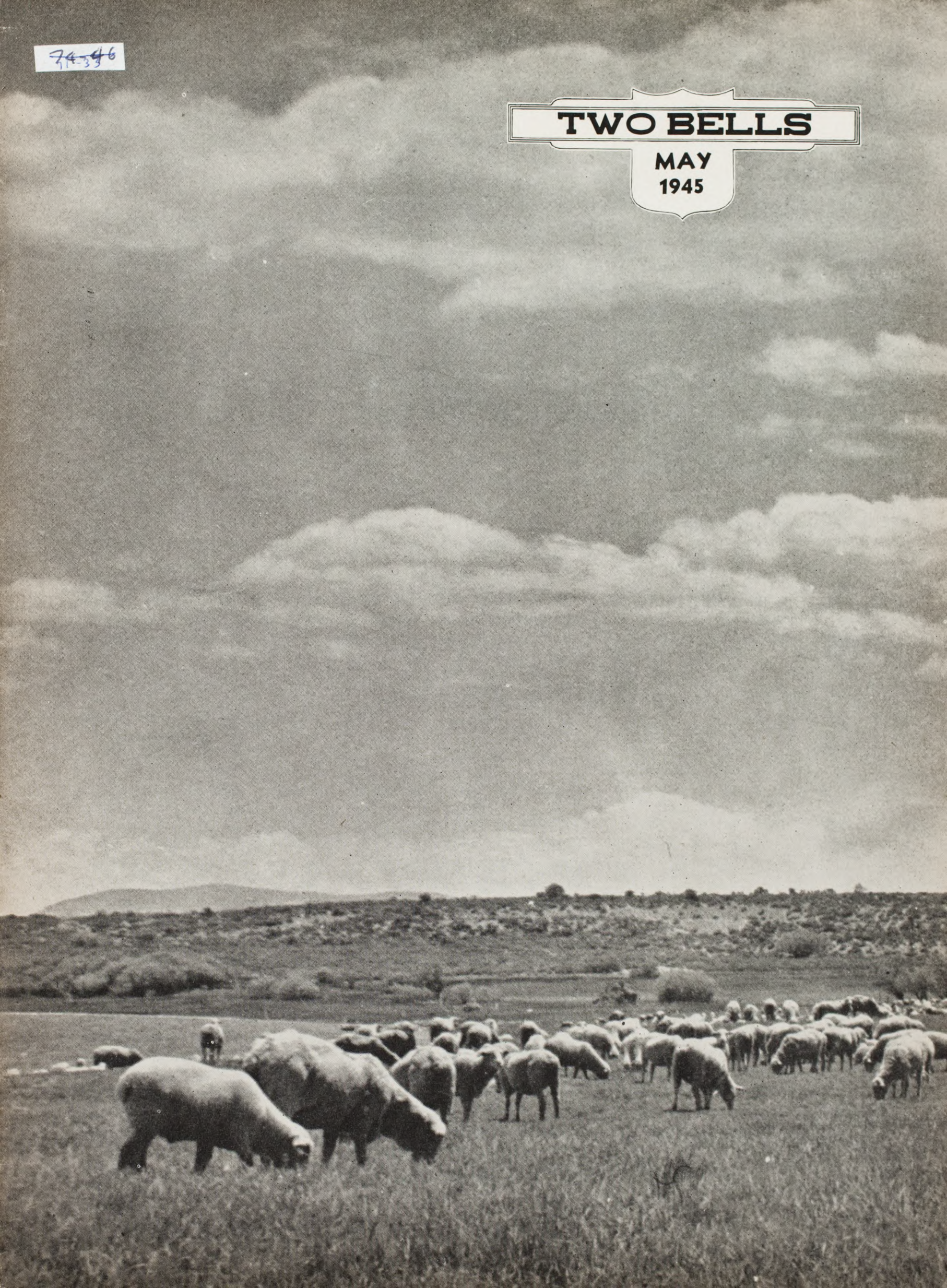


74-46
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TWO BELLS

MAY
1945





P. B. HARRIS RETIRES

My Loyal Friends:

THE forty-two years which I have spent as your co-worker have been pleasant ones. Each day brought new loyal friends . . . men and women upon whom I was able to rely for anything and everything whenever I needed it. The enjoyable happenings, the harmony, and the satisfaction of knowing that I had a small part in the growth and success of the transit system of this City will afford me many pleasant memories.

I should like to take this opportunity to express my appreciation to all the loyal employes who have worked so untiringly. It was you who made the wheels of progress roll smoothly. Upon your shoulders you took added duties when war broke out. You kept on the job day in and day out, regardless of how hard the work was and regardless of the war conditions under which we were forced to operate. The support which you men and women gave me was the thing which I shall be most proud to remember, and all that I ask is that you give the same support to the new owners of the property.

In retiring from active duties, I know that the guiding reins of our Company are in good hands. The calibre and character of the new owners bespeak the fact that the Company will continue to progress in the future. That all my friends will receive the full benefits of all such progressive steps, I am certain, just as I am sure that you will continue to give a full measure of loyalty and service.

From my easy chair I will watch you go places with the Los Angeles Transit Lines.

AT their regular meeting on May 3, the directors of the Los Angeles Transit Lines accepted the request of Mr. P. B. Harris that he be relieved of his duties as chief executive and be placed on the retirement roll. Mr. Fred A. Nolan was appointed President and General Manager, to serve out the term until the regular annual directors meeting to be held in July.

P. B. Harris, or "Phil" as he is known throughout the Company, spent forty-two years with the Los Angeles Railway. He was born in 1879, and spent his early days in the Middle West. After attending the University of Illinois, where he majored in mechanical engineering, he took a position with the Chicago, Burlington and Quincy Railway as Assistant Engineer. One year later he resigned to come West, where he entered the University of California. At the University he studied civil engineering, and soon after leaving there was employed by the Pacific Electric Railway which, at that time, was one of the interests operated by Mr. Henry E. Huntington. Mr. Huntington had acquired numerous railway properties in Los Angeles and had started con-

struction work on the Pacific Electric Railway. Mr. Harris was put in charge of a party surveying location.

He left the Pacific Electric Railway after approximately one year and was employed by the Southern California Edison Company as Resident Engineer. His next position was that of Assistant Engineer with the Los Angeles Railway. In 1906 he left again and was placed in charge of engineering work for the San Bernardino Traction Company and the Los Angeles and Redondo Railway, other properties which had been acquired by Mr. Huntington. In 1910 he returned to the Los Angeles Railway and was placed in charge of Way and

Structures until the United States entered World War I.

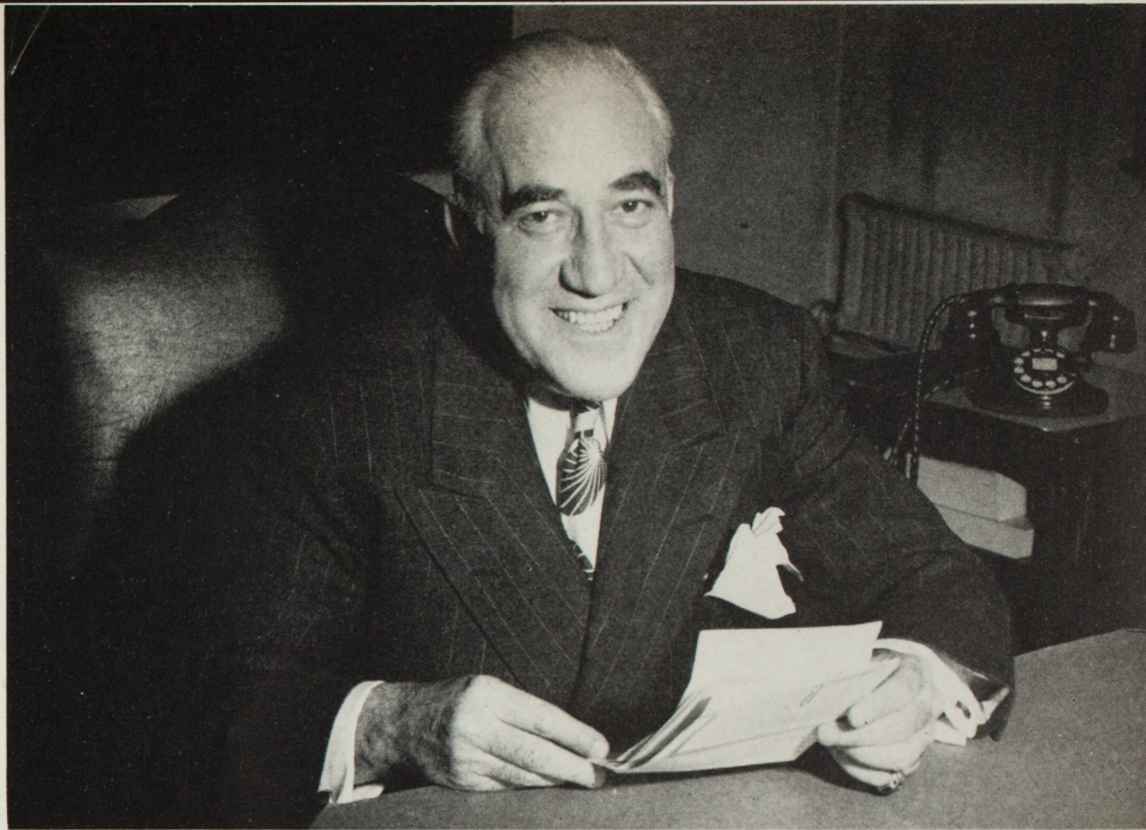
During the war Mr. Harris was a captain in the Engineers, serving with the Twenty-Second Engineers in France. Upon his return in 1919, he was made Chief Engineer of the Los Angeles Railway, a position which he held until 1928, when he was given the title of Manager of Engineering. He was elected General Manager of the Company in 1932, and served in that capacity until 1936, when he was promoted to Vice President and Chief Engineer. On May 1, 1939, he became President and General Manager of the Los Angeles Railway, the position he

(Continued on Page 16)

Introducing

FRED A. NOLAN

President and General Manager of the
Los Angeles Transit Lines



FRED A. NOLAN accepted the office of President and General Manager of the Los Angeles Transit Lines on May 3 upon the retirement of Mr. P. B. Harris. Though he is a newcomer to our city, he is by no means new to the transportation industry, for the records of his accomplishments have filled many columns in newspapers, transportation periodicals and national magazines.

"Man of the Month" was the title given him by Bus Transportation when he resigned as chief executive of the Chicago Surface Lines to become General Manager of the American City Lines. Back as early as 1939, he was considered an outstanding figure in the transit field. In August of that year, Time magazine carried a long story regarding his progressive activities in Detroit. The people of the transit industry consider Fred A. Nolan as one of their most outstanding figures, and we in Los Angeles are fortunate to have him as a leader.

Like the brothers Fitzgerald, Fred A. Nolan achieved his success the hard way, climbing to the peak of his profession from the humble beginning as a car checker for the Pere Marquette Railway in 1920. At that time the company was operating nearly a thousand

miles of track in northern Michigan, plus a ferry known as the Lake Michigan Ferry Service. Within a year Mr. Nolan had accepted a similar position with the Detroit Terminal.

It was there that he built a foundation for his future, checking ties, rails, cement and other materials, and learning as much as was possible about the business.

Nolan's early ambition was to become an engineer, and although he never acquired a sheepskin, his record proves him to be an engineer and economist cum laude. He is a student by natural bend.

When the city of Detroit became transit minded and established a municipal system, they appointed Fred A. Nolan as Passenger Accountant. That was in 1922, and from then on his progressive moves became the pride of Detroit and the talk of the Nation.

He is credited with the growth of that system. It was Nolan who fought for the installation of small capacity coaches during the depression years. He believed and proved that it was not good business to send out a fifty-two passenger vehicle to haul twenty-seven passengers when a twenty-

seven passenger coach could do the job at a lower initial cost. To twist the old adage, "He didn't believe in sending a man to do a boy's job."

He supplemented coaches in place of street cars for owl and Sunday service. Each evening the cars were bedded down at seven, and small capacity coaches took over the owls. Through that system he was able to add additional units whenever traffic demanded it. The coaches followed the car lines, naturally, but their smooth quiet service kept no one awake. The money saved by this one move was tremendous.

Parking lots were established under his direction in four parts of Detroit. Commuters could drive their own autos to the lot, park for fifteen cents, then travel to their job and back for an additional amount.

Though this move proved very popular, the idea which appealed most to Detroit citizens was the "fresh air cruise" innovation. After the evening rush the coaches rolled out to take the citizens for a cruise about the city. On hot summer nights these "fresh air cruises" were routed to find the

(Continued on Page 18)

Go Places with the **LOS ANGELES TRANSIT LINES**

KITF FOR L.A.T.L.

The new, two-way frequency modulation radio was christened by L. J. Turley, Electrical Engineer, on Tuesday, May 15, and will be ready to operate as soon as the Federal Communication Commission grants an operating permit. Several of the twenty-two mobile units, "walkie-talkies on wheels," have had the necessary equipment installed and the rest of the vehicles are being equipped as quickly as possible. An 85-foot tower points skyward from the roof of the main building. The transmitter itself is placed in the penthouse directly below the tower. Control lines run from this to the dispatcher's office in Room 701.

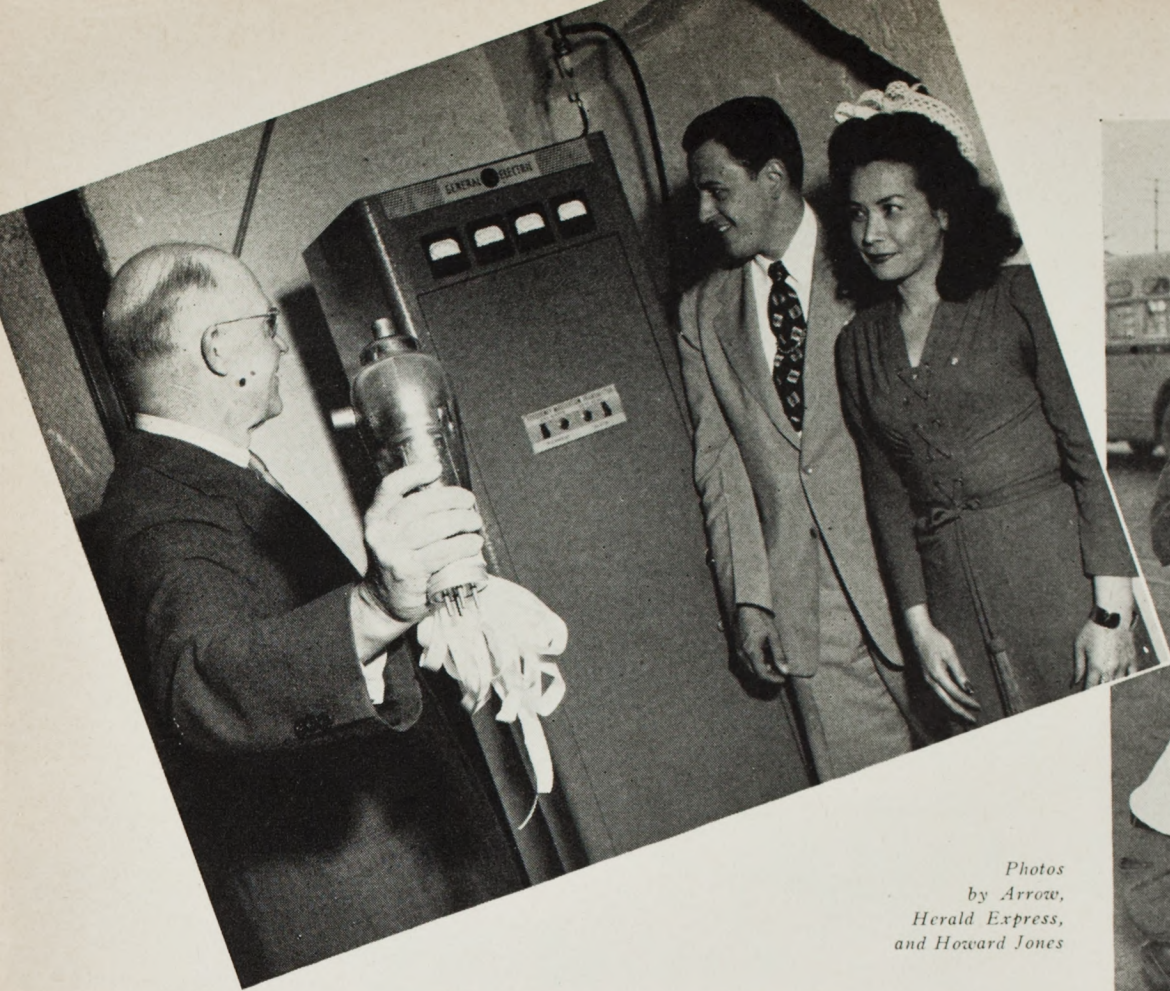
Eventually, all supervisors, line men, emergency men, truck drivers, and dispatchers, or any person who has occasion to talk over the two-way system, will become third-class radio operators. This is in accordance with a Federal Communication Commission law. Most of the boys have crammed long and hard for the examinations which are necessary to qualify, and some already hold their licenses.

A full-time operator, holding a first class license, has been appointed. He is D. J. Sullivan, a familiar figure around the Garage. "Sully," as he is known throughout the property, has made radio his hobby for many years, having a "ham" station of his own prior to the war. He also has recently completed a two-year course in radio engineering at U. S. C.

His assistant, A. G. Sundeen, has also made radio his hobby. These two have been busy for the past two months on the actual installation of KITF.

Frequency modulation, the miracle baby of radio, is a new, static-free, ultra short wave communication system which involves the use of a newly discovered principle of radio transmission. It is similar to the "walkie-talkie" used by the armed forces. In all previously used systems of radio broadcasting, the voice of the speaker controlled the strength of the waves transmitted. The frequency, or the position in radio spectrum, remained constant. In frequency modulation the radio signal remains at constant strength with the frequency of transmission con-





Photos
by Arrow,
Herald Express,
and Howard Jones

trolled by voice vibrations. Naturally, "f.m." transmission cannot be affected by static, which is sound vibrations. Hence the superior reception.

Frequency modulation waves are sent to the antenna whip at the control station from the transmitter through a $\frac{7}{8}$ -inch copper pipe which has a $\frac{1}{4}$ -inch inner conductor. We know very little about electronics and radio but the way we understand it, after a technical lecture, is that the radio waves bounce from conductor to inside of copper pipe and back again, as they make their way into space. The pipe is filled with an inert gas (nitrogen) which prevents the entrance of moisture.

The purpose of station KITF is to speed transportation by being able to dispatch emergency crews, supervisors, line men and needed repairs to any scene of emergency. For instance, after the emergency truck leaves its station on a four bell call to speed to a traffic blockade, that truck is out of touch with the Company until the driver contacts the dispatcher or returns to the shops. Many, many times emergency crews have arrived at the scene of trouble only to find that the blockade had been

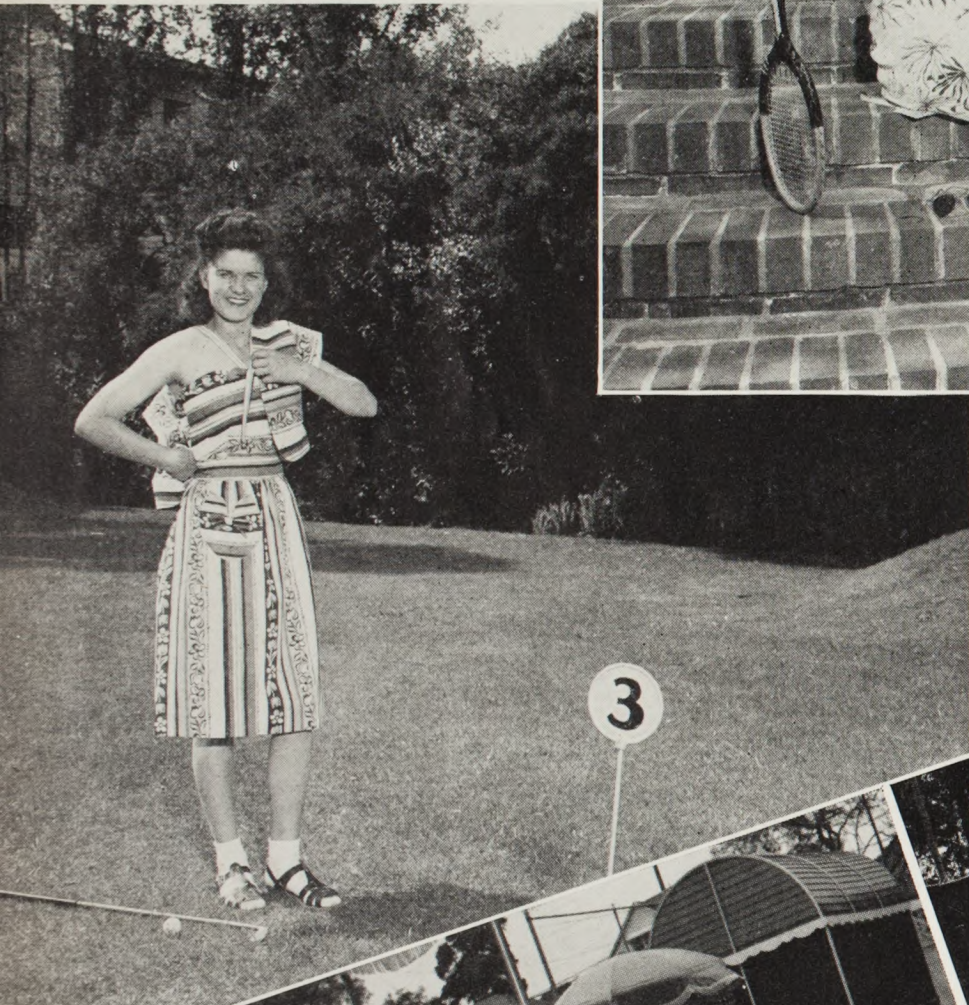
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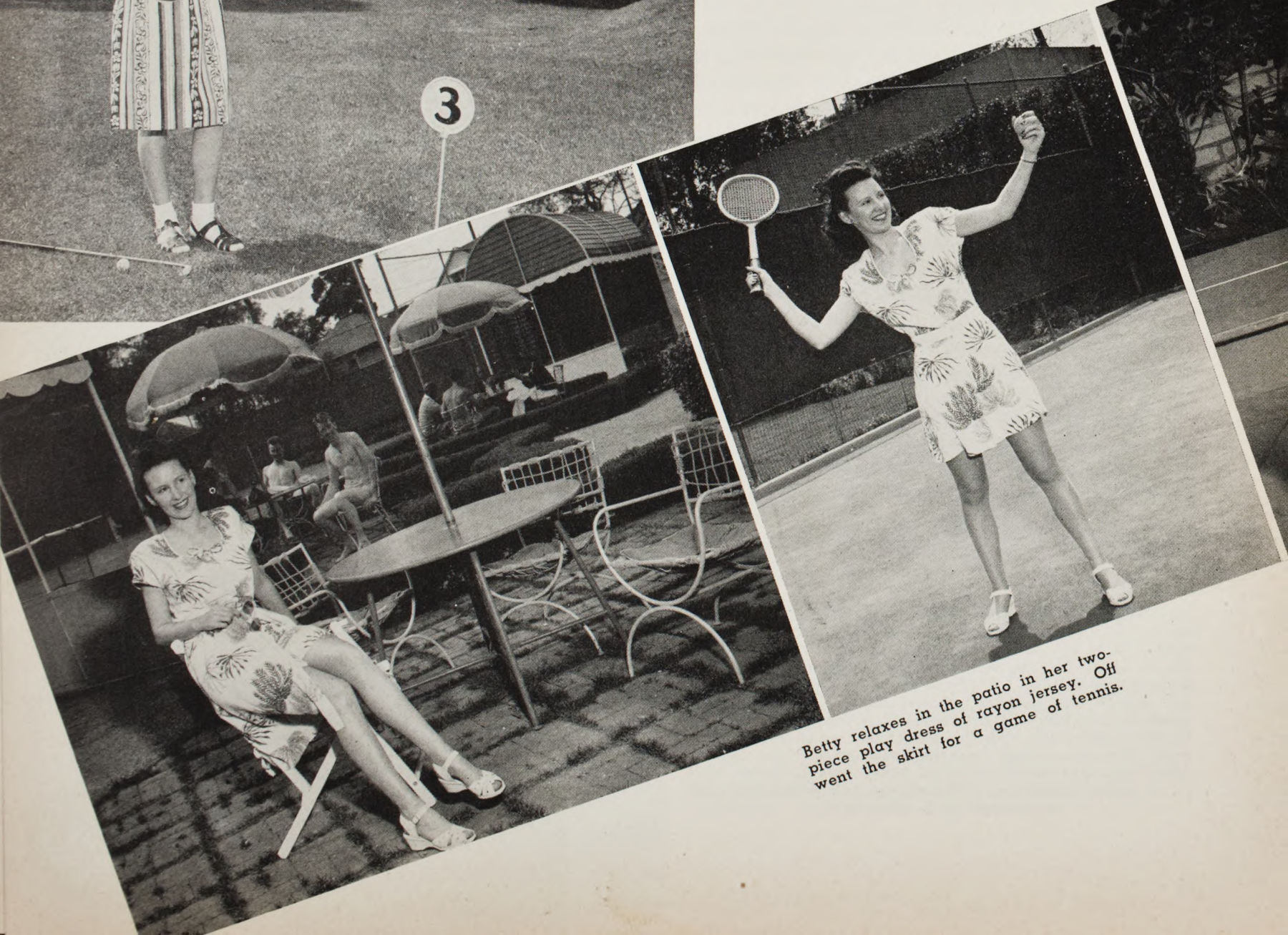
Left: Workmen hoist the "whip" to the top of the 85-foot tower. Above: L. J. Turley christens the 250-watt transmitter. G. E. Pierce and Carmen Venegas of General Electric get set to duck the vacuum spray. Upper right: Mr. Turley watches while D. J. Sullivan and A. G. Sundeen test the first mobile unit installed. Center right: Paul Maris gets orders from the control station while W. R. Dougherty watches. Below: Some of the boys "cram" for the examination which every third-class radio operator must pass. From left to right: Dispatcher C. H. Coxhead, Supervisors E. Tindell and T. C. Clark. Dispatcher J. J. Redding and Assistant Chief Supervisor, S. J. Whitelock.



