"Bill of Rights?"
This term has been printed and spoken millions of times within the last month alone. What does it mean?
When the Constitutional Convention was drafting that immortal framework for our federal government, the question of including a bill of rights in the document was raised. It was decided unanimously not to include such a declaration.

A bill of rights was not by any means a new idea to the framers of the Constitution. The Magna Charta—Great Charter—had been wrested from King John of England in 1215, and from that date an Englishman was possessed of certain rights as an Englishman which no power of government could legally take away from him. Government at times has encroached upon those individual rights. But that's another story.

Omitted from Constitution
In fact, if the American colonists had not been denied their rights as members of the British family, there would probably have been no Revolutionary War, no Constitutional Convention, and no question of individual rights at that time. How sore a subject that question of the rights of an individual had become can be seen from a reading of the Declaration of Independence—1776—which, in addition to enumerating the oppressions which the colonists had suffered at the hands of the British crown, declared "All men are endowed by their Creator with certain unalienable rights."

The action of the Convention in excluding a statement of rights from the Constitution was not taken because the delegates opposed such rights, but because they felt that it was not necessary to include such a statement in the document.

Constitution Adopted
So the Constitution was submitted to the thirteen states for ratification without a Bill of Rights, and five states ratified it as it was. But strong sentiment had developed for the guaranteeing of the people against any encroachment by government on their "unalienable" rights, and Massachusetts, the sixth state to ratify, did so with the proviso that a bill of rights should be added. Other states followed with similar action, and the Constitution became the fundamental law of the land.

Bill of Rights Adopted
After some discussion among Congress, President Madison, Washington, Jefferson and many others, it was decided that the way to add the Bill of Rights to the Constitution was by amendment. Eight states proposed 134 changes to the Constitution and finally Congress sent down twelve amendments for action by the states. Two of these, dealing with matters not involving rights, were rejected, but on December 15, 1791, Virginia ratified the ten which we now know officially as the first ten amendments to the Constitution, and popularly as the "Bill of Rights." By this time there were 14 states in the Union, and since Virginia was the eleventh state to ratify, December 15, 1791, became the natal date of our charter of liberty.

Following ratification, the states which had not already taken action were dilatory, and three states—Massachusetts, Connecticut and Georgia—finally ratified in 1839, just to make it unanimous!

Against Oppression
The "Bill of Rights" is printed elsewhere in this issue of GAS NEWS. Read it, by all means. Read it, not alone as a document of historic interest, but chiefly as the charter of your own personal liberties.

Someone has said that there is no government which will not encroach upon the liberties of the people if it has the power to do so. Most of our laws are for the protection of the people against the oppressions of other people. But the Bill of Rights was adopted by the people as their protection against the oppressions of their own government!

We need to be very sensitive to any tampering with our Bill of Rights.

Family Bereavements
SEVERAL employees of our organization have suffered the recent loss of family members. In behalf of their friends and fellow workers we extend sincere sympathy.

To Elsie Scott and Garth Scruggs, both Customers, Visalia, whose respective mother and mother-in-law passed away September 25.

To J. V. Does, Street Department, Visalia, whose father died November 6.

To R. G. Zachary, Street Department, Compton, whose young daughter, Barbara Frances, passed away November 17.


To Arthur Bennett, Division Engineer's, Visalia, and Gilbert Bennett, Stores, Visalia, whose father died September 4.

To Julian Hernandez, Street Department, Los Angeles, whose mother, Juanita, died October 31, and whose father, Itaneco, passed away November 17.

To J. M. O'Mara, Jr., M. C. and S., Los Angeles, whose mother passed away November 23.

To G. V. Rhea, Customer Service, Los Angeles, who lost his father November 12.

"At Home"
TARTING bells have sounded for several more of our fellow employees. We hasten to wish them happiness and joy in their married life together.

Mabel Loomis, Customers, Los Angeles, and Hubert Towner were wed on Thanksgiving Day, November 25, at Christian Church, Santa Ana.

Muriel C. Snider, Customers, Riverside, and Donald A. Cortier were married at First Presbyterian Church, Santa Ana, November 9. The groom is an aviation cadet in the Army Air Force and is stationed at Carlisbad Army Air Base, New Mexico, where he is taking an advanced course in bombardier-navigation.

Evelyn Spears and William D. Maley, N. G. F. and T. Department, Los Angeles, were married December 9 at First Baptist Church, Los Angeles.

