

Gardena Line To Torrance Is Refused

Hopes of an immediate establishment of a Gardena Municipal bus line no transfer route from the end of the Los Angeles yellow bus line through to Torrance were dashed this week when the Railroad Commission and the Office of Defense Transportation refused permits to Gardena and Torrance for any extension of their lines.

Requests for the permits were denied despite the fact that the Manpower Utilization Division of the War Manpower Commission had recommended the extension of the lines to better serve the war industries of Torrance. Officials of war plants have repeatedly stated that they find it difficult to obtain necessary help due to poor transportation facilities to Torrance. Experts who made the survey for the WMC had agreed that not only was the Western ave. line necessary but also extension of the Pacific Electric lines from Redondo Beach to Torrance.

Mayor James L. Rush of Gardena stated that there were several reasons why the Office of Defense Transportation and the Railroad Commission had refused to grant the extensions at this time. Chief reason given, he said, was the acute shortage of truck rubber at the present time. Many Army vehicles on the war fronts, he said, are being used without even a spare tire because of the shortage. Should the rubber situation improve, Mayor Rush expressed the opinion that there would be little difficulty in obtaining permission to inaugurate the through service to Torrance on Western ave. Gardena had planned to make 17 round trips daily on Western ave. from 104th st. to the Torrance business district.

Another reason for the refusal of the permits was believed to be the fact that permission was recently granted Gardena to operate special buses from Gardena Blvd. and Vermont over to Western ave. and down Western to the Bohn Aluminum plant at 190th st. From the south the Torrance bus line already operates to 203rd st. and Western, a few blocks below the aluminum plant, Rush said.

Legion Buys H. C. Land for New Post Home

Fred Beck, commander of the Harbor City Post No. 322, American Legion, announced this week that the unit has purchased a building lot at the corner of Bellepoint ave. and Pacific Coast Hwy., 210 feet by 185 feet, for a new American Legion building to be erected soon.

In charge of the building fund and arrangements for its program are Pete Atkinson, Leslie Hansen and George McKay.

To swell the building fund, a delicious roast beef dinner will be served Saturday night May 12, at the American Legion Hall with Joe Taylor, ways and means chairman, in charge.

Mr. Taylor promises that the servings will be ample and home made pies made by members of the Legion Auxiliary will be an added incentive for this benefit dinner.

Various informal games will be played during the evening following the serving of the dinner and the public is cordially invited to attend.

AT OKINAWA
Sgt. Clifford E. Ruppel, serving with amphibious forces in radio communications, is now based at Okinawa, according to his wife, Winifred Ruppel.

BILL SLONECKER PARTICIPATES IN 31 BOMBING MISSIONS OVER VARIOUS NAZI INSTALLATIONS

Thirty-one bombing attacks on military and industrial targets and on Nazi installations in



the path of advancing Allied armies in Western Europe have been participated in by Staff Sgt. Billy C. Slonecker, 19, Walteria, tall gunner on an Eighth Air Force B-17 Flying Fortress.

A member of the 385 Bombardment Group, he holds the Air Medal with four Oak Leaf Clusters for "meritorious achievement... courage, coolness and skill..." while participating in his missions, and the Purple Heart. His group is a part of the Third Air Division, the division which was cited by the President for its now-historic England-Africa shuttle bombing of the Messerschmitt aircraft plants at Regensburg in August, 1943.

He has flown to such important targets as the oil refineries at Merseberg; docks and shore installations at Bremen; transportation facilities at Cologne and Chemnitz; and industrial targets at Berlin, Dresden and Hanover. In addition, he flew on several missions, coordinated with ground attacks, to bomb Nazi troop concentrations, supply dumps, bridges, rail heads, or communication centers close behind the enemy lines. Several of his more recent missions were flown during March, record month for the Eighth Air Force, when all records for bombs dropped and sorties flown over Germany were shattered.

"My roughest mission was one to Berlin, where we hit railroad yards," he said. "Flak was coming up thick and fast; during the bomb run they knocked out our interphone and oxygen system, and I caught a piece in the leg. After 'bombs away' I went up to the radio room for first aid. I'll be darned if the holes in the tail weren't about the only ones in the entire plane!"

Son of Mr. and Mrs. Paul Slonecker, 24430 Nece ave., he is a graduate of Narbonne High school. Prior to entering the A. A. F. in November, 1943, he was employed at the National Supply Co., Torrance. He received his aerial gunner wings at Kingman, Ariz., in April, 1944.

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V. F. W. Backs Up Hospital for Seamen Here

Introduced to Lomita Veterans of Foreign Wars by Eugene Beckman, member of Post 1622's board of trustees, the proposal to have the projected Marine Hospital built in the Palos Verdes hills has received unanimous approval.

The Post has corresponded with Congressman Cecil L. King who has promised to keep the local boosters informed on the progress of the project.

Plans have been made for a 300-bed institution with provision for expansion to 800 beds. "We feel the location is suitable for something of that nature and is ideal for men convalescing from injury or illness," Beckman said.

