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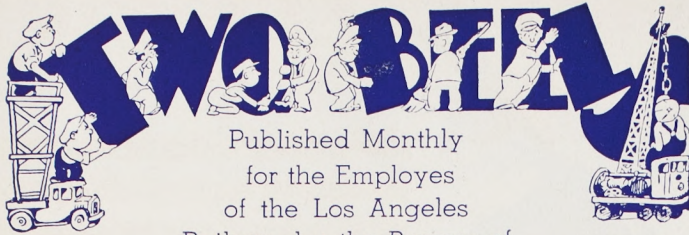


SERVICE MEN'S SPECIAL EDITION

VOL. 23

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No. 6



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EDITORIAL STAFF SUPERVISION

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- Howard Jones "The Four Freedoms"
- Arthur Pedersen Roy Finley

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- Tom Cairns Guy Gifford Bill Alexander

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WHAT THE COVER IS ABOUT

Ray Van Noy takes a sticky hurdle in full battle regalia for this picture. Ray is the son of A. R. Van Noy of the Claim Department. We don't know where Ray gets his leaping ability, but not from the Claim Department as we have seen Papa Van Noy slipping and sliding from a two-foot sand trap loaded down with only an 8 iron.



LAST MINUTE ENTRIES INTO THE ARMED FORCES

June 1st to June 30th

- Burns, Ralph Edward Opr., Motor Coach Div.
- Eastwood, Leonard Garland Con., Div. 5
- McKemie, Robert Earl Mech., No. 18
- Knox, Odee Larnie Janitor, Garage
- Austin, Calvin G. Clerk, Motor Coach Div.
- Snow, Howard F. Special Agent, Transportation
- Erckert, Theodore Bernard Jr. Mot., Div. 4
- Parmenter, Aaron Almon Mot., Div. 4
- Burke, Harry P. This man taken off May military list in error. He is still in military service.

L. A. M. C. LINES

- Ivie, Harold Edward Opr.
- Rose, Vernon Robert Tireman, Mech.

RETURNED FROM MILITARY SERVICE

- Gibson, Harold Jason Con., Div. 5
- Ball, John Thomas Mot., Div. 4

- L. A. RAILWAY SERVICE FLAG 487
- L. A. M. C. LINES SERVICE FLAG 111



ACROSS THE DESK

TO OUR BOYS



THE war being uppermost in all of our minds, our thoughts naturally turn to our boys in the Armed Services.

Very often while sitting at my desk I have wondered about each of you. Where you are? What you are doing? For your well being in general. Frequently, in my thoughts, I have wished it were possible to have each of you visit with me. Many things I should like to ask you. Many things I should like to tell you. Such as:

The 487 stars in your service flag. The bonds all of us are buying. The women operators who are taking your place while you are gone. Too, I would tell you about the various discussions among the staff officers at the regular Monday morning meetings; tales about some exploit of their men now in service . . . you, from our railway family. Further, for once we are operating on the credit side of the ledger. But, believe me when I say in all earnestness we would rather have each and every one of you back with us and the war won than all the profit in the world.

To all of you, wherever you are, MAY GOD PROTECT YOU is our wish.

G. H. Harris

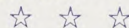


The Los Angeles Railway
proudly presents these men and women of valor



DIVISION ONE

Alberico, Peter A.	Army	Rounsavell, Dean P.	Navy
Albert, Donald F.	Navy	Rouse, Wilbur T.	Army
Anderson, Edwin M.	Army	Seckel, John D.	Navy
Ashcraft, James O.	Navy	Seed, Gordon	Army
Barrows, Zephah A.	Army	Shaheen, Frederic M.	Marines
Bennett, George P.	Navy	Smiley, Willie D.	Navy
Bergdale, Harold G.	Army	Smith, Arthur H.	Army
Boyce, John C.	Navy	Smith, Glen V.	Army
Boyce, Phelps C.	Navy	Smith, James W.	Army
Brown, Thomas J.	Army	Snoddy, William C.	Army
Burton, Odie H.	Army	Striebeck, Fred H.	Navy
Carlson, Wesley E.	Army	Thompson, James C.	Army
Chandlee, William C., Jr.	Army	Tungate, James R.	Navy
Cody, William P.	Army	Velderrain, Charles A.	Army
Danna, Frank P.	Navy	Viellenave, Joseph	Navy
Darneille, Benjamin J., Jr.	Army	Wersal, Sylvester H.	Navy
Erickson, Earnest W.	Army	Wickeren, Orville	Army
Guthrie, Walter A.	Navy	Witt, Robert T.	Navy
Hammill, Donald F.	Marines	Witzel, Alwyn G.	Army
Hargrove, George W.	Army	Wobbrock, Harold H.	Navy
Hopkins, Fred E.	Navy	Wood, Clifford W.	Navy
Jensen, Serel L.	Army	Youngs, Clifford A.	Marines
Johnson, Charles E.	Navy		
Johnson, John T.	Navy		
Johnson, Marvin L.	Navy		
Jordan, Marvin D.	Navy		
Kempton, Ira N.	Army Air Corps		
Kennedy, William L.	Marines		
King, George R.	Navy		
Leahy, Arthur F.	Navy		
Lynch, Thomas P.	Army		
McClendon, Fred T.	Navy		
McKnight, Virgil L.	Army		
Manley, Wilfred I.	Navy		
Martin, Lester W.	Coast Guard		
Morrissey, Charles J.	Navy		
Munson, William H.	Navy		
Neville, Fred H.	Army		
O'Neill, Edwin R.	Navy		
Orton, Frank P.	Army		
Osborne, Floyd E.	Navy		
Park, Merwin C.	Army		
Paulsen, Loren J.	Army		
Perry, Charles W.	Marines		
Rosenstein, Abe J.	Navy		



**DIVISION ONE,
MECHANICAL**

Busby, Ernest W.	Army
(Last letter from North Africa)	
Creager, Manuel W.	Army
Lee, Marvin O.	Army
Smith, Charles M.	Navy
Smith, Leo E.	Navy
Smith, Ned S.	Army
Wilbun, Charles A.	Army



DIVISION THREE

Anderson, Oscar M.	Army
Baysinger, Truman M.	Army
Belfield, Earl W.	Army
Bestwick, Wilbur	Marine
Daly, Jack H.	National Guard
Deane, Howard T.	Army
Elmore, Robert E.	Army
Gardner, Wayne	Army
Garrett, Everett W.	Navy
Griffin, Gorman	Marines



Ensign A. B. Cooper, former Editor, is now busy in sub-infested waters helping deliver the goods.



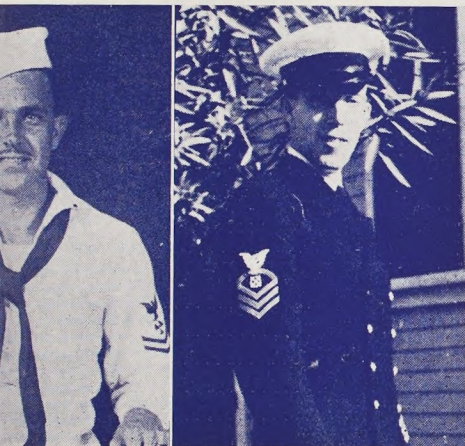
Earl Meldrim, left, and Cpl. T. S. M. Yturriaga ready for business in the South Pacific.

Cpl. Charley Yanac is now a photographer in the Air Corps. Charley worked first on the elevators and then in the Shops.





Pvt. Donald E. Lewis, son of C. E. Lewis, and his fiancée, Pauline Edmiston, daughter of J. M. Edmiston of Division 3.



Travis E. Stuckey, formerly of the Coach Division, and E. W. Daniels who displays an armful of stripes.

Harold Davis, formerly Public Service, now with Subchasers.



- Haskell, Eugene C. Navy
- Heinz, Albert T. Navy
- Hembd, Leo M. Navy
- Hendriks, Christian. State Naval Guard
- Hoag, Walter H. Navy
- Hudson, Robert D. Navy
- Jennings, Carl B. Army
- Litsinger, Walter C. Army Air Corps
- MacLean, Gordon Army
- Martin, Robert P. Navy
- Martin, William D. Army
- Matthews, Roscoe Z. Navy
- Maze, Paul E. Army
- Meeder, Franklyn D. Navy
- Morton, August L. Navy
- Nevling, Paul J. Navy
- Nissen, Henry N. Navy
- Pacl, Rudolph S. Army
- Park, Samuel E. Navy
- Prickett, Jack H. Marines
- Redmond, Harold A. Navy
- Richardson, William W. Navy
- Severns, Raymond R. Army
- Speed, Howard L. Navy
- Stephens, Kenneth S. Navy
- Thompson, Austin T. Army
- Timmons, Douglas S. Navy
- Triboulet, Merlin A. Navy
- Vincent, Louis P. Army
- Whisenhunt, Bishop G. Army
- Wilcox, Ray F. Army

MECHANICAL DIVISION THREE

- Ethridge, Forest R. Navy
- Ferguson, LaVerne W. Navy
- Heidtke, Mason C. Navy
- Howe, Marvin M. Army
- Lathrop, Philip T. Army
- McDaniel, James H. V. Army
- Work, Herman M. Army Aviation

DIVISION FOUR

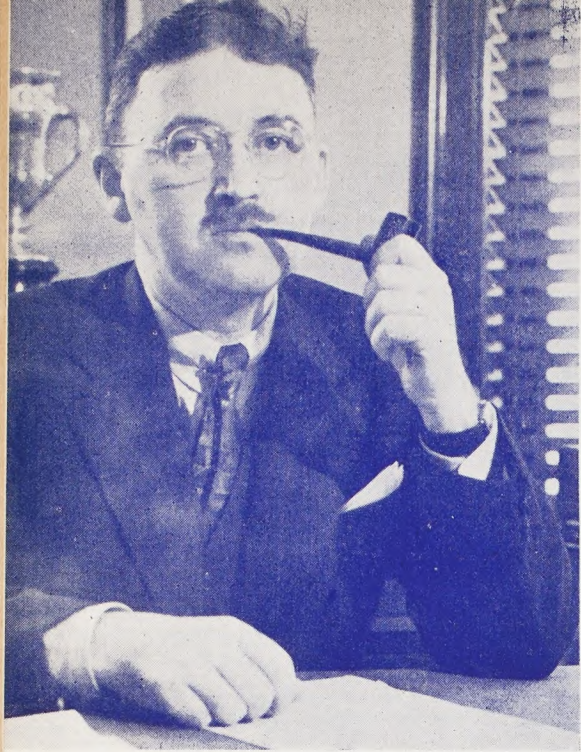
- Aitken, James J. Army
- Allison, Clifford C. Army
- Allison, William H. Navy
- Appel, James L. Marines
(Last letter from Hawaiian Islands)
- Auker, Lawrence F. Army
- Bailey, Richard G. Army
- Batastini, Danny L. Army
(Last heard from in North Africa)
- Bates, Leon H. Navy
- Beckett, Robert E. Navy
- Birchell, R. W. Navy
- Bowman, Roy H., Jr. Marines
- Bradley, Robert L., Jr. Marines
- Brown, LeRoy C. S. Army, Ordnance
- Bucher, George T. Navy
- Canatsey, Lawrence D. Army
- Cardwell, Shirley D. Army

- Caress, H. N. Navy
- Champagne, Hughins C. Navy
- Clement, William D. Army
- Common, Joseph J. Army
- Cooper, W. L. Army
- DeGeere, Wayne L. Army
- Denton, Dale M. Army
- Donlon, E. Marines
- Dotts, Clair C. Navy
- Edmondson, David J. Navy
- Edwards, Charles H. Army
- Fisher, Harry Army Air Corps
- Fitzpatrick, John A. Navy
- Foss, Henry L. Army
- Gibson, Stanley C. Army
- Glover, Luther E. Army
- Gotchy, Clay L. Army
- Gould, Samuel S. Navy
- Grettenberg, Robert H. Navy
- Griffith, Thomas Navy
- Hawkins, H. L. Navy
- Hersom, Hubert M. Army
- Honts, George W. Army
- Howard, George D. Army
- Hulberg, Elmer L. Army
- Jensen, Victor P. Coast Guard
- Kady, Louis C. Army
- Knittle, Clarence J. Army
- LaMonte, Ray Navy
- Ledford, John D. Navy
- McKevitt, James M. Navy
- Maupin, William D. Army
- Meldrim, Earl D. Army
- Mevis, David R. Army
- Meyer, Clarence W. Navy
- Monroe, Z. T. Navy
- Nields, Harry C., Jr. Army
- Nordquist, Vern E. R. Coast Guard
- O'Brien, John P. Marines
- Osborne, Harry F. Army
- Renner, Howard A. Army
- Richardson, Claude S. Army Air Corps
- Robinett, Arthur H. Navy
- Segelke, George W. Navy
- Shaffner, George Navy
- Starkey, Floyd W. Navy
- Stevenson, Willard M. Army
- Taylor, James H. Army
- Thompson, Charles W. Coast Guard
- Thorman, William C. Army
- Waggoner, A. C. Army
- Waltman, Ira C. Navy
- Wells, James K. Army
- Welsh, Peter F. Army
- Wilde, John B. Army
- Willerton, Lynn C. Army
- Wise, Frank W., Jr. Army

DIVISION FOUR MECHANICAL

- Baldrige, John H. Navy





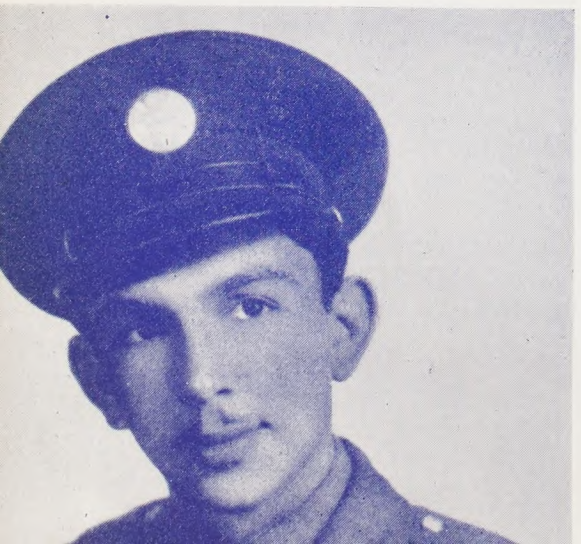
MAJOR C. H. HOLLADAY

Treasurer of the Railway, has been commissioned as Major Specialist Reserve in the Military Administration Corps. The purpose of the corps is to enable the army to have a competent force available to administer conquered areas during the period of military occupation. The army commissions men experienced in fields such as power supply, transportation, education, etc.



Holbrook Lair, Air Force, looks toward home from a foreign clime.

Ignacia Mendoza of South Park is going places in the Air Force.



- Cook, Raymond P., Jr. Navy
- Gadis, Henry R. Army
- Paul, J. F. Army
- Weiser, Walter O. Army

DIVISION FIVE

- a'Becket, Leon C. Navy
- Albert, Cecil C. Army
- Anderson, Clarence E. Navy
- Anstine, Stanley R. Navy
- Baker, Harry D., Jr. Army
- Bannister, Gerald J. Army
- Barron, George L. Navy
- Bates, Marion M. Navy
- Brim, William F. Navy
- Brown, Burn W. Navy
- Brown, Charles E. Army
- Brown, Harlan A. Navy
- Bryant, Eugene H. Navy
- Chubb, Timothy H. Navy
- Christiansen, Wiggo Army
- Clapp, Wredos A. Army
- Clark, Champ Army Air Corps
- Conway, Charles T. Army
- Daniels, DeArcy W. Navy
- Dark, Jack M. Army
- Davis, Waldo E. Army
- DeMary, Delmar D. Army
- Detrick, Charles M. State Guard
- Dirkes, Richard H. Navy
- Flowers, Charles F. Army
- Foley, Martin J. Navy
- Foley, Pete C. Navy
- Frey, Lowell W. Army
- Gagnon, Donard Navy
- Garner, Cecil V. Navy
- Gleason, John W. Army
- Gridley, Revel C., Jr. Navy
- Hannon, Clarence W. Navy
- Harding, Harold C. Navy
- Harrison, Roy D. Navy
- Heaton, Robert L. Navy
- Hicks, Charles W. Navy
- Hoansler, Beryl E. Army
- Hofmeister, Elmer F. Navy
- Huddleston, Ralph E. Marines
- Jenkins, David I., Jr. Navy
- Johnson, Stanton K. Navy
- Kilby, Jack A. Navy
- Lucas, Alexandre, Jr. Navy
- McGruder, Roland W. Army
- Manderscheid, Charles P. Navy
- Morrow, Harvey W. Navy
- Morrow, Samuel A. Navy
- Munro, Donald R., Jr. Army
- Neufischer, Eugene B. Navy
- Norman, Brice V. Army
- Parker, Adam G. Army
- Paulette, Gus Marines
- Rich, Blaine A. Navy
- Ryan, J. B. Navy
- Schulz, Clarence A. Ne
- Smith, William T. Army
- Sparks, William R. Army
- Sparling, George G. Army

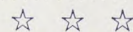
- Sterten, Ferdinand J. Army
- Strode, Jack J. Army Air Corps
- Swafford, Bruce C. Navy
- Thomas, Dan E. Navy
- Tolle, Glen K. Marines
- Tongish, Leo K. Coast Guard
- Trammell, George J. Army
- Walkey, LaVerne H. WAC
- Wasser, Floyd G. Army
- Williams, Grant C. Navy

DIVISION FIVE, MECHANICAL

- Bell, James A. Army
- Dixon, Horace Army
- Hubbard, T. G., Jr. Army Air Corps
- Jackson, Charles H. Army
- Lair, Holbrook Army
(Last letter from West Indies)
- Merritt, George A. Army
- Perkins, Arthur W. Army
- Pratt, James L. Army Air Corps
- Reynolds, Almond G. Army

GARAGE

- Ahrens, H. L. Navy
- Axtell, G. F. Army
- Bisbee, M. S. Army
- Bladel, A. N. Army
- Blocher, F. Army
- Carmichael, J. L. Navy
- Castor, E. P. Army
- Covington, J. W. Navy
- Douglas, J. D. Coast Guard
- France, H., Jr. Navy
- Froby, H. M. Army
- Haw, T. L. Army
- Herring, J. J. Navy
- Hume, L. G. Army
- Jones, J. H. Army
- Lehmann, M. V. Army
- Leisure, A. L. Navy
- McInally, M. B. Army Air Corps
- McNeil, C. F., Jr. State Guard
- Marshall, P. P. Navy
- Mobley, R. H. Army
- Mouw, C. K. Army
- Nystrom, H. A. Navy
- Poorman, W. A. Navy
- Renner, O. R. Army Air Corps
- Rogers, L. L. Navy
- Rorer, G. C. Navy
- Russell, B. K. Army
- Trinqual, E. E. Navy
- Watkins, V. R. Navy
- West, J. T. Army
- Wick, R. G. Army



WAY AND STRUCTURE

- Almada, Florencio Army
- Adame, Manuel C. Army
- Burgos, Salvador Army
- Castro, Jose Army
- Chavez, Jess M. Army
- Goddard, William L. Navy





Jameson, Charles E. Navy
 Lininger, Lester M. Army
 Ochoa, Sostenes Army
 Peralta, Louis Army
 Schaubert, Hubert I. State Guard
 Tade, Charles Army
 Uribe, Emilio Army of Mexico
 Walden, Carl H. Army
 Weeks, W. H. Navy
 Yturriaga, S. Army

☆☆☆
BUILDING
 AUDITING

Gebhart, L. H. National Guard
 Lyons, D. A., Jr. Army
 Venable, R. E. Army

CLAIM

Cunningham, E. M. Army
 Held, W. O. Army

PUBLIC SERVICE

Cooper, Allan B. Navy
 (Last heard from in Australia)
 Case, W. J. Army
 Davis, H. M. Navy
 Knollmiller, L. C. Navy

SCHEDULE

Graham, G. E. Coast Guard

TREASURY

Holladay, C. H. Army
 Schwartz, E. D. Navy

☆☆☆
STORES

McCurdy, E. A. Army
 Myers, M. E. Army
 White, R. V. Army

☆☆☆
POWER

Creal, R. D. Army
 Hearne, I. L. National Guard
 Lambers, H. W. Army
 Lerit, Bennie Navy
 (Last letter from San Juan, Puerto Rico)
 Rees, R. S. Army

☆☆☆
LINE

Domke, F. E. Navy

☆☆☆
DEPT. 2

Brogan, C. L. Navy
 Brown, Paul W. Navy
 Turner, R. W. Army Air Corps

☆☆☆
SOUTH PARK SHOPS

ELECTRICAL

Howells, Edward J. Navy
 Minnehan, Philip L. Army
 Oglesby, Wilfred E. Army
 Oliver, Berna G. Army
AIR BRAKE AND TRUCK SHOP
 Blum, Clayton E. Army
 Corriveau, Leo J. Army
 Foster, William J. Army

Jackson, R. A., Jr. Army
 Kerr, T. H. Army Air Corps
 Nailor, J. D., Jr. Army
 Osborne, I. J., Jr. Navy
 Roberts, H. J. Coast Guard
 Rodriguez, Eugene Army
 Thompson, A. B. Navy
 Wood, M. E. State Guard
 Woods, C. Army

BLACKSMITH SHOP

Ferrara, A. Army
 Nolan, T. E. Army Air Corps

MACHINE SHOP

Hargraves, D. H. Navy
 Hearne, J. H. Navy
 Hester, R. N. Navy

PAINT SHOP

Arnold, V. Army Air Corps
 Benton, J. R. Army
 Maxey, L. C. Army

CARPENTER SHOP

Ashkenas, I. L. Army
 Beswick, Kay Navy
 Bishop, V. E. Army
 Inman, J. W. Coast Guard
 Kelsey, L. M. Navy
 Oliveri, A. F. Army
 Thompson, O. J. Army
 Wise, C. E. Navy
 Wutherich, L. L. Army
 Yanac, C. Army Air Corps

"C" INSPECTION

Mace, W. O. Army

OFFICE

Brown, Shelby T. Navy

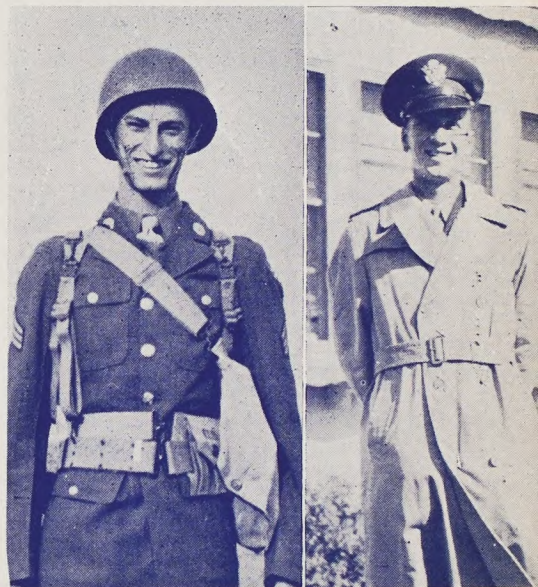
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L. A. RY. COACH DIVISION

Acres, R. W. Navy
 Atkin, W. H. Army Air Corps
 Atkinson, N. L. Army
 Barker, H. P. Army
 Barnes, C. H. Army Air Corps
 Barnes, W. B. Army
 Beck, C. R. Navy
 Bennett, F. G. Army
 Bill, H. L. Coast Guard
 Bishop, D. D. Army Air Corps
 Boone, E. B. Coast Guard
 Boyer, O. H. Navy
 Brewer, J. C. Navy
 Burley, H. T. Army Air Corps
 Burns, J. D. Army
 Butler, F. J., Jr. Navy
 Cadd, W. J. Navy
 Canino, J. P. Army
 Carter, R. A. Navy
 Cawley, J. J. Navy
 Chastain, J. O. Army
 Colburn, J. T. Army
 Cordes, L. C. Navy
 Courtney, V. W. Navy
 Crutchfield, M. B. Army
 Davis, A. C., Jr. Navy
 Davis, M. G. Navy

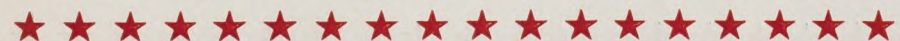


Meet the Grettenbergs—Bob Grettenberg, Baby Grettenberg and Mrs. Grettenberg—all doing their bit toward ending the war.



Clayton Blum with full field equipment, and Richard O. Roberts, son of Inspector Roberts, instructing now at Camp Crowder, Missouri.

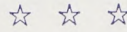
Pvt. Leonard, pride and joy of A. Young, coach cleaner.





Durall, H. R.	Army
Eunson, W. P.	Navy
Farrell, A. J., Jr.	Navy
Feddersen, E. C.	Navy
Ferris, J. M.	Army
Galloway, A. R.	Army
Gere, R. J.	Navy
Gorman, A. S. E.	Army
Grace, C. E.	Navy
Graves, L. M.	Sea Bees
Griffith, R. L.	Navy
Hicks, Ben	Army
Hobbis, B. R.	Navy
Holcomb, C. E.	Navy
Kagarice, W. F.	Navy
Keitzman, E. S.	Navy
Kissick, R. K.	Coast Guard
Kresge, J. E.	Navy
Kruse, C. P.	Army
Lang, B. C.	Navy
Liles, R. H. T.	Navy
McNaney, R. T.	Army
Megill, H. T.	Army
Miller, A. S., Jr.	Navy
Mortensen, V. T.	Coast Guard
Mothersbaugh, G. D.	Navy
Moye, L. K.	Army
Myers, H. C.	Marines
Norbuts, G. L.	Coast Guard
Outlaw, J. T.	Army
Palmer, H. W.	Navy
Parker, E. R.	Navy
Perlman, R.	Navy
Peterson, F. K.	Army
Peterson, G. E.	Navy
Plum, J. M. Jr.,	Army
Pontious, D. G.	Navy
Pool, J. T., Jr.	Army
Potter, G. E.	Army
Radcliffe, J. H.	Army
Richards, J. H.	Army
Roberts, B. H.	Navy
Roberts, J. M.	Army
Routh, P. M.	Navy
Scrimas, W. W.	Navy
Seely, L. J.	Army
Shafer, J. M.	Army Air Corps
Smith, R. H.	Navy
Smith, T. C.	Navy
Soberg, H. J.	Army
Stansbury, C. F.	Marines
Storie, C. O.	Navy
Strech, R. E.	Navy
Stuckey, T. E.	Army
Swanson, O. F.	Navy
Temple, B. B.	Army
Templeton, R. B.	Army Air Corps
Thorpe, C. A.	Navy
Turner, W. L.	Navy
Ulmen, B. M.	Army

Van Riper, H.	Navy
Walker, L. K.	Army
Werner, L. J.	Navy
Wilhite, R. L.	Army
Wood, M. W.	Army
Woodford, E. R.	Navy
Woodworth, L. E.	Army

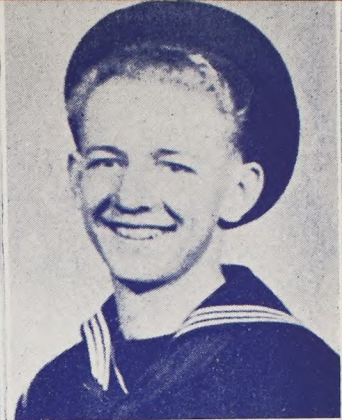
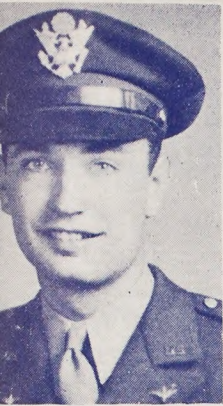


MOTOR COACH LINES

Alexander, A. C.	Army
Anderson, C. C.	Army
Arrington, R. T.	Marines
Barrett, T. S., Jr.	Army Air Corps
Barry, R. W.	Army Air Corps
Bauman, D. T.	Army
Belcher, R. C.	Coast Guard
Benitez, H. A.	Army
Blaylock, W. L.	Army Air Corps
Bloodgood, R. J.	Army
Blunn, B. H.	Army
Boysal, "O" "D"	Army
Bowman, J. R.	Navy
Burge, W. M.	Army
Campbell, H. C.	Army
Cesarotti, D. J.	Army
Chambers, J. D.	Navy
Chesnut, R. F.	Army Air Corps
Cline, H. M.	Marines
Clink, G. H.	Navy
Cobb, R. E.	Ferry Command
Collins, S. A.	Coast Guard
Couch, J. M.	Navy
Covington, G. W.	Army
Cowley, Earl	Coast Guard
Crawford, Alton J.	Army
Crosby, David J.	Army
Davis, Leland W.	Navy
Dawson, Burton G.	Navy
Dodge, Weston R.	Army
Donald, Edward L.	Army
Douglas, Harry A.	Navy
Durborrow, Bertha C.	WAC
Durrin, Clifford J.	Army
Eaheart, Herbert E.	Army Air Corps
Eutsler, Julian A.	Army
Fawcett, Raymond C.	Coast Guard
Forsberg, Henry J.	Navy
Friend, Harold K.	Navy
Gilmore, David S.	Army
Goodale, William S.	Marines
Greet, Peyton B.	Army
Harris, Frank E.	Army
Hartman, Harold W.	Army
Heard, Jesse F., Jr.	Army
Henley, Phillip F.	Navy
Hodge, Randolph S.	Coast Guard
Holden, George A.	National Guard

Hopkins, Thomas	Army
Howard, Addison J.	Navy
Hoynes, Thomas F.	National Guard
Hudgens, James A.	Navy
Irby, James W.	Navy
Iverson, Ira D., Jr.	Army
Jacobs, Irving C.	Army
James, William	Army
Johnson, Donald C.	Navy
Keith, George E.	Army
Knight, Warren A.	Army
Lank, Robert	Army
Lewis, Lemuel S., Jr.	Army
Lewis, Paul S.	Army Air Corps
Mack, James J.	Army
Marcum, Harry E.	Navy
Marvick, Willis W.	Army
Matzenbacher, Ray	Army Air Corps
Montooth, Clyde E.	Army Air Corps
Mozley, Cecil E.	Marines
Nelson, Clarence M.	Coast Guard
Olson, Kenneth A.	Navy
Palmer, Edgar D.	Army
Pearson, John L.	Navy
Prewitt, Henry V.	Army
Putnam, Duayne D.	Navy
Reynolds, Edolyne J.	Army
Riley, Clarence S.	Navy
Roberts, Charley	Army
Ross, George A.	Army
Schuster, Paul	Army
Scott, Rosemon J.	Army
Selbo, Robert T.	Army
Seymour, Richard G.	Navy
Shannon, Donald U.	Army
Simmons, Victor L.	Navy
Smith, Raymond R.	Army
Smith, Warren	Army
Spruiell, Marion W.	Navy
Standefer, Dorsey A.	Navy
Stewart, Kenneth H.	Army
Strong, Uno T.	Army
Swanson, Moyn H.	Army
Teeter, Roy L.	Navy
Thrall, Henry G.	Army
Toppings, John W.	Army
Trembly, Alfred W.	Army Air Corps
Vassar, Forest D.	Army Air Corps
Warthen, James H.	Army Air Corps
Webb, Robert S.	Navy
Webster, Floyd P.	Army Air Corps
Welch, Richard A.	Army
West, Harold L.	Army
Whatley, Garven L.	Army
Whitman, Charles W.	Army
Wier, Alvin J.	Army
Wiley, Lauren W.	Marines
Wirth, John W., Jr.	Marines
Wolfe, Clarence F.	Army
Woodside, Otis W.	Navy





Reading from Nos. 1 to 6 you will find the cool heads and smiling faces of more ex-trolley men:—

Believe it or not but this smiling cadet is the son of D. B. Kohl. He looks a lot like the old man, doesn't he, except for the wear and tear. B. A. Rich is now Chief Electrician's Mate and expects to be a commissioned officer in a few months. Blaine tells us that we would trade it all to be back with the Los Angeles Railway. Dale Meeder, whose last letter was from Puerto Rico, is doing the drawings for the Coast Guard magazine. Ray Baudish, Division Four, is very proud of son R. A. Baudish S/2, stationed at Point Loma, California. Louis J. Knollmiller of Public Service makes a good-looking gob. Gorman Griffin, formerly of Division Three, is on overseas duty. Gorman looks as though he could handle quite a number of Japs barehanded.

LINES FROM THE FRONT LINES

Private first-class Clarence J. Knittle, below, has had quite a time with army life. He writes that during basic training, in close order drill, he certainly had his troubles. "The drill instructor would yell, 'To the left flank march!' and I would sometimes go to the right flank, passing the man on my right. At other times the command would be 'To the right flank,'

and I would do the left flank and end up way out on the field alone. One day the drill instructor got tired of my roaming and gave me a rock to carry which weighed about ten pounds. I was just carrying it in my left hand to remind me which way to turn when he yelled, 'To the right or left flank march!' It surely straightened me out, though it didn't help much for my next embarrassing moment. We had been ordered to prepare for personnel and barracks inspection by the Colonel by 4:30 p.m. The big day arrived. The barracks floor was pallid with cleanliness. The shelves were in order and the bunks perfect. My neatly pressed uniform and glistening shoes were ready to don. At 4:15, by my faithful ticker, I returned from the showers, slipped on an undershirt and shorts when the Colonel arrived—ATTENTION!—We stood at attention. The stern commandant moved slowly down the line of neatly clad men until he came to me. 'What's the trouble, soldier?' he asked. 'Sir, I understood the inspection was to start at 4:30,' I replied. The Colonel glanced at his watch. 'Better check your time a little closer from now on,' he ordered, moving up the line. After the inspection was completed I consulted my faithful watch. It had stopped at

4:15. Such a predicament for a street-car man who never before had a watch that was more than fifteen seconds off."

Sergeant Danny L. Batastini writes from somewhere in North Africa, "You should see the transportation they have in some of these African towns. It would really give you a laugh. In some of the large towns they have streetcars, if one could call them cars, that don't have any certain stops and no one bothers to collect fares. It beats me how they get by. They have one track through the center of the town and the headway is anything from twenty to forty minutes. What's more I can't understand how so many different nationalities can get along as agreeably as they do on the streetcars. There are French, Arab, Spanish, Moslems, Italians—all reprimanding the conductor in their own particular language. The army chow is very good. We get plenty of it! . . . Our W.A.C., Bertha Durborrow, writes, "I am now in detached service which gives me a little more money above basic pay. I am detailed with four W.A.C.'s in one small room. My bunk is an upper, but I am going to request a transfer to another room where I can get a little more

(Continued on Page 28)



Clarence Knittle

THE FOUR

We're



F R E E D O M
F R O M F E A R

"Since the beginning all animals have prayed for the right to live
in peace and harmony."



F R E E -
D O M
O F
W O R -
S H I P



FREEDOMS

Fighting For

As seen through the eyes of
our staff photographer's
camera.



Howard Jones



FREEDOM FROM WANT

FREEDOM FOR THE PURSUIT OF HAPPINESS

"—a glittering
limit of
Golden Trout
from the
snow-capped
Sierra
Summits."





Dear

The Hand That Rules the Coaches

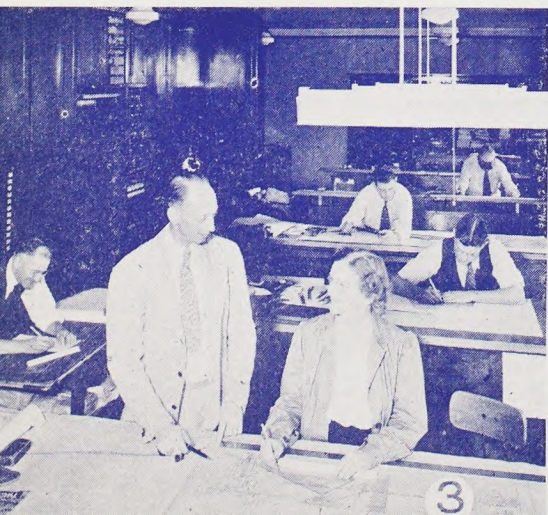
Women are still women even though they have taken over thousands of jobs formerly held by men. All over the country they are pouring into aircraft factories, munitions plants and the various war industries. In our own company women have stepped into jobs which were once held by the men. They have chosen a very essential industry, and we're proud of them.

Women cannot be expected, at first, to go about the job like a man, but with some coaching and experience they adopt the right attitude and realize the importance of their job, thereby becoming good war workers. Although they are required to do their job with the same attitude and aptitude expected from the men, they are still feminine and like frills and ruffles, laces and satins the same as always.

However, they are quick to realize the seriousness of the war. Take, for instance, the case of Mrs. Ruth Rogers and her sister, Mrs. Betty Moran. Mrs. Rogers is an operatorette and her husband is in the army air force, while Mrs. Moran is a conductorette and her husband is in the navy. The whole family is working for the war effort one hundred per cent as their father and mother, brother, sister and brother-in-law are in some branch of war work.

Mrs. Moran and Mrs. Rogers are two of the ninety one girls who take out runs from the car houses. Mrs. Ben Fulton, wife of Mr. Fulton of the line department, is in charge of the girls. The women look very neat in their regulation uniform. Mr. Elrod, chief instructor, says the new trainwomen are prompt and steady workers. He finds them very careful and considerate. They have been operating the rails since September 22, 1942. About two months ago, four girls started in as line instructors and are doing a fine job. Some girls have tried out as loaders at Seventh and Broadway.

In the mechanical divisions there are over one hundred women car cleaners and washers. They are doing their part too.



- (1) Lin Mayberry likes her job as a "coachette", and, on the side, she is a sergeant in the Motor Transport and Convoy Unit.
- (2) Cashierette Bonnie J. Hass is one of four cashierettes at the Los Angeles Motor Coach Lines.
- (3) Draftsmanette Margaret Fielder is the only woman draftsman the Railway has ever employed, making her job very distinctive. She is being supervised by Chief Draftsman Howard Taylor.

Ladies

Rocks the Cradle and The Rails

The Los Angeles Motor Coach Lines now have forty women driving the coaches and have been doing it since last October. Mr. G. R. Troutine of the Motor Coach Lines says they are 1-A women and are doing a splendid job. They are very cooperative and cautious. Many of the women's husbands are in the service and the girls are doing the job until their husbands return. Twenty of the coachettes are members of the Motor Transport and Convoy Unit which meets once a week. Lin "Spunky" Mayberry is a sergeant in the Unit and is quite proud of her drill team. The uniforms of the coachettes are of the same material as the men's. The girls did the designing themselves and Desmond's made them. They are "honeys".

The Motor Coach Lines also have women cashiers. They add a lot of sparkle to the office and are doing a good job too. Women coach cleaners also are war workers at the Motor Coach Lines.

Besides the actual war jobs in the company, the Los Angeles Railway Women's Club have a Red Cross Auxiliary which has been making all kinds of needlecraft work. The Women's Club also have been knitting caps and scarfs for the Merchant Marine. These ladies find great joy in making things that will make servicemen happy. Some of the ladies have their loved ones in the service and are glad to do their bit.

Outside of their jobs, some of the Railway women volunteer to help in branches of the Army, Red Cross, etc. Every woman knows that when she is doing her part she has no idle hours and has a big job taking care of the home front while the men are on the battle front. And they have gone about their work in a very loyal and patriotic manner. They are good soldiers doing a good job.

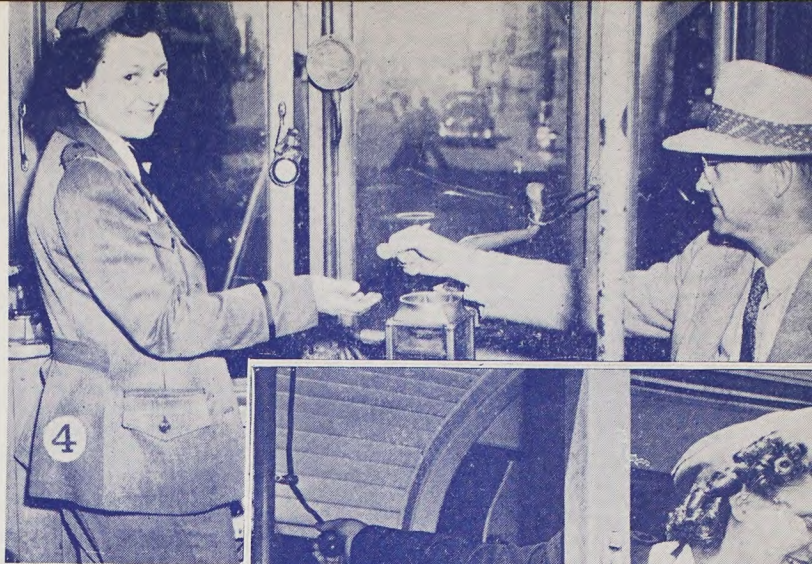
Helen

Editor, "Dear Ladies."

(4) Operatorette Ruth Rogers and her sister (5) Conductorette Betty Moran keep the cars moving while Mrs. Rogers husband is doing his part in the American Air Force in England and Mrs. Moran's husband is aiding in the navy as a fireman, first class. Their whole family is working toward victory.

(6) Mrs. Ben Fulton is matronette, in charge of the girls who man the streetcars.

(7) Cleanerettes from the mechanical division keep the cars shining.





PERSONNEL

FROM SUPERINTENDENT KENWAY'S CLUTTERED DESK

The thing we like the most in the Personnel Department is to hear from LARy employes in the armed forces. It takes the edge off some of our problems. Letters have come in from most of the fighting fronts from employes who wanted some question answered, or who just wanted to be remembered to their friends in the Company. We would like to hear from all of you. What do you wish to know?

Some have written in to ask about getting their jobs back when "it's all over." That is one worry you don't need. At the present time we have a vacancy for every LARy employe in the armed forces. It will be waiting for you when you get back.

Some of you have been getting your Two Bells regularly and have been able to keep up with what has been going on in the Company since you've been away. For those who are not up-to-date on what has oc-

curred during the last year, I am making a short résumé of some of the unusual events which have taken place here in the Company.

Headaches that Aspirin Won't Cure . . .

We've had some terrific headaches. The major headache is the shortage of labor in the Los Angeles area. We have had a large increase in the number of passengers on both the rail and coach lines and have been unable to obtain sufficient personnel in practically all departments. Our employes who have stayed with us are to be commended for the fine job they are doing under trying war-time conditions. They are working night and day to keep the cars and coaches rolling. Some of the boys (and girls) have really been putting in the overtime.

Governmental Regulations . . .

The major effect of the war as far as the Management and the employes are concerned has been in the mass of governmental regulations under which we now have to operate. Office

of Defense Transportation regulation, Wage Stabilization, Labor Stabilization, gasoline rationing, Victory Tax, Withholding Tax and other regulations have all been taken in stride. On Wage Stabilization, the situation is as follows: No increase or decreases can be made in rates of pay without National War Labor Board approval. During the past year we have had three cases before the National War Labor Board for increases in rates of pay. In July of 1942 we received authority from the War Labor Board to increase rates from 2 to 5 cents per hour, effective as of May 1, 1942. There was an error in the decision which created a differential between coach operators and one-man streetcar operators amounting to 2 cents per hour, which necessitated another application to the War Labor Board for permission to eliminate the discrepancy. Again in April of 1943 an application was made to the War Labor Board for permission to increase all pay rates 10 cents per hour and monthly salaries 10%. As yet, there has been no decision on this last application.

LARY REVENUE FOR MAY OPERATING RESULTS MAY, 1943 vs. MAY, 1942

	1943	1942	1943 Increase+ Decrease— Over 1942
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	1,668,671	1,293,579	+375,092
Less:			
OPERATING EXPENSES (Amount spent for wages, maintenance, supplies, power, injuries and damages, employes' sickness, accident and life insurance payment and provision for renewal and replacement of property)	1,135,724	984,709	+151,015
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	306,511	162,248	+144,263
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	49,963	68,760	— 18,797
Total Expenses	1,492,198	1,215,717	+276,481
Leaves Net Profit or Loss	176,473	77,862	+ 98,611

PROBLEMS

Labor Stabilized . . .

The Labor Stabilization Plan went into effect in January, 1943. Under this plan, it is necessary that all people engaged in an industry essential to the war effort must have permission from their employers or the War Manpower Commission before making a change in occupation. It is called an availability certificate. Permission is only given for limited reasons. Since January, the regulations of the Stabilization Plan have been made more rigid and the effects are beginning to be felt in the labor turnover in the Los Angeles area.

We Know All the Answers . . .

Gasoline rationing brought its share of headaches for the Personnel Department. All applications for supplemental gasoline rations have to be processed by the personnel staff before being sent to the rationing boards. Each ration period we process some seven hundred applications. After reading over all the employes' reasons why they should have supplemental gasoline, we are certain that we know all the answers.

Taxes . . .

Beginning January 1, 1943, the Victory Tax became operative and necessitated payroll deductions of 5%. This tax has now been superseded by the "Pay-as-you-go" Withholding Tax. This Withholding Tax is not an increase in taxes. It is merely collecting in advance in semi-monthly installments the amount of Victory Tax and Income Tax that would be due and payable March 15, 1944. All employes have had to file Exemption Certificates showing their marital status and number of dependents so that the correct tax may be deducted from each one.

Another big job that the Personnel Department now has is that of

filing a Selective Service Replacement Schedule and requests for deferment. Our first Replacement Schedule was accepted by the State Selective Service on June 4 and requests for deferment in conformance with the schedule have been filed for all employes between the ages of 18 and 45. This required a rather extensive survey of the whole personnel. Which showed that we were practically devoid of single men at the present time and in the next few months we will have very few married men without dependents left in service.

Another activity that has taken up a considerable amount of time has been the War Bond Payroll Deduction Plan. The boys at Vernon Yards have maintained the best record of any of the departments for participation in the War Savings Bond program. We hope that the other departments will equal or excel the Vernon Yard's record in the near future.

The labor turnover, of course, has kept our total Bond sales down, but you can depend on this—every one of the boys with whom you worked when you pulled a run on the "S" line or the "5" line or the Brooklyn Special is buying Bonds and working hard to get this war over as soon as possible.

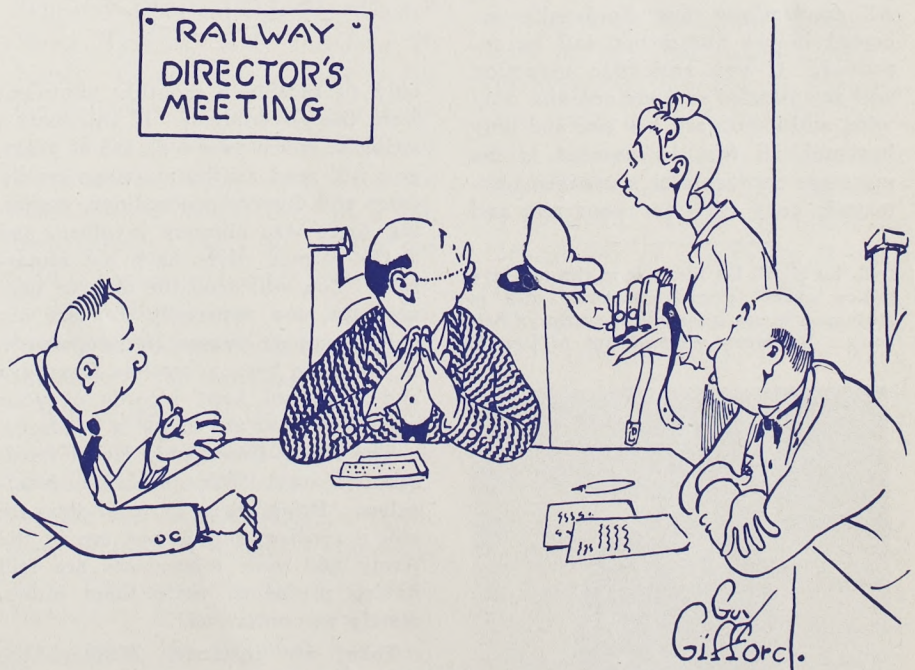
On the opposite page you'll find the monthly operating chart which shows a profit. We have shown a profit for several months. This is quite different from the operating results when you fellows were with us. Yes sir, we're out of the red but we're black and blue.

FIRST AIDERS WANTED

Four Men and Four Women

If you have had any experience in first aid or taken any recent lessons in casualty work, dressings, etc., please contact J. W. Murray, Room 820, Main Building.

WILL IT COME TO THIS?



"IT'S TIME TO PULL OUT YOUR LOCKHEED TRIPPER, MR. SNORG."

Gobs Galore...



(Left to right) Don Morford, son of L. E. Morford, South Park Shops, is in the navy hospital corps. R. W. Acres, quartermaster, 1st class, is a former operator from 16th Street. From Division 3 is Christian Hendriks, petty officer, 1st class, of the coast guard. Jim W. Inman, motor machinist, 2nd class, is in the coast guard. He formerly worked at South Park. Blake Pauley loves the navy and for his 17 years has seen plenty of action. His dad, Frank Pauley, works at South Park and his mother, Norma Pauley, handles the switchboard in the main building.

THE ARMY TAKES CARE OF IT'S OWN

An Open Letter to the Boys in Service
and the Boys Who Will Be
in Service

Hi Fellows:

Uncle Sam has either got you—or he has his eye on you. If you are young and healthy and not in the Army, the time has come to make plans for the future because even the fathers have that prospectus. If you are now in the Army and your affairs at home are not as they should be, it is time that the troubles of your dependents were taken care of.

This allotment business has been quite a headache to a number of men. All applications must be legally accepted before allotments will be approved. If you anticipate induction and are married to your one and only wife, and if you are her one and only husband, all that is required is the marriage certificate or a certified photostatic copy of it for your one and

Pvt., 1st cl., D. De Mary is in the military police escort guard company and is stationed in an internment camp in Arizona. De Mary worked out of Div. 5.



only to receive a monthly allotment from the government. If you have a string of wives over a period of years, you will need all the marriage certificates and divorce proceedings, assuming there was alimony involved, and if the former wives have not remarried. You will need the divorce proceedings, too, especially if there are child's support clauses. In other words, if you have been a careless Casanova and have not kept records of your marriages, you are in for a headache.

The Army Emergency Relief headquarters say, "We welcome headaches. Bring them to us if you are still a civilian, and if you are in the Army and your dependents are still having problems, write them immediately to contact us."

Take, for instance, Mother, the most important person in the world. Mother is considered a Class B or

secondary dependent. She must get two disinterested persons who know her economic situation to swear that you were supporting her before your induction, so you may apply for an allotment at any time if her dependency status changes.

If you are being inducted, you will probably have all necessary affidavits ready to take to the Reception Center where you will have the opportunity of making out allotment applications, but if, for any reason, you do not get a chance to file at the Reception Center, or if your mother and wife have not been taken care of or have not received their allotments, it is your duty to send the documents to the folks and have them contact the Army Emergency Relief, and most important of all, tell your family to file your Army serial number in a safe place and to bring it with them when applying to the A.E.R. The Army wants their soldiers free from worry. It is for that reason that the Army Emergency Relief has set up their Los Angeles office at 1170 South Hill Street. The phone number is PROspect 3124.

And, what's more, soldier, your folks need letters. Things are pretty tough for the civilians at home with no gas, no tires and shoe lines that are a mile long, rationed meat, cheese, butter, etc., etc., and the civilians need your letters to build their morale also, so above all else, soldier, write them often.

Signed:

C. L. MALOCHE,
Sgt., DEML
Public Relations Officer.

SAGA OF A SAFE

Nearly one hundred years ago two hardware men in Sacramento purchased a safe. It was the first of its kind to be sent to the Pacific Coast and they purchased it one year after patent rights were issued on that particular type of a strong box. The safe was set up in the firm of Huntington, Hopkins and Company, and stayed there until 1894 when it became the property of a wholesale grocery concern which had purchased the Sacramento store. There the safe remained, its drawers filled with ledgers and books instead of the gold dust and silver of the early days, until the wholesale firm, too, went out of business. A pool room took over and the safe still did its job in the same location, but the cash compartment with its extra combination lock inside was seldom filled as it had been in the early days when many pouches of gold dust were packed to overflowing.

A Symbol of the West . . .

This relic of the old days is staunch and firm and as workable today as it was when first purchased. It is a symbol of the timber of the man who was the motive power for the building of the West, Collis P. Huntington.

The old strong box, with its landscaped door, its double combination, wooden drawers for papers, carries an aura of the romance of California. What tales it could spin of the old West. It had held in its strong "innards" coins and gold dust, nuggets and silver of many men whose names have since become syno-



Mr. Shannon Crandall opens the strong box in the old safe which saw the beginning of the Southern Pacific Railway and the development of the West. The beautifully toned painting on the front of the safe is as well preserved today as it was in 1850.

mous with the building of the West. Perhaps this strong box overheard the meeting, held in a room above, when five men laid plans for the construction of the Central Pacific Railway, Collis P. Huntington, Leland Stanford, Charles Crocker, "Uncle" Mark Hopkins, and Theodore D. Judah. Certain we are that it felt the problems, the reverses, the struggle which ensued as the Railroad progressed inch by inch over the High Sierras in the dead of a sub zero winter. The belly of the old safe, we are sure, felt the pinch when Collis P. Huntington was busy promoting hard-to-get funds for the continuation of the Railroad.

A few weeks ago the safe was discovered in Sacramento and sent to Shannon Crandall, who went to work for the Huntington, Hopkins Hardware in 1887. Shannon Crandall is now President of the California Hardware. It had been nearly fifty years since Mr. Crandall had seen the strong box and the gift commemorates his fifty-six years continuous

"No Pathway of Quarters" . . .

activity in the hardware business.

He recalls many anecdotes of Collis P. Huntington, the uncle of Henry E. Huntington who is the father of the Los Angeles Railway system. He tells of the time when Collis P. discovered an overcharge of twenty-five cents on a hotel bill for a glass of water. Mr. Huntington scratched it off the bill remarking to the clerk, "You'll not follow me through life on a pathway of quarters which I have dropped."

Mr. Crandall continues: "It was my job to take the papers to Mr. Huntington to sign, as he kept an interest in the hardware business until 1889, and on one occasion I visited him when he was seated at a table wearing his customary skullcap, working hard, while his secretary was seated in a chair puffing a long cigar with his feet reposing on the corner of the desk—the only corner which was not littered with papers over which Mr.

(Continued from Page 37)

WHAT WOULD HE DO IF A BUGLE BLEW?



Mabel
UL. 8900
x/o/x
x/o/x
o/x/o
WY 0108

**"FALSE
ALARM"**

Notes From the Home Front....

LATEST RUMORS

By

Your Home Front Reporter—
Gertrude M. Clark

First—have you heard about the tempo of instruction in the Army's new training courses for specialists? There was once a soldier-student who dropped a pencil during class, and while he stooped to pick it up, he missed the whole second semester of algebra. . . . We are proud to announce that Los Angeles has won the 1942 trophy for traffic safety. But looking closer we notice that it was granted for the greatest comparative reduction from an all time high of 526 in 1941—down to 333—so there is still a good chance of being hit. . . . Almost 4,000 gasoline stations have closed in California since rationing began. The rest may only stay open for limited hours. So running out of gas is serious these days and super, duper, deluxe service has disappeared rapidly.



The Home Front is certainly going in for man-hour saving: "If everyone avoided saying HELLO on each telephone call, enough man-hours would be saved on the 31 billion calls made annually, to build a battleship," a member of the Society of Mechanical Engineers reports. And the slugs from pay phones would probably furnish enough metal. . . . Soldiers were paid in tobacco in Maryland according to an Act of Assembly of April, 1758. Colonels received 2,000 lbs. of tobacco a month, Lieut. Colonels 1,500 lbs. and so on down the lines to a foot soldier who was paid 300 lbs. But check with your soldier before sending bulky cigarettes—send him the money as he can generally buy tobaccos cheaper at the P.X. . . . Some time this year a change is taking place: The excess of males over females in the United States, which was 2,800,000 in 1910, will be wiped out, and from then on the "weaker sex" will be in the majority. It seems that males have whittled away at the rate of 100,000 a year, according to Census statistics. However, married men insist that the "weaker sex" have

always been in the majority. . . . What's wat? Do you know what W.A.T.S. stands for? The Women's Auxiliary Transit Service consisting of operators and fare collectors on Washington streetcars and buses, and public transportation qualifies for AA-1 rating under new WPB orders, but no one in transportation has time to figure out what AA-1 rating is. . . . It is hard to get a dip in the ocean this summer. Even if we have a little gas to spare, we are warned by the City Health Department that we are liable to catch typhoid or dysentery if we go bathing on the 10-mile strip between Venice Pier and Hermosa Beach. The cause for this quarantine is pollution from an outfall sewer at El Segundo. . . . United States fliers over the Mediterranean use 1,000,000 gallons of gasoline every day; a mechanized division in motion burns 18,000 gallons an HOUR. No wonder there is no gas for vacation trips this summer.

Driving speeds are being constantly lowered in Los Angeles County to check the toll of traffic casualties. It used to be 35 miles an hour without getting a ticket. Now, starting August 1st, the Police Department will enforce a speed limit of 30 miles for daylight and 25 miles at night. . . .

(Continued on Page 27)

We Have Medallions For These . . .

We don't put much stock in rabbit's feet, horseshoes, or walking under a ladder, but we can't help but feel that the good luck pieces which our men carry will bring them through safely until final victory. We know that the men prize them.

We want the boys to have their medallions, so if you know any addresses of the following, please notify the Bureau of Public Service:

DIVISION ONE: Donald F. Albert, Donald F. Hammill, Wilfred I. Manley, Charles W. Perry, Ned S. Smith, James C. Thompson.

DIVISION THREE: Truman M. Baysinger.

DIVISION FOUR: Lawrence D. Canatsey, Raymond P. Cook, Jr., Victor P. Jensen, W. C. Thorman.

DIVISION FIVE: Cecil V. Garner, Alexander Lucas, George A. Merritt, Dan E. Thomas, Floyd Gilmore Wasser.

SOUTH PARK SHOPS: T. H. Kerr, Arthur B. Thompson.

L. A. RY. COACH DIVISION: Allen S. Miller, Jr., Homer Clayton Myers, Edward R. Parker, George E. Potter, Thomas C. Smith, Bernard B. Temple, Marvin W. Wood.

BUILDING: Denis A. Lyons, Jr.

THINK OF
THIS
PICTURE
BEFORE
NEEDLESSLY
CASHING
YOUR
WAR
BONDS





OUR

SOME PATS ON THE BACK . . .

Division One

- C. D. Caldwell assisted blind man to curb.
- I. Kudler commended for stopping a driverless car.
- H. S. Herbert is very courteous.
- R. K. Rose returned purse with \$100 in it.
- A. A. Weiner gave passenger a penny to complete car fare.

Division Three

- H. E. Flanigan was courteous in handling car.
- Wm. Phelps was kind and helpful.
- L. T. Staten (1) courteous and efficient to everyone (2) assisted elderly and crippled woman to curb.

Division Four

- H. L. Marrow (1) gave directions to strangers and (2) handled wrong transfer in a very efficient manner.
- I. L. Mattern gets his passengers to move into car.
- R. T. Melton was courteous toward elderly lady.
- F. Shuster is very considerate, as he had lady take child on lap to make room for a worker.
- J. K. Waner is good natured and capable.
- W. H. Welch is outstanding in ef-

iciency and good natured.

- E. E. Wilke is helpful and courteous to old people.
- J. L. Williams gets his passengers to move back.

Division Five

- J. A. Bontty for exceptional courtesy.
- Bessie Hart treats people politely and calls streets plainly.
- J. A. Wear commended four times for courtesy and efficiency, which has not been rationed.

Diesel Pilots

- C. R. Early, Wilshire, paid fare for passenger who found she did not have enough money when reaching last coach.
- M. Montgomery, Wilshire, courteous and efficient.
- M. Starbuck, Wilshire, (1) keeps everyone in smiles and (2) handles coach expertly.

T. Strobel "Terrific" . . .

"I should like to commend one of the best trolley pilots you have. He operates on the "8" line and I wouldn't feel nervous riding behind him on a P-38. He is a fine example of an employe." Mrs. M. E. Pope
3331 West 54 Street

Customer Has An Idea . . .

"Would it be possible, when a coin or a bill is tendered the operator for change, that a token be issued in lieu of the nickel and five pennies, that is, a token and three pennies? The token can be deposited in the fare box. "Since we are forced to ride streetcars by gas being rationed. I have noticed that many people hold up the cars after they have received their change by fumbling in their palms for the nickel and two cents.

"Why don't you ask your men if selling tokens in that manner might not be to their advantage?"

Mr. H. S. Ginsberg,
1292 So. Highland Ave.
... AND IT'S NOT A BAD IDEA.

Swell Bunch . . .

"I got on the streetcar at Avenue 51 and York Boulevard, Friday a.m. and discovered I only had 4c in my purse.

"The conductor whose number is 2851 (O. H. Alwes, Div. 3) was kind enough to loan me 3c for the rest of my fare which I appreciated very much, for if I had gone back to get more money I would have been awfully late for work. I saw him later and returned the money, but wanted you to know we appreciate the swell bunch of fellows we have out on this line.

"Thanks for the good service during these trying times."

FLORENCE PETERSON,
5054 Buchanan Street

"HOW
CAN WE
BUILD
GOODWILL
WHEN
SOMEONE
PUTS
THESE AT
EVERY
STOP?"

The Last Riders . . .

"We who ride the last Figueroa bus home every night have been intending to write for a long time to tell you of the courtesy and kindness of the driver. He leaves Sixth and Olive going south at 12:10 a.m. (J. C. Northrup, Coach Div.), and it's a real pleasure to ride with him.

"We work late and would often fall asleep and ride past our stops, but he sees to it personally that each one gets off at the right stop. We thank you for having such a person in your employ."

MRS. NORA FLANAGAN
438 West 64th Street.

• TWO BELLS



CUSTOMERS REPORT

WE LEAD WITH OUR CHIN . . .

From One Who Knows . . .

"It may be pertinent to mention at the start that I am an ex-Los Angeles Railway employe. This should remove me from the category of chronic fault finders; for anyone who has worked the platform is well enough acquainted with the vagaries of the public to be in thorough sympathy with the trainmen. Frankly, it hurts to condemn the action of any street railway employe. Specific incidents of my complaint show the first two of minor importance, the third is the major incident.

"First, I boarded a late car, the conductor having removed the P.M. coupon refused upon request to validate the transfer for the next A.M. He asked me if I was trying to tell him his business. Evidently, he took offense at what was plainly an oversight on his part because I called his attention to it.

"Second, this A.M. at 12:03, June 20, I boarded a westbound car at Macy and Alameda, requesting a transfer validated "Sunset" to validate it for eastbound cars. The conductor refused, saying we were not at Sunset. Now this seems a little far fetched. It sets the intent of the company at naught as well as violating every rule of common sense. This conductor also asked me if I was trying to tell him his business.

"Third, on the continuation of this same trip came the major incident. The 12:30 'F' car pulled in at Third and Main, eastbound. The car on its arrival had about ten to twelve passengers already aboard with about thirty passengers waiting to board at Third Street. You can readily see there was plenty of room for all on that car. The car had a conductorette who was apparently new to the service. The young lady could not handle the fares fast enough, resulting in the blocking of both entrances. The motorman waited about one minute and then rang for the starting bells. The conductorette gave them to him. Thereupon the motorman started, leaving eight to ten people stranded by the last car for the night. Four women were among those left, one of them wailed, 'And we waited so long for the car.'

"No one was to blame but the motor-

man. The girl was new and she was plainly rattled by the large load attempting to board. The passengers who did get by her moved forward immediately. As the car pulled away the whole center and rear platform past the conductor had standing room.

"I am cognizant of the methods used by motormen with new conductors who tell them, 'You take care of the fares and I'll watch the steps. When I ring for the bells you give them to me.'

"This is an incident that not one out of a thousand platform men will condone. It could possibly be justified and is also done repeatedly when the car is so far behind time that the following car is due in a few minutes. There certainly cannot be any justification for this incident on the last car for the night on the line.

"As I left the car I remonstrated with the motorman about the people he had left at Third and Main, pointing out that I had waited thirty minutes for the car and some of those he left were waiting when I arrived. The motorman's very flippant reply was,

'They'll have a longer wait for the next one.'

"This motorman further informed me that it may be my turn next. I neglected to tell him that it would not be I, for any time I cannot board the last car of the night, it will be because they no longer need their trolleys on the wire."

A Stranger Goes 'Round and Around . . .

"I am a stranger in this city. I came with the purpose in mind to go to Fifty-first and Wilton. I did not intend to take a tour of the city.

"The conductorette on the "V" car told me to get off and take a No. 9 car, which I did. The No. 9 car man told me I was wrong, that I should get on an "F" car. The "F" car conductorette took me to Sixty-fifth and Vermont and then came up and apologized telling me that she had taken me way past my stop which was to be Fifty-fourth Street. The conductorette gave me a transfer with which to go back to Fifty-fourth Street. The transfer she gave me

(Continued on Page 30)

"SAY
WHEN"
!



Some of the kids we're



Look at Those Peepers!!
Diane Louise, 9 months old bright eyes
of H. J. Hoegeman, 16th Street
Garage.



A baby and her bunny. Donna Louise
Stotelmyre poses on her eighteen month
birthday. She is the daughter of
W. D. Stotelmyre, Division 3.



Diane Rogers is starting in at the age
of 15 months as an "operatorette." She
is the daughter of C. E. Rogers,
Division 4.



Mrs. H. Bamberlin and son H. Bradford
wait for H. Bamberlin of Vineyard
to come home from work.



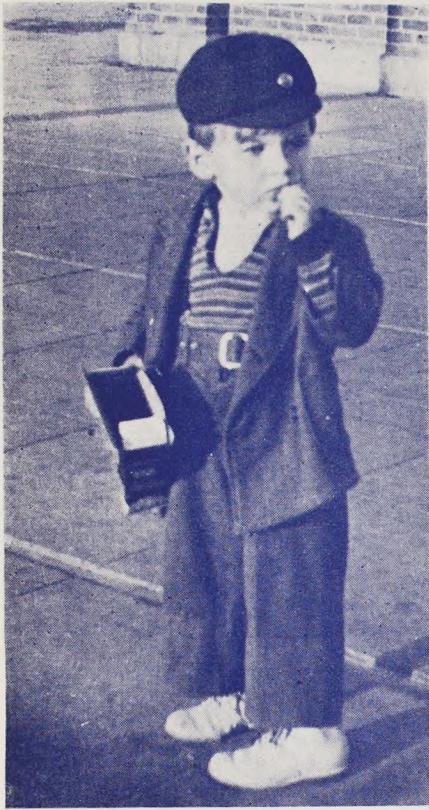
Little Donnie Joe Weaver loves his dog
"Tiny." Donnie and Tiny are exactly
the same age and they were raised on
the same baby formula. They are the
4½ year old prides of Motormanette
Lorena Weaver.



Four-year old Jerry Mabey is putting
the bunny to sleep before they both go
to bed. Jerry is the son of J. H. Mabey,
Coach Division.



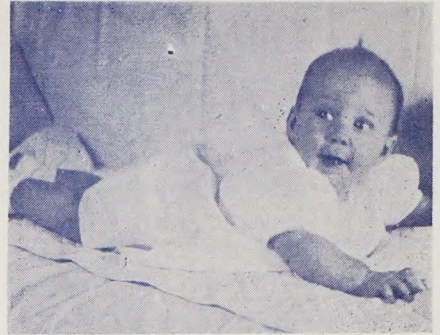
fighting for . . .



At three years of age Charles Lewis Sheppler, son of L.A.M.C. operator Floyd Sheppler can really sing and he can recite, "I pledge allegiance to the flag" like a true American.



Nephew of the two Jones boys, Howard, Staff Photographer, and Clarence C. of Division 5, is little Robert Laurence Jones. His dad is in the navy and shelled Attu while another uncle bombed it from the air.



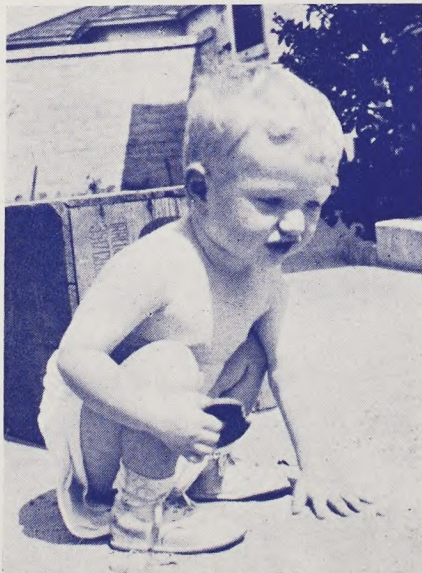
Rose Diane, 4-month old daughter of Operator and Mrs. R. C. Reese of the Coach Division.



Eighteen-month old Louise Maxine Green poses for a picture in her winter togs. She is the daughter of E. A. Green, Division 1.



Jackie Stange is proud of her baby sister and presents Bonnie Jean to you. Jackie is 6½ years and Bonnie Jean is 1½. Their daddy is Floyd W. Stange of 16th Street Coach.



Glen Mabey, heir of J. H. Mabey, Coach Division, does a "Ghandi" for the cameraman. He is giving a press talk on a better end for Japs.



This good looking chap, Billy Lee, is the son of R. O. Bennett, scribe for the Coach Division.



SOUR GRAPES FROM VINEYARD . . .

By F. W. SOMMER

Our Operating Department here at Vineyard should take notice—checking statistics and accident records at the Virgil office show that we are up on accidents per each operator. Let's challenge the Cliff Dwellers (Virgil) and show those Indians that we can beat their record. Maybe we could induce the company to furnish a feed, losers do the serving and furnish ration coupons. What are your ideas on it? . . . J. W. Brown bid a new run on Western Avenue but had no time to copy his schedule, so he asked his student to get it for him. The student copied it and Brown found himself eight minutes off for the day. He hauled everybody on Western but the traffic cop. . . . Ed Gardner, Supply Clerk in the Mechanical Department, bought himself a half pint of paint to rejuvenate his car. He had just enough paint for the right side, "but," says Ed, "people only see one side of your car at a time. Who's to know whether your car is painted all over or not?" The truth is Ed cannot get another half pint of the same color. . . . That man who has been carrying a smile on his pan like a Chinaman surveying a full bowl of rice and fish is none other than M. Lassner who has become a father to a pair of twins. He hit the jackpot. . . . No, fellas, Coachette

Verna Powell wasn't trying to get the motor cop's address the other day. He was getting hers. Cheer up, Verna, they may get the old meany in the draft. . . . Trouble shooter Jobe is called the genius of the poultry business. Jobe raises his own poultry feed so when he sells his chickens everything is profit. He's putting in a hundred small turkeys on his farm, and in order to develop the turkey legs into great big drumsticks he's feeding them Mexican jumping beans. . . . The Motor Transport Convoy is really going like a convoy should. The attendance is terrific. You've probably noticed some of the operators wearing their non-com stripes. George Battelle while driving recently in the Transport Convoy was treated to a kiss on the forehead by a Polish girl. Look out, George, the next time it might be her mother. . . . Hooray! The coachettes will soon be wearing their new regulation uniforms and caps. No more sleepy slacks and shirtwaists. No more sweater girls piloting those Diesels. . . . It might be of interest to the Vineyard readers to know a little bit about their fellow drivers, so starting at the top of the seniority list here are a few as a starter: Francis Srack, top man at Vineyard, was once top conductor on the old double-deckers;

he works the Crenshaw-Vine-La Brea line. In the old days he had the signal bell on the floor so he could give the go-ahead signal while making change and turning down transfers; the years haven't slowed him a particle. . . . Ted (Frenchie) Chastain, Western Avenue king, has performed most of his years on one one-man coaches. Ted claims heavy fogs never hamper him on Western as he knows where he is by the bumps on the street. . . . Charles (Solly) Dummer is now holding down Wilshire and has worked every line. In days way back when, Solly was famous as a catcher on the baseball team and when he hit a ball, it flattened. . . . Slim Teeter and Ensign Dave Sporman dropped in for a visit. Both these boys got their sea legs on Wilshire. Sporman is in the Merchant Marines and Teeter, a commissioned officer in the Navy. . . . Who the Hale is the coachette who smokes cigars?



"THIS IS
A
HELLUVVA
TIME
TO
RUN
SHARP!"



Sgt. Danny L. Batastini of Division 4 is across the water taking care of things.

Sixteenth Street Exhaust

"Two Bells" takes pleasure in presenting our newest scribe, Emogene Rippert, who knows the boys and will get the latest news from 16th Street Coach. Give her a break, fellas—bring her your tales.—Ed.

By EMOGENE RIPPERT

Virginia Lee Blue, of the garage stores department, assumed her new duties at the South Park Stores, after spending a weeks vacation at Big Bear. Mrs. Mary Louise Powell transferred from South Park to the Garage Stores.

Doyle Rishel and Mr. Holmes went to Santa Monica to try and buy a Plymouth Station wagon. Doyle settled for a blimp, and Mr. Holmes a barrage balloon. Who wrote those requisitions—wait until the bill comes through.

Celebrating their wedding anniversaries, we find Messrs. Holmes and Lindsey, after 32 years on June 8th and 21 respectively, and D. J. Sullivan with only 24 years on June 23rd.

Ray Anderson, former day foreman, resigned June 7, 1943, to work for Pasadena City Service. Floyd Nolff is our new day foreman. Floyd took his annual vacation, after the first week, of working daylight. Norman Lane has replaced Jim Buchan as first shift group leader.

Tom Juris has completely and finally moved the electricians to the machine shop, but it took fifteen years. The shock was too much, Tom lost his china clippers in a load of gift potatoes, which he was taking home in his truck.

James Buchan is now the second shift foreman—success Jim, but I miss your Scotch smile.

Cobb went to Vernon Yards the other day, and true to his friendly nature, spoke to the new guard. Cobb not only spoke but asked where he could find Mr. Mitchell. Who said there wasn't a perfect scarecrow to guard the victory garden? Ask Kirkwood for the details.

P. F. C. Alfred F. Oliveri, 3rd Provisional Company O. A. S. Stockton Ordinance Depot, Stockton, visited the garage last Saturday. He looks fine.

R. E. McKemie was inducted in Los Angeles, June 11th. McKemie went to Texas for the purpose of induction, but there they turned him down. He was back in less than a month before he was caught in the Los Angeles draft.

Verla Sievert, clerk, went back to Kansas, or maybe Florida, to marry a merchant marine, or maybe just a plain marine. A fine way to spend her vacation—visiting her home town.

O. L. Knox, janitor, was inducted June 25th, but he vacationed from June 3rd. Some vacation.

Major Chas. Lynn,—new shop clerk, received word that his son was injured at Attu, and being removed to a base hospital. We hope the injury is not too serious and that he will recover soon.



Sgt. Bill Case, formerly of the Public Service, writes from Alaska, "I am sorry this picture is pale, but the photographer was so high he could hardly see me."

Private: "Here, hold my gun a minute."

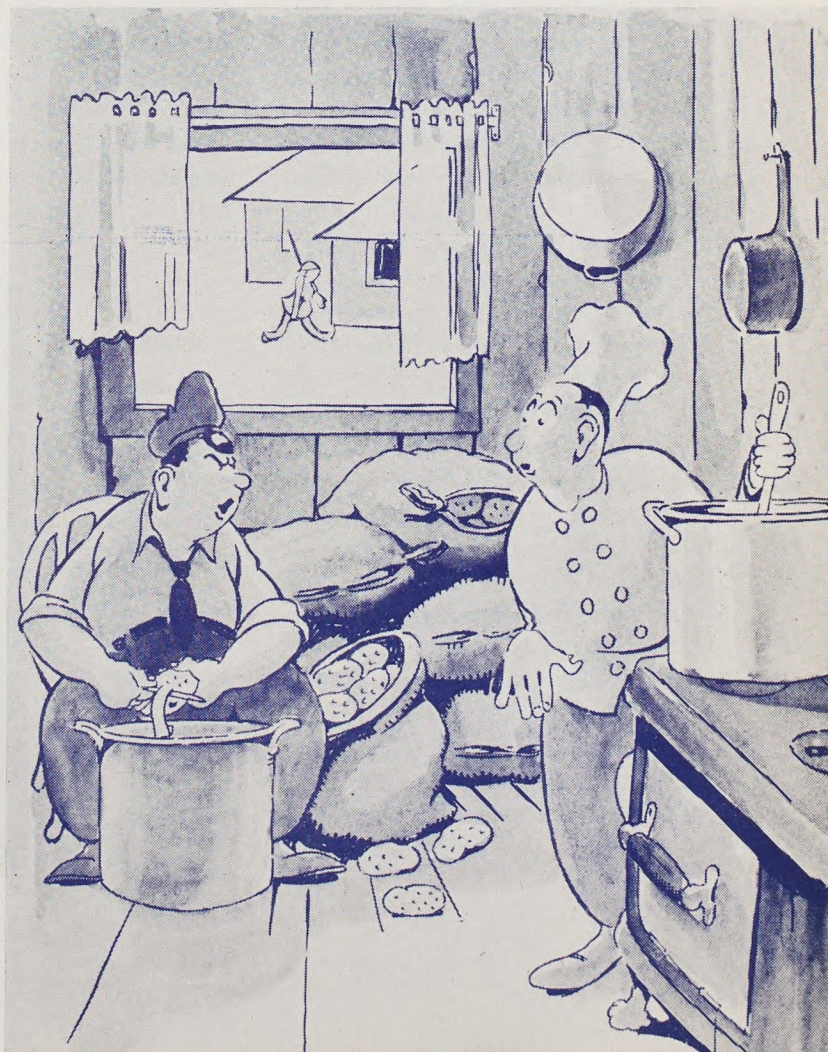
Officer: "I'm a lieutenant."

Private: "That's all right. I'll trust you."

"I got into it
this way—the
Sergeant
says.

'We're thinking
of sending
some men to
Palm Beach—
do you get
sunburned—
do you mind
peeling a
little?"

And I says,
"No, I don't
mind!"





"I DIDN'T RECOGNIZE YOU TILL YOU GOT BEHIND THAT TREE! YOU USED TO BE A SUPERVISOR!"

ONCE-OVERS FROM ONE

By D. B. KOHL

G. R. Looney, formerly of this Division, is now a first class gunner with the Merchant Marine. He dropped in the other day to talk over old times. Gunner Lewis has seen a lot of action since leaving the cars for the merchant ships about a year ago. He has been in Australia, New Guinea, Port Moresby and lots of places he doesn't talk about. He says they call Australia "down under" but the inhabitants are tops as every one in that country takes the boy in uniform to their own hearts . . . Word has also been received from George Hargrove who is now somewhere in North Africa. Evidently he went through most of the battles and came out without a scratch. He says the wine is terrible and there is nothing pretty about an Arab woman who wears a veil continually. He claims the climate beats what we have in Southern California, and that his trip across the ocean was a simple pleasure cruise. . . . Dr. (Frenchie) Theriot has just returned to duty after a slight attack of flu. Doc had a chance to take some of his own medicine and the payoff is that it put him back in shape in a very short time, so next time you catch a cold,

fellas, hunt up Frenchie. . . . L. H. Shallcross is in the Army and has been training in Northern California for the past seven months. He dropped in for a chat while enjoying a short furlough, and Conductor L. F. Paulson of the Army just returned from Africa to rest up after his part in the drive on Tunisia. He says it was a lot like coming down Seventh Street on a Sunday tripper. Paulson suffered a broken back and leg and was in the hospital some time before returning to the States. Recovered now, he hopes some day to return to the LARy family. . . . Plummer, our janitor, in his anxiety to get to work and with his mind wandering in different directions, walked against a traffic signal at Seventh and Central. He was promptly tagged by a police officer. Plummer was so shocked that he took his vacation to rest and paint up his house. Yes, boys, that quart bottle he was packing around actually contained paint. Aren't you glad he didn't give you a taste? . . . Cash Receiver Mrs. Hannah Sinclair left this week to join her husband, stationed somewhere in Massachusetts with the Army. A. I. Brennan is filling her place. All of the boys on the outside of the Cashier's window are complaining about the change of scenery. Maybe Brennan should buy a wig, or would that help? . . . Operator E. W. Park has

been appointed as a regular clerk now working the afternoon shift. . . . That is all the Once-overs from One this month. Lots of things are happening but everyone is too busy to pay any attention to them.