Betty Flette of Industrial Relations and Wanema Davis of Division Three take time out for a coke



Left: At the third hole, Wanema feels the sun's warm rays on her back, and dons the bolero jacket to her striped pique sun dress.



Betty relaxes in the patio in her two-piece play dress of rayon jersey. Off went the skirt for a game of tennis.

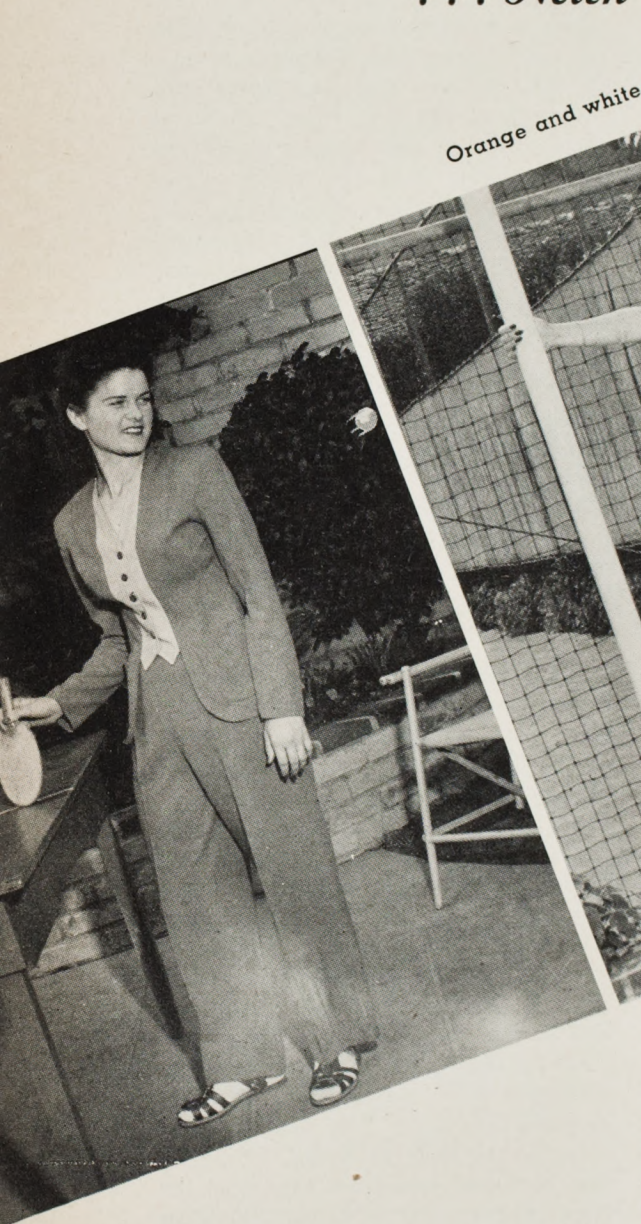
SUN FUN

*... in comfortable and cool playclothes from the
Broadway Department Store's Sportswear
Shop... worn by two of our own "Dear
Ladies" at the Town House*

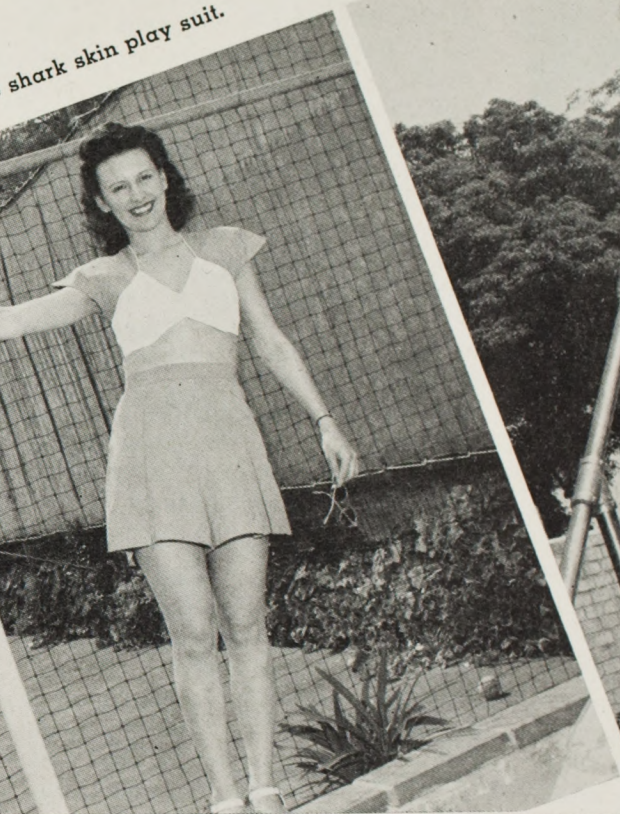
... Helen

Swim suit of white shirred crepe and lastex.

Orange and white shark skin play suit.



"Missed it that time," says Wanema, as she plays ping pong in this stunning purple strutter cloth slack suit with chartreuse weskit effect.



Under the sun and having lots of fun, this beauty on the board wears a blue flowered rayon brocade swim suit.



Lloyd Gebhart holding his collection of insignias from various branches of the armed services.

LLOYD GEBHART, of the Auditing Department, shown in upper picture, tells us that he saw no action as far as battles are concerned; however, he did get to see Bob Hope, Jack Benny and many other stars in person. "Something," he tells us, "which never would have happened if I had stayed on the home front."

He was at Guadalcanal eleven months and twenty-seven days after the island was taken. He supervised the loading and unloading of transports there. He was eleven months in San Luis Obispo in the same capacity, and spent eighteen months at the port of embarkation in San Francisco. While on this job it was his duty to regulate immediate embarkation of all troops arriving from San Francisco. Lloyd was in the National Guard prior to the war. Thomas Hoyne, Gold Star 16, as reported in the March issue of Two Bells, was his company commander at that time.

Felix Shipley, wash rack foreman at the Sixteenth Street Garage, spent nineteen months in the Army; most of the time as a M.P. at Camp Beauregard, which is near Camp Lewis, Louisiana. Felix enjoyed the M.P. work very much.

"Crossing the equator fourteen times became pretty monotonous", **F. T.**

PRODIGAL SONS



Meet some of the boys who have returned from the wars.

McClendon advises. He was in the Navy thirty-nine months as a boatswain's mate. He was in seven invasions and was in charge of "pack" transportation, which consisted of taking men close to the beach and distributing the men and landing boats over the sides. He tells a cute yarn about the interesting phone system which operates during a battle. He says if a person has time he can get a pretty good idea of what is going on, but when an invasion takes place, most everyone is so busy that he waits for the news to come out in the papers. Fred is now stationed in a trolley pilot's seat at Division One.

Three years, three months and twenty-seven days was **John Ledford's** hitch this time in the Navy. He was also in the other war and claims a total of twelve years as a Navy man. John had a permanent appointment as a chief petty officer with the Naval Air Transport Service which took care of flying supplies to all the battlefields. He was released because of age, but he tells us that he is glad to be back on the job. "The flying game is a young man's game," he says. "Airplane engines aren't music to me anymore. The music which I like is the clatter from the trolley wheels." John is an operator at Division Four.

D. C. Johnson of the Los Angeles Motor Coach Lines, who spent all of his time as an operator on Western Avenue before joining the Navy on June 6, 1942, was a deep sea diver . . . one of the twelve stationed in the South Pacific. He became an instructor in deep sea diving at the Pearl Harbor sub base. That job paid \$5.00 an hour. Ten dollars an hour was paid when on duty under actual bombing raids or whenever it was necessary to handle explosives. D. C. was in numerous battles. He did emergency work on ships, such as welding patches on holes, and putting in parts

when propellers were blown off. He laid underwater gasoline pipes to carry 100 octane gasoline. Sometimes these pipes ran out from an island three miles so that tankers could unload gasoline into the under water pipes without the enemy seeing the procedure. He also laid underwater mines for ships around the entrance to channels and was in all the work that was done on sunken and damaged ships at Pearl Harbor. Johnson brought back a little outrigger canoe called a "pow-pow" or lovers' canoe. This was made by a native out of coconut wood. The native used for tools a bone blade and a piece of coral for sandpaper. The little miniature is equipped with a handmade fishing rod, fish net and a sail. We hope to have a picture for a later issue.

Joe Viellenave of Division One was brought back to this country in an airplane from Saipan through the efforts of the Red Cross. Joe's wife became ill one morning, and when the Red Cross discovered this, they contacted Joe in Saipan and arranged his trip home. He arrived in forty-eight hours. Because of his age, he received an Honorable Discharge. Viellenave served a hitch in the Navy in World War I. He has two boys who are also in the Navy, so it is more or less a family affair. Joe served as a motor machinist mate, second-class, and was in three invasions. The first one was at Attu, the next at Kiska, where all that he found were two Japs, and the third invasion was at Saipan, the most deadly of them all. Joe was attached to the amphibious forces, and his job was to maintain the base and keep the vehicles running—the bulldozers, jeeps and trucks.

We are certainly happy to welcome back these prodigals, and of course we are looking forward to the day when we can welcome all our prodigals.

PAT-ON-THE BACK DEPARTMENT

Only twenty-four commendations were received for the month of April. Maybe our patrons are extra busy writing their soldier sons and daughters.

Los Angeles Motor Coach led the field with eight long letters. **Melba (Pat) Failoni** was commended by Lucy M. Van Demark, 2424 Wilshire Boulevard, for saving a coach full of passengers.

Coachette Dollie G. Dodge was commended for the manner in which she handled her large coach, plus the fact that she continued to maintain a friendly and courteous attitude toward all the patrons. Dollie received this appreciation from Harry L. Thomsen, 1677 S. Ardmore.

James Moody received a nice note from William Austin, 1705 Huntington Lane, Redondo Beach, who remarked that never in all of his sixty years of traveling has he seen a man who can fill a position any better than does Moody.

Florence Allen, 850 Sunset Boulevard, sends a tribute to the ability, courtesy and efficiency of **Coachette Monta McLean**. Miss Allen specially mentions the good nature and patience of this driver.

Coachette M. Crustals comes in for a nice pat on the back from Mrs. M. V. Dorn, 120 South Beaudry.

Deep appreciation was expressed by Mrs. D. Pecetts, 898 S. Windsor Blvd. to **A. D. Brumbaugh** for returning her diamond wristwatch. She remarks, "It is wonderful to have such an honest person in your employ." Brumbaugh also received a commendation from Mrs. L. E. Moore, 4222 McLaughlin, for being so helpful when she was riding the coach with her baby.

R. V. Marshall received a nice letter from a person signing himself "A daily passenger." This party considered Marshall tops. He says, "I know it's hard to get along with some passengers . . . but a smile always helps."

Division Three ran a close second this month with seven commendations. Mrs. Frank Adams of 1255 Lodi Place, Hollywood, was thrilled by the patience of **G. S. Nixon** when a very old lady boarded the car and handed a card to him. It was evidently the address of her destination. Nixon told her that he would let her off there but from then on she pestered him until she reached the street and he led her safely to the sidewalk.

J. Chambers, 607 N. Commonwealth, postcards an appreciation for all of our transportation and especially **Genevieve Miller**. He commends highly her attention to incapacitated people and little children.

Conductorette Princess Bendle received a nice letter from Max Benshoff, 1095 N. Marengo, Pasadena, complimenting her on her charming personality.

R. R. Webster was commended by Jack Illing, 6616½ S. Figueroa.

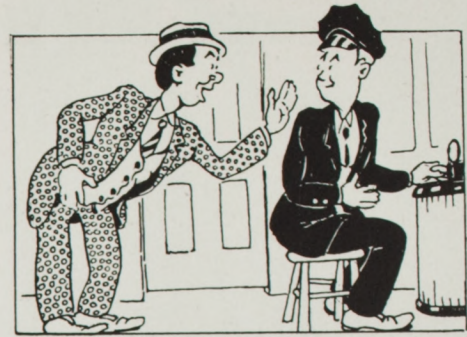
A regular customer, Mary Skelton of 2206 West 21 Street, sends a letter of thanks to a "consistently helpful and courteous" motorman, **E. W. Deane**.

R. G. Monahan's commendation for this month was from Alfred Aram, 401 S. Sixteenth Street, San Jose. Mr. Aram commented on Monahan's outstanding performance of good public relations.

H. C. Ferguson received a postcard from Mrs. Frank Breese, 1053 West 36 Street, complimenting him on his good humor during the crowded hours and for his smooth starts and stops.

Division Four received three commendations, coming in in third place. J. W. Riordan, 545 S. Union Avenue, who has written commendations for other operators in the past, sends in a poem to **J. L. Williams**.

R. H. Manning, popular Legionnaire, received a nice note from Mrs. Genoa Archibald, 221½ South Fremont, for his



helpfulness and patience when she asked him so many questions.

Mary Norton Ryan commends **M. C. Sonner** for his help. Mrs. Ryan is lame and uses a cane which makes it difficult for her to enter the cars.

Division Five's two commendations were both long letters. One to **J. A. Wear**, champion recipient of "pats on the back," was from Mrs. H. E. Stevick, 229 West 98 Street. Mr. Wear is deserving of his commendations for in this instance he saw a lady waiting in the safety zone with a suitcase. Upon stopping the car, he jumped down and picked up the suitcase and was back in the car in two seconds.

Josephine Norris, conductorette of Division Five, impressed Alliene Given, 524 West 43 Place so much that she wrote in saying, "Not one street did she fail to call out with transfer information, etc." Miss Given also complimented **J. E. Church** in the same letter, saying that he was very helpful to a lady with two small children and two suitcases.

The Coach division also received two commendations. Appreciation was expressed by Mrs. D. P. Clark, 1544 East 87 Street, for the lovely, comfortable new coaches on Manchester and for the fact that the "most courteous coach driver is operating one of them." **L. M. Hamilton** is her choice for this title.

Mrs. Isabelle M. Reid, 917 Edgewood, Inglewood, writes to tell us that **T. L. Byrne** and **K. H. Newell** both wear smiles which make a person glad that he caught that particular coach.

Division One's two commendations were very nice. **L. E. Adkins** was commended by Mrs. C. F. Keen, 1702 Santee.

H. L. Ford was complimented very highly by Louise Carter of the Sultan Turkish Baths, Sixth and Hill. Miss Carter says it is a pleasure to get on the "D" car which Mr. Ford is operating.

In publishing these letters of commendation, we wish to give a pat on the back to all the other fellows who give safe, courteous service but who do not have the good luck to have someone on the car write in a letter of appreciation.

BONUS COMPUTATION

March, 1945

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

$$\left(\begin{array}{l} 9.89 \\ \times \\ 56.18 \\ \hline 18.36 \end{array} \right) - \left(\begin{array}{l} 13.75 \\ - \\ 1.48 \\ \hline 12.27 \end{array} \right) = \text{Bonus} \\ = 6.09 \text{ or } 7 \text{ cts.}$$

Introducing Barney Larrick



B. M. Larrick was recently appointed Superintendent of Maintenance of the Los Angeles Transit Lines. "Barney," as he is known wherever people in the bus industry are wont to gather, brings a background of transportation experience which is second to none in the transit field.

Barney joined the National City Lines in 1935 after the Southern Limited, of which he was part owner, was adopted by the brothers Fitzgerald. The Southern Limited is an inter-city operation running between Chicago, Illinois, and Paducah, Kentucky. Since 1935 he has held various top positions with the Fitzgeralds. Before leaving Chicago to join us, he was the Director of Operations for the National City Lines. Through the Middle West, Barney is known as a coach man, par excellence, and his name is an institution in and around Chicago. He knows the mechanical end of the coach business as well as the operating side. Along with his knowledge, he has the ability to get along with the men under him.

Barney Larrick has a record for getting things done. Those who know him comment upon his dynamic personality and boundless energy.

SIXTEENTH STREET EXHAUST

By Emogene Rippert

Lieutenant Max E. Myers, formerly of the Sixteenth Street Garage, Stores Department, was one of the first boys to enter military service after Pearl Harbor. He is now back in the States and will pay us a visit, after he has seen his daughter who was just two months old May 8. Myers is at present in Fitzsimmons General Hospital in Denver. . . . Harry VanDenBurg's daughter, Anita, married Lieutenant George Caldwell, Air Corps pilot, who has successfully completed 125 missions in the South Pacific. Congratulations. . . . Bob Lingford's wife passed away recently after a long illness. Hugo Hinze, a former employe of many years, now serving with the Sea Bees, lost his mother March 1. The

mother of Bobbie Palmer, our shop clerk, passed away April 22. Her brother, now stationed in Florida, was able to come home at the time. Our sincere sympathy is extended to the bereaved families. . . . Joe Covington, Jr., U. S. Navy, came home for a visit in April, having spent some time in a hospital in Utah. . . . Tex Lawson and Hugo Hinze met in the Admiralty Islands. . . . The new and pleasant voice which greets you on the telephone is that of Miss Betty Larsen of Arcadia. Welcome, Betty. . . . Sam Turner is home and would appreciate seeing any of the boys when they are out his way. . . . Margaret Demogenes, mechanic's helper, met with a severe accident and is confined in the California Hospital at the present time. Hurry and get well, Margaret.

OVER THE SYSTEM

With Ed Bliss

The "grapevine" is one of the greatest sources of unofficial and unreliable information ever known. All of us had evidence of that during the recent furor over V-E Day. Everyone knew just when it would happen, how it would happen, and all the rest of the details, but when pinned down for facts, they had to admit that "it wasn't told to me, I only heard." It reminds one of the old fourteen party telephone line they used to have in the country. If you wanted to hear the latest news about Aunt Netti's backache, or Uncle Fred's gout, or Cousin Alice's youngest child, you had only to lift the receiver. During the past couple of weeks this Company has resembled the old telephone line the way the grapevine has been working. However, there is only one item that has any resemblance of reality to it, and that is the all encompassing feeling of optimism prevailing throughout the system. Never in the history of the Company has such a feeling of "going places" been experienced by so many employes at one time. With half of the war over, several of the boys were contacted to see what was in the crystal ball. . . . Wally Weberg, competent dispatcher at Sixteenth Street Ga-

SOMEWHERE IN EUROPE

At present that information is all S/Sgt. Ignacio Mendoza can tell his dad, Nat Mendoza, Air Department, South Park Shops. Let's hope it won't be long before Ignacio and all the boys over there can return home.



rage, has no plans for the future except possibly to install ear-phones and an extra pair of hands to assist him in his work. Wally is known as the Swoonatra of the Garage, but he has been so busy lately, he hasn't had time to vocalize . . . Henry Pree, who drives the pickup wagon between South Park, Sixteenth, and the Main Office, says that, the Good Lord permitting, he is going to keep right on driving. By the way, did you know that Henry is quite an authority on radio repairing? Of course, it may take him a year or two to replace a tube but then, tubes are hard to find . . . Vic Guadagno, Division Four, wants to take a vacation and go back to Chicago. He has not been there for six years and is getting a yearning for the old home town. He says that every time he gets around Ray Stanford he is reminded again of the Windy City with all that hot air blowing around, and it makes him just that much more homesick . . . Charlie Pike, also of Four, had an interesting time the other night. A man boarded his car and at the point of a gun, began demanding cigarettes from the passengers. Luckily for Charlie, one of the city's gendarmes was also on board and promptly took the man in hand.

RADIO OPERATOR

Joe D. Ruiz, formerly a motorman at Division One, is now with the Signal Corp. somewhere in Germany.



What people won't do for that fag! . . . Something new has been added, not to your cigarette, but to the "5" line. Have you seen that luscious blonde in the person of Helen Campbell? She has only been here about a month and already the motormen are complaining about working with her because of the crowds of men who make it a point to ride her car . . . Virginia Borders, also Division Five, thought she had been here long enough to be able to walk on air. She tried it by walking out of the door of the streetcar she was working without touching the steps. Result: one sprained arm and a black eye . . . Which reminds me of the time Supervisor Busse had the illusion that he was the invisible man and tried to walk in front of an auto only to be knocked for a loop. Why do they do such things? . . .

SOUR GRAPES FROM VINEYARD

By C. P. Hunt

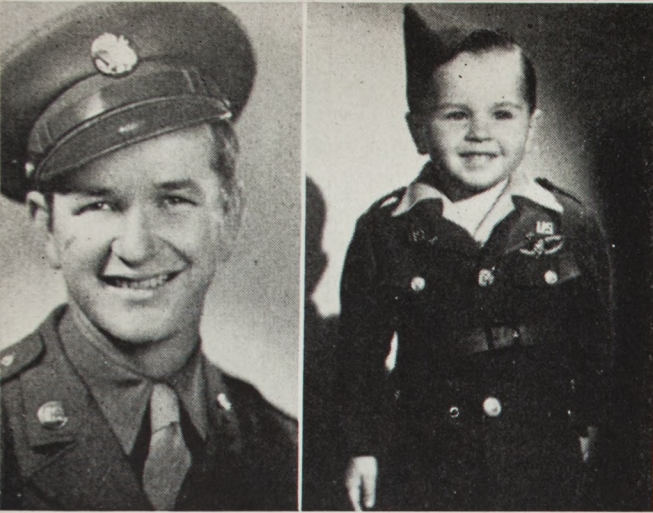
If you are one who wonders what to do with the surplus coins accumulated while working a heavy run (which one isn't?), you should contact operator Jack Rodin. He has a transfer box which tubes coins in separate containers . . . Coachette Gerth, who was nursing a black eye recently, makes only this remark, "I didn't duck." It is known, however, that it happened on a Bay Cities coach. Wonder if she was offering unwanted information on how to operate a coach . . . Harrigan has a fancy gadget called a fare and zone card. With a mere twist of the wrist it will reveal anything but the date of final victory . . . What's this we hear about Lastner being shot at on the 13th of last month at Western and Thirty-first Street. What did you do—or didn't you do? . . . Vacations are starting again, and so far all that anyone is doing is working



CAR WHACKER MAKES GOOD

Staff Sergeant Clayton E. Blum, who came to the Company as a car wacker and later moved to South Park as a car mechanic, is now with the 8th Air Force Bomber Station in England. Clayton is one of the men who makes all major repairs necessary to the big bombers. This picture shows him at work on a Fortress engine. He is a member of a group cited twice by the President; once for leading the first American bombing attack on targets in Berlin, and for fighting their way through hundreds of attacking enemy planes to bomb railroad marshalling yards and then rallying straggling elements of other groups, leading them safely back to England. Clayton's father, Julius Blum, works in the Auditing Department.

around the little rancho or just resting . . . The Instruction Department has put into use a new angle in teaching which is proving to be quite successful. It is in the form of a class and uses one day in acquainting the students with driving habits (the good ones), different types of coaches, an introduction to the two divisions, the "Fig" lot, and the workings at Fifth and Hill. Then for three days they are instructed in accounting practices and driving with passengers. That is, they are introduced "cold turkey" to the art of coach operation and are placed in the "saddle" to receive this instruction. This re-



LIKE FATHER LIKE SON

That is what Conductor J. L. Gray of Division Five says of his son Edward Lee, and his grandson, Bobby. While Edward Lee's fine son stays at home in his uniform, his daddy fights for the Army somewhere in the South Pacific. Before joining the Army he worked for the Company. When Bobby grows up, we hope he joins our ranks, then it really will be like father like son like grandson!

believes them of the jitters caused by so many people pouncing on a coach as it pulls up to a stop. It also shortens their break-in time and, last, but by no means least, lessens the worries and work of the line instructors. The students are capable of driving and handling passengers from the very start . . . The bowling match for the L.A.M.C. winter league was won by the Grape Vines, headed by Frank Epp. John Hope, Vineyard clerk, won the Second Annual Handicap Bowling Tournament. The summer league has now started . . . Bob Shannon has the horse shoes for the teams but as yet the pits have not been completed. However, they will soon be in operation . . . Softball has started. The first practice game was held Monday night, the 14th. The teams are not yet complete, so come on out . . . Handball teams are in the making, too . . . Rusty Tibbetts won the Second Annual Ping Pong Tournament, beating John Hope in the finals. King Lilly, last year's champion, was unable to defend his title because of being inducted just three days before the tournament. Ray Cormier won second place, and John Hope won third place.

HILLBILLY BOYS

By L. B. Meek

E. B. Adams says he has had more visitors lately than usual. It may be they are trying to pick up a few pointers on farming, and it's his opinion that the best way to learn is to pitch right in. So if you will bring your overalls and come to 620 North Center, Baldwin Park, you will find him there ready to give instructions. . . . In each of us there is some good and eventually it is bound to come out. C. E. Dennis had just that feeling the other day when he found some ration books, full of points. Naturally he turned them in and later received a note of appreciation accompanied by a nice reward of five dollars. . . . It seems that the last issue did not carry the names of all our girl operators. Well, that would be a long list, so we shall have to put in a few at a time. No one can deny that just as important are: M. E. Lawrence, Minnie Lee Brown, Lollie Hill, Jennie Blazek, Agnes Davidson, and D. B. Anderson. . . . Our night clerk, the honorable George L. Herter, has had his seige of flu. It had him off for several days. Mrs. Herter has also been ill for quite some time. It looks as though George would at least have waited until she was strong again. . . . Had a nice visit from two of our boys in the service recently. O. R. Schroeder of the Medical Corps is on furlough at present, having just returned from overseas. W. W. Richardson, Pharmacists Mate first class, is on his first leave since leaving Division Three a couple of years ago. Richardson has been on about every island in the Pacific. . . . Congratulations are in order for the O. C. White's who were presented with their fifth boy on April 18. His name is Raymond Albert.

ONCE OVERS FROM ONE

By D. B. Kohl

June 1 marks the start of the vacation season for this year, and some of the old timers have already chosen their dates. Now they're just waiting for the day. Most of the boys will enjoy themselves by resting in the backyard. . . . Two of our prize fishermen, E. Becker and C. O. Blanchard, are on their vacations this week, so we expect some big fish stories when they return. . . . The Snoddy and Lyon combination is on its vacation also, and heading for the northern part of the State.

Congratulations to Operator D. P. Rounsavelle who was seen taking the matrimonial vows with Dorothy C. Lorsong on April 16, and to operators R. C. Van Hook and C. A. Miller who became proud papas to Raymond C. Van Hook, Junior on March 24, and Betty Jo Miller on April 18.

. . . The "twins", Rutledge and Sims, have returned from Texas and are working for us part time. . . . If you have missed J. R. Wells' smiling face around the

DADDY AND DAUGHTER

Gayle F. Edmonds, formerly of Division Five, posed for a snapshot at the Union Depot the day he entrained for military service. His little girl, in the corner, walked by just when the picture was snapped.



Division, you will find him breaking in as a supervisor. . . . Mrs. Betty O'Neal, formerly conductorette, Division Five, has been transferred to Division One as a clerk. She is taking the place of Mrs. Edna Benzink who resigned to go East. . . . G. J. Stoddart has been appointed extra clerk to help out during the vacation season. . . . J. C. Thompson, a former trainman from this Division, writes from Okinawa. He says the island is a very pretty place, but the natives are a pretty hard looking bunch. They have very little to eat or wear. He was there during D-Day and the guns at night looked like a Fourth of July celebration. . . . Frank Dana, chief petty officer in the Navy, is back in town with a discharge in his pocket. He expects to come back to work in about two weeks. One by one the boys in the service are drifting back and now that V-E Day has arrived, we should be getting more returnees. . . . Word has been received from O. R. Francis who was wounded in France and sent to a hospital in Missouri.

GREASE MONKEYETTE

Eileen Keppler, 20-year-old mechanic at the Sixteenth Street Garage, pauses for a big smile. Eileen is one who took the mechanics course at Frank Wiggins Trade School prior to coming to the Garage.



STREAMLINERS

By A. C. Zakor

Our genial cash receiver, Calvert M. Meade, would do anything to get his name in TWO BELLS. We have mentioned him for the past several months, and for legitimate news reasons. Last month he "starred" in "It Isn't Fare If You Don't Get It," portraying the fare evading customer. Just to make sure his name would appear this month, he proceeded to have a tonsillectomy and was off from work for two weeks, had a relapse and was off another week. Perhaps the editor has observed the ad "Clear Heads Choose Calverts," or does "Cal" have a publicity agent?

One of the funniest things we have ever witnessed on a car, happened the other day. Two deaf gentlemen, slightly under the weather, were furiously holding a vigorous discourse in sign language. One was a big husky man while the other was a little guy. The big man insisted upon dominating the conversation, and when the little man would attempt to "talk" the big man would hold his hands and try to continue his own conversation. In case you haven't thought of it before, that is a hard thing to do. Anyhow it almost wound up in a wrestling match with the big man winning.

Miss Betty Lou Arneson of the office staff was looking unusually happy the other day. As we drew closer we saw that the sparkle in her eyes was caused by the sparkle of a diamond engagement ring presented by her boy friend, a captain in the Army Air Corps.

We like a religious advertisement out on Temple Street, near Rosemont Avenue, that says, "Children that are brought up in Sunday School are seldom brought up in Court."

Three of our trainmen who work early operating runs also live out in the "sticks." J. J.



GIRLS' DAY

Gladys Iiams, Chief Telephone Operator, supervises the board while Clarice Collins and Katherine Harris answer the many calls. Miss Harris was the guest of the L. A. Transit Lines on April 19th, the first annual Girls' Day in Los Angeles. She is a student of P.B.X. at Frank Wiggins Trade School. Miss Harris was the guest of Miss Emma Quigley, our Librarian, the evening before at the Business and Professional Women's Club. Her day with the Company began when she was officially greeted by Mr. P. B. Harris.

Wolfe, D. L. Adams, and Ted Phillips were riding to work recently in the wee hours of the morning in Adams' auto. They ran out of gas out on Ramona Boulevard and coasted to First and Soto Streets. There they sent an SOS to late night clerk Ray Baudisch, so Ray drove his car out and picked them up in time to get their runs out. Ray said he hated to waste the gas on those guys but those early runs had to go out somehow. A sequel to this is when Wolfe and Phillips ride with Adams again, they each carry a quart of gasoline with them, just in case.

Miss Laura Allen, clerk, and O. L. Wike, trainman, have been secretly engaged for three months. They are planning to be married in June. Belated congratulations, Wike.

Navy Coxswain Robert W. Birchell has a thirty day leave, so he decided to spend it piloting a PCC on Pico and give us civilians a lift in morale. It's no wonder the enemy is losing the war when we have a few million fighting men that also have ambition and initiative.



DADDY'S GOING IN THE ARMY

Operator T. C. Smith of Division One has just been placed in 1-A and is prepared for an early call. He will leave behind this fine family, George Richard, Peggy Jane, Trudy Ann and Constance.

The Acords, the Lathams, and the Thomasons, are all hopped up about taking their two weeks vacation together in Yosemite National Park next July. Due to the gas shortage they will have to go by bus, but we envy them just the same, for it is more fun to go in a small group.

Welcome back to L. R. Thompson who, after being off sick for three months with bronchial trouble, finally wound up with the whooping cough, but is back to stay this time.

No wonder our Coca-Cola machine goes on the bum occasionally! Inspector D. D. (Dusty) Rhoades kept three fryer chickens on cold storage one day last week in the machine. Guess that cooks our goose with him, so we'll be good.

Yes Sir!! Division Four is really getting dolled up with a spick and span new paint job, and what a difference! We won't miss that colorful checkered coat of Charley Evans any more, for the trainman's room is much lighter and more cheerful now in its new coat of light cream paint.

OK boys, the line forms on the right, but not for cigarettes this time. C. H. Jones, formerly with the Baltimore Transit Company, announced that he is going into the chicken business.

T/Cpl. W. M. Stevenson stopped in to say hello, enroute for parts unknown.

VIRGIL VENOM

By Bill Ulrich

Well, here we are — another month closer to that long awaited vacation. Where are you going to spend yours? I think I'll find out when Clem Sampson is taking his and go along with him to Lake Arrowhead. We could do some fancy turns in his speedboat. And they say fishing is good up there this year . . . Virgil has its first coachette sister act. It consists of Georgia and Marie Russell and they think bus driving is swell. A few weeks back Georgia made an "off route" trip to the altar. May all your troubles be little ones, and good luck from all the gang at Virgil . . . The Motor Coach boys are certainly being hit hard by the eviction notices sent out by the new home owners. W. H. Wilson and Ray Lawson are the latest to have to go house hunting. There oughta be a law against that. Incidentally, the Lawsons were recently blessed with a new arrival on April 10. Her name is Virginia Mae. The next day the trainroom looked like an orange grove in February, the cigar smoke was so thick . . . Bill O'Grady, the Miss-out King, also passed out cigars when he became a grandpa due to the arrival of Cheryl Lynn, an 8½-pound grand daughter. Bill was so excited he missed out twice in two days. But who wouldn't go haywire over an event like that . . . Hubert Dennis of the Mechanical Department is taking applications now for later delivery of some Heinz dogs he's expecting at his household in the near future. Put your orders in early, men . . . J. Yarnell recently called in to the dispatcher and in an excited voice, said: "Don't give me a miss-out. I'll be there in a few minutes. I was walking along the street minding my own business when the first thing I knew, I was caught in a cigarette line and couldn't get away until

I purchased a pack of smokes!" P. S.—He made his relief o.k. . . . C. P. Pennings is the workingest bus driver we have at Virgil. You're apt to see him on any of our lines. There are a lot of fellows around Virgil who are always ready to do extra work, and if you think it isn't appreciated, just ask Al Tieman or the fellows you are helping. It also makes a difference on the old paycheck . . . What do you say we give our Mechanical Department a slap on the back? They are doing a superb job considering the lack of parts. I was "told off" very politely the other day for writing a lot of unnecessary things on the BO card and, by golly, when I thought it over I decided that guy, Tex, was right. So, I'm asking those of you who write a lot of gripes along with the needed repairs, to STOP and THINK before you do it. Those grease monkeys are doing the best they can under very trying conditions. Let's help 'em out . . . Ray Brown's garden—or should I say farm—is coming along beautifully at present. He has practically every kind of vegetable coming

FROM THE FAMILY ALBUM

This snapshot was coaxed from A. L. Rowley, Division One, who carries the picture in his wallet. The family portrait shows Mrs. Rowley, the two children, Edith, Linda and A. L.



through the good earth. . . . Earl Wheeler has the best slant on gardening I've heard yet. He planted his garden last year and this year practically all the vegetables are coming up voluntarily. This is using his head for more than just a hat rack. . . . Billy Yasbek, the Virgil crooner, is so fast that he has an answer ready before the question is asked. You die laughing (well almost) when he and Savetsky begin arguing. . . . C. P. Tharp had an amusing incident happen over on Western Avenue the other P.M. A flighty gent boarded his coach down around Jefferson and asked C. P. if he were going to Florence Avenue. Since the coach was headed North, the answer was "no." But the old gent was so insistent and so sure that he was headed for Florence that he sat down. But he mumbled and fumed all the way to Beverly Boulevard. At that point he jumped out of his seat and made a flying leap out the front door, saying as he went, "I guess I made a mistake after all." The passengers and C. P.

CURLY LOCKS

Motorman A. I. England of Division One tells us he has the sweetest little grandchild a grandfather ever had. That's how proud he is of Kathleen Ganoung.



were in stitches. . . . Well, boys, and gals, softball season has rolled around again and from all indications Virgil will be a strong contender for the championship won last year by Carl Smith's Shamrocks. Players at this writing expecting to see lots of action are Tom Lowry, Phil Bender, Bob Thomas, L. E. Johnson, Herb Hargrave, Harry Reid and Art Miller. . . . You horseshoe pitchers better get those arms in shape 'cause there will be a tournament coming up in the near future. I hereby challenge any of you boys to a best two out of three game series. P. S.—No holds barred. . . . "Take a Tip, Buy a Bond, and Kill a Nip." Let's all do just that so the rest of our loved ones can come back to their good old United States real soon. . . . Since the crusade to stop "Sharp-ism" on the line, it is much pleasanter out there. Let's keep it up.

BUILDING BLUES

By Jennie Bevis

It's vacation time again! Among those who got away early was Anita Budy, who went to Colorado with her husband while he was on furlough. John Walters and his wife traveled northward to Santa Barbara where they imbibed plenty of fresh air and sunshine. John brought back some fine color photographs which he took along the coast and at Hope Ranch. Mae Stevenson King took her vacation with her husband, on leave from the Navy.

For a while it looked as if there were an epidemic of tooth trouble. Betty Hastings and Estelle Hobba each had to have a wisdom tooth extracted, arousing everyone's sympathy at the sight of their swollen jaws. Beverly Ward thought for a while she might have the same fate, but she escaped. Mr. Nock, though, had the very worst time of all, which is something he'd rather forget.



"Will I be glad when this charm bracelet fad is over!"

Mrs. Crowley has been ill for some time. We are glad to see Helen McCandless back at work after being so dogged by bad health.

Ed Bliss takes a postman's holiday when he does Coast Guard Duty down at Terminal Island. After riding in the Company radio car, he heads coastward and rides on radio patrol in a jeep. We'll bet he gets in on plenty of excitement and sees many interesting things.

The Seventh and Eighth Floors held a pool on when V-E Day would be. Everybody made a guess, with the result that Frank Shull won out with top honors.

It's Spring again and G. G. Scott's garden will be in its full glory. He has it very cleverly planted so that it is in bloom all the year, but there is nothing like this season to make it resplendent, so if you want a beautiful sight, drop 'round and see it.

One day I conducted, with the aid of ye editor, the experiment of wearing a German Iron Cross (the one you may have seen in the window of the Ticket Office). Every time I saw someone coming my way, I flinched, expecting to receive a cuff on the jaw, or at least a loud harangue. All my quavering was in vain, however, for only one person outside my own office saw it.

SHORT CIRCUITS

By Walter Whiteside

We are writing this while awaiting the official announcement of V-E Day. If we were in Mac's (Henry W. McTaggart) shoes, we would be more excited than we are. He is sitting on the top of a \$56.00 pool for picking the date of V-E Day and it has just been announced that the big day is tomorrow. Goodbye \$56.00. But don't feel too badly, Mac. Remember that you made eight bucks the other day when you explained to the judge about going through a pedestrian zone and had your fine reduced from ten dollars to two . . . A former member of the Power Department, Captain Ira Hearne, who has made quite a name for himself as Assistant Provost Marshall of the Los Angeles area, has just been transferred to the Ninth Service Command Headquarters at Fort Douglas, Utah . . . Vacations are now coming to the front as the order of the day. A few of the fellows are asking for the "dinero" but most of them are taking the time off. However, before you get too far into the festive period, remember the 7th War Loan Drive and those of you who haven't enrolled in the pay-

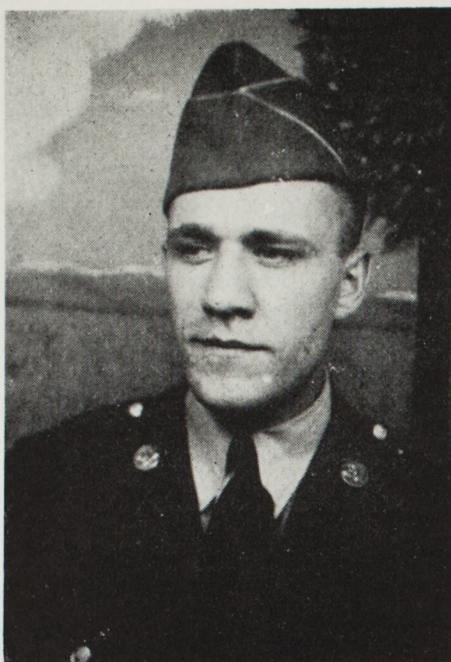
P. B. HARRIS RETIRES

(Continued from Page 2)

held until his retirement on May 3, 1945.

He is a member of the American Society of Civil Engineers, the American Society of Mechanical Engineers, the Society of American Military Engineers, and the Society of Automotive Engineers.

Although Mr. Harris has retired from the exacting duties of chief executive, he is still "one of the boys" and will probably be much in evidence around the old familiar haunts as soon as his health permits. He carries with him the well wishes of all his fellow employees and a host of friends.



NEFF SAID

Elmer R. Neff pauses somewhere in France while an itinerant French photographer does this portrait. Elmer is the stepson of M. S. Buck, Division 1, and is a radioman with the 104th Infantry. He is 26 years old and has seen plenty of service in the past four years.

roll savings plan, sign that card today . . . Ira J. Booth is spending a couple of weeks around the house, keeping the place clean while his wife recuperates from an operation. Good boy . . . D. O. Coulam is taking it easy because of his stomach trouble . . . The sympathy of the entire Department is extended to Phil Klingel-smith on the passing of his father . . . The following is a notice received from the War Department concerning Captain Roger Rees, formerly of the Power Department who received the Distinguished Service Cross:

Captain Roger S. Rees, 0349468, for extraordinary heroism in action against the enemy on 19 and 20, November, 1944, in Germany. When a rifle company became disorganized by enemy artillery fire and suffered casualties, Captain Rees moved through vicious fire to the company, reorganized and rallied the men, and led a successful attack against a strongly defended village. The following day, Captain Rees assumed command of a platoon of tanks, and moving on foot through devastating fire, directed a coordinated tank-infantry attack against a second heavily fortified town.

YARDBIRDS

By L. F. Sparks

Charlie Shelton has announced the marriage of his daughter, An-nabel, to PFC Thomas H. Farley of the U.S.M.C. Young Farley was home on a furlough from duties at Midway and after a short honeymoon at Barstow, he reported for duty and was sent to a redistribution center in North Carolina.

Elmer Mitchell, the "Dog Man" of Vernon, attracts every hungry and homeless dog that shows up. Last week his latest acquisition picked up a red meat point and ate it. Smart dog, I guess, as that night on the way home Elmer had car trouble and at one of the several places he stopped, the dog got out of the car and hasn't been seen since. Must have realized that he had eaten a week's rations.

Truck Driver Bill Rankin seldom attends church but he did manage to get in the wrong pew at Pico Terminal the other day. Was his face red!

One of the conductorettes at Division 3 lost the diamond setting out of her ring in the wash basin. A frantic call was put in for plumbers Harold Shelford and Harry Deibert to open the drain, but the search was futile as they failed to find it.

The foreman of the track sweepers, Kelly Holmes, and Carpenter W. H. McEwan were the first vacationers this year. Kelly took in the baths at Soboba Hot Springs, while Mac went to visit kinfolk in Salt Lake.

Carpenter Bob Gilliland fell on the roof at the Virgil St. Garage and dislocated a shoulder. A week or so should see him back on the job.

It looks like our epidemic of broken ankles is over. Burl Roderfer and Abie Munoz have returned to duty and are limping around, getting limbered up.

Plumber Harold Shelford lost his mother May 1 after a long and painful illness. We extend our heartfelt sympathy.

Herman Leibelt, "Old Dutchie", passed away May 2 at the California Hospital. Herman came to this country from Austria some sixty years ago by way of a foot journey through the jungles of Central America. After various jobs around the West, he entered the service of the Los Angeles Railway in 1902. He was transferred to the Special Roll last year and at the ripe old age of 82 was called Home, his journey over.

Victory gardens are coming apace, and crops of onions and lettuce have already been gathered. With warm weather now on tap, the harvests should be good by Fall.

V-E Day has come and passed as just one more day of work for most of us. It should be called V/2 day as the Victory is only half won. The might of the Mighty Seventh might be the last War Loan we need to finish the job, so let's go, boys, and top our quota this time as we have in the past.

Mr. Fleming visited the Two Bells office last month and asked that his expression of appreciation and thanks to the men who gave him such a fine retirement present be extended in this magazine. Mr. Fleming says that it will always be a reminder of the wonderful friendship which has existed between him and his friends these past years.

THANKS

J. T. Watts, Superintendent of the South Park Shops, and Mr. Watts' son, Thomas, mechanical street inspector, wish to express their appreciation to those who were so thoughtful to them when Mr. Watts' mother, Mrs. Mary Watts, passed away on April 20 of a heart disease.



WINSOME WAC

Private Wayne L. DeGeere, formerly of Division Four, dropped us a note from the South Pacific stating, "I am sending you a picture of my lovely wife, Ruth, who joined the WAC's soon after I went into the service myself. Why don't you print it in TWO BELLS and give the boys a treat?"

SHAVINGS FROM THE SHOPS

By Billy Pinder

Vacation gossip is in the air, what to do, and where to go on what little gas we have. For the best and most reliable information regarding the fishing season, see the Shop's Champion Fisherman, Linus Johnson, foreman of the mill. The Shop's "recognized" weather prophet, Marshall Bradley, is turning the weather reports over to his able assistant, Austin Kilgore, for the summer. Every year Marshall does this as he is under a terrific strain, and a little vacation puts him right back in shape and ready to go again. Our "recognized" weather prophet has a record to be proud of—not one wrong prediction has he made this year. Of course, there were times when he had to tell the boys "unsettled," but on the whole he is terrific.

Last month's shop entertain-

ment saw some distinguished visitors: Mr. B. M. Larrick, formerly of the National City Lines and now Superintendent of Maintenance here, Mr. C. K. Lord, Administrative Assistant; Mr. Russell Lundberg, National City Lines; Miss Frances Ryan, Secretary to Mr. Nolan; Mrs. Minnie Kellogg, Secretary to Mr. B. M. Larrick; Miss Stella Hoppa, Industrial Relations Department, and Miss Carmen Venegas, who is an Electrical Engineer for General Electric.

The change in weather brought out the Victory Garden fans, and there is a lot of activity around the gardens.

Owing to the manpower shortage, Huey Lendy, Foreman of the Electrical Department (car wiring), is still waiting for his teeth. Huey had them yanked out about four months ago, but he says there is no hurry, as he can't get any steaks these days. And while on the subject of teeth, Bob Framp-ton of the Electrical Department, had a little bad luck the other day. He sneezed so hard that his teeth fell out, and broke his "up-pers."

Anyone interested in jitterbug lessons, should see Harry Longway, assistant foreman of the Truck Shop.

Someone should tell Art Gerard, head electrician of the Coach Department, to stay home once in a while, then he might get around to cutting his lawn. One of the boys swears he saw it three feet high in front of Art's house.

Second Lieutenant Doris Lindgren, Army Nurse, daughter of Dave Lindgren, Carpenter Shop, is home on leave after having served more than fourteen months in the front lines in France and Belgium. At present she is recuperating at Palm Springs, prior to her return to Europe.

Four times previously awarded battle participation credit for Troop Carrier Sorties on the



AWARDED BRONZE STAR MEDAL
Lt. George E. Treneer, son of Division Three's clerk, G. F. Treneer, being given this distinguished Navy citation by Vice Admiral T. C. Kinkaid for the cool and capable direction and outstanding manner in which he caused his battery to deliver accurate and effective gun fire in the face of enemy strafing and bombing attacks.

Western Front, Sergeant Julian H. Lendy, son of Huey Lendy, Electrical Department, has been presented with his fifth bronze battle star, significant of service in five major campaigns in the European Theater of Operations. Walter Lendy, another of Huey's sons, is now home on leave after spending nine months in active duty in the Philippines, aboard an Aircraft Carrier. They are boys to be proud of, Huey.

Harry Longway's son, Harry Junior, made a flying trip home to see his Dad, but didn't have very much time to visit. He is a cadet in the U. S. Air Force, and recently earned his wings.

Max Gurowitz of the Carpenter Shop, has had a serious operation, but is home now, and is getting along nicely. We look for him to return to work soon.

Joe Ellis, foreman of the Truck Shop, has had a serious operation, but is home now, and is getting along nicely.

The new L. A. Transit Bowling League opened up with a bang, with Dave Dent taking the lead in individual scoring. The boys have moved to new surroundings, and have picked up the "South East Bowling Center" in Huntington Park. New faces on the teams are: Ore Porter and Bill Lynn (unit Overhaul), Hesse Campbell and Bert Miller (Carpenter Shop), and Wally Weberg (Garage).

HOW TO KILL YOUR BUS DRIVER

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There are many interesting and approved ways of committing homicide, ranging from the familiar hatchet-and-bathtub combination to the more subtle idea of spiking a glass of elderberry wine with a touch of arsenic. If you want to kill your bus driver, you may, of course, use any of the tried and true methods. A bus driver's black necktie is handy and very effective if jerked tight enough. If you're a good shot you can get him right between the eyes from a second-story window across from the car barns; or you may catch him on his way home at 1:00 a.m., step out from a tall oleander bush and let him have it with a twelve-pound axe. While unquestionably effective, these methods lack the refinement of detail so dear to the sensitive soul, and in some instances they're downright messy.

Here are some other methods which are simple to use and which are guaranteed to kill any ordinary bus driver if used persistently.

If you have no place else to sit, and I'm sure you haven't, go sit on the benches which are provided for people who are waiting for the bus. As the bus approaches, do not signal the

driver or do anything to let him know that you do not want a bus. Just sit there in a state of suspended animation until the driver has made a full stop. Then give him a perk grin and say brightly, "Oh, I don't want a bus. I was just restin' myself."

When you transfer from one bus to another, crumble the transfer up into a respectable imitation of a paper wad. This delays the bus, and slays the driver.

At bus terminals, where as many as fifty people may have to board the bus and pay their fare in a flat sixty-five seconds, hand the driver a \$20 bill and look away, affecting to become vitally interested in something on the other side of the street. Be sure to fold the bill four times.

Never bother to find out when the bus is due to arrive at your stop. Just stand on the corner and pray that it will be along soon. If your neighborhood has a thirty-minute bus schedule, you may wait there for twenty-five minutes for a bus which is on time. When it come along on schedule, glare at the driver, tell him you have been waiting an hour and a half and that you never saw such bus service in all your life.

Always stand as near the front of the bus as possible. With a little practice you may be able to block the driver's vision and breathe on the back of his neck at the same time. On the other hand, if you are riding a crowded single-door bus and are getting off at the first stop, be sure to go to the rear seat so that you can play football with the other passengers on the way out. If you can arrange this particular trip so that you have four bulky packages and a folding lawn

FRED. A. NOLAN

(Continued from Page 3)

cool breezes which blew in from Lake Michigan.

One of Fred Nolan's most publicized ideas was the New Year's Eve "drunk service". For the sum of ten cents those who had imbibed too freely were driven to their very doorsteps after the midnight celebration by the Detroit Street Railway.

This, of course, shows that our new president is armored with new ideas, and, what is more important, he has the ability to put them over.

Fred Nolan is an avid reader of mystery stories, and is a champion gin rummy player. He likes golf, and if he puts the effort into that game which he puts in his work, he's a man to be wary of in a ten cent syndicate match.

PAPA'S PIN UPS

Foreman Welcher A. Ullrich at Division Five keeps this picture of his two girls handy so that he can look at them occasionally. They are Barbara Ann, five, and Dorothy Alice, nine.



chair with you, it makes it more interesting. You may kill a passenger, too.

Be careful and drop those fancy aluminum pennies into the meter in place of dimes. Since the driver has little to do but police you, he'll probably catch you at it. Of course, you couldn't possibly have done such a thing because you had exactly twenty-one cents in your pocket when you got on the bus, and now you've got just eleven cents left. It must have been two other guys. So argue him out of it. It only makes him another nine cents short and reduces his income tax.

Now that you know all about how to kill your bus driver, it seems only fair to give him a few tips that will improve his chances of survival and increase his expectation of life.*

Listen, Driver:

When a passenger asks for bus information, don't give him any unless you **know** that you know. And don't tell a passenger that you "think" the last bus goes at 12:15 a.m. He doesn't care what you think.

Don't be a chronic wise-cracker. People who ride a bus want transportation, not entertainment. And they already know how smart you are because otherwise you wouldn't be driving a bus for a living.

Don't take your minor irritations out on the passengers. If your alarm clock failed to go off, or you didn't have any breakfast, or the boss bawled you out for being late and then your bus wouldn't start, it may be the passengers' fault, but I doubt it. Probably you're just hexed, anyway.

*Since the war, the life expectancy of a bus driver has dropped to sixty-three days. This does not include time spent in the padded cell.

NEWCOMER

Fred Rudolph Nelleman is one of the newcomers at Division One, having been about a year, although he is an oldtimer in the streetcar business. He operated cars for three years in Philadelphia and for two years in Buffalo. Here he is with the Mrs.



SWITCH POINTS

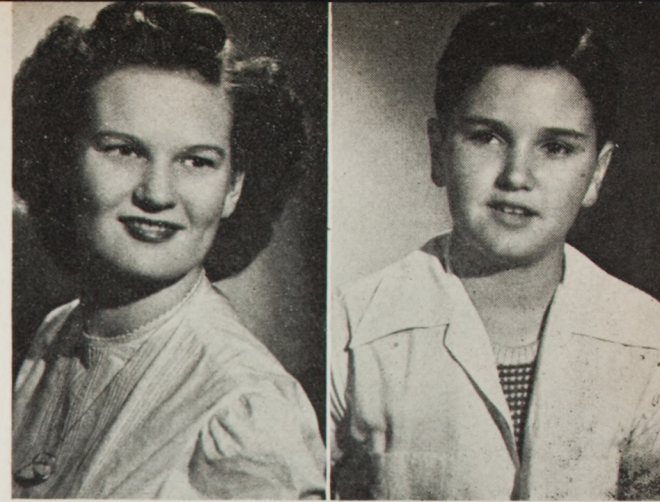
By Grady White Vandiver

You know, most trainmen seem to think that all a switchman has to do is just put the cars in and then go snooze in his little two-by-four shack. But I'm going to tell you just what goes on around the Division Four switch shack.

First of all, we have four, ten-hour shifts and four good men to work them. Well, three anyway. They are Alvin Acord, Walter John Harris (better known as Elmer), Waine Porter Cram (known to all the ladies as Dixie), and myself. I am usually called Van, but sometimes I'm called other names.

We switchmen have plenty to do, such as getting cars in their proper places, getting them out on time, and spotting cars from different lines which are sent in by the supervisors to wait their time in our division. And is it fun when a car gets lost somewhere in the division!

We have a certain track for inspection cars and one for "hold" cars—cars on which brake adjustments, wheel repairs, etc., are to be made. We have a "pull out car" report and when a car pulls out late or ahead of time,



LASHBROOK PULCHRITUDE

That's what shines from the picture of Romona, 17, and Robert, 12. Do you blame Clerk Charles S. Lashbrook of Division Five, and Mrs. Lashbrook for being very proud of their family?

we write down the time and the reason. We also keep a daily record of all train runs and car numbers in this division and can locate a car at any time of the day or night.

Pat Patton, the popular Pico supervisor, comes around the switch shack quite a bit, especially on cold mornings when he drinks a lot of our coffee. And don't let me forget our two extra switchmen, O. N. Lee and Henry E. Crawford. Crawford is better known as W. C., as he looks so much like W. C. Fields. A fly lit on W.C.'s nose the other night. I asked him why he didn't knock it off and he said to me, "You knock it off—you're closer to it than I am."

L. A. TRANSIT LINES OPERATING RESULTS March, 1945 vs. March, 1944

	1945	1944	1945 Increase or Decrease over 1944
TOTAL RECEIPTS:			
(Amount received on cars and coaches for Fares, Car Card Advertising, etc.).....	1,886,358	1,884,136	+ 2,222
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).....	1,464,969	1,298,409	+ 166,560
TAXES:			
(Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance).....	273,664	310,108	- 36,444
INTEREST CHARGES			
(Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)...	35,525	45,304	- 9,779
Total Expenses.....	1,774,158	1,653,821	+ 120,337
Leaves Net Profit or Loss.....	+ 112,200	+ 230,315	- 118,115



LOOK WHAT THE NAVY HAS
Pretty Evelyn Moorman, pride and joy of operator Henry Moorman of Division Five, is a Cadet Navy Nurse. She has just completed 2½ years at the Mayo Brothers Clinic and will graduate from the Veterans Administration Hospital, St. Cloud, Minnesota, in November.

LOOSE SCREWS

By A. L. Davis

CAR HOUSE NO. ONE

See Sherrill spent May 1 trout fishing but where he was, he says, there were more people fishing than there were fish. As a result, See came home with one trout.

LeRoy Burr's son is home on leave from the Navy after serving two years in the South Pacific.

Ed Swanson's son came home on a week-end pass to visit his folks. He is in training at Camp Roberts.

Mrs. B. T. West is on leave of absence visiting her husband who is in the Army, waiting to go overseas.

CAR HOUSE NO. THREE

R. C. Vaubel bid in a job at Division Four. Division Three trains them how to do it, and other divisions get well trained men.

H. L. Ogden left on his vacation to visit his parents back in that good old state of Missouri.

W. F. Biby resigned after a short stay with us.

G. F. Mareno has been assigned to this division. Glad to have you with us.

C. J. Simonek, Jr., was also assigned to this division. Welcome.

G. B. Magin, our carpenter, is all smiles these days. He had a very nice party not long ago for a lady friend who is seen in his company quite often. Now Bud, if it were a wedding party or an engagement party, confess up.

CAR HOUSE NO. FOUR

John W. Thewlis has retired after 21 years of service and returned to his home in Canada.

R. H. Wescombe received word that his son sustained a leg wound in the South Pacific.

They tell us that J. W. Johnson is getting to be quite a jitterbug.

Cecil Gerrard is vacationing at his ranch in the high Sierras.

R. C. Vaubel has transferred from Division Three to Division Four. Welcome to our gang, Ray.

C. H. Miller, from Car House One, spent a week at Car House Four learning what makes a P.C. C. car tick.

N. A. Keller has gone into the real estate business in a big way. Just bought two homes and sold them for a nice profit.

W. F. Ellis made a quick trip to Nevada recently to look after his interest in a gold mine.

It cost A. Duncan \$10.00 to learn how to make a left hand turn correctly.

T. Whitaker spent her two weeks vacation keeping the cars clean at Division Four.

L. Battle received painful injuries recently in an automobile accident.

Frances Lewis has been busy entertaining her brother from Louisiana.

We received a letter from Pvt. S. A. Romo, stating that he is receiving basic training at Camp Roberts.

G. V. Christian is a new man at Car House Four.

Harold Disphoye failed to show up at work recently and reported the next day that he slept from one end of the "5" line to the other.

ROCKING CHAIR BRIGADE

Five oldtimers decided that they wanted a new career this month, necessitating the frequent use of the rocking chair. Lots of loafing and good fishing to them all.

From the Way and Structures Department went **Ausencio Medina**, sub foreman, who has been with the Company since 1919. His lazy days career began on April 17, at 107 West Ann Street.

John Thewlis, car repairer at Division Four, left on April 25 after being with us since 1922. John came to Division Four as a car repairer and went over to Division One in 1931. A year later he was made a car cleaner foreman at Division Four. In 1935 he decided that he would rather be a "car whack." John has moved his easy chair to Vancouver, Canada, and in case you are up that way or want to drop him a line, his address is 2196 Mathers Avenue, West Vancouver, B. C., Canada.

Nicholas A. Matlock, conductor at Division Five since 1920, is relaxing at his home, 5158 Cimarron Street.

Since he lives so close to the division, we'll expect to see his face quite often.

George C. Rowe, Division Three conductor since 1921, stopped giving the "ding, ding" to the motorman on April 30. He may be found out in his garden at 325 East Norwood Place, Wilmar, California.

Another Division Five veteran is **William E. Garris** who decided to throw away the alarm clock on May 3. Bill's first job was that of motorman at Division Five in 1920. He piloted cars until 1940 when he was made a flagman. In 1942 he got the urge to go back on the cars. When Bill gets a hankering to see the fellows at the division, he need only take a short walk from 2118½ West 54 Street, where he lives.

John F. McCormick, flagman, settled back in his easy chair on May 5 after a long, active career with us. He came to Division Three in 1909 as a motorman, and in 1920 was transferred to Division One. John became a flagman in 1920. He resides at 1028 Orme Avenue.

HIGHLIGHTS FROM THE SOCIALITES

WOMEN'S CLUB ACTIVE

Mrs. C. F. Thun says that any ladies with time on their hands are invited to join the Red Cross Auxiliary or U.S.O. Canteen unit. The Red Cross unit has a variety of work to be done which is needed more and more all over the world. They meet every Tuesday from 10 to 3 in the Club Rooms, 962 West 12th Place. Come and bring a sandwich. The ladies will be glad to have you. . . . The U.S.O. Canteen unit serves the second Tuesday of each month at the Union Station. Ladies interested may call Mrs. L. B. Meek, Chairman, AL-2204. . . . Annual election of officers was held on May 3, and its installation on May 17. New officers are President, Mrs. A. H. Setterberg; 1st Vice Mrs. M. S. Thomas 2nd Vice, Mrs. H. A. Dewey, 3rd Vice, Mrs. J. F. Carlin, Rec. Sec., Mrs. C. F. Thun; Cor. Sec., Mrs. H. E. Gasink; Fin. Sec. Mrs. A. C. Stover; Treas., Mrs. J. T. Watts; Directors, Mesdames B. E. Timbs, E. V. Athenous, E. D. Mitchell and A. R. Hemm. . . . June 1 meeting. Mrs. McCormick and her drama group will present a one-act play entitled, "Gossip".

LEGION AUXILIARY

Marie Manning of the American Legion Auxiliary reports that the Auxiliary's big day of the year was on May 25 when the ladies sold poppies made by disabled veterans at the Sawtelle and San Fernando hospitals. The ladies, as in past years, sold poppies to the employes at each division and at the main building. . . . Attention all delegates and alternates to the 17th District meetings—there will be a meeting on May 29. . . . President Betty Roche extends thanks to Mrs. Ela Rose Madden for her beautiful piano playing at our meetings. . . . Next meeting will be on June 5.

VETS CLUB AND AUXILIARY MEET JUNE 12

Larry Staten, Adjutant of the Veterans Club, and Mrs. Ella Hoyle, Secretary of the Vets Club Auxiliary, hope to see all the members at their next meeting on June 12 in Patriotic Hall, at 8:30 p.m. The Club will vacation during July and August, but in September they will begin their fall meetings.

THE LAST TERMINAL

It is with sadness that we report the deaths of four of our employes and the passing of the wives of three employes.

William J. Lane, foreman of electrical mechanics in the Electrical Construction Department, passed away on April 15. Bill was born in Toronto, Canada, in 1884, and came to the Company in 1910 as a rigger's helper. He was promoted to a foreman in 1920, and in 1928 was made foreman of the heavy gang. Bill became foreman of electrical mechanics in 1934. Surviving are his widow, Mrs. Wanda Lane, a son, Norman Lane, who is foreman of unit overhaul at the South Park Shops, and a brother, Nels Lane, superintendent of electrical construction.

Mrs. Armentril F. Johnson, a car cleaner at Division Five, passed away on April 23. She was born in Witchita, Kansas, and came to the Company in 1943.

Raymond E. Morton of Division Five, passed away the first of May. He had been with us since the first of the year. Mr. Morton's birthplace was Proctor, Minnesota, and at the time of his passing he was forty-seven years old.

Herman H. Leibelt of the Special Roll reached his final resting place on May 2. He was born in Austria in 1863, and entered our service in 1902 as foreman, Way and Structures Department, the position he held during his forty-two years of service. Herman was very efficient and well thought of by all the men. Last year he became a member of the Special Roll.

Mrs. Lloyd R. Lingford passed away on April 18. Mr. Lingford is a mechanic at the Garage.

Mrs. S. S. Hawkins, wife of investigator in the Claim Department, passed away on April 27.

Mrs. Albert A. Cash died April 29. Mr. Cash is a member of the Special Roll.

Friends and fellow workers of the above members extend their deepest sympathy to the bereaved families.

APPRECIATION

Acknowledgements expressing appreciation for the sympathy and thoughtfulness offered to them in their bereavements were received by the Company from the Lane family and the Cash family.



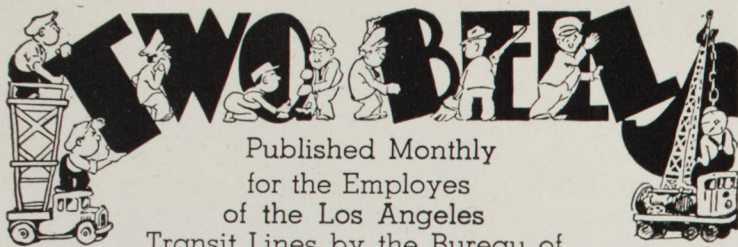
SWEETS FOR THE SWEET
George Battelli, Vineyard, presented his two-year-old daughter, Georgia Yvonne, with a birthday cake almost as big as she is.

EMPLOYES EMERITUS

P. C. McNaughton, Secretary of the Retired Men's Association, reports that the oldtimers are taking off the summer months, and will meet again on September 13. . . . They were entertained at their April meeting by Miss Willetta Ravonell who played her own compositions, sang and gave a reading. This talented artist has sung and played before noted audiences in Europe. Mrs. Irene Van Horn offered vocal numbers' as did Mrs. Van Almen and Miss Jean Des Jarden. Mrs. Wessel played the violin and Mrs. Lillian Macgowan, lent her assistance, as usual at the piano.

AMERICAN LEGION

Leo L. Leasman of the American Legion Unit 541 reminds us of Memorial Day on May 30. Let us pay our respects to those boys who gave their lives so that our country might be free. . . . Leo says that the Poppy poster drawn by Joan Brown of Berendo Junior High School, which was chosen as our weekly pass design for Poppy Day week, won second place in the 17th District of the Auxiliary. The Legion is very proud because, as you know, they take a keen interest in this school and offer school awards every semester to those students who have the highest scholastic standing. . . . Comrade Ural E. Dunn is in the U. S. Veterans Hospital in Tuscon, Arizona, Ward A, and Comrade Kenneth M. Schmahl is in the Sawtelle Hospital, West Los Angeles. Why not drop these boys a line? They'll appreciate it. . . . Leo urges all comrades to be present at the meetings on June 5 and 19 in Patriotic Hall.



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- Jennie Bevis Building Blues
- Ed Bliss Over The System
- Grady W. Vandiver Switch Points



**EDITORS
OBSERVE**

This month the transit industry lost a great leader. Charles Gordon, Managing Director of the American Transit Association, passed away in the Brooklyn Hospital on May 3, after an attack of coronary thrombosis . . . Some of you, perhaps are unfamiliar with the American Transit Association, and perhaps you've never heard of Charles Gordon, but remember, every time you look at a P.C.C. car, you look at a monument to his memory, for it was the foresightedness and the tireless efforts of Mr. Gordon that made the streamlined streetcar dream an actuality.



"It's a dory treek!" you'll probably shout over this month's Two Bells cover. But honest, we didn't print it to make your mouth water for some good old lamb stew, that very, very scarce item. It is one of the most peaceful scenes we've come across, and one of the nicest pictures which A. L. Davis, Superintendent of Car Houses, has ever produced.

Things are beginning to look brighter all over the property. The new green and white paint job at Division Four is certainly an improvement, as is the new green stripe which has been painted on most of the P.C.C. cars . . . A number of coaches have received their new colors in addition to the thirty-seven Victory coaches which we reported upon last issue . . . Sixty-nine new super coaches—"transitliners" we call them—are due to roll in some time in June . . . Truly, the Los Angeles Transit Lines is Going Places.

Agnes Catronis, the vivacious bundle of energy at Division Three, tells about one of her conductorette friends who had an alarm clock but never heard it go off. After missing out several times, she took the clock to the jeweler and had it rebuilt to give the well known wolf whistle . . . The whistle doesn't always awaken her, but Agnes claims that the conductorettes' dreams are getting better all the time . . . And while we're on the subject of girls, how did you like the "Dear Ladies" feature in this issue, pages 6 and 7? If Betty Flette and Wanema Davis don't get movie contracts, it's only because the producers aren't fortunate enough to be on the Two Bells mailing list . . . Incidentally, we understand that the coming fashion for ladies hairdos is to be psyche knots exclusive—It's the war—nobody can get parts.

KITF FOR LATL

(Continued from Page 5)

cleared a few minutes after they were called. Radio will allow immediate dispatching en route, thereby making available the truck to meet any arising emergency calls where it may be immediately dispatched for the convenience of the riding public.

Each mobile unit will have, in addition to the loud speaker, a French telephone "mike" which will permit clear communication regardless of outside noises.

Though the radio is officially installed, it is not officially in operation at this writing, for there are some "bugs" to be taken out. Technicians are working on these. Also, a map of the city is to be prepared, showing just which areas are dead spots (places where radio reception is weak). The supervisors and dispatchers are practising their diction

and the proper language necessary for broadcasting. Their colorful expressions of the past have gone by the wayside.

If you should build a set which could tune in station KITF, you probably would receive very little enjoyment from listening in, for most messages will be transmitted in code. The code has already been prepared and covers nearly every emergency which might arise. For instance, code number 10-5 means "acknowledge o.k.", the same as the customary "roger."

Our Company is the first transit company on the Pacific Coast to install two-way radio communication. L. J. Turley and all those responsible for the innovation should be highly commended.

The Los Angeles Transit Lines has taken one more step forward in its aim to furnish Los Angeles with the best in transportation. Truly we are "going places."



IN MEMORIAM

Our back cover is our tribute to our own glorious dead. The dramatic picture is by Ansco and made on Ansco film. It was lent to us for this Memorial Day publication.

However, of all the tributes which have been offered, we think that the most outstanding is one made by Bob Hope, on May 1, seven days before V-E Day: "Well, folks," he said, "Germany

is cut up like a pound of butter at an Elk's picnic. . . . Tonight the whole world can see the results of a mission that every man in uniform has been on since December, 1941. I mean the fighting man's big mission to give every human being his just share of human decency. In Italy, resistance is officially crushed. . . . Italy, where a bald headed man once tried to turn the world upside down and wound up that way himself. Allied power is flooding Europe and filling up the Nazi rat holes. . . . What a wonderful feeling it must be for the American boy in uniform to see the results of the big mission . . . of doing his job in uniform well. . . . After V-E Day and when Japan is licked . . . when he puts aside his uniform for "civies" he will be looking forward to the greatest thrill of all . . . the thrill of returning home and to a peacetime job ready to build an even better America . . . Don't let him down."



Stars in L. A. Transit Lines Service Flag	512
Stars in L.A.M.C. Lines Service Flag	124
Returned from Military Service, L.A.T.L.	106
Returned from Military Service, L.A.M.C. Lines . . .	17

APRIL'S ANSWERS TO UNCLE SAM

Augustine Rosadilla	Oiler, Way & Structures
Walter A. Young	Opr., 16th Street
John H. Nicholas	Painter, South Park Shops
Abraham Weiss	Con., Div. 1
Frank A. Gorham	Opr., 16th Street
John H. Shirn	Opr., L.A.M.C. Lines
Frank K. Lilley	Opr., L.A.M.C. Lines

BACK FROM MILITARY SERVICE

Joseph Viellenave	Mot., Div. 1
Milton R. Vestal	Traffic Checker, Schedule Dept.

PRISONERS-OF-WAR

Paul Lewis Jack M. Dark

MISSING IN ACTION

Marcus J. Lemley



Two New Gold Stars



GEORGE W. HONTS

Lt. George W. Honts was killed in action on March 25 in Germany after having successfully crossed the Rhine River with the Ninth Army. George was a medical administrator with the 500th Collecting Company.

He came to the Company in 1934 as a motorman at Division Four where he remained until January 20, 1941, when he resigned to enter the Army. After serving for eight months, he was released and was reinstated by the Company on September 24, 1941. On March 3, 1942, he again entered the Army and graduated from Camp Barkley Officers Candidate School the following December. Nearly a year later he was sent overseas and participated in the initial invasion on D-Day. He possessed great literary ability, and proof of this talent is revealed in the letter that was published in last September's Two Bells.

To his wife, Evelyn, we offer our sincere condolences.



THEODORE E. LANGUILLE

A message was received on April 22 by Mrs. Theodore E. Languille that her husband was killed in action somewhere in the South Pacific. He had been in the Navy for twenty-one months. Ted had trained for radar work and followed this occupation while on board ship.

He was employed at Division One as a motorman on January 7, 1942. He made many friends and bid them all goodbye to enter the Navy on August 9, 1943.

Ted was married to Marion Costales and held the honor of being the first motorman of the Los Angeles Transit Lines to marry a conductorette. Marian was very popular at Division Five, and was a member of one of the early groups breaking in as conductorettes.

A little girl, Carol Lee, was born to them on May 19, 1944, but Ted never had the good fortune to see her. To Mrs. Languille, Carol Lee and the bereaved members, we offer our heartfelt sympathy.



In Memoriam

V-E Day became a reality on the eighth day of May, nineteen hundred forty-five, when the aggressor nations in Europe bowed beneath the might of free men.

In this hour of triumph, let us remember those who made the victory possible . . . the dead who will never see the free world for which they so valiantly fought. Let us pay a silent tribute to those from our own ranks who fell in this mighty struggle.

★ H. F. Osborne
★ J. H. Baldrige
★ L. M. Kelsey
★ L. G. Hume
★ Z. A. Barrows
★ W. P. Cody

★ Antonio Hernandez
★ W. C. Thorman
★ L. D. Canatsey
★ L. M. Lininger
★ R. F. Chesnut
★ George L. Barron
★ Charles L. Brogan

★ Guy Barnett
★ George Ernest Keith
★ Thomas F. Hoyne
★ Thomas E. Nolan
★ George W. Honts
★ T. E. Languille