Kevin Vanderlip has offered a Palos Verdes area site for the hospital.

It is pointed out that a merchant marine hospital, being operated by the U.S. Public Health Service, may care for all Federal employees, including the postal workers, agricultural services, Coast Guard (in peace time when it is not a part of the Navy), the customs and forestry services.

Torrance Share Of Liquor Tax Set at \$1,232

Allocation of \$1,015,830.73 to California cities and counties as their share of alcoholic beverage license fees collected during the last half of 1944, was announced today by the State Board of Equalization.

This represents one-half of the total fees of \$2,031,661.46, of which the other half goes into the State General Fund where a substantial part of it is appropriated for the expenses of alcoholic beverage control.

"Of this sum, shared on the basis of actual licenses issued, \$353,161.75 will be distributed in Los Angeles County where \$1,232.50 will go to Torrance, and \$35,866.42 to the unincorporated area in the County.

Cities and counties throughout the State have received a total of \$28,966,889.81 from liquor license fees since the repeal of prohibition. This revenue has been collected and distributed by the Board at no cost to local governmental units as all administrative expense is borne out of the State's share of the fees.

Son Born to Gene Potters At Klamath Falls

A baby son was born to Mr. and Mrs. Gene Potter of Dorris, Calif., at Klamath Falls, Ore., April 20, according to word received here.

The little fellow, who has been named Dennis Roy, has a three-year-old brother and his mother is the former Raymone Czerwinski of Lomita and a Narbonne High school graduate.

The proud grandparents are Mrs. J. Czerwinski, 2037 Pacific Coast Highway, Lomita, and Mr. and Mrs. Ed Wagner of Torrance.

A solemn and religious regard to spiritual and eternal things is an indispensable element of all true greatness.

—Daniel Webster

Army Hospital and Port Await News Of Casualties on U.S.S. Comfort

Torrance Army hospital, the Los Angeles Port of Embarkation port surgeon's office, and many residents of Torrance this week awaited reports from the Pacific identifying Army personnel killed aboard the hospital ship U.S.S. Comfort when a Jap suicide attack plane crashed into the stern of the fully-lighted, unarmed mercy ship 50 miles south of Okinawa April 28.

First accounts said 29 persons were killed, 33 seriously injured and one was missing.

The vessel had taken on a full complement of patients from Okinawa and was proceeding to rear areas when attacked.

Maj. Stanley S. Plimpton of the Port Surgeon's office, and former dental officer aboard the Comfort, was puzzled by press reports that the Jap plane

crashed into an operating room in the stern. The surgery room, he said, is nearer the bow. He expressed belief an Army surgeon team had set up a temporary operating room in the stern portion to alleviate the demand on the regular surgery room.

Listed among those killed were six patients, six Army nurses, five Army medical officers, one Navy officer, one Army enlisted man and one Navy enlisted man. Wounded included five Army officers, four Army nurses, three Navy officers, 17 Army enlisted men and 14 Navy enlisted men.

Vice Admiral R. K. Turner, commandant of the Third Fleet amphibious force, said ships rushed to the aid of the Comfort as soon as the attack was reported.

"My comment on this outrage is unprintable," Admiral Turner said.

Lt. Gen. Simon Bolivar Buckner, Tenth Army commander, said of the attack:

"This is terrible. Any comment I could make on this wouldn't go through the mails."

An Okinawa-bound hospital ship transferred doctors and supplies to the Comfort. The crippled vessel was able to proceed under her own power. Damage to the rudder mechanism made it necessary to steer her by hand.

A newsman aboard Admiral Turner's flagship told of another Jap suicide plane attack on the ship on April 6. However, the plane missed the deck and plunged into the sea.

Prior to the ship's first return voyage to LAPE last De-

ember with 635 casualties from Leyte, a Jap plane had attempted to bomb her. Maj. Plimpton said the closest bombs hit the water about 100 yards away and caused no damage.

Maj. Plimpton said the plane made several bomb runs against the helpless vessel, which at that time was under orders to proceed to Leyte Gulf but was held up pending the outcome of the naval battles of Surigao and San Bernardino Straits. The Japs' fleet took a severe beating in both these engagements.

Lt. Col. Joseph F. Linsman is commanding officer of the Comfort's medical complement and Commander H. F. Fultz the Navy skipper.

Capt. Etta M. Leason is chief of nurses. Capt. Jack Shapiro, who formerly was dental officer in the Port Dispensary for

many months, replaced Maj. Plimpton as the Comfort's dental officer.

One of the proudest vessels of the U. S. armed forces' mercy fleet, the Comfort was commissioned in this port and sailed on her maiden voyage from LAPE on June 21, 1944. The medical complement had trained at Station Hospital.

Six months later, on December 21, the Comfort returned to LAPE with 685 patients from the Pacific theater aboard.

The Comfort's normal complement is 55 Army officers, including 37 nurses, and 154 enlisted men. The Navy crew included 23 officers and 270 men. There also are two Red Cross workers, an Army dietitian, an Army chaplain and a Navy chaplain aboard.

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—Anna Jameson

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