as Vice President and Chief Counsel, left Los Angeles Friday night, March 1, for Washington, D.C., to assume new duties as general counsel for the American Transit Association. He was accompanied by Mrs. Karr.

After his retirement from Pacific Electric, he was retained by the company to carry to conclusion several important matters in which he was engaged. This special service with Pacific Electric terminated on February 28, 1946, and, in accepting his new appointment, he left an office in which he had worked for over 30 years.

Best of luck, Mr. Karr!

**THE NATIONAL FOUNDATION FOR INFANTILE PARALYSIS, INC.**  
 LOS ANGELES COUNTY CHAPTER  
**THE MARCH OF DIMES**  
 203-205 ROWAN BUILDING, 428 SOUTH SPRING STREET  
 TELEPHONES TRINITY 0488  
 VANDIKE 6243 VANDIKE 8223  
 LOS ANGELES 13, CALIFORNIA

J. DAVID LARSON  
 STATE REPRESENTATIVE  
 SOUTHERN CALIFORNIA

February 21, 1946

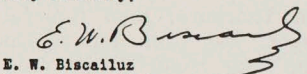
Pacific Electric Railway Co.  
 208 East 6th Street  
 Los Angeles 14, California

Gentlemen:

The contribution of your employes and associates for \$700,000 to the National Foundation for Infantile Paralysis is acknowledged with sincere thanks and you may be assured that the funds serve a very worthy cause.

More than eight hundred cases of infantile paralysis have been aided in Los Angeles County this year. The policy of the Los Angeles County Chapter is to contact every case and offer assistance. The only yard-stick is the yard-stick of need. If any cases come to your attention which need our service please refer them to the Chapter office, Trinity 5354.

Again thanking you for your assistance.

Very sincerely,  
  
 E. W. Biscailuz  
 L. A. County Chairman

B.h

**REPORT OF VITAL STATISTICS**

January 21, 1946, to February 20, 1946

**DEATHS**

NAME	OCCUPATION	Died	Group	
			Insurance	Mortuary
*Wright, Oscar E.	Motorman	1-11-46	No	No
*Rios, Jose M.	Laborer	1-12-46	No	No
*Mesa, Juan R.	Laborer	1-12-46	No	No
*Edwards, Lewis A.	Fireman (Retired)	1-12-46	Yes	Yes
Molina, Santos G.	Laborer	1-22-46	Yes	No
Cordova, Juan	Laborer	1-23-46	No	No
Torres, Magdaleno	Laborer	1-26-46	No	No
Emery, James	Trolleyman (Ret.)	1-30-46	Yes	Yes
Miller, Harry J.	Wldrs Hlpr (Ret.)	Unknown	No	No
Dominguez, Vidal	Laborer	2- 1-46	No	No
Green, William J.	Motorman (Retired)	2- 2-46	Yes	Yes
Rangel, Emeterio	Laborer (Retired)	2- 4-46	Yes	No
Espinoza, Ygnacio	Laborer	2- 5-46	No	No
Koch, George H.	Patrolman	2- 5-46	No	No
Hardy, Thomas J.	Conductor (Retired)	2-10-46	Yes	Yes
Slater, Harrison	Helper (Retired)	2-12-46	Yes	Yes
Du Par, Paul W.	Work Order Clk.	2-14-46	No	No
Newport, Louis H.	Supervisor, R&M/C	2-17-46	Yes	Yes
Porter, Benjamin	Trainmaster (Ret.)	2-20-46	Yes	No

**EMPLOYES' WIVES' DEATH BENEFIT FUND**

NONE

\*Reported subsequent to last publication.



# 25 YEARS AGO



## On Pacific Electric

By "Alec"

(From the files of the PACIFIC ELECTRIC MAGAZINE for October, November, December, 1920, January and February, 1921)

Two promotions in the Purchasing Department made news 25 years ago last November. Upon the resignation of the then General Purchasing Agent of Pacific Electric, I. L. Ward, Clifford Thorburn, then General Storekeeper, was promoted to that position, "the honor being well earned and merited." Further, succeeding the promoted Mr. Thornburn, C. C. Fenimore, formerly Chief Clerk of the Purchasing Department, was made General Storekeeper to take the place of Mr. Thornburn. Both gentlemen still maintain official capacities in the management of Pacific Electric affairs, as you well know.

'Twas the time when Roadmaster Flathers became father for the third time (a boy) . . . Agent Winterberg, now Agent at Bellflower, was appointed Agent at Fontana, and the agency at Colton just then established. . . H. E. Foskett appointed Agent at Compton.

The December (1920) issue went into considerable details describing the workings of the Passenger Traffic Department, then under the management of Mr. O. A. Smith, General Passenger Agent, giving due credit to Messrs. H. O. Marler, E. C. Thomas, C. H. Jones, etc., with an array of snapshots, prominent among others being those of Messrs. Fred

Patton, F. E. Billhardt, J. E. Glancy, A. H. Fidel and Grey Oliver. Mr. Patton then held position of Traveling Passenger Agent, and is now with Los Angeles Motor Coach Lines.

Freight House news at that time was the appointment of J. M. Kearney as Terminal Market Clerk, position just then being created, and as far as this writer knows (which isn't far), Mr. Kearney has been on that job ever since. 25 years on one job—some record, eh, Kearney? The Jumbo Desk at Butte Street also celebrated a silver anniversary, having been established about that time 25 years ago, according to the PE Almanac. . . . "Bob" Rachford returns to car desk. . . .

Engineering Department notes tell of one Saturday morning in January, when one Donald Batman, then Engineer in the Field Force, led Miss Sofronia Irish before the altar. Congratulations, Mr. and Mrs. Batman (even though belated) on your Silver.

Store Department news reveals promotion for Charlie Wakefield to position of Stationery Storekeeper, also item of addition to the family of one Frank Carr, an eight-pound baby boy. Yes, that's Frank all right—just returned from Uncle Sam's service and to the Accounting Department, where he left off some time ago. . . .

----- GIVE TO THE RED CROSS! -----

## HERE AND THERE With THE WOMEN'S CLUB



By Ruby Gallacher

Hello again! Seems a long time since I wrote a column; did you miss me last month? Guess the holiday activities were just too much, and yours truly couldn't take it. Well, after a rest here I am, almost good as new.

The old "flu" germ kept several of



our members away during January, but the Valentine party, February 14, was well attended. In fact, a number of "old-timers" were welcomed back; we hope they will get the habit of dropping in to club meetings, and like it. The Torrance ladies were hostesses at the Valentine party. . . . Mrs. C. D. Letherman, Chairman. The tea tables were cunningly decorated, and valentines were exchanged while tea, coffee, ice cream and cake were served. A vote of thanks to the charming hostesses!

Mrs. J. B. Green, Welfare Chairman, has been very busy helping needy families. She spent \$100.00 during December and January giving aid to worthy Pacific Electric employes . . . some of them ill and unable to work. Incidentally, the proceeds for the sale of bazaar tickets last November went to further this work; also the hospital work under the able charmanship of Mrs. Joseph Adams.

We are very proud of our Hospital Chairman. Her report of 513 calls made from June till January shows no lagging interest on her part. Anyone who is willing to stand in line to buy boxes of candy for each and every one of her patients, for Thanksgiving and Christmas, must really love her work (AND her fellowman). The "fan mail" from St. Vincent's Hospital is evidence of their fond regard for her.

Mr. and Mrs. H. A. Green are no longer sitting on the sidelines watching their brother's boys come home. They are happy to report that S/Sgt. Raymond Steidel, son of Mrs. Green, was discharged in January. He is now living in Bakersfield, California.

We hope to see all members, new and old, at the first meeting in March. It is our 18th birthday party, sometimes called "President's Day." It should be a gala occasion, and I'll tell you all about it next month.

----- GIVE TO THE RED CROSS! -----

A woman was entertaining the small son of her married friend.

"Are you sure you can cut your meat, Tommy?" she inquired after watching him a moment.

"Oh, yes, thank you," he replied without looking up from his plate. "We often have it as tough as this at home."



GUESS WHO?—Answers will be found on next page.

## PACIFIC ELECTRIC MASONIC CLUB



By M. J. Davison

At the Scottish Rite Cathedral on Friday nights, our Club is quite well represented. Brother Alfred Smith, Substation Operator, and his son, who is Worshipful Master of Mount Olive Lodge, are in the present class. Welcome, Al!

Brother V. B. Williams, Chairman of the Sick Committee, reports that Brother Willard G. Cochran is now home from the hospital, and that Brother Douglas has been off sick for some time.

Our degree team is progressing nicely. They had a short rehearsal on February 20.

Brother Guy Woolley, Senior Warden of Elysian Lodge No. 418, invites any of our brothers to come and visit his lodge any Thursday night. They meet at 1569 1/2 Sunset Boulevard. Brother John Staddon, our general Claim Agent, is a Past Master of Elysian Lodge.

Your officers, especially your Secretary, appreciate the interest so many of our members are taking in our organization. Thanks, fellows; keep it up.

Don't forget to drop a line to the Secretary if you know of a sick brother or any item that would be of interest.



THE OTHER GUY'S GONNA THINK OF YOU JEST ABOUT THE SAME AS YOU'D THINK OF HIM—IF HE WUZ THE SAME SORT OF GUY YOU ARE!

## PACIFIC ELECTRIC CLUB BULLETIN

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

WEDNESDAY, MARCH 20: PE Masonic Club Monthly Meeting — 7:30 p.m.

THURSDAY, MARCH 21: PE Women's Club Afternoon Card Party Bridge & 500 — Prizes to winners — 1:00 p.m.

FRIDAY, MARCH 22: PE Bowling League Matches—6:00 p.m. & 8:15 p.m. — ARCADE RECREATION CENTER.

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

THURSDAY, MARCH 28: PE Women's Club Afternoon Business Meeting and Program—1:00 p.m.

FRIDAY, MARCH 29: PE Bowling League Matches—6:00 p.m. & 8:15 p.m. — ARCADE RECREATION CENTER.

TUESDAY, APRIL 2: Veterans of Foreign Wars Post No. 3956 Semi-monthly Meeting—8:00 p.m.

THURSDAY, APRIL 4: PE Women's Club Afternoon Card Party Bridge and 500 — Prizes to winners —1:00 p.m.

FRIDAY, APRIL 5: PE Bowling League Matches—6:00 p.m. & 8:15 p.m. — Spectators welcome.

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

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

THURSDAY, APRIL 11: PE Women's Club Afternoon Business Meeting and Program—1:00 p.m.

P. E. RIDING CLUB: The PE Riding Club Meets each Thursday evening at PICO STABLES, 420 Riverside Drive — Exhibition Riding and Instructions — 6:30 p.m.

25 YEARS AGO PIX (See preceding page)

Left to right, F. E. Billhardt, Fred Patton, Archie Fidel, Grey Oliver, J. E. Glancy.

## Knit for the Red Cross!

If anyone desires to knit for the Red Cross, please phone Miss Bessie Cornish, Ext. 2680, 682 PE Building, tell her what you wish to make, and she will be glad to get the yarn for you.

## So Long! We've Enjoyed Knowing You!

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

NAME	Occupation	Department	Years of Service
John E. Baggett	Mail Clerk	Transportation	31
George A. Carroll	Machinist	Mechanical	25
David W. Claudin	Motorman (North)	Transportation	27
John E. Glancy	Traffic Inspector	Passenger Traffic	32
Arthur E. LaChance	Electrical Machinist	Mechanical	25
Hugh McHale	Car Repairer	Mechanical	25

## PACIFIC ELECTRIC CLUB BULLETIN VETERANS OF FOREIGN WARS P. E. Post 3956



By Jim Boswell

We hit the jackpot at our meeting held Tuesday, February 5, 1946, with a total of 14 new members. Just 25 more to reach our present goal of 100 members before April, 1946. Let's fulfill our Commander's wish and keep after that prospective member. SPECIAL ATTENTION: On Tuesday, March 19, 1946, the annual election of officers will be held. It is the duty of all members who can possibly attend to be there on that night. Remember the date. SALUTATIONS, NEW MEMBERS

Charles M. Bulla, Co. F, 354th Inf., 89th Service. Samuel P. Adams, Logistic Support Co., No. 78. Robert G. Burdsal, Det. 59, SCU 1411, ASTP-ROTC. Byron P. Heath, M.P. Polt 106th Inf. Div. Clyde C. Mulinex, Service Co. 399 RCG 99th Div. Loriston A. Noble, Hdqrs. Co., 64th Q.M. John F. O'Malley, R 2, 7th Reg. 1st Marines Div. Ralph N. Pratt, Duty as Residence Officer and 83rd QM Co. Inf. Div. 45. John B. Thatcher, 3064th Q.M. G.R. Co. Edward M. Thompson, Med. Det. 129th Inf. Regt. Ezra R. Triplett, 304th Inf. Regt. 76th Div. Jack Turner, USS Adonis. Warren Tuttle, Aviation Supply Depot Navy No. 825. Ross E. Vance, Co. C, 308th Engrs. Kenneth T. Williams, 5th A.D.G. Hdqrs and Hdqrs. Sqdn.



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



By  
**Jackie  
Lyons**

**MEMORIAL:** Plans have been completed for the 23rd District Memorial Services to be held May 28, 1946, at the PE Club theater, under the auspices of our PE Post. The use of the theater has been made possible by N. B. Vickrey, Manager of the PE Club. It is the wish of the committees of the Post that all Pacific Electric employes who have lost loved ones during their service to our country furnish their names to the Post Adjutant, PE Club, 610 S. Main, as this is an essential part of the ceremony. We do hope that the employes of the company will make a favorable showing at the memorial services.

**SUGGESTION:** Comrades, it is necessary to purchase the seals that are being sent to you through the mail, for the reason that rehabilitation has the first call on our organization.

**BIRTHDAY GREETINGS** to Comrade F. W. Nichols.

**CONGRATULATIONS:** The following employes of PE have joined this post since the last edition: William Cole, William Boring, William A. Chase.

GIVE TO THE RED CROSS!

**AMERICAN LEGION  
AUXILIARY**



By  
**Lillian M.  
Lyons**

There has been just a little bit of unhappiness in the hearts of our members, due to the fact that some of our new members are not in attendance. Girls, we need you and your help. You know our hospitalized boys need us as never before. A cheerful greeting from a happy young lady helps to pass away some lonely hours. Think it over, girls, and lend a helping hand.

Happy to have Mrs. Morris with us at our last meeting and congratulations for having won the raffle, and also \$1.00 in War Savings Stamps. Myra, how could you be so partial? That number 17 did it.

The Aux. has a kitty and each member puts in 10c. Bee Rose (Mrs. Chas.) won the kitty at our last meeting. Two dollars goes about all of the way in buying a pair of nylons. Who said she could get nylons? ? ?

Mrs. Clark was appointed Junior Chairman, with two nice girls of her own who hold membership in the group. Mrs. Clark can soon have an active Junior Auxiliary. How about it, girls?

We feel deeply the passing of our beloved Department Secretary and Treasurer, Ethel M. Flynn. Thirty seconds of silence to her memory was called for. It was an everlasting desire of Ethel's heart that the Auxiliaries sponsor a nursery for the children of World War veterans. On motion a check was drawn to send to the Department for this purpose and for a memorial to Ethel M. Flynn's name. We can say, "Well done, good and faithful servant! May you rest in peace."

Mrs. Snyder, the District Commander's wife, also District Inter-Unit Relations Chairman, paid us a visit. Very happy to welcome you, Mrs. Snyder, to our meeting.

A get well wish is extended to Lucille Withee. We all missed you, Lucille!

The usual hospital report of so many goodies was given by Mrs. Nicholas.

By the way—has anyone seen Bill Nutter? Methinks he is eligible to the Legion.

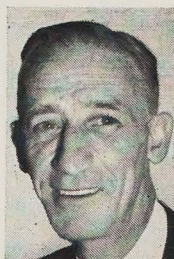
Having found it impossible to continue, Mrs. Betty Bott has turned over the Auxiliary column to her mother, Mrs. Lillian Lyons, whom we welcome with this issue. Mrs. Lyons has been a member of the Auxiliary for some 15 years, including 10 years at Watts and five with the PE Post, of which she is a charter member. She has been a District Chairman, District Vice President, President of the Watts unit, a Parliamentarian, and is now Constitution and By-laws Chairman of the PE unit. Her husband, Thomas A. Lyons, was a South Motorman and Conductor for 12 years.

GIVE TO THE RED CROSS!

After asking the keeper in front of the hippopotamus tank several silly questions, she finally inquired whether the animal was male or female.

The exasperated attendant exploded: "After all, Madam, what difference does it make—unless you are another hippopotamus?"

**PACIFIC ELECTRIC  
BOWLING NEWS**



By  
**Charlie  
Hill**

At the close of Washington's Birthday we find that the PE Club and Los Angeles St. Terminal teams hold comfortable leads in their respective branches, with only six more weeks of schedule remaining. The Clubmen have won 60 points and have lost 24, six points ahead of second-place Timekeepers, who are followed by Trainmasters with 51 and the Schedule Bureau with 49 wins. The Hi-Lo (43 wins) and Pile Drivers (42 wins) complete the first division of the First Branch. The PE Club and Timekeepers have comparatively easy schedules ahead—on paper, at least—and it appears that the final fight for first-place honors will rest between these two teams, although anything could happen in six weeks.

Electrical Department and PE Scrubs are tied for the lead in the second division with 41 wins each; Field Engineers and Atoms follow, and Freight Accounts and Stake Drivers vie for the bottom.

In the Second Branch, the Los Angeles Terminal has taken 54 points and lost 30, five points above the BRT, which is followed by Vineyard and South District, tied for third place with 46 wins. Pushing these are the BRC Railers (45 wins) and Restaurant & News (44 wins) to complete the first division. The Virgil Coasters are next in line (41 wins), and Station Hounds, West District, and BRC Rallettes are all tied with 39 yins each. The Claim Department and Long Beach Line complete the list.

Since regaining first place on December 14, the Los Angeles St. Terminal boys have not been ousted from that position, despite a couple of bad set-backs. Ollie Steuernagel and Claud Kazee have remained on the beam, and Jess Greene came through with a sizzling 618 series on February 1. Cort Cardwell and Captain Prettyman have also been in there pitching.

Determination inspired the BRC Railers to do better things, and they have certainly shown us something. In last position with a total asset of 11 wins to their credit for the first ten weeks of endeavor, they have now

\*Left to right: Charles P. Hill, President; Archie Brahman and James C. Rankin, Vice Presidents; Burligh F. Manley, Umpire; Charles G. Gonzalez, Secretary-Treasurer.



**MORE PACIFIC ELECTRIC BOWLING LEAGUERS**

(See November, 1945, issue for pictures of other teams)

PE Scrubs  
Field Engineers  
Restaurant & News Service  
Claim Department

Hi-Lo  
West District  
Station Hounds  
Vineyard



risen to fifth spot, having won 34 out of their last possible 44, their only lost series being at the hands of the South District in a 3 to 1 count. Thornburg and Donaghu have been the real spark plugs, with the old maestro Bob Rachford now doing his bit.

Jack Gerhardt's and "Ches" Studer's consistent bowling has kept the BRT near the top. Bud Williamson, Al Glenn, and "Chuck" Ruckman have held up the Vineyard squad, Ruckman having rolled a 247 and 593 to aid materially in taking all points from the West District. Ona Gregg and Bill Hawkins, the age (?) and youth of the league, have been the big force to keep the South District going. Captain Dave Newman says "You can't win them all," and compromised with a 13-7 for the team's last five series.

The Restaurant & News girls have somewhat slowed down, but they have been found to be real dynamite on the bowling alleys. Grace Wolfe has led the attack for the girls, with Ruby Knight and Vi Gilroy, the latest addition, aiding materially in keeping the girls in the running.

The Virgil Coasters went on a rampage on February 1 and captured the season's high game of 1047 and high series of 2805, taking these laurels from the Claim Department and Vineyard, respectively. Roy Finley's 253 and "Pappy" Schultz's 616 were conclusively the main factors.

The West District team, which started out as a real contender, has been on a gradual decline, although it nabbed four from the Railettes when Dean Napier hit a 234 and his high series of 531 on February 15. Jack Rowe and Nolan Lambert have been the most consistent bowlers for the West-Siders. Ole Swanson and his crew have had their ups and downs—mostly downs during the past few weeks—but sprang a big surprise on the Los Angeles St. Terminal on January 25, when the latter were taken into camp for all four points. Ruth Harrison's Railettes lost by clean sweeps to the West District and Vineyard, nabbed 3 to 1 counts from the

Hounds and broke even against Long Beach and their only fair sex rivalry—the Restaurant & News. The latter series was a thriller, two pins winning the total.

The Claim Department is not the team of old. Brahm and Gonzalez, the only remaining members of the team that for several years was the most feared, are the most consistent bowlers at this time.

The Long Beach Line team is still on the bottom and unless it hits a big winning spurt is destined to end in that spot. Clyde Henry has been carrying the freight practically by himself, but all of the members of this team are getting a kick out of the sport, win, draw, or lose.

Les Lutes went wild on February 1 and rolled a handsome 647 series, which included a 255 game, both series and game topping season's previous high. He got hot several years ago and won for himself the only ball he is entitled to under the rules. Les and his gang have grabbed off all highest honors so far in the First Branch.

Without the moral support of Flo Moss for several weeks, the Timekeepers cooled off, breaking even in two matches and losing two others,

but with Flo's return to the fold turned on the heat at the expense of the Freight Accounts, and are still perched high up in the standing. The Accountants just can't get going. Herman Grenke has shown up the best on his team recently, but without much help from his teammates.

Jack Williams of the Electrical Department team is the highest average bowler in the First Branch, and his efforts, along with several nice series by Beach Rogers, have been the main factors in their team's standing. Rogers rolled 566 on January 25 and 569 on February 8.

Clyde Coutts has outshone his Trainmaster teammates, although Bill Baker and Don Houston have come through in the pinches to keep them in third place. Their approaching matches with the PE Club and Schedule Bureau should be interesting.

The Schedule Bureau, the highest averaged team in the First Branch, after a disastrous defeat at the hands of the PE Scrubs on January 25, has been going strong, with all of its members sharing in special honors. In its recent match with the Pile Drivers the lowest series on the schedule-makers' team was 525 and the highest 538.

Hazel Studer of the Hi-Lo ladies has been the outstanding lady bowler. Her 654 and 683 series (including handicap) should put her in the prize winning division, and her high game of 203 on February 15 tied Margaret Northcutt's high. The Hi-Lo ladies were going great until they were nipped by the Schedule Bureau on February 22.

Since their heavy win against the Schedule Bureau, above referred to, the PE Scrubs have run into tough luck, climaxed by forfeiting four to the Stake Drivers on "Bertha's Wash-Day," due to the fact that only two regular members were present. There were too many taking advantage of the holiday. Cora Rogers, Vi Steuernagel, and Myrt Shaw have been outstanding in their performances.

Since the last writing the Pile

Can This Be YOU?



WEEKLY HIGHLIGHTS OF THE PACIFIC ELECTRIC BOWLING LEAGUE

Table with columns: Date, Team High Series, Team High Game, Individual High Series, Individual High Game. It lists bowling scores for various teams and individuals across different dates in January and February.

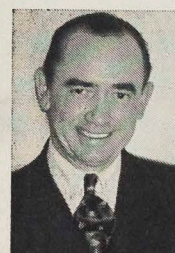
\*Season High xDoes not include individual handicap †Tied for high score

Drivers have broken even in their efforts. Lee Wedl has been their leading kegler. They have been handicapped by the absence of Hal Smith, their star port-sider, who suffered a painful injury to his bowling hand. Charlie Gonzalez substituted for Smith on February 15 and burned up the league with a series to average 186. Grey Oliver bowled a hot 197 the first game on the same night. We will not mention his last game's score.

Burleigh Manley is still high for the Field Engineers by a big margin, and rolled a recent 567. George Kappers rolled a 555 on February 1. Bette Jo Wells' Atoms and the Stake Drivers have had troubles maintaining regular organized teams, which fact has had a bad effect on the ranking of these two teams.

----- GIVE TO THE RED CROSS! -----

PACIFIC ELECTRIC ROD AND GUN CLUB



By Arlie Skelton

Greetings, Rod and Gun Clubbers!

At the February regular meeting 50 smiling faces were present at the sound of the gavel. All of which is very gratifying to a new President on his first step of endeavor. The regular order of business was progressing smoothly and harmoniously until we reached "Reports of Committees." There we found the Fish and Game Commission had recently made some changes in our fishing laws and the arguments began. It seems that Robert Dornor is an ardent corbina fisherman, and the "Commish" ruled corbina caught under twelve inches in length must be returned alive and in good shape to the "briny deep," to live and bite a hook at a later date, when they grow up.

Other rules changed which affect us here in the Southland are the reduction in bag limits on trout from 25 to 15 and the prohibition of any kind of chumming (throwing out surplus bait of any kind to attract fish to a certain vicinity) in fresh waters. The Fish and Game Commission will meet again in June for the purpose of re-hashing the game laws on hunting. They will probably reduce the bag limits of deer. These are conservation moves made necessary by the increase in our Golden State

of hunters and fishermen, who are cutting deep into our wild life resources.

While bag limits on fish and game are being reduced, new hunting and fishing areas are being opened up to the public. Arrangements are being made whereby, for certain considerations, private properties will be open to shooting and new lakes for fishing. Jesse Edmunds informs us Lake Millerton at Friant Dam, 18 miles north-east of Fresno on the San Joaquin River, will be open this year. Good bass and lake trout fishing. Boats and other concessions at the lake. Roger LeMelle reports good fishing at Bassett Lake. Details not available at this writing. R. M. Lawrence reports he has been having good luck at Rain Bow Angling Club.

Another good news item is our new fish hatching and rearing ponds now going in in Los Angeles, San Bernardino and Kern Counties, as well as in other parts of the state. It is hoped, at some future period, that these breeding places will enable us to enjoy year-round fishing, just as some private clubs are now doing.

These and other interesting subjects are regularly discussed at our regular monthly meetings, the second Wednesday of each month at 7:30 p.m. They are followed by entertainment and refreshments as you like them.

Reservations are now in order for the May 1 opening of trout season at Arrowhead. There will be accommodations available for about 50 members this year, and of course, first come, first served. So get yours in early.

We were very happy to see our good friend Scott Braley at the last meeting, and we hope he can come again often. Also glad to see our good Secretary, Rollin A. Podlech, who had been ill. In fact we are glad to have all you fellows come to the meetings and take an active part. It's your club, doncha know?

Fifteen new members were voted in at the last meeting and we hope to see these new members taking part in the Club's activities. That's the way to get value received for your cash.

----- GIVE TO THE RED CROSS! -----

"When you married me, you weasel, I thought you were daring and courageous."

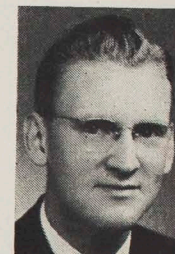
"That's nothing. Everyone else thought the same thing."

----- GIVE TO THE RED CROSS! -----

"I don't think the man upstairs likes Johnnie to play on his drum. This afternoon he gave Johnnie a knife and asked him if he knew what was inside the drum."

SPORTS CHATTER

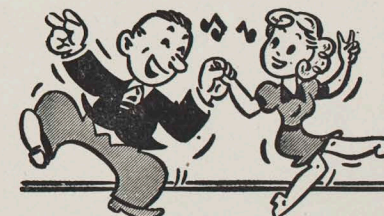
By George M. Kappers



SKI CLUB

By Elna Raugust

The three-day outing to Twin Peaks over the Washington's Birthday week-end was an event long to be remembered by those who attended. It was well planned, and no detail was forgotten to make it enjoyable to everyone. As in movie credit-acknowledgements, there are some people who should be given a big hand for their part in carrying it off so well. First, George Kappers worked hard and long, before, during, and afterward to see that we all had a good time. Preston from the Commissary Department made a big contribution in helping with the food; and how good the two hams and two beef roasts were, those who had the privilege of eating them will be able to tell. The accommodations furnished us at Alpine Terrace were comfortable, roomy and very adequate. Bob Belfrage, the manager, made us welcome from the moment we arrived, tired and anxious to get to bed. Bob (formerly a clerk for General Agent C. H. ("Casey") Jones of San Berdoo) let us all know that he is still PE-minded. His assistant, Margaret Hunter, certainly endeared herself to



all by doing so many extra things for us. Our driver and general factotum, Bud Pierce (of Mountain Auto Lines) certainly helped a lot. He is a marvelous cook, but he is not available to anyone on a permanent basis. And, of course, PE gets a big vote of thanks for providing special busses. All praise to Harley Talbott for taking those fine pictures.

Skiing, skating, sledding, tobogganing drew many devotees—and provided many a bump and rear-end collision. For the less bold, hiking in the snow or building snow men (Continued on Page 18, Col. 1)





# Arrowhead Frolic!

COVER PICTURE—In the beautiful vista shown in miniature in the second picture from the top at the extreme right, one of the party, skis up-ended, looks from a snow-clad mountainside across the valley to Lake Arrowhead.





## SPORTS CHATTER

(Continued from Page 15)

offered a pleasant version of winter sports. Dancing, playing cards, singing to Mrs. Ruby Gallacher's piano accompaniments, talking—and, above all, eating—occupied the rest of the non-sleeping hours.

Lack of space prevents the inclusion of much interesting detail, but the accompanying pictures tell something of the story.

### TO THE PE SKI CLUB

I wish to thank each and every one of you for the beautiful "thank you for the lovely time" card with the \$16.00 merchandise bond enclosed. I intend to keep this card with my memoirs for life.—Just "thanks." G. M. K.

### BASKETBALL

By Ray Milnes

The Pacific Electric basketball team is still plugging along in the tough A.A.U. league, and is in fourth place at the present time.

In the last two weeks we have been successful in defeating the United Auto Workers 28 to 14, Bill Powell and Ray Milnes being high point men for the evening, with eight points each. McGee and McVay also aided materially.

In the last game, Vultee Aircraft defeated our team 38 to 34 in a hard-fought game which kept the spectators on edge throughout.

This year's team has a few old faces who have been serving in the armed forces. Bill Powell, who served with the First Army, was back in time to get into the swing of the basketball season. Yours truly also had service in the Army. Kenny Williams, who has been in the service for some time, was unable to play this year, and his presence has been greatly missed.

We were sorry George Kappers was unable to continue playing, but know he and Mrs. Kappers are very busy with the very pretty baby girl they have now.

### SOFTBALL

By "Red" Taylor

About six softball teams are organized and ready for league play. Hopes are running high for two or three more to be organized before league play commences. A meeting of all team captains, as well as those interested in organizing a team, will be held in the Pacific Electric Club rooms Monday, March 26, at 8:00 p.m. to formulate rules of play as well as to set up the PE league.

We should have a very lively and competitive tournament, according to

present registrants, who are looking forward to a pleasant season of good ball playing. For any further information, contact "Red" Taylor at the Subway Terminal.

### GOLF

By Ralph Porter

The enthusiasm expressed by players in the recent PE golf tourney and by many others will result in another such tourney in the near future. Reports concerning the field that may be expected in this event indicate that we may have as many as 75 to 100 players in the next contest. Tentative plans of the Handicap Committee at present are to adopt the system now used by the Southern California Public Links Association and adjust handicaps following each day's play.

Given fair weather conditions, it is planned to begin the next tourney the first Sunday in April and continue play every other week-end for at least four Sundays. Suggestions along this line will be welcomed at a meeting of the golfers to be held March 25 at 8:00 p.m. in the PE Club rooms. All of those interested, please plan to be present in order to make definite arrangements for a bigger and better PE golf tournament.

## Appreciation

Ill for several months, Harry Hampton, Conductor on the Northern District, recently received a considerable gift of money from the PE Bowling League, of which he has been a member every season for years and which for the two seasons previous to this one he served as League Manager.

League President Charlie Hill received the following letter of thanks, dated January 23:

Dear Chas.:

Your letter with the check received and I do appreciate it. Since I have been off so long I can put it to good use.

And it is grand to know that I have been associating with such good friends and fellow-bowlers—people who don't forget you when you are down. I surely will be glad when I am able to get back among you fellows and can "bust" those pins again, for there is no one that likes to "bust 'em" better than I do.

With sincere thanks to you and all the fellow bowlers and my friends,

I remain yours truly,

HARRY C. HAMPTON

## ROOM 221 AND VICINITY



By  
Rosanne  
Smith

On January 24, Ivan Erhardt, our own Office Manager, celebrated his natal day, and "we-uns" of the office passed out cake and coffee in his honor. Another of our co-workers had her birthday February 4: that beaming gal at the reception desk—none other than Mrs. Beverly Hart. Greetings to both and many, many more of them.

Jeanette Everson, Secretary to Mr. Foskett, down in 208, is now on leave of absence, and while she is gone, your former correspondent—that sweet, neat and petite personality—Miss Lu Paige, is taking her place. Glad to see you back. Knew you couldn't stay away too long.

The talk of the office is "nylons" and two of our gals have them now. Boy, are we jealous! Let's rush them, huh?

A shower was held for a beaming bride-to-be, and the gal is our former Mail Messenger, Leslie Teater. (The gals that take that job seem to get married in a hurry—wonder how they do it) Mrs. Beverly Hart held the shower at her home, Friday, February 8. Guests included Ruth Barney, Joy Dixon, Dixie Ralston, Irene Nordquist, Margaret ("Bubbles") Jackson, Mrs. Katherine Salmon and Vi Martin of the Research Bureau. Any formalities that might have prevailed were broken up by Miss Teater's musical talent, as she "tickled the keys and put all at their ease." It was a potluck dinner which consisted of a beautiful casserole of tuna and noodles, pear and cream cheese salad, celery and carrot strips, pickles, olives, rolls and mints. This was topped by a congratulation cake, made by Bubbles Jackson. Dinner was eaten by candlelight to the pleasure of all. The gifts to the bride-to-be included a beautiful set of Franciscan pottery and a dinner cloth set for six, of blue bordered with green and coral. A gala time was had, and we offer our best wishes to Miss Teater.

P.S. CORRECTION PLEASE: Apologies to Miss Paige. Kind of potatoes served at her Xmas party were large baked potatoes served with lots of good butter.

## PERSONALITY of the Month

### Francis G. Wakefield Assistant Supervisor

A native of California, born in Sacramento. Came to L. A. in 1930. Had one year of junior college and four years in night law school. Was associated with the fruit and brokerage business up to 1936. Started with Pacific Electric at the time of the old Motor Transit Co., in the Superintendent's Office as General Clerk and Steno. In 1939, when the Motor Transit became part of the PE, he took



Francis G. Wakefield

over duties as a Steno-Clerk in Room 221, where he stayed till '40. Then he moved to the Schedule Bureau, working on schedule analysis for motor coach under L. J. McGrath. On June 28 of '43 he began as Assistant Supervisor of Box Motor Operation under F. W. Nichols, and stayed till September of the same year. He then began service under E. B. Whiteside as Assistant Supervisor, working on conductors' accounts, the position which he holds today.

Outside work, he is an amateur photographer and a first-class thinker-upper of Corny Jokes. Mr. Wakefield was secretary of PE Camera Club, and won a prize in a Camera Club exhibit for a picture he took of himself. His jokes are really corny. For example: Motorman couldn't get an electric shock because he was a non-conductor. "Wake," outside the jokes, is well known for his unusual breakfasts, such as: cold broccoli with Thousand Island dressing, lemon juice, ginger ale, soup, and coffee. What a constitution!

He has a very nice-looking wife, and he tells me her fine sense of humor got four of her articles in Matt Weinstock's column. Not bad—yes? His wife also picks out his ties, and they are all lovely ones. Besides the before-mentioned hobbies of Mr. Wakefield, he likes historical biographies and good music. He attends concerts and ballets. But to end it all, his favorite food is jumbo fried shrimp.



## Railroad Safety Men Form Association

Belt, Vice President;  
Nolan, Steering Chairman

To promote closer cooperation among safety directors for the prevention of accidents, the Railway Safety Directors Association was organized at a meeting in Los Angeles on February 1 in the PE Building, with representatives of railroads serving Los Angeles present.

C. H. Belt, Pacific Electric's Superintendent of Instruction and Safety, was elected Vice President; C. T. Nolan, PE's Safety Supervisor, Chairman of the Steering Committee. Charles B. MacLellan, SP Safety Supervisor, was elected President.

The Association plans to develop a unified program to reduce accidents. Cooperation with schools and other organizations is contemplated. A future broadening of the scope of the Association's activities to include the entire state is also hoped for.

----- GIVE TO THE RED CROSS! -----

## TRANSPORTATION DEPARTMENT

By  
Suzanne  
Margot  
Jacquemin



Andy Moreno and Merle Donaghu had a swell breakfast one cold morning, but the only trouble was that the syrup for the flapjacks had been made with salt instead of sugar, and the pay-off is that they still had to pay for their breakfast. . . . Mr. and Mrs. L. J. Middleton, of San Bernardino,

stopped by at our box-car office for a short visit. . . . Byrl Young's sentiments toward San Bernardino, since he was caught in the sand storm and had to give his auto a new coat of paint, are not too warm. . . . James Emery, retired Trainman, passed away on January 30. . . . The former Rita Witchey and her Marine hubby have stork news to tell us, with the arrival of a darling baby girl. . . . Jack Walsh made Earl Johnson an ash tray out of an aluminum motorcycle piston, but I can top it with one made out of a streetcar bell. . . . We extend our sympathies to the Antista family on hearing of the passing of their mother in February. . . . J. T. French of the box motors has been off sick for some time. . . . Harry and Ruby Holt, who were married on February 18, 1946, have our best wishes for many years of happiness. . . . Donations to the March of Dimes at our office were quite substantial. . . . Though Jack Martin's birthday was not until January 31, his wife, Lillian, gave him a surprise dinner at Padua Hills on the 27th, with ten friends and relatives attending. Among other lovely gifts, Jack received a gold identification bracelet with his initials, from his new bride. . . . Our sympathetic thoughts go forth for R. P. Towers and H. F. Ryning, both of whom lost their mother during the last few weeks. I know how heavy your hearts must be, having lost my own dear Dad only a few months ago. . . . Tiny Ross is anxious to start building that new house for the bride. . . . Raymond Tufts has nicknamed himself "Vinegar-Puss" as a shortie for "Vice-President." . . . Vesta Magee is back to work after going back east to attend her Father's funeral. May your next trip be not quite such a sad occasion, Vesta. . . . Carl Haufe and John Fraser are PERYCO employes again, after their discharge from the armed forces. . . . O. C. Jordon had another marriage at his home on February 15. This time it was his niece's. Seems they all like

(Continued on Page 22, Col. 1)

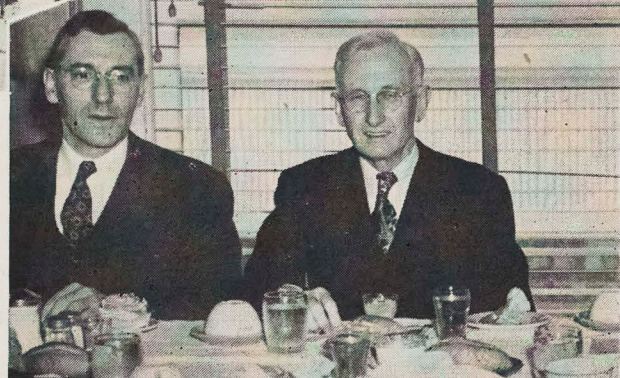
RAILWAY SAFETY DIRECTORS ORGANIZE—Standing, left to right, are W. M. Proach (SP), P. P. Healy (SP), J. P. Ferron (UP), C. T. Nolan (PE), C. H. Belt (PE), C. B. MacLellan (SP), C. A. Tengblad (LATL), A. N. Baker (AT&SF), O. C. Mickelson (SP). Seated are J. L. McDermott (Pullman Co.), Ralph C. Snyder (SP), J. W. Prutsman (LATL), S. S. Allison (AT&SF), John R. Decker (AT&SF).







**50 MEN OF GOOD WILL**—Shippers and railroad men of Pacific Electric and Southern Pacific gather at the Terminal Club to honor the unofficial end of Terminal Freight Agent George W. Orr's service to the company. A number of those whom he had long served voiced their cordial good will and appreciation of his unfailingly courteous assistance. Luncheon was at noon on February 28.



**AT THE HEAD TABLE**—Left to right are Assistant General T. L. Wagenbach, who is in direct charge of Pacific Electric freight operations; Mr. Orr; Master of Ceremonies Walter E. Teague, vice president and general manager of the Los Angeles Union Terminal; and President O. A. Smith. At extreme right in upper picture is Pacific Electric's General Superintendent G. F. Squires.

### Shippers Honor Retiring Agent Orr

Honoring Terminal Freight Agent George W. Orr at the climax of his 43 years of faithful, courteous, efficient service to shippers, a banquet, attended by clients of Pacific Electric freight service, and by Pacific Electric and Southern Pacific officials, was held at noon, Thursday, February 28, at the Terminal Club, 704 Market Court.

February 28 marked the end of Mr. Orr's actual service to Pacific Electric. Ordered by his physician to take a leave of absence for several months, he will spend the next several months resting, in advance of his previously scheduled retirement date, July 1.

#### TEAGUE EMCEES

W. E. Teague, vice president and general manager of the Los Angeles Union Terminal, acted as master of ceremonies, introducing a number of guests, many of whom, long-time friends, paid tribute to Mr. Orr.

"Nothing takes the place of experience," said President O. A. Smith, "and George Orr is one of the standbys—one of the dependables. I regret to see him go." Many others spoke briefly in like vein.

Mr. Orr was also the recipient of a lifetime membership in the Terminal Club and a table model radio.

#### HIS LIFE STORY

Born in Oshkosh, Wisconsin, Mr. Orr's first job was as a station helper

with the Chicago and Northwestern in 1902. His first agency was with the Milwaukee Road, in 1903. Transferring to the Omaha Railway in 1905, he worked as telegraph operator and station agent at various points until September, 1910.

At that time he took a sight-seeing trip West with his friend, Nick Jensen, presently chief deputy U. S. marshal at Sioux Falls, South Dakota. Impressed with the Pacific Coast, Mr. Orr decided to stay, and obtained a job with the Southern Pacific at the Los Angeles freight office. On April 11, 1911, he became a Bill Clerk for the Los Angeles-Redondo Railway at the freight station then at Jefferson and Grand. On November 1 of that same year he came over to the Pacific Electric Freight station, then at 8th and Hemlock.

When the Terminal Market was erected, two of the old buildings were converted into the present Los Angeles Freight House, where Mr. Orr became successively Bill Clerk, Cashier, Chief Clerk, and (1919) Assistant Agent, holding the last-named position for 18 years. Upon the retirement in 1937 of J. W. Anderson, then Terminal Freight Agent, Mr. Orr succeeded to the position, his present one, which he technically holds until July 1.

#### OUTSIDE ACTIVITIES

Mr. Orr is a past President of the Pacific Electric Agents Association, and for ten years was its Secretary. He is a member of the PE Masonic

Club, in which he was in years past very active; and is a member of the Executive Committee of the PE Club.

**RETIREMENT PLANS**  
Living at 1402 Greenwood Avenue, San Gabriel, with Mrs. Orr, he plans to take life easy for a while working around his home grounds, fishing (he hasn't had time to fish in 20 years, he says), and driving about to view the beautiful Southern California countryside. This summer he expects to spend at Huntington Lake. Chiefly, he wants to enjoy, with Mrs. Orr, some of the things he has previously lacked time for.

Employees join in wishing for George Orr an easeful rest and a happy retirement.

----- GIVE TO THE RED CROSS! -----  
**L. M. Duke Follows Orr at Freight House**

L. M. Duke, former Agent at Santa Ana, became Acting Terminal Freight Agent at the Los Angeles Freight House on March 1 as the present Agent, George W. Orr, went on leave of absence.

Starting with Pacific Electric as Yard Clerk at Dyer on August 14, 1925, Mr. Duke on October 25 of that same year went to Butte Street Yard in the same capacity, was Transfer Clerk at 8th Street Yard for three months, and in May of 1926 became Assistant Agent at Orange. In 1928 he went to Garden Grove as Assistant Agent for a few months, following

### Army Supply Chief Lauds C. H. Jones and Staff for Aid

General Agent C. H. ("Casey") Jones of San Bernardino and his co-workers, Traveling Agent Gordon Gould, Freight Agent C. O. Stephens, and Assistant Agent Russell Corey, for their excellent cooperation with officials of the San Bernardino Air Depot during the war, have come in for a fine letter of appreciation from Maj. Winton V. Hanson of the Supply Division. Major Hanson was one of the principal beneficiaries of their assistance in providing necessary passenger and freight transportation.

The following letter is self-explanatory:

HEADQUARTERS  
SAN BERNARDINO AIR  
TECHNICAL SERVICE COMMAND  
San Bernardino Army Air Field,  
Calif.  
1 February 1946  
Mr. C. H. Jones,  
General Agent  
Pacific Electric Railway  
San Bernardino, California  
Dear Casey:

Upon being relieved from active duty to return to civilian life, it is

which to correlate the numerous phases of his new and exacting work at the Los Angeles Freight Station. All success, Mr. Duke!

the desire of the undersigned to express to you and through you, to Messrs. Gordon Gould, C. O. Stephens and Mr. Russell Corey, my sincere appreciation for your complete and effective cooperation in each and every instance during my tour of active duty as Transportation Officer at the San Bernardino Air Depot.

Our office never failed to gain an attentive ear from you and any of your staff, and an acceptance of part of our burdens.

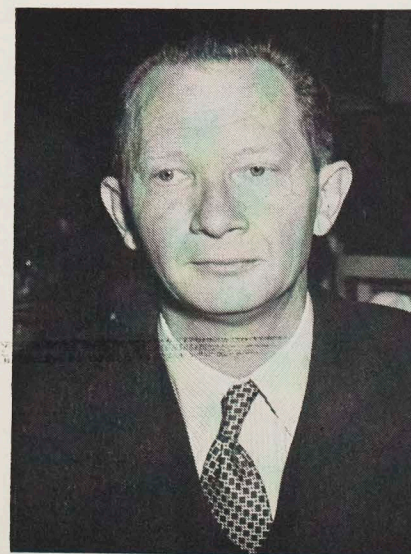
Each of you should take deep personal pride in the memory of a job well done.

Very sincerely yours,  
(Sgd.) WINTON V. HANSON,  
Major, Air Corps,  
Chief, Traffic Section,  
Supply Division

cc Mr. O. A. Smith, Pres.  
Pacific Electric Railway  
Pacific Electric Bldg.  
Los Angeles 14, Calif.  
Mr. Gordon Gould, Traveling Agent  
Mr. C. O. Stephens, Agent  
Mr. Russell Corey, Assistant Agent

----- GIVE TO THE RED CROSS! -----

A railroad agent in Africa had been bawled out for doing things without orders from headquarters. One day the boss received the following startling telegram. "Tiger on platform eating conductor. Wire instructions."

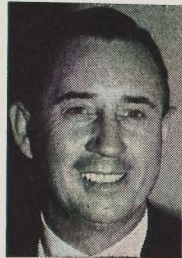


L. M. DUKE



QUESTION AND ANSWER BOX for PASSENGER CONDUCTORS AND OPERATORS

By W. J. Fenwick



Supervisor, Northern and Southern Districts

Q. Will it be necessary to issue transfers, while working the Los Angeles-San Pedro Line, to passengers bound for Long Beach at all hours of the day and night?

A. As there has been some misunderstanding since the limited service was inaugurated on the Long Beach Line, it may be well to review briefly stops and transfers.

1. Long Beach "Limited Express" trains leave Long Beach in the morning peak at 6:35 a.m., 6:56 a.m., and 7:35 a.m., only; and during the afternoon leave Los Angeles at 4:45 p.m., 5:05 p.m., and 5:25 p.m., only. The limited express service has been inaugurated to serve through passengers (during rush hours) bound for Long Beach or Los Angeles. There may be an occasion when a passenger bound for some local stop boards the

"Limited Express." In this case a TS-5 transfer, punched with passenger's destination and emergency, will be issued.

2. The Long Beach Limited trains operated between the hours of 6:05 a.m. (out of Los Angeles) and 6:51 p.m. (in from Long Beach), as limited service, make stops as noted in Timetable No. 71. Bear in mind that all limited trains will stop at Slauson Junction outbound to receive and inbound to discharge passengers. Conductors working Long Beach Limited trains will receive TS-5's that have been issued by San Pedro Local Conductors. These transfers will be registered as tickets collected.

Inbound Long Beach Limited Conductors will issue to local passengers, when necessary, TS-5 transfers at Dominguez Junction or Compton. As an example to make this perfectly clear, let us take a passenger boarding a Long Beach Limited train at Long Beach. The passenger presents a 25c ticket and requests a transfer to Abila. Even though the passenger does not request a transfer, the Conductor should find out the passenger's destination and issue the transfer if necessary. In this instance the Long Beach Conductor issues passenger TS-5 transfer. The passenger transfers to the San Pedro Local train at Compton.

Conductors working the Los Angeles-San Pedro Local between the hours of 5:56 a.m. and 6:56 p.m. must "clean up the landings" at all local stops. A passenger waiting on a local landing southbound is bound for San Pedro or Long Beach. Call out to all passengers: "Board this train for San Pedro or Long Beach." Collect the necessary fare and transfer at Compton Station or Dominguez Junction as necessary.

In order to make this limited service a success, all Trainmen must do their utmost to cooperate in transferring passengers. It is also important that when a transfer is necessary, the Conductor making the transfer should explain to the passenger the reason for making the transfer, the time that a local train

is due, and any other information that may be required. We have a fine limited service set up on the Long Beach Line. Let's all get together and make it click.

GIVE TO THE RED CROSS!

MACY STREET TERMINAL

By Ted Harrison



Happy Income Tax, folks! Yes, indeed, this is the month Uncle wants all good people (and you Macy men, too) to kick through with that extra change if he didn't get enough out of your 1945 pay checks. And he really knows just how much you owe him too! Haven't heard so much gossip from the sandhouse committee this year about how much we each owe on this deal. Maybe they decided their opinion wasn't so good, or maybe they are all working harder to make enough to cover their errors in figuring last year's tax.

More improvements at our clubhouse. Now we have a public address system, and does our genial Foreman address us! When he talks, even though he has been complaining of a bad throat, everyone pays attention inside and outside. It's like going to Church: the parson does all the talking, you just simply haven't a chance; can't get a word in edgewise and can't come back at him. Even Switchman Miller at the Macy switch is complaining that he will have to start sleeping at home 'cause he's disturbed so much!

Talking about Switchmen, did you hear about the big party on Saturday, February 16? Well it seems that Switchman Mode Frasier at Macy and Switchman Theedie at Echandia both had birthdays; so they celebrated by staying at their respective spots and throwing switches all night. Hope you both have many more happy birthdays, fellows!

Talking about bumps, some of you fellows had better be looking out for a good job. I talked to Harry Hampton the other day and he seems to be coming along very well. He's getting around a little now when the weather is good, and I even heard he was seen driving his car. Don't think he tried to collect any fare, but I suspect he has already got his punch polished up and one of these days he'll be coming around and bumping someone.

OCEAN PARK CAR HOUSE AND BUS LOT

By Charlie Croninger



Pictured are S. M. Herrington and R. G. Raney, Bus Pilots at Ocean Park, who are on shine. They are relaxing from a hard grind of starting 30 or 40 busses that are checked and gone over by Whitey Stiltz, the Night General Manager at the Ocean Park Garage.\*

The lounge was furnished by Sammie, who manages the Marine Furniture Co. in Ocean Park. Until some one supplies a better definition of "shine," this is the definition as of now, according to Pat Garrison: "When assigned a time to report, if the reportee doesn't catch out, or if everyone reports for work, the reportee sits and shines the seat of his pants for his day's work." Hard work, eh, R. C.!

Mabry Shay was bumped from his major-domo job at Beverly Hills by Walt Toenjoes, who, before the bump, was working a box motor job. Shay bumped on a Santa Monica bus run, but things wouldn't work out right without Shay around. So Walt went back working at the Subway and Shay has things under control at Beverly Hills again.

J. W. ("Sailor") Brown is a welcome sight right now at Ocean Park.

\*It's actually not that bad, but we wanted to give Whitey a mention. He really does a swell job.

Notice how Motorman Polzien has grown lately? Seems since there have been all these specials to Santa Anita, Leader Switchman Leo Therolf has been kept busy making up trains, and has deputized Motorman Polzien to be his chief assistant in charge of cuts at Echandia. Hence the added inches in height and chest.

Hope I don't look too worried these days, but if I do, there's a reason. That Conductor Aidie (who I thought was a friend of mine till he bumped me off a good run) is the cause of it all. When I figured I might bid in a front end job on Glendora, who should I see breaking in but this man Aidie! Now he'll be O.K. and can still bump me and he's liable to do it. There ain't no justice! Well, good luck to you, Aidie, and I hope you like the BIG red cars.

You fellows will all be glad to know that Motorman W. E. Smith, who met with an accident recently and is confined to St. Vincent's hospital at this time, is getting along nicely and will probably be home before this magazine is in your hands. Hurry back, W. E., and even if it seems pressure of business keeps many of us from coming to see you we are thinking of you, and you might be surprised to know how often we hear the remark around Macy St.: "Anybody hear how Smitty is doing?"

That little whirlwind of a rail fan, Jack Ferrier, is back in the Cash Receiver's cage at Macy. He took Dorothy Spott's place, but I notice that nearly as many fellows hang around the window as used to. In fact, Conductor Gillespie seems to be the only regular caller he has, and they are always talking about going somewhere three or four hundred miles away to identify some old PE car that has been retired and made into a chicken house.



RELAXING—S. M. Herrington and R. G. Raney, OPCH Operators, demonstrate how to shine.

He was in the Navy about two years, and was lucky enough to spend his stint in the Navy in Los Angeles.

This column would be a lot longer and maybe more interesting if someone of you all would give me some news of what's doing with you and what interesting things happen during your tours of duty.

GIVE TO THE RED CROSS!

LONG BEACH FREIGHT HOUSE

By Jack DeLaney



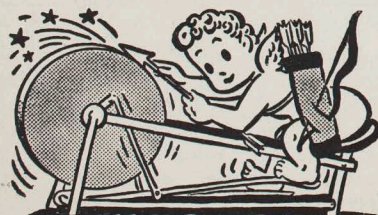
Valentine's Day was a red letter day down here for Florence Farrell, Telephone Operator. Besides receiving several pretty cards, she presented herself with a bad accident, tripping on the stairway at the office and falling several steps. She received several bruises, a sprained wrist, and, last but not least, broken glasses. Florence is back to work now so everything is OK again.

Ray Richardson, Truck Driver, came to work Valentine morning all a-flutter and very proud of himself. His wife, Thelma, former Secretary to A. C. Hugg, District Freight Agent, had presented Ray with a brand new seven-and-a-half-pound baby girl, named Rae Marie. Congratulations were in order, and our best wishes to the proud papa and mama. (But we haven't seen cigars or candy yet).

G. A. Collins has been assigned to the Claim Position on the Claim Desk. Collins was working in the shipyards at Long Beach during the war. Formerly with the Michigan Central Railway about seven years at Lansing and Detroit, he now lives in Long Beach with his family, including two children.

We were a trifle late getting this news, but were recently informed that Brakeman William Spamm had completed his 25 years of service with Pacific Electric November 22, eleven years of it spent in Long Beach and 14 years at Butte Street. Well, that is a pretty good mark to shoot at. Bill's hobby is hoss racing. Frank Howe, Motorman, says he always follows Bill's advice.

Fred Boren at the Ticket Office has joined the hoot owls and has bid on the night job there, having bumped Elsie Lawlor. Elsie, in turn, bumped Jean Hart at San Pedro. Don't know





# ... Passengers Appreciate ...

## Motorman

**E. E. Gilliland**

February 7, 1946

Mr. G. F. Squires:

A special act of courtesy on the part of Motorman No. 5408 [E. E. Gilliland] was noted by a representative of this department.

Motorman No. 5408 was operating car 614 on Watts-Sierra Vista line northbound at 4th and Main Streets at 12:35 p.m., February 5, at which point he alighted from his car to assist a blind lady passenger from the car and escorted her safely to the curb on the opposite side of the street.

It is courtesies such as this man displayed that are appreciated by both the management and the traveling public and wish that you would see that he is commended for this incident.

H. O. MARLER

## LONG BEACH FREIGHT

(Continued from Preceding Page) much about Jean so can't go any further with that.

Assistant Trainmaster Amos M. Tang was raised to the sublime degree of Master Mason at Seaside Lodge, Long Beach, February 19. C. W. Coutts, H. L. Brown, Bill Baker, and Tiny Harper assisted. After Amos was given "the works," the lodge served a luncheon which many of his friends attended.

Vic Watson, Telegraph Operator, all-round Car Clerk and roustabout, also is a bangtail hound. Says what he doesn't know about horse races would fill a big book.

Madeline Somerby, former Demurrage Clerk, is now relieving vacationing Maxine Gates. Madeline is working on the night job and likes it fine. Says now she can sleep all day, and sleep is what she says she needs a whole lot of.

Sorry to say we are losing one of our good employes—none other than Hester Proffitt, who has been holding the Government B/L job for the past three years. Hester is taking over the position of private secretary for J. B. Haines, of the Brotherhood of Railway Clerks, at Los Angeles. We join in wishing her the best of success on her new job. We know she will make good. A pretty piece of lingerie was given her by employes before she left.

## Conductor

**J. H. Mapes**

February 14, 1946

Pacific Electric Railway Company:

I am writing this letter to express my appreciation of the thoughtfulness of one of your conductors, No. 632 [J. H. Mapes], who on the morning of February 11, held up the train about 30 seconds, thus enabling me to make my regular train and which get me to work on time. Not only did he hold up the train but he also called out to me to be careful and not trip over some old rails which were lying at the side of the tracks, and which I may not have noticed myself.

I am a telephone operator and it is imperative that I be punctual in reporting for work. It is a pleasure to avail oneself of Pacific Electric service when dealing with such courteous and conscientious employes as this conductor is.

I would appreciate your thanking him for me because I think he is one of the most thoughtful and courteous conductors I have contacted on your lines. This type of man is a credit to your concern.

HELEN E. MORSE

GIVE TO THE RED CROSS!

## Conductor

**Walter Scarth**

February 15, 1946

Pacific Electric Railway:

Some time ago I lost a Mexican coin off my bracelet on the Hollywood car. When I found it was lost I wrote a note to the conductor and asked him to try to trace it for me. . . . That grand man acted on my request and all at once I was notified that he found it for me and that it was at the "lost and found" desk at the Terminal.

I want you to know that you have such wonderful men in your service; some men would have thought it not worth while bothering with it. . . .

I also wish to say that the PE has treated me royally since my husband,\* who was also in their service at Torrance, passed away, and I want to thank you for your kindness.

The conductor I am speaking of is "2852" [Walter Scarth] and I want you to know what type of a man he is on the cars.

HILDA C. JENKINS

\*George F. Jenkins, Car Repairer in the Blacksmith Shop, Torrance, died March 29, '45. He started work for PE in 1919.

## Conductor

**H. V. Vandervort**

February 27, 1946

Mr. G. F. Squires:

February 16 a passenger boarded a train bound for Long Beach and tendered a \$20 bill in payment of a 35c fare. The Conductor, unable to make change, issued a receipt in the amount of \$19.65.

Not being able to secure his refund at the Long Beach Ticket Office, the passenger was without funds to make the return trip. However, he was fortunate enough to board train of which H. V. Vandervort was Conductor. Mr. Vandervort honored and made a notation on passenger's receipt for \$19.65.

It is my personal feeling that Conductor Vandervort used especially good judgment in handling this situation.

H. O. MARLER

GIVE TO THE RED CROSS!

## Motorman

**H. S. Christie**

February 15, 1946

Pacific Electric Railway Company:

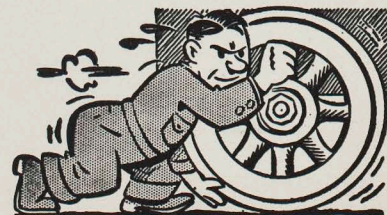
As courtesy is not always the standard with your coach-motormen, I think when one finds that quality an outstanding element in one of your employes, it should be recognized. I ride frequently to Beverly Hills with Motorman H. S. Christie (944) and his constant consideration and willingness to give baffled strangers the benefit of his local knowledge would make public service much more comfortable for the traveling public if it were the standard of all motormen and conductors.

THERESA M. CONOVER

GIVE TO THE RED CROSS!

In reply to the landlord's demand to vacate, knowing his "rights" under OPA regulations, this tenant wrote:

"Dear Sir:  
I remain.  
Very truly yours."



## INFORMATION PLEASE

By Edna J. Tilley

We wish to express our sincere sympathy to Catharine Haldeman and Deane Koch in their recent bereavements. Catharine's father, Mr. Davis, passed away after a prolonged illness at his home early this year. To Catharine's mother we also extend our sympathy.

In the loss of Deane's husband we all feel that we share her sorrow, as he was on the staff of the Special Agents until his illness a few months ago. George Koch was well liked both in his own Department and also among the many friends he had made both at Hill Street and Main Street.

We are happy to welcome to the Information Bureau two new girls, Gardena's Helen Spatford, formerly employed by this company, and Betty Rich of Baldwin Park. Good luck to both of you girls.

Evelyn Cook has been ill with the flu, but will probably be back at work in a few days.

Helen Drew was also on the sick list for a couple of days. So with all things considered, we haven't had time to remember the little amusing things that undoubtedly have happened. Hope we will have a happier word for you next month.

GIVE TO THE RED CROSS!

## NEWS SERVICE AND RESTAURANTICS



By  
J. A.  
Degerman

Kathryn McArthur, Secretary to PE Restaurant & News Service Superintendent C. F. Hill, consented to give us her views of the news this month. Thank you, Kay, for your interesting contribution.—J.A.D.

By Kathryn McArthur

Service . . . News and Antics were abroad this month! . . . Everybody had lots of fun viewing all those beeyootiful things Gladys McCaffery received for her birthday. Gladys (a year older, too) is taking a vacation (your friends hope a short one, Gladys) and her brother, Ray McCaffery, is at the helm. A chat with him told us that he, too, is one of those fellows glad to be in "civvies" again.



John M. McFadden

Robert Dubbin

Frank O. Haymond, Jr.

IN THE BUREAU OF RESEARCH, three new men have been recently added to the roster. Mr. Haymond, Assistant Research Engineer, arrived on January 28 from Utah, where he had been working for the Bingham E. Garfield Railway. Mr. Dubbin, with the same title, entered the Bureau December 4, 1945, following service in the Coast Guard as machinist's mate 2/c, his previous work having been in the SP passenger traffic department. Mr. McFadden, Research Assistant, came to the Bureau January 2 from the Valuation Bureau, in which he had been a Valuation Estimator.

Birthday congratulations were heard over at the Subway Terminal for Tommy Hamilton. Says Tommy, "Now I'm just beginning to live." Now we know how old you are, Tommy!

While we were at the Subway, we noticed Ival Williams' left hand. Have you anything to say, Ival?

D. P. Howard is working again. Where? At the Smoke Shop opposite the elevators, 6th & Main. He is the new Agent there and says he enjoyed the vacation but it was long enough!

Both Margaret Thompson and Alice Graves bring in a red rose EVERY morning! Shall we ask questions? We're curious! . . . By the way, Dick and "Junior" Thompson, Margaret's two sons, are both amateur

baseball players who have not been altogether overlooked as local talent. Dick is catcher, Junior, pitcher . . . and good, too.

Rich Hayes is due at Sawtelle for a veterans' check-up next week. Nothing wrong, Rich, routine matter, of course!

Mrs. Harry Truitt, wife of Agent at Long Beach, has returned to duty after recent illness, as has our cashier at the Restaurant, Sylvia Brown.

A great big welcome home to Madge Stuart. After several months in the Southern Pacific Hospital in San Francisco she came in the other day and says she's here to stay!

"Mel" Meyers, too, has returned to duty and is out there on the bus ramp as Agent of that PE Unit. Let's call on him next month!

## ACCIDENT & SICKNESS INSURANCE POLICY Issued Exclusively

FOR

Pacific Electric Railway & Bus Employes Only BY

Massachusetts Bonding & Insurance Co.

MONTHLY SALARY DEDUCTION

PROTECTS YOU ON OR OFF THE JOB And 24 Hours A Day

Benefits Payable from First Day — Accident or Sickness if you desire

Issued Thru

WM. L. THOMAS AGENCY

817 PERSHING SQUARE BLDG. Phone TRinity 3526

SEE OUR AGENTS AT TERMINALS

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







## ACCOUNTING DEPARTMENT

By  
**Dorothy B.  
Dunn**



Again we extend a hearty handshake and welcome to two returned veterans. The names of these lucky individuals are Eugene F. McCartney and Noble Cates.

Eugene is new with the PE. He is employed as Bills Collectible, Statement and Ledger Clerk. Before going in the Navy he was employed by the Illinois Central in Chicago. In the Navy he was an aviation radio man 2/c. He's been to Rabaul, Truk, Green Island, New Zealand, etc. All in all he spent 23 months overseas.

Noble's seniority dates from May 23, 1925. He went into the Headquarters Service of Supply in 1942, and has been to Africa, England, France and Germany. Discharged at Ft. Knox, Ky., he immediately reenlisted in the reserve! His title upon returning to the company is "Assistant Head of Miscellaneous."

Margaret L. Knotts, Disbursements Typist, left service in January to await the stork. She was presented with a lovely bed jacket from her friends in Disbursements.

Joan Johnson, Freight Typist, is happy now that her brother, Russ, has returned from Luzon, where he was a staff sergeant in the Army.

Frances Lambuth, Jr. Frt. Clerk, became engaged Valentine's Day to Keith Ellis. Good luck to the newly-engaged couple.

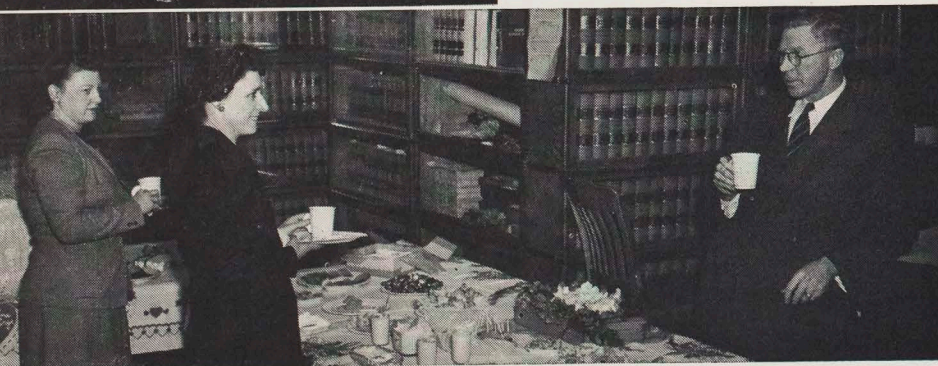
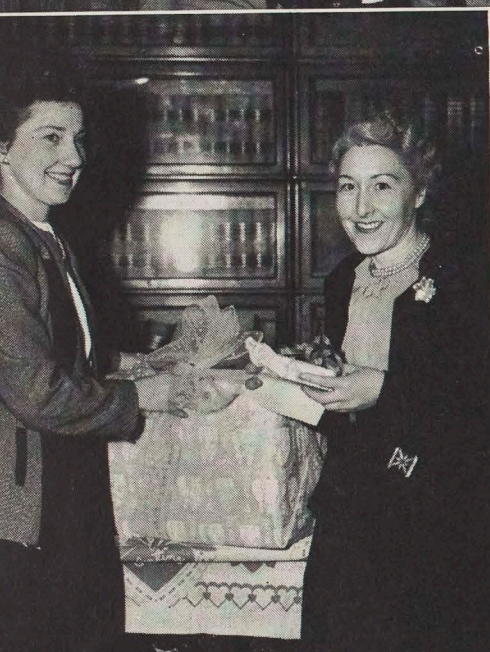
Connie Gable, former Calculator Operator, has returned from the Hawaiian Islands, where her father was in charge of the USO activities. She lived at Hilo Island. Connie stopped in to say hello before continuing her journey to Kansas City to visit her sister.

Dorothy Fabian, former Typist, had a baby boy born January 22, 1946. Congratulations, Dorothy.

Louise Briggs, Freight Typist, who had an operation at St. Vincent's Hospital, was given a beautiful bed jacket by the girls. She is resting at home at this writing.

Eileen Dillon has left service to go to Spokane, Washington, to be

**LEGAL FUN** — *The Law Department enjoyed its collective self at a party honoring Eva Mae Craft (now Mrs. Carl Giese) and Helen Rapp. Top picture, back row, left to right: Roma MacLachlin, Lorayne Kaul, Harriett Wissing, Lorene Clark, Elizabeth Thomlinson, Nellie Topolosek, Betty Solem; front row: Patricia James, Emma Carter, Malcolm Archbald, Florence Hodges, Helen Jones, John R. Allport, Eva Mae Craft, Norma C. McLean, John R. Gordon, Martha Depue, Helen Rapp, Mary Cooper, E. L. H. Bissinger, Elizabeth Robbins. Center, the honorees, Eva Mae Craft, left, and Helen Rapp, open their gifts. Below, General Attorney C. W. Cornell, department head, samples the refreshments, aided by Florence Hodges (left) and Helen Jones. "Quite unprecedented," says he, tossing off a cup of coffee.*



## Helen Rapp, Eva Mae Craft, Honorees at Party in Law Department Feb. 2

By **Martha Depue**

Honoring Helen Rapp, who leaves Pacific Electric after seventeen years to open her own dress shop; and Eva Mae Craft, soon to be Mrs. Carl Giese, the girls in the Law Department racked their culinary wits to throw a party in the library, February 2.

Midst still-fresh paint and considerable debris (departmental remodeling, ya know), Mr. C. W. Cornell, General Attorney, looked over the attractive table with unmasked pleasure. Helen's pearls and Eva Mae's super Mix-Master were but tokens of the good wishes extended that day.

Special thank-yous to Mrs. Patricia James, Mrs. Beth Robbins, and Mrs. Harriet Wissing, the girls who did the fixin'.

## CENTRAL TIMEKEEPING BUREAU

By  
**V. B.  
Tellechea**



Spring, with that nameless pathos in the air  
Which dwells with all things fair,  
Spring, with her golden suns and silver rain,  
Is with us once again.

—Henry Timrod

And so brother—it's time to take that sulphur and molasses. And what, we wonder, is going to happen to a little ditty that goes, "But it isn't even spring?" Bet a million dollars (we've been to Santa Anita a couple of times) it'll be relegated to the shelf, until the very minute spring is over!

Marian Green is certainly a chick-a-la-chick. She found a pea-jacket on the back of her chair when she returned from an errand, and, a little annoyed, exclaimed, "Horsefeathers! Why didn't he stay in it!" Emphasis on the "he."

And speaking of "he's"—the new Typist, Frank R. Ferris, is considerably one. But no line will form to the right, chickens—he's very much married!

Q. and A. Corner. What was your rank in the service? Master sergeant. How long were you overseas? Twenty-six months. What was your most thrilling adventure? Ardennes counter offensive. How and where did you get decoration of Purple Heart? Strafed by German plane, Dec. 28, 1944. St. Vith, region of Belgium. What do you think of the German girls? Non-fraternization. (?) How do French girls compare with them? Oooh lala, la la! Non comparerson! (Get your French grammar out, kid-

married. Before leaving she was given a lovely blue housecoat that goes beautifully with her gorgeous red hair.

Walter Heck, of the Miscellaneous Accounts, enjoyed a five-day vacation during the week ending February 16. He toured hither and yon through and about the hinterland immediately adjacent to his place of residence. The housing shortage does limit one's trips so!

Adelaide Herron, Disbursements Calculator, turned three shades of red when handed a present from Lorene Bafford and Marilyn Hawkins. Not many people know what was in it, but if interested do ask one of the girls.

Our very deepest sympathy is extended to L. T. Tighe, Head of Disbursements, and George Chrystal, Traveling Auditor and Special Accountant, whose mothers passed away last month.

## CONDUCTORS' ACCOUNTS

A Secret Pals Club whose members are Nell Flanders, Martha Smith, Agnes Heckman, Esther Craig, Lois Guthrie, Esther Morales, and Catherine Moutz had a party February 5, with appetizers at Nell Flanders' house followed by dinner at Richlars. A good time was had by all.

The Old-Timers Party, which gathers twice a year, was held at the Beverly Hills home of Mrs. Helen McNeil. Thirty-two attended the luncheon and gab-fest. Among those present were Esther Ross, Passenger Accounts Clerk (1912); Anna Shofer, Head Balance Clerk (1914); Florence Cox, Agents' Passenger Accounts Clerk (1920); Marion Snowden, Assistant Head Clerk (1918). Some of the old-timers dated 'way back to 1905!

Eleanora Ott Gates, former General Clerk, is the proud mother of a baby girl born January 18. The father is Motor Transit Operator John R. Gates.

Shirley Gibbs Verloop, Accounts Clerk, was married to Edward C. Verloop at the home of her sister Dec. 15, in El Monte. Upon her return to work, Shirley was given a miscellaneous shower at noon by some of the girls in Conductors' Accounts.



## DENTAL DEPARTMENT

PACIFIC ELECTRIC RAIL AND MOTOR COACH LINES

OWNED AND OPERATED BY

BEN A. PATTON, DDS., BS.

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

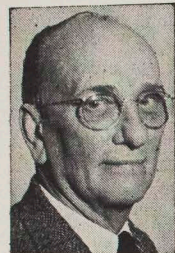
TERM PAYMENTS, IF DESIRED  
BY PAY ROLL DEDUCTION

826 Pacific Electric Building  
TUCKER 7272  
VAndike 5844



### MECHANICAL DEPARTMENT

#### North and South Districts



By  
**Guy F. Gehde**

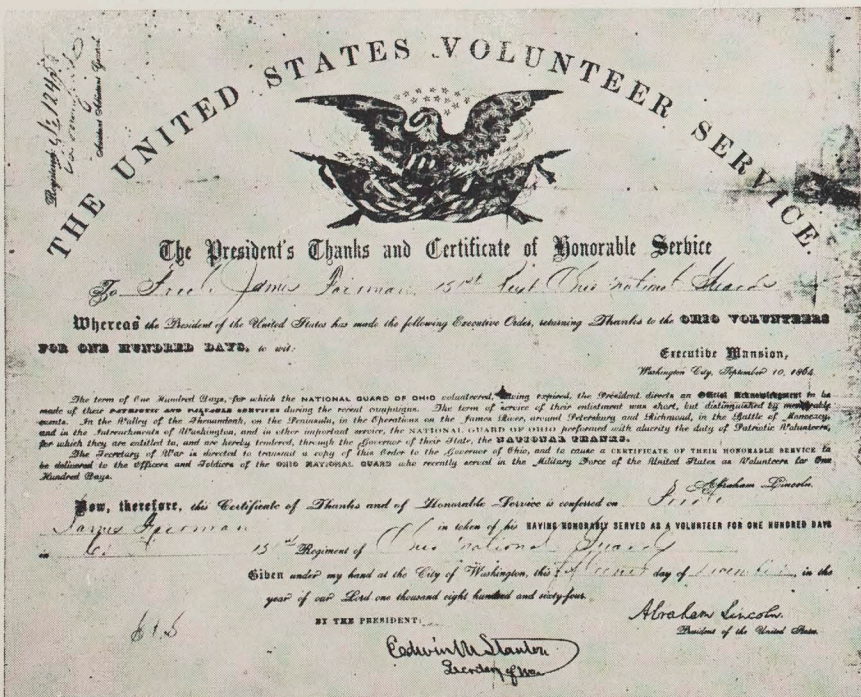
discharged from the Army and has connected at the Macy Garage as Auto Machinist. We enjoyed looking at a fine group of pictures taken by John in the Pacific—where he was engaged in four major battles.

The writer overhearing conversations on way to work—"My, these cars are clean! The windows fairly shine!" Orchids to Irvin Mankins and competent help. They were 600-class cars—Watts-Sierra Vista Line.

It's a girl for Mr. and Mrs. Paul J. Neiman. Paul is one of our new crew recently discharged from the Navy. Congratulations! Hugh Bailey replaced Poncho Viramontes at Baldwin Park—Poncho is now happily parked at the Repair Shop. J. Valesques back after illness, also Emily Sanchez and John Beltran. With races on—Loren Godwin and Donald Sheets surely are busy! When Dispatcher Wherry calls at 2 p.m. there's not much left for his afternoon schedule. Am glad Wherry has a nice disposition!

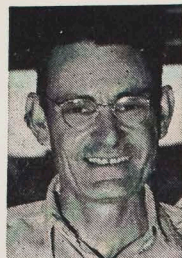
Vacations are on! Going and returning during February—E. E. Hunkins, John Roberts, Andrea Chavez, Bert Naramore, J. D. Carbajal, Luis Bloch, Mary Boyd, Angie Martinez, Margaret Torres, Laurence Lee, Cecilia Vila, Clara Villareal, Elena Esquivel, John Hozman, Angelina Hawkins, Clarence Strong; and at the Repair Shop, Grover Stoner, Abram Gregory, and Wm. Belcher.

The Hugh Joneses are delighted to have their son, Hugh, Jr., home from service on a thirty-day furlough. Great sympathy to Jack Chapman, whose "mother" passed away. Greetings to Emil Schmelzle. Happy to have you on the job again. We were glad to meet John Yesinkus, brother of our popular Joe. John was recently



**CIVIL WAR CERTIFICATE of Honorable Discharge given to grandfather of retired Car Cleaner Mrs. Fanny B. Schumacher. This is a photostat of the yellowed, stained, flyspecked original made out to Private James Fairman, 151st Regiment, Ohio National Guards. Mrs. Schumacher started work for the company in 1920, and retired September 30, 1944, working at Sixth and Main for her entire employment period, and always on duty days. C. B. Heisal was a "very good Foreman," declares Mrs. Schumacher, and PE is "a good company to work for."**

### MACY STREET GARAGE



By  
**A. L. Bristow**

Nellie Martin left the service of the company January 31 and Marion Gillett has been busy filling the job of Chief Clerk. Alvin York came from Butte Street to assist her in the myriad duties of the office.

Doc Beckett, the Night Foreman, took the whole month of February off to make an extended trip over as much of the U.S. as possible. Believe he has plans to visit the various bus operators and will no doubt have a lot of new wrinkles in bus maintenance when he gets back.

Jake Kaiser and Jack DeYager both had their vacations in February.

Columbus Hays started to spade up his yard one Sunday and wound up by taking a week of his vacation to finish the job.

Hagop Boutchakdjian took his vacation, after which he turned in his resignation to return to his family in South America.

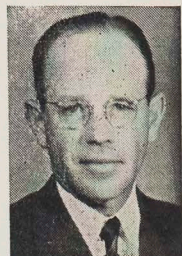
A new addition to the shop equipment is a canvas windshield for the electricians' bench; and one of the favorite sports is to spot the bumps in same, which generally prove to be "The Little Chum" backed up against it.

All of us at Macy join in extending our sympathy to C. D. Shank in the loss of his little boy.

----- GIVE TO THE RED CROSS! -----

### MECHANICAL DEPARTMENT Western District

By  
**Milton R. Clark**



We are happy to see our General Foreman, Roy Mankins, back on the job, fully recovered and looking well. Captain Thomas Green, son of Thomas Green, Assistant General Foreman of the Western District, Mechanical Department, received his

### ENGINEERING DEPARTMENT Eastern District



By  
**Mabel E. Forsberg**

discharge from the Army January 6, 1946, after 26 months in the South Pacific with the U. S. Army Ordnance Department.

Technical Sergeant Russell Brady, son of M. Brady, Shop Foreman at West Hollywood, is back from military service. He saw plenty of action in the Belgian Bulge.

Jack Hawks, Foreman at Hill Street, told me he recently became a grandfather for the third time. He has three lovely granddaughters now, and is mighty proud of them. If by chance the stork should read this, Jack would like very much to have a grandson.

Walter Loera and Art LaChance, two of the recently-retired old-timers here on the West, were each given a suitcase as a retirement present from their Pacific Electric friends.

Richard M. Keith is now back at work with the PE after four years of military service as a radar teacher. He is working nights at Ocean Park.

Red Connell, Car Repairer at Hill Street, has in the merchant marine a son who at present is on a hospital ship near China.

Understand that Charles Lundgren and his wife Ethel plan to spend their second honeymoon at Niagra Falls soon.

"Hy" Hybarger, Night Foreman at Hill Street, has been off duty for some time with an infected foot. Dave LaViers is holding down the fort.

----- GIVE TO THE RED CROSS! -----

### Chief Engineer's Son Returns From Navy

By Bette Jo Wells

After five years and six months of active naval service, Lieutenant Commander E. C. Johnson, Jr., son of our Chief Engineer, returned to his home Christmas Eve, on Terminal leave and a well-earned rest.

He enlisted as apprentice seaman 18 months prior to Pearl Harbor and received his preliminary training on the heavy cruiser the USS Wichita.

Commander Johnson, at 26 years old, is one of the youngest officers of his rank. He served as a line officer in the 13th Naval District, the Hawaiian Sea Frontier, the Destroyer Command of the Atlantic Fleet, and the Destroyer Command of the Pacific Fleet.

During the entire course of the war he served 49 months at sea in the American, Asiatic-Pacific, African and European Theatres. The remaining time of his service was spent in naval staff duty and training for advanced assignments.



E. C. JOHNSON, JR.

It seems that our B & B crew removed some rather important signs while doing some painting in the Riverside Bus Depot, which resulted in "sign trouble" for H. F. Dostal, Agent. Serving as a human semaphore became somewhat monotonous to Mr. Dostal.

Regarding the revamping of our office files, the plot grows thicker all the time. Recently a four-drawer file was carted into the office. Now whose idea was that, do you suppose?

Some people eventually find that pot of gold at the end of the rainbow. A. B. Holmes, Junior Engineer, found a parcel post package on the street one morning and upon returning it to the rightful owner, discovered it contained B-U-T-T-E-R! As a reward for his honesty, he was presented with a WHOLE POUND of that special gold.

Who says our bunch on the Eastern District is too old for romance? Bruce Wertenberg, youngest member of the Line Department, took unto himself a bride in January and we all wish Mr. and Mrs. Wertenberg many years of happiness!

Our congratulations to John Scott Burns, Timekeeper. He is now a grandpappy—a baby girl, Allison Abbott, having arrived at the home of Mr. and Mrs. John Scott Burns, Junior, on January 27, 1946. Is "Scotty, Senior" proud? You should see the chest expansion!

----- GIVE TO THE RED CROSS! -----

### Wife of Switch Repairer Francisco Santoyo Dies

Employees extend their sympathy to Switch Repairer Francisco Santoyo and his family in the death of his wife on February 2. Mr. Santoyo is one of Pacific Electric's loyal old-timers, having been with the company as a Switch Repairer since September 25, 1922.

Mr. and Mrs. Santoyo had been married since 1915. One of their three children, Manuel, 29, a Car Repairer in the Mechanical Department, has been with the company since 1936. Francisco has been in the United States since 1911, when he came in from Irapuato, a town in Mexico.

### Card Of Thanks

I wish to express my sincere thanks and appreciation to members of the Engineering and Mechanical Departments for their gifts of flowers and cards following the death of my dear wife.

FRANCISCO SANTOYO  
Switch Repairer  
Engineering Department  
February 9, 1946.





A GOLD WATCH, representing the collective gift of a large number of the friends of retiring General Line Foreman Ralph M. Cobb, is presented to him by L. H. Appel in a little ceremony at Washington Street Yard. Pressure of duties kept many friends away; those present included, left to right, William Baxter, E. J. A. Hasenyager, William Moesby, H. B. Ravey, Jim Kenner, K. A. Greenwald, Mr. Cobb, Felix Brac, Lee H. Cash, Mr. Appel, Ernie Hargreaves, A. O. Smith, Mrs. Jessie Eaton, and Walter Stratman.

## R. M. Cobb Retires After 40 Years; Built Almost All Overhead Lines

Pacific Electric lost one of its oldest old-timers (in point of seniority, not of age) when General Line Foreman Ralph M. Cobb of the Signals and Overhead Division, Engineering Department, retired on February 28. Though but 58 years of age, Mr. Cobb had been with the company exactly 40 years, four months, and five days—and all of it building overhead lines.

### HIS COMPANY HISTORY

Mr. Cobb took part in or supervised the building or rebuilding of practically all of the 800-odd miles of overhead line on the Pacific Electric system. He started work here October 23, 1905, at the age of 17, as a Groundman on the Santa Ana Line, then being constructed. S. H. Anderson was at that time Electrical Engineer. Rising to Lineman and then Gang Foreman, Mr. Cobb became General Line Construction Foreman on February 1, 1916, and remained in that capacity until the job was dispensed with in 1935, at which time he became Electrical Inspector. On April 1, 1936, he was made General Line Foreman, the position he held until his retirement.

Mr. Cobb is also a member and Past President of the Joint Pole Committee, an organization of Southern California utilities which are parties to an agreement made in 1906 to

effect substantial economies by joint use and ownership of poles for electric power and communications lines.\* He represented Pacific Electric interests on the Committee. In 1932 he was also President of the PE Masonic Club, of which he has long been a member.

### FAREWELL GIFTS

As a token of their esteem, some of his Pacific Electric friends, in a little ceremony held at Washington Street Yard on February 27, presented the retiring General Line Foreman with a beautiful 21-jewel Hamilton pocket watch and chain. L. H. Appel, now Research Engineer but formerly of the Electrical Division, and a long-time friend and associate of Mr. Cobb, made the presentation. Preceding it, Signal Engineer



JOINT POLE COMMITTEE presents Mr. Cobb (right foreground) with a friendship scroll and a pen and pencil set. F. E. Randall, then Committee president (facing Mr. Cobb) made the presentation.

Albert Oren Smith made a little speech honoring Mr. Cobb and introducing Mr. Appel.

A pen and pencil set and a scroll were presented to Mr. Cobb on Wednesday, February 13, by the Joint Pole Committee at their regular meeting. A luncheon in his honor followed at the Rosslyn.

### DESIGNS SUBWAY OVERHEAD

One of the jobs which Mr. Cobb considers as his most difficult was the construction of the overhead in the Subway Tunnel, which required a special type frog not then procurable. After considerable celebration and experiment, he developed a "pan" type of frog which worked perfectly at points where many trolley lines came together and cars traveled in both directions. According to his co-workers, Mr. Cobb also developed a number of other devices which have been of great importance to those interested in line construction.

### GOES TO DESERT

His retirement plan was to go to the desert in order to inhale its dry air as a means of combating a severe bronchial disorder.

In his spare time, Mr. Cobb works in his shop repairing toys, making wagons, etc., for his three grandchildren. He hopes the desert air will prove sufficiently beneficial to enable him to indulge in what used to be his favorite sport—bowling.

The best wishes of all employees follow mild-mannered, beloved, respected Ralph M. Cobb as he retires for a well-deserved rest.

\*Other purposes: To improve public relations by contributing to civic beautification; to improve safety for employees and the public; to improve convenience in making service connections to the same consumers. As of January 1, there were 336,072 jointly owned poles. PE's Signal Engineer, A. O. Smith, is also a member. The Committee was, in fact, founded by a Pacific Electric employe, former General Line Maintenance Foreman J. E. MacDonald, now retired. The Committee's office has always been in the Pacific Electric Building, at present being in room 911. At the meeting immediately preceding the presentation of the gift to Mr. Cobb, Robert W. Kelso of Southern California Edison Company was elected president, succeeding F. E. Randall of Southern California Telephone Company. H. G. Biescar is the executive secretary. Twenty-eight utilities are members.

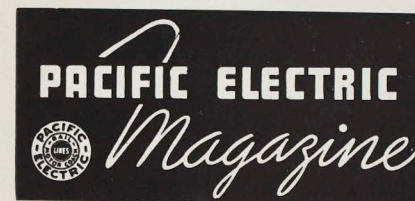
## SIGNAL ENGINEERING

By Robert F. Burns

Greetings and salutations! We are again back to the fold. And . . . what a grand month to get the ball a-rolling!

Saint Patrick's Day and taxes make a crazy combination. But, we'll just go along with the march of dimes.

Johnny Huber is getting to be quite a hiker these days, and should be in the pink of condition to enter the cross country run in the fall.



Vol. 26, Nos. 9-10 March-April, 1946

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

in the interest of active and retired employes of Pacific Electric Railway and Motor Coach Lines.

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

### EDITORIAL SUPERVISION

Glenn E. Collins  
Assistant to President

### EDITOR

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

### ASSISTANTS

Fred B. Hopkins, Charles P. Hill, Arlie Skelton, Arden H. Nasher, Deane H. Koch, Suzanne M. Jacquemin, John Curtis, Ted Harrison, W. B. Shrewsbury, H. L. Woodford, A. K. Hartman, Jack DeLaney, M. J. Davison, Mabel E. Forsberg, George M. Kappers, W. F. Servranckx, Viola B. Tellechea, J. A. Degerman, Guy F. Gehde, Milton R. Clark, Ruby Gallacher, A. L. Bristow, Jackie Lyons, W. J. Fenwick, Rosanne Smith, Charles H. Croninger, Dorothy B. Dunn, Robert F. Burns, Lillian M. Lyons, J. E. Neville.

PHOTOGRAPHY  
Harley B. Talbott

Copy deadline for May issue: April 22. Please be prompt.

## Paul W. Du Par, Work Order Clerk, Dies February 14

Although aware for some time of his failing health, the many friends of Paul W. Du Par, former Work Order Clerk in the Field Engineering Division, Engineering Department, learned with surprise and shock of his death on February 14. He will be remembered as a faithful friend and a conscientious worker, and his passing leaves a void which time alone can obliterate.

Funeral services attended by a large number of Pacific Electric employes were held at the First Christian Church of Monrovia on Saturday afternoon, February 16, and were followed by interment in Live Oak Cemetery.

----- GIVE TO THE RED CROSS! -----

## Payroll Deduction For Glasses Authorized

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

### OUR COURTESY

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

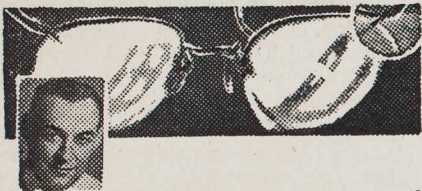
# GRAHAM & ISBELL

Phone  
PR-5590

**MORTUARY**  
915 W. Washington Blvd.

Phone  
PR-5501





**PAYROLL  
DEDUCTION**  
*If Desired*

**818**  
**P. E. BLDG.**  
**W. F. MORRISON**  
OPTOMETRIST TO  
Transportation Employes  
and Dependents  
TU 7272, Ext. 2580  
and TU 6494

**FEET HURT?**



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

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

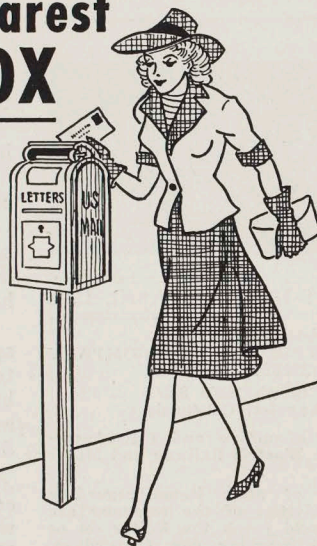
(Union Made)

**M. E. NIXON**

2035 Midvale, West Los Angeles  
Phone ARizona 3-3229

**Bank the easy way**  
at your nearest  
**MAIL BOX**

**BANK**  
*By*  
**MAIL**



CALL  
WRITE OR  
TELEPHONE  
FOR PARTICULARS

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

member  
F·D·I·C

THE OLDEST BANK IN SOUTHERN CALIFORNIA

401 SO. MAIN ST. (ZONE 54)

MADISON 7272