L. J. Werner from 16th Street is a machinist's mate, 1st class, in the C. B. Detachment.

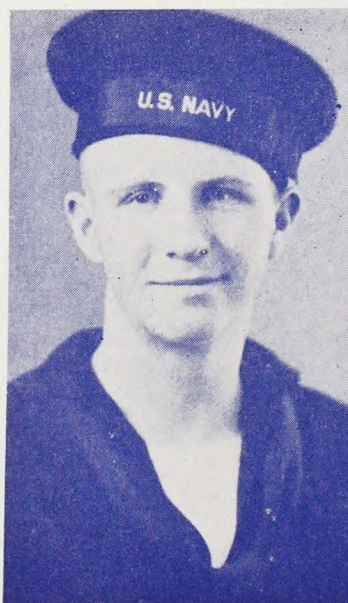
FLUID DRIVE

By R. O. BENNETT

In the past few weeks our ex-co-workers, now in the Armed Forces, have paid us several visits which we enjoyed immensely. Bob Acres, another Beverly Blvd. driver, is Quartermaster, 1st Class, U. S. Navy. Bob informed me that the next time we hear from him or see him that he will be wearing a C. P. O. uniform (Chief Petty Officer). Evidently the point system, etc. hasn't bothered Bob, as yet. He's gained better than 20 pounds since

BROTHERS

Alexander Z. Osborn (left) is 17 and is attending the Kansas University. He is in the navy. Ralph is in the merchant marine and is overseas. Their step father is M. McAlpin of the L.A.M.C. Lines.



entering the service less than a year ago.

L. J. Werner, "Sea-Bees", Machinist's Mate 1st Class, stationed at Port Hueneme, T. E. Stuckey, T. C. Smith, and L. W. Lusk all left for Virginia together. Lusk and Werner would still be together if Lusk hadn't injured his leg. Consequently, Werner is alone now awaiting shipping-out orders. The Service really seems to do something for these men. Werner has also gained 7 pounds.

Former Supervisor W. P. Eunson, Radioman, 3rd class in the Navy, also paid us a visit. Bill is stationed at Port Hueneme awaiting shipping orders. Bill told me he thought all the cowboys were still on the range—he got fooled this time because he just rode down with one on a Greyhound bus. The driver, nee cowboy, passed everything in sight including busses on hills, etc.

Fellows around the Coach Division are wondering what Mathews and Schramm did with their "Zoot-suits." A possible clue might be; "Zoot-suits for sale—slightly used."

Three cheers for Robert E. Lee Billings, who just gave his police dog to the Army.

Mr. Guy Gifford, Editor of "Two Bells", had all the scribes down for dinner and a nice chat the other day.



**"HOW WE
GONNA WIN
A WAR IF YOU
STOP TO GET
WITNESSES
WHEN YOU
WRECK
A TANK?"**



R. L. Griffith, U. S. Navy, lost his grandmother recently. Our condolences to you and your family, Grif.

If you've noticed that sour look on George Van Auken's face, it's because I bumped him off his run on West Washington.

M. R. West, while working Maywood-Bell, got his alarms mixed up. He mistook a fire alarm while passing the fire station for an Air Raid alarm. He promptly stopped and unloaded all his passengers in the street. His followerer came along and finally put him right. Anyway, West, you proved you're "alert".

In case any of you fellows are cramped for locker space, our good Samaritan, W. W. Webb, now has space to store your over-flows.

MORE RUMORS

(Continued from page 19)

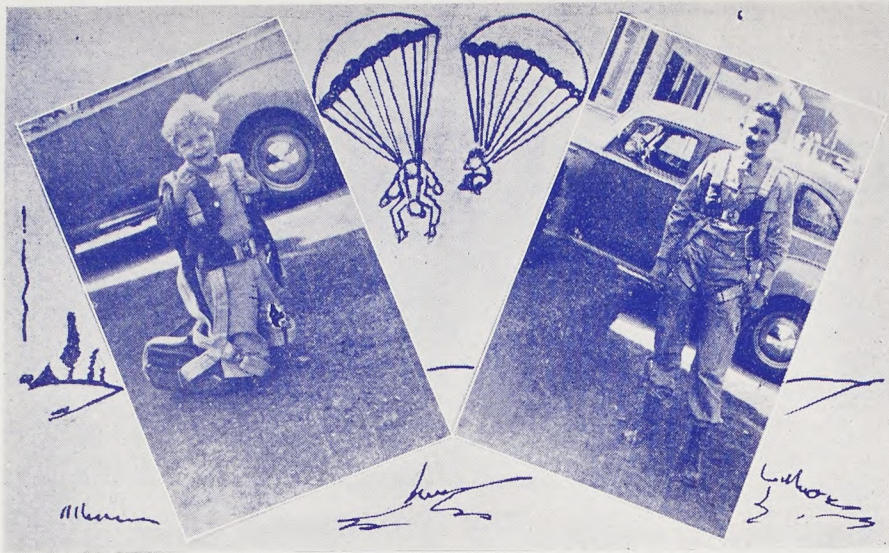
After the war is over the Greyhound Bus Lines are planning to establish a nation-wide system of helicopter aerial buses. Each "air bus" would carry seven passengers, luggage and one pilot, with possible later increase to a capacity of 14 passengers and 2 pilots. The company expects to be able to maintain schedules for landings at comparatively short distances. . . . We hear that customers of Buffalo streetcars carry folding stools under their arms, for use when seats are not available. This custom has not yet spread West. Besides we'd like to see anyone unfold a seat on our home-bound car which is so crowded that if a passenger takes a deep breath some one else is pushed out. . . . A noted psychologist has had a brilliant solution of how to soothe the nerves of both drivers and passengers on crowded streetcars and buses. He suggests that slow-motion music be played to put agitated almost-late-to-work passengers in a better frame of mind and especially recommends a musical interlude for car stops to prevent violent outbreaks of would-be commuters.

Recruit: "How far is it to camp?"

Sergeant: "About 10 miles as the crow flies."

Recruit: "How far if the crow had to carry a pack and a rifle?"

Joe Covington (right) is a 1st class motor machinist in the navy. Before entering the service he was a mechanic at the 16th Street Garage. Gunner's mate, 1st class, Harlan A. Brown of Division 5 writes, "How do you like my little grass hut?" John S. Hall, F. C. 3rd class is overseas. He is the son of J. L. Hall at Division 3.



Gary Kimball, grandson, and Lt. Jack Herbert, son of G. H. Herbert, carpenter, main building, know the ropes in paratrooping.

Lt. Jack has just finished paratrooper's training, having made eleven actual battle-test jumps. "The hardest part of the jump," Jack says, "is pulling oneself up by parachute ropes just before contacting old Mother Earth. After the fourth try, I quit making '3-point landings'—both heels and back of the head."

SOUTH PARK

By R. S. WALLACE

Billy Pinder and Art Gerard have a joint garden in the Shops Garden Plot. Roy Blaize also has a garden. Each grow potatoes and brag about the good qualities of their spuds, but Pinder and Gerard seem to think their spuds are better than all others. Blaize offered to bring some spuds and Bill and Art would bring some, bake them all and prove the quality by taste. Agreed. Art acted as chef, baked them all at once and at lunch time all sat down to eat. At the first taste Art and Bill began to belittle the low down quality of Roy's spuds and gave him some of their own good spuds to test. Imagine their chagrin when Roy informed them

that he had gotten his spuds from THEIR garden.

Well, vacation is again upon us and there are plenty of places we would like to go, and a lot of fish that need catching, but how to get to them? So,—after visiting a few interesting places in and near the city I haven't seen for years, guess I'll stay at home and mow the lawn again.

Dave Rinehart, Carpenter Shop, is in Oregon, having gone to see his father who is very ill.

A seven pound boy arrived at the home of Mr. and Mrs. Wesley Savoy, Electrical Repair. Congratulations, folks.

Tom Tripney, who has been absent

on account of illness since December, has returned to work.

Mrs. Virginia Blue of 16th Garage Store has succeeded "Peggy" in the South Park Store office. Virginia used to be our "Hello" girl before going to Garage Store. Hello, Virginia, and welcome home.

Several changes have occurred in Mr. Jordan's office in the last few weeks. "Minnie" has gone up town to Mr. Harris' office, "Gale," to Minnie's place, "Marian" to Gale's place, and the new voice you now hear from the phone office is that of Miss Geneveave Turnell.



J. D. Ledford, chief machinist mate in the navy air transport service is a member of the Railway American Legion Post and a former employe of Division 4.

MORE "FRONT LINES"

(Continued from Page 9)

rest at night. One of the roommates talks and walks in her sleep. There are no Diesels here. They use the shorter Yellow coaches, run with gas, which are very uncomfortable and have no brakes. I'll bet the drivers of the busses would have been mighty surprised if I had done what I wanted to do—push one of them from the seat and handle the coach. Believe me, I could show them a trick or two after my experience on Wilshire Boulevard." From Somewhere in the South Pacific Earl D. Meldrim exclaims, "My hat's off to the women who are working on the cars. We read about them in the newspapers. They are doing a swell job which is just as important to the war effort as though they were shooting at the Japs. This snapshot is not so very good of me, but will send one later from Tokyo." . . . Regarding the rails in other parts of the world, R. E. Elmore in New



"HE'S
STILL
POUNDRING
THE
GONG"

Guinea writes, "Thanks for the cigarettes which were mailed last December and which I just received. During my travels I have run across some cute railway systems, but they seem to get along all right. Foreigners think that all cars must be two man even if they carry only one or two passengers. The conductor never seems to care if the fare is paid or not. I would like to have the fares which are missed in one single day. Most of the equipment I have seen is similar to ours of 1910. Air brakes are the exception, hand brakes are the rule. The war here is something we can't talk about, but the American newspapers reflect very accurately the happenings. In fact, we read them to find out ourselves." . . . LaVerne Walkey, another one of our W.A.C. recruits, writes, "I surely miss life on the rails, but I wouldn't trade this setup for anything. The army is swell. At the present time I am half way through motor transport school and having the time of my life driving jeeps and trucks around. It is in a job like this that a fare box and a few pads of transfers would come in handy." . . . Jim Ferris writes, "Went through a gas test the other day. What an experience. They use the real thing and you have to remove your gas mask so you know what the different kinds smell like. It reminds me of the good old days when they used third grade fuel in the '300' type coaches." . . . Private Leslie Woodworth writes, "I just arrived at a new base. This is a better camp than the last one for there they had lots of snakes. They were all poisonous, however, I didn't hear of anyone being bitten, though a few of the boys were stung by scorpions. I am now a dispatcher in transportation, and of course our transportation is much different than it was at home." . . . "I am sending you my new address," writes Stanley Gibson. "It seems that you are just always one address behind. Each time I move north I become more Sunny California conscious." . . . Sergeant Clayton E. Blum writes from Somewhere in England, "Every time that I tighten a bolt or put a screw on one of the planes I feel that I am shortening the war a fraction of a second. Naturally, that makes my job more interesting. These English towns are really picturesque and very interesting."

The difference in transportation causes considerable comment from our men travelling in other climes. Dale Meeder, in the navy, tells us, "If you are interested in street trans-

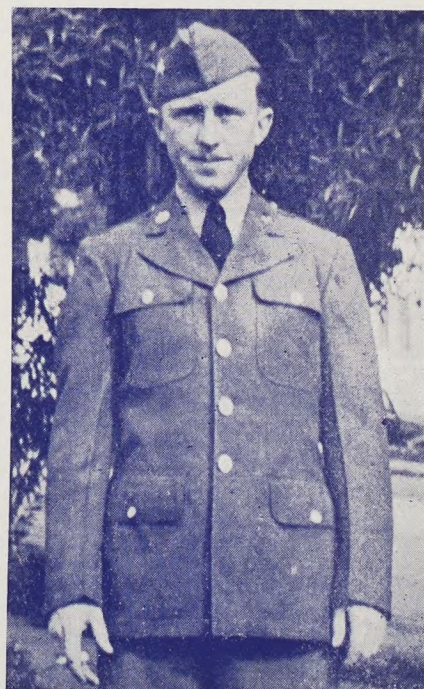


"KING" ENLISTED

Last month R. E. L. Billings, coach operator, donated his police dog King to "Dogs For Defense" to do his part to help win the war. He raised King from a puppy and he was 3 years old when he enlisted. He trained him to do numerous tricks, and he was very smart and faithful. King passed his examination with flying colors, even to the extent of not being gun-shy. Billings and his wife both miss King, and will be glad when the day comes for him to come home to them again.

portation here in San Juan, Puerto Rico, I believe I can whip up a fair article. I have a few pictures of some of the equipment abused. The mechanics and drivers, if they can be called as such in this town, must have been trained in Japan. I never saw such a bunch of natural born saboteurs. For example, I rode three miles in one of the local so-called busses the other night. Result: three cracked ribs, two chipped teeth, nervous indigestion, hiccoughs which knocked my hat off, a mouthful of gum swallowed (it's scarce, too) and became so nervous that I couldn't get a date with the cutest little senorita. TWO BELLS has finally caught up with me and if all the femme-conductors on the railway lines look like those in your advanced releases, please arrange for my immediate transfer from this hot bed to Division 5 anytime now."

TWO BELL'S favorite poet, W. Y. Stearns, announces the publication of his book "Sea Spray Magic" on sale at the Broadway and the May Co., or phone NO. 7109.



T. Sgt. Benjamin J. Darneille, Jr., formerly of the "S" line, is in the radio intelligence of the signal corps. His father is a chaplain in the Soldiers' Home.



"THE BENTLYS"

Bob (left) and Bill Bently are true to the navy. Bob is keeping his eyes open for the Japs and Bill is at the sub base, Pearl Harbor. Their dad, B. W. Bently, works at Division 3.

THE HILLBILLY BOYS

By L. VOLNER

It was our desire to make mention of every man out of Division Three who is in any branch of our armed forces, and the sons, daughters, brothers or other relatives of those who are still keeping the wheels turning on the home front helping to transport the great army who are making the supplies for our fighting men.

A request was placed in the bulletin case asking for information relative to any of our men, together with pictures, but it seems as if all looked at those things as military secrets and there was no response. A few have, however, visited the Division lately, and those visits were greatly appreciated.

H. A. Redmond is stationed at the San Diego Naval Base studying electricity and he likes it very much. Says it's pretty nice to be stationed close to home so he can get home more often, and, incidentally, while in Los Angeles can use his pass.

R. P. Martin is in the San Diego Naval Base Hospital attached to the Dental Divisions. He thinks he is learning something worth while. Bob says it's a lot easier to work on the other fellow's teeth.

R. Z. Matthews was trying to be a cook on a tanker. He took that position so there would be no shortage of grease for his pans.

W. W. Richardson is at San Diego in the Naval Base Hospital Unit. Bill should have gone into the Signal Corps as he could stand on deck and perform his duties.

P. J. Nevling is trying his luck at cooking. He passed through Los Angeles on his way to San Diego to learn more about pies. Nevling knows what all sailors like, and says they will get something to go with their beans.

M. A. Triboulet cast his lot with the Seabees (C.B.S.). Jerry says they might be a construction battalion but they sure take a lot of training for fighting just the same.

W. Bestwick of the Marines had an armful of stripes the last time he came through here. Pretty soft, Wilbur, when all you do is ride around and see the country.

Wayne Gardner took a trip to Africa. Must be the reason Rommel left there so hurriedly. They wouldn't have a chance with those Gerties from Bizerte.

W. C. Litzsinger is with the Air Force Ground Crews. He says those student pilots don't always wreck the planes but they always find some way to use up all your spare time.

R. E. Malcolm is getting a good coat of tan while on his maneuvers with the Army.

Having been away from the Division for several weeks on account of sickness, Ye Scribe is deeply indebted to Mr. L. B. Meeks, who gathered the above articles for the column. Mr. Meeks is one trainman who can pinch hit in almost any capacity, being able to hold any platform position. He is also okay as a Cash Receiver or an office man, the job he is now filling while our Superintendent, Mr. Bodley, is on vacation. Thank you, Mr. Meeks.

(Continued from Page 21)

was a Monday's transfer on a Tuesday. Do not ask me where she got it.

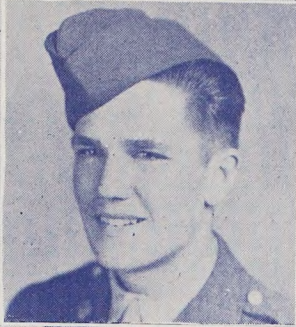
"The conductor on the '8' car insulted me and mistreated me for offering a Monday's transfer. I was forced to pay him an extra seven cents which I should like refunded. I did not get any numbers of your trainmen nor the car numbers, and the '8' car man refused to give me back the Monday's transfer so that I could send it in and get the refund.

"Please teach your conductorettes and conductors the city. It will help us strangers so much."

HABIT



From Shop Departments.....



STREAMLINERS



By B. C. LATHAM

Let's buy an extra Bond in July and build the Cruiser Los Angeles. We can show the boys in the armed forces that we, too, are doing our part at home by boosting our percentage this month. It is interesting to see how many of the newer employes are being added each month to the list of ten percenters.

Buck Weaver, who like many others, gave a lot to his country when he gave his consent to E. B. Jr. to enlist in the U. S. Navy. It was just seventeen years ago to the day that Buck was passing out cigars around the Division. Good luck to the boy, Buck.

An elimination contest is being held in order to determine who will be eligible for the finals in the ping-pong contest. By the looks of things, D. S. Rasmussen really has a

Top Row: A. O. Malm, Dept. 12, is proud of grandson Ted Eberts. Joe, son of H. C. Smith, Dept. 6, is doing geodetic surveying at Bradley Field, Conn. James Inman, South Park pride and joy. Kenneth Kilgore, son of A. F. Kilgore, Dept. 12, with the navy amphibian corps. Bottom Row: Melvin H. Johnson, son of M. E. Johnson, Dept. 12. Louie Schriber, heir of Joe Schriber, Dept. 6, is bad news for the Japs. Charles M. Smith (left) at the foot of Kamehamehas statue, Honolulu, is the son of Al Smith, Dept. 6. This gunner's mate is Robert Blaize, whose father is Roy Blaize, Dept. 12. H. D. Jewel, Dept. 12, presented the country a top navy signalman, Earle E. Jewel.

OUR FIRST GOLD STAR



Just as TWO BELLS was going to press we were notified of the tragic passing of Harry F. Osborne, at Harlinger, Texas. Harry was Instructor in Gunnery with the Army and was formerly an operator at Division Four. We offer our sincere condolences to the bereaved ones.

"DURING
THE LAST WAR
THE
GENERAL
GOT CAUGHT
WHERE THERE
WERE NO
TREES
TO GET
BEHIND."



good chance; however, a newcomer, T. E. Smith is going to give his opponent some trouble.

Pvt. Harry Nields, 333rd Inf. Co. F., Camp Howze, Texas, writes, "I haven't had a 'Come see me' for a long time. Maybe if you would mail me one, I could explain what they are to my Commanding Officer and, shucks, he'd just have to give me a furlough to come home on". We'll try it Harry, and be sure and let us know if it works.

We have also heard from 1st Sgt. Danny L. Batastini, who is now in North Africa. Evidently he doesn't think much of the transportation system. He states some of the larger towns have had streetcars, if they can be called that; however, they don't seem to have any certain stops and no one tries to collect any fares. They only have one rail in the center of the town and the headway is anywhere from twenty to forty minutes. This should make us appreciate our service more than ever.

F. W. Starkey and Pfc. Clarence Knittle are still in the States.

(Left) Roscoe Z. Matthews, S. C. 1/c. Here he is with his wife just before leaving. Matthews is from Division 3. (Right) Robert V. White who was in the stores department at South Park enlisted in the army air force. His bride is pictured with him.



OFFICE MEMOS

By WALTER WHITESIDE

We believe this to be the story of the month. Way back 19 years ago Wilfred Lippiatt loaned a friend of his some money with the understanding that it would be paid back in a couple of weeks. The party returned part of the money in the required time but failed to pay the total amount.

The other evening this person called on Wilfred and started laying out crisp \$10 bills—ten of them.

Yes, after 19 years Wilford was paid. And here's the payoff—when Mrs. Lippiatt started to pick up the money, Wilfred said "Hey, this isn't yours. This is something that transpired before we were married." However, we believe that instead of getting her allowable half she got it all, as the women usually do.

Mrs. Flora Bridges joined the Marines. Her husband, a former Marine, was rejected when attempting to re-enlist, and inasmuch as she has a cousin who was captured at Bataan, Flora decided to join up with said fighting force to help even up the score.

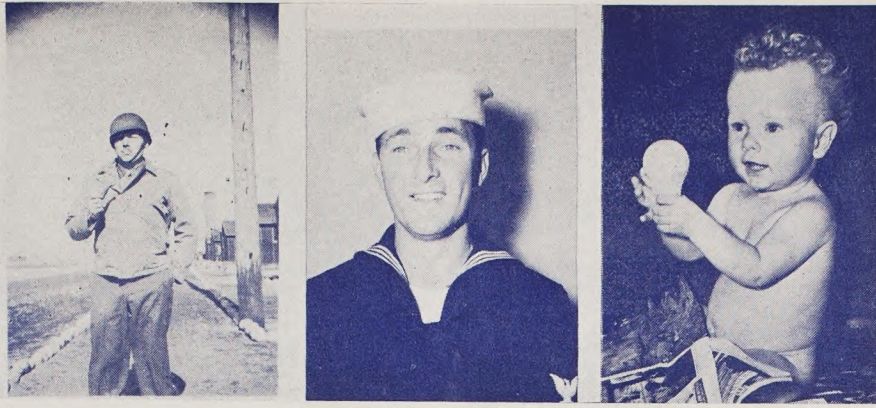
Treasurer Collis Holladay enlisted in the Military Administration Corps and gained a commission as Major Specialists Reserve.

The purpose of this Corps is to enable the army to have a competent force available to administer any conquered area during the period of military occupation. In order to form this Corps, the army is commissioning men who have had experience in various fields, such as water and power supply, radio station operation, transportation, crime prevention, education, etc. Men commissioned in the Corps will go to the Provost Marshal's School at Fort Custer, Michigan, for one month's military indoctrination course. They will then go to one of the several military government schools for a period of three months.



"THREE
YEARS IN
THE LINE
DEPT. I
WHAT
CAN YOU
KNOW
ABOUT
SOLDIER-
ING?"





THE CARMICHAELS

Left, James, who is busy somewhere in the Pacific, is the son of James Carmichael, Watchman. His brother, Jack Carmichael, formerly of 16th St. Coach is now in the Coast Guard. Baby James P. Carmichael is the main reason why the boys are out fighting. Little Jimmy is the heir of A. J. Carmichael, upholsterer, South Park.

After that, if we have any areas to administer, they will be sent to those areas and serve on the staff of the officer in charge of the area.

We of the Railway organization wish both Mrs. Bridges and Mr. Holaday success in their new ventures, while realizing the loss to the organization.

Noticed in Two Bells that the Personnel Department sold 600 bottles of vitamin pills. I think my leader took all of them.

The fellow employes of Henry Miller wish to convey their sympathies to him and Mrs. Miller on the recent death of their son whose plane collided with another while on routine training flight.

Opal Barber recently underwent an operation. Ruth, her sister, tells us that Opal is getting along very well. Glad to hear that Opal. We hope you will be back into good health real soon and be back with us.

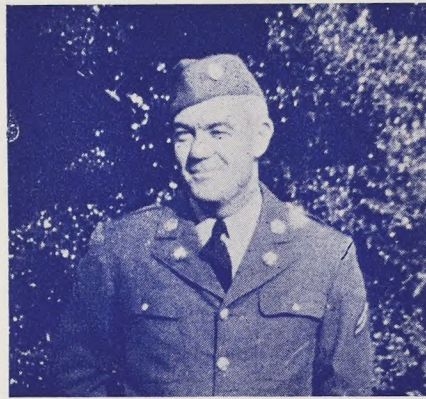
Next month Mary Williams will take over the job as office scribe. Help her out by passing her news items. She will appreciate it.

ELECTRICAL

By WALTER WHITESIDE

Well, here we are in the midst of vacations, income tax payments and "Buy a Bond to help build the Cruiser Los Angeles".

Speaking of the latter, first we are pleased to announce to the other



Supply Sgt. John A. Fitzpatrick, formerly with Division 4, is in the Coast Artillery. He is a member of the Railway post of the American Legion.

departments that there was not one single Bond reduction or cancellation due to the government putting us on the "pay as you go" basis for income tax. In fact, we have had some increases. And please note that the Electrical Department tops the list in percent of payroll subscribed, and is second in percent of employes participating. Will just a few more of you fellows who are not subscribers just do that little thing now; then we can go over the top in this department and obtain the Minute Man Flag.

As for vacations, a number of the fellows are taking the cash for one week and taking time off for the other.

Carl Woelker stayed home for the two full weeks just painting and repairing the old homestead.

Carl Welch stayed home for a week, then journeyed to Big Bear Lake for a week.

M. B. Smith reports a swell trip to San Francisco on the streamliner. He says it's one of the best trips he has ever taken. All this in war time, too.

At the time of this writing, Howard Jones had headed for the High Sierras and Gene Brox was on his way to visit his folks, so if either fails to report back to work we will know that the O.P.A. found out.

I. J. Booth just loafed around home watching his garden grow.

E. O. Thurtell reports a swell trip which extended as far as his "A" card would take him.

The sympathy of the department is extended to John Danek, whose brother was killed in an airplane crash while dropping food in the Aleutians.

Don't forget, "Buy a Bond to help build the Cruiser Los Angeles".

Captain: "I hope the next time I see you, you'll be a second lieutenant."

Private (flustered): "Yes, Sir. Thank you sir. Same to you, sir."—Exchange.

"LAST WEEK I CAUGHT ONE THAT PUT UP A BATTLE LIKE A TUNA!"





"Joe is still draggin' the line!"

YARD BIRDS

By L. F. SPARKS

"Solly" Manriquez, who formerly played 2nd base on the champion Track Dept. ball team, was home for a visit. He is assigned to duty with "Rhode Island's Own," the 243rd Coast Artillery. Outside of spending a cold winter in the East, Solly looks well and the army has improved his health and bearing.

Another of our ball players, Gene Rodriguez, was in to give his regards to the gang. He formerly played in the out field and now is assigned to duty somewhere in Arizona as a Corporal.

Geo. Bisbee who formerly ran a compressor in the Track Dept. is a seaman c/c in the Sea-Bees and is stationed in Miami, Fla., waiting assignment to the Coast Guard or possibly overseas again. Sent a card with regards to all the boys.

Track Foreman, Willkie Weeks, is also in the Sea-Bees and sent a "V" mail letter from the Antipodes, somewhere in Australia.

Chas. Harwood, retired paving inspector, was in for a short visit. He was on his way to Ohio on a vacation trip and to visit kin folk.

When your red coupons for meat are exhausted you usually turn to fish or chicken. If your taste is for chicken ask Yard Supervisor Fleetwood where not to get one. Fleet asked for an old hen to stew and that is what he got. After boiling her for four hours the dumplings and gravy were tender but the chic-

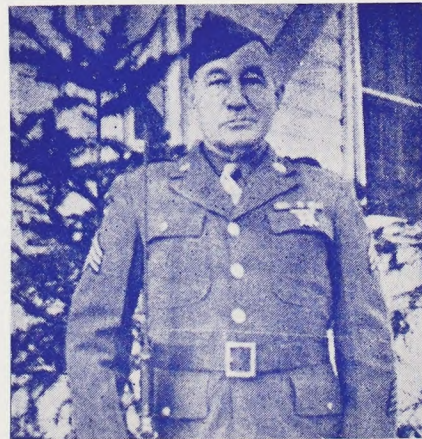
ken (?) was like rubber. Fleet brought down a leg and you could no more bite a piece from it than you could from an old tire.

The Vernon Yard Victory Gardens are in the race for the Grand Prize and competition is keen among the various men for the local department prizes.

Have you bought that extra Bond this month to help in the construction of the new Cruiser Los Angeles? The boys in the Sea-Bees and the Coast Artillery would appreciate having the new ship in action. If you haven't, don't forget the regular Bonds as they will all help.

Officer: "What's the big idea? What are you men doing climbing trees and crawling through the bushes?"

Private: "Well, Sir, we camouflaged the gun before lunch and now we can't find it."



Sgt. Chas. M. Detrick is in the infantry. He is a member of the Railway American Legion Post No. 541 and was with Division 5 formerly.

LOOSE SCREWS



By F. M. MARKLEY
pinchhitting for A. L. Davis

CAR HOUSE NO. 1

It is with pardonable pride that the Car House personnel points to its fellow workers in "Uncle Sam's" armed forces. They are serving in all capacities and branches, both at home and abroad, and we salute them and hope for their speedy and safe return.

William Slade has been transferred from Car House 1 to the Electric Repair Department, South Park Shop.

Enos Angel paid us a visit on June 19th, after an extended absence on account of illness, and he is going to the hospital for a minor operation.

Jimmy Doovas took himself a bride on June 6. They honeymooned in Santa Barbara. Thanks for the cigars, Jimmy.

CAR HOUSE NO. 3

O. E. Lund, Assistant Foreman, seems to require a long time to become accustomed to the sunshine at Carhouse 3. He thinks the fog and damp air at Car House 5 has seasoned his lungs for moisture. Well, we are glad to see you back on the job after several days of sickness. Oscar, cheer up, hot days are ahead.

G. Bosler left the service after many years at this division. We wish him good luck.

CAR HOUSE NO. 4

Our Car House does not want all the credit for prize vegetables, but R. J. McEntyre, Assistant Foreman, planted tomatoes under a 16-foot fig tree—and claimed he had to climb the tree to pick the tomatoes.

Speaking of "Wrong Way Corrigan's", see Parker and Duncan. They



MARINE

Flora M. Bridges leaves Mr. Perryman's office on July 16, to reap vengeance on the Japs for the capture of her cousin who was taken prisoner of Japan. The whole organization wishes her Godspeed and good luck.

•
 "THE GUY NEXT DOOR REFUSES TO
 LEARN ABOUT AIR RAID
 PROTECTION—
 WOULD YOU KNOW WHY?"
 •

went to the west end of town when they received an emergency call for the east end. On their return, they found the motor on 170 running backwards. These new Diesels are tricky. . . .

J. W. Johnson is vacationing but would not tell us what he was going to do.

C. Furrer on sick leave, paid a visit and is hoping to return to work soon.

R. W. Scudder and M. R. Hamilton, two of our old timers, have left the service.

Whatever you do—buy a license—before you go fishing . . . Ask W. F. Ellis.

CAR HOUSE NO. 5

"Let him who stole, steal no more, but rather let him labour with his hand" is a slogan which Harry Casper thinks every thief should heed, and especially the one that stripped his bean vines of their bountiful crop.

Another victim of the thief was the lady who had carefully tended a large bell pepper plant. She watched the two largest ones until they were large enough to warrant a salad for dinner. With tears in her eyes, she went across to the market and paid quite a price for two wilted peppers.

Jimmie Inman is contesting Ed Moxley to the right as "Champion

Gopher Catcher." The winner is the one who catches the "foxy" gopher in Ray Fulton's tomato patch. Both contestants are on the job and have had the same results. — Namely, nothing.

In regard to Joe Campbell at Car House 4 being the "best gardener, or the biggest liar?", the boys of this division say he is neither but that the story in last month's TWO BELLS is merely a hallucination—the result of too freely imbibing in intoxicating beverage, or that he drank some of the juice from the cooked turnips of Superintendent Snyder's. Ray Lovelace gave Snyder the turnips and according to Snyder they were the smallest, hottest, strongest turnips that he ever tried to eat; also, that they had a most obnoxious odor while cooking. The after affects were similar to those achieved if one were to swallow 12 baseballs and use boiling oil as a "chaser".

W. A. Elmlad reports that two of his sons are in the armed forces. Sgt. Harold R. at Camp Van Dorn, Miss., and Alvin E. of the U. S. Navy.

Robert Lyons' son, Robert Jr., is a Corporal with the 1st Marine Amphibians Corps somewhere in the South Pacific.

J. J. Inman, Assistant Foreman, has two sons in the service.



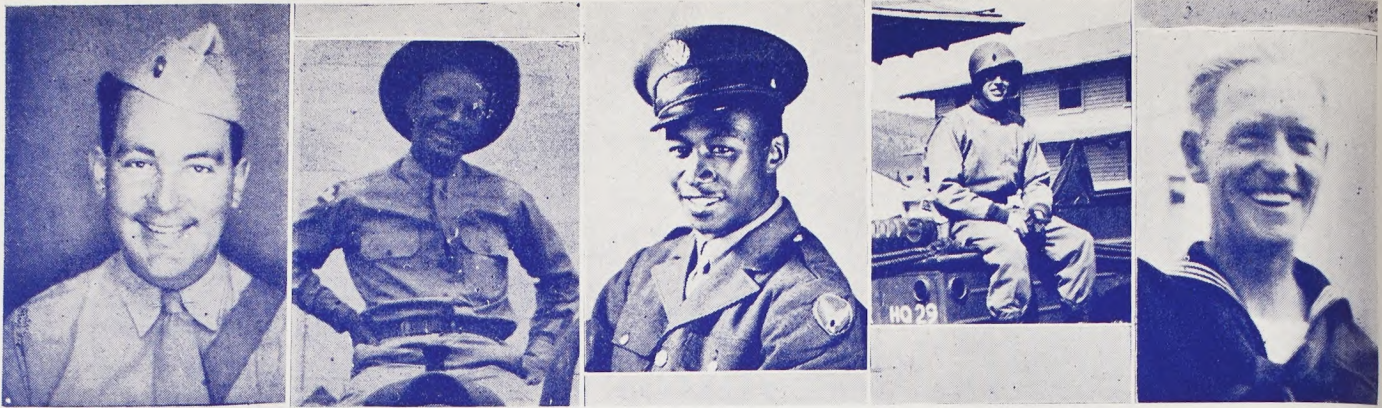
"V" NOTES . . . —

By FRED MASON

The old adage, "No news is good news," is apparently running true to form as no one has come forward with any news from the boys serving in the Armed Forces. Maybe those boys have not been getting any news from us, either, simply because we haven't taken the time to answer their letters, so boys, if any of you owe your buddy a letter, drop him a line, even if it's only a postcard, it will bring him a great deal of happiness. If he is overseas or on the sea, "V" mail would be even better.

Most of the regular weekly vacationists are spending their well earned rests at home, taking things easy and doing the little odd jobs around the house and working in their Victory gardens. It seems as though there was only one of the boys left town and went anywhere, and that was "Red" Cannon, and evidently he went too far, as on the last day of his week's vacation we received a telegram from New York saying that he could not get back in time. Evidently "Red" flew there and now has to walk back.

Vegetables from the Victory gardens are the chief topic of conversation these days and quite a harvest is



FIGHTERS ALL

Left to Right: This smiling soldier is Robert Lyons, son of Jerry Lyons, Car House 5. Pvt. Harry Niels claims that this is the kind of bull he throws at Camp Howze, Texas. Harry is from Division 4. Leon Pratt of the Air Corps received his first toughening up at Car House 5. Stan Gibson relaxes on a jeep that is built for water work. Stan was an operator at Division E. A former supervisor at 16th St. Coach, William P. Unison is still leaning on a telephone box. He is now a radioman in the navy.

being reaped. X. Bryan has beets as big as a barrel. Tom Strobel has squash by the sack full. "Red" Fulton is moaning about the labor shortage. He is going to have to hire about ten men to pick his corn. Switchman Ray Lovelace is having his troubles getting enough jars for his one hundred and twenty tomato vine crop. Ed Moxley is having a heck of a time climbing over the fence with a load of potatoes over his shoulder. Anton Dimitri did his share when he turned the soil over and

from then on Mrs. Dimitri took over the rest of the work. Some very fine peppers she has already pickled. Jimmy Inman has been supplying his household with all the necessary vegetables. Neut Johnson is looking around trying to find out where he can get enough points to get some corned beef to go with his cabbage. Al Bristol drops out every evening to watch his cucumbers grow. W. N. Krebsbach can be seen every day on his day off pushing a baby buggy through the barn. His baby is one

hundred feet of hose for irrigation purposes. Ted Shuler's wife gets out there before he pulls in and has all the work done before he gets there, and that makes Ted mighty sore. Conductorette Roby has picked plenty of beets, radishes and celery, and is watching her tomatoes very closely. All the gardens look mighty swell and there is one thing we are sure of and that is there will be no vegetable shortage at Five.

We were very glad to receive the news from Mrs. Trammell, George Trammell's mother, that he has been promoted to Sergeant. Congratulations, George.

CHEATED

The new recruit passed an officer without saluting.

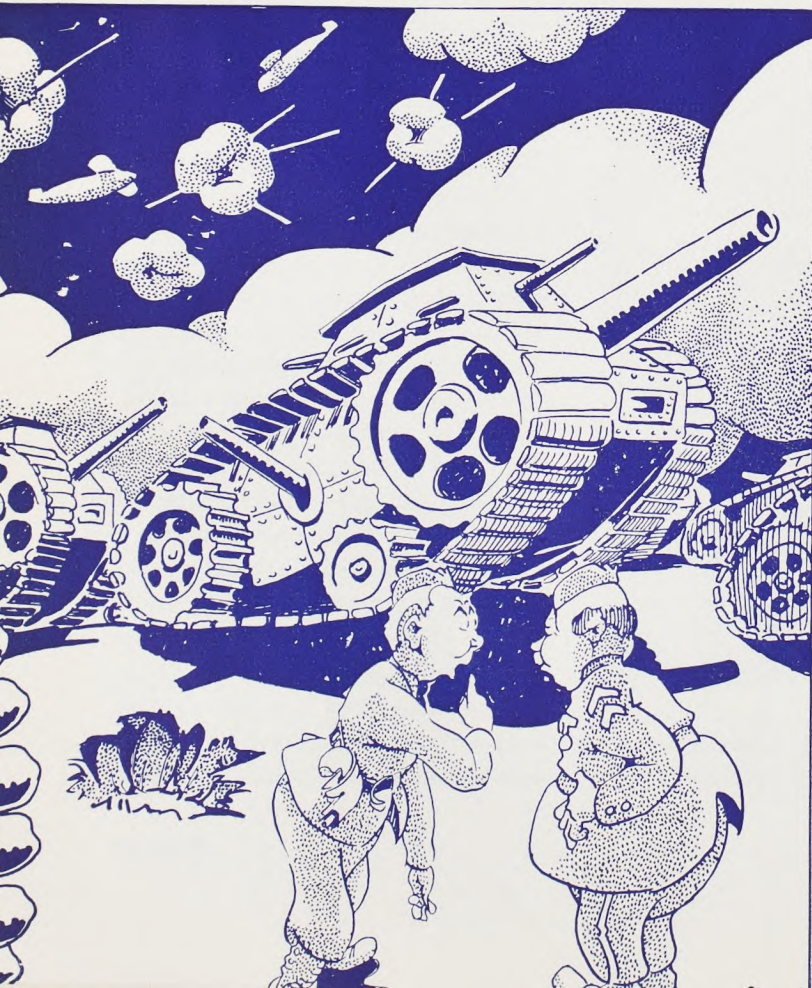
"Here, my man," called the officer, "do you see this uniform I'm wearing?"

"Yes, sir, and just look at this thing they gave me."

"THE BATTLE'S AS GOOD AS WON— THIS DIVISION IS MADE UP OF BUS DRIVERS ENTIRELY."



Formerly of the Motor Coach Division, L. W. Lusk is now a machinist's mate, 2nd class, in the navy.



DOWN THE AISLE



Mechanic J. B. Doovas and his bride Billie Chelenty, spent their honeymoon in Santa Barbara after a beautiful wedding in the Greek Orthodox Church.

FIRST WEDDING ON THE RAILS

The first marriage between motorman and motormanette took place on April 29 when **Marion L. Costales** became the bride of **Theodore E. Languille**. The romance began when she was working the "U" line and rode to her home each night with him on the owl.

Conductorette **Eleanor B. Poull** was married to **William Lord** on June 12.

Operator **W. G. Ball** (Division 3) was married to **Arleen June Dull** on June 27.

THE STORK REPORTS

Harold Bernard was born to Motorman (Division 5) and Mrs. W. L. Gray on May 24.

Terrence Clyde was born to Brake-man (Division 3) and Mrs. Clyde Dallas on June 1.

Barbara Diane was born to General Repairman (Division 3) and Mrs. O. D. Fannin on June 19.

Carolyn Kay was born to Car Repairer (Division 4) and Mrs. C. G. Rumbaugh on June 13.

Charles Allan was born to Motorman (Division 5) and Mrs. L. W. Duncan on June 27.

Lawrence King was born to Electrical Repairer (South Park) and Mrs. Wesley F. Savoy on June 7.

Dennis Stuart was born to Operator (Division 4) and Mrs. D. S. Rasmussen on June 25.

CAR HOUSE CLASSIFIED COLUMN

Division Three

WANTED TO BUY

1 Washing Machine. Just so as it runs. E. G. Barker.

FOR SALE

Hen. Also chicks. Three days to four months old. A. T. Holland, No. 2966.

Office

Cigar Stand. Lobby of Main Bldg., D. L. Gragg. Phone AX. 16156, eve.



PENSION ROLL

Arthur Eugene Temple, Watchman, Transportation Department, will be placed on the Special Roll effective June 15, 1943.

END OF THE LINE

During the last month, four members of the Railway passed on.

Evan Dee Walters, former conductor at Division 3, died on June 12. He was born in Rigby, Idaho, on August 3, 1903, and came to us in 1934 as a conductor.

Two of the deceased were members of the Special Roll. **Jesse Thomas Trowbridge** passed away June 18. He was born on January 12, 1870, in Green Valley, Illinois, and entered the mechanical department in 1909 as a car repairer, and was placed on the Special Roll on March 1, 1931. **Frank Jacob Massing** died July 6. On April 5, 1863, he was born in Peoria, Illinois. He joined the company in 1905 at Division 1 as a conductor and in 1927 became a watchman and flagman. He was placed on the Special Roll in 1932.

The wife of **W. Haynes**, coach operator at the 16th Street Coach Division, passed away on June 14.

To the bereaved, we offer our heartfelt sympathy.

APPRECIATION

Notes of appreciation and thanks were received by the company for the kindness and sympathy extended to the following during their recent sorrows: **Ralph Nokes** and relatives; **Mrs. Margaret Flavin**; **Mrs. George F. Ritter** and family; **Ruth C. Dye** and **Enid L. Bell**, wife and daughter of the late **James A. Dye**; and **Mrs. W. C. Staben**, **Mrs. Clyde Crass** and **Mrs. J. Gardner**.

SAGA OF A SAFE

(Continued from page 17)

Huntington was poring. This showed the democracy of the man. Mr. Huntington was a teetotaler for the first seventy years of his life, but he concluded that when his seventieth birthday came the temptations of youth would no longer be a menace to him, and every night, after working hours, he would visit one location on the cocktail route where he insisted on mixing his own brandy exactly the way he wanted it. Mr. Huntington kept up the custom of one drink a day until his death. He met every problem directly. Had he been a soldier, he would not have depended upon tactics — he would have struck directly at the enemy's center. It was this custom which gave him the ability to become the moving spirit of the greatest railroad enterprise the world has ever known. His maxim to anyone who inquired into the secret of becoming a millionaire was, "Learn to live on a little less than you earn, and thus always have a balance in the bank."

The safe which is still workable and staunch, resplendent with its gold trimming and painted scenery, has never been forced open by burglars. The strength of the Huntington personality plus the staunchness of the safe kept marauders from ever bothering the gold dust in the strong box.

Mr. Crandall has donated the safe to the Huntington Museum for posterity.



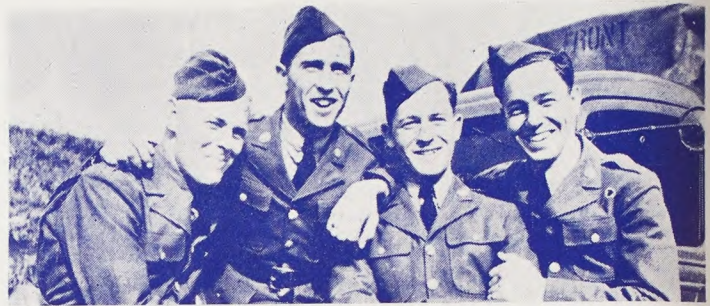
FIGHTING



Commander G. C. Gilliland of L. A. M. C. Lines states, "The National Convention of 1942 voted to amend our constitution where- will be eligible for membership in the American Legion. I extend a hearty welcome to all soldiers in this second World War to join the Los Angeles Railway Post No. 541. We Legionnaires on the home front are backing you up and praying for your safe return."



Inspector Cleland poses with his son, Richard E. in the Navy.



"Four in One". These four brothers are in the ordnance service, foreign duty. All Sons of the Legion, they are, from left to right, Sgt. William L. Carson, Sgt. Wayne I. Carson, Samuel M. Carson and Alfred J. Carson.



Pvt. Joe Detrick, now in the 507th C. A. A. A.



Jack Morrell, seaman, 1st Cl.



Another of the "Manning Clan," Sgt. Calvin C. Offenstein, Medical Corps.



Supervisor Leo Nowak is represented in the Navy by Wallace Nowak.



Howard Joseph McDonald, gunners' mate, 3rd Cl.



James Marvin Bales just heard from his girl friend.

Leo Gordon, seaman, 1st class, Submarines, and Papa Gordon of Division 4.

Phar. Mate, 3rd Cl., Donald E. Dunn is in the medical division of the Navy.

William C. Gilliland, son of the Legion Commander, is with the Coast Guard.



SONS of the LEGION



JAP PRISONER

Frank Davis was taken prisoner of war in the Battle of the Philippines. After the fall of Corregidor his mother received notice from the war department that her son was missing in action and that if he could not be located by the end of the year he would be listed as dead and his insurance policy would become payable. When she received the insurance policy she refused to cash it stating that she knew he was still alive. Perhaps it was mental telepathy or perhaps it was a mother's instinct, but two months later she received confirmation that Frank was a prisoner in a Japanese prison camp. The Sons of the Legion and the Legionnaires on the home front are fighting and working just a little harder to bring Frank Davis back from that "ordeal".



"The Fighting Mannings" Betty M. Albright, daughter of R. H. Manning, Division 4, poses with her two brothers just to show how big they are. (Left) P. F. C. Ray R. Manning and Cpl. Jimmie Dean Manning.



P. F. C. Jack B. Offenstein, medical corps, somewhere in the Pacific. Jack is one of the "Manning Clan."



Elgin E. Logsdon, son of E. B. Logsdon, L. A. M. C. Lines, is a seaman, 3rd Class.



Pvt. Marcus V. McCafferty, 424th Infantry, So. Carolina.



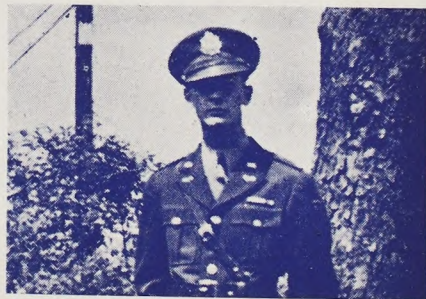
Cadet William R. Dean, Kelly Field, Texas, son of John Dean, Division 5.



Myron Lund (left) poses with a buddy. Myron is the son of Mechanical Foreman O. E. Lund, Division 3. When last heard from, he was at Dutch Harbor.



Paul C. Bohler, son of James Bohler, Division 3, is on submarine duty in the South Pacific.

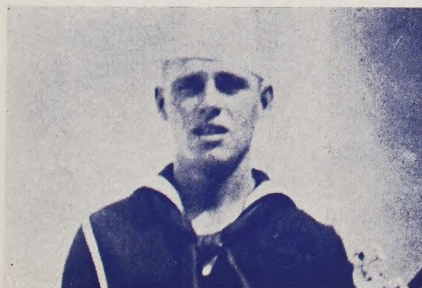


James E. Bohler, Jr., another son of James Bohler of Division 3, is a captain in chemical warfare.

Hutson Lee Jackson, seaman, 3rd Cl.

John A. Hogan, seaman, 2nd Class, Navy.

P.F.C. Harold LeRoy LaBarre of the Marines has been on Midway Island since Pearl Harbor.





Long may
it Wave...