LORRAINE RISING, Customers, Visalia, has been elected Governor of the Associated Business Girls, District 2.
THE BILL OF RIGHTS

This is the popular name of the first ten amendments to the Constitution of the United States

I Congress shall make no law respecting an establishment of religion, or prohibiting the free exercise thereof; or abridging the freedom of speech, or of the press; or the right of the people peaceably to assemble, and to petition the Government for a redress of grievances.

II A well regulated Militia, being necessary to the security of a free State, the right of the people to keep and bear Arms, shall not be infringed.

III No Soldier shall, in time of peace be quartered in any house, without the consent of the Owner, nor in time of war, but in a manner to be prescribed by law.

IV The right of the people to be secure in their persons, houses, papers, and effects, against unreasonable searches and seizures, shall not be violated, and no Warrants shall issue, but upon probable cause, supported by Oath or affirmation, and particularly describing the place to be searched, and the persons or things to be seized.

V No person shall be held to answer for a capital, or otherwise infamous crime, unless on a presentment or indictment of a Grand Jury, except in cases arising in the land or naval forces, or in the Militia, when in actual service in time of War or public danger; nor shall any person be subject for the same offense to be twice put in jeopardy of life or limb, nor shall be compelled in any criminal case to be a witness against himself, nor be deprived of life, liberty or property, without due process of law; nor shall private property be taken for public use, without just compensation.

VI In all criminal prosecutions, the accused shall enjoy the right to a speedy and public trial, by an impartial jury of the State and district wherein the crime shall have been committed, which district shall have been previously ascertained by law, and to be informed of the nature and cause of the accusation; to be confronted with the witnesses against him; to have compulsory process for obtaining Witnesses in his favor, and to have the Assistance of Counsel for his defense.

VII In Suits at common law, where the value in controversy shall exceed twenty dollars, the right of trial by jury shall be preserved, and no fact tried by a jury, shall be otherwise re-examined in any Court of the United States, than according to the rules of the common law.

VIII Excessive bail shall not be required, nor excessive fines imposed, nor cruel and unusual punishments inflicted.

IX The enumeration in the Constitution, of certain rights, shall not be construed to deny or disparage others retained by the people.

X The powers not delegated to the United States by the Constitution, nor prohibited by it to the States, are reserved to the States respectively, or to the people.
Natural Gas

IN WAR INDUSTRY

Recently we’ve heard that “Gas is Vital War Fuel, Use it Wisely.” In this article we learn why. Our industrial customers, mostly engaged in manufacturing war materiel, now use more gas than all our domestic customers.

By R. B. Grossman
General Supervisor of Industrial Sales

We, of the Southern California Gas Company, are employed by an extremely important War Industry. We do not think of ourselves as war workers, helping to build airplanes, ships, and guns, but we are just that. Certainly, we are necessary to civilian economy, and to the war effort. Do we not deliver gas to approximately 800,000 homes? But we are also an important war industry because we supply a basic raw material in the manufacture of every airplane, every ship, every gun, and every other item of war equipment made in Southern California. This basic raw material is heat. We deliver to the essential war industries that all-important heat energy that is required in some stage of almost every conceivable manufacturing process. Do you realize that, other than from the sun itself, we are the largest suppliers of heat and combustible material in Southern California, and that is the basic raw material for which natural gas has been made responsible? That is a large order.

Gas is Easiest Fuel to Control

We know that human life and the development of mankind are dependent upon the control and application of heat and combustion. Our automobiles, our radios, and all the materials and conveniences of civilian life have been developed to their present degree of perfection through knowledge of this controlled use of heat. It is difficult to visualize one manufactured product that does not involve heat. War materials are no exception; in fact, their manufacture involves the most advanced methods of heat application that practical research has been able to discover. The most rigid inspection requirements of war material demand precision control of heat application. Gas, easiest of all fuels to control, naturally becomes the favored fuel in this precise requirement. And it’s that same gas which is favored as a domestic fuel for cooking, water heating, refrigeration, and heating for the same reason.

In this present day of mechanized warfare, we realize the importance of this area, with oil running a close second.

Produce Many War Implements

The industrial plants of Southern California are producing a very great variety of war equipment. We are serving gas to produce such important items as aircraft, ships, shell cases, gun barrels and gun assemblies, aviation gasoline, synthetic rubber, blood plasma, dehydrated and canned food, armor plate, radios and radio parts, optical glass, chemicals, control instruments, and hundreds of other miscellaneous parts and equipment included in the requirements of the armed forces. All of these are materials of the highest priority. We are, of course, the major producing area for aircraft with seