

Socal

GAS NEWS

Pictorial

SEPTEMBER - OCTOBER • 1947

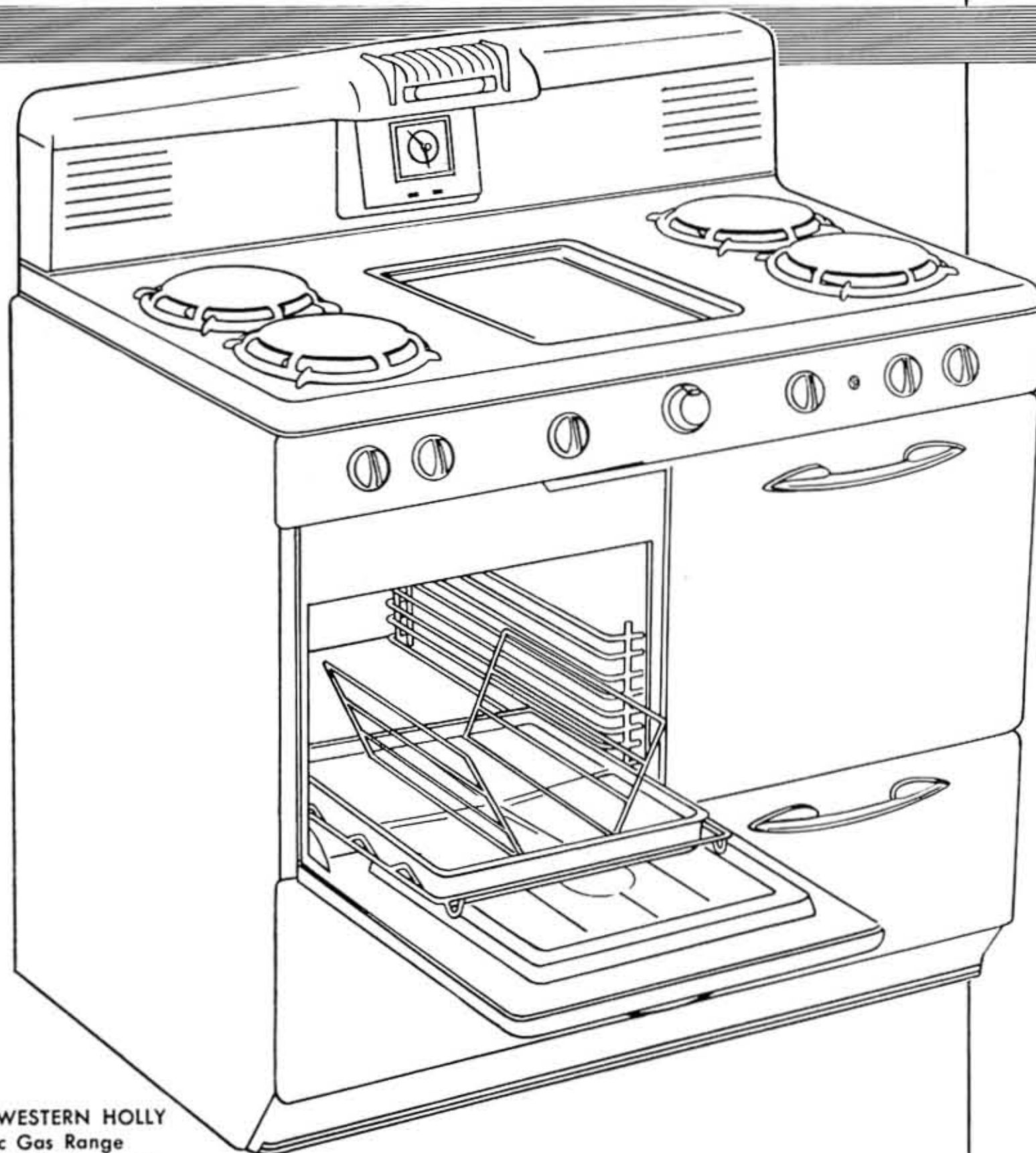


PUBLISHED FOR EMPLOYEES OF SOUTHERN CALIFORNIA GAS COMPANY

Brought to you by www.Gastorical.com

Only a new GAS range gives you all these cooking advantages

INSIDE and OUT



Shown: WESTERN HOLLY automatic Gas Range built to "CP" standards.

NO OTHER RANGES IN THE WORLD combine so many cooking advantages! Today, 20 manufacturers in America make Gas ranges built to "CP" standards. The Western Holly Gas range shown here is just one of dozens of different models now available for your "New Freedom Gas Kitchen." They're all *super-modern*... This "CP" seal guarantees it!



10 ways easier for top-of-stove cooking

1. Automatic lighting — no matches.
2. *Instant* high-speed — nothing cooks as *fast* as GAS.
3. Dozens of heats — not just a few.
4. Removable parts — easy-to-get-at.
5. Non-clog burners — easy to clean.
6. *Instant* shut-off — no waste heat.
7. Simmer burners save vitamins *and* fuel!
8. Tailored flame — no heat loss around pans.
9. Smart, streamlined design — stays smart.
10. Simple, easy to use — no need to change your cooking habits!

10 ways better for baking and broiling

1. Automatic clock control... cooks oven meal by itself!
2. Automatic heat control... no guessing.
3. Air-circulated oven — Gas bakes *evenly*.
4. Thrifty roasting — saves up to 20% on meat shrinkage.
5. Extra insulation — cooler kitchens.
6. *Smokeless* broiler — easier to clean.
7. Char-type broiling — as only the quick, clean Gas flame can do it.
8. Oven and broiler light without matches. Broiler needs no pre-heating.
9. You can bake and broil simultaneously.
10. Non-sag racks — no danger of spilling.

you'll do the fastest cleanest cooking in your life on the easiest **new GAS range!**

Look for the "CP" seal on the automatic gas ranges of WESTERN HOLLY, ROPER, GAFFERS & SATTLER, O'KEEFE & MERRITT, WEDGEWOOD, TAPPAN, MAGIC CHEF, UNIVERSAL, GLENWOOD, CALORIC and others.



COSTS LESS to buy...to operate

SOUTHERN CALIFORNIA GAS COMPANY
SOUTHERN COUNTIES GAS COMPANY

THE *Pictorial* WORLD

Talk About Us

Landmark for October

OUR LANDMARK this month dates back to that transition period in the history of this state when the territory acquired from Mexico was being assimilated into the United States. The crumbling walls seen in the cover picture are practically all that remains of a once important military post—the U.S. Army fort at Tejon, founded in 1854 in Grapevine Canyon on what is now known as the Ridge Route. Fort Tejon—the name is Spanish and means “badger”—was established, oddly enough, not to protect Americans from Mexicans or white men from Indians, but to protect the Indians from the white men. In its heyday it was the largest military establishment in this part of the state.

The history of Fort Tejon, despite its early importance, is a brief one. The first troops to occupy the fort were members of Company A, First Dragoons. Later this organization was merged with the Mounted Riflemen and Cavalry, becoming the First Cavalry Division, which won distinction in the recent war by being the first American outfit to enter Manila. Thus the fort is known as the “Birthplace of the First Cavalry.” In January, 1857, the fort was badly shaken by one of the severest earthquakes ever recorded in Southern California. There was talk that year of abandoning the post, but building continued, and when it was actually abandoned in 1861 there were 16 buildings on the site not including stables and corrals.

It was reoccupied briefly in 1863 by California Volunteers who were organized



A. R. MOORE

We are pleased to report several replies to our last month's question about how our readers liked Gas Pictorial. Said A. R. Moore (who enclosed a picture of himself), “I look forward to delivery and read every article.” Mrs. R. W. Otis said: “My husband and I think you have an excellent magazine.” “The Pictorial is O.K. by me,” was B. H. Bissell's comment. We would like to hear more.



MAKING WAY for progress, workmen recently had the job of lowering a big gas main where it crossed the new Santa Ana-Los Angeles speedway now under construction. A trench 30 feet deep had to be excavated, and the pipe lowered into the trench, a task which took considerable skill in engineering.

to put down an Indian uprising. Final abandonment came in 1864 and the land reverted to the Castec Ranch owned at that time by Samuel A. Bishop. Bishop made a valiant but futile effort to establish Fort Tejon as the seat of the newly formed Kern County. In 1940 the State of Cali-

fornia acquired a deed to five acres where the fort was located, but a prior lease makes development of the site as a National Monument uncertain. In its present unrestored and unpublicized conditions, the fort attracts about 1000 visitors a month.

