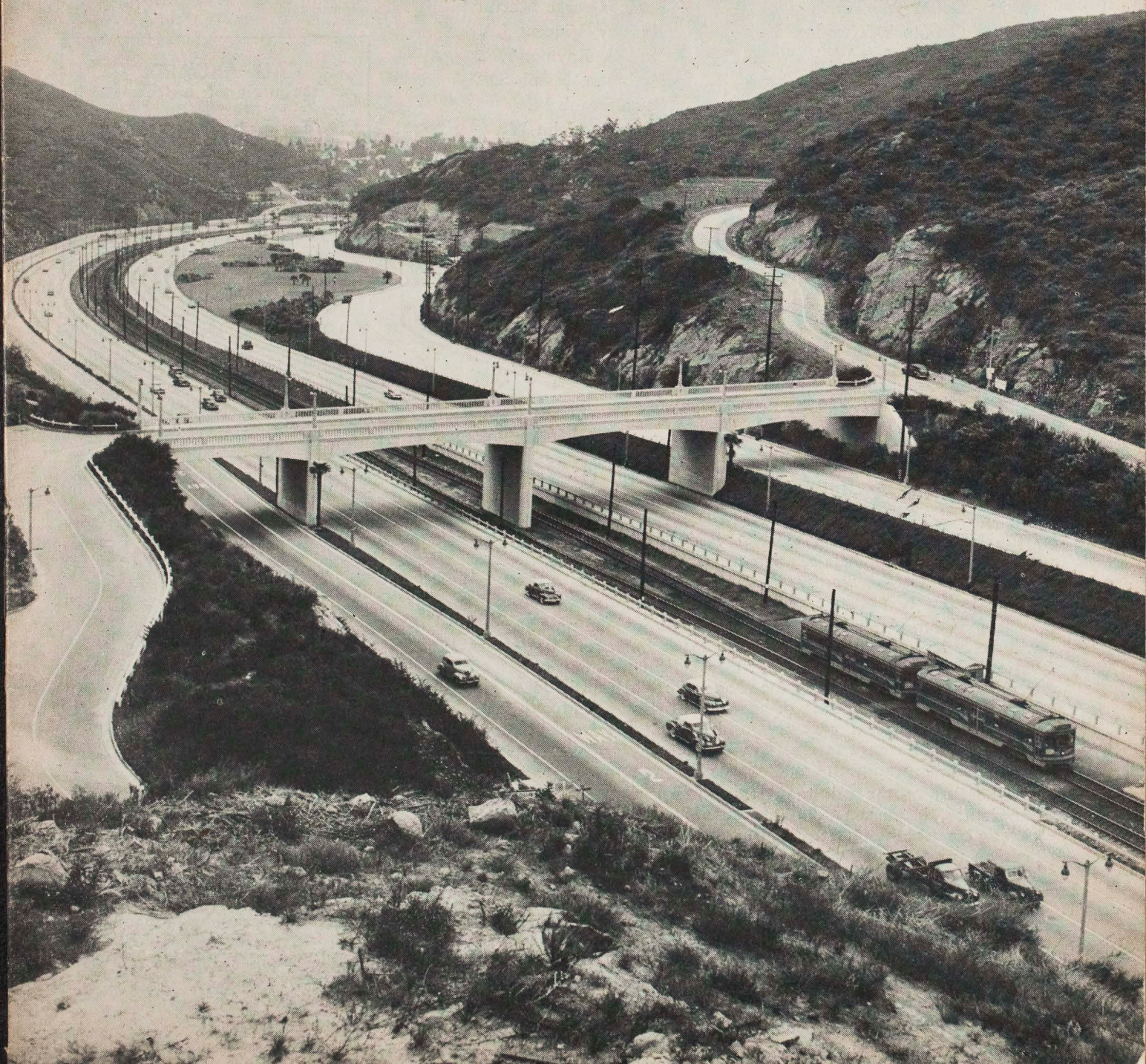


MAY-1946
PACIFIC ELECTRIC
Magazine



PROPERTY OF
LOS ANGELES CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY



Welcome Home!

Pacific Electric Employees Returned From Military Service Since Last Publication of Pacific Electric Magazine

Allen, Lawrence E.
Anderson, Roland S.
Bacchus, Raymond L.
Browne, Edward G.
Carlson, Douglas Dale
Chavers, Cecil H.
Click, Norse C.
Cochran, John E.
Coffey, William
Comstock, Theodore K.
Cragin, Jas. W.
Dullnig, H. A.
Durand, Milton H.
Elsmore, Joseph H.
Engel, Vernon C.
Gentry, Thomas E.
Hall, Sheldon V.
Harris, Jack F.
Hillier, Raymond
Jacobsmeier, Paul H.
Jones, William H.
Karr, Randolph
Klein, Marston W.

Lara, Stephen Salazar
Loveland, Chas. E.
Mainzer, R. W.
Mallory, Robert J.
McClelland, G. W. Roy
Moebius, D.
Moore, William Warren
Patti, Vincent J.
Prato, George Martin
Ramsey, Vincent J.
Reitzel, Raymond R.
Rothman, Joseph S.
Saiza, Frank M.
Sampson, John W.
Sanford, Charles J.
Scheide, Dayton H.
Smith, R. F.
Stanton, Dwight R.
Stephan, Mark J.
Travis, Everett E.
Villegas, Juan M.
Wahl, H. A.
Wurm, Edward C.

Zook, Robert F.

Parkways and Pacific Electric . .

THIS MONTH'S LEADING ARTICLE on the development of parkways and their relation to Pacific Electric passenger transportation service is worthy of careful reading, for it clearly indicates future trends of passenger service in the Los Angeles metropolitan area.

Among other things, it indicates that during the next few years there will be a material growth in motor coach operations as construction of various parkways is completed. It also indicates, however, in later years a trend back to rail service in the shape of rapid transit lines. This change back to rail service depends, of course, on the rate of growth in population up to the time when parkways and existing highways are so congested that rail rapid transit service will be the only remaining means of providing suitable transportation to move the large masses of people.

The first of the rail rapid transit projects, from the standpoint of importance, is the East By-Pass described by Mr. Spencer, which will directly connect the Pacific Electric terminal at Sixth and Main Streets with lines on private right of way on the Northern District and private right of way on the Southern District, taking rail passenger service on Northern District and Southern District lines, as well as motor coach service to Motor Transit District and Northern District points, entirely from the surface of the streets in downtown Los Angeles. There is reason to hope that the rapid transit line on the East By-Pass can be constructed and placed in operation within the next two or three years.

MECCA Votes \$5,000 to Red Cross

At one of the shortest meetings on record, the MECCA Committee on March 18 voted unanimously to send a check for \$5,000 to the Red Cross Fund. This vote followed Treasurer R. E. Labbe's report of a balance in the MECCA account of \$6,866.57 as of that date. The Red Cross check left a balance of \$1,866.57.

"Every cent of contributions by employees to MECCA goes for the purpose intended," asserts MECCA Committee Chairman B. A. Collins. "Not one cent of the money goes for administrative or other overhead expense in connection with the MECCA organization."

"ALL ABOARD!"

is the name of a technicolor movie by Warner Bros. depicting the great war job done by American railroads. It's currently being shown, with other features, at Warner's Hollywood, Downtown, and Wiltern theaters. It's really swell. Don't miss it!

BUY U. S. SAVINGS BONDS

YOU TELL ON YOURSELF

You tell on yourself by the friends you seek,
By the very manner in which you speak,
By the way you employ your leisure time,
By the use you make of dollar and dime.

You tell what you are by the things you wear,
By the spirit in which you burdens bear,
By the kind of things at which you laugh,
By the records you play on your phonograph.

You tell what you are by the way you walk,
By the things of which you delight to talk,
By the manner in which you bear defeat,
By so simple a thing as how you eat.

By the books you choose from the well-filled shelf,
In these ways and more, you tell on yourself;
So there's really no particle of sense
In an effort to keep up false pretense.

—The Lighted Pathway

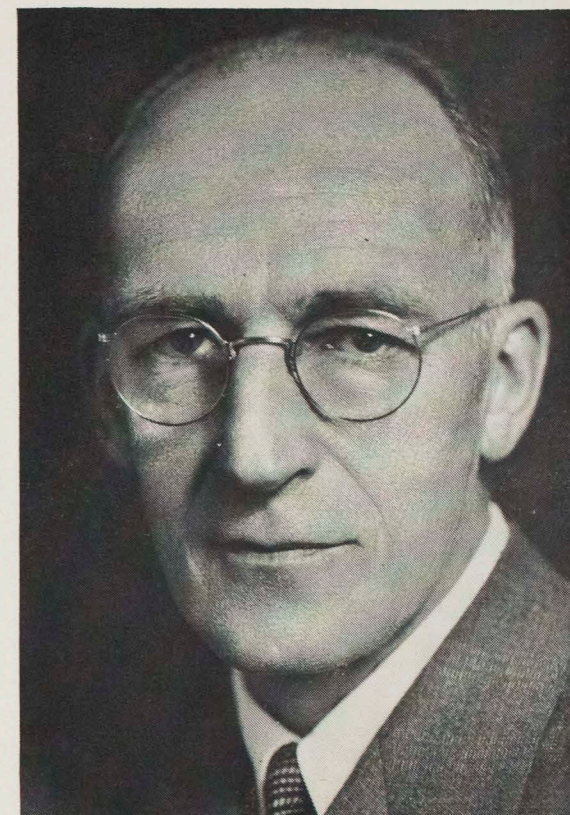
Compliments of A. Koehler
Conductor, West.

How the New Parkway Project Fits into Pacific Electric's Plans for the Future

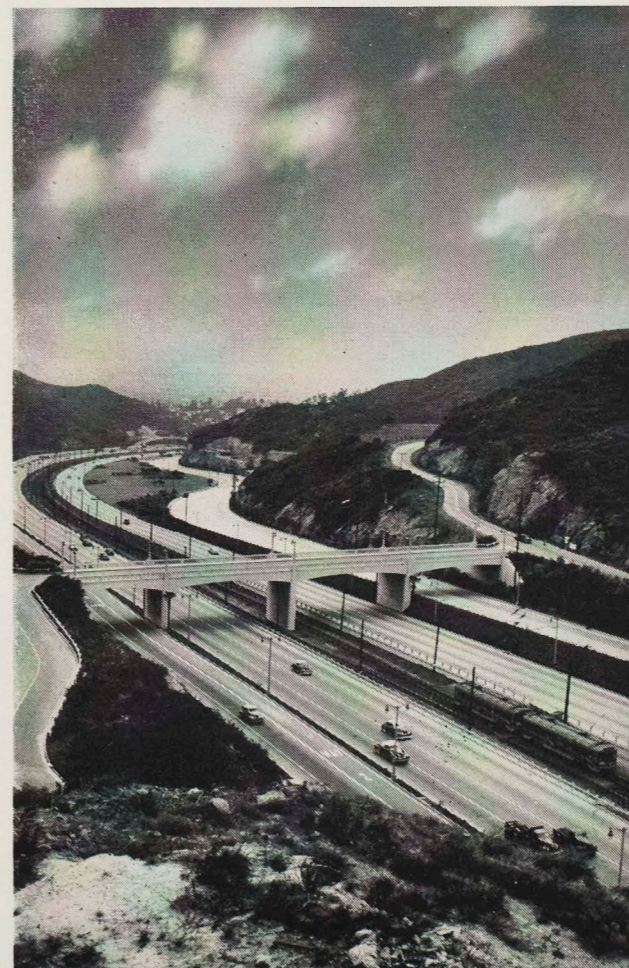
By F. W. Spencer

Engineer of Planning and Development

EVERYONE who travels in and around Los Angeles knows about traffic congestion. We have all had the experience of traveling at a snail's pace on cars and busses along the congested streets of the downtown area. During the hours of heavy travel, the reason for the traffic congestion is obvious. There is not enough room in the present city streets for the number of people who want to use them. Many things have been done in the field of traffic engineering for the improvement of the condition, such as elimination of left- and right-



F. W. SPENCER



COVER PICTURE—Portion of the beautiful Hollywood Parkway through Cahuenga Pass. Pacific Electric's double-tracked rail line in the center of the divided highway increases by many times the efficiency of the parkway for transportation purposes.

hand turns at critical points, elimination of curb parking, installation of pedestrian safety islands and zones, shifting of street center to provide more traffic lanes on certain heavily traveled thoroughfares. The City also has under consideration the establishment of some one-way streets. These things are palliatives. While they will improve the condition, they do not offer a permanent solution to the problem.

EARLY PLANS

As early as 1924, traffic congestion in the Metropolitan area of Los Angeles, and particularly in the downtown business district, was a matter of concern to the City Planners. Plans for additional and improved highways were made, many of which highways came into being. Studies were made for improvements to public transportation, most of which were too ambitious for the size of the City at that time. At about the time major improvements in transportation facilities would normally have taken place, the depression of the thirties came along, and the conditions resulting from that depression made it impossible to provide the traffic improvements which by then were badly needed.

PLAN DEVELOPED

In 1938 the Transportation Engineering Board of the City of Los Angeles, headed by the city engineer, was formed. This Board, with the aid of consultants,



HEAVY TRAFFIC flows easily through the *Figueroa Tunnels*.

made an exhaustive study from which was developed a plan for a system of parkways, freeways, or express highways. As transportation facilities these all mean the same thing; that is, highways with a dividing strip in the center, without grade crossings, and impossible

PLANS FOR THE FUTURE are being discussed in the office of the Engineer of Planning and Development. Left to right are *F. W. Spencer, Engineer of Planning and*

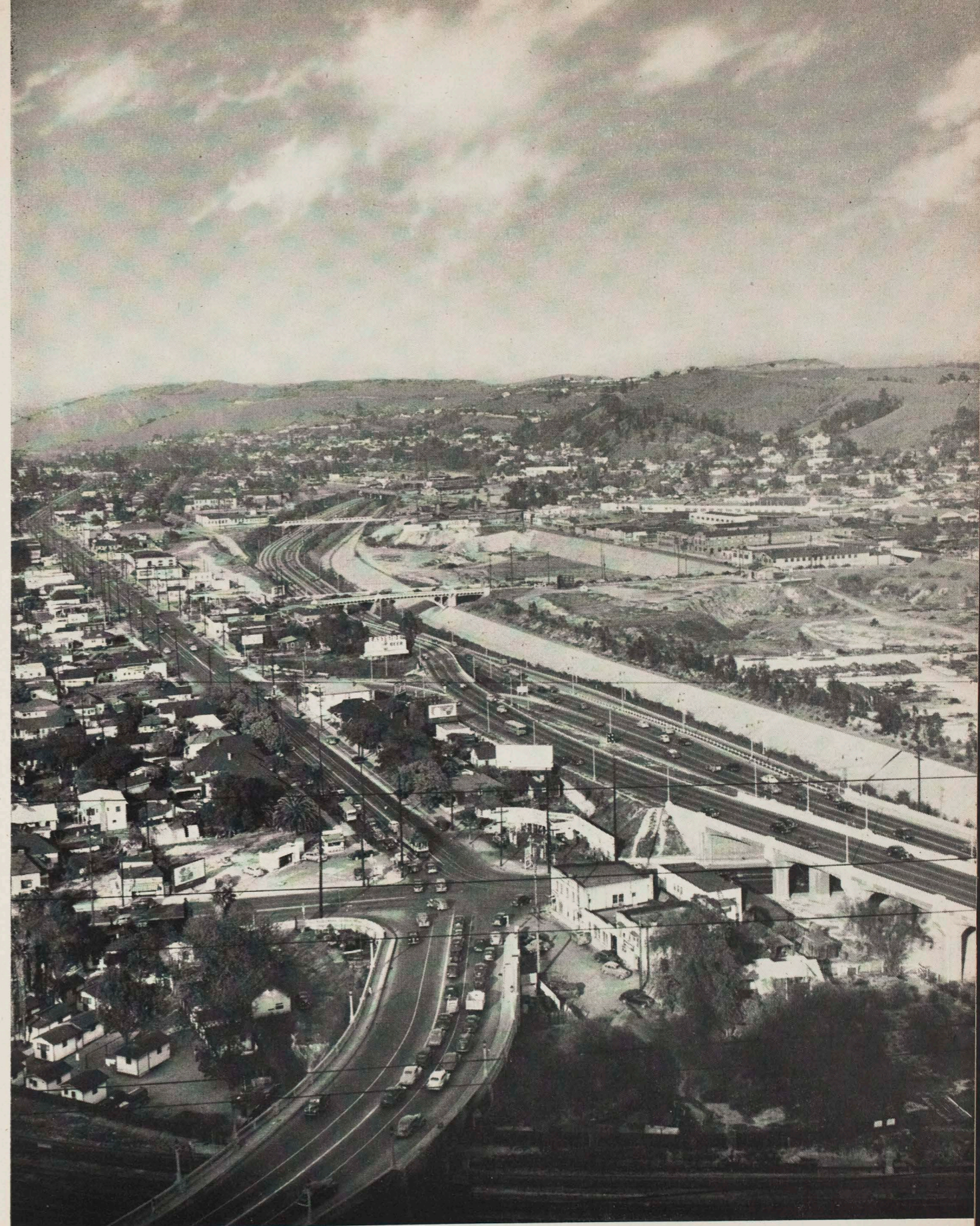
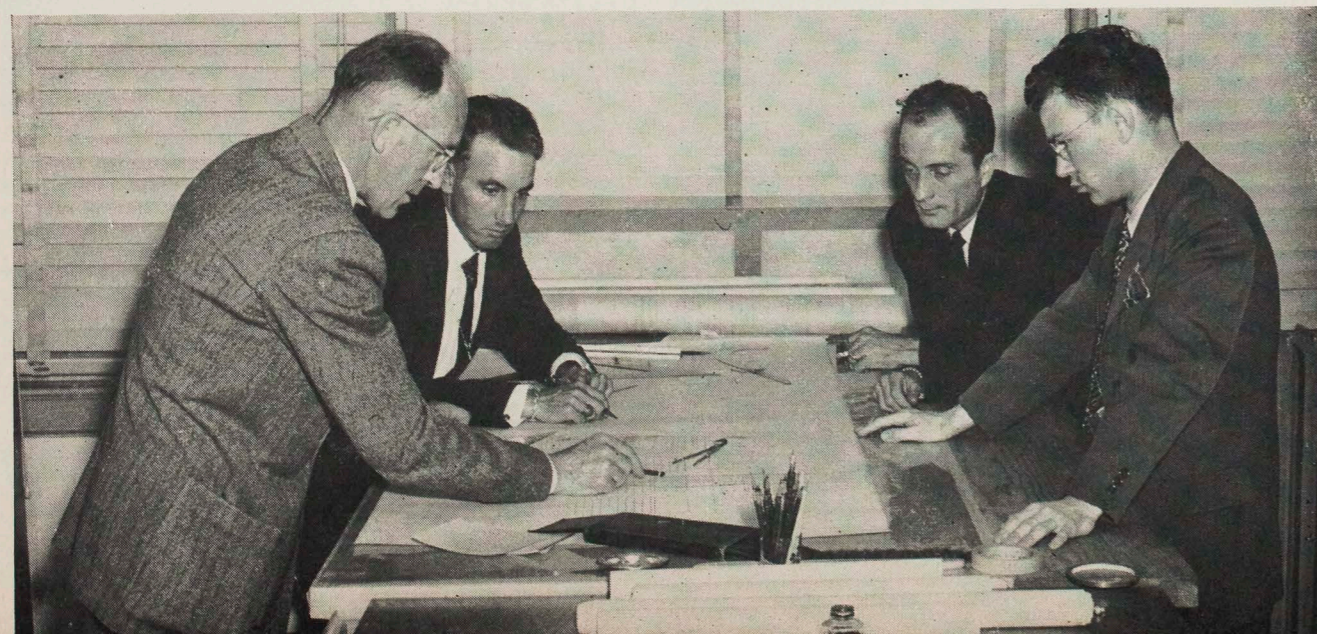
of access except at certain designated points where entrance roads with accelerating lanes will be furnished. These highways, with center strip and side slopes landscaped, will be either elevated above or depressed below the surrounding property, and, when completed, will provide thoroughfares over which private and public transportation vehicles may move at high speeds without the hazards and delays offered by grade crossings and traffic signals. For example, when the proposed Hollywood Parkway is completed from the Civic Center to San Fernando Valley, an automobile or motor coach may enter the parkway in the vicinity of the Civic Center and travel without stopping to San Fernando Valley.

COUNTY-WIDE SYSTEM

Since the Metropolitan system of parkways affected not only the City of Los Angeles but also the County and other incorporated cities within the County, in 1944 a Committee was formed called the Metropolitan Parkway Engineering Committee. Mr. Lloyd Aldrich, city engineer of Los Angeles, is chairman, and the Committee consists of engineers representing the State Highway Commission, the County of Los Angeles, the City of Los Angeles, and all of the other incorporated cities in the County. This Committee has agreed unanimously on the plan for the system of parkways, shown on the accompanying map. (See pages 16 and 17.) The entire system is expected to take approximately 20 years to complete, but in a recent hearing before a State Legislative Fact-Finding Committee, the following parkways, considered the most vitally needed, were included in a program which it is hoped will be completed within ten years.

1. Arroyo Seco Parkway from present end south to Hollywood Parkway.
2. Hollywood Parkway from Civic Center to Riverside Parkway.
3. Santa Ana Parkway from Civic Center to east city limits.
4. Santa Monica Parkway from Hollywood Parkway to Santa Monica.

Development; V. R. Wilkinson, Junior Engineer; J. D. Swanson, Junior Engineer; and L. V. Blackburn, Assistant Engineer.



CONTRAST — Looking north over the Arroyo Seco between crowded traffic conditions at intersection at Parkway (main thoroughfare at right), showing contrast grade and the smooth and uninterrupted flow of traffic on a grade separated highway.

5. Olympic Parkway from Santa Ana Parkway to Venice Parkway.
6. Venice Parkway from Olympic Parkway to Venice.
7. Ocean Parkway from Santa Monica to Venice.
8. Sepulveda Parkway from Riverside Parkway to River Parkway.
9. Harbor Parkway (West By-Pass) from Hollywood Parkway to Inglewood Parkway.
10. Harbor Parkway from Inglewood Parkway to San Pedro.
11. Inglewood Parkway from Harbor Parkway to Sepulveda Parkway.
12. East By-Pass from Harbor Parkway to Arroyo Seco Parkway.
13. Riverside Parkway from Arroyo Seco Parkway to Sepulveda Parkway.
14. Ramona Parkway from Santa Ana Parkway to Covina.

ALISO AND ALAMEDA, 5:00 P.M.—Congestion here will be relieved by grade separation when the Hollywood Parkway is finished.



15. River Parkway from Santa Ana Parkway to Long Beach.

SOME PORTIONS COMPLETED

This initial program consists of approximately 165 miles, and is estimated to cost \$300,000,000.00. Parkways that have been so far completed are portions of the Arroyo Seco Parkway, the Hollywood Parkway from Cahuenga Pass to Barham Boulevard, and the Ramona Parkway from Aliso Street to the east city limits of Los Angeles. Work is now under way on some bridges on the Santa Ana Parkway, and it is expected that work will be undertaken this summer on some bridges on the Hollywood Parkway and the southerly extension of the Arroyo Seco Parkway. It is also intended to begin work on the extension of the Hollywood Parkway from Barham Boulevard to Vineland Avenue at Ventura Boulevard.

HOW FINANCED

At the present time, the parkway system is being financed with state highway gasoline tax funds and federal appropriations authorized by Congress in 1944. However, completion of the initial program within the ten-year period will require that more money be raised. It is for the purpose of determining the amount of money needed for a statewide program of freeways, of which the Los Angeles Metropolitan system will be a part, and possible means of financing that the Legislative Committee is holding hearings all over the State. Recommendations in these matters will be made by this Committee to the next session of the State Legislature.

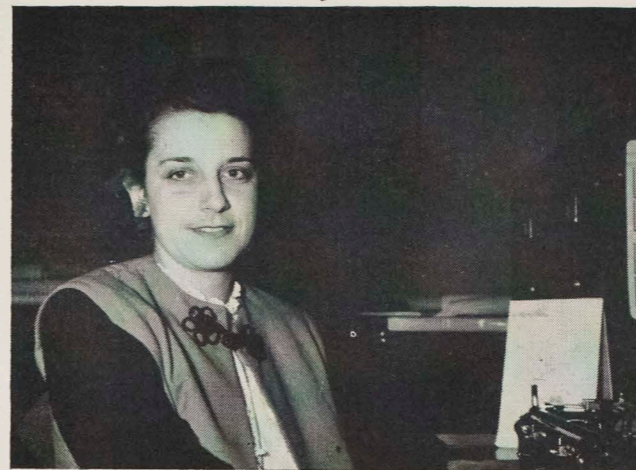
PARKWAYS AND PACIFIC ELECTRIC

Many people have asked what the proposed parkways and freeways will mean to Los Angeles County and to the Pacific Electric Railway Company and its employees. The parkways as planned are an effort to meet the demand for improved transportation within the Metropolitan area. However, the ability to move large numbers of private vehicles into the City of Los Angeles cannot be considered a solution to the traffic problem. Coupled with the parkways themselves, there must be more extensive offstreet parking facilities for private automobiles, good inlets and outlets from the center of the city to the parkways, and traffic engineering that will permit freedom of movement of the private automobiles going to and from the parkways.

MOTOR COACHES ON PARKWAYS

The problem faced is better facilities for moving people, and we cannot hope to provide these facilities with highways designed only for the private automobile. Consequently, the plan provides for the operation of motor coaches on the parkways, and studies are now being made for improved terminal facilities, motor coach stops at parkway level which will not interfere with the free flow of traffic on the parkways, and necessary connecting ramps or roads so that the coaches may enter and leave the parkways.

With provision for the operation of public transit busses on the parkways, the number of people that can be served will be greatly increased, and it is estimated that the community value of the project will be more than doubled.



EDNA L. KLEIN, Steno-Clerk for Mr. Spencer, does the clerical work of the office.

RAIL LINES IN CENTER STRIP

In addition to the operation of motor coaches on the parkways, we are going a step further. Plans are now being made for the future construction of double-track rail lines on the center dividing strip of some of the thoroughfares. Such rail lines would increase the passenger-carrying capacity of the parkways many times. One such project has been definitely selected for study and plans, and that is the construction of rail rapid transit lines to serve the Northern and Southern Districts of the Pacific Electric system from Main Street Terminal by a completely grade-separated route to private rights of way at Macy Street on the northern lines and 14th Street on the southern lines by way of the East By-Pass, Santa Ana and Olympic Parkways. This route will make it possible for all of Pacific Elec-

tric rail operations from the Main Street Terminal to reach private rights of way without operating in city streets, and will greatly speed up the rail service to the Northern and Southern Districts. Coupled with this plan will be an elevated highway access for motor coaches from Main Street Terminal so that the inter-urban coaches may enter and leave the city by way of the express highway.

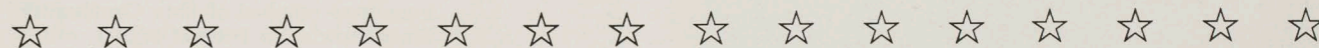
EAST BY-PASS ON HIGH PRIORITY LIST

The East By-Pass project, including facilities for Pacific Electric rail and motor coach transit lines, is one of the city's high priority projects. It has the support of all the public bodies and civic organizations such as the Los Angeles Traffic Association, Downtown Businessmen's Association, and others. It is hoped it can be built within the next two or three years.

WEST RAIL TRANSIT PLANS

Studies for improved rail transit service to the Western District are now being made. These are still tentative, and little can be said about them. However, pending the development of these plans, Pacific Electric intends to furnish expanded and improved motor coach service to the Western District by way of the parkways as fast as they are constructed.

The plans now being made contemplate the best use of the proposed parkway system for transportation. In other words, what we are trying to do is furnish the most in transportation for the amount of money spent. The Pacific Electric Railway Company has played a large part in the growth and development of the four counties which it serves, and in our planning for the future, we recognize the need for expanded and improved service so that for many years to come this Company will be in a position to play a part in the growth of Southern California as large as or larger than it has played in the past.



Memorial Day, 1946

THIS IS THE DAY women gently arrange flowers
in patterns of beauty
On the graves of the long dead and those late numbered
with them,
Or picture the place where a lost loved one lies in
France or on Okinawa.
Organizations place flags for soldiers of Saratoga,
Gettysburg, San Juan Hill.
Graying veterans of the Argonne precede the Boy
Scouts in the parade lines,
And women listen to the music, the oratory, the taps,
and wonder.
"What can I do in my own little world, an integral part
of the vast world?
Loving and serving one man and his children have not
been enough in the past.

The black child, the brown child, the yellow child must
be my child.
The words, Dirty Jew, are a threat to Protestant,
Catholic, Hindu.
Starving babies in Poland, China, Georgia can bring
death to my baby.
I dare not hate again, neither I nor my husband nor
children,
Nor the women left to live lonely lives by war's cruel
desolation.
Shall my sisters at home and abroad and I learn now
the lesson of love,
Or will the small remnant learn it after the hell of the
next war?"

—ANN JONES in SHE Magazine

What the Hospital Association Means to an Employee's Wife

Mrs. L. H. Newport, wife of the late and deeply lamented Supervisor Louis H. Newport of the Western District, expresses in a moving letter to Dr. W. L. Weber, Chief Surgeon, and his assistant, Dr. A. M. Scholz, her gratitude for the great financial advantage provided by membership in our Hospital Association as well as for the excellent care provided by the physicians and nursing staff. Her letter reads, in part:

I want to express to you my very deep appreciation of the splendid care Mr. Newport received through the PE Medical Department and especially the efforts of both of you in his behalf.

I am aware that, had my husband not had the medical insurance through the PE Medical Department, he could not have had the splendid at-

tention and expert care during his long illness, for it would have been beyond our financial ability. He did not have the worry of mounting hospital and doctor bills. He had so much confidence in both of you and, of course, you know as well as I that he was courageous to the end.

I am wondering if the average PE employe realizes the security he has in the medical care which is his. I doubt if he does.

I should also like to say that the nursing care in St. Vincent's Hospital is splendid, and I think I have been there enough in the past eight months to know whereof I speak.

I felt Mr. Newport would want me to express my appreciation, for it certainly meant a great deal to him during those long months of suffering.

REPORT OF VITAL STATISTICS

February 21, 1946, to April 20, 1946

DEATHS

NAME	OCCUPATION	Died	Group Insurance	Mortuary
*Garcia, Francisco	Laborer	2-18-46	No	No
Kirk, Clarence M.	Motorman (Retired)	2-22-46	Yes	Yes
Cheshier, Charles	Conductor	2-23-46	No	No
Oakley, Daniel W.	Carpenter (Retired)	2-24-46	Yes	Yes
White, Edward F.	Motorman (Retired)	3- 2-46	Yes	Yes
Martin, Earl J.	Carpenter	3- 5-46	Yes	No
Ramirez, Sostenes G.	Laborer	3- 8-46	Yes	No
Curtis, Jake	Laborer	3- 9-46	No	No
Gilley, Wiley L.	Sub-Foreman (Ret.)	3-10-46	Yes	Yes
Neighbors, Charles	Motorman (Retired)	3-12-46	Yes	No
Woods, Joseph	Frt. Car Repairman (Retired)	3-13-46	Yes	No
Moore, Paul	Foreman (Retired)	3-15-46	Yes	Yes
Barrett, Frank J.	Car Clerk (Retired)	3-18-46	Yes	Yes
**Fishel, Jack W.	Laborer (Mil. Lve.)	2- 1-46	No	No
Tibbetts, Henry B.	Substation Opr. (Retired)	3-27-46	Yes	Yes
Arellano, Jose H.	Laborer	3-23-46	No	No
Solorio, Jose	Laborer	4- 3-46	No	No
Bleckwith, Harvey F.	Carpenter (Retired)	4- 6-46	Yes	Yes
Tauchen, Arthur	Conductor	4- 7-46	Yes	Yes
Garcia, Ventura	Laborer	4- 8-46	Yes	No
Ruiz, Rosalio	Trackwalker (Ret.)	4-13-46	Yes	No
McLeod, Harold B.	Trainman	4-17-46	No	No
Bayless, Walter F.	Trainman	4-19-46	No	Yes
Stillson, Ambrose H.	Chk. Clk. (Retired)	4-20-46	Yes	Yes

EMPLOYEES' WIVES' DEATH BENEFIT FUND

NAME	Died	Wife of	Department
Warfield, Anna C.	2-21-46	O. D. Warfield	Transportation
Bailey, Elizabeth F.	3- 1-46	George E. Bailey	Mechanical
Carter, Anna L.	3-13-46	John L. Carter	Transportation

*Reported subsequent to last publication.

**Officially declared dead by War Department on this date.

Reported subsequent to last publication.

Charles Neighbors, Retired Motorman, Dies

Retired Motorman Charles Neighbors, formerly of the Western District, died March 12 at the Best Sanitarium, Los Angeles. Mr. Neighbors had been with the company about 19 years as a Motorman, beginning in 1920.

Born in Hot Springs, Arkansas, in 1870, he was a member of the Memphis, Tennessee, Fire Department, for some years, and later worked the streetcars of his birthplace, Hot Springs.

Surviving are his wife, Edna, of 5022 South Harvard Boulevard, Los Angeles, and his daughter, Mrs. Louise Panfill. Employes extend their sympathy.

BUY U. S. SAVINGS BONDS THROUGH PAY ROLL ALLOTMENT

Edith R. Allan Dies

Miss Edith R. Allan, manager of the Los Angeles office of the California Newspaper Publishers Association for 20 years, died April 4 after an operation to relieve an eye condition. She was well known to many in the Pacific Electric Building, where her office was maintained.

BUY U. S. SAVINGS BONDS

Everybody Benefits

(YES, EVEN YOU!)

When someone is sick at your house, and you can't afford (or don't need) a full-time nurse . . . a registered Visiting Nurse will call and take expert care of the patient. (The telephone number of this Community Chest service is DRexel 2211.)

If you need expert legal advice and don't know where to get it, there's help at the Legal Aid Foundation. (Telephone MUTual 9126.)

If your children are your biggest problem, there's the Children's Bureau to help you. (Fltzroy 2515.)

If you're having family troubles—financial, personal, or other kinds—the Family Welfare Association knows how to go about helping you find the answers. (Mlchigan 9565.)

If you have a problem that's not mentioned here, the Chest provides a Welfare Information Service which will advise you and direct you to one of the 95 Chest agencies—or to a public agency, if the answer to your problem is there. (PRospect 7351.)

Read the paragraphs above, and you'll agree that everybody benefits from

The Community Chest



TEMPLE CITY BUS LINE EXTENDED TO ARCADIA — Ribbon-breaking ceremonies on Tuesday, March 19, marked the extension of motor coach service from Temple City to Arcadia. Present were the Mayors of Arcadia and Temple City, Chamber of Commerce officials of both towns, representatives of a number of civic clubs, a number of Pacific Electric officials, and a group of old-time riders of the Temple City line. A public address system was set up, and short speeches were made by H. O. Marler, Passenger Traffic Manager, and others. Mr. Marler stated that this was the first bus extension made since the war. Above, Mrs. Emma Cribb, one of the oldest pioneers in that part of the country, is introduced by A. L. Nunamaker, Secretary of the Temple City Chamber of Commerce. She cut the white ribbon across the foreground. Top right, Operator B. E. Edwards hands Mrs. Cribb the first check used on the extension, and (at right) a number of the old-time riders and officials make the

first trip to Arcadia. Regular service actually began next day.

Motor Coach Service Begins On Temple City Line Extension

With ribbon cutting, speeches by representatives of Temple City, Arcadia, and the Pacific Electric Railway, old-time riders gathered for the occasion, and Operator B. E. Edwards, nattily groomed, driving the first bus-load of passengers over the route, Tuesday, March 19, marked the inauguration of new motor coach service between Arcadia, West Arcadia, and Temple City, as an extension of Los Angeles-Alhambra-San Gabriel-Temple City Motor Coach Line. Ceremonies occurred at Baldwin Avenue and Las Tunas Drive.

Regular service began the next day.

The new motor coach service is operated from Arcadia, First Avenue and St. Joseph Street (Pacific Electric Station) along First Avenue, Duarte Road, West Arcadia, and Baldwin Avenue to Las Tunas Drive, Temple City; and thence over the present route to Los Angeles.

Service is provided on extended portion of the new line, to be known as the Los Angeles-Alhambra-San Gabriel-Temple City-Arcadia Line, on a basic 30-minute headway with first inbound trip scheduled to leave Ar-

cadia at 5:48 a. m. and last inbound trip at 8:08 p. m. The first outbound schedule to Arcadia leaves Los Angeles at 4:50 a. m. and the last evening schedule to Arcadia leaves Los Angeles at 6:55 p. m. Service through to West Arcadia and Arcadia is operated daily except Sunday.

The inauguration of the motor coach service between Temple City and Arcadia is a distinct step forward for San Gabriel Valley, as it provides direct service with transfer at Arcadia between cities served by Arcadia - Monrovia - Azusa - Glendora Rail Line and cities served by Temple City-San Gabriel-Alhambra-Los Angeles Motor Coach Line. The Temple City-West Arcadia area is also provided with service to Pasadena through connection at Arcadia with coaches of Pasadena City Lines.

Extra Trains Provided for Easter Services at Bowl and Forest Lawn

The thousands of worshippers at the Easter sunrise services this year found plenty of Pacific Electric trains available to carry them to the Hollywood Bowl or Forest Lawn Memorial Park. All schedules were planned to enable passengers to reach their destination by 5:15, when services began.

Beginning at 12:01 a. m., extra trains left the Subway Terminal at 15-minute intervals, bound for the Bowl. Service was also available from Vineyard along Venice Boulevard, Hill Street, Sunset Boulevard, Santa Monica Boulevard, and Highland Avenue, trains leaving Vineyard every 20 minutes, beginning at 1:25 a. m. shuttle service with approximately five-minute headways was operated between Santa Monica Boulevard and the Bowl over Highland, in addition to schedules from the Subway.

From Beverly Hills, extra trains began leaving the Pacific Electric Station at 12:06, continuing at 12:36, 12:51, 1:16, 1:47, and 2:01, whence regular schedules ensued to 4:49 a. m. These trains ran to Hollywood and Highland, where passengers were transferred to a shuttle running to the Bowl.

From North Hollywood, extra trains followed the regularly scheduled trains every half hour, from North Sherman Way, Van Nuys, Hollywood, and Universal.

Special trains were also operated from the Subway to San Fernando and Brand Boulevards, close to Forest Lawn. Schedules left the Subway at 3:10, 3:15, 3:35, 4:05, and 4:55 a. m., scheduled running time being 20 minutes. From Burbank and North Glendale, special service was also provided.

PE Attorney Counsel For General Short in Pearl Harbor Query

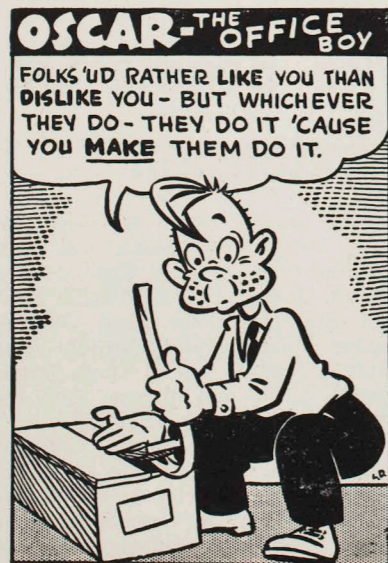
Randolph Karr, Pacific Electric attorney, was chosen from the Judge Advocate General's Department — legal branch of the U. S. Army—to represent General Walter C. Short as counsel in the Pearl Harbor investigation before the joint Congressional Committee. The hearings began in November, 1945. Relieved from active duty on this important assignment February 20, 1946, he returned from the capital on March 6 to his civilian position. You may have seen the newsreel in which he was visible seated just behind the general at the inquiry.

Mr. Karr attained the rank of lieutenant colonel and held a number of important posts in the Judge Advocate General's Department. As Classification Officer, he was charged with the duty of passing on the applications of candidates for commissions or detail in the Department. In this capacity he contacted thousands of American lawyers. He also served as Assistant Chief of the Military Personnel and Training Division of the Judge Advocate General's Office. Because of his railroad experience, he was also, for a period of time, assigned as counsel to a War Department representative in connection with the taking over of a railroad for operation by the Army. For eight

months he was port judge advocate of a mobile port of embarkation.

Entering military service June 25, 1942, as captain in the Judge Advocate General's Department, he spent two months in training in the Judge Advocate General's school in Washington, D.C., where he received a refresher course in Army law. His assignment to the Washington office of the Department followed his graduation from the Command and General Staff School at Fort Leavenworth, Kansas, on June 19, 1943. He won his major's commission the following September 8, and his lieutenant colonelcy October 4, 1945.

BUY U. S. SAVINGS BONDS



Board of Counselors Formed for Trainmen

Never before tried on Pacific Electric property, a new two-man joint management-labor Trainmen's Board of Counselors was formed in the Transportation Department in March by understanding between the BRT and the company.

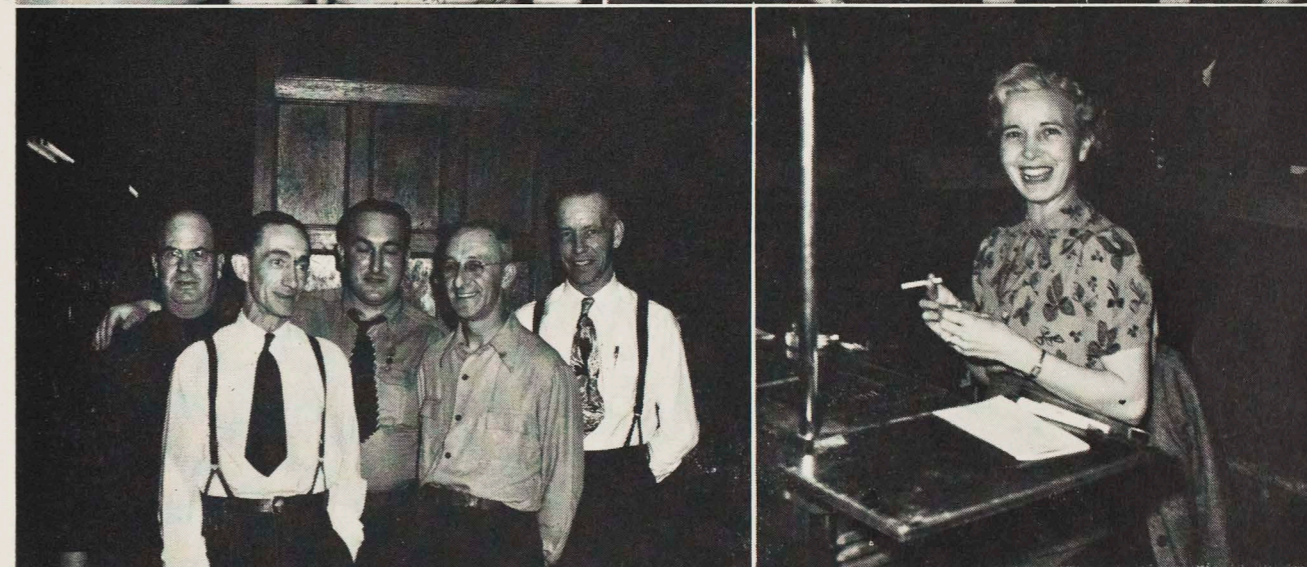
Purpose of the board is to consider and handle personal record cases involving the accumulation of demerits, to confer with and advise individual employes on a confidential basis, and to lend every cooperative effort towards improvement of such personal records.

The board consists of one management and one labor member, with alternates appointed to act in the absence of the regular member. For the company, Superintendent of Personnel E. B. Whiteside is the appointee, with Superintendent of Passenger Operations R. R. Wilson as alternate. For the BRT, the Local Chairman (or a representative designated by him) of the district where the individual Trainman in question is employed will be the member.

BUY U. S. SAVINGS BONDS THROUGH PAY ROLL ALLOTMENT

PACIFIC ELECTRIC CLUB BULLETIN

- TUESDAY, MAY 7: Veterans of Foreign Wars Post No. 3956. Semi-monthly Meeting—8:00 P.M.
- WEDNESDAY, MAY 8: P. E. Rod & Gun Club Monthly Meeting, Motion Pictures & Refreshments—7:30 P.M.
- THURSDAY, MAY 9: P. E. Women's Club Afternoon Meeting and Program—Election of new officers for ensuing year—1:00 P.M.
- TUESDAY, MAY 14: 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, MAY 15: P. E. Masonic Club Monthly Meeting—7:30 P.M.
- THURSDAY, MAY 16: P. E. Women's Club Afternoon Card Party. Bridge & 500—Prizes to winners—1:00 P.M.
- TUESDAY, MAY 21: Veterans of Foreign Wars Post No. 3956. Semi-monthly Meeting—8:00 P.M.
- THURSDAY, MAY 23: P. E. Women's Club Afternoon Meeting and Program—Installation of new officers for coming year—1:00 P.M.
- TUESDAY, MAY 28: 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, MAY 30: Memorial Day—Club Rooms closed.
- TUESDAY, JUNE 4: Veterans of Foreign Wars Post No. 3956. Semi-monthly Meeting—8:00 P.M.
- THURSDAY, JUNE 6: P. E. Women's Club Afternoon Card Party. Bridge & 500—Prizes to winners—1:00 P.M.
- TUESDAY, JUNE 11: American Legion Post No. 321. Semi-monthly Meeting—8:00 P.M. American Legion Auxiliary Unit 321. Semi-monthly Meeting—8:00 P.M.
- WEDNESDAY, JUNE 12: P. E. Rod & Gun Club Monthly Meeting. Motion Pictures & Refreshments—7:30 P.M.



BOWLING FINALISTS — *Champion team of the PE League is the PE Club—team at top, including, left to right, Ray Jones, Johnny Hubener, Bill Lutes, Les Lutes (captain), and Charlie Oliver. Runner-up is the L. A. St. Terminal team (below), including Cort Cardwell, Jess Greene, Ollie Steuernagel, Claude Kazee, and Dick Prettyman (captain). The duo inclining so graciously toward each other are not singing the Sextette from Lucia; they're Ollie Steuernagel, highest average bowler among the gentlemen, and Marion Lutes, ditto among the ladies. Frances Houston, the lady with the beaming face, was the finalist in scorekeeping; she scored the final playoff.*

PACIFIC ELECTRIC BOWLING NEWS

By

Charlie Hill



Hail to the PE Club Team, the new champions of the Pacific Electric Bowling League! And what a fighting and determined comeback they made, when, entering the second series of

their play-off trailing by 128 pins, they overcame that handicap held by one of the strongest teams that ever bowled under the PE League banner, and won out in the final total by 35 pins. After getting off to a flying start, every man bowling a 500-series for the first three games, the Los Angeles Street Terminal team cooled off considerably in the second match, to face a last minute stand by Les Lutes and his gang, who turned on an almost improbable victory. The losers went down fighting hard; however, Ollie Steuernagel's 577 and Claude Kazee's 532 failed to carry their team against one of the PE Club's hot nights, which the latter team has enjoyed every so often throughout the league. Congratulations are extended

to Les Lutes (Captain), Bill Lutes, Johnny Hubener, Charlie Oliver, and Ray Jones. They deserved their win over a mighty good team captained by Dick Prettyman.

With the teams' play-offs and the sweepstakes on April 12 and 19, the curtain came down on the 19th fall and winter season of the Pacific Electric Bowling League. As a grand finale, a banquet was held April 24 in the PE Club Cafeteria, when trophies, prizes, point money, and sweepstakes earnings were awarded. Next issue of PE MAGAZINE will carry a story on the banquet.

The season just closed was one of the most successful in many respects. Twenty-four teams carried through the season of 27 weeks. Much enthusiasm was manifested throughout and

WEEKLY HIGHLIGHTS OF THE PACIFIC ELECTRIC BOWLING LEAGUE

Date	Team High Series	Team High Game	Individual High Series	Individual High Game
FIRST BRANCH				
Mar. 1	Freight Accounts (2644)	Schedule Bureau (946)	C. P. Hill (570)	C. P. Hill (284)
Mar. 8	Schedule Bureau (2617)	Pile Drivers (920)	B. F. Manley (569)	B. F. Manley (219)
Mar. 15	Hi-Lo (2725)	Hi-Lo (927)	B. F. Manley (576)	B. F. Manley (287)
Mar. 22	PE Club (2679)	Schedule Bureau (1002)	W. P. Piper (604)	Joe Shafer (226)
Mar. 29	Schedule Bureau (2661)	Trainmasters (930)	R. M. Jones (627)	R. M. Jones (286)
Apr. 5	PE Club (2583)	Electrical Dept. (974)	L. H. Lutes (536)	D. F. Houston (231)
SECOND BRANCH				
Mar. 1	West District (2742)	Claim Dept. (938)	C. H. Kazee (619)	C. H. Kazee (234)
Mar. 8	L. A. St. Terminal (2627)	L. A. St. Terminal (908)	O. Steuernagel (619)	V. C. Prettyman (227)
Mar. 15	L. A. St. Terminal (2666)	South District (975)	C. H. Kazee (648)	C. H. Kazee (244)
Mar. 22	South District (2696)	South District (929)	C. Henry (596)	O. Gregg (234)
Mar. 29	West District (2606)	L.A. St. Terminal (915)	J. Gerhardt (606)	J. Gerhardt (222)
Apr. 5	Vineyard (2577)	Vineyard (983)	O. Steuernagel (611)	A. Brahm (222)

a lot of fun was had by all, win or lose.

On the first night of the play-offs the teams that had finished in the last six places in their respective branches vied on the alleys, and the winners were as follows: Pile Drivers over Station Hounds, Electric Department over Vineyard, Field Engineers over BRC Railettes, Atoms over Virgil Coasters, Claim Department over Freight Accounts, and Long Beach over Stake Drivers.

On the last night the teams that had finished in the first six positions in their respective branches mixed, and there were also some close and exciting matches as a wind-up. The PE Club bested the Los Angeles St. Terminal by 163 pins; the BRT trounced the Timekeepers; the Schedule Bureau nosed out the South District by eight pins; PE Scrubs took the Restaurant and News into camp; Bill Baker, Clyde Coutts, and Don Houston were hot for the Trainmasters and the West District was besmirched, despite Wally Maurer's rolling his highest series of the season; and the BRC Railettes won from the Hi-Lo Ladies, as a climax to a rather spectacular finish by the former team, which made a gradual climb from last place to sixth spot in the league standing.

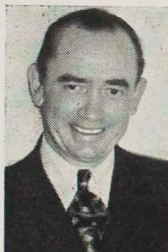
In the play-offs the Six O'clock

Branch bested the Eight O'clock Branch, eight of the twelve matches going to teams in the former. The winning team in each match automatically won the team event in the sweepstakes, and garnered the prize money.

Plans are now under way for the organization of a Summer Scratch League, to start on May 10.

BUY U. S. SAVINGS BONDS THROUGH PAY ROLL ALLOTMENT

PACIFIC ELECTRIC ROD AND GUN CLUB



By Arlie Skelton

Greetings, Rod and Gun Clubbers!

Thanks, fellows, for the splendid attendance at our regular monthly meetings. It's away above normal and the finest compliment that could be paid a new administration in any organization, such as ours.

RETIREMENTS

Best wishes to the following employes, who, according to the Treasurer's office, retired during the months of March and April:

NAME	Occupation	Department	Years of Service
Samuel L. Beckwith	Driver Groundman	Engineering	22
Orel T. Flood	General Foreman		
Noble Greenstreet	Terminal Freight	Transportation	26
William H. Johnston	Car Repairer	Mechanical	29
Ernest McCollum	Conductor (West)	Transportation	23
Walter G. Ohlinger	Motorman (South)	Transportation	26
George W. Orr	Electrician	Engineering	39
James N. Shafer	Term Frt. Agent	Transportation	35
Everett Sines	Car Repairer	Mechanical	26
Arthur P. Smith	Sub-Foreman	Engineering	21
Edward H. Trieschman	Trainmaster	Transportation	41
Fred E. Williamson	Motorman (North)	Transportation	25
Sigfred J. Miller	Rollerman	Engineering	32
	Motorman (North)	Transportation	26

We also extend a hearty welcome to the many new members coming into the club. At the March meeting were 11 new members voted in. Sorry, I don't have their names at this time. At the April meeting, there were five new members voted in, namely: Carl F. Hill, Superintendent, PE Restaurant & News Service; J. C. Rankin, Manager PE Bldg.; John St. Clair, Engineer, South District; Wm. Sims, Mechanic, Torrance Shop; and Harry Baccus, Car Repairer.

Welcome, men, and it is hoped that you will get the idea early that your voice is just as loud and your vote just as mighty as those of the old-timers. Also, as in any other club or lodge, you get out of it just what you put into it.

Your club, through the channels of the Southern Council of Conservation Clubs, Inc., of which we are a full-fledged member in good standing, is responsible for much of the changing of the fish and game laws in California this year. To mention a few, the Council has asked the Commission to: Have the State Legislature arm the Fish and game Commission with regulatory powers; have the Commission reduce the trout limit to 15 or 10 pounds and one fish in order to provide for a better distribution of fish; eliminate chumming evils in our state waters; promote hatcheries, stream development, game farms, wild life study, and better farmer-rancher-sportsman relations.

Your 1946 year-book will be ready for delivery soon. It has been held up somewhat while suitable prizes for the Tournament Season were being obtained.

These and many more interesting subjects are regularly discussed at our regular monthly meetings, held on the second Wednesday of each month in the club rooms of the PE Club at 7:30 p. m.

Get the habit of attending these meetings. The May 8 meeting will be Alibi Meeting. That's when you will hear all about the big one that got away. See you then.

... Passengers Appreciate ...

MC Operator Walter Goldman

March 27, 1946.

I was elected by the group that rides the Redondo Beach-El Segundo bus (that leaves the Subway at 6:40 a.m.) to write a letter of appreciation for our driver.

He was out sick for four days... Some... remarks... overheard: "What happened to Waldo*? If he were driving this bus we would be on time."

"I do hope he hasn't taken another run; he was so dependable." "That long ride to work every morning is really made a pleasure because of his good nature and wit, and his consideration for all his passengers."

It is that personal interest... and... dependability that we all appreciate.

(MISS) RUBY BURBANK *Evidently refers to Walter Goldman, according to Trainmaster's office.—Ed.

BUY U. S. SAVINGS BONDS THROUGH PAY ROLL ALLOTMENT

MC Operator Walter Collette

March 30, 1946.

Mr. H. O. Marler
Mr. G. F. Squires

Mr. Dale Stillinger, commuter on our motor coach line to San Bernardino, came in to commend Motor Coach Operator Walter Collette...

"He's always on schedule, never gets into traffic difficulties, and always has a pleasant smile for his passengers, regardless of conditions," declared Mr. Stillinger, who also praised Mr. Collette's driving.

W. W. SILLIMAN, JR.

BUY U. S. SAVINGS BONDS THROUGH PAY ROLL ALLOTMENT

Equipment, Service, Employe Courtesy

(No date)

... Glendale cars out of the Subway Terminal... clean outside and inside... clean odor... Men are civil... realizing it is these little nickels and dimes and pennies that pay all their salaries... No business can afford to forget its customers...

RICHARD NELSON

MC Operator J. G. Sprowl

April 4, 1946.

Today while enroute on PE bus between San Gabriel and Alhambra—Bus No. 2338, Driver 402 [J. G. Sprowl]—I could not but be impressed with his personality, courtesy, and attitude towards the passengers on the bus.

... quiet easy manner, called all street stops very clearly, and names of the larger stores...

E. W. PASSMORE

BUY U. S. SAVINGS BONDS

MC Operator Park Thompson

March 29, 1946

... regular commuters on the Los Angeles-Santa Monica Bus Line... on behalf of your driver number 2351, whose name we do not know.*

He is an elderly gentleman and we mean "GENTLEMAN"... always so courteous to his passengers, and keeps his bus on schedule, too.

GLADYS OSBORN
JOSEPHINE G. COFFUN
*Park Thompson—Ed.

BUY U. S. SAVINGS BONDS

Conductor Arnold Koehler

February 19, 1946.

This is to commend most highly Conductor 2860 [Arnold Koehler], Hollywood red car, for his friendly, jovial way of handling a crowd and making his passengers happy and good-natured. He also expressed gratitude for a word of helpfulness.

MRS. LAYTON A. GREENWOOD
BUY U. S. SAVINGS BONDS

Conductor William Angus

March 6, 1946.

Mr. G. F. Squires:
Mrs. Egan paid a visit to this office to compliment Conductor 2582 [William Angus]. Mrs. Egan stated that he is one of the nicest conductors and one of the most courteous that she has had the pleasure to ride with when traveling on the Venice Short Line.

H. O. MARLER

Conductor Lester J. Leman

March 14, 1946.

Mr. G. F. Squires:
On March 14, Mrs. G. E. Ellsworth called to commend Conductor 2834 [Lester J. Leman]. It is her opinion that this Conductor is very attentive and courteous to all passengers and, in her words, "he is just an all-around good Conductor."

H. O. MARLER

BUY U. S. SAVINGS BONDS THROUGH PAY ROLL ALLOTMENT

Venice Boulevard Train Crews

For the past ten years—since March of 1936—I have been riding the Venice Boulevard local cars daily.

I would like to offer a word of appreciation for the work of your crews... consistent courtesy towards passengers.

During that period, I have been appreciably late in arriving downtown less than a half-a-dozen times.

MORRIS L. ALEXANDER

BUY U. S. SAVINGS BONDS

MC Operator J. S. R. Angell

March 23, 1946.

... while all of the drivers who operate on your El Segundo Line are very polite and careful—one in particular is extremely worthy of praise. Badge Number is 1022 [J. S. R. Angell]. His congeniality always sets his passengers at ease. His handling of the busses is never rough or dangerous. His politeness is... ever present.

R. K. FAIRBANKS

BUY U. S. SAVINGS BONDS THROUGH PAY ROLL ALLOTMENT

Motorman K. C. Urquhart

February 27, 1946.

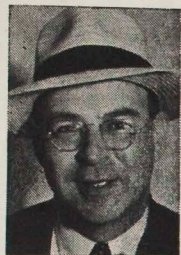
... Feb. 25th—on a Hollywood-Subway Car... Motorman number 3581*—and an orchid to him.

I had to rush for the car... this m/m waited for me. I also noticed that all the way in to Los Angeles, if he saw people making an effort to get that car, he was polite enough to give them a break. Hope you can find more like No. 2581.

VINA PARBOE

*K. C. Urquhart.

STATIONS AND YARDS



By
Arden H. Nasher

Probably the most interesting piece of news this column has to offer, although somewhat aged as we go to press, is an account of the farewell banquet given to G. W. Orr, retiring Terminal Freight Agent, by members of the L. A. Freight Station and some of the other departments so closely associated with Mr. Orr. It was held in a private banquet room at Carl's Restaurant in Leimert Park and the consensus was that the affair was a huge success.

Present were some 60 guests, including:

Mr. & Mrs. G. W. Orr, Mr. & Mrs. F. B. Spencer and their daughter Marcia, Mr. & Mrs. L. M. Duke, Mr.

& Mrs. P. B. Durant, Mr. & Mrs. L. M. Leavitt, Mr. & Mrs. Arthur Orrell, Mr. & Mrs. Milton Liptz, Mr. & Mrs. Arden Nasher, Mr. & Mrs. L. A. Post, Mr. and Mrs. S. F. Tellechea, Mr. & Mrs. Louis Lipschultz, Mr. & Mrs. George Cunha, Mr. & Mrs. F. J. Leary, Mr. & Mrs. J. T. Gibson, Mr. A. B. Winkvist, Mr. & Mrs. M. E. Hutson, Miss Georgia Marshall and her fiancé, James Boswell and his mother, Mrs. Irene Brown, Miss Joyce Wagner, C. W. Coutts, R. W. Jackson, Seymour Lipschultz, J. L. Grimaud, Mrs. Otilie Nason, D. W. Yeager, A. L. Robertson, Miss Dorothy Collins.

If we have overlooked you, please be lenient with our ancient bones—two months is a long time to remember (it was the second Saturday evening in March).

Your scribe acted as emcee, and with that single exception the speeches were very good. We heard from Mr. Orr, L. M. Duke who is succeeding him, F. B. Spencer, Assistant Terminal Freight Agent now on sick leave, and sundry others, all of whom made it quite clear that we were sorry to see Mr. Orr go, but wished him the best of everything in his newly-earned leisure.

A beautiful sport jacket (or smok-

ing jacket to you) was given to both Mr. Orr and Mr. Spencer, and some beautiful corsages were found in the places of Mrs. Orr and Mrs. Spencer. Incidentally, these were tendered by one whom we were all mighty glad to see up and around again, and did she look gorgeous: our old friend, Irene Cunha, who was injured some months ago in an accident. Others who turned out for the big event and whom we were happy to see again were Dorothy Collins, recently retired, and Milton Liptz, Freight Inspector, who has been ailing since his return from service.

All in all, the event was a real success, what with good eats, some good music provided by Larry Leavitt and Tommy Gibson, some wise cracks by Terminal Trainmaster Coutts, and a generally convivial feeling by all concerned. Our best wishes go with you, Mr. Orr, particularly now as we understand you are taking an extended trip East via auto. (Don't go to Mexico!)

The writer was glad to have the opportunity of attending the last Agents' meeting, where we were able to discuss some operating problems with a number of the Agents. It was our first face-to-face acquaintance with Agent Young of La Habra, dean of the Agents, whom we have known quite well these many years by telephone. When we appeared we wondered why such a beautiful smile of complaisance appeared on the face of Fred Willey, but we found out; when the fireworks started they got the writer on the spot instead of him. However, it was all in good fun and we enjoyed it.

BUY U. S. SAVINGS BONDS
THROUGH PAY ROLL ALLOTMENT

Payroll Deduction For Glasses Authorized

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

Dr. Morrison has been located in Los Angeles for many years, has a very high reputation, and has made glasses for many of the employees during the past. His services are of particular advantage to Pacific Electric employees 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.

STATE STREET YARD



By
Suzanne Margot Jacquemin Smith

Catherine Hoffman Pace is no longer with the PE since her marriage on February 28. . . . Martha Depue is also a newlywed and loves staying at home. . . . Jean Matthews of the Watson Freight House and Bill Farrow (recently returned from the service) of the Schedule Bureau tied the knot at Bill's brother's home, on April 13. Congratulations and best wishes to you both! . . . Mr. and Mrs. R. H. Harper have a new bundle of joy, Richard Darrel Harper, just a wee 4 lbs. and 8 ozs., born on February 16. "Pop" Harper's birthday is on February 17. Little Richard has two other sisters, Li-Ann, 7 years, and Dawn, 4 years. . . . Eloise Klages and Lucille Paige are seen with sparklers on their third finger left hand. . . . Purple Martha Washington geraniums and golden poppies give State Street that "springish" look. . . . Harry Holt is at Butte but

still keeps in touch with his buddy, Andy, by telephone. . . . Diane Goddard, Trainmaster Earl G. Johnson's granddaughter, and whom Grandpop calls "Dina" (must be the Southern influence), is some little darling for all of her five months. . . . Doris ("Dodie") Faulkner is spending all her time just being Mrs. Donald L. Mowka since her marriage on March 17. Dodie says her husband is blond, two inches taller than she is, and on top of that is a policeman. They live near Silver Lake. . . . E. V. Todd, L. A. Toothaker, W. E. Voorhis and R. C. Wells are still on the State Street Board sick list. . . . We all had a piece of wedding cake when E. W. Hayes' daughter got married, and was it ever good, rum frosting and all. . . . Andy Moreno says he refuses to eat any more green avocados . . . aren't all avocados green?

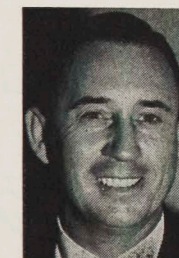
. . . J. A. Martin and W. B. Young are back on the road—we don't see 'em much any more. . . . H. J. Beck grows the most gorgeous colored assortment of tulips that I've ever seen. Gives the office a sort of "Holland" influence.

Thing that wouldn't seem right—M. N. Turney without his perpetual (nice-smelling?) cigar. . . . Hear F. E. Hoban is still happy over his recent new family addition, and Paul Clinton says he, too, is expecting a larger family.

Jo Renee Hayes, daughter of State St. Brakeman and Mrs. E. W. Hayes, became the bride of Roger Stanley Loebe, formerly of the U. S. Marine Corps, in a lovely wedding attended by 150 friends and relatives at Adams Chapel on April 14. The wedding was followed by a reception at the home of the bride's aunt.

QUESTION AND ANSWER BOX for PASSENGER CONDUCTORS AND OPERATORS

By
W. J. Fenwick



Supervisor,
Northern and
Southern
Districts

Q. What must be done when tickets are lost or stolen?

A. Immediately make a miscellaneous report to your Superintendent. If your loss occurred in the daytime, call, if convenient, at Room 208 and see Mr. Wakefield or Mr. Leckemby, who represent the Superintendent in such matters.

In your written report include the following information:

1. A detailed account of the loss. If a ticket container was lost or stolen, give the location of the ticket container, car or coach on which lost, when you first missed it, whether or not it was locked.
2. Give the form numbers and ticket numbers if possible, as well as approximate number of tickets left on each pad of tickets. Give a complete list of contents of the ticket container. Give approximate amount of money lost; state whether company or personal funds.
3. Give a complete list of remaining tickets on hand after the loss. (If only a few loose tickets are lost it is of importance that accurate inventory of stock on hand be listed.)
4. If tickets or container are recovered at once, please report that a recovery has been made on another

miscellaneous report to the Superintendent. If ticket stock or company property is only partially recovered, give every detail.

5. When Auditor's stubs only are lost, report the loss in the remarks column of your trip report.

Draw the necessary supplies so that your work may be continued without loss of time. You will be notified of progress made in recovering loss, how your account checks, and number of tickets that have not been accounted for.

As there have been a number of ticket containers lost or stolen lately, I would suggest that ticket container be locked. Keep the ticket container out of sight if possible. A ticket container in sight on the rear platform of an interurban car is an invitation for someone to toss it off. Even placing a container behind the last row of seats where it is difficult to reach will help to keep it from being stolen or rifled.

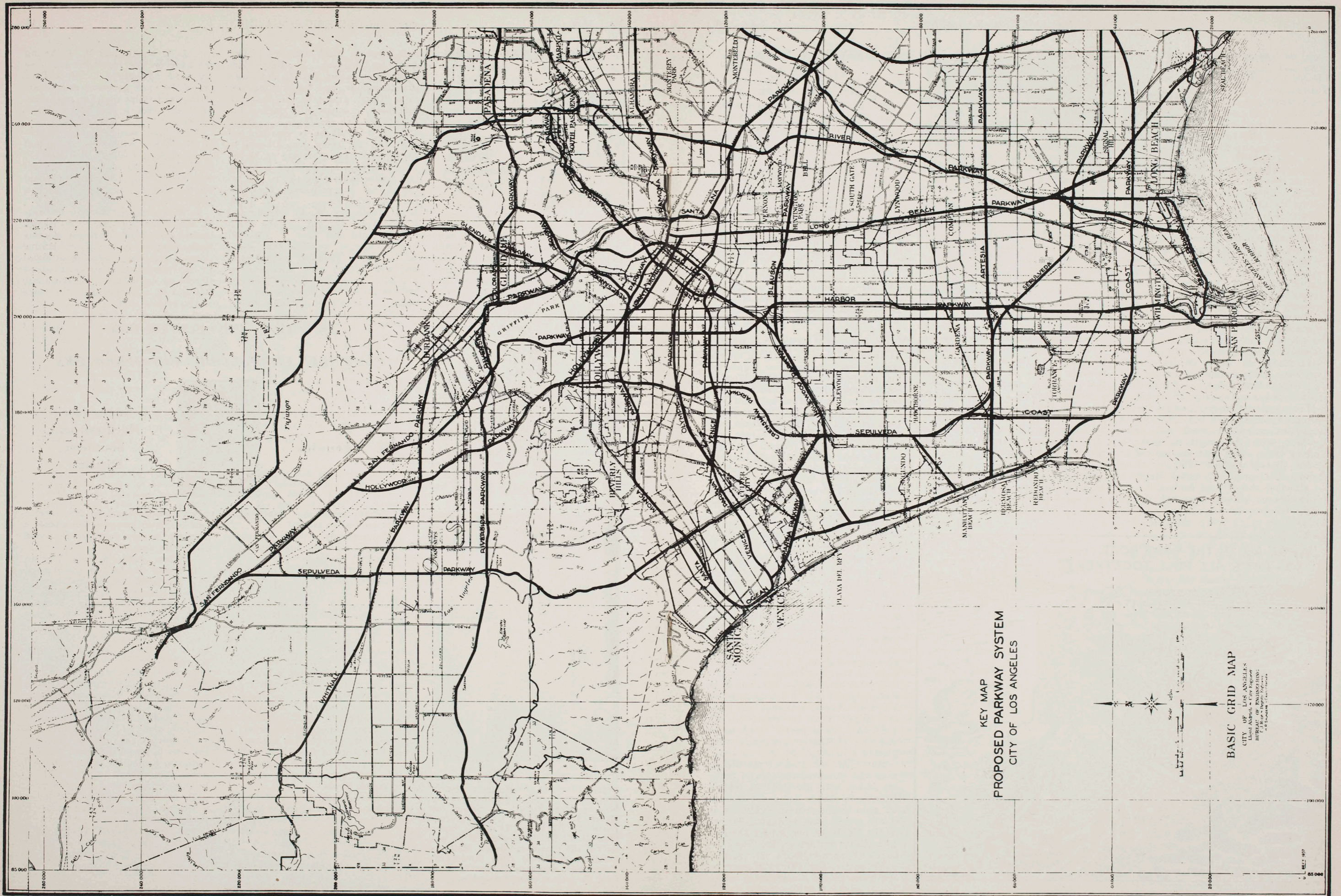
Do not carry long pads of tickets in a shallow pocket as you may lose them in reaching for a switch.

Use every possible precaution to protect company property and ticket stock that has been assigned to you, and don't forget: If there is a loss, report it at once.

NEW SANTA ANA YARD — Above, looking north on new yard recently placed into service at Santa Ana Station. The skeleton building, soon to be completed, is the new quarters for Trainmen. Below, the old team track formerly down the center of the bus lot has been removed to make room for busses, and to facilitate their loading. Trains now swing further around the bus lot to come into the new yard.



NEWLYWED — Dorothy Hill, Accounts Clerk in the Western District Trainmaster's office in the Subway, became Mrs. Robert A. Hillan last March 1. Mr. Hillan was discharged from the Navy last October. Supervisor D. C. Noggle, believe it or not, baked the wedding cake. Maid of honor was Wanda Hill, the bride's sister; best man was Harry Chamberlain, the groom's brother-in-law.



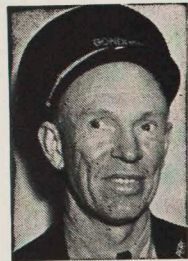
KEY MAP
 PROPOSED PARKWAY SYSTEM
 CITY OF LOS ANGELES



BASIC GRID MAP
 CITY OF LOS ANGELES
 Lloyd Aldrich - Civil Engineer
 H. J. H. Co. - Surveyors
 and Engineers

MACY STREET TERMINAL

By
Ted
Harrison



We are glad to see Motorman W. E. Smith around again looking quite good, though he does not expect to be back on the job for a few weeks yet.

Another man who seems to be getting around again though still not ready to be back to work is Conductor Harry Hampton, who reports a steady gain.

Seems to be some mystery about some strange goings on at the home of Motorman Henry Whipple, well known for his activities around the Surface Track. First I heard was that he has a Kangaroo at his home! Later reports however cleared up the mystery. Seems his boy, who was in Australia, met a swell girl down there, with the result, to make a long story short, that she arrived in the States as Mrs. Whipple, along with her son. That makes Henry a grandpa, and if you don't think he is a proud grandpa just talk to him for ten seconds.

Welcome to California, Mrs. Whipple, and your boy, too, and hope you'll like us here!

Should you be out around Monrovia any time and see some dazzling sight don't jump at conclusions. It's not the Northern lights gone wild, it's just that nice new 1946 Dodge that Motorman Wiley is so proud of. How do you get the drag, Wiley?

We often hear of some fair maid changing her name, but here's one that's different. Remember that little Conductor, "Sergeant" Ochevsky? Well, he took a trip to town and after the necessary preliminaries, including "Good morning, Judge," he walked out a free man by the name of Sidney Chevlin; so now it's "Sergeant" Chevlin!

Say, Conductor Pete Sanchez, is it correct that some attractive young lady dared you to shave off your moustache?

Just heard that Motorman Ed. H. Trieschman has retired effective May 1. Ed has been working freight out of State St. for many years and recently bid in the Greaser, a job that took him over all lines where passenger service is maintained. We all wish you a swell time as you retire from active service, Ed, though we can't imagine you being anything other than busy even if you're not winding up a controller.

Between 1913 and 1937 (when Alpine Tavern burned) the Mount Lowe line carried around 3,150,000 passengers.

SIXTH & MAIN TERMINAL

By N. H. Olson

Just dawned upon us that 6th and Main Street Terminal has been neglected in this column about long enough, so we decided to try to do something about the situation.

Pretty tough assignment though, when you try to knock out something that will meet the approval of the Editor of this Magazine, and at the same time bring back some interest in the column. So if you fellows will give out with an item now and then, we can soon bring out some pretty fair reading matter. So come on, boys, sound off, and let's have it.

I don't know of any good reason why all the other Terminals should have a better column than 6th and Main. What do they have that we don't have? We have Terminal Foreman E. D. Griffin.

Conductor R. Lightfoot has returned from his vacation and we understand he set out some new grapes on his ranch at Turlock, Cal. Wonder what happened to the corner he had on the yam production up there?

Station Master Ray Harmon has been troubled with rigid switches during all his long railroad career, but Ray says he never thought the time would come when he would have so much trouble with rigid Switchmen.

Conductor B. B. Bott, the dean of Switchmen on the Viaduct, has been working the Owl line car so long he has to carry a lantern around in the day time to see where he is going.

By the way, I wonder what became of the Camera Club that Conductor Bott and Motorman W. A. Phillips had in mind? Now that the shortage of film has eased up and photo supplies are again available, why can't we get a good camera club started? There must be quite a number of amateur photogs around the place who would like to form a club where experiences and ideas could be swapped around. Let's hear from some of you shutterbugs.

Several new single-track men have recently been added to the 6th St. board. Good luck, boys, but remember one thing; don't be afraid to ask questions. It's a pretty tough game and the old-timers are more than glad to help.

Have just heard about the Motorman who conceived the idea of lining his jacket with his old 1604 letters. Now he is always hot under the collar even on the coldest nights. Think it was a good idea, don't you? Thanks to the PE News Service for the new java filling station on the Bus Concourse. It sure helps.

Motorman Jim (Tiny) Harper recently purchased a new motor launch

and intends to do some extensive fishing this season.

Motorman F. Hinshaw and Carl Smith are also limbering up their tackles. Looks like a tough season for the fish.

Norman Houston Olson, Conductor on the South Extra Board and recently qualified North Dispatcher, begins with this issue to chronicle the happenings around the Sixth and Main Terminal, including the Trainmen and Dispatchers. Bill Shrewsbury will stick to the Motor Transit Operators. Mr. Olson used to contribute fire and police news to the Atchison Daily Globe when he was a fireman in that city. Came to PE on May 5, 1944, and broke in as Conductor on the North and South Districts. Before that he spent some time training employes of the Interstate Aircraft Corporation of El Segundo in the prevention and control of fires. His hobby is photography, especially movies, when he can get film.

BUY U. S. SAVINGS BONDS
THROUGH PAY ROLL ALLOTMENT

MOTOR TRANSIT DISTRICT

By Bill Shrewsbury

Lots of things happening around Motor Transit, but, as usual, we know very little about them. However, we did find out that Motor Transit's favorite pin-up girl, Ruth Fisher, has been stolen away. She is sporting a great big diamond and is planning to be married the last week in June to Motorman L. A. Hanna from the Southern District. Steve Franich of Motor Transit is also contemplating marriage on or about June 3.

Blessed events this month were definitely on the male side. Mr. and Mrs. Frank Blumenthal of Redlands are the proud parents of a new baby boy born April 3, 7 lbs. 3 oz., and christened Harry. Mr. and Mrs. Bud Zimmerman (Bud is a Service Director out of Sixth and Main) have a baby boy born April 13, 8 lbs. 11 oz. As yet we have not been informed of his name. Mr. and Mrs. Wm. Shrewsbury rejoice in a new baby boy born April 7, 6 lbs. 8 oz., and christened Ronald William. All fathers recovered nicely from the ordeals and are back on the job.

On vacation at the time of this writing we find Joe Hammond, E. H. Marsh, and W. B. Evans. On sick leave are H. P. Aldrich, C. C. Burlew, J. H. Eddo, J. Groves, H. E. Hay, H. P. LaPorte, R. E. Lockwood, E. T. Peterson, J. A. Schultz, R. E. Shaw, J. M. Smith, F. W.



AT RIVERSIDE — Conductor Edward G. Erickson entered service at Riverside June 16, 1922, and has worked out of Riverside ever since.

("Madman") Muller, M. D. Van Sandt.

Our sympathy goes to Earl Davis, whose father passed away this month.

After reading the above (you deserve a medal if you did), you will possibly notice a change in our style of column. Instead of writing about how to wash shirts or make alarm clocks, we are following the ancient tradition of mentioning names; so if you have anything in the way of news, stale or otherwise, send it in to us. If it's full of names (nice names) we'll print it.

BUY U. S. SAVINGS BONDS
THROUGH PAY ROLL ALLOTMENT

LONG BEACH FREIGHT HOUSE

By
Jack
DeLaney



The Pacific Electric Yardmasters, Trainmen and Enginemen at Long Beach are very well commended, according to a letter received from Lieutenant Colonel Brand, Port Transportation Officer, Los Angeles Port of Embarkation, written to Amos Tang, Trainmaster. We are pleased to quote the letter: "February 28th, 1946, officially marks the close of operational activities of the Los Angeles Port of Embarkation and time to bid old friends

adieu. My staff and I wish to take this opportunity to thank you and your co-workers for the splendid spirit of helpfulness and cooperation so well exemplified during World War II and the post era. The record of achievement of this Port and specifically, the Transportation Division, is second to none and one of which we are justly proud. We feel that our success is due to a great extent to the skill which you showed in the operation of railroad facilities in the Los Angeles and Long Beach areas, and the untiring efforts on your part to attain perfection in the rail transportation of our troops and supplies."

C. W. Ronco, Switchman, has returned to work after an absence of about six months. Charlie says he feels pretty good now after falling off a box car. Says the fall didn't hurt so much, it was the rail that came up and met him.

A. W. Thyberg went out and got married March 30, the lucky bride being Rae Choen. Bride and bridegroom living at 1315 E. 70th St., Los Angeles. A grand reception was held at their home April 13. Mrs. Thyberg prepared a fine luncheon—sandwiches and cake. Oh, yes, almost forgot the refreshments. Ted Packer, Charlie Sheehan, Ed Cupp, Amos Tang, and J. McCarty spoke very highly of the refreshments. Thyberg is quite an old-timer with Pacific Electric—since 1921. Eighteen years at Butte Street and three at Long Beach.

Edna Taylor has returned to work after an absence of a few weeks. Edna holds down a job as Freight Clerk, a pretty heavy job. This was no vacation, for the two weeks were spent in the Community Hospital here.

Well, Jay Sault, OS&D Clerk, has taken the urge and has acquired for himself two and a half acres of good old soil down near Victorville. Says as soon as gets his place rid of jack rabbits, hornfrogs and side winders he expects to start farming in a big way.

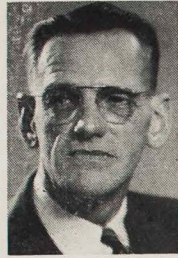
Dan Perdue is one of our new employes as Transit Clerk. Dan put in two years with Uncle Sam as pilot instructor, having worked in at least 14 fields and practically all over the United States. He is a proud father of a three-weeks daughter, Sharon K.

ERROR NOTED

The by-line at the top of the Field Engineering News column in the February issue, page 21, should have read Ronald E. Moyer, Chairman, instead of A. F. Dougall, Junior Engineer. Mr. Dougall wrote the news for January. Excuse it please, gentlemen!

OCEAN PARK CAR HOUSE AND BUS LOT

By
**D. L.
Graadt
van Roggen**



To Conductors W. P. Williams and C. H. Croninger—Thanks!—and a news reporting job well done.”

A capable pinch hitter, when no one is available to give Ocean Park a write-up, is W. F. Servranckx, better known as “the Chief.” When I am on my vacation I will call on you too, chief!

To write a column, one has to have news, and this is where you fellows come in.

For instance: In your families there are some mighty fine kids, . . . and the missus? Why not send us a clear and recent snapshot of you and your family, to be printed with your own story? Let's get acquainted.

There are, too, many stories making the rounds about your deep-sea fishing. Substantiate them with pictures of the ones that did not get away. Maybe our beliefs will change.

To prove that OPCH is the best Terminal West of Venice, we should like you to get acquainted with the following transferees and new men, who were assigned to OP since February of this year:

Operator J. Q. Eagon comes from W. Hollywood; Conductors H. H. Levi and J. Abrams, from Hill Street.

The new men are Conductors J. W. Dickison, J. A. Ralston, J. R. Morrison, T. J. Johnson, E. E. Traham,



3 WEEKS, 5 DAYS was the age of Master Murdo Arlington Webber when this picture was taken of him, his pretty Mamma, and his worried-looking Daddy, OPCH Conductor and Mrs. H. A. Webber. He was born February 26.

S. M. Baker, H. H. Henkel, L. G. Korich, R. H. Barlow, B. R. League and J. W. Jones.

A word to you new men: Any time you get stuck, ask us, that we may ask others, so that we may give you the right answers.

T. E. Halbrook, H. Fish, E. L. Finley, and R. B. Beach are on the sick list, but we sincerely hope that you will be back on the job, when this magazine reaches you.

Conductor R. (“Pappy”) Wiseman, who once more can wear a size 15 collar, is back at work; as usual putting out the same old stuff.

Incidentally, Conductor R. B. Beach has by now left for his boat trip to Australia to meet his wife, whom he married there, and to bring her back with him to California. Bon voyage, R. B.!

With spring come vacations, and Conductors R. B. Goodman and H. C. Webber and Motorman W. F. Smith are making good use of that period. Give us some dope on your trips.

On official leave of absence from his motor coach run is Operator H. Whisner, to work as a Supervisor on the West District.

It would be rather nice if Van Noy (he is the other “Van” at OPCH) would send us some samples of those apples he is harvesting up north, while on his leave of absence.

Very quietly (no one knew it, of course) Conductor Eugene Gulladge went to Las Vegas, Nevada, where on February 10 he married the former Miss Dorothy Louise Lietzke, whose home town is Hailey, Idaho. They met in Ocean Park, showing again that anything can happen in this neighborhood.

Charlie Croninger having again deserted Ocean Park—gypsy blood suspected—a true-born Hollander (naturalized as a U. S. citizen in 1927), D. L. Graadt van Roggen, Venice Short Line Conductor, takes over with this issue. D. L., fourth in his family of that name (he has a son in the AAF who is fifth) was born in Palembang, Sumatra, of a Dutch father (civil engineer) and an Argentinian mother. Came around the Cape of Good Hope to Marseilles at the age of three weeks, and was brought up at Breda, Holland, site of the Dutch West Point, where he attended the military academy. 1918 saw him in New York City, and for years thence he hoboed around Canada and the U.S., working at odd jobs, including railroading, and learning American ways. In Los Angeles, 1944, he met and married Izzetta Morrison of Fort Worth. Graadt came to PE January 12, 1945 following some two years in Ireland as a civilian technician with Lockheed Overseas. Loves model railroading.

WEST HOLLYWOOD TERMINAL

By
**Glenn L.
Russell**



OUR VETS are returning quite noticeably and are falling in again in their rightful places. Which uncle you like best, SAM or PE Ry.? Overheard one of you mumbling the other 3 a.m. something about reveille and retreat being bankers' hours. To you, and to all the new men too numerous to mention here, welcome to West Hollywood. You'll find it just like So. Cal.: Stick around awhile and you'll always come back. Ask me!

IF YOU'VE WONDERED: Working out of this division, there are, as of April 15, 350 men in passenger, freight, and bus service, plus 155 men and women in our shops.

AT RANDOM: Conductor Hathaway on his bike, just “a-pedalin' and a-chewin'.” Tom Boswell back in work clothes over at “Gripe” Junction. Incidentally, Tom is a handy guy in a handy place to answer your questions concerning time cards, contracts, etc.

PATIENCE PLUS: Ruth, our Night Cashier.



“BET YOU DIDN'T KNOW that my dad transferred from West to South as a Motorman last January 28,” crows James Thomas Wood, son of T. H.

PICTURE OF ROUTINE: “Scot-ty,” our Night Watchman.

BUSY LITTLE BEES: Motormen Wheeler and Sachs at work.

SPRING NEWCOMERS: Sure, and 'tis a fine pair of little lassies they are. One arrived at the house of “Smilin'” McGonigle, and one at the house of McBride.

THAT GLARE we see at times isn't a premiere, it's that brass on O. D. Hanson, Dodge, and Reis, Sr.

HOW ABOUT a PE pool champion? We have a couple of boys here that are quite capable of representing us, and the PE Club Rooms have some good tables for such a tournament. Other Divisions please note.

Glenn L. Russell begins this month to fill a gap left open for a long time by the illness of Glenn R. Stevens, filled temporarily by Charlie Croninger, and left open again when Charlie went back to Ocean Park. Mr. Russell, a West Hollywood Conductor since April 7, 1944, first came to work in the capacity of Motor Transit Operator in April of 1943. For fun he likes to write and hunt. His own son has been a musician in the Navy for four years; twin stepsons have just returned from military service as paratroopers and are now busy training horses to perform tricks for the movies.

BUY U. S. SAVINGS BONDS

ROOM 221 AND VICINITY

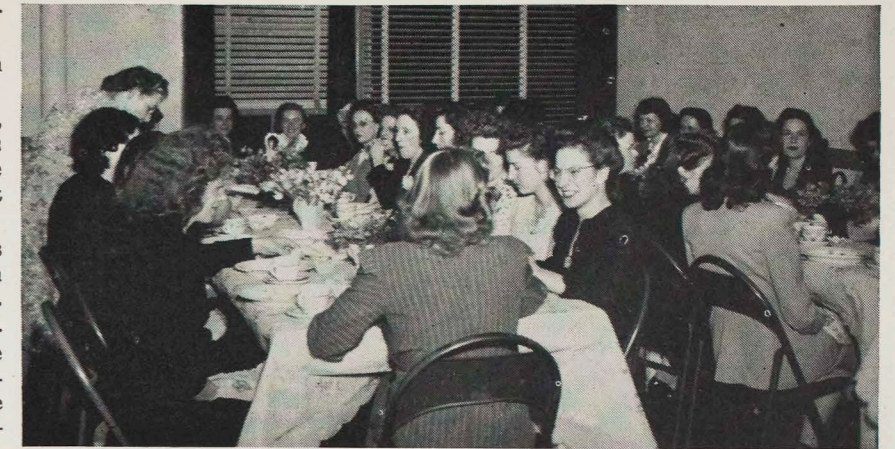


By
**Rosanne
Smith**

During the months of March and April, people have moved to and fro. Jeanette Everson has returned from a leave of absence. Bernice Donaldson, who transferred from the Personnel File Room, has taken over duties as a Typist-Clerk in Mr. Wakefield's office. In our own office, we have a new Secretary-Clerk, Emory Hanlon. Salutation, Sir!

Ruth (“Ruthie”) Fisher down in Motor Transit became engaged (and what a “sparkler” she has!) to L. A. Hanna, Conductor on the Northern District. Word goes that the wedding bells will ring sometime in May. Bestest of best wishes, Ruthie and congratulations, Mr. Hanna!

Dixie Ralston (that redheaded gal in Room 220) has a '41 streamlined



WEDDING SHOWER for Suzanne Margot Jacquemin was held

Wednesday, April 3,
in the Women's
Tea Room,
816 PE Building.
At right, the
honoree and some
of her gifts.
Above, the guests.



Lincoln Zephyr. How's about a ride, Dixie?

Painting is the hobby of H. L. Young, Superintendent of Employment. He brought two of his pictures to the office and we can say that he does well. His talent is natural and he claims he likes to paint because he can pick up his brush and paint at any time, regardless of the environment.

Down in Room 212, Trainmaster B. G. Jones celebrated a birthday in March with a beautiful cake and coffee. Many more of them, Mr. B. G.!

James W. Livingston is another new face around our building. He is Trainmaster's Clerk in Mr. B. G.'s office.—Glad to have you with us.

Wednesday, April 3, a shower was held in the Tea Room for Suzanne Margot Jacquemin, Trainmaster's Clerk of State St. The affair was given by Katherine Salmon, Dorothy Hillan and Eleanor Lifur, who were

capably assisted by P. E. Holmes of our maintenance staff. Table were decorated with white and silver table covers and matching napkins, with vases of sweet peas here and there. Running down the center of the tables were ferns, topped artistically with sweet peas. The effect was quite gay. Pretty little baskets filled with delicacies also added to the brightness of the beautifully-laid table. All were in high spirits. The guests that attended were many and among them was the guest of honor's mother, Mrs. E. V. Jacquemin, whom we were all glad to meet. The gifts were lovely and in variety. April 28 was the date of Suzanne's marriage, and she is now known as Mrs. Charles M. Smith. All the happiness in the world Suzanne!

Mail Handler John W. Boehme informs us that his aunt, Mrs. W. A. Worthington, wife of the former SP Vice President, died April 19. Regrets, John.

PERSONALITY of the Month

Paul B. McDonald

Assistant Chief Clerk
Transportation Department

Born in Youngstown, Ohio, Paul came to California in 1925, stayed 6 months, and returned East for 6 months. The year 1926 found him back again. Began railroad life with the Canadian Pacific Railway as Ticket Clerk in the Passenger Traffic Department. October of this same year brought him to the Pacific Electric



PAUL B.
MCDONALD

in the same department but as a Junior Clerk. Here he remained till May of '27, when he transferred to Car Service under R. S. Maison, who was at this time Car Service Agent. From '27 to '38 Mr. McDonald applied himself to this job. For two years he worked as Record Clerk in the Motor Coach Department, and when this department was combined with the Mechanical Department, he went too. In 1941 he returned to Car Service as Assistant Chief Clerk, the position he has since retained. His duties consist of distributing empty freight equipment, furnishing cars for loading, expediting loaded and empty cars, and car tracing. Mr. McDonald likes his work because it is engrossing and keeps him mentally nimble. Nickname—Mac.

Favorites—In color, brown and blue; in clothes, sport costumes, because they are comfortable as well as presentable; in radio programs, Fibber McGee and Molly; in food, not fussy—eats 'most anything; in sports, billiards; in music, semi-classical and sweet swing. Plays the piano himself, occasionally, and has several record albums of Wayne King's.

Dislikes—affected people.

Mr. McDonald, although a young man, has twenty years of seniority, a good sense of humor, and a fine Irish wit.

BUY U. S. SAVINGS BONDS
THROUGH PAY ROLL ALLOTMENT

To whom it may concern and to those who are not familiar with all the city ordinances, "It's agin the law to jaywalk."

ACCOUNTING DEPARTMENT

By
Dorothy B.
Dunn



This column this month reads like the date book of a doctor.

Vera McDaniels, Calculator, has been out since the first of March with pneumonitis. At this writing am happy to report she is improving very rapidly.

George Chrystal, Special Accountant and Traveling Auditor, also had a visit with Old Man Pneumonia. He was in the hospital for two weeks, but is back now looking just the same.

Juanita Hoover, Senior Voucher Examiner, was operated on April 13 at St. Vincent's Hospital. She will be there for some time in Room 549.

This month's prize for the most unique case goes to Dorothy Shields, Purchase Bill Register Clerk. In the middle of one hot afternoon said girl began to break out with what is commonly known as the three-day measles. Finished with this siege of the measles, she returned to work only to come down with strep throat a few days later, and had to spend a few days in the Seaside Hospital in Long Beach. She is back now, looking hale and hearty as ever.

Harriet Cushman, Freight Clerk, spent some time in St. Vincent's and Stanley Hospital for observation and treatment.

Scene in the Medical Department Saturday, March 2: Kenny Pomeroy with a broken thumb, Nancy Fisher with a foreign body in her eye, Charles English with an infested hand, and me with a sprained ankle. We were all from the same department! Talk about bad luck!

There is an interesting story behind Kenny Pomeroy's broken thumb. It seems that every Tuesday and Friday Charles Ramirez, W. O. Ledger Clerk, and Kenny go to the YMCA for gymnastics. Charles tells me that Kenny always beats him in handball! So Kenny, playing left-handed as a handicap, hit the wall instead of the ball, night of March 1.

Deepest sympathy is extended to Betty Shrey, Register Clerk, and Clare Parker, Bill and Voucher Clerk, on the death of their father, Charles Enscoe. Services were held at Little Church of the Flowers in Forest Lawn Cemetery.

CONDUCTOR'S ACCOUNTS

Martha Smith, Head Accounts Clerk, left service to be married March 7 to Orville F. Hoover, kin to former President Hoover. She is living in San Gabriel on a half-acre ranch. They are going to grow vegetables and distribute them among various PE employees. Her secret pals gave her a party on March 23 at the home of her sister, Esther Craig, at Corona del Mar.

Esther Quast Morales, Asst. Head Clerk to Miss F. B. Haldeman, left service May 4, 1946. She is moving to Kelsey, El Dorado County, Calif., near Placerville on a 40-acre ranch.

CENTRAL TIMEKEEPING BUREAU

By
V. B.
Tellechea



Of course, we all pay our taxes with a "grin and bearish" attitude . . . but when there's a refund to be made . . . (as consider the plight of Helen McDougall) boy, oh boy, it's like "pennies from heaven." She's been running around as elated as the principal in the "Lost Weekend."

Doris Grave, Phyllis Chubbic, Marian Emily and the aforesaid Helen enjoyed the play, "The Voice of the Turtle," at the Biltmore Theatre, recently.

Phyllis Bonner, Virginia Lamb, Anna Capo, Martha Falbaum and the ubiquitous Helen went to see Sonja Henie's Ice Show in Westwood. Hmmm, we see where that McD. tax refund is being spent.

Well . . . it was like this: In sailed Helen Sawyer one a.m. as nonchalantly as you please, until she started to take her coat off. "Hmmm," her thoughts ran admiringly, "can't remember possessing a dress like this . . . pretty, though." And, like lightning, it struck! "Omigosh! It's my black slip!" Lace on the bottom, and the silk on the top! . . . And Helen, what a lovely ring you're sporting. . . . All right, no questions will be asked!

Anybody read "The Egg and I"? Well . . . this is about "The Egg and Ethel Muck." (She's from Akron, O., where, we hear, all famous people come from.) There was a young bride who learned to fry an egg the hard way (in more ways than one). Egg

kept telling her the lard came first in the pan, but, contrariwise . . . as we humans are wont to be . . . she put the lard in last! Of course, the egg was rather burned!

TID-BITS: Madelyn Mathews had a very, very happy birthday March 14. Ray Albrecht came in for one, too, on St. Patrick's Day! Marian Green (Little Beaver) was born on the 4th day of the 4th month in the year 1924! Marguerite McWhorter left us for more distant horizons, including New Orleans and N.Y. Marie McAllister on leave and Margaret Northcutt will be back by July. Practically everybody running to be vaccinated! Got some 60 pairs of nylons from Gude's in L.A. t'other day. All the men were running around with feminine aliases, too! Well . . . it certainly must be spring around here (altho' you can't tell by that S.F. fog).

LAST MINUTE SCOOP: Toni Cooper came in this 22nd day of April with the biggest sparkler you ever saw! And the lucky fellow is none other than our Lorrie. Mr. Noble, Jr., is beaming, and Toni is walking on air! Maybe that'll start the ball rolling! Or do you think all we need is sulphur and molasses?

BUY U. S. SAVINGS BONDS
THROUGH PAY ROLL ALLOTMENT

INFORMATION PLEASE

By
Deane H.
Koch



For a long time the old flu bug did his best to break up our ranks. Evelyn Cook and Betty Rich were the victims hardest hit, with Fay Phillips and Carolyn Dalthrop suffering their full share.

Lenore Tepley has been on leave of absence for several weeks, having been in Iowa, where she met a brand-new baby niece. Congratulations, Aunt Lenore.

Adeline McIntyre has been on sick leave for several weeks. She leaves shortly for Denver to visit her mother for a week or two.

Our hats are off to Mrs. Tilley, the new Chief Clerk, for her patience and consideration in very trying circumstances. At one time she was forced to "run" the department with six of her regular assistants on the absentee list and with a new revised schedule that was unfamiliar to anyone.



EUNICE FISCHER LEAVES LAND & TAX — Honoring Eunice Fischer, Steno-Clerk in the Land and Tax Department, a farewell party was held in the department office March 29 with 20 of her long-time friends of Pacific Electric attending, and she received a beautiful overnight bag as a parting gift. She left service March 31, after almost 19 years with the company. Seated, left to right, are James C. Rankin, Beatrice Rummelle, Mrs. Fischer, Alice Cooper; standing are Nellie Topolosek, Irene Falconer, Dorothy Grimm, Dorothy Pearson, Maye Ritterhoff, Florence Davis, Marilyn Hawkins, Margaret Hines, Belva Dale, Florence Gretz, Fred Bixenstein, Ethel Merriam, Katherine Timmerman, Earl Van Dusen, E. L. Young, and Lloyd Covell. Mrs. Fischer is replaced by Katherine Timmerman.

But Mrs. Tilley exercised great ability, and much favorable commendation has come our way.

Another absentee was Catherine Haldeman, who was speechless. No—just a victim of laryngitis.

We were sorry to learn of the sudden passing of Mrs. Hazel Ralph, a former member of our staff. She passed away very suddenly at her home on April 11. Our sympathy is extended to the bereaved family.

The newest recruits, Helen Spafford and Betty Rich, are truly getting to be old-timers. And, by the way, when Betty was severely bitten by the "flu" bug, she suffered a very serious relapse, necessitating a long absence.

We find that people are still funny! Right at the peak of a busy morning's traffic, when folks were being told this bus or that train goes so and so, imagine the surprise a clerk had when she asked for the next inquiry and the question heard was "Where do I go in here to buy men's underwear?"

BUY U. S. SAVINGS BONDS



SPEAKING OF INFLATION—45,000 pengoes, equivalent in prewar times to \$7,750, were necessary to pay the postage on the letter Assistant Research Engineer Alec Hartman received in March from his niece in inflation-ridden Hungary. Nowadays a dollar will buy 349,500 pengoes, says Alec.

SIGNAL ENGINEERING



By
**Bob
Burns**

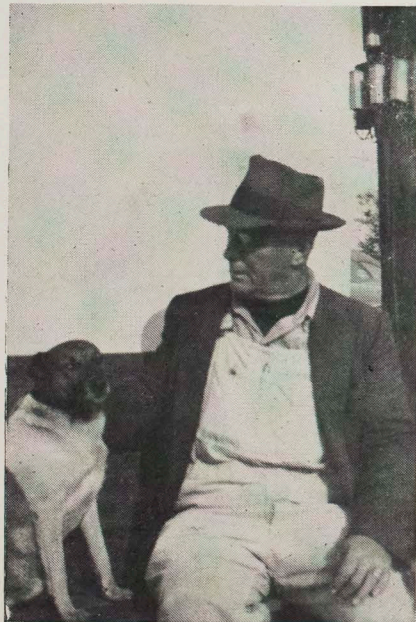
We are proud to present Ned Rich, Arc Welder, and Butch Electric, Watchdog, who were awarded the Oscars of the year—Ned for supplying the dog biscuits, "Butch" for all-around-the-clock watchdog at Washington Street Yards. Together they have thirty years service. Others who deserve honorable mention were "Coca-Cola" Shaver, "Yard-Bird" Sarni and Steve Campanelli.

Hi Ravey recently celebrated his 34th wedding anniversary, and on that day became Grandpa again, to a beautiful baby girl called Judy.

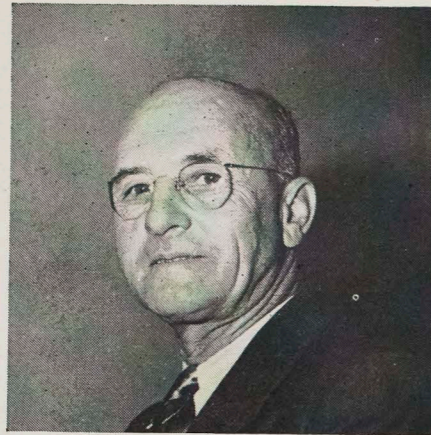
The new "All-American" team piloted at night by E. R. ("Banjo Eyes") Farmer, Arc Welder, Roy Davis, Asst. 3-speeds, Jack DeCarlo, Asst., and C. Quintana, Arc Welder, are doing a grand job in the moonlight.

Flash! The Hargreaves family are up in the clouds these days, as they have a new addition, Richard Ernest, a blond, curly-haired boy.

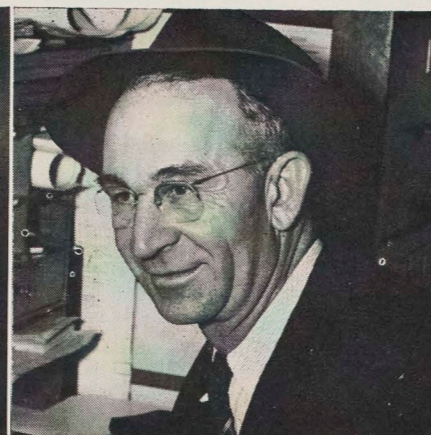
Ernest Hasse is now X-Lineman, as he is Pole Inspector, and enjoys pipe smoking.



OSCAR-WINNERS — Arc Welder Ned Rich and his pal, Butch Electric.



H. B. RAVEY
New General Line Foreman



GILBERT PFEIL
New District Line Foreman

Ravey Made Gen'l Line Foreman; Pfeil, District Line Foreman

Albert Steele, Arc Welder, has moved into his new 'Dobe Hacienda, out South Gate way.

Euston Hall, Asst. Signalman, known as "Confucius," likes Wheaties, bananas, and milk. Hobby is carpenter work.

C. M. Martin, Signalman, failed to pass examination for his chauffeur's license, so went to Oklahoma to study for his next try. A newcomer, G. G. Omogrosso, known as "Boston Blackie," really has drunk tea in Boston.

Francis Burns, known as "Burnsey No. 2" enjoys steaks and is an expert on communication systems.

Wm. Fox, Truck Driver, has a son, Wm. F. Fox, who was awarded the Bronze Star for heroic achievement in Saipan with the Seventh Amphibious Force.

E. J. A. Hasenyager, Overhead Line Clerk, was operated on at Physicians & Surgeons Hospital at Glendale and is doing nicely at the present time. But says . . . "Come up and see me some time."

BUY U. S. SAVINGS BONDS

Robert F. ("Call me Bob") Burns, Bonder and Welder, is not the author of "Auld Lang Syne," though thoroughly in accord with the principles expressed in said song. Understand he sometimes versifies, however, in unserious fashion. Writes semi-professionally for a hobby, and formerly emceed endurance contests like walkathons, skatathons, dancathons, etc., keeping the audience good-humored with gags and wise cracks. Began PE work as Mail Handler in October, 1940; went to Signal Department January 3, 1941. Likes the out-of-doors and playing with his two children, 11, and 7.

H. B. Ravey, formerly District Line Foreman, succeeds R. M. Cobb, retired, as General Line Foreman. The effective date was March 1.

Mr. Ravey came to PE as a Lineman in the Los Angeles District in 1910, became Line Foreman at Riverside in 1912, transferred to Pasadena in this capacity in 1913, and remained there until 1940. On December 5 of that year he went to Washington Street as District Line Foreman for District No. 1, which includes the Metropolitan District, the San Bernardino Line to LaVerne, the Subway Terminal to Hollywood Junction, the Venice Boulevard Line to Vineyard, the Glendale-Burbank Line, the Four Tracks to Watts, and the Whittier-La Habra Line.

As General Line Foreman he makes almost daily inspection trips to various parts of the system in the work of supervising and planning work to be done on all Pacific Electric overhead lines.

Gilbert Pfeil follows Mr. Ravey as District Line Foreman. Entering PE service as a Conductor in 1914, he worked as Conductor and Motorman until 1919, transferring to the Signals and Overhead Division of the Engineering Department June 30, 1920, as a Lineman at Pasadena. In 1921 he was made Line Foreman of the Northern District, and remained there until 1935, when he transferred to Washington Street as Construction Foreman in charge of the "heavy" gang, which builds overhead lines and rebuilds old ones. His position as District Line Foreman followed.

Congratulations to both on their new jobs.

NEWS SERVICE AND RESTAURANTICS



By
**J. A.
Degerman**

"Coffee, please!" and Mel Meyers responds. The number of times during a day he does that would be interesting to note. Where? At the new (and relocated) news stand on the south side of bus loading ramp running through the PE Building. Something new in the way of accommodating employees, passengers, and friends of the Pacific Electric Railway—coffee, doughnuts, etc., just as you step off the bus! Cigarettes, magazines and newspapers are there, too.

Melvin Meyers is another of our boys who have returned to us from service. His record is as interesting as most of those we hear about. He served four years as TC5 in the Medical Corps, being assigned to the 82nd General Hospital in England, the 5th General Hospital in France, and—on D-Day—on an LST in the Channel, where he assisted in surgery. He says what they all say—"Glad to be home."

Speaking of coffee—our fountain in the main lobby serves approximately 160,000 cups in a month! Astounding, isn't it?

It was a pleasant surprise to see Iva Lue back for a short time dispensing popcorn! She was just helping for a few days and is off again to enjoy the rest of her leave. And—speaking of popcorn reminds us that our popcorn merchant, Henry Dorman, spent several anxious hours at the hospital where his wife was undergoing an operation. We hear she is better now. Makes us feel better, too, Mr. Dorman.

The son of Benny Parisi, Agent at Subway Terminal Bldg., is also doing fine after a recent automobile accident.

Beaulette Sandra! Who? Why, the baby daughter born to Mr. & Mrs. Notrica on March 24.

Morris is our Shoe Shine Boy, over there on the south side of the depot.

"Del" Cesca, relief helper, is so very proud of her baseball player son, David! He is the second-string, left-handed pitcher of the Alhambra Ball Team! We like to listen, Del!



POPULAR PLACE—PE Restaurant & News Service Unit 103 on the Sixth and Main Bus Concourse. It's especially handy for Trainmen and Operators who have just enough layover time for a steaming cup of coffee, but as you can see, others find it handy, too. Below, left to right, are its operators: Effie Nelson, Manager Melvin Meyers, Ruby Knight, and Mary Lou Schuler.



TORRANCE TOPICS (Stores Department)

By
**Fred B.
Hopkins**



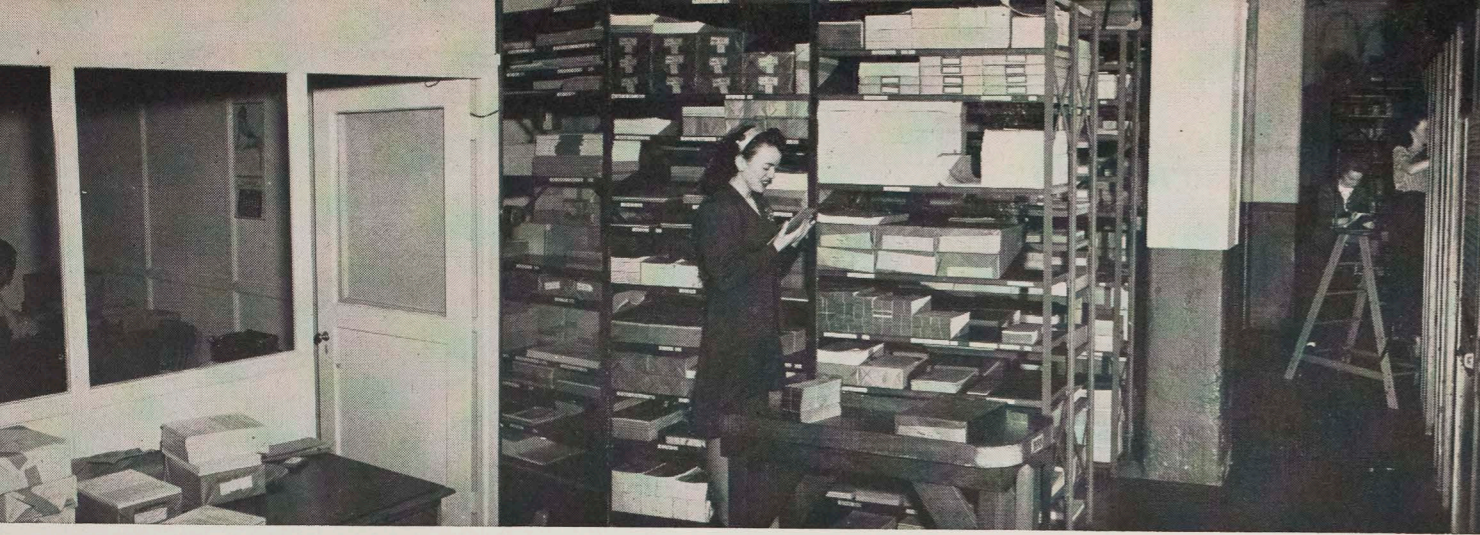
I don't care how much jack you give
Towards helping other people live.
Unless you try to ease the way
For those you meet thru ev'ry day,
And leave each person with a smile,
You haven't done one thing worth while.

Discharged veterans have been coming back home and already we have a number to report—all highly regarded friends of mine. Take, for instance, my friend Arthur Sepulveda—whom we have facetiously dubbed "Arturo Toscanini." Born in Watts, this young man came to us on April 16, 1941, and at that time was a shy and demure fellow with but a limited knowledge of the English language. The famous Professor "Two-Gun" Cain tells me that it was he who taught him to speak English. A little later he was called to the colors, serving in the U. S. Army in California and Oregon. After having been away for more than three years he is

now back with us again with a complete and versatile knowledge of Army lingo in addition to that which he had gained from the Professor. Arthur tells me in strict confidence that a well-bred professor is one who doesn't forget to pass the nuts.

Then there's Johnnie Villegas, who first entered our employ on December 13, 1940, and since then has been away for more than 3½ years in the U. S. Navy, during which time he served on both the USS Essex and the USS Enterprise, and became a veteran of 13 major battles in various areas of the Pacific, including campaigns against Kwajalein, Truk, New Guinea, Peleliu, Guam, Saipan, Wake Island, Iwo Jima and finally against the Japanese mainland. Johnnie tells me he has been recommended for the D. F. C. and for three Air Medals.

Another is Eddie Wurm of Redondo Beach—the tall, blond-haired boy who drives the truck every day between Torrance and 6th and Main. Eddie entered the employ of the Company on July 28, 1943, and was assigned to driving the truck he now drives each day. But soon after his coming here he was called into military service, and so he joined the Navy. At occasional intervals he came in to see us and we were kept pretty well-informed as to his whereabouts by the Deacon who managed to keep in touch with him along with the Deacon's own son, Dan, who has since



NEW STATIONERY STORE at the corner of Sixth and Los Angeles Streets in the PE Building is far more commodious than the old one which used to be on the first floor just off the Bus Concourse. Stationer Roy Ewing and his co-workers also rejoice in some of the latest ideas in equipment. One item is a specially designed pushcart with

small folding stepladder on which Jean Talley (foreground, above) is standing to get material from the higher shelves. The pushcart was made in the Torrance Shops. Another labor-saving device is the hydraulic lift truck (below) on which heavy boxes are being easily handled by Vera Wardy. Special fluorescent lighting for the shelves is shown below at right.

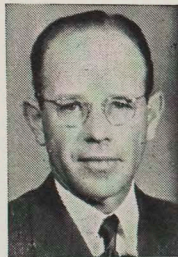
also been discharged from the Navy. The story is going the rounds that soon after his discharge Eddie attired himself in a natty new suit and went to see his girl, who is a "sweet young thing." Arriving at the house, Ed made haste to inquire, "How do you like my outfit?" "Oh," said she, "I think they're a swell bunch o' fellows." Thus—"the worm turned."

Besides the above mentioned, there are also Paschal Cendejas, Jimmie Cragin (son of our former correspondent, Ray Cragin), Philip Pluma, Robert Parmenter (out in West Hollywood, assistant to Storekeeper Cliff Curle), and possibly a few others whose names at present do not come to mind.

BUY U. S. SAVINGS BONDS
THROUGH PAY ROLL ALLOTMENT

**MECHANICAL
DEPARTMENT**
Western District

By
**Milton R.
Clark**



J. F. Briggs, retired General Foreman of the Mechanical Department, was our guest at a recent Foreman's meeting at West Hollywood. Roy Mankins, present General Foreman, requested that he say a few words to us. Mr. Briggs told us of his activities since his retirement. He expressed how pleased he was to be our guest and how happy he was to see so many old friends and to be able to visit the places he was associated with for so



many years. He said he was happy to see the work going along so well and wished us all good luck. We were happy to have him as our guest and to see him looking so well and hope that he can be with us again at some future time.

Thomas Green, Assistant General Foreman of the West, is mighty proud of his Car House and Repair Shop at West Hollywood since their interiors have been given a coat of paint. They really do look mighty nice and I am sure the boys working there can now see their work in a much different light.

Virgil E. Connell, better known as "Red," has been appointed Night Foreman at the Ocean Park Car House. His fellow workers here on the West extend their congratulations and wish him good luck.

Claude Blair, Electrician at Toluca Yard, has taken a two-weeks leave of absence to attend to some urgent

business back in Texas.

Poor health has forced **Al Woods** to give up his position as Night Foreman at the Ocean Park Car House, and he has taken a day job there. We all wish you the best of luck, Al, and a speedy return to good health.

"Happy" **Hapgood**, Day Foreman at the Ocean Park Car House, and Mrs. Hapgood are taking a trip back to visit their old home in Maine. While there, Hap plans to visit his former place of employment. **Fred Wurm, Jr.** is taking Hap's place during his leave of absence.

Bill Richards, **Art McCauley** and **Hazel Clements** are back to work after some time off due to sickness. **Merle Studebaker** spent his vacation up Seattle way.

Tom Green was called on the phone at 2:30 a. m. the other morning and was told that a cocktail bar across the street from the Hollywood Car House was on fire. I wonder why.

Car Repairer Retires After 26 Years' Service

Hugh McHale, Car Repairer at Toluca Yard, retired March 6. Mack started to work for the PE in the Mechanical Department at 6th and Main back in 1920. He worked a while at Macy Street, but the greater part of his 26 years with the company was spent on the Western District, in Hollywood and Toluca Yards. His place in the pit at Toluca Yard will be hard to fill. When Mack got his Irish up he was hard to beat.



HUGH McHALE

He has no definite plans for the immediate future but to do some gardening work at home of his uncle, the late John Steven McGroarty, in "The Green Verdugo Hills," where he and his sister live. At some later date when travel conditions are more favorable, he and his sister plan to take a trip back to Wilkes-Barre, Pennsylvania, his birthplace and home of many of his relatives. He also plans to visit Anaconda, Montana.

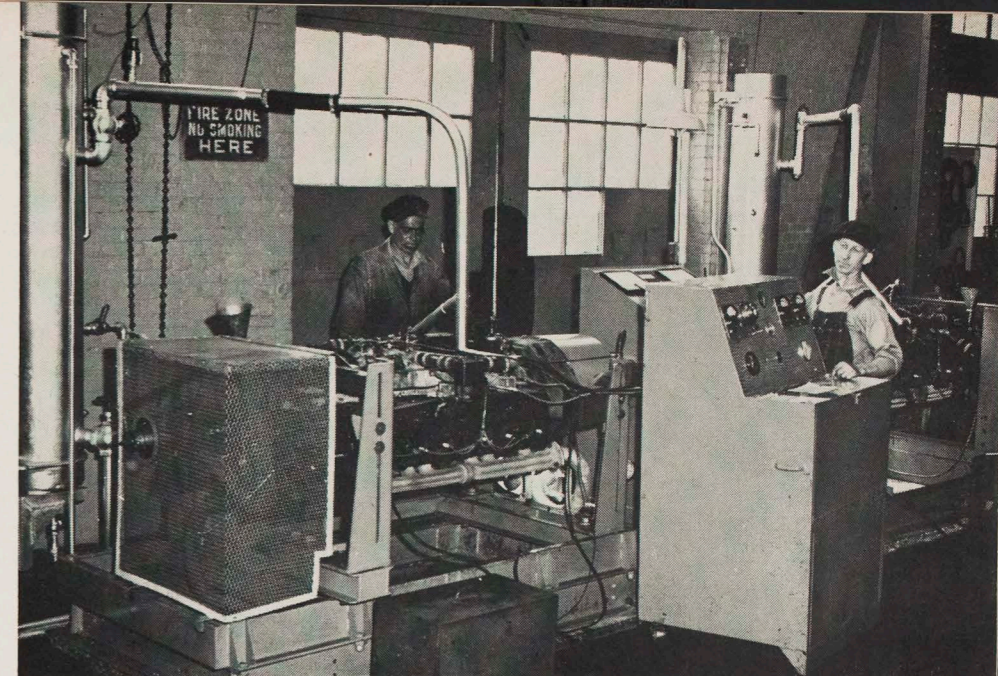
When Mack left, his friends presented him with a nice new suit case as a retirement present. Those of us who have worked with Mack know that he was a faithful, dependable, conscientious, hard-working man and wish him a long and happy retirement, which he has so well earned.

EQUIPMENT

By **J. M. McFadden**

The Mechanical Department has recently put into service at the Torrance Shops a new engine dynamometer for breaking in and testing motor coach engines.

A. L. Bristow, Foreman, Mechanical Department, supervised the building of this unit by the Torrance Shop forces. The machine was constructed mainly from materials available at Torrance, the exception being the dynamometer absorption unit, and its cabinet and instruments, which were purchased complete from an Alhambra manufacturer.



