Snow
Frank Kaufman, whose lens caught the picture on our front cover, also shot the snowy version of our Lebec headquarters on the back cover. Gentle reader, how is your camera working?

Victory — IF
Will it require a Jap bomber to jar us out of our snug complacency and help us to realize that it is possible for us to lose this war? At least we are told by the political and military “big shots” that such is the case; and there seems no good reason for us to conclude that they are wrong.

On the other hand, it is also possible for us to win — if we put enough good sense and ginger into the effort.

If we are in the armed forces we must fight.

If we are in “civvies” we must work, pay and save.

That seems to cover the situation in a general way.

It’s “Terrific”!
The volume of extra work required in industry to sustain our military establishment while it speeds its destructive mission of licking the daylights out of our Axis foes is terrific. And we on the home front must live, too.

It’s a big job. Too big for loafers, malingerers, sissies and whiners. We must work, buddies. We must work!

And We Must Pay
You bet we will pay! It will cost a lot to win this war. But it will cost a lot more if we lose it.

Americans don’t need to be told how they will pay — are paying. They know!

Our paying falls into two classes — involuntary paying and voluntary paying.

Involuntary paying — taxes and higher living costs — we cannot escape, even if we try.

Voluntary paying, such as supporting the Red Cross and buying Defense Bonds and stamps, is, as yet, in our own hands. Normally it would remain in our own hands, but this is war. We don’t know what compulsion our government may be obliged to apply — later.

Certainly our Company has gone the limit in making it convenient for Employees to support the Red Cross and to buy Defense Bonds. The payroll deduction plan has been the answer in each case.

The rest is up to us.

So Far
As we go to press we have to report that Employees subscribed approximately $8,000 to the Los Angeles Chapter of the Red Cross. What was subscribed to other Chapters we do not know; but we do know that campaigns were conducted throughout our system.

And, while the bond sale plan is still in its early stages, we are informed that the Eastern Division heads the list of larger groups, with 80 per cent of Employees signed up on the dotted line.

We will be glad to publish the record of any group of fifty or more Employees which betters Eastern’s record, or any group of less than fifty which goes 95 per cent or better.

It Smells
The section of this issue of Gas News devoted to sanity in the driving of motor vehicles smells strongly of burnt rubber and gasoline.

We’ve heard of people who take this rubber shortage situation as “boloney” — an effort to scare people into driving less than normally. But a Vice-President of the Goodyear Tire and Rubber Company just a few days ago made the statement that 96 per cent of the crude rubber normally used in the United States came from those Far East areas now held or under threat by Japan. Now add that up!

Study the article on “$$S$$ and SENSE in DRIVING,” on another page, and extend your day of grace as the driver of an automobile.

It’s patriotic to save — tires, time and all other useful things.

Recovered and Recovering
Mrs. Alice Wool, Auditing, Los Angeles, has returned to work after a month’s illness with scarlet fever. Welcome back!

Fred T. Mayes, Customers, Hollywood, is welcomed back at his desk after a six-week battle with influenza.

LeRoy Yeates, Street Department, Wasco, was rushed to the hospital, January 17, for an emergency appendectomy. Patient is doing satisfactorily.

Jack F. Strattan, Rate and Appraisal, Los Angeles, is convalescing from an illness. We hope to see him back soon.

Girls Give Bracelet. L. I. “Buddy” Clothier, former messenger in Customers, Los Angeles, was presented with a silver identification bracelet by the girls of his department before he reported for duty with the U. S. Navy at San Diego.

Bowler. Helen Barnes, Customers, Los Angeles, has been awarded a pin by the Hollywood Bowling Club for topping a score of 170.

New Homes of 1941
So many owners of new homes of 1941 are without snapshots that we have decided to postpone the New Homes issue of Gas News until March. But please let the Editor know that you have a new home of 1941 — at once. Send the picture, with negative, if you have one. But let us know about it, even if you have no picture. Maybe we can help with the snap.

This applies to all homes first occupied in 1941, whether you bought it or built it new. And it applies to old homes which were remodeled or enlarged during 1941.

Please hurry!
Who Says We Can't Save Tires?

Cash for Tire-Saving Suggestions

HAVE you any good ideas about saving rubber on the Company's auto tires? Such ideas may be worth money to you if submitted in a contest which will open March 1 and close May 31. The contest will be open to all employees who are not supervisors.

The management is struggling with the problem of reducing our use of tires, in co-operation with Uncle Samuel, and also looking ahead to the time when rubber will become scarcer and even scarcer.

The contest, or "Tire Idea Pool," will be for usable suggestions of ways in which auto and truck tires may be made to last longer. This may be along the lines of methods of driving, maintenance, the handling of traffic, the transportation of passengers or materials, or any other phase of our operations that affects the wearing-out of tires. Now start to think!

Prizes

For the Best Suggestion... $25.00
For the Five Next Best Suggestions... $10.00 each

Rules

Suggestions must be written or typewritten on paper which does not carry the contestant's name or any means of personal identification. Name of contestant is to be written on a slip of paper and enclosed in a sealed plain envelope. The envelope is to be attached to the paper on which the suggestion has been written, and the whole forwarded to R. R. Blackburn, Flower Street Building.

Judging

Judging will be based solely upon the value of the suggestion to the Company. Literary style and number of words will not be taken into consideration, as long as the meaning is clear.

R. R. Blackburn, General Agent, will be chairman of the judging committee. The other members will be announced later. All suggestions should be sent to the chairman.

Now plunge into the "Tire Idea Pool"—the water's fine!
Tires wear out because the rubber tread, softened by internal heat, adheres to the road surface. The greater the heat, the greater the wear. High speeds, which build up terrific internal heat, may shorten tire life as much as 60 per cent.

But high speed is not the only cause of premature tire wear. Under-inflation, poor front-wheel alignment, fast starts and stops, bad brakes, careless driving, sometimes waste as much rubber as speeding.

"Tires," according to James M. Carter, Director of the State Department of Motor Vehicles, "wear out 65 per cent faster at 70 miles per hour than at 50 miles per hour. The overall cost per mile of travel is 75 per cent more at 70 miles per hour than at 50 miles per hour."

How and Why, by Firestone

It is not generally known that tire life can be prolonged as much as 100 per cent, in some cases, by the exercise of simple driving and maintenance precautions, which also result in an overall economy, paying dividends in lower operating costs.

The following helpful information on tire conservation, and some of the reasons for excessive wear, is furnished by courtesy of the Firestone Tire and Rubber Company.

1. Tire mileage can be increased as much as 83 per cent by a 25 per cent speed reduction. (See chart No. 1.)

2. Chronic under-inflation reduces mileage up to 52 per cent. (Chart No. 2.)

3. High speed on curves grinds rubber off a tire like a grindstone, because of centrifugal force, which doubles the load on certain tires during a turn.

4. Quick starts and stops increase friction of tires against road surface and wear off many miles unnecessarily. A quick stop from 45 miles per hour uses rubber 26 times as fast as normal driving.

5. A wheel ½ inch out of alignment causes the tire to be dragged sideways 87 feet for each mile it is driven. This speeds wear and builds up tremendous internal heat, weakening the cord body and inner tube. A tire subjected to such treatment is a constant blowout threat.

Get Most from Your Tires

Maximum tire wear can be insured by observing these few simple rules.

1. Drive at reasonable speeds — not over 40 miles per hour.

2. Use your brake and accelerator sensibly — drive with a "light foot."

3. Get your car into high gear as quickly as possible. The increased engine speeds in first and second gear use much more gasoline than high gear driving.

4. Turn corners and go around curves at a reasonable speed. If you hear your tires "sing"—you're driving too fast.

5. Watch the road — avoid striking curbs, street railway switches, traffic buttons or holes in the pavement.

6. Check your tires once each week for pressure—they lose an average of 3 pounds weekly.
You wouldn't use an emery wheel on your tires—would you? Yet taking a curve at excessive speed has exactly the same abrasive effect on tires.

Ruined sidewalls made junk rubber out of these tires, although the treads are still in good condition. Careless rubbing against curbs when parking was the cause.
7. Have your front wheels checked frequently for alignment.

8. Rotate tires from wheel to wheel each 5,000 miles. Fleet operators report as much as 50 per cent increased mileage from this one operation (See chart No. 3).

The "Doctors" Agree
And while you are saving your tires by common sense driving — let's see what will happen to your gasoline mileage.

According to figures secured from the Standard Oil Company, the average small car will travel 18 miles per gallon of gasoline at 30 miles per hour. At 60 miles per hour the mileage falls to 10 miles per gallon, a 44 per cent increase in gasoline consumption. The Chrysler Corporation, the Automobile Club of Southern California, and the California Highway Patrol, after scores of highway and city driving tests, have accumulated mileage statistics which, except for minor variations, agree with the above.

Author Experiments
In order to double-check, and to see for ourselves what we've been missing in the way of economy, the Author recently equipped his personal car with a gasometer, a device by which an exact check is made of gasoline consumption. The result was surprising.

For example, on the open highway, at 70 miles per hour, a gallon of gasoline poured through the engine each 11 miles. At 30 miles per hour it trickled through at the rate of 22.5 miles per gallon. In between, at 50 miles per hour, the average per gallon mileage was 16.

Since most of us drive our cars almost entirely in city traffic, a careful check was made of mileage under those conditions. In typical Los Angeles traffic, the car gave 19 miles to the gallon. This was accomplished by sparing use of the brake and accelerator, and by anticipating signal changes whenever possible. This made it necessary to come to a full stop at only ten of the thirty stop-and-go signals encountered on the route travelled.

By means of quick braking and acceleration, zooming past other cars, and in general driving with a "heavy foot and a light head," traffic mileage over the same route dropped to 12 miles per gallon.

After observing first-hand the effects of careless driving, the writer placed a ceiling of 40 miles per hour on his personal driving. Since doing so his gasoline bill has been approximately 40 per cent less.

It's Up to You!
Of course, you don't have to pay any attention to this article, or to the plea of your government to conserve vital defense materials. It's your car, your money, and your life. What you do with them is your business. But this much is certain — from now on you're wasting both rubber and gasoline because you choose to do so—not because you don't know better.

![Chart No. 3](image)

**Chart No. 3**

Shift your tires every 5,000 miles, according to this diagram.

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**Family Bereavements**

Sympathy is extended to those members of our organization who recently have had the sad experience of losing a loved one:

To F. E. Lewis, Rate and Appraisal, Los Angeles, and J. S. Lewis, Customer Service, San Bernardino, whose mother, Mrs. Anna K. Lewis, passed away January 16.

To Mary Ellen Pickett, Sales, Compton, who lost her father January 15.

To O. L. Hester, Street Department, Compton, whose grandfather passed away recently.

To Keith Fowler, Street Department, Compton, who lost his father January 28.

To Arthur Haag, Division Engineer's, San Bernardino, whose mother passed away January 8.

To W. O. Mulgigan, District Agent, Redlands, and Mrs. Mulligan, who lost her mother on January 10.

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**Masonic Club Active**

A meeting of the Company Masonic Club, January 29, members unanimously voted to completely equip an ambulance for the American Red Cross. Negotiations to carry out this project have since been completed.

This regular monthly meeting of the Club was held in the auditorium at 820 South Flower Street, where 146 members enjoyed a corned beef and cabbage dinner.

Plans are set for the annual inaugural ball and installation of officers to be held at Sunset Temple, Pico and Orchard Streets, Saturday, March 28, at 8:00 p.m.

Further details will be mailed to Masonic Club members.

—M. E. Larson.

Buy Bonds for Victory
Striking traffic buttons, holes and curbs will not only knock wheels out of alignment causing uneven wear, but might even knock a tire out of service halfway through its normal life.
Natural Gas Heating and Order L-31

THE War Production Board at Washington issued Order L-31 on February 16, 1942, affecting natural gas utility companies in 17 states, including California. Our employees know something of this from publicity releases issued by W.P.B. which appeared in newspapers recently, and from the company's recent newspaper advertisement which announced the Order to the public.

However, employees will want to know more of the effect of this Order on our business, and we take this means of summarizing the information which is available so far.

Effect of Order

The Order affects the public in two principal ways: for residential service, and for non-residential service. We are prohibited from delivering natural gas to residential customers for central space heating equipment, or for heating equipment supplying the major heating requirements of the premises, unless such equipment was installed prior to March 1, 1942. In the case of residential new construction, the heating equipment may be served with gas if it was specified in the construction contract and the foundation under the main part of the structure in which the equipment is to be installed was completed prior to March 1, 1942.

We are also prohibited from delivering natural gas to any new non-residential customers, after February 28, 1942, for any equipment or uses. The Order also prevents our increasing deliveries of gas to any existing non-residential customers for the operation of any new gas equipment, but there is no restriction on the use of gas by existing non-residential customers for their existing equipment. The Order enumerates certain exceptions to this limitation on non-residential service, as follows:

1. Service may be rendered if adequate standby facilities are installed; (this will probably apply mostly to industrial uses but is not necessarily so restricted).

2. Service may be rendered if the customer cannot reasonably use any fuel other than gas because of technical utilization factors or process requirements; (presumably this exemption would apply only to certain industrial uses).

3. Service may be rendered if approved specifically in advance by W.P.B., as service necessary for war production.

Pooling of Gas Supplies

There are other phases of the Order that affect our operations. Certain procedures are stipulated regarding continuous service of gas for industrial customers engaged in war production. (Ordinarily, surplus industrial service is subject to interruption at times of peak demand.) The Order also provides that natural gas utilities shall make necessary pooling arrangements so that gas system operations may be integrated. Operation of gas manufacturing, transmission, storage, distribution, and other facilities, and interchange of gas with other utilities, are to be such as to achieve as far as practicable the maximum output in the various areas involved. In our situation, such integration already exists between our Company, Southern Counties Gas Company, and San Diego Gas & Electric Company. The Order may, therefore, effectuate integration of our operations with companies serving in the Bay area.

Letter to Builders

Employees may also be interested in reading a letter which was mailed to architects, contractors, builders, and new construction lending institutions. Similar letters are being sent to non-residential customers:

To: Architects, Contractors, Builders, New Construction Lending Institutions

Gentlemen:

The War Production Board at Washington issued Order L-31 on February 16, 1942, affecting natural gas utility companies in 17 states, including California. This Order became effective immediately, and affects

Please turn to page 13
General view of completed project looking upstream toward the pipeline crossing (back of dam). Many thousand cubic yards of earth were moved to tame the rushing waters of Alamo Creek during flood stage. A concrete spillway, drop-dam and apron control water flow.

During the rainy season, water, which formerly tore away the stream banks at our pipeline crossing, is now checked by this earth-filled dam and gently lowered down spillway to a "stilling pond" below.