Social **GAS NEWS** *Pictorial*

PUBLISHED FOR EMPLOYEES OF SOUTHERN CALIFORNIA GAS COMPANY



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MAIN STREET OF PRESENT DAY VISALIA SHOWING THE JOHNSON HOTEL IN THE FOREGROUND, HOSTELRY FAMILIAR TO MANY GAS COMPANY VISITORS

Cities of the Southland-2

VISALIA *Gateway to the Sierras*

San Joaquin Valley's oldest city has a colorful tumultuous past; a present of peace and prosperity

JO SEE the exceedingly peaceful and prosperous city that is Visalia today, one finds it difficult to realize that here was once the scene of a frontier life as tempestuous as the most melodramatic Western movie.

County seat of Tulare County, which ranks third in all the nation in agricultural production, and headquarters city of our San Joaquin Valley Division, this oldest town of the San Joaquin Valley was once a rendezvous for such adventurers as Kit Carson and Peg Leg Smith. The first settlers were massacred by the Indians and the leader, John Wood, skinned alive following a fight that found the one white man pitted against a thousand redskins.

With the Kern River gold rush in the middle 50's came flourishing gambling dens, dance halls and saloons to entertain the transient populace of Visalia. Then followed the development of the fertile Four Creeks Country from a vast, unfenced cattle range to the greatest wheat growing area in the United States and finally to the widely diversified agricultural community of today.

Even the name "Visalia" has several romantic versions concerning its origin, but all are agreed that the first part stems from the name of Nathaniel Vise, who had the character of a half dozen persons combined in one. At various times a preacher, gambler, bear hunter, horse trader, merchant, and cattle dealer, he could preach

and play poker with equal avidity. A powerful man of fine physique, there are tales of his having posted a substantial wager that, armed only with a knife, he would attack and kill any bear.

According to one version, Visalia is simply a contraction of the names Vise and Salia, the latter being Mrs. Vise's given name. Another combines the name Vise with the Indian word, Sa-ha-la, which means sweathouse. One of these Indian sweathouses was located near the spot of Vise's first camp.

Both of these versions are entirely plausible except for the facts that the records show Mrs. Vise's name to have been Matilda, and that there is a Visalia in Kentucky which was founded in 1820, when our hero was only 10 years old. Since this first Visalia was also founded by a Nathaniel Vise, it is reasonable to conclude that the elder Vise was a relative of the publicity-conscious Westerner. It is probable furthermore that young Vise was entirely familiar with the Kentucky town's existence when he added land promotion to his many occupations, and surveyed and located Visalia in October 1852.

Abundant Water Available

Probably no one element is so largely responsible for the development of Visalia

and the surrounding country as abundant water. Lying at the base of the mightiest mountains in America from which descends a never ending supply, this country is geographically blessed as are few others.

Emerging from the foothills of the Sierras, the Kaweah River divides to form four creeks, Outside Creek, Deep Creek, St. John Creek and Packwood Creek. These streams further diverge over the plain finally emptying into Tulare Lake and form a broad delta between the lake and the mountains. Not only is water plentiful here, but the alluvial soil washed down from the foothills is rich and fertile.

It was this rich land that attracted the ill-fated first settler, John Wood, and his party in 1850. Following the massacre at Woodsville, there was no further attempt at settlement in the Four Creeks country until 1851 when Nat Vise's party erected a log cabin on the north bank of Mill Creek near an Indian Sa-ha-la.

Tales of the fertile Four Creeks country brought in by hunters and trappers eventually resulted in an act of the Legislature creating Tulare County in 1852. While the business of formulating the new government was proceeding, enterprising Nat Vise induced a number of families to settle in the neighborhood of his cabin. Others fearing a possible repetition of the atrocities accorded the Wood party, huddled together for a period in a stockade.

The first real stimulus to population in the Four Creeks country, however, occurred in 1854 with the discovery of gold on the Kern River. Wagon trains hurried to the scene, thousands of men stopping at Visalia enroute, with the result that the little village took on the aspect of a frontier mining town.

Many of the gold seekers who failed to find the precious metal or were not equipped for deep quartz mining inevitably returned to Visalia with the hope of making their fortune farming the fertile surrounding lands.



IN ITS EARLY DAYS, Visalia seemed doomed as a center of population when the Southern Pacific routed its tracks through the newly founded town of Tulare. However, the townspeople managed to retain the county seat and went on to find growth and prosperity in spite of being served by a branch railroad line.

A second stimulus to growth was the establishment of the Butterfield Overland Stage route through the town in 1859. Visalia became the only important stop between Stockton and Los Angeles, and its future as an important trading center was assured.

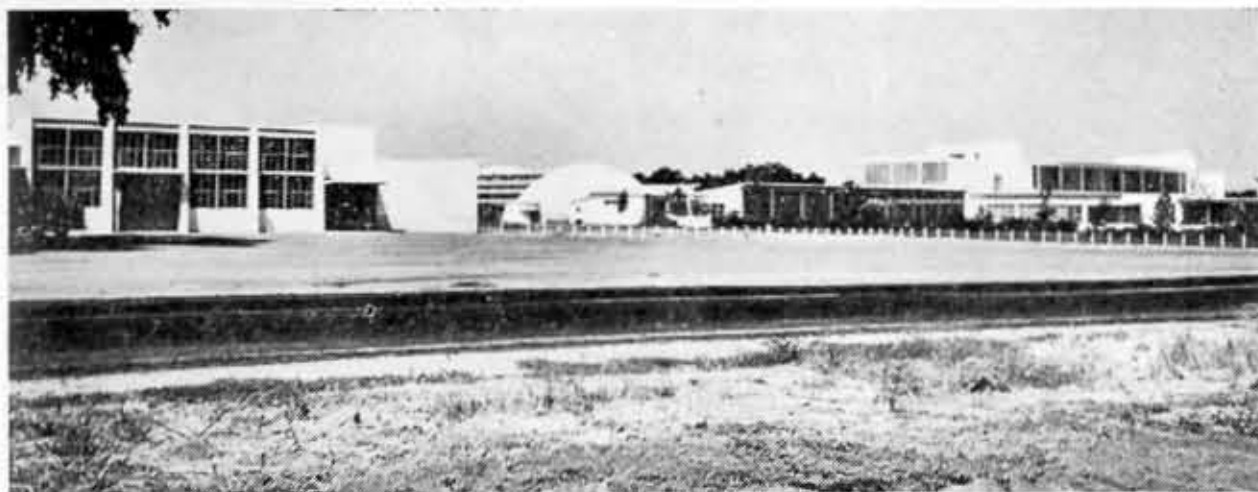
Was Once a Cowntown

Following the gold rush, the area developed first into a great cattle country. But the fertility of the delta also encouraged the raising of grain and there resulted the inevitable feud between the cattlemen and farmers. In those early days there were no fences, and the cattle roamed unchecked over the country destroying the crops. Not until passage of the "No Fence Law", which held cattlemen liable for damages resulting from their cattle trespassing upon the farmer's land, did real agricultural development get under way.

Then began a great era of grain growing, and for miles and miles the plains were an almost unbroken sea of grain. In 1886 California was the banner wheat state of the nation and Tulare County was the banner wheat county of California.

With the development of irrigation, diversified farming and fruit growing replaced the dry farming of grain. In this connection, it is interesting to note that it was Wiley Watson who in 1853 first diverted a stream of water from the Kaweah River for the purpose of irrigation. The small ditch passed down what is now Acequia Street in Visalia—Acequia meaning flowing water—to carry water to his peach orchard. From this small beginning developed the elaborate irrigation systems of today.

Just as the coming of the stagecoach gave a great impetus to the growth of Visalia, so, in the minds of many Vi-



PRESENT DAY VISALIA, with a population of over 10,000, boasts excellent schools, fine libraries, beautiful parks, numerous churches, a radio station and a daily newspaper. A splendid Junior College is housed in the ultra modern build-

ings seen in the picture above. Gas Company Division headquarters is located on Main Street in a modern, air-conditioned building erected just before the war. Today the San Joaquin Valley Division serves a total of 32,700 meters.

saliens, did the town seem doomed by the coming of the railroad. Because the community was unable to meet the subsidy required by the Southern Pacific to route the line through the town, it was bypassed about six miles to the west.

The railroad then laid out a town which it named Tulare, and an election was held to approve the county seat there. According to one authority, the contest resolved itself to one between the padded vote of the non-resident railroad workers of Tulare and the citizens of Visalia both living and dead. The population of the Visalia graveyard by this time had grown to a point that resulted in the county seat remaining in Visalia by a substantial vote.

Area is a Rich One

Present day Visalia is the center of one of the richest agricultural areas in the nation. A great variety of orchard, vineyard, field and vegetable crops as well as many fine herds of livestock are produced in the farming district surrounding the city. It is now served by the Southern Pacific and Santa Fe Railways and the Greyhound, Santa Fe Trailways, and Orange Belt Bus Lines.

