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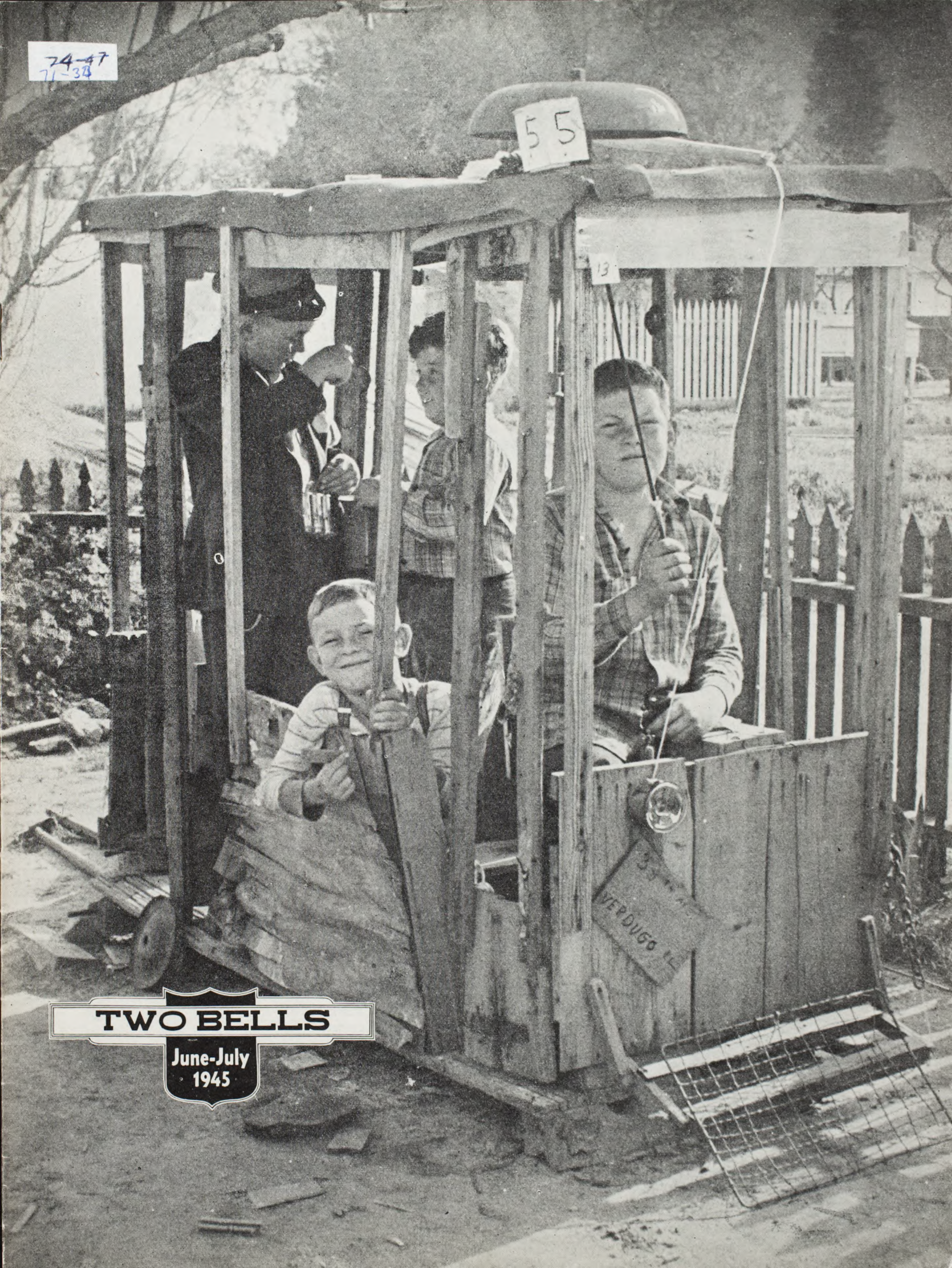
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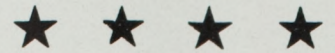
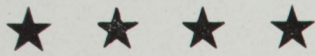
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VERDUGO IL

TWO BELLS

June-July
1945





Fighting Men Represented in
L.A.T.L. Service Flag 505
Returned Veterans 112

Fighting Men Represented in
L.A.M.C. Lines Service Flag 124
Returned Veterans 17

ROOKIES

Richard H. Harkens Opr., 16th St.
Harland L. Clark Mot., Div. 1
Jesse Pimentel Lab., Way & Structures

WOUNDED IN ACTION

Lloyd A. Breckbill Mot., Div. 3
Herman M. Work Appren. Mech., Div. 3

RETURNEES

Ira C. Waltman Mot., Div. 4
Howard A. Renner Con., Div. 4
Carl E. Holcomb Opr., 16th St.
Frank P. Danna Mot., Div. 1
Joe W. Covington Mech., 16th St.
Floyd E. Osborne Con., Div. 1

PRISONER-OF-WAR

Paul Lewis Mech., L.A.M.C.

IN MEMORIAM

- | | | | |
|------------------|---------------------|-----------------------|-------------------|
| ★ H. F. Osborne | ★ W. P. Cody | ★ George L. Barron | ★ Thomas E. Nolan |
| ★ J. H. Baldrige | ★ Antonio Hernandez | ★ Charles L. Brogan | ★ George W. Honts |
| ★ L. M. Kelsey | ★ W. C. Thorman | ★ Guy Barnett | ★ T. E. Languille |
| ★ L. G. Hume | ★ L. D. Canatsey | ★ George Ernest Keith | ★ Earl R. George |
| ★ Z. A. Barrows | ★ L. M. Lininger | ★ Thomas F. Hoyne | ★ R. F. Chesnut |



Supreme Sacrifices



EARL R. GEORGE

Earl R. George was killed in action on bloody Okinawa, May 5, 1945. He was formerly from Division One, and worked the "S" line more or less exclusively before entering the armed services in June of last year.

Earl was a very likable chap and was very popular with all the fellows at the division. When he was on furlough, he came back to see us.



He served with the Eighth Division of the infantry. The accomplishments of that division will fill many pages of history.

The accompanying pictures shows Earl on his last furlough when he posed with his two children, Juda Sharon, four years of age, and Bruce Everett, eighteen months.

Our sincere condolences are offered to these two, to his wife, Rosabell, and to his sister.

MARCUS LEMLEY

Marcus Lemley, who left Division Four in 1940 to become a lieutenant colonel in the Air Force, occupies a hero's grave somewhere in Germany.

Mark had been carried on our missing in action list since June, 1944, at which time an item was published in the June-July issue of Two Bells. On June 1st of this year, notification was received that his grave had been found in Germany.

It is believed Mark was killed instantly. His plane was hit by a 20 m.m. shell from an enemy fighter.

Words cannot express our deep sympathy, but we extend to Mrs. Lemley, to little "Prop," his boy, and to Mark's parents, our sincere condolences.

He was a born leader and leaves many friends throughout the Company as well as those under his command.





World Coverage

ON

TRANSPORTATION

By Ed Bliss

From the cold, bleak harbor of Attu to the steaming jungles of New Guinea, and from all the countries in Europe, our unofficial war correspondents take it upon themselves to keep us informed of the methods used in getting from one spot to another, for transportation is the bond between us.

Writing from jolly England, Bart Billings details her transport systems. London, he says, is experimenting for the first time with pay-as-you-enter coaches. (See picture center). The conductor sits behind his cashier's desk and makes change, issues various tickets, and at the same time watches through a periscope to see what is happening on the upper deck of the trolley bus. And we think we have lots to do!

Incidentally, girls, if you think you have a terrific amount of hat checks to handle on the "5" line,

The buses in China use two different kinds of power. The sight below is a familiar one on those streets.

you should watch the girls operate in London. Each conductorette carries a rack which holds twenty-four different kinds of zone fare checks, and in the course of a day's work, the rack is refilled two or three times. There are fifteen checks stapled together and held in the rack by a spring, resembling a mouse trap. Over her right shoulder and suspended at the left side by her

pocket, the girl carries a punch which registers each fare punch made by retaining inside the mechanism the little clip made by the punch mark. These clips are afterwards counted, if necessary, to ascertain how many sales the conductorette made. Over her left shoulder and suspended at the right coat pocket, she wears a little money pouch out of which she makes change. Evidently changers are unheard of in England. It is surprising how quickly these conductorettes can collect fares, punch the checks, and make the correct change out of this money pouch.

Some of our passengers would certainly be surprised if we used the same expressions which they use in England, such as "Get along with you", "Out with you, now", and to school children "Hurry along, you little brats."

Emile J. Gagnon (known as "Frenchie" at Division Four) is now an M. P. on Luzon. He says that the transportation situation is terrific and the horse and caribou have come into their own since the Japanese confiscated all the automobiles and two wheel horsecars. The horses are about the size of a large pony. Travel
(Continued on Page 18)



Below: A bus line in Chungking. Sometimes these queues line up for days, waiting their turn to ride the coach.



Above: London has introduced its first pay-as-you-enter trolley bus. The conductor sits at his station and peers into a periscope which gives him a worm's eye view of the upper deck.





LET'S RUNNING SLOT

"We've been running 'one armed bandits' for 'broken armed bandits' long enough, and it's high time that we quit letting people hit the jack pot every time they stub their toes on one of our vehicles." These are the words of Joe W. Prutsman, newly appointed Safety Director, as he began a campaign to eliminate the accident situation on this property.

We should like very much to go day in and day out with never an accident. Our men and women are trained to do just that. However, many elements enter into a trip across town by car or coach. Careless automobile drivers, passengers in a hurry, and strolling pedestrians make ours a truly hazardous occupation, and we must be ever on the alert for the unexpected. We are pledged to transport people safely and courteously—to give the best possible service. All of which means that not

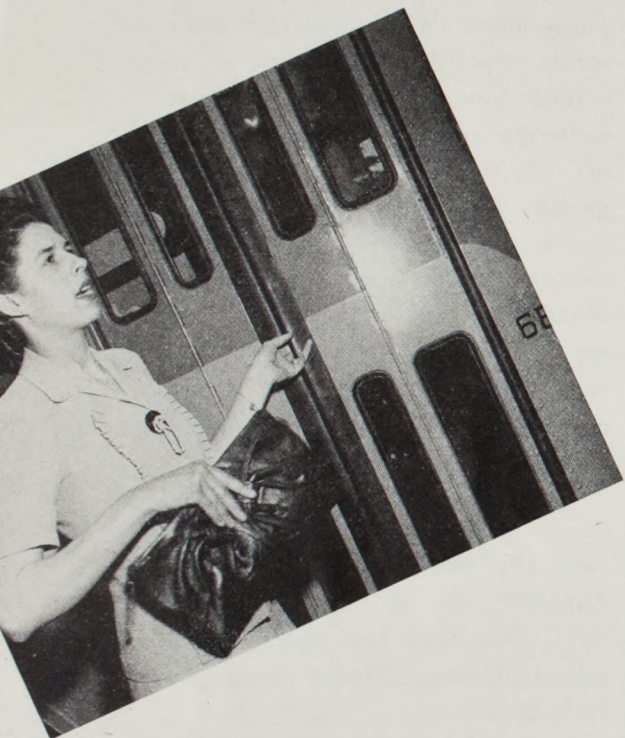
only must we drive our own vehicle but we must figuratively operate every other auto on the highway and must walk for each pedestrian.

We are trained to drive ahead of ourselves, to anticipate what other drivers intend doing, and to follow another vehicle as though it pulled a trailer sixty feet long—the distance needed for safe braking.

We must always drive with the thought in mind that no one else on the street can see the signals, the stop signs, or our vehicle. The best way to operate our car or coach is to believe that it is invisible to all other drivers, and being invisible, we must never get in their way.

Safety must be our watchword because, frankly, safety is our livelihood.

And when accidents do happen, we must still be on the alert—especially if we are not at fault, for there is no



Oh, Oh! Lady's got her finger in the door, but we know it can't hurt her, don't we?