Our 22-inch transmission line from San Joaquin Valley and a Pacific Lighting Corporation 26-inch line cross over the stream bed near the dam. In the background can be seen the wing walls at the top of the spillway.

From the crest of the spillway the general topography of the stream bed and surrounding country can be appreciated. Heavy rains sometimes swell the meager waters of Alamo Creek into a madly rushing torrent.
NEW MURALS BY NEW METHOD

New in technique are the mural decorations shown on this page. Each is a giant sepia photograph of a water color painting specially created for the purpose. This is the first time that art has been combined with photography in just this way.

Each subject is symbolic of the use of appliances on the sales floor of the new building at 820 South Flower Street. For example, a chef at work looks down upon the commercial cooking equipment, broiling, baking and top burners cooking are shown immediately behind the display of domestic ranges...a happy face looks out from shower curtains above the water heaters. At the end of the room is a large montage typifying activities of the entire gas industry.

The art conceptions and finished drawings are by Ren Wicks, nationally known illustrator; the photo murals by Associated Photographers, creators of photo murals and large scale backgrounds for movie studios.
"LETTERS from home still rank as the number one thrill for the soldier in the army of the United States, whether he is flying an American-made plane over foreign frontiers or in a military camp in the homeland.

"Uncle Sam believes the benefit of letters written by the home folks and friends to the soldier cannot be overvalued. Short letters sent frequently are preferred to long ones more widely spaced. The soldier likes to see his name on an envelope whenever the mail call sounds.

"Cheerful news of friends, homey matters of neighborhood interest and amusing incidents of the family circle, make the best contents for such mail, the boys say. Improper addressing is the most common cause for delay. Directions given by the soldier for his mail should be followed in detail. The Army Postal Service will see that the mail gets to the boys, no matter where they are stationed."

—Bureau of Public Relations, War Department.

Heard from Our Boys

Vernon Silkenson, formerly Customers, Compton, says in a letter to Paul Walters:

"Just a line to let you know I am nicely settled here at Camp Roberts. Reported in on Christmas Day and went to work the next day. Was assigned to a company and have a platoon of about 50 men to worry about.

Frederick J. Bremerman, Master Sergeant, Headquarters 40th Infantry Division (formerly Natural Gas Bureau), in a letter to Personnel Manager W. R. Davis, says:

"The declaration of war raised the morale of this outfit about sixty percent. Even the boys who were released as "over 28" are not kicking about being recalled now. Before, there was a great deal of doubt as to our objectives. There is none now. We have a purpose and a goal and I don't believe anyone need worry about the final outcome, even though it may take us some time to bring it about.

"I have a little personal score to settle with the Japanesees myself. At noon on the day they attacked Honolulu I was in a golf tournament on the ninth hole of the Morro Bay golf course, had my lunch paid toward a big afternoon. Instead, I for, was feeling swell, and looking spent the afternoon at my desk in Division Headquarters. Some day I hope to finish that last nine holes." (Los Angeles address: 2755 South Spaulding Ave. February 3, 1942.)

Wayne D. Groce, formerly Meter Shop, Los Angeles, writes the following letter:

"It was a very pleasant surprise to know that out of sight was not out of mind. So to acknowledge and to let you know that I appreciated the Christmas gift, I am sending you this note from Iceland." (January 24, 1942)

Robert E. Goodgame, Lieutenant, U. S. Navy (formerly Sales, San Bernardo), writes to W. M. Jacobs from "somewhere at sea":

"Please express my appreciation and thanks to the Company for the nice Christmas check. It makes me very happy to be remembered. This makes almost a year since the Navy recalled me to active duty, but my two years and three months with the Southern California Gas Company will never be forgotten. I regretted very much having to leave, because I liked my work and the people with whom I worked.

"My ship is of the heavy cruiser type, and we are very proud of her. The officers are very competent and the crew excellent. At present we are in the thick of it, and I feel sure will get many important assignments before the terrible attack on Pearl Harbor is avenged. I am happy to have my family out of the danger zone. My wife and young son are now with my wife's people in Los Angeles. My friends in the Company have been very thoughtful in many ways. I sincerely hope the war will be short, and that we who were called will be able to return to our families and our work in the near future." (January 31, 1942)

Triple Coincidence.

Edmond J. Dowd, Jr.
Frank W. Fuller, Jr.
Orville D. Smith, Jr.

The above three names appearing without comment might not arouse much-curiosity or interest. However, comments are in order, as follows: Edmond, Jr., is the son of Betty Dowd, Collection Section, 810 South Flower Street. Frank, Jr., is the son of Frank W. Fuller, also Collection Section, 810 South Flower Street. Orville, Jr., is the son of O. D. Smith, Sales, Glendale.
Gas Heating

(From page 8)

the use of natural gas for space heating in new residences, and all uses of gas in other new buildings. Because of its importance to the new construction industry, we are taking this means to bring the matter to your attention, and are attaching a copy of the Order.

We wish to direct your attention particularly to sections (d) and (e) of this Order. Section (d), in part, prohibits service of gas to any new non-residential customer after ten days following the effective date of this Order (i.e., after February 25, 1942), with the exceptions enumerated. Section (e), in part, concerns residences under construction, and those to be constructed. Service of gas for heating equipment supplying the major portion of the heating requirements of such residences is prohibited unless such equipment is specified in the construction contract, and the foundation under the main part of the structure is completed, prior to March 1, 1942. Gas heaters in such residences may be served only if they are incidental to another existing heating system, using other fuel.

It will be in the ultimate interests of home owners if built-in gas heating appurtenances, such as venits, registers, etc., are incorporated in the building at the time of construction.

We wish also to call your attention to the fact that the Order does not restrict the installation of cooking, water heating, and refrigerating appliances in residences.

The aim of the War Production Board in issuing this Order is to assure a continuous supply of natural gas for defense industries and essential civilian uses. You may be interested in a brief explanation of the situation in Southern California in this regard. There is no actual shortage in the amount of natural gas in California, in the ordinary sense of the word. In fact, known natural gas reserves are now more extensive than at any time in the past. The rate of production of gas in the fields, however, and the capacity of existing transmission and distribution systems have been determined by the "peak load" demands of residential and commercial consumers: such "peak loads" occur in extremely cold weather, due to the extensive use of gas for heating purposes.

Most of the large volumes of natural gas used for industrial requirements are supplied on what is termed a "surplus" basis, subject to interruption at time of "peak load", and many industrial customers are equipped with standby oil fuel which is used instead of gas during such interruptions in surplus gas service. The advent of extensive industrial war production in Southern California, however, has presented a new condition. It is obviously important that such production be continued without interruption. Oil fuel, as standby, cannot be adapted to certain types of gas burning equipment used in defense production; further, such standby burners and fuel tanks require critical materials which are not available. Thus, in effect, surplus industrial gas requirements of defense industries are no longer "surplus", but become "firm", and are superimposed on the normal "peak loads" of residential and commercial customers.

To expand gas transmission and distribution systems to care for still further increases in peak demands would require extensive use of steel and other critical materials, which are more vitally needed for manufacturing implements of war. It is to prevent such additions to the "peak demands" that the War Production Board has restricted use of additional heating equipment.

Non-residential customers who are in process of building new structures and are planning to use gas for any purpose should note that such gas equipment cannot be supplied with gas unless it is served prior to February 28, 1942. If this appears to work an undue hardship in any case, such non-residential customers may apply for relief by appealing to the War Production Board in Washington under Section (d), subparagraph 3, or Section (f).

Some inconveniences and hardships will result from the application of this Order, but we are confident that cooperation from the architectural profession and building trades, as well as from the public, will be forthcoming.

Yours very truly,

W. M. Jacobs.

Customer Inquiries

Because of various interpretations or amendments which may be issued from time to time by W.P.B., only those employees whose duties regularly require them to do so, should answer customer inquiries regarding the Order. The Company will endeavor to keep such contact employees posted promptly on such interpretations, which at this time are being made rapidly.

Mrs. Fani M. Lovelless, Appliance Counselor, Los Angeles, reports an interesting vacation visiting at Riverside, Camp Haan, Elsinore and March Field. Her son, Norman Loveless, was married to Juanita Miller of Walnut Park, February 8, at Mission Inn, Riverside.

Party. One of the nicest social events held recently in the Southern Division was a shower given by the girls of the Compton Office for Pauline Zeller (nee Price) at the home of Nellie Billaud.

Buy Bonds for Victory

Philip Warshauer, Customer Service, Glendale, re-entered military service January 29, to be stationed at U. S. Naval Receiving Station, San Diego.

Lawrence Bradley, Customer Service, Visalia, has been selected by Harvard University as a student in the Graduate School of Business Administration. He is enrolled in a one-year course in Industrial Administration, which is given under the sponsorship of the United States Army Industrial College. Upon graduation Bradley will be an officer in the U. S. Army. He is one of 200 men chosen throughout the United States to take the course.

G. L. Newkirk, Street Department, Visalia, has been appointed an aviation cadet in the Army Air Corps.

Roger C. Lyon, Division Engineer's, Taft, left on February 4 to join Uncle Sam's forces as an aviation cadet in the Army Air Corps. He reports to Higley Field, Arizona, for his primary training soon.

Robbie A. Hawkins, Customer Service, Glendale, entered military service on January 27, to be stationed at March Field, U. S. Army Air Corps.

Paul Ganahl, Division Engineer's, Visalia, was called into the Army January 27. He will be transferred to the Air Corps for communications training at Scott Field, Belleville, Illinois, and will graduate as Second Lieutenant.
Obituary

IT IS with regret that we announce the passing of three members of our organization. In behalf of their many friends and associates within the Company, we extend deepest sympathy to the families of these men:

William M. Ellis passed away January 6 at the age of 61. He was born in New Hampshire, December 6, 1889.

Employed by our Company January 16, 1922, he has rendered twenty years of service in the Sales Department, ten years in Los Angeles and ten at Glendale.

Because of his remarkable record in domestic appliance sales, Mr. Ellis had become well known throughout the entire gas industry. In October, 1941, he was awarded an expense-paid trip to the American Gas Association convention in Atlantic City by the Association.

Upon receiving word of the sudden death of Mr. Ellis, Wallace M. Chamberlin, A.G.A. Chairman of the Domestic Range Committee, sent the following telegram to the Management:

"I am deeply grieved to learn this morning of the death of W. M. Ellis. I know that other members of the Committee and all CP Rangers will feel as I do. Not only from his splendid record, but also through meeting him in Atlantic City, do I appreciate in some measure the loss felt by your organization and realize that this loss extends to the gas industry."

Mr. Ellis is survived by his widow, Alice M. Ellis, and two sons.

George Hansen, retired, passed away January 9 at the age of 72. He was born on July 6, 1869.

He joined the former Los Angeles Gas and Electric Corporation May 10, 1920, as Pipeman in the Gas Distribution Department. Later he became Gas Main Man and Repairman, in which capacity he served until the date of his retirement September 1, 1934.

Mr. Hansen is survived by his widow, Anna Hansen.

Harry L. Packard passed away January 14 at the age of 48. He was born in Kansas City, Kansas, July 26, 1893.

On April 1, 1926, Mr. Packard was employed by the former Los Angeles Gas and Electric Corporation in the Gas Distribution Department. He worked as Meterman and Serviceeman until November 29, 1941, at which time he was obliged to cease active duty because of illness.

Mr. Packard is survived by his widow, Irene V. Packard.

After Hour Club Elects

THE annual election of officers of the After Hour Club was held on Wednesday, January 21, 1942, at the Eleta Cafe, Crenshaw Boulevard.

Fred Hodgson, Bookkeeping Dept., was elected President; Carl Barschig, Stores Dept., Vice-President; Bill Skelton, Central Ave. branch, Secretary-Treasurer; and Larry Larson, Huntington Park branch, Sergeant-at-Arms.

The After Hour Club is a speakers club, composed of men of the Southern California Gas Company who are interested in public speaking, and was founded by a group of such men in 1927 "to promote the art of public speaking, and foster the spirit of good fellowship in our Company." The club has a limited membership, in order that all members may benefit by taking part in the programs, and meets every third Wednesday of each month.

From time to time vacancies occur on the roster of the club, and any male member of Southern California Gas Company, interested in learning, practicing or promoting the art of public speaking, is invited to contact the Secretary of the club, W. W. Skelton, on Local 311.

"Tis a kind of good deed to speak well."—Shakespeare.

—Jim Ingle.

Gassers to Bowl Talkers

ONE hundred and thirty Gas Company bowlers are headed for revenge when twenty-six teams of them from Central, Northern, and Southern Divisions tangle with the Telephone Company's keglers on Sunday, March 8, at 1 P.M. in the Sunset Bowling Center.

This year's inter-company tournament will be the second in a series which promises to become a permanent feature at the wind-up of the bowling season for each Company. Last year's contest was won by the Telephoners, by a score of 54-50. This year's scoring will be on the same basis of one point for each of three games won, and one point for total pins. Scores will be recorded on a handicap system of 75 per cent of 190 scratch.

Last year's stellar aggregation for the Gas Company was the Industrial Service quintet, which captured third cash prize with a 2970-pin total. Telephone Company teams took the rest of the cash prizes. The Industrial Service team will not be competing this year.

The ten teams from the Central Division who will compete are Civil Engineering, Slauson, Customer Service, Glendale Dispatchers, West District, Hollywood Street, Auditing, Stores, 48th Street, and Right-of-Way.

At press time, the teams from Northern and Southern Divisions had not yet been selected.

Chopsticks flew when the girls of the General Agent's Office met for dinner at Chinatown's Golden Pagoda, January 27, to honor Ellen O'Leary, who became Mrs. Keith Ruffner on January 31, and to say goodbye to Betty Carroll, Mary Frances Wilson and Pauline Jencks, who have left the employ of the Company.

Decorated for Merit

SOUTHERN California Gas Company sales people are well represented among the members of the CP Ranger Club, which is promoted by the American Gas Association to encourage the sale of Certified Performance gas ranges throughout the nation.

In order to qualify as a CP Ranger and receive the identifying lapel pin and appropriate recognition, the salesmen must sell 25 of these modern gas ranges during the year.

Fifty such sales give the salesman the rank of Star Ranger, for which he is presented a lapel pin bearing a diamond.

Since the members of our salesforce are well acquainted with the superior features of the ranges meeting Certified Performance requirements, they are able to do an enthusiastic job of selling these appliances to the value-minded housewife.

The portraits on the opposite page show the large group of salesmen and appliance counselors from our various offices who have won the distinction of membership in the CP Ranger Club during the past year.

—R. D. MacMahon.
TWENTY-ONE employees earned cash awards and recognition for “double-extra special” work in turning in prospects for the sale of gas appliances during the fourth quarter of 1941. But that is not all, for 841 other employees earned lesser cash awards for similar work, though not so great in unit value.

Thanks and congratulations to the entire 862.

The pictures above are of only the “top” winners whose portraits have not appeared in GAS NEWS for a year.

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Vera A. Klopp, Sales, Los Angeles, and Walter C. Dodder, Street Department, Los Angeles, became Mr. and Mrs. on January 31.

William Bush, General Agent’s, Los Angeles, and Martha F. Jenkins were married at Las Vegas January 31.

John E. Abernathy, General Agent’s, Los Angeles, married Elsie Guinn at Las Vegas January 16.

Alfred F. McNeal, Customer Service, Hollywood, was married to Mabelle Craig at the Wilshire Wedding Chapel January 22.

Pauline E. Price, Customers, Compton, became the bride of Joe Zeller at Las Vegas December 14.

Oliver W. Rude, Customer Service, Los Angeles, and Marian Lee were married November 14.

Ellen O’Leary, General Agent’s, Los Angeles, was married to Keith C. Ruffner January 31.

Madeline Granum, Auditing, Los Angeles, was married December 20, to S. Lawrence Allen at St. Basil’s Church, Los Angeles.

May Goots, Auditing, Los Angeles, and James Weaver were wed at Vermont Avenue Presbyterian Church, December 20.

Brides and Grooms

Wedding bells have sounded for several of our fellow employees. We sincerely wish them a full and happy life together:

Nicholas Y. Edwards, Customers, Los Angeles, married Marnetta Clark, a former member of the Collection Section, January 24. They spent their honeymoon at El Mirador Hotel in Palm Springs.

Morris P. Stillinger, Customer Service, Wasco, and Danna McMurray of Los Angeles were married in the Glendale home of Bishop D. H. Cannon, January 17.

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Victory Stamps and Bonds Help Win the War
A-a-a-ll 'B-o-o-a-ard!'

Since 1931, Harrison Musgrave of the Personnel Department has been an ardent hobbyist in model railroad building. His complete model railroad system, the Union Belt Lines, is laid out in the basement of his home, occupying a space of 13 by 27 feet, with two return loops going out under part of the house.

From a modest beginning in 1931, the road has grown steadily to its present extent of 500 feet of 1/4-inch-scale track (1 1/4 inches between rails). Roughly, two-thirds of this is devoted to steam prototype operation, and the balance to interurban traffic, using overhead trolley wire construction. The road operates on 12 volts direct current, and the steam lines have automatic block signal control. The inventory of equipment includes five electrically-operated locomotives, about 40 assorted freight and passenger cars, eight interurban motor cars, and four trailers.

Locomotives are constructed from bronze and steel castings, sheet brass, wire, and other odds and ends usually found around a workshop. A typical locomotive will weigh from 10 to 15 pounds when finished. Cars are made with punched metal or heavy bristol board sides, usually having wooden floor and roof. They weigh from one to two pounds. For a size comparison, a 1/4-inch-scale model of a standard pullman car is approximately 22 inches long. These models may be completely built from scratch, or parts and kits may be bought and assembled. Such kits, and finished models, are available through a number of sources.
ON JANUARY 16, a party of fifty friends assembled at Taix French Restaurant in honor of our good friend, W. E. (Bill) Sharp, in anticipation of his retirement.

Bill is a mechanic and has taken much pleasure in making and presenting cribbage boards to his many friends.

The evening was spent telling stories and reminiscing on Bill's "shortcomings" during his sojourn with the Gas Company.

Bill was presented with a motor-driven wood-turning lathe, power saw, and drill press.

—B. G. Williams.

Bassinet Chorus

GREETINGS TO THE NEW ARRIVALS IN THE HOMES OF OUR FELLOW EMPLOYEES. MAY THEY EVER REMAIN THE PRIDE AND JOY OF THEIR PROUD PARENTS:

LAWRENCE JAMES SORK, II, 6 pounds, 7 ounces, son of Mr. and Mrs. Larry Sork, was born at St. Vincent's Hospital January 3. Auditing, Los Angeles.

GARY LAUREN WADE, 8 pounds, son of Mr. and Mrs. H. M. Wade, arrived at Southwest Hospital January 15. Street Department, Compton.

NANCY JANE HENRY, 6 pounds, 13 ounces, daughter of Mr. and Mrs. Francis Henry, arrived at Visalia Municipal Hospital January 5. Engineering, Visalia.

SANDRA MAY LANE, 8 pounds, 3 ounces, daughter of Mr. and Mrs. Roy Lane, was born at Visalia Municipal Hospital January 21. Distribution, Visalia.

DONNA JANE SMITH, 6 pounds, 7 ounces, daughter of Mr. and Mrs. D. H. Smith, was born at Wilshire Hospital January 15. Street Department, Los Angeles.

LOUIS EDWARD DALLMIEI', son of Mr. and Mrs. Edward Dallmier, arrived at Downey Community Hospital January 21. Mrs. Dallmier was formerly a member of the Los Angeles Customers Department.

FRED RAYMOND LAMARNA, 8 pounds, 13 ounces, son of Mr. and Mrs. F. G. LaMarina, was born December 28. Transmission, Taft.

MARGARET ANN KUNZE, grandchild of Barney Jakobowitz, General Agent, Los Angeles, was born June 30, 1941, to Mr. and Mrs. Rudolph Kunze.

ARLINE MARY DERSOM, 7 pounds, 1 ounce, daughter of Mr. and Mrs. Earl Dersom, arrived at Huntington Park Mission Hospital January 3. Customer Service, Los Angeles.

KATHRYN JOYCE LANDON, daughter of Mr. and Mrs. W. H. Landon, was born January 22. Customer Service, Van Nuys.

JAMES R. CORI, JR., son of Mr. and Mrs. J. R. Korb, was born January 25. Customers, Van Nuys.

KENNETH OLDFIELD STARR, 8 pounds, 2 ounces, son of Mr. and Mrs. Everett Starr, arrived at Glendale Research Hospital November 12. Sales, Los Angeles.

Letter of Appreciation

3728 W. 58 Place
Los Angeles, Calif.
January 19, 1942.

Southern California Gas Co.
810 South Flower Street
Los Angeles, Calif.

Dear Friends:

Because of a sense of gratitude I am taking this means of expressing my appreciation for the privilege of having been an active member of the large family of Southern California Gas Company for the past twenty-one and one-half years.

The reason for appreciation and gratitude becomes more apparent with the realization that, during these years, there has never been a loss of time or pay.

My association with a large part of the Company personnel has been a happy experience, one which is valued highly. If at any time during the present emergency I can be of service to the Company I will gladly answer the call.

In closing, my best wishes are extended to the entire personnel for a continuation of their well-being.

Sincerely yours,

(Signed) JOHN J. KAMM.
Two Members Retire

Edward Turner, after twenty-two years of continuous service with the Company, retired from active duty January 16, to enjoy a new inactive relationship under the provisions of our Uniform Pension and Benefit Plan.

Mr. Turner, known to many of us as “Sheriff,” was born in Amanda, Ohio, on June 6, 1875, where he spent his boyhood and received his grammar school education.

Prior to joining our organization, he worked for the Pacific Electric Railway and Pacific Light and Power Corporation.

On November 1, 1910, he was employed by our Company as Watchman in the General Maintenance Department. Following the merger with the former Los Angeles Gas and Electric Corporation, he was transferred to the Construction Engineering Department until the date of his retirement.

Mr. Turner saw action in France in World War I. He was among the first 600 to leave from Los Angeles in April, 1917.

His plans for the future include working on a mining claim he has nearby and enjoying life in general.

Mr. Turner lives at 828 W. 79th St., Los Angeles. His club affiliations include the Eagles Lodge, American Legion and Disabled American Veterans.

William E. Sharp, with nearly eleven years of service with our organization behind him, assumed a new role as retired member on February 1.

He was born in Braidwood, Illinois, on January 20, 1877.

Mr. Sharp had extensive experience in mining and railroading before he came with Southern California Gas Company. On May 19, 1921, he was employed by our Company as Mechanic in the Meter Shop. Later, in 1938, he was transferred in the same capacity to the Gas Measurement Department at Center and Aliso Streets. Since 1940, he has been a member of the Customer Service Department at Channing Street.

Concerning his retirement, Mr. Sharp, better known as “Bill,” says he aims to have plenty of “time for whittling”—he has a pretty nice little workshop at home.

His wife, Elizabeth, will help him enjoy his leisure time at their home at 736 W. 76th Street, Los Angeles. The Sharps have a son and two granddaughters.

He is a member of the Valley Forge Lodge of F. and A. M.

Shower. Members of the Customers Gas Accounting Section gave an impromptu shower, January 30, in honor of Mrs. Lorraine Yankel and Rose Konrad, who are leaving the Company to assume the duties of housewife.

2,000 Tons of Pipe Increase Transmission Capacity

Thousands—many thousands—of people have moved into Southern California to work in the “defense” industries (why not “Victory” industries?) that have grown up all around us with such startling rapidity.

Both the people and the industries are users of natural gas; in many cases, heavy users. In order to be sure that our service would be equal to the increasing demand, especially in the winter months, it was decided to install extra transmission line capacity from the foot of the Tehachapi mountains at Grapevine, sixteen miles northwesterly to a junction with the transmission facilities from the Rio Bravo, Ten Sections and Paloma fields. The line is 18 inches in diameter.

At Grapevine the new line ties into the 22-inch line which continues over the mountains into the Los Angeles metropolitan area.

The new line was completed and placed in service November 18, 1941. It increases daily transmission capacity from the San Joaquin Valley by about 20,000,000 cubic feet.
Some Snaps of the Month

1. Our office building and warehouse at Lebec in snowy setting.


4. They'll soon move into a new office building at Burbank. Opening date middle of March.

5. Laying the crown on our new 10-million-cubic-foot gas holder on Macy Street.