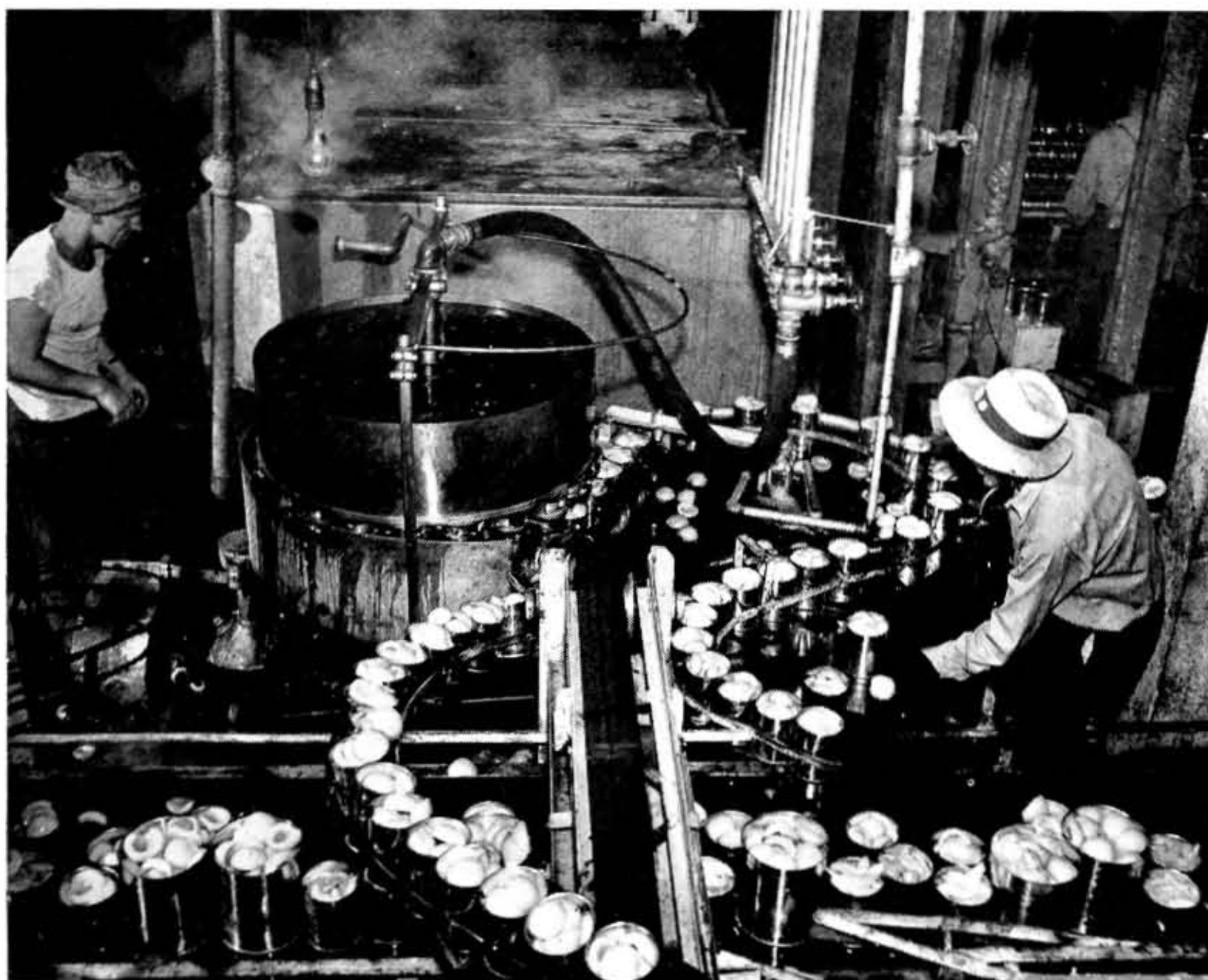
According to March 1947 census figures, Visalia has a population of 10,363 and serves over 50,000 urban and rural customers. Bank deposits of its two banks were \$32,000,000 in 1946.

The city boasts excellent schools which include a Junior College, high school, seven elementary schools and one parochial school. It has a municipally owned airport, hospital and auditorium, both a city and county library, one daily newspaper and two radio stations.

In addition to the larger Johnson and Palace hotels there are several smaller hotels and ten modern motels within the



THE COUNTY SEAT of Tulare County remains in Visalia despite an early attempt of the town of Tulare to wrest it away. The contest involved stuffed ballot boxes in which the non-resident railroad workers of Tulare were pitted against citizens of Visalia both living and dead. The courthouse is shown above.



FERTILE SOIL and an abundance of water make the area of which Visalia is the center one of richest agricultural regions in the entire United States. Fruits, vegetables, meat and dairy products are processed in plants located in the city.

immediate vicinity of Visalia. Eighteen churches represent as many different denominations, and there are seven parks covering a total of 13 acres.

Visalia is on the direct route to the great Sequoia and Kings Canyon National parks less than fifty miles away, and so it quite naturally follows that practically all Visalians are lovers of the great out-of-doors. Thousands of travellers stop at Visalia on their way to the excellent fishing, hunting and pack trails of the Sierra Nevadas.

Beginning with the purchase of three small gas plants in 1925, the development of the gas business in Visalia has been similar to that of the Company's other operating divisions. The original companies, Riverbend Gas and Water Company in Dinuba, Hanford Gas and Power Company in Hanford, and Central Counties Gas Company in Visalia had a total of about 7,500 customers. These plants were improved and operated by us until the advent of natural gas in 1929. Today the San Joaquin Valley Division serves a total of 32,700 meters, more than 3,200 of which are within the incorporated limits of Visalia. Two 10-inch lines from Kettleman Hills supply the area which comprises most of Tulare and Kings Counties and extends into the southern part of Fresno County.

It's Service by **RADIO**

New telephone service saves time and mileage

switches on the radiophone and it remains "alive" all day.

The three initial sets are installed in cars operating in a suburban area where some 118,000 meters are scattered in a district which extends from the northern city limits of Altadena to Montebello, and from the eastern city limits of Glendale to Sierra Madre. Hitherto, any emergency calls in the district had to wait upon the periodic phone calls made by the serviceman to his base during the day. Now, practically any call can be taken care of in a maximum of 30 minutes.

As a matter of fact, on a recent call the response was almost instantaneous. In this case, the customer had some sort of emergency and phoned the serviceboard. The call was immediately referred to the Customer Service dispatch office, where it went out over the radiophone. The serviceman who took the order was, by an odd coincidence, within a few doors of the house, and he was at the front door almost before the customer had hung up her telephone. Until he showed her the radiophone, she wouldn't believe there was not some sort of hocus pocus afoot.

Though it is of greatest value in emergency cases, the new radiophone has many other advantages, too. Previously, in making his periodic calls to his base, the serviceman had to depend on a customer's telephone or find a public one. Now he can call no matter where he is, thus saving time, mileage and inconvenience to customers.

Until the public gets used to radiophones, servicemen are encountering one slight disadvantage. People are so curious about the installation that they want to try it, and the men have found it is better to find an out-of-the-way spot when they need to use the telephone.



SEATED in the cab of his car, Serviceman G. G. Holmes, Pasadena District, takes an order relayed to him by means of mobile radio-phone communication.



THE SET is a compact radio unit housed in a box behind the cab. The signal is picked up by transmitters and carried through normal telephone channels.



ANTENNA is placed on top of the cab. Three such units are now in operation in service cars in the Pasadena District and more will be installed in future.

ONCE AGAIN the Gas Company is out in front by being one of the first public service companies in the west to adopt a postwar innovation—radio telephone communication. The new system has been operating successfully since last March in the Pasadena District, where three Company service cars in the Customer Service Department are equipped with radiophones. Others will be installed as fast as they become available.

The units are operated by the telephone company through its regular telephone facilities tied in with a special radio hook-up. The installation in the service car consists of a radio receiving and sending set attached to a conventional telephone receiver which hangs in the cab of the car. The signal is picked up through transmitters located at strategic points in the area, and sent through the regular telephone system to the desired number. Although Gas Company radiophones are used only for communication between dispatch board and service car, any telephone number may be called, or the service car may be reached from any telephone.

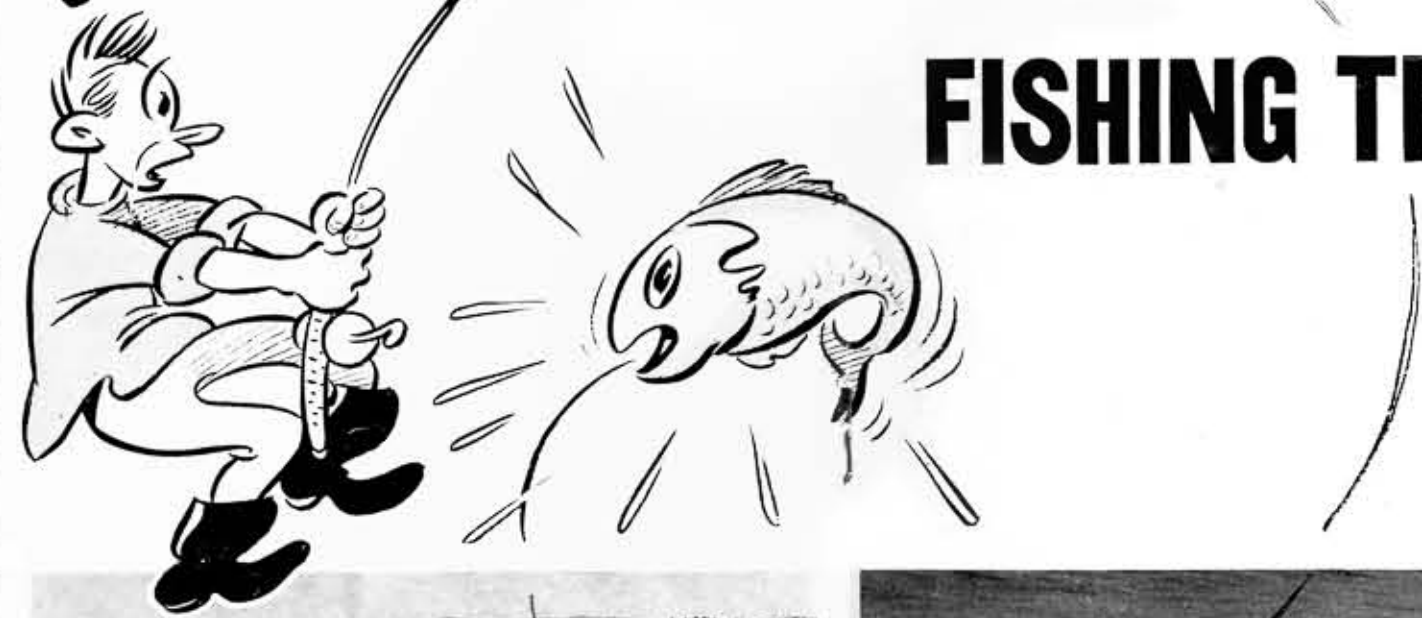
For outgoing calls, the serviceman merely picks up the receiver and depresses a button, signalling the operator. He gives his number and gets the connection in a normal manner. The conversation is normal two-way communication. A bell rings in the car for incoming calls and a red light comes on. This light remains on until the phone is answered. Thus if the serviceman happens to be out of the car, he knows he has been called when he returns, and calls his base. On leaving his base in the morning, the serviceman



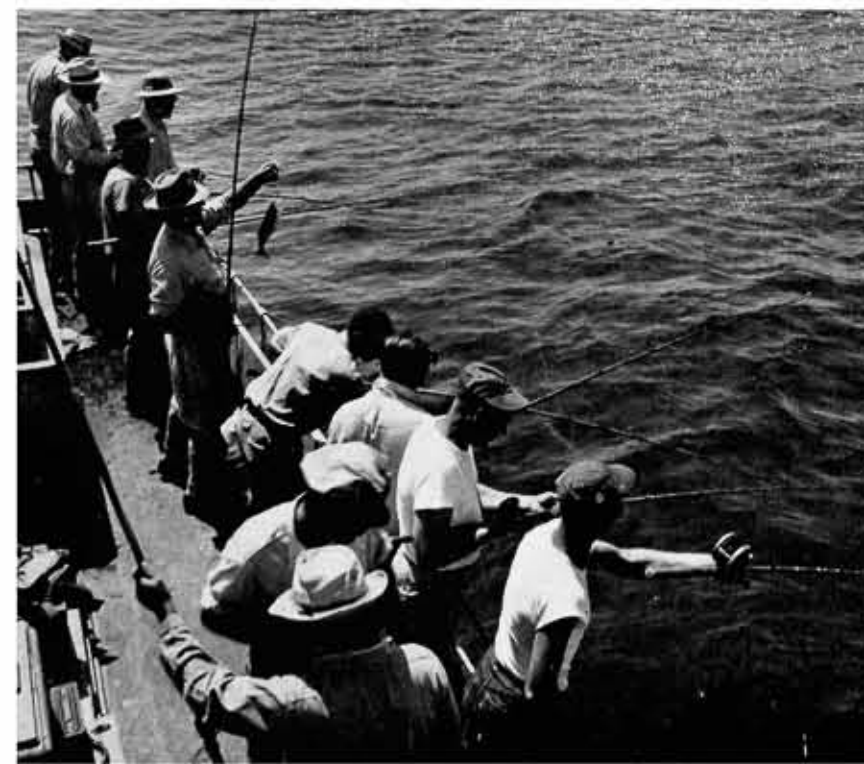
WHEN RECEIVING or making a call, the service man pulls up at the curb. Because the public is so interested in the new convenience, the men avoid time-consuming questions by parking in out-of-the-way places when using the telephone. The Gas Company is one of the first to use the radiophone in the West.

Rod and Gun Club

FISHING TRIP



The sturdy little fishing boat, Tuna Express 3, has provided full and satisfactory Saturdays for many a Gas Company Rod and Gunster during the summer months. Sailing out of San Clemente under special charter, she has unerringly gone where there is good fishing and good sport for everyone. The pictures on this page depict a typical Saturday, from the time the gang gathered at a San Clemente breakfast spot for ham and eggs, until they lined up to have their fish cleaned on the homeward journey. As the San Clemente pier drops astern, the fishermen chew the fat, enjoy the bright morning, and get their fishing gear ready. A half hour out, the bait boat comes alongside and the bait tanks are loaded with live bait. Then the Express is off for the fishing grounds. The first strike is an exciting moment, with everyone crowding to the side to see what kind of fishing is in store. Then it is everybody for himself, with fish for all.





INSTALLATION of officers was an outstanding event for GasCo Legionnaires in August. In the picture above Past Commander W. C. Dodder is shown with Commander

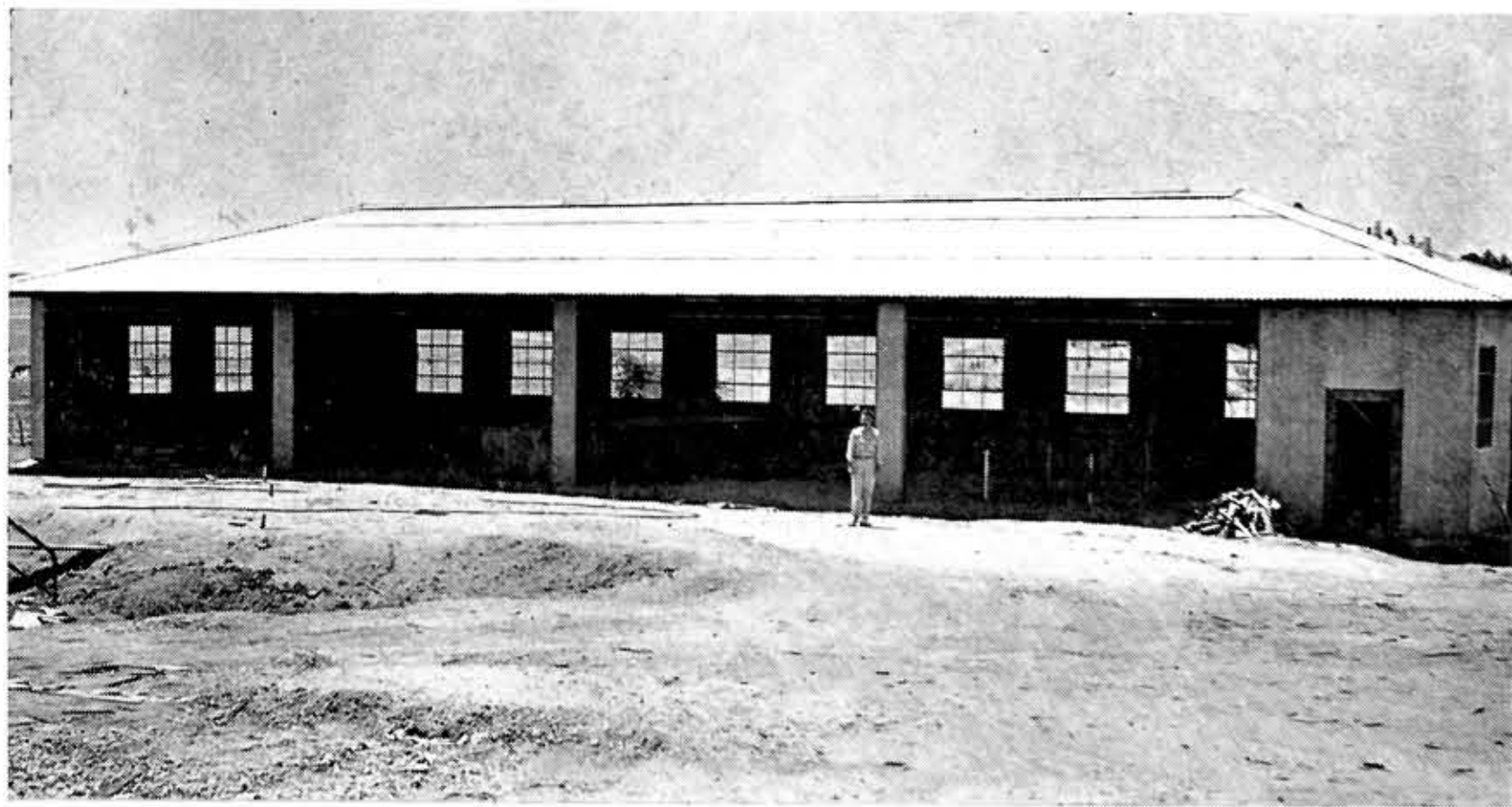
Harry Reinert, Merl Read Post, Delano, and Commander Clyde H. Potter. Pictured at right are new officers ready to be inducted in their various posts for the coming year.



PIPELINE

Buildings which will be used as bases for the men who will operate the Biggest Inch are being made ready for occupancy as the operating crews prepare to take over. The pictures at the right show structures at Beaumont. The station here has two main buildings of Latissteel type of construction. One of the buildings, shown at top, will serve as garage where automotive equipment will be stored. The other, shown below, will be used as a warehouse for housing pipeline supplies and maintenance materials. Besides these two buildings, the Beaumont station will have a main line valve and an off line metering station.

Low maintenance was one of the primary considerations in the design of these buildings, a feature which will be provided by the type of construction adopted. The roof is corrugated asbestos, which is both durable and heat resistant. The walls are precast concrete with a frame of light structural steel. Men working out from this base will patrol and maintain about 50 miles of the 30-inch Texas-California pipeline. The warehouse has a floor space covering an area 45 by 45 feet, while the garage building measures 35 by 105 feet.



RETIREMENTS – Six more Gas Company Men and Women drop out of the ranks



SAMUEL L. PIPER



MAE F. WEIGHT



EDGAR A. THOMAS



N. VIOLA BORDNER



MANOAH A. MASTERSON



ELI E. PENTER

RECENT months have brought retirement from active duties to four more Gas Company employees.

Mae F. Weight, Customers Department, Glendale, retired on August 1, 1947, having completed just one day short of twenty-one years in Company service. She was employed on August 2, 1926.

A native of New York City, Mrs. Weight attended school in that city, and was employed there before coming to the West Coast in 1926. She and her husband, John C. Weight, make their home in Glendale, where she plans to enjoy her leisure keeping house and raising flowers, with an occasional trip for variety.

Edgar A. Thomas came to work for the Gas Company in 1908, and was employed in the Butadiene Department at the time of his retirement on September 1.

Born in Elmira, New York, Thomas came to California in 1907, after having completed school in the East. He was employed by the Lackawana Railroad and the American Sales Book Company before becoming a gas man.

Now on a trip to New England, Canada, Virginia and the Carolinas, Thomas and his wife, Lenna, make their home in Hollywood. They are the parents of one daughter.

Manoah H. Masterson, Customers, Los Angeles, had completed nearly twenty-one years of service when he retired on September 1, having come to the Gas Company in December, 1916, following a period of employment in the City Assessor and Tax Collector's Office.

Born in Illinois, Masterson came to California at the age of nine. He and his wife, Alice L., live at 1136 Longwood Avenue. They have two sons and one daughter. He has as yet no definite plans for the future.

Samuel L. Piper retired from the Division Engineers Department on September 1, after twenty-eight years in Gas

Company service. He was employed in March of 1919.

Piper attended school in Colorado, and was employed in the U. S. Navy Yard, Vallejo, California, before coming to the Company. A bachelor, he lives at 4501 Mosher Street, Los Angeles, but plans to return to Colorado to make his future home.

N. Viola Bordner retired from her duties in the Customers Department on October 1, 1947. She had completed nearly twenty-two years in Company service, having been employed in 1925.

Miss Bordner is a native of the state of Ohio, but has spent most of her life in Los Angeles. Before coming to Southern California Gas Company, she worked for a time for Southern Counties Gas Company, and for the City Gas Company of Long Beach.

Miss Bordner makes her home in Alhambra. For the immediate future, she intends to take a trip to Northern California to visit relatives.

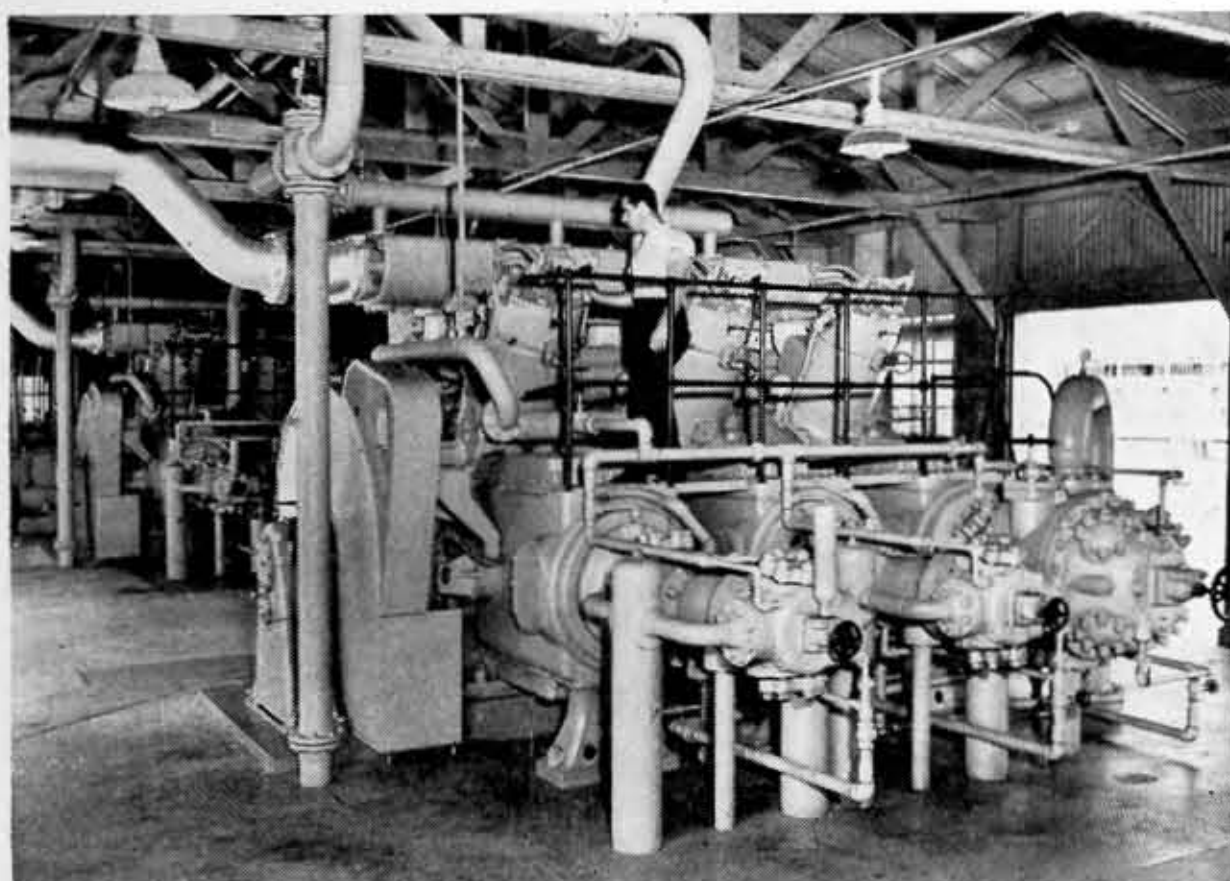
Eli E. Penter, Auditing Department, for the past several years in charge of the Archives, retired on October 1, following

twenty years with the Gas Company. He had previously been employed in the Rate and Appraisal and Stores Departments.

A native of Missouri, Penter also received his education in that state. He came to California in 1926, and to the Gas Company in the following year.

Penter and his wife, Mabel, are the parents of one daughter. Their home is in Huntington Park, where Penter will enjoy his future leisure time. His plans for the future also include a private business venture.

HERE AND THERE . . .



AT PLAYA DEL REY two new 600 horsepower compressor units are in operation, replacing four 200 horsepower units that had been in service since the plant was built. This compressor station is used to pump natural gas into the Playa del Rey field where gas is stored by the Company.



NEW TEST KITCHEN was recently completed for the Home Service Department, now located in the building at the corner of Eighth and Flower Streets, Los Angeles. Two modern automatic gas ranges and two Servel gas refrigerators are installed in this "New Freedom" all-gas kitchen.



GOLF took the spotlight in September when the Southern California Gas Company Employee's Golf Club held its annual championship tournament at the Rancho don Lugo Golf Club. Both men and women participated. The President's Trophy was won by Johnny "Barefoot" Ballard, who

scored a one over par 72. Ladies' high gross was taken by Peg Hemry, who is seen in the center picture. Awards were presented at a dinner given in Los Angeles on Wednesday, October 8, a social affair which was attended by most of the members of the Club. Final tournament is set for Oct. 25.

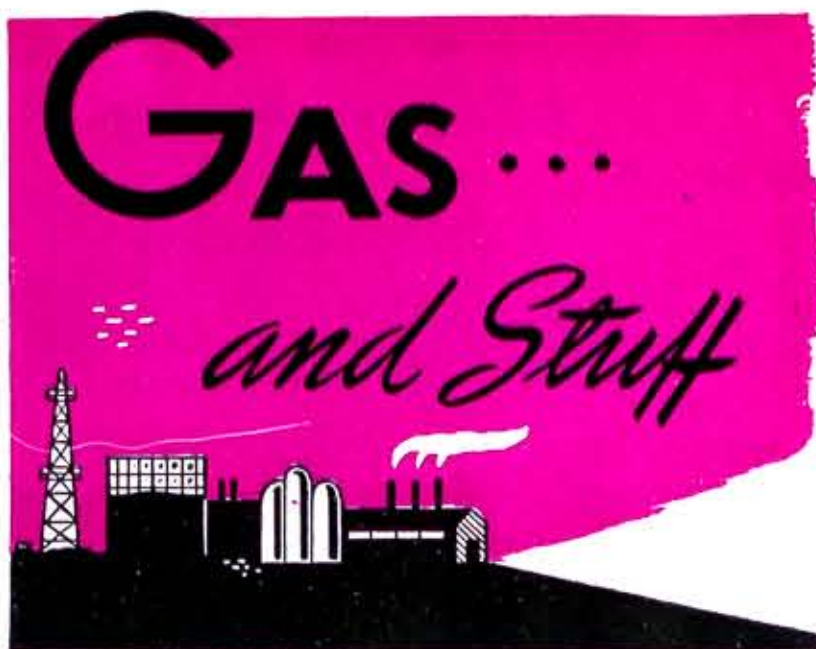
BY THE time these words go through the mill and come out as printed matter the building of the Biggest Inch will be a matter of history. Already the hardy pipeliners who toiled and sweated in the summer heat of the desert to get it connected and underground are on their way to other jobs. At this writing, the people who had charge of its construction are getting ready to turn the line over, with their blessings, to the people who are going to operate it. So, everything considered, this seems a quite appropriate time to present, for the historical record, a few sidelights we have picked up here and there connected with the building of the great artery.

For instance, we have been calling it a 214-mile line all these months. That's what the man said in the beginning and we took his word for it. Actually, however, when the last length was in and welded, the total distance from end to end proved to be 212.58 miles even, and the GasCos found themselves with an extra mile and a half of pipe. Reason for the difference was an overallowance for deviation on the slopes, which was deliberately calculated on the generous side. It would have been kind of embarrassing to come out without enough pipe to finish the job, whereas a few extra lengths over will come in handy.

Rattlesnakes Were Abundant

The desert in the summertime, as everyone knows, is a great place for rattlesnakes and there were times that the right-of-way seemed to swarm with them. Some 50 of the poisonous creatures were killed between Blythe and Beaumont. The granddaddy of them all measured 53 inches and looked like a little Biggest Inch. Nevertheless, no one, so far as we are able to determine, was bitten, which proves something we've contended for a long time: it pays to be alert when you are in rattlesnake country, but the chances of being bitten by one are very remote.

Don't think, though, that a job of this magnitude can be completed without accidents or injuries. Men were hurt, and badly. Indeed, one of the contractor's men lost his life, and we cannot help feeling that it would be both fitting and proper for his name to appear at some station or division along the line so that



Highlights and Sidelights

future generations might know the sacrifice he made in order that they may continue to enjoy the benefits of natural gas. He was a young man, hardly out of boyhood, and he had been on the job less than an hour when he was felled by a chain that broke as a length of pipe was being lifted by a sidarm cat. His name was John James Hubbert, and he came from French Camp, Mississippi.

However, considering the terrain and the magnitude of the job, the pipeline was completed with remarkably few injuries. Heat prostration took a certain toll, which was as might be expected where temperatures ranged upward from 115 in the shade—with no shade. The eyes and the hands, too, took a beating. The desert is a dusty region. There were sprains and contusions, and one man broke his leg. Somebody even sat on a piece of cactus.

Property Damaged, Too

As might be expected, there was a certain amount of property damage; though here again, care and consideration for others kept the damage down to a minimum. One of the worst accidents involved a Santa Fe streamliner, which was damaged when it struck the rear of an empty pipe truck near Arlington. A few water lines and underground conduits were nicked by ditch diggers. There were a certain number of minor auto damage cases, and somebody is going to have to pay for a horse and six cows that walked off into the wide blue yonder when someone left a gate open.

We think some sort of badge should be pinned to the chests of the two men who crawled through the pipe from one end to the other. Perhaps they could do with a pair of air-conditioned kneepads each. Their job was to make sure each length of pipe was clean before it was welded to the preceding length. They didn't actually have to crawl; rather they pushed themselves through the pipe on a kind of scooter. The human pipe cleaner who worked with Spread No. 1 went through 143 miles of pipe; while his opposite number of Spread No. 2 travelled a distance of 79 miles. We were unable to find out how many snakes, rabbits or whatnot they chased out of this likely retreat.

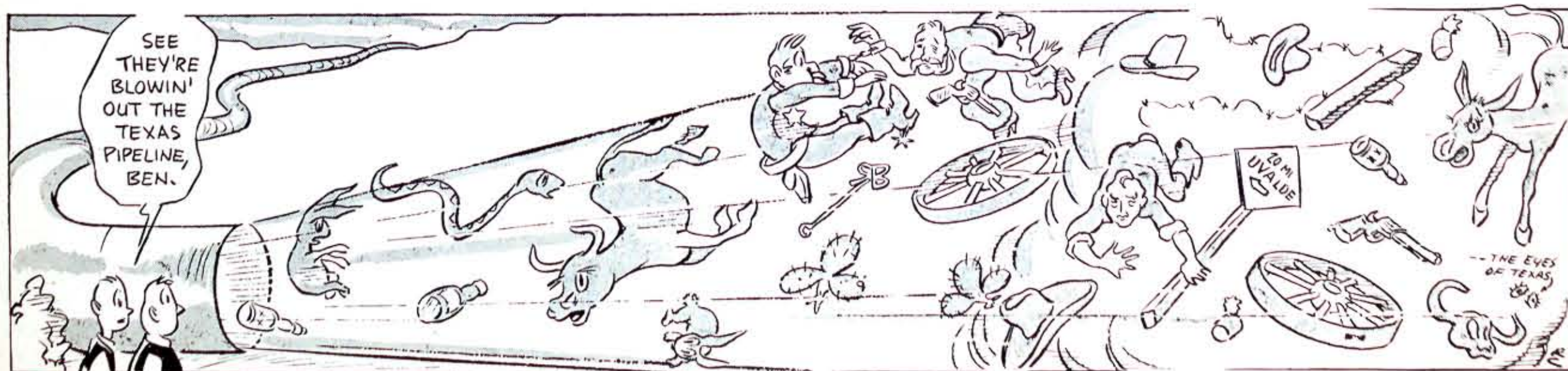
It Wasn't Always Hot

Heat was an element the pipeliners had to battle with practically from the beginning. Tools and metal left standing in the eye of the desert sun for even a short time would get so hot you could not touch them with your bare hand. To keep the pipe from warping and twisting out of shape through expansion and contraction caused by extreme temperature changes, they whitewashed the lengths of pipe strung along the right of way. White absorbs less heat than black, it is explained.

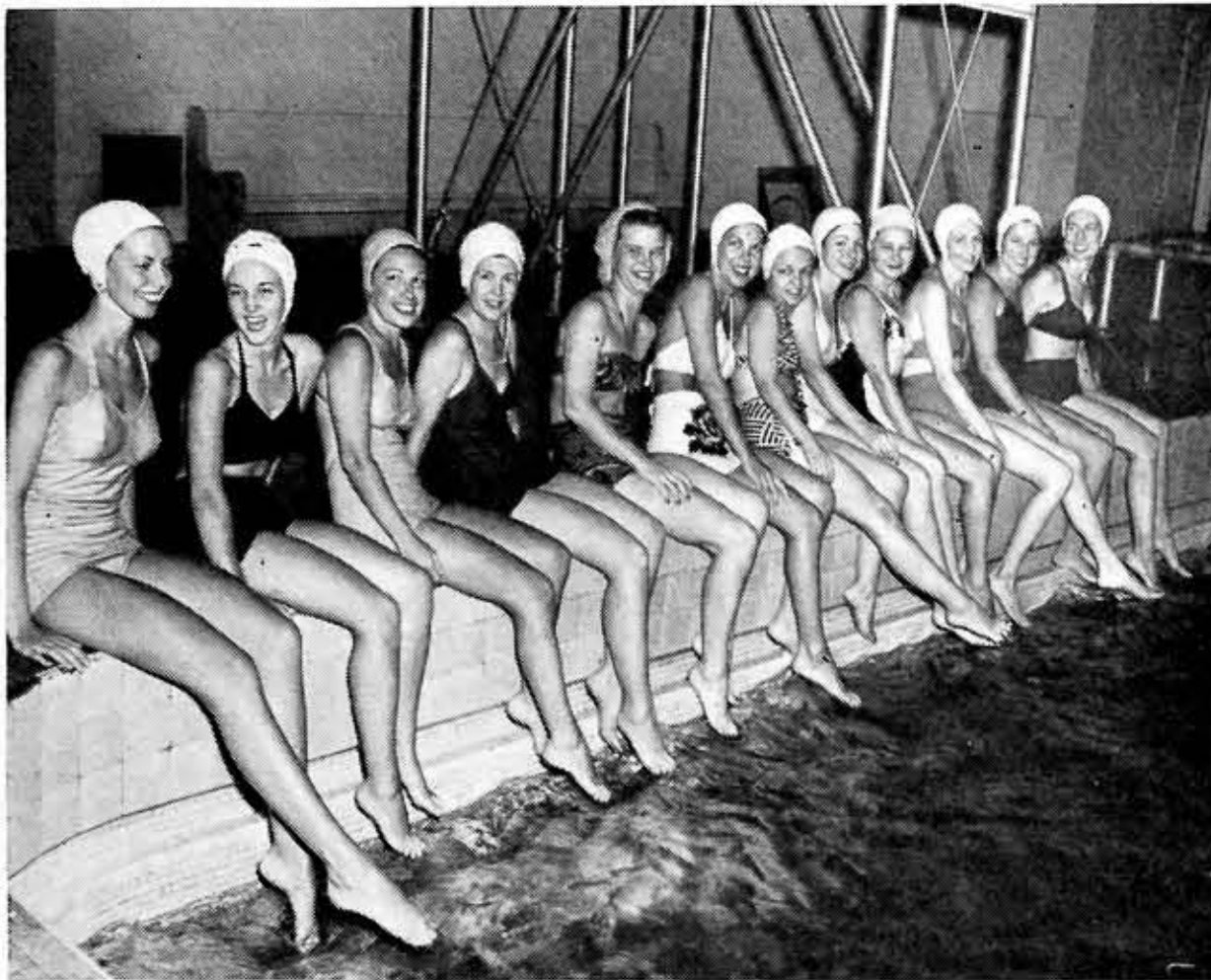
But it wasn't always just hot. There were days when sandstorms blotted out the sun, and made it impossible to work. Cloudbursts sent floods roaring down dry washes, making hash out of trenches, pipe and equipment. It was rugged work, and it took rugged men to stand up under it.

The men who follow this line of work are called "pipeliners" and they go from job to job all over the world. The H. C. Price Company, contractor on the Biggest Inch, now has a contract to build a 30-inch line in Saudi Arabia and the men are already on their way there. They expect to find weather and terrain that will make the Colorado Desert seem like a piece of Paradise.

Meanwhile, the Biggest Inch is being blown out and filled with gas. Soon the California to Texas portion of it will be completed, and molecules of Texas gas will be mixing with molecules of California gas, a mating which should make everybody in this favored State happy for a long time to come.



Summer's the Time for **SWIMMING**

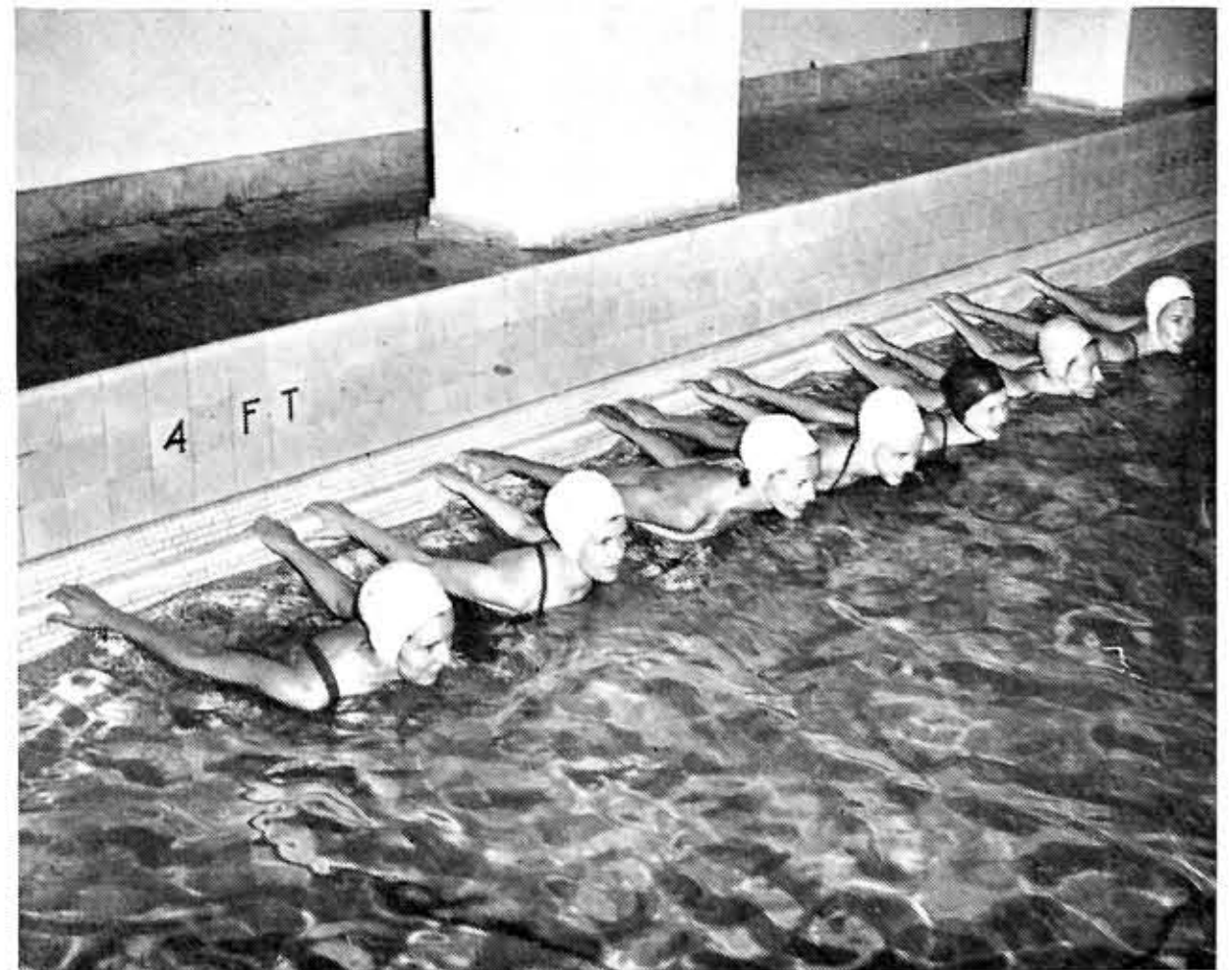


COME on in,

the water's fine;

SWIM for fun and

the form dee-vine!



FUN for all, but not all for fun is the theme song of the Women's Committee members who enjoy swimming twice a week in the spacious Elk's Club pool in Los Angeles, open to them on Tuesday and Thursday evenings from 4:00

to 8:00 o'clock. Swimmers pictured, above left, are Diane Risse, Joan Kaiser, Margaret Hershman, Jane Stover, Dorothy White, Dena Krebetke, Ora Leslie, Charlotte Walker, Leola Glasso, Dorothy Zeis, Ledra De Lamar, Lenore Klopp.

TUESDAY and Thursday evenings during the summer have found many Women's Committee members taking advantage of their courtesy cards which admit them to the Elk's Club Swimming Pool, 607 South Park View Street, Los Angeles, from four until eight.

Organized as a part of the Women's Committee "Twelve Months of Fun" program for the year, the swimming activity

has proven one of the most popular during the warm summer months, when the beautiful pool provides an excellent place to relax after a day in the office. No matter what their degree of skill in the sport, all who attend have an enjoyable time. For those who don't know how to swim, the activity provides an excellent opportunity to learn. For the more experienced swimmers, there is ample room for games

of water ball, impromptu races or perfecting their strokes. It is a generally accepted fact, too, that swimming is highly recommended for the sake of beauty.

Courtesy cards issued to members by the Elk's Club do not expire until July, 1948, so it is anticipated that swimming will continue to rank high on the list of Women's Committee activities even after the summer's heat is over.



MARTY HOOVER

Red Cross

Leader

MARTY HOOVER now wears her new Red Cross uniform as the leader of the group of Gas Company Woman's Committee girls who give their services to programs and parties for the veterans at Birmingham Hospital. Marty reports that there are now about twenty-five women enrolled in this activity. The Thursday night parties mean entertainment for the girls taking part as hostesses as well as for the men.

As group leader, Marty also attends meetings with women of other organizations for making plans and preparations for future parties and activities at the hospital. Currently plans are in the making for Hallowe'en and holiday parties during the coming months.

Although this recreational activity is one of the most important for the men, the women have also contributed generously when calls have been made for equipment and material for the patients to use.

One of the most useful donations made to the hospital during the past year was a ceiling projector for bedridden patients. The machine projects on the ceiling books which have been photographed on microfilm. An important feature is the fact that the patient is able to operate the projector himself in most cases. A varied selection of books accompanied the projector, including the Bible, fiction, humor and sports.

FASHIONS for Business Girls

THIS month's fashions are from the Sorority Shop of the J. J. Haggarty Store, Seventh and Grand, Los Angeles, through the courtesy of Mary Kerwin.

THE ELLEN KAYE TWO PIECE DRESS worn by Audrey Soderberg, General Agents, is all wool with a plain grey wrap-around pencil-slim skirt. The fitted and belted jacket is grey plaid with subdued black and purple threads. The jacket has novelty metal buttons. It is priced at \$29.95.



THE MORRIS HOCH SUIT worn by Carol Stone, Personnel, is of Forstman soft and velvety suede wool, in the new Champagne shade. The roll collar, the cuff effect on the front of the jacket, and a double row of buttons give the suit a classic line. The price is \$59.95.

Cookin' WITH GAS

SPAGHETTI BUNNY LUNCH

A thrifty dish high in taste-appeal is welcome news nowadays. With spaghetti in the cupboard, a refrigerator full of odds and ends offers interesting possibilities for the main dish on the day's menu. Spaghetti plays a double role as an economical food in itself and a food-saver as well, because it happily solves many a problem of left-overs. Bits of food too insignificant to be considered by themselves and too important to throw away may be combined with a white sauce and tender, plump spaghetti and stretched to meal-size importance.

- 1 tablespoon salt
- 3 quarts boiling water
- 4 ounces long spaghetti
- 1½ cups medium white sauce
- ½ cup grated American cheese
- ¼ cup chopped green pepper
- ¼ cup chopped celery
- ¼ cup chopped pimiento
- 3 chopped, hard-cooked eggs
- ¼ cup grated American cheese
- 1 cup cooked cut string beans



Add 1 tablespoon salt to actively boiling water. Gradually add spaghetti and continue boiling until spaghetti is tender (about 12 minutes). Drain and rinse. While spaghetti is cooking, combine white sauce, ½ cup cheese, green pepper, celery, pimiento, and eggs. Mix lightly. Fold in spaghetti. Toss together ¼ cup cheese and beans. Place in center of individual oiled baking dishes. Pour spaghetti mixture around beans. Bake in moderate oven (350° F.) about 20 minutes.

Yield: 4 servings.

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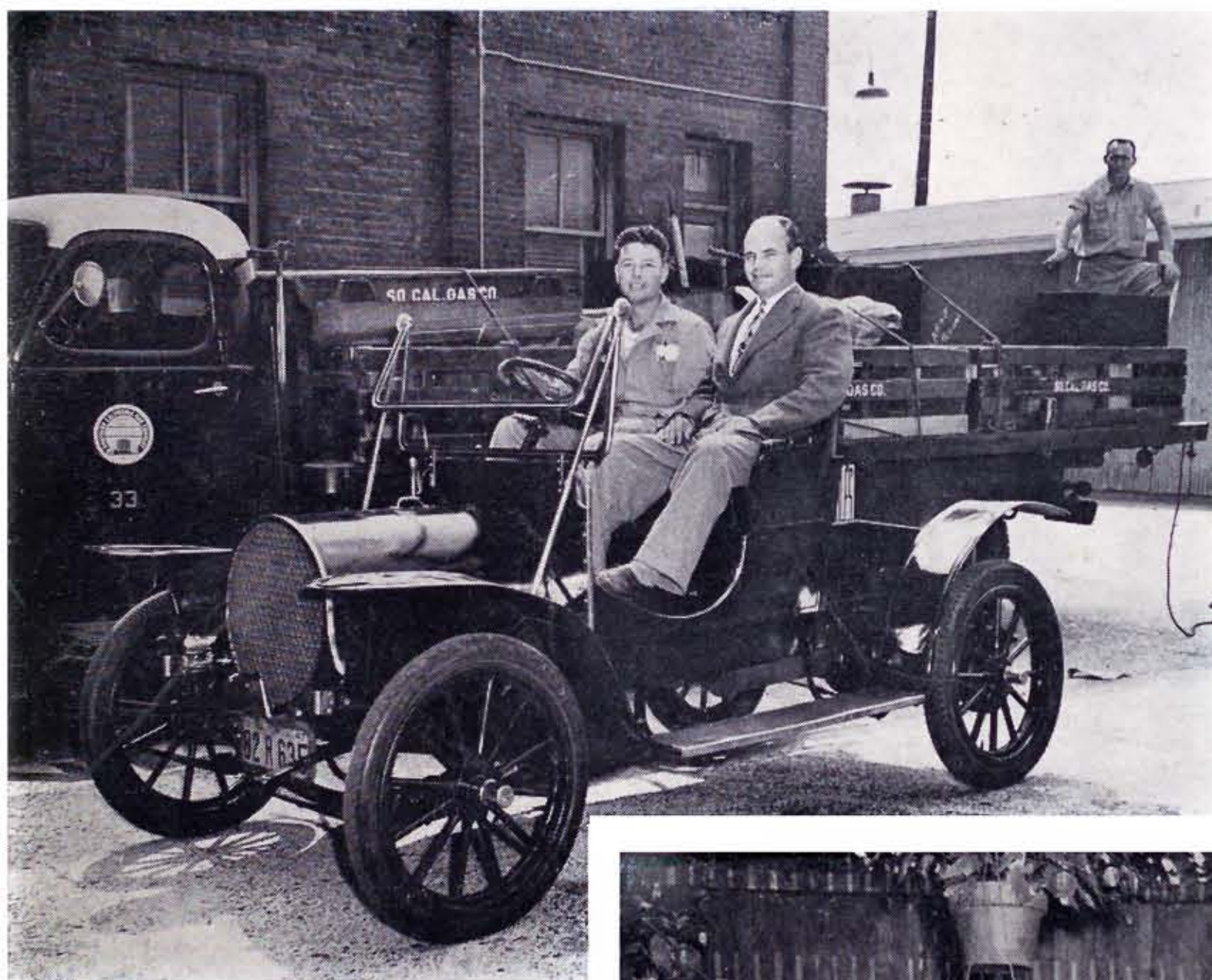
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PICTORIAL PERSONALITIES



**WALTER W. FIFE (left) and
HAROLD A. POOL**

CHESTER A. ANDERSON, Division Engineers, Southern Division, has found the cultivation of fuchsias an absorbing hobby. He started the activity about five years ago, and has become so enthusiastic about it that he is one of the organizers and the President of the South Bay Chapter of the National Fuchsia Society.

Anderson's plants have taken prizes in several shows. He has about eighty varieties of fuchsias in the lathhouse in his garden, where he spends all of his spare time spraying and caring for them.

Anderson gets his enjoyment from raising the plants. He gives them to the Club so that they can raise money for their Club activities. His daughter, Norma, shown in the picture with him, takes an active interest in her father's hobby and helps him considerably with the cultivation of the fuchsias.



CHESTER A. ANDERSON AND DAUGHTER, NORMA

WALTER W. FIFE, Customers Service, Channing Street, is at present completely satisfied with the automobile which gives him forty-five miles to a gallon of gas, but when he gets tired of it, he has a standing offer of \$1000 from a prospective purchaser.

The car in question, a 1907 Franklin, was bought by Fife in 1941, after it had been laid up in a garage by its owner for more than thirty years. While he was still in the midst of overhauling it and putting it back in running condition, he entered the Army and served for five years. Returning to civilian life, he completed the repairs, which included building a new frame, overhauling the motor, and repainting the car, and has since driven it to work every day. The renovation took him nine months to complete.

The car has a 4-cylinder, 12 horsepower, air-cooled motor. It was one of the very earliest models built by Franklin and cost \$1850 new.