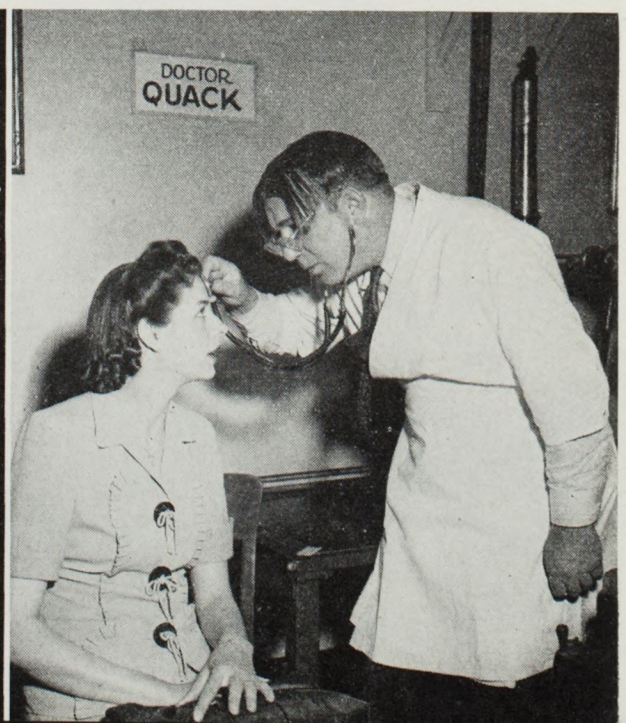
SHOULD WE TURN IN A REPORT?

"Forget it," she says. But—MISTER OPERATOR, YOU'D BETTER TURN IN A REPORT—

**BECAUSE—
SHE WON'T FORGET IT.**

She'll take the little finger to a doctor, and you'll be surprised what complications can set in.

AND WE DON'T EVEN HAVE HER NAME!



QUIT MACHINES

logical reason why we should pay for someone else's mistakes. Yet, month after month, we do — through the medium of blind accidents and the lack of witnesses.

The blind accident is the surprise package for the Claim Department. It is the type of accident with which the claim agent must struggle without any information, generally without witnesses and with no report from the operator. In other words, we send the claim agent into battle without gun or ammunition. The blind accident is usually the type of accident which costs in hard cash for settlement—your hard cash. For money which goes out the door of the Claim Department is your money. It all comes out of your bonus.

When a person falls in or near your car, get his name—and get witnesses. If he stubs his toe, barks his shins, scratches his hands, or gets his

Joe W. Prutsman, recently appointed Safety Director of the Los Angeles Transit Lines, points out a danger spot on a downtown map.

arm caught in the rubber door, he is a potential claimant. He may remark, "Forget it. I'm all right." Then we'll meet him in court.

Getting witnesses to any accident should be a game. Train yourself to become a top "witness getter." It's only a matter of salesmanship. It's a chance to try out your personality on your patrons. Remember, the thing which every person prizes most highly is his name. He likes to see it displayed. He likes to sign things.

Safety is a state of mind. If your domestic troubles, your love life, or any other factor is clouding your mental processes, **DON'T PULL YOUR RUN.** You might just as well be intoxicated.

The car you operate is invisible.

No one else driving or walking on the street can see it. Drive it so it never comes into contact with anyone. Drive it as though you were driving among millions of blind people.

The car ahead of your vehicle pulls an invisible trailer sixty feet long. Don't get up there and hit that trailer.

Let's remember and practice these pointers for safety's sake. And let's quit running slot machines. **NOW!**



She'll bring a witness and line up at the Claim Department to prove she was dragged a block and stomped upon.

WHERE'S YOUR WITNESS, OPERATOR?

"It isn't the backache that really bothers me. It's the terrible buzzing in the head."

TOO BAD WE DIDN'T HAVE YOUR REPORT, OPERATOR.

But it isn't just one fur coat you and I buy—the story gets around.

SO TURN IN THOSE REPORTS.





Let's Have A PICNIC



Dear Ladies,

LET'S go somewhere these weekends for a picnic close to home, and let's plan it so that our picnic will be a picnic and not a headache. Los Angeles teems with parks and outdoor spots for picnics. You won't

need to use much gas, for most of them are within reach of your "A" book limitations, and quite a number are serviced by cars and coaches.

If you haven't a favorite picnic spot, why not try Ferndale for breakfast and Griffith Park for lunch? These two places are located close enough to be twin sisters.

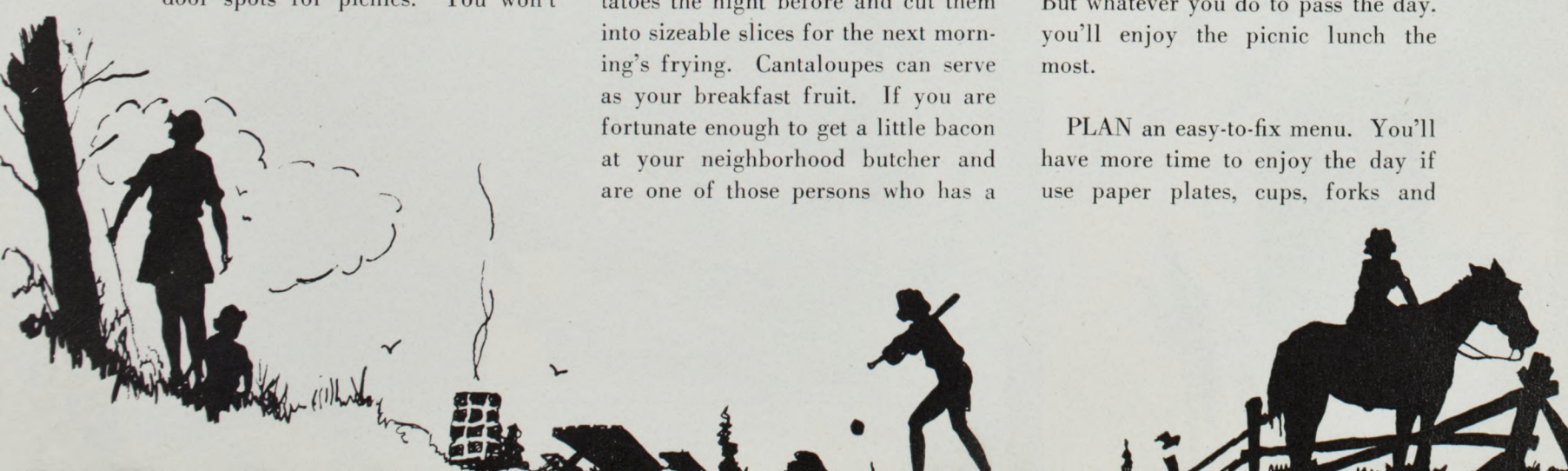
Ever try a picnic breakfast? No? Then you've missed something. Take along a skillet and a coffee pot with plenty of extra coffee. Boil some potatoes the night before and cut them into sizeable slices for the next morning's frying. Cantaloupes can serve as your breakfast fruit. If you are fortunate enough to get a little bacon at your neighborhood butcher and are one of those persons who has a

goodly supply of chickens, you'll be able to include good old bacon and eggs in your breakfast menu. Boy, or boy, what a tang that breakfast will have high in the hills! You will find gas stoves at Ferndale, as you will at most of the parks in the city.

After the last drop of coffee has been drained, pack the family into the bus and scamper over to Griffith Park. But be sure to leave things in apple pie order for the next "breakfasters."

There's a variety of diversions in this vast area of hills and dales. Swimming, archery, tennis, baseball and golf are some of the sports. Take the young fryes to the zoo. Go horseback riding, or just relax if you like. But whatever you do to pass the day, you'll enjoy the picnic lunch the most.

PLAN an easy-to-fix menu. You'll have more time to enjoy the day if use paper plates, cups, forks and



spoons, which you can throw away after the meal. Don't forget to include an old tablecloth, salt and pepper shakers, a sharp knife, matches, a can opener, paper napkins and extra coffee.

These are truly days of rationing, so if you can't get the usual picnic goodies like chicken, rabbit, ham and other scarce items, here are some ideas for your wartime picnic lunch:

"Picnic submarines" is a delicious outdoor dish. (See recipe at right of page). A moist macaroni salad is a tasty companion. Boston baked beans is a picnic lunch itself, and chili and beans is another favorite. If you have enough points, take along some weiners and a pan, and boil the dogs a la Coney Island. If you have enough, why not have a weiner bake? The kids will love it! Meatloaf is another picnic favorite.

Most everybody likes salads, so include one, whether it's the popular potato, macaroni or the one in the center. If possible, make the salad the night before to save time, and pack in individual paper cups the next morning.

Fill the thermos jug with refreshing cool lemonade or hot coffee, whatever you prefer.

HAM (or cold meat)—VEGETABLE PICNIC SALAD

2 cups diced celery
2 cups diced ham (or cold meat)
1 can condensed vegetable soup
6 tbsp. salad or mayonnaise dressing

Combine diced celery, diced ham (or cold meat) vegetable soup and mayonnaise. Mix and chill thoroughly.

OVEN BAKED BEANS QUICK FROZEN

Just the thing for picnics. Saves time and tastes delicious. Just heat on top of an outdoor stove or fire-place.

You'll want to include a few sandwiches. Here's a spread that's delicious as well as nutritious.

Nut-Cheese Spread—One 3 ounce package cream cheese; $\frac{1}{4}$ cup peanut butter, $\frac{1}{4}$ cup orange marmalade, $\frac{1}{4}$ cup salted peanuts. Mix cream cheese and peanut butter. Spread sliced bread with mixture, and spread secondly with orange marmalade. Sprinkle with chopped salted peanuts. There you have a sandwich that is a sandwich.

Don't forget the potato chips, pickles, and olives. Balance the menu with tomatoes, hard boiled eggs, fresh fruit, and if your family has a sweet tooth, take along a pie, cake or cookies.

After you put the left overs away in the basket for the children to nibble on after their afternoon hike and have left the table as tidy as you found it, why not stretch out under a tree and really relax for the rest of the afternoon?



PICNIC SUBMARINES

Cut $1\frac{1}{4}$ pounds beef or veal in 1-inch cubes and brown in hot fat. Add 1 cup water and simmer $1\frac{1}{2}$ hours, or until tender. Brown 1 cup thinly sliced onions and 1 clove garlic, minced (optional), in hot fat and add to cooked meat with 1 tablespoon Worcestershire sauce, $\frac{1}{2}$ cup catsup, $1\frac{1}{2}$ teaspoons salt, and $\frac{1}{4}$ teaspoon pepper. Fills 12 buns.

Helen



PRODIGAL SONS



THE point system has brought back some more prodigals to their old jobs and their old place in civilian life.

JOE BURNS has come back to Sixteenth Street after having acquired 100 points by serving thirty-two months in the Army. Joe was decorated with seven bronze stars for the European, African, Middle Eastern, Sicilian and Italian campaigns. He also wears a Distinguished Unit Badge, the Presidential Citation given for the invasion of Normandy, which was spearheaded by Joe's division. Fortunately, Joe's chest is big enough to hold all these medals. Joe was a machine gunner and it was his job to secure advance airfields as protection for the men bringing up the heavy guns. His outfit was the only one visited by President Roosevelt in Sicily after the President left the Teheran Conference. He tells us that his most exciting experience was fighting the Germans at Liege, France, at the time of the famous "bulge."

JOE COVINGTON is back in the Mechanical Department after spending 27 months in the Navy. He says it took an awfully long time to get home as he had to go through four

hospitals. Joe was in five major engagements and was with the Seventh Fleet when they landed at Leyte. He was stationed on a sub chaser. This is considered really rugged duty as the sub chaser stays about 150 yards offshore during an invasion. They catch the short shells from our own artillery and the long shells from the enemy. Joe tells about getting one submarine after chasing it all over the Pacific Ocean one day. The fishing out there was wonderful. Tuna and swordfish were plentiful off most of the islands. Sharks were hauled in just for the exercise.

FRANK DANNA of Division One left for the Navy in 1942 as a Chief Commissary Steward. It became his job to take care of all the foodstuffs on board ship. He took part in the invasions of Attu, Kiska, the Marianas, the Marshalls, the Philippines, Iwo Jima, and Okinawa. Frank tells of the trading which was done on the Philippines immediately after the invasion. The natives would bring loads of bananas, coconuts, and other fruit out to the ships and trade them for old mattress covers, pillow tops, or anything which might be suitable for clothing. Frank says he wouldn't take a million for his Navy experiences but it is very embarrassing when he is trying to get passengers aboard the cars to hear himself saying, "All right now, hit the deck!"

C. E. (POP) **HOLCOMB** of the



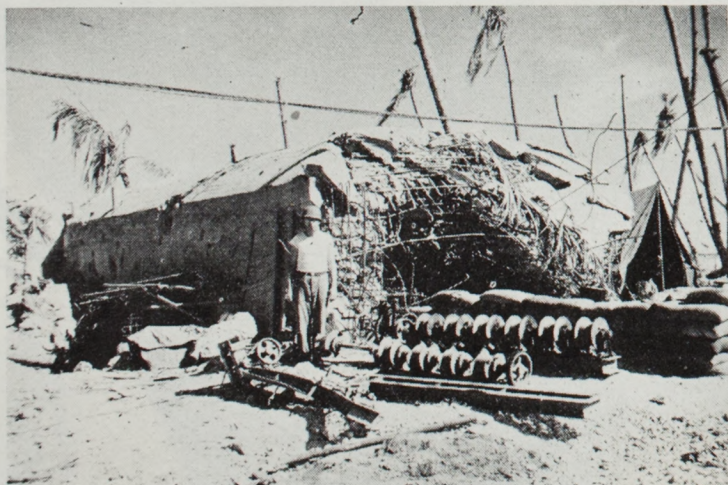
MY, MY!

Frank Danna brought back a snapshot from the South Pacific showing a couple of souvenirs he and another sailor picked up. Frank now pilots a car at Division One.

Motor Coach Department was a radar specialist and was in most of the South Pacific invasions. He usually went in with either the second or third wave and his unit was detailed to clean up the landing fields and airstrips. On one island he tells of a ten-day job getting the Japs out of the drains surrounding the airfield. Holcomb's description of a banzai charge is blood curdling. The Japs bunch themselves together, get pepped up, and, holding weapons of all sorts from knives and samurai swords to clubs, they come charging pell mell into the outer defenses. Most of them are killed but some do get through. They attack with one idea in mind—to kill as many Americans as possible. The Japanese have a trick of using wooden bullets for close range fighting. These are very deadly as they splinter upon impact. Holcomb was cited for his work in radar, receiving a personal commendation from Commander L. L. Hunt.

J. C. WALTON of Division Four was a pharmacist's mate and has served two hitches in the Navy. He was in charge of hospital bases on board ship and took part in three

(Continued on Page 10)



THERE'S NO PLACE LIKE HOME

Carl Holcomb is back home and drives a bus at Sixteenth Street. This picture shows Carl's former home, which was once a Japanese block house on an island in the South Pacific.

PAT-ON-THE BACK DEPARTMENT

Congratulations guys and gals! This month you packed our mail box, and believe it or not but there was a commendation for a traffic man, one of those individuals who takes such a beating on the crowded corners. The traffic man was *H. J. Burke*, who was cited for going out of his way to assist a blind man across Vermont Avenue.

L. A. Motor Coach led the field with sixteen commendations.

Operator *J. E. Adams* received three. The writers reported about his efficiency, gentlemanly conduct and alertness. . . . *R. R. Austin* received a pat on the back for his kindness and courtesy to elderly ladies. . . . *W. M. Burge* was praised for his honesty and integrity by a woman who left her purse, filled with valuables, on the bus. Operator *Burge* took the purse to the lady's office on his own time so that she would have it in case she needed it. . . . *K. E. Crowell* was lauded for handling a difficult passenger very courteously and patiently. . . . A passenger commending Coachette *E. L. Drummond* wrote that she wished to express her admiration for the fine manner with which this lady operator handled a situation between two women. . . . *Carl W. Finney's* commendation came by phone from a lady who said that this operator has a kindly interest in his passengers by being courteous and accommodating. . . . *N. Garside* was applauded for his good nature and patience. . . . *J. B. Handson* was commended for displaying a cheerful disposition and keeping everybody happy on his coach. . . . *D. R. Hawkins* was patted on the back for offering helpful information and aid besides being obliging and considerate. . . . *W. Bishop* and *H. L. Lester* were praised in one letter by a woman who wrote that *Bishop* has a keen understanding of human nature as

well as being blessed with a sense of humor, and *Lester* is very courteous. . . . Of Coachette *V. M. Powell*, a patron wrote, "She is the nicest woman driver with whom I have ever come in contact." . . . Coachette *Betty Shaver* also received a big pat on the back for being polite, accommodating and sweet—"a credit to the Company." . . . The letter for *E. H. Wheeler* conveyed this line, "Everyone on the boulevard is happy to ride with him, and nothing seems to ruffle his very nice disposition. He often holds the bus for someone

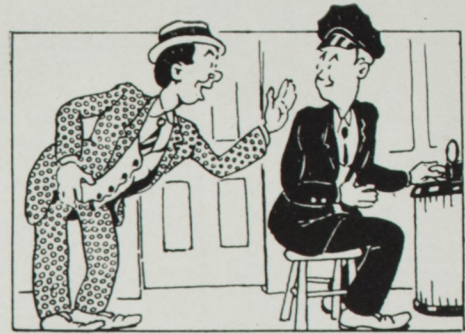
COURTESY SCOREBOARD May 1 — June 1

| | |
|--------------------------|----|
| L.A.M.C. | 17 |
| Division 4 | 7 |
| L.A.T.L. Coach | 5 |
| Division 5 | 5 |
| Division 1 | 3 |
| Division 3 | 2 |
| Trafficman | 1 |
| | 40 |

who is running to catch it, and he is helpful with elderly people and service men."

Division Four took second place.

H. C. Baker received thanks from a patron who wrote, "A blind man apparently was trying to cross the street in front of the car which had stopped for the stop signal. He was confused and started groping, trying to find the entrance to the car. Mr. Baker got out of the car and helped the fellow inside." . . . *O. N. Lee, Junior*, is truly exceptional. He was commended for his self control, cooperation, extreme reliability, consistency, honesty and other desirable traits. . . . An orchid goes to *L. J. Morris* who was extolled for making smooth stops and starts and keeping the passengers moving back in the



car. The patron also noticed that all fares went in the box. . . . One woman wrote that her three children like *H. L. Morrow* so much that they wait for his car. He always has a cheerful "Good morning" for them and takes care that they get on and off the car safely. . . . *R. B. Robinson* was praised for being courteous at all times and not wasting a second. . . . *J. Schmedeman* was commended for calling the streets, which was greatly appreciated by the writer. . . . *M. C. Sonner* helped a young woman with a baby and a suitcase alight from the car, which the lady thought was very considerate.

Division Five came in third.

W. J. De Simone was patted on the back for being so helpful and kind. . . . For her excellent service Conductorette *Beatrice R. Holmes* made a friend who stated, "She is always friendly, courteous, neat in appearance and announces street stops and connecting lines plainly." Miss *Holmes* received another commendation for being such a fine public servant. . . . One writer related that *E. A. Sorenson* offers courtesy, efficiency, and resourcefulness. . . . Two commendations came in for *J. A. Wear*. One was from a patron who was in the city to see Generals Patton and Doolittle, and, at the same time, saw another grand guy doing a swell job—Mr. *Wear*. The patron said that Mr. *Wear* handles the car expertly, as well as being constantly alert and mindful of the comfort of his passengers.

Sixteenth Street received a bunch of orchids, also.

For his patience, *C. W. Hill* received much praise. . . . *R. M. Fill-*

(Continued on Page 13)





WOMEN'S CLUB INSTALLS OFFICERS

Officers for the coming year are, from left to right, Mesdames H. A. Dewey, 2nd Vice, J. F. Carlin, 3rd Vice, H. E. Gasink, Cor. Sec., A. C. Stover, Fin. Sec., C. F. Thun, Rec. Sec., A. R. Hemm, Dir. & Hospitality Chm., J. F. McCormick, Installing Officer, A. H. Setterberg, Pres., M. S. Thomas, 1st Vice, Fuller, proxy for E. V. Athenous, Dir., Mitchell and B. E. Timbs, Dirs., J. T. Watts, Treas.

PRODIGAL SONS

(Continued from Page 8)

invasions. He worked as a neuropsychiatrist, having made a study of that subject before his entrance into the service.

FLOYD OSBORNE has come back to Division One. A second class electrician's mate, he went through eight naval engagements, and was discharged because of a shrapnel wound for which he received the Purple Heart. Floyd's destroyer fought an engagement which is considered the longest in history. For seventy minutes there was actual firing from both sides and during the encounter four Japanese destroyers were sunk. His ship received a torpedo which split off the bow, leaving it dangling by the anchor chains. Then another tin fish caught the ship in the fantail. This torpedo did not explode but drilled a hole in the rear of the ship just above the water line. It flopped about and dangled up and down with every wave while the crew held their breath. Finally it slipped into the sea and disappeared. Osborne tells us that Japanese ships are hard to sink because the bulkheads separating the compartments have no door openings as do the American and British ships. When

the Japs travel from one compartment to another, they must go up to the third deck and down, and when a torpedo hits a compartment, that one alone is flooded. Also, Japanese ships set lower in the water and therefore are harder to hit. Their height is determined by the stature of the Japanese people, each deck being at least two feet lower than one of ours. During his last engagement, a bomb landed between the superstructures of the ship. In his effort to save some of the men trapped below decks, Floyd was wounded.

We welcome these prodigals home to their runs, and wish there were some way of sending the necessary points to all of our other prodigals.

PAPA SPANK

Floyd Osborne gives his youngest a well earned paddling while the oldest boy, still in the Navy, holds his head. Floyd is back at Division One.



WOMEN'S CLUB

Mrs. O. G. McDermith, new Press Chairman for the Women's Club, says that the Club enjoyed its annual summer picnic on July 12 in Echo Park. . . . The Red Cross and U.S.O. Units will continue during the summer. The Red Cross meets every Tuesday from 10 to 3 in the Clubrooms, 962 West 12th Place, under Mrs. E. V. Athenous' direction, and the U.S.O. will serve at the Union station the second Tuesday of every month, with Mrs. L. B. Meek in charge.

VETERANS CLUB

The Veterans Club and Auxiliary, as reported by E. J. Roche, completed the first half of a very successful year under their leaders, Commander T. L. Hutchings and President Mrs. J. M. Madigan. . . . After the June 12 meeting, and following a long established custom, the Club was host to a soiree for Club and Auxiliary members. To climax the pleasant evening, the group went over to Simon's on Washington Boulevard where Adjutant Larry Staten reserved a section for the party to enjoy a delicious a-la-carte supper.

APPRECIATION

The Company received acknowledgements of appreciation from Mrs. Samuel Turner and family and from David J. Woods for the sympathy and kindness extended to them in their sorrow.

HILLBILLY BOYS

By L. B. Meek

It seems as though this is that time of the year when most people either get married, go on a vacation, raise a garden, go fishing, or just plan what they will do when *summer* time comes this *fall*. That sounds a bit ambiguous but it's the truth, isn't it? . . . Talk about vacations is what we like to hear but, of course, fellows like Bill Crowder have an advantage over ordinary people like us. After being off three weeks because of illness, he returned to work saying that was just an appetizer. He worked two weeks and now is enjoying two weeks' vacation. . . . Many of those who work the "9" line are wondering if the man who made the schedule had a grudge against them. It really keeps them in a daze trying to figure where they are to be next. . . . O. R. Schroeder of the Army Medical Corps had a thirty-day furlough so he decided to do a little rehearsing on the cars. It is nice to have these boys come back and help when they can. . . . D. V. Smelser and W. O. Yunker have returned to our division. Welcome back, boys. . . . Minnie Lee Brown and Andrew J. Lee decided that they should get married on June 1. That was fine—but now she is Minnie Lee Lee. Any relation to Minnie Ha Ha, I wonder. . . . James C. Pippen and Hazel Haab were married on May 16. . . . Congratulations to both couples. We hope you have a long and happy companionship. . . . R. B. Smith, receiving clerk, should be getting his annual coat of tan now that he is taking his vacation. At least, he *hopes* that the sun will shine. . . . We were glad to see foreman Robert Reid return to duty. His position was filled by chief clerk Harry W. Gilmore while he was ill. . . . Flash! We just received a good cigar from C. E. Dennis along with news that he is the proud father of an eight pound baby girl, Marilyn Joyce, born June 13. Congratulations!



SCHOOL DAYS

Above: Busy learning what makes the Diesel go are, left to right, R. H. Westcomb, C. R. Locy, Ed Swanson, Instructor R. O. Ackerly (standing), Jim Inman, and Jim Bradley.

Insert: Jack T. Mardsen, left, learns hydraulic transmission under the tutelage of Joe Covington, Jr.



EMPLOYEES EMERITUS

P. C. McNaughton, Secretary of the Retired Men's Association, informs us that the last meeting of the fiscal year was held on May 10. The group enjoyed the singing by Mrs. Madeleine Bell, Mrs. Madeleine Heil, Mr. Campbell and Miss Doris Chow, a young Chinese girl. Mrs. Gordon offered dramatic readings and Miss Joan des Jardens brought two girls from the Franklin High School, of which she is a student, and the three girls sang.

Two of our oldtimers had their fiftieth wedding anniversaries recently. Mr. and Mrs. L. D. Crandall were married half a century on May 22. They celebrated the occasion by having their children and grandchildren over for a delicious dinner served out-of-doors. . . . Mr. and Mrs. Robert Bliss enjoyed their anniversary on June 28 in a very novel manner. As neither of them has any kin in California, relatives and friends sent cards and messages. A friend read these to the Blisses. . . .

LOOSE SCREWS

By A. L. Davis

School days—summer session:

While most people are thinking of finishing school for another term, members of the Car House personnel are just starting.

The management has started a series of instruction classes on motor coaches for the supervisory force of the divisions. This force, in turn, will instruct men who in the past have worked only on streetcars. Mr. Russell Lundberg is chief instructor and has had invaluable experience in



this type of work. As the men become familiar with this new work, they may rest assured that their services to the Com-

pany will be more valuable than in the past. With new coaches and equipment being purchased from time to time, our work will expand and our force increase. With the increase in forces, there will be additional opportunities for mechanics.

Let us all put our best efforts into this school and remember that there is always a need for good mechanics. Here is your chance to go places with the Los Angeles Transit Lines.

Ray Vaubel and Johnny Johnson are at Sixteenth Street Garage learning all about coaches, inside and out.

W. F. Ellis, R. H. Wescombe and N. L. White are taking special instructions on coaches at South Park.

I. L. Edmons announces a new addition to his family. It's a girl. Congratulations!

Mary Alice Allen spent her vacation visiting relatives.

Frank Long took advantage of his vacation to make some repairs on his home. Bet the family appreciated that.

G. Prakesl spent a week's vacation in the same manner—fixing up the house.

T. Hubbard did the same thing, only he gives us the facts. He put in some concrete and built a new fence.

Ed Gaston wanted to be different, so he just rested up on his vacation.

A. Duncan and C. C. Parker are back at work after several days on the sick list. We missed you, boys.

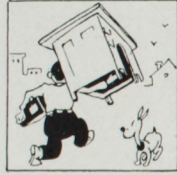
G. N. Braaten is that new clerk at Division Five. Welcome to the fold.

Jim Inman, Jr., made a quick trip from the Alameda Coast Guard Station and arrived here in time to make Father's Day perfect for Jim, Sr. He looks fine and says "hello" to all the boys.

SHORT CIRCUITS

By Walter Whiteside

The Electrical Department underwent quite a change during the past month with the moving of the main office from the Los Angeles Transit Lines main building to the Line Department building. We just tucked



our desks under our arms, so to speak, and headed for our new home. But I don't think we would have made it without the able assistance of Tom Hunter, William Hull, and Albert Cooper. Anyone in the market for some able movers can't go wrong by contacting these men.

Along about the second day Pete Goodas and his gang, Salvador Munoz and Aurelio Gutierrez, were drafted into the business of moving and they also did a right handy job.

During all this melee, L. E. Dye wisely slipped away to Big Bear Lake to celebrate his twenty-fifth wedding anniversary. Congratulations, Mr. and Mrs.

Speaking of vacations, we understand that E. A. Burgess spent a few days at Las Vegas and while there visited with Harley France. Incidentally, Harley was in for a visit along with Dick Payne, both of them looking in the pink of condition.

Of the few other vacations taken to date, most of the fellows left the state. We aren't going to say whether they drove or took the train but you can get the details from Howard

Wood, or Ed Stirtz or Louis Hein.

As far as we could learn, J. P. Martin just made local trips and Charlie Fancher spent his two weeks visiting the doctor.

Benny Lerit was in for a visit, having received his discharge from the Navy. By the time this issue is out, he may be back on the job again, but he is taking a trip to New York at present.

Paul Tupper is hiding away someplace and judging from the pictures he's sending, he is having a grand time.

Mel Graham, who was affected by dizzy spells and was found to have suffered a cerebral hemorrhage, is improving and we are all looking for him back on the job very soon.

We all were sorry to learn of the passing of Mrs. Yeager, wife of Lloyd Yeager, former Superintendent of Lines. We wish to offer our sincere condolences to the bereaved ones.

Two of our men who have recently retired are Bill McArthur and Ed Thurtell. Bill started working at Division One in 1906 as a motorman. In 1920 he was made a substation operator. Ed came to the Company in 1920 as a laborer in the Electrical Construction Department. About a week later he became a substation operator, and in 1941 was appointed Power Supervisor. Don't you fellows forget to drop in now and then. We'll always be glad to see you.

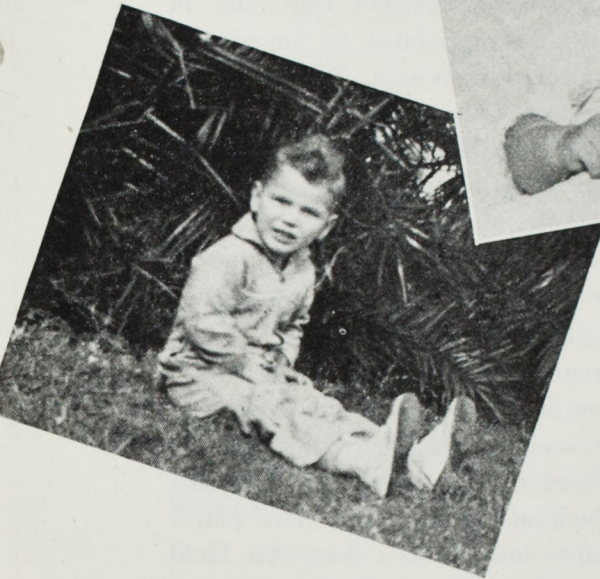
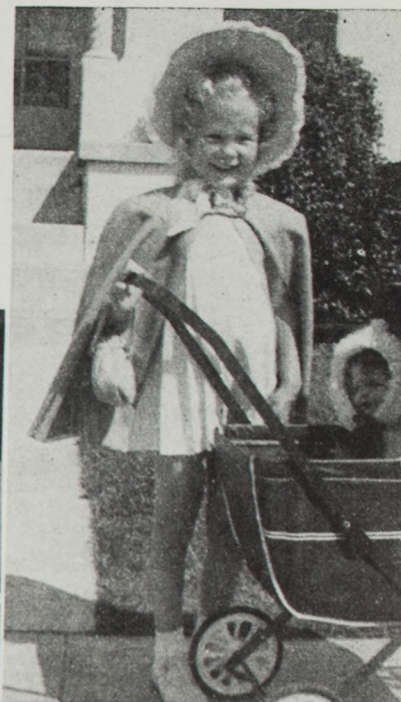
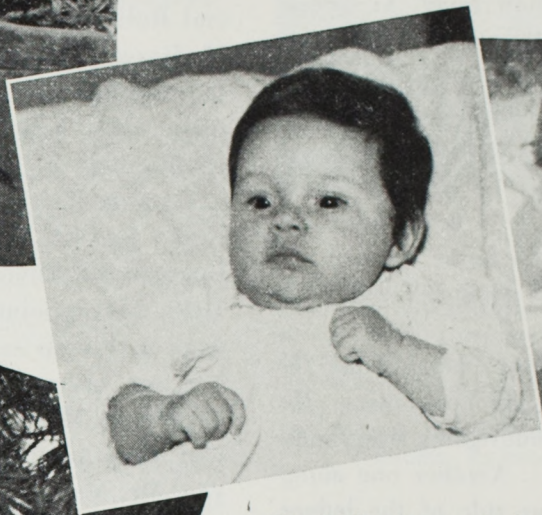
GOT THE BIRD—

A fellow trained his parrot so that if he pulled a string tied to the bird's right leg it would sing "Yankee Doodle," and if he pulled a string tied to the parrot's left leg it would give out with "America." One day a couple of friends called to see the bird perform. After the owner had put the parrot through its routine, one friend asked what would happen if both strings were pulled at the same time. "Okay, wise guy," squawked the parrot, "I'd fall on my face."



"You've been shouting, 'Out' for ten stops! Why'n the heck doncha get off when the coach stops?"

PIN UPS



The kidlet lineup includes some cuties this month. Upper left, the children of Virgil's Tommy Thompson, Gary, four years, and Linda Kay. Lower left is from Vineyard's R. R. Rose, a snap of his son, Jerry. The tiny dark-eyed baby is just six months old. She is Lela Elaine, pride and joy of J. J. Hawthorne, Division One. The Beckstrom twins, Lyn Donald and Lee Ronald are the talk of Division Four. The doll with the doll buggy is Patricia Anne, three and a half year old daughter of "J" Line's O. N. Lee.

OVER THE SYSTEM

With Ed Bliss

Our roving reporter casts an observing eye on the instruction boys and reports the activities of that vital department.

THREE QUARTERS OF A MILLION HOURS OF EXPERIENCE. That is the stupendous amount of time and background accumulated by John Collins, Chief Instructor, and his able assistant, Dan Healy. These two men, in addition to more than a score of capable and efficient inspectors, offer the new employe the benefit of nearly a century of transportation knowledge. . . . It was during the period of time while Mr. Collins was Superintendent of Safety that our cars carried well over six billion passengers without a single fatality due to an accident. This enviable record stood for over thirty-five years. . . . During this same period of time genial Dan Healy was developing that highly analytical eye, gaining experience as a dispatcher, division superintendent, interviewer and instructor.

The instruction department moves smoothly. The system of training has been perfected to a high point. Their methods have been gleaned through years of experience and teaching. . . . You can realize that when you watch H. T. Scott at work. He is a real oldtimer and was a

PAT-ON-THE-BACK DEPARTMENT

(Continued from Page 9)



more was patted on the back for always having a "Good morning" and starting the day off right for his passengers. This same person also commended *L. C. Sartain* for being a pleasure to ride with. . . . "Fine" and "thoughtful" were the words used to praise *C. N. Stevens*. . . . *V. L. Tunnell* waited thirty seconds for three passengers to transfer to his bus which the writer thought was very considerate.

Division One was also represented in the mail bag.

About *C. Griffeth*, a passenger wrote, "He not only handled the streetcar like it was a valuable piece of machinery instead of an old worn out tractor, but also gave courteous

answers to all the fool questions hurled at him." . . . *G. E. Smith* got off the car and took a blind woman to the sidewalk and started her on the way she wished to go.

Division Three had two very nice commendations this month.

I. Gasparro was brought to our attention for his alertness and kindness to all. When the appreciative passenger commented to Mr. Gasparro about his excellent service, he replied, "I'm only doing my duty." . . . *H. J. Haupt* of the "W" line was lauded for being so very courteous.

We thank our men and women for practicing the safety, courtesy and service which is so essential to the future of all of us.

member of the Safety Bureau back in 1921. . . . You can sense the efficiency of the department when you first meet W. H. "Billy" Greenwood, chief clerk, and Eva Yoeman, stenographer and timekeeper.

Starting at Division One, we should like to introduce Billy Vejar. Billy has a very interesting background. He was a member of the old "Show Boat"

cast as a black face comedian. He can still cut a rug and go into his song and dance at a moment's notice.



R. E. Cleland is Billy's assistant. . . . I. C. Acuff (Abe Lincoln), who was a school teacher before coming to LATL, got sixty-seven cents stuck in the fare box at the conductor's school. When informed that he borrowed a pair of pliers with the intention of breaking the seal, Sheriff J. C. Woods of Temple City merely turned the crank a couple of times and the fortune was recovered. . . . Important articles come in small packages, and don't judge the caliber by the name. . . . E. A. Green, small but mighty, is building a good record for himself, and he certainly isn't green. . . . E. F. Adams, generally found at Division Three, has been sick for some time of an undefined ailment and is in the California Hospital. . . . Fred W. Lockett is pinch-hitting for our friend Adams. . . . Johnny Bothwell spent several months at the California Hospital for two severe operations. One was always assured of a plentiful supply of nurses in Johnny's room.

From breaking broncos in Texas to breaking trainmen on rough edge



is a long jump, but it is a job that is being ably carried out by Dusty Rhoads. Dusty, himself, is about as wild as a bronco, but a mighty fine instructor. He knows each traffic signal by its first name and calls every move. . . . Another old boy from Texas is C. C.

Templin. I don't know what there is about these Texans but they know how to teach. . . . Al F. (Bing Bang) Crosby handles activities at Division Five. Al is one of those capable, serious minded fellows who is always ready to lend a helping hand to any newcomer. . . . D. W. (Mickey) Ryan is a little bit of Ireland, and a better natured bit of the old sod you'd never find. He represents an idea clinic within himself, constantly coming forth with suggestions.

A. H. McCarter, rough edge instructor, thrills the newcomers. He has a habit of addressing everybody as "Mister". . . . Another one along the more serious side of the ledger is F. E. Darling. He looks more like a professor of psychology than a transit instructor. . . . F. L. Wildish is not wild. L. E. Vickery maintains a steady pace at Division One. . . . B. E. Haskell is so conscientious and determined not to have any sick reports that he even had an operation on his own vacation. . . . M. J. Thomason is serious minded, also. One day recently while off duty he helped immensely at a bad accident. . . . Gravel voiced C. T. Morgan, who sounds like Andy Devine, and looks like himself, is truly a great instructor. Here is living proof that instructors do live to a ripe old age.

So let's doff our sombreros to these instructors. They grind the newcomers through the school like we grind coins through the fare box.

STREAMLINERS

By A. C. Zakor

Our superintendent, Mr. E. H. Ellis, became a member of the Special Roll on May 31, and Mr. J. A. Madigan was made our regular superintendent. Mr. Ellis has spent a good many years at this division, coming here in 1919 as a conductor and a year later being made division clerk. In 1937 he was promoted to foreman of Division One, and in 1940 was appointed to Superintendent of this division. We all extend our best wishes for good health and happiness, Mr. Ellis, and hope you will drop by to see us often. To you, Mr. Madigan, we offer our congratulations on your new appointment.

The other day we thought of Bob Grettenberg, who used to be secretary to the boss, and wondered what he was doing. We found out his official title is "SP (Y) 1st Class", which means he is on shore patrol and is located on a Navy Air Field near San Diego. He is connected with the Tower Patrol which controls the landing and take-off of Navy planes.

One of our "J" line operators, A. R. Hemm, is of championship caliber when it comes to the deep, cranial cracking game of chess. In the National Championship, now being held, there were over 2,700 chess players originally entered, and at the time this goes to press Mr. Hemm

THE LAST TERMINAL

Samuel Turner, who had been ill for quite awhile, passed away on June 7. He had been with us since 1912, first as a chauffeur at the Sixteenth Street Garage, and since 1921 as a mechanic. Last March, Sam became a member of the Special Roll. He was born in Letter Kenney, Ireland, in 1886. He is survived by his widow, two daughters, Adeline and Helen, and twin sons, William and Jack, who are in the Navy.

John H. Miller, flagman and watchman, reached his final resting

place on June 10. John was born in Tennessee in 1886. He came to Division Three in 1918 as a motorman and in 1923 was transferred to an instructor. He went back to the trolley pilot's position in 1930, and last January was made a flagman and watchman.

Mrs. Clair C. Dotts, wife of conductor Dotts of Division Four, passed away on May 24.

Mrs. David J. Woods died on June 13. Mr. Woods is a traffic observer for the schedule department.

is among the 62 finalists, still going strong.

H. P. O'Gorman has wanted a flagging job for some time, so recently he got his wish. Congratulations!

Our loss is Uncle Sam's gain, since we recently waved W. G. Woods goodbye as he marched off to war.

Coy Gordon returned to us from an illness which lasted two months. Boy, are we glad to have him back!

An old adage says, "In the spring a young man's fancy lightly turns to thoughts of love." And then, June is traditionally the month for brides. So, you see, fellows, it's all cut and dried. However, so far this month, that tradition has failed to live up to expectations. The shortage of manpower could have something to do with it, but what we're leading up to is that as we go to press, only two couples have listened to the call of romance.



O. L. Wike was married to our office clerk, Miss Laura Allen, on June 4 and E. G. Humburger lost his blessed singleness on June 6.

Our foreman Steve Cooper had a very enjoyable vacation, stopping in various cities up the Pacific Coast as far as Portland. Ross Bragdon has left for a nice trip to the "Hoosier" State, Indiana.

The best story of the month is about G. A. Jahn. Two paydays ago he presented his check to the nice cashierette in the bank across from the LATL building, but the girl very politely said she couldn't cash it. He took another look at it and saw that it was the check stub, not the check.

We have previously mentioned C. C. Dotts of the Navy, who was stationed in San Pedro for the past several months and during his free time worked trippers. Well, he finally got his discharge and is able to really help the home front. We offer our condolences to Mr. Dotts whose wife died about two weeks prior to his discharge.



AMERICAN LEGION SCHOOL AWARDS

Berendo Junior High School turned out to see the presentation of Legion Awards. First row, left to right: Betty Rutkin, Jean McCulloch, Genevieve Cote, Marianne Brintz, Rudy Laemmle, Sally Anderson, Donald Leon, Tommy Rickords, Salvador Macapinlac, Joan Brown, Marie Montgomery. Second row: Irwin Elisoff, Doris Ahlemeyer, Marshall Scoville, Ruth Yatko, Barbara Willis, Mr. Harrison, Ed Roach, Post Com., Leo L. Leasman, Ed. Jarvis, Principal, H. A. Perryman, Dir. of Research, Mrs. Peggy Weitz, Mrs. Leo L. Leasman, Mrs. Ed Roach, Ted Showers, Sherman Williams, Raymond Scott, Helen Rider, Miller Sheldon, Herbert Braun.

Leo L. Leasman reports for Post 541, American Legion, "The Sixteenth semi-annual school awards were presented at the Berendo Junior High School on June 15. The Post presented the honor awards and the Unit presented the second and third awards. Comrade Ed Jarvis, Principal of Berendo and a member of the Schoolmasters Post, presented the nine runner-up awards. The Auxiliary also presented the first three awards for the winners of the Poppy Poster and Essay Contest, and

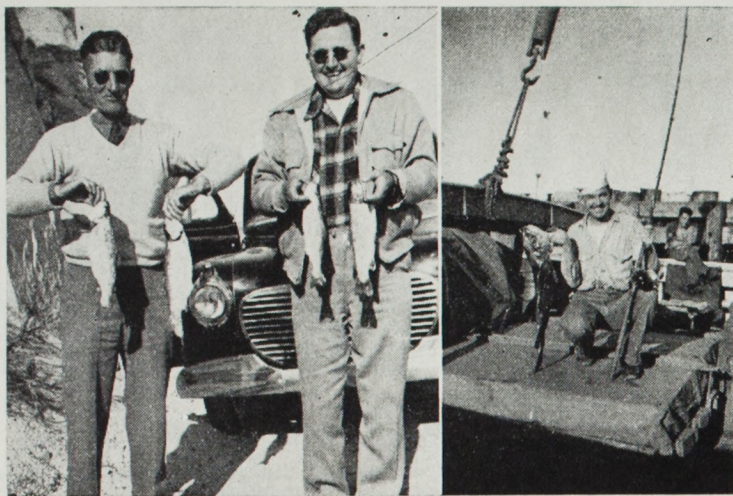
for their participation in the Poppy Poster Contest, Mrs. Peggy Weitz, representing the 17th District Auxiliary, American Legion, presented the school with a citation. . . . We were very proud to have with us Mr. H. A. Perryman, Director of Research, to represent the Company, and Commander Dr. Popenoe, member of the Schoolmasters Post, to represent the Los Angeles Board of Education. . . . Don't forget installation of officers, Post and Auxiliary, at the first meeting in August."

SOUR GRAPES FROM VINEYARD

By C. P. Hunt

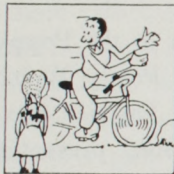
At some time or other, most of us have heard the question, "What ever became of the old double deck coaches?" Well, Sam Mahoney, Virgil Mechanical Department, says he knows where No. 722 is. It is now a clever little home, tucked away in Topanga Canyon. . . . Operator Bishop, well known on the Wilshire line (for various reasons) has been building himself up, lifting weights and such, and now claims that he can really handle those coaches. . . . All who were lucky enough to see Supervisor Dickerman (retired) when he paid us a visit lately, were pleased at his fine appearance. He says it

only took about six months for him to decide that "this is the only life." . . . Supervisors Jackson, Beardsley and Boos have returned from their vacations. One thing sure — they didn't take it during hot weather. . . . Supervisor Terry, too, has taken his vacation. But unfortunately, he will have to continue his absence and not in the form of a vacation. We sure hope you get in the "swing of it" soon, Bill. . . . At times we have some pretty fancy but well balanced driving around the lines. But little did we ever dream that Bill Stearns could not hold his own with a bicycle. Have you noticed his bandaged hands? Seems as though he was attempting to show his daughter some tricks on a bicycle. Guess



FISHERMEN FROM ONE

No matter where you put the boys from Division One, they'll still catch fish. E. Becker and C. O. Blanchard hooked four beauties at Big Bear. M. L. Johnson, now a pharmacist's mate, poses with a whopper somewhere in the South Pacific.



the bicycle didn't approve because it sent poor Willie rolling halfway down the concrete side of the Los Angeles River, scraping his hand pretty badly. After that he watched his daughter do the tricks. . . . We are very glad to learn that Dave Coulburn's son, Bill, in the Navy "sick bay", is doing very nicely. . . . There might come a time when we will see a new flag, to be flown with the flags of the nations who stand for peace. This flag is designed with four horizontal bars, standing for the four freedoms. The design and the reasons for this flag are before the proper "heads" and the designer and instigator is none other than N. K. Miller, who at one time was head instructor at Motor Coach. . . . The silver tops are shining again. The new paint jobs on the coaches really look good. . . . The softball games are nearing the end of the season but the teams still appreciate your support. . . . The last game between Vineyard and Virgil is booked for July 19. . . . If you are interested in the golf tournament, contact DeHoog, Courtney, Wilson, Ruckman or Brumbaugh. . . . Vineyard still holds the ping pong winners. This time Tebbet took the title. . . . There is to be a summer bowling league, composed of eight five-man teams. Same

night (Tuesday), same place. . . . The coaches aren't the only thing being painted. The Virgil shops are fairly bristling with painters busy with a dozen colors of paint. Color dynamics are to be used to make working conditions more pleasant. . . . We have received word from the Mediterranean Air Transport Service somewhere in Italy that Staff Sergeant Donald Shannon has completed his thirtieth month of overseas service, serving as a liaison sergeant. He has been awarded the good conduct medal and wears three battle stars for participation in three major campaigns. We are certainly proud of him—as well as all our other men in the service. . . . Uncle Sam is still calling men from LAMC. King Lilley recently left for the Army and Robert Pitt, Cecil Gravlee and Earnest Smith joined the Merchant Marines. Ivar Lasser has returned from service and I. D. Iverson spent most of his leave working in the shops. . . . Did you ever wish you could pilot one of those miniature trains you see in kiddie circuses? If you have, why not see operator Austin? He was noticed recently, still in uniform, giving orders at one of the grounds. No, it isn't a joke. He owns it. . . . We wish to extend our sympathy to George Wakeman who lost his baby son one day after it was born, April 20.

BUILDING BLUES

By Jennie Bevis

The Eighth Floor seems an empty, desolate place without the grand gang that used to be there. We all miss their smiles and pleasant personalities, as they were really a fine group. Our loss is the gain of someone else—so, you people at Vernon Yards and Sixteenth Street are really lucky.

Billy Phillips, who owns the shop where you buy your cards and stationery, surprised a lot of us on June 9, when he and Hazel Rugg were married. His many friends in the building wish them the best of luck and happiness.

After having worked here for fifteen years, Pat de la Cova has left the company, much to the sorrow of everyone. We all hope Pat will drop back to see us soon. If you've missed Lenora Scott on the Fourth Floor, don't despair, for Lenora is still in the vicinity, but is now with the Huntington Land Company on the Tenth Floor. And you've probably missed the small, pretty brunette, Grace Losier, who used to operate one of the elevators. She is now Mrs. Revelles, the bride of an Air Corps sergeant, and will make her home in San Antonio, where her husband is stationed.

Once a year the Board of Education sponsors a Vocational Counseling Day for the high schools. Miss Quigley participated in this valuable community work by speaking to large groups on "Stenography and Stenographical Work" at Hollywood High School, Woodrow Wilson High, and Belmont High School.

Evelyn Bell of the Auditing Department was presented with a beautiful square cut diamond engagement ring on May 28, and Nina Wheeler of Industrial Relations came to work June 18 with a sparkler on the fourth finger of her left hand.

Have you seen the super redecorating job that was done on the tenth floor? The dark woodwork and cream walls have disappeared

to be replaced by walls of light green, soft green carpets, and green brocaded drapes.

Believe it or not, we have some very famous people around the building. Keith Van Allyn has a book on the market entitled "Job Qualification Inventory and Job Placement Reference". This manual has over seventy pages. Mr. Van Allyn is the Director of the National Institute of Vocational Research, and under his supervision job placement techniques are soon to be tried on this property and many other properties in the Los Angeles area.

SHAVINGS FROM THE SHOPS

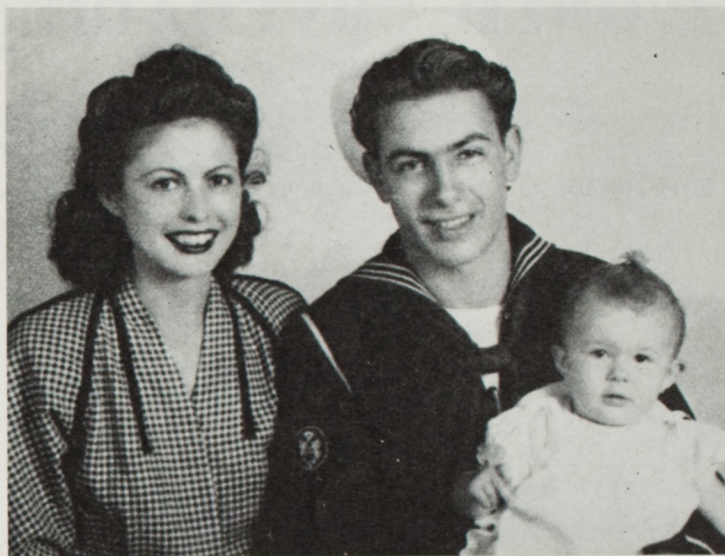
By Billy Pinder

The Shops have taken on a new color scheme. The machinery has been repainted a light green, with the movable parts painted yellow and the dangerous parts painted orange. A very good idea.

If Austin Kilgore of the Coach Department would like to see the stars and planets for his weather predictions, he could learn a lot from the big 8-inch Newtonian telescope which belongs to Bob Wallace of the Carpenter Shop office. You will find Bob gazing at the distant nebulae (planets to us) any night in the week.

One thing not rationed nowadays is tickets for jaywalking, as can be attested to by Miss Clara Wilhoft of the Stores Department, who is the proud possessor of such a citation. Better stay on the curb next time, Clara!

Red Akerley, the hack saw artist, was seen trying to cut a piece of metal, and after hours of toil, started to condemn the manufacturer when "Tiny" Alport came to the rescue, showing Red that the hack saw blade was in upside down. "Bing" Sconce has become a racketeer in a big way. First he talks a fellow into giving him a Ford roadster, then turns



VERY WELL DONE, DUNN

Robert H. Dunn of Division One is mighty proud of his son, daughter-in-law and granddaughter. The boy, Robert, Junior, is somewhere in the South Pacific, and his wife, Ruth, and baby, Sherri, are still in Los Angeles. Grandpapa Dunn is a newcomer to Los Angeles, but he is not a newcomer in the transit industry. He was a motorman for the Shreveport Railways and the Mobile Light and Railway, and also worked for the Kansas City Southern Railroad.

around and sells it to a tune of \$300. (Not bad, Bing). Has anyone noticed the tone of Frank Drobney's trumpet lately? Guess what he has added to his appearance to be called the Fuehrer of the Unit Overhaul. John Cook, Foreman, when asked where he was going on his vacation, answered back with a "what vacation?" John says his wife has plans for him to keep busy around the house. George Dickens says his luck has been running in the wrong direction lately, as he had the misfortune of having his house robbed the other night. He and his wife slept right through the theft, and didn't know about it until they got up the following morning. The thieves took all their money and also a prize gun. Tough luck, George.

We notice that Miss Emmy Bechtold, our lovely stenographer and telephone operator, is wearing stripes these days. She picked up the idea at the City Hall while paying a traffic citation, and claims it's the latest in styles in that vicinity. We are wondering if it's worth \$5.00 to find out about the latest fashions.

Jim Brown of the Upholstery Department was seen giving away cigars to all the boys—the reason, "a

bundle from heaven," a 6-lb. bouncing baby boy, Larry James.

Pfc. Tracy S. Lukes wrote from Germany recently and wishes to be remembered to the boys in the Shops. Tracy formerly worked in the Electrical Repair Department.

Kay K. Beswick, Chief Petty Officer of the U. S. Navy, was a visitor at the Shops. Kay has seen action in the Pacific theatre of war with the P.T. boats. He was employed in the Sheet Metal Department before he enlisted in the Navy.

Charlie Piper, who had been keeping the Shops in shape for a long time, was placed on the Special Roll around the last of May. Charlie's first job with the Company was in the carpenter shop in 1922. In 1932, during the depression, he went over to Division Three as a car cleaner, and came back to the Shops in 1934.

Mr. J. R. Brittain, Mechanical Engineer, became a member of the Special Roll recently. Mr. Brittain joined the Company in 1907 as a draftsman in the Engineering Department, and was made Mechanical Engineer in 1918. We miss seeing you around, Mr. Brittain, and hope you will come back to visit us very often.

WORLD COVERAGE

(Continued from Page 3)

between the towns in the Philippine Islands costs as an average thirty pesos, or fifteen dollars. Just a jaunt of two or three blocks around town costs \$1.50 to \$3.00. Freight is also carried on caribou carts. This not only costs a king's ransom but blocks the roads so that even the Army can't get through.

Division Five's own Lowell Frey is also in the Philippines. He got his first thrill the other day after spending nine months at a location where he didn't have a chance to see either a woman or a streetcar. Upon landing in the Philippines, he saw both. The woman didn't thrill him as much as the streetcar which, he says, was very badly damaged and was quite an antique.

Corporal G. D. Howard sends a report from Calcutta, India, to the boys at Division Four in which he details transportation problems in that city. The main problem is caused by the use of over two hundred languages. "Can you imagine one of our conductors calling Seventh and Broadway in two hundred different dialects," he asks, "when a lot of them can't even call it in one?" The people here who complain about a fifteen minute delay wouldn't even murmur in India because the delays caused by waiting for streetcars and coaches sometimes run into days. The natives clamber all over the cars and coaches. Wherever there is a handhold, they get a firm grip and swing on. Howard tells us that the "P" line would be a very light line in Calcutta. The buses are all two-man double deckers. Some of them look like they had come from Los Angeles. In fact, Howard claims that he found one with his initials which he carved while going to school out on Wilshire. Transfers are unheard of in any of the zones.

All cargo hauling in Calcutta is done by buffalo, ox, or push cart.

There is nothing that creates a traffic jam like the sacred cow. If one of these revered bovines gets ahead of a bus, that bus must just stop and wait until the cow is clear of the street. In India one doesn't hurry a cow.

On the other side of the world, in Panama, George E. Bevard tells us about the transportation which is by "Chiva", a small bus about the size of a station wagon. These buses are operated by anyone who can pay for a license. The drivers cruise around, calling their destinations in a loud voice. They never set out for their destination until they have a load, and a full load at that. Hence, one might ride about the whole city waiting for the driver to pick up enough fares before he is taken to the place where he wishes to go. The top fare in Panama is twenty-five cents. The drivers rely more upon the horn than they do upon the brake. George tells us that you feel as though you are taking your life in your hands when you board one of these contraptions.

H. A. Douglas, now a machinist's mate second class, writes that he has tried all the various forms of transportation in the Marianas Islands. He has traveled in a wheelbarrow and has ridden in a twenty-wheel truck and trailer, but he informs us that not one piece of equipment can compare with the Diesel jobs on Sunset.

All of the unofficial war correspondents were asked to be sure and send a transfer from either Berlin or Tokio. None have been received from these cities as yet but J. D. Ruiz sent two transfers from the city of Munich, stating in his letter that that was the closest he came to the German capitol. These transfers have a map of the city and the suburbs on which the destinations are crossed off with crayon.

Captain William Cooper is also after a Berlin transfer. Billy writes that the most thrilling ride he has had in Germany was a trip across the Ruhr River. He had the distinction of being assigned to the battery number two gun which fired the first round to the east side of the Ruhr River. He followed the shell soon after and helped crush the Nazi resistance.

Carl Holcomb recently returned from the Kwajalein Islands. He says that most of the boys there had to build their own transportation facilities. Holcomb got hold of a bicycle in some manner soon after the Marshall Islands were invaded and one day while traveling rather briskly from chow to his barracks, he came upon a group of soldiers. With the thought in mind of creating a good impression, he let go of the handle bars. A dozen fellows hollered, "Look at that old man go!" Whereupon the "old man" started laughing, lost control of his chariot and ended up at the side of the road looking more like one of Hirohito's relics than a representative of Uncle Sam's armed forces.

All of these correspondents agree that there is no transportation to compare with ours, and they remind us that regardless of how heavy our traffic gets, it is never so great as the loads hauled in other parts of the world. People sometimes have a thirty-minute wait in Los Angeles but in Chungking, China, queues line up for hours, whether it rains or shines. If one doesn't get a bus today, one tries again tomorrow. In other Chinese cities the war has completely wrecked the transportation systems and some of the boys threaten, in their letters, to become transportation experts after the war and show these people how to build and operate a good system. That is just day dreaming, though, because we know they all will want to come back to their old jobs which await them here in God's country after hostilities have ceased.

VIRGIL VENOM

By Bill Ulrich

Vacation time is here so we thought it would be nice to wish you a very extra special one this year. You all deserve it. . . . George Boos and his wife, Madalyn, just finished their vacation at Lake Arrowhead. They were accompanied by their dog, Fatsy, who went along to see that Mr. and Mrs. "B" would not get lost. . . . While Dave Costley was going through his coach at the end of the line, he found a valid cashier's check for \$1700.00 which he turned in to the Lost and Found Department. His honesty will no doubt cause someone to be very happy. . . . Ken Rohrer is the handsome fellow who is in the cashier's cage now. He also coasts around on the Vermont line in the morning. . . . Bill O'Grady recently spent a day at the beach. He fell asleep in the sand and when he came to, he had the most beautiful burn you've ever laid your eyes on. Some boys have to learn the hard way. . . . One of the new boys was late getting to LaBrea the other day and when he finally turned around, his canyon follower came through. He sat there awhile and when he was asked why he didn't "take off" and try to get back on time, he answered, "There's no use in two coaches leaving here at the same time."



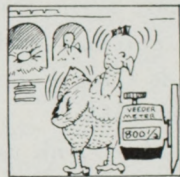
why supervisors get gray. . . . A literary genius boarded Lorraine Davis' coach and asked her, "Have you ever read 'To A Field Mouse'?" She replied, "Gosh, no. How could you ever get one to listen?" . . . Ben Savitsky saw a sign by a florist shop stating: "We will plant your bowls and vases for you." Ben's remark on this was: "Isn't science wonderful! They can make anything grow!" . . . A gang of John Marshall students are all asking for driver Mickey Moore these days. It seems as though Mick got lost on a school tripper and took the kids on a

WHO WOULDN'T BE FRIGHTENED?

Do you suppose baby Edwin Howells, Junior, was frightened when he saw this picture of his daddy who was stationed in Alaska? Edwin, Senior, was an electrical repairer at South Park Shops.



sightseeing tour before class. Can you blame them for wanting to ride with him now? . . . Bob Crandall, the Sunset "song man", recently installed veeder counters in his chicken coop. With the egg shortage what it is, every egg counts, so he is well equipped with machines to aid in keeping tab on the number of eggs the hens have laid per day. The way



it works (according to my secret operators) is that as soon as a hen lays an egg, she gets off the nest, goes over and clicks the veeder counter. Each hen is thoroughly trained in this respect. And it does save Bob an awful lot of book work. . . . Ray Brown was observed sweating it out in a 4000. Yep, they even have standing loads (once in awhile). . . . Earl Wheeler opened an envelope he received in the mail. In it was a note from one of his Vermont passengers requesting that he bring a weekly pass out to the writer. Earl obliged him. . . . Rowena (Roy) Rodgers is all pepped up at the thought of her sister coming out to California this summer for a visit. Hope she gets here soon, Roy. You deserve something nice like that. . . . Roy Lawson pulled up at Wilton Place just as a woman came dashing madly around the corner, dropped something in the mailbox and jumped on the coach, where she showed Lawson a letter she was holding. Only then did she discover

she had mailed her pass. . . . Bill Terry thinks he has seen everything now. He was down Hollywood Way a short while back and noticed three or four Lockheed coaches standing at a cafe. He got all the boys except one started for the plant. One coach was short a driver who couldn't be located. Then Bill noticed a familiar figure across the street. Sure enough, it was Rusty Tebbets leisurely hacking away at a bucket of golf balls (one at a time). He couldn't be moved from his position because he had paid for those balls and he was going to use them. Finally Bill fixed up a refund with the owner, the rest of the passengers were taken home, and everyone was happy except Tebbets, who was cheated out of a lot of practice for the coming LAMC golf tournament.



FLASH

Did you ever get a wonderful surprise—one you'll never forget? Well, Joe Potts really got one the other day when he was driving his coach along the regular route. He noticed a taxi cab approaching him and someone waving out the back window. When the taxi cab drew up along side of him, the person waving was no other than his son, Joe Potts, Jr., who had just returned from a prison camp somewhere in Germany, where he spent eighteen months.

YARD BIRDS

By L. F. Sparks

Our fighting men always furnish us with interesting news. Eddie Villobos, who used to play on our Vernon Yard baseball and basketball teams, was in for a visit recently. He is still limping from a couple of sniper's bullets he stopped on Iwo Jima. They were small caliber, however, and no permanent injury is expected. Prior to his brush with the sniper, he was wounded by shrapnel on Guadalcanal. These Marines are tough boys. . . . Another of our former ball players writes from France, where he is busy in a Railroad Battalion repairing Army tracks. Sal Burgos says he is glad the buzz bombs are through, as they were pretty bad and very frightening. They all hit the dirt for one that lit about 50 yards from them, and while it was close, none of them was hurt. He hopes to be home by next Christmas and is anxious to return to the Company. . . . Switch repairer H. J. Merrill received a long and very interesting letter from his son, Eugene, which was written in England the day after V-E Day. Eugene is a staff sergeant and tail gunner on one of the big bombers and has been on many tours of duty over the enemy lines. As a celebration of V-E Day, their crew took a party of WACs on a Cook's Tour of Europe. They covered Paris, Brussels and London in a non-stop flight in one day. En route they inspected several towns from low altitudes—towns they had bombed during the war. He told of the utter devastation of these places, where every building is in ruins, every street filled with rubbish, and only one or two people to be seen in what were formerly large towns and cities. . . . This must be a healthful time of year, as there are no entries on the sick report. . . . Donald Baldwin went to Oregon on his vacation and bought a farm to which he plans to retire some day. We claim that nobody re-



ties on a 75-acre farm. Painful memories of earlier days preclude the possibility of our ever retiring to a farm. . . . Jack Fisher also spent his vacation and a couple of extra weeks in Oregon.

Plumber Harry E. Deibert went on the sick list after 42 years service. Harry came to work here when he was 23 and has grown up with the company. He came in to visit with the gang recently. It was really remarkable how much better he looked after resting two weeks and gaining four pounds.

Derrickman Elmer E. Mitchell also retired after 38 years service. Elmer came from the Operating Department as a motorman on the work trains in 1911, and was made derrickman in 1936.

Foreman Tom Moran had 33 years to his credit as Track Foreman and Gang Foreman, being brought to the Yards in 1933 and is now slated for a lot of rest and fishing.

Foreman Dan Adams spent the last 31 years as Sub-Foreman and Foreman. He was made Gang Foreman in Vernon Yard in 1944.

Pedro Rios, who has been with us as a laborer since 1908, started taking life easy, too. Gregorio Salas and Ciofas Guerrero are doing likewise. Both of these boys came to the Company as laborers in 1920.

Carpenter Wm. H. McEwan came here in 1923 and has been in the B & B gang ever since as carpenter and Carpenter Foreman. Ordered to take it easy by the doctor on account of his heart, Mac went on the sick list and will be transferred to the Special Roll next year.

ONCE OVERS FROM ONE

By D. B. Kohl

Spring has arrived and if you don't believe it, just take a trip down to Division One and see how it has been dolled up with a fresh coat of green and white paint. It really looks nice. . . . We had a large attendance at the Safety Meeting held here the second week in June and enjoyed hearing from several of the Company officials. Mr. J. Prutsman, the new Safety Director, gave a very interesting talk. . . . Vacation time has sneaked up on us again and V. A. Wetmore, having caught the fever,



took off for Iowa in his flivver. He expects to make the trip in two weeks, provided the Arizona desert doesn't swallow him up. . . . V. J. Eulberg has a chance to go to Yosemite for a week on some other fellow's gas ration. . . . G. C. Hanson has only lost one day's work since Pearl Harbor. He is taking his two weeks vacation and will enjoy a well earned rest. . . . R. L. Craig waited for a year to take his vacation, and a few days before he was to start, got tangled with a truck and woke up in the hospital. All he had to say was, "Oh, well—it will be a good rest, anyway." . . . F. P. Danna, fresh back from the South Pacific where he got well acquainted with loud noises, says he must be a little jittery yet because while going home the other night he blew a tire and almost scared himself to death. Worst of all, he couldn't find a fox hole into which to jump. . . . F. E. Osborne is an-

BONUS COMPUTATION

April, 1945

$$\left(\begin{array}{l} \text{Wages per Vehicle} \\ \text{Mile for Jan. 1941} \end{array} \times \frac{\begin{array}{l} \text{Current Revenue} \\ \text{per Vehicle Mile} \\ \text{Revenue per Vehicle} \\ \text{Mile for Jan. 1941} \end{array}}{\begin{array}{l} \text{Revenue per Vehicle} \\ \text{Mile for Jan. 1941} \end{array}} \right) - \left(\begin{array}{l} \text{Current Wages} \\ \text{per Vehicle} \\ \text{Mile} \end{array} - \begin{array}{l} 15\% \text{ of Jan.} \\ \text{1941 Wages per} \\ \text{Vehicle Mile} \end{array} \right) = \text{Bonus} \\ \text{per Hour}$$

$$\left(\begin{array}{l} 9.89 \\ \times \\ 56.40 \\ \hline 18.43 \end{array} \right) - \left(\begin{array}{l} 13.58 \\ - \\ 1.48 \\ \hline 12.10 \end{array} \right) = \text{Bonus} \\ = 6.33 \text{ or } 7 \text{ cts.}$$

May, 1945

$$\left(\begin{array}{l} 9.89 \\ \times \\ 56.26 \\ \hline 18.39 \end{array} \right) - \left(\begin{array}{l} 13.57 \\ - \\ 1.48 \\ \hline 12.09 \end{array} \right) = \text{Bonus} \\ = 6.30 \text{ or } 7 \text{ cts.}$$

other former employe who has just returned after having spent about two years in the Navy. . . . We take off our hats to S. L. Jensen, now in the Army Medical Corps, who fights Japs until he gets a furlough, then comes back and works a run on the "S" line until called back to fight Japs again. He has 87 points but won't be discharged because of the importance of his job. . . . E. S. C. Kenzie brought in a collection of German souvenirs his brother-in-law sent home from Europe. . . . Just received word of the deaths of former trainmen E. R. George and A. G. Morrissey, who were killed on Okinawa. Although Morrissey left our service to take another job before entering the armed forces, he still is a gold star in our hearts for he was very popular around this division. Our division was once known as the Morrissey barn when A. G. and his two brothers worked here. They were A. G., H. W., and C. J., who is now with the submarine fleet in the South Pacific. We deeply regret hearing of the death of these two fine boys who were so well liked by their fellow employes. . . . David E. Fletcher retired in May. Dave had been a motorman since 1917, first at Division Two, then at the Way and Structures Department, back to Division Two, and then at this division, where he had been since 1938. Hope you enjoy an easy life, Dave.

FLUID DRIVE

By R. O. Bennett

Pfc. J. D. Burns received his honorable discharge June 10 and is having fun as a civilian again. Joe has seven stars for major battles and a Presidential Citation. Welcome back, Joe. You did a swell job for us over there and here's hoping we did as good a job for you here. . . . Harry Soberg, an old timer with us, is still in Italy. He has been overseas three years now and we hear he has around 90 points. That should bring him home soon. You know, I think the reason they give these soldiers a point system is to adjust them to civilian life where one lives by points. . . . R. L. Griffith is a civilian again. Grif was taken to the hospital two weeks ago for an emergency operation but he is coming along fine now and it won't be long before he'll be back on Beverly Boulevard. . . . Rex Johnson has gone back to the California Hospital to have another cast put on his left foot. Rex looks fine and we hope this will be his last trip to the hospital for a good many years. . . . C. G. "Curley" Austin is back in the States. His address is: C: G. Austin, Mo.M.M.3/C, U. S. Naval Hospital Ward 124-E, San Diego, California. Why not drop him a line? . . . The population of our Coach Division



families is on the increase. Mr. and Mrs. Jack Dittman have a baby girl born June 3. The Messrs. Aikens and Hobbis were also made proud fathers, both on April 12. Mrs. Hobbis presented her husband with a son, and Mrs. Aikens presented her husband with a daughter. . . . Some of the fellows have been bringing Leffel Augustus Blevins a few choice cigar butts, collected around the better banks of Los Angeles. . . . P. A. Rowley, former coach business agent and operator, is taking his training for the Merchant Marine at Santa Catalina Island. Look out, Paul, that they don't streamline that body of yours. In case you wish to stay nice and heavy, you might try to get Willis Fraser's recipe. . . . Our new coaches have started to roll in now and believe you me, they certainly are a sight for sore eyes. It will be a great day when we can all go over to the garage and draw Diesels on our runs. . . . Fellows, here is some *real* news. Rustali finally caught and passed Gribbling on Beverly Boulevard. When you pass "Grib", you have really accomplished something. . . . A driver, on being relieved at Florence and Central, made the remark that he had brought the coach in right on time because Supervisor Bill Eunson was on the line. This conversation was overheard on the bus by Bill's landlady who in turn passed it on to Bill. . . . C. E. Holcomb has been honorably discharged

L. A. TRANSIT LINES OPERATING RESULTS

| | APRIL 1945 vs. APRIL 1944 | | | MAY 1945 vs. MAY 1944 | | |
|---|---------------------------|-----------|--|-----------------------|-----------|--|
| | 1945 | 1944 | 1945 Increase or Decrease Over 1944 | 1945 | 1944 | 1945 Increase or Decrease Over 1944 |
| TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, etc.) | 1,817,896 | 1,827,743 | - 9,847 | 1,899,170 | 1,852,424 | + 46,746 |
| 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) | 1,491,557 | 1,265,057 | + 226,500 | 1,477,963 | 1,293,812 | + 184,151 |
| TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Ins.) | 207,005 | 310,796 | - 103,790 | 294,959 | 311,725 | - 16,766 |
| INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates) | 34,090 | 40,467 | - 6,377 | 25,302 | 40,362 | - 15,060 |
| Total Expenses | 1,732,653 | 1,616,320 | + 116,333 | 1,798,224 | 1,645,899 | + 152,325 |
| Leaves Net Profit or Loss | + 85,243 | + 211,423 | - 126,180 | + 100,946 | + 206,525 | - 105,579 |

from the Navy and is back at the coach division. Holcomb is working Chuck Tatum's run on Beverly as Chuck is off on sick leave. Welcome back, Holcomb, and a speedy recovery to you, Chuck. . . . A stranger boarded my bus at Beverly and Fairfax, dropped a dime in the farebox, and asked for a transfer to "Angel's Flight". I've heard everything, now! . . . R. H. "Smitty" Smith has set a new high in vacations. He traveled to Bakersfield, over to Twenty-Nine Palms, returned, painted his house inside and out, and cared for his chickens and his victory garden. Nice going, Smitty!

SIXTEENTH STREET EXHAUST

By Emogene Rippert

Joe Covington, Jr., was recently reinstated. Welcome back, Joe. We really missed you. . . . S. G. Ayala and Sam Casillas are slowly recovering from on duty accidents. . . . Major Milton McInally, former third shift foreman, now of the Troop Carrier Command, is home on a forty-five day furlough. Mac spent many months in England and was awarded the bronze star during the invasion. . . . Edna Foley recently spent several days with her husband in San Francisco while he was on furlough. Her husband, Martin, was with the operating department at Division Five. . . . A son was born to Edward Ewell on May 29. Congratulations! . . . Bill Craig is back at the garage again after an absence of three years. Welcome home, Bill. . . . J. H. McCornack won first prize for his lapidary exhibit at the Los Angeles County Museum. Mac has a beautiful collection of



“rocks” and does an outstanding job of cutting and polishing. He wears a ring he made himself. . . . Lieutenant Kenneth Holmes has returned to the Pacific Theatre of War aboard one of Uncle Sam's carriers. He has finished his first year of service out there. Lieutenant Ray

C. Holmes, after a year in the Pacific, has been sent to the Jefferson Proving Grounds at Madison, Indiana. George Holmes, their proud father, is storekeeper at the garage. . . . The entire garage personnel welcomes the mechanics from the other divisions who are here to learn coach maintenance. They are: J. T. Marsden and G. A. Anders from Division One; A. J. Dickerson, G. B. Magin, and R. J. Smith from Division Three; J. W. Johnson and R. C. Vaubel from Division Four; and R. G. Nokes and L. A. Boyer from Division Five. . . . Laura Tullar has really done a fine job selling Bonds for the Seventh War Loan Drive. And speaking of Bonds, here's a poem each and every one of us should frame and hang where we'd see it every day:

The Bond you buy and fail to keep
Is like a Sentry gone to sleep;
To match the sacrifice of War,
No man has bought enough—
Buy more!

ROCHE REPORTS FROM FIVE

By Ed Roche

We are glad to welcome back Barbara Tolman who has just returned from a well-earned vacation spent with her parents in Burley, Idaho. . . . Rollo C. Ragder has also returned to us. He was in Muskegon, Michigan, where he was called by the serious illness of his father, who is 81. Rollo is happy to report that his father's condition is improved. . . . Mrs. Carney (Letha) McAmis is home again after enjoying a visit with her folks in Peterson, Iowa. . . . Jean Salmon, operatorette on the "7" line, enjoys her job so much she isn't even thinking of a vacation. . . . Another of our girls recently enjoyed a visit to her home town. Rosa Lee Vaughn took a trip to Lubbock, Texas. . . . Judging from the above, it would sound as though vacation time is in full swing at Division Five. . . . W. C. Burnett, "Slim" to his



many friends, promised to celebrate for us on the Fourth of July by setting off a bunch of firecrackers. He kept his promise in fine style on his "Rancho Burnett". . . . Jack Bolding, a veteran of the Spanish-American war and of World War One, is doing fine service in this war by working a regular run on the "V" line. . . . Bill Seger's ward, James Chapman, has completed the Army ASTRP program at the University of Idaho and has been inducted into the regular Army. . . . We'd like to pay a tribute to Rose Waldrop of Johnnie's Cafe. She is very well liked by all our boys and girls both for her charming personality and for the snappily efficient service she gives. . . . Thomas Trammell has two relations in this war of whom he is very proud. His brother, Chief Warrant Officer Marcus Trammell, former LAMC operator, was at Tarawa, Saipan, Leyte, and was decorated with the Purple Heart at Saipan. Marcus' son, Marcus, Jr., was at Pearl Harbor and was captured by the Japs in the Battle of the Coral Sea. . . . Truman Fry and Mrs. Fry are also proud of their sons, Chief Warrant Officer Robert Barrows and Chief Petty Officer Vern Barrows. . . . We are glad to report that H. L. Sanno's brother, Staff Sergeant Charles Sanno, has come safely through the European campaign. He was decorated with both the Purple Heart and the Bronze Star. . . . One of our own men, Cpl. Don Munro, also rendered outstanding service in the battles following D-Day. Don is looking forward to returning to his duties as operator-clerk at Division Five. . . . Clarence Case and Mrs. Case are very proud of their 18-year old son, Clarence, who is a 30 mm machine gunner on a landing barge. The lad was at Iwo Jima where he and his mates lost many pounds because of the extremely strenuous service they rendered day and night for several weeks. . . . Two grandsons are the

EDITORS OBSERVE

Our cover picture is proof that the boys in the neighborhood of 949 South Eucalyptus Avenue, Inglewood, will "go places" this summer. Though Tommy Johnson's trolley has lost a wheel, the gong is real enough to add realism to this backyard railway. Tommy is the conductor on this trip.



"GOING PLACES"

Joe Woe stands in the spotlight on the back cover and he has a very important message for each and everyone of us.

The shortage of manpower is tragic, and as Joe says, it is good common sense if we get someone to do half the work.

New introduction cards have been printed. You will find one inserted in this issue attached to a folder which describes our job. Hand it to one of your friends or relatives and have him or her present it to the Industrial Relations Department. When he or she has stayed thirty days you will receive \$5.00 for your efforts.

The clever photograph of the Joe Woe figurine was taken by Roy Finley. Our thanks to Jim Bishop for his clay caricature of Joe.

We have a number of people to thank for helping make Two Bells so outstanding this month. First, we thank Bus Transportation for the Chinese photographs on page three. Those of the English trolley bus are from the London Transport . . . Stars in the "fur coat" series are Josephine Neimczyk, conductorette of Division Five, the lead; M. C. Roberts, operator who didn't make out a report; F. E. Arnett (the fellow who sells Two Bells subscriptions to every new employe) as "Doctor Quack"; L. R. Baker, the claim agent; and Mabel Carlson as the other girl.

Picture of the mechanics' school on page 11 was by A. L. Davis.

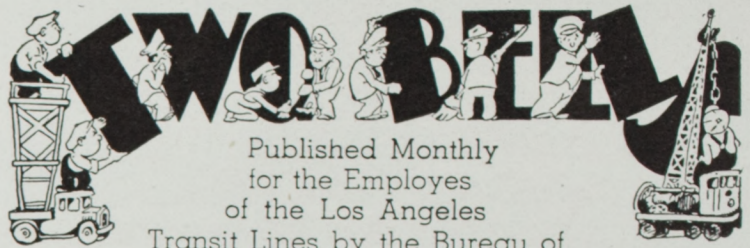
Director of Public Service L. A. Reeves, who returned from a flying trip to Guatemala, reports on the inflation of goods sold, especially to tourists. He purchased three pounds of bananas and was charged five cents American money. When he showed his purchase to the clerk at the inn, the clerk exclaimed, "Because you are a tourist they have held you up. Those bananas should have cost you but two cents!"

That's all for this month.

special pride of Oscar Lamm and Mrs. Lamm. The boys are Josiah Blackford, 23, a Marine and a veteran of Iwo Jima and the Marianas, and William Blackford, 20, Seaman 1/C, now in the Marianas. . . . Ensign C. A. Schultz, one of our clerks, is doing a grand job with the Navy in the Pacific battle areas. . . . Another of our men, Chief Petty Officer C. W. Hannon, a gallant veteran of both World War One and Two, has received an honorable discharge and is about ready to return to us. A special welcome to you, C. W.! . . . Earling Anderson is happy to report that his brother, Lieutenant Alf An-

derson, is still o.k., although he landed at Leyte with the first troops and has been fighting continually. . . . R. J. and Mrs. Smith recently enjoyed a visit with their son, J. Wendell Smith, of the Army Air Force at Merced Air Field. . . . The two fine sons of Al Garrett recently had the good luck to meet in New Guinea. The boys, Sgt. Donald Garrett, winner of the Purple Heart and the Oak Leaf Cluster, and Earl M. Garrett, B.M. 2/C and deep-sea diver, secured four days' leave, two of which were spent on Earl's ship and two at Don's camp. . . . Helen Watkins is happily looking forward to

the early return of her fiance, Sgt. Stanley Toloczko of the Anti-Aircraft Corps. Stanley was at Pearl Harbor and was later shipped to Germany. We expect to hear wedding bells soon after his return. . . . Congratulations to Mr. and Mrs. C. C. Cupp. Their seven-year-old daughter, Ada Marie, was selected as one of the violinists in the children's All City Orchestra. . . . James Lloyd and Mrs. Lloyd very thankfully report that their little daughter, Barbara Jean, age 5, has recovered from bronchial pneumonia.



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LOS ANGELES

TRANSIT LINES



Look, guys and gals . . .

I'm not a fellow who goes around running off at the mouth, so you can bet that when I make with the chin music I have something important to say.

And I have.

The war isn't over by a long shot. We've taken a big bite off the Jap empire but we won't be through until we finish the last Nip. The job will get tougher with every step we take—and our own job here will become harder because the whole war is on our side of the country now.

We're going to haul more and more passengers from here on in.

There's only one way by which the loads can be lightened on our own runs. That's by bringing in the manpower to fill the holes in the line.

Okay. So we're not the "help wanted" department. Our job is to run the vehicles, not to man them. So what?

Isn't it just good sound common sense that if we get someone to do half the work, we'll be better off?

Sure it is. Besides, there's five bucks for us for every applicant we bring in who stays thirty days.

So, let's bring them in. Let's talk to our neighbors, relatives and friends. When they worry about cut backs which are coming in their line, let's tell them about the security in ours.

The Transitliners are rolling in. Let's you and I see that they roll out.