NEW DYNAMOMETER was placed into operation at Torrance in February by shop forces shown below. Above, the machine in operation testing a White motor, with **F. W. Coy**, Auto Machinist (left), and **J. L. Harshbarger**, Leader in Bus Motors Overhaul, making the tests. Upright tanks at left and right are cooling towers. To right of motor being tested is the turbine, to which the motor is connected. **Mr. Harshbarger** is making dial readings. Below, those who worked on the dynamometer installation. Left to right are **George W. Evans**, Torrance Shops Superintendent; **Nels Swanson**, Leader Pipefitter; **Mr. Coy**; **Orvila Brodeur**, Painter; **Ernest Dernberger**, Carpenter; **A. L. Bristow** (behind **Mr. Dernberger**), Foreman in charge of construction; **Vance Moore**, Carpenter; **A. M. Graham**, Machinist; **Daniel Charpalis**, Pipefitter; **Cicero Brooks**, Carpenter; **A. J. Jeanplong**, Leader Machinist; **H. W. Slover** and **W. L. Rhoads**, Tinnerns; and **Mr. Harshbarger**.

SAVES ROAD TESTS

The engine dynamometer is used for the regulated breaking in, testing and tuning of new motors, under varying loads, speeds, and conditions. This enables all new or overhauled motors to be thoroughly tested and adjusted before being placed in the motor coach, saving expensive road tests, and danger of equipment failure due to improper breaking in.

OPERATION

Placed in the universal engine stand, and connected with a cooling tower, the engine is started and allowed to idle. During this time, the timing and advance of the distributor is checked and set. The engine is then stopped while the drive shaft is connected to the dynamometer.

The real test now begins—the engine is run at varying speeds and loads imposed by the accurately regulated water turbine. This turbine serves as a brake on the motor, giv-

ing the same effect as a loaded bus in road service. An instrument panel indicates engine performance, and gives a direct dial reading of the horsepower. Dials also indicate RPM, water temperature, oil pressure, and other necessary factors. While the motor is being tested, it is also checked for leaks and excessive noise.

This unit is a valuable addition to the Torrance Shops, and is a credit to the men who built it almost from scratch. It is expected to pay dividends in better motor coach operation.

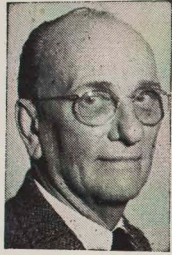
NEXT MONTH

New cabooses and the progress in reconditioning 4500- and 4600-class cars.

With the cooperation of the members of the Mechanical Department, **J. M. McFadden**, Research Assistant, Bureau of Research, will chronicle each month various phases of Mechanical Department operations.

MECHANICAL DEPARTMENT

North and South Districts



By
Guy F.
Gehde

Wm. R. Tingler, Assistant General Foreman, lost his mother April 15. Everyone extends heartfelt sympathy.

Ex-servicemen with many Battle Stars to their credit, recently discharged, and now happily located at Macy St., are Clyde Mulinex, Joe Yesinkus, Geo. Fields, William H. Jones, Henry Saucedo, Cecil Chavers, Willie Williams, Robert Edgell, John Yesinkus, and Ernest Lowry. Welcome, boys!

Returning from vacations: C. Marshall, Louisa Navarra, A. Esquivel, Fred Chekal, Jesse Valesques, Lupe Romo, Russell Mudgett, Sloan Beck, Jennie Rameriz, Alfred Penwell, Maria Gazuikvecz, Martha Moronez, Maria Chavira, John Beltran, Helen Garcia, James Logan, A. Pedroza, A. De Filippo, Tony Margoittia, Eugenie Morris, Loren Godwin, Henry Brown, A. J. Andrews, and Edward Hahnes. Edward's mother passed away during his vacation.

Noble Greenstreet will retire when his vacation ends. Good luck, Noble!

Nick Kinsinger, Safety Committee member at the Repair Shop, has been using his ingenuity during spare time to make hooks on which to hang blue flags used by inspectors. The hooks

are very useful, and appreciated by the North and South Districts.

Edgar ("Strong") Wait has a long because C. D. Strong returned from his vacation without taking a month's leave.

Howard Werrett, of the Navy, and his brother, Bill, who is in the Merchant Marine, have seen service in the same ports all over the world for the past three years—had not seen each other until they were on leave recently to visit their father, Sam Werrett.

The famous "Concrete Mixer," Eugene Scheetz, is hanging around every afternoon now—interested in harness races. Mac Boswell is disappointed they are not dog races.

Mrs. Mae Murphy, widow of John L. Murphy (formerly Cabinet Maker with the PE) and mother of Ralph Murphy, Lead Clerk at Macy, has been confined at St. Vincent's with a badly sprained knee. We are glad that Mrs. Murphy is home and on the mend.

Irvin Mankins sent Paul Davis to Butte St. this year to relieve on vacations; so we kept our versatile "String Bean" Perry on the home base.

Deep sympathy to Bernice Ingram in the loss of her mother recently.

MACY STREET GARAGE

Correspondent A. L. Bristow wishes to extend apologies to his co-workers for lack of a column in this issue. He had some material collected, but lost it in his recent moving from place to place. He promises to be a better boy next issue.

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PACIFIC ELECTRIC MASONIC CLUB



By
M. J.
Davison

Most of the lodges in this jurisdiction are very busy and a good many of our fellow workers are taking the degrees of masonry, which indicates plenty of work in store for our degree team. Again, may I request that any of our members who could assist the regular degree team by filling a station one or more times send their names, addresses, and telephone numbers to the Secretary or Brother Ivan Cammack, the director of our team.

Masons in California have a great deal of activity in store for them this summer. I believe that most, if not all, of the York Rite bodies had their state convention in Los Angeles during April. The Scottish Rite is planning a reunion class in June. The Shriners from all over the nation, Canada, Hawaii, and elsewhere will trek to San Francisco for their annual convention in June, and the Grotto is holding its annual convention in St. Petersburg, Florida, during the week of June. Our own Grand Lodge meeting in San Francisco in October is expected to be one of the biggest ever.

Two more of our brothers were called by the Supreme Grand Master. About the time the last issue of the Magazine went to press, Brother L. H. Newport passed away and on April 19 Brother Walter F. Bayless answered the call.

Your correspondent was unable to attend either funeral, but learn that goodly numbers of our brothers attended. All of us who are unable to be at one of these ceremonies feel a debt of gratitude to those brothers who can, and do, pay their respects to their departed brothers.

During the past month we have had a considerable amount of sickness. Brothers Foster, Goodman and Hall spent a time in the hospital. Brothers Foster and Goodman are back on the job but I haven't been able to determine if Brother Hall is working or not. At this time, brother E. J. A. Hasenyager is in the Glendale hospital, but I am informed he will be home soon.

Pacific Electric has carried 3 1/2 billion passengers since 1911.

HERE AND THERE With THE WOMEN'S CLUB



By
Ruby
Gallacher

Going back to March 14, the Big Event of the year is the celebration of our Club birthday; this time we became of age, as it was our 18th birthday . . . a happy occasion except for the absence of our dearly beloved President, Mrs. Wm. E. Smart, who celebrated the event in the hospital, with a broken collar-bone.

In our President's absence, Mrs. F. Palmer, Vice President, has been filling the chair very efficiently. The day of the 18th birthday party, Mrs. Palmer escorted our President Emeritus, Mrs. J. B. Green, to the chair, where the latter wielded the gavel in a manner reminding us of the "good old days." As is the custom each year, our Big Brothers were invited to speak to us. Messrs. Ed Thomas, Cliff Thorburn and Neal Vickrey gave cheerfully of their time and oratorical talents for our pleasure.

... were entertained at the piano; with stringed instruments; and with songs and recitations by two tiny tots, Phyllis Andrews and Dawn Hunter. In the tea room the decorations were green and white, honoring the first President, Mrs. J. B. Green, and the first Secretary, Mrs. Walter White. (The fact that St. Patrick's Day was three days hence MUST have been responsible for the green shamrocks decorating the tables. In the center of the President's table was a large cake beautifully decorated in green and white. Mrs. Lon Bishop, unable to attend, sent a cunning paper doll, dressed as an 18-year-old debutante. It was later sent as a memento of the occasion to Mrs. Smart, in the hospital. Ice cream with shamrock in green sherbet was served with cake, tea, and coffee. Hostesses were eleven Past Presidents; namely, Mesdames J. B. Green, W. H. Shoup, F. M. Hart, Lloyd Murphy, F. E. Miller, R. R. Crunke, Clifford Curle, W. A. Hasty, R. R. Howe, Dan Barnard and A. J. Andrews. A vote of thanks to them for the lovely party!

Strip tickets issued by Pacific Electric in an average year, if rolled out in one line, would stretch between Los Angeles and San Francisco.

AMERICAN LEGION AUXILIARY

By
Lillian M.
Lyons



On April 9, the Auxiliary had a joint meeting with the Post. Ellen Bryant and Ray Withee, acting for the commander, did a fine job. Too bad you were not with us, Commander Bone.

This month of April being Pan-American month, Martha Harper was on her toes. She gave a very interesting talk on Panama. I am sure that because many of our boys have spent much time in Panama we listened with greater interest than ever before. Martha also furnished a program at the 23rd District, of which she is chairman. The District meeting was on Monday the 15th, at Patriotic

Hall. A program was presented by Nilla Duncan and Edna Stoff with Lucille Bolk as the Accompanist. Nina-belle Nichols of West Hollywood, who is 24th District chairman, also gave some highlights. She won the trophy last year. One really has to know what it is all about to do this. She has been to Panama and had first-hand information, which helped a great deal. Her husband is very ill in Sawtelle.

On April 19, Martha will address the Greer Clover Unit. Martha has been very active this month and has done justice to the District of which she is Chairman, as well as to her own unit.

On May 28 the 23rd District will hold a District meeting in the PE Auditorium after the Memorial Services in the day time. Let's all turn out and give the Comrades a real PE welcome.

The Auxiliary is sponsoring two orphan boys called the St. Die Boys. All of the District Auxiliary are furnishing them food, clothing, candy and everything a boy needs. We have sent them enough vitamins for 250 days. There are many other boys like these.

(Continued on Next Page)



PAST PRESIDENTS of the Women's Club were hostesses at their 18th birthday party last March 14. In the picture, Mrs. Frank Palmer, acting President, is seated at left; all others are Past Presidents. Besides Mrs. Palmer, seated, left to right, are Mesdames R. R. Howe, Lloyd Murphy, J. B. Green (first President, known as "President Emeritus"), W. A. Hasty, F. E. Miller, Daniel Barnard. Standing, left to right, are Mesdames A. J. Andrews, Wm. H. Shoup, F. M. Hart, R. R. Crunk, and Clifford Curle.

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The Unit also had the privilege of sending \$2.00 for the housing of blind students.

The Auxiliary is donating a Wheel Chair to some unfortunate boy.

Your scribe is going to New York for several months. So farewell for awhile.

BUY U. S. SAVINGS BONDS

VETERANS OF FOREIGN WARS

P. E. Post 3956



By Jim Boswell

Have you been attending our meetings lately? If not, you have been missing a swell treat of coffee and doughnuts served after each meeting.

Commander Earle C. Moyer among his many accomplishments lists photography. After some persuasion, Past Commander Harry L. Young posed for a picture. It is one we can be proud of and it now decorates the No. 1 spot in our Post Room.

At our meeting held March 19, 1946, the annual election of officers was held and I have the pleasure of announcing the names of the officers for the new term.

Elective Offices

Commander, George Weatherby; Senior Vice Commander, James W. Boswell; Junior Vice Commander, La Verne C. Vogt; Quartermaster, Loriston A. Noble; Post Advocate, Earle C. Moyer; Chaplain, William S. Hostetter; Surgeon, Dr. Salvador Castanares; Trustee (3 years), Noble E. Cates; County Council Delegate, Frank M. Carr; Alternate County Council Delegate, La Verne C. Vogt.

Appointive Offices

Adjutant, Kenneth T. Williams;

Officer of Day, Ted E. Dickey; Patriotic Instructor, Ralph Pratt; Post Historian, James D. Beggerly; Post Service Officer, Chas. A. Wakefield; Legislative Officer, James W. Boswell; Sgt. Major, Arthur S. Tellechea; Guard, Ross C. Vance.

Installation of officers was held at Patriotic Hall, April 23, with Jesse B. Fisher, Past Fifth District Commander, as the installing officer.

On Sunday, April 28, our post participated at the Rose Bowl in the mass installation of officers of all posts in Districts Four and Five. President Truman, a member of the VFW, sent a personal representative as installing officer.

GREETINGS, NEW MEMBERS!

William E. Ellis, 319th Ord. Amm. Co.; James Theodore Smith, US Navy, USS Enterprise; Robert Glenn Burdsal, Det. 59 SCU 1411 ASTP; Noble E. Cates, Hdqrs. Co. Service of Supply; Harley J. Culp, 2019th Ord. Maint. Co.; Allen C. Endicott, 721st R 4 Op. Bn.; Rich Hayes, Co. A 34th Reg. 24th Div.; George Carl Kelly, 322nd Bomb Squadron; Enos H. Rolston, Co. B 28th Sig. Hvy. Const. Bn.; James D. Beggerly Jr., USS Chincot-edge; Frank M. Carr, Hdq. 38th Air Depot Gp.; Gerald F. Blatchford, 347 Adm. Sqd.; Daniel F. Quinlan, USS Algorab; William S. Hostetter, I S Navy; William E. Meyer, 82nd General Hosp.

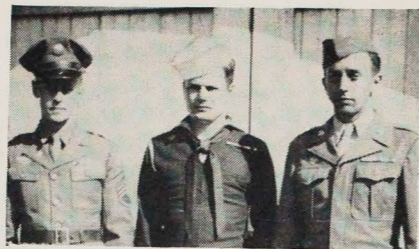
Appreciation

1943 1/2 Garfield Road, Hollywood 28, Calif. March 7, 1946

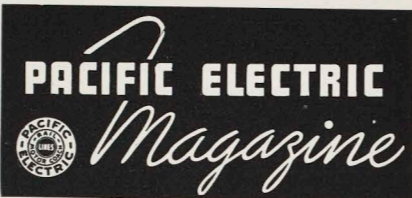
To West Hollywood District:

I wish to express my deep appreciation to each and every one of you for your kindness and beautiful flowers for my husband, Benjamin Porter.

Very sincerely yours, Mrs. Benj. Porter and Family (Mr. Porter, one of the old-timers of Pacific Electric, is well known to many as a long-time Trainmaster of the Western District. — Ed.)



SURPRISE FOR POP—Mrs. Erwin D. Ralph, wife of the Signalman, hoped to surprise him by this picture of their three sons, Henry, Robert, and Mortimer, who have returned recently from overseas duty. Hope you're no leth thurprithed than pleathed, Pop!



Vol. 26 No. 11 May, 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 employees 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.

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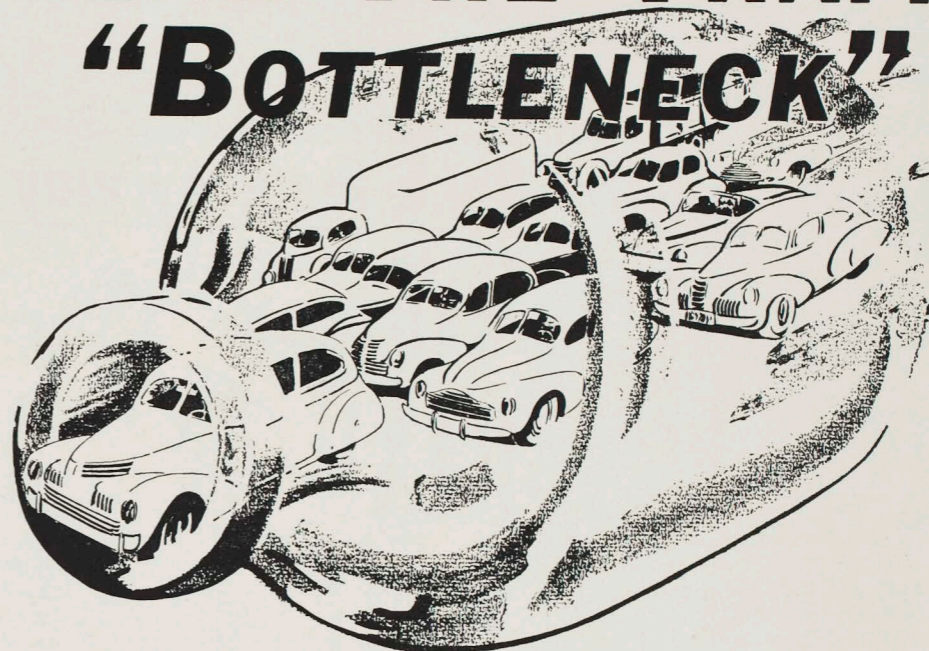
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PHOTOGRAPHY Harley B. Talbott

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

BREAK THE TRAFFIC "BOTTLENECK"



Do YOU KNOW that more than 25% of our day's travel from Los Angeles is now handled between 4:40 and 5:40 p. m.? With the abandonment of former staggered hours program, peak-hour traffic has gradually increased to its present enormous proportions.

As no additional equipment has been obtainable during recent months, this greatly increased peak-hour traffic results in heavily loaded cars and buses, much crowding and some inconveniences to passengers.

Additional buses and street cars alone cannot solve the congestion problem during peak hours. Of course, more equipment is needed, and will be in service as soon as received, but staggered hours of employment—and use of hours between 10 a. m. and 3 p. m. for shopping—are still necessary if the peak-hour traffic bottleneck is to be relieved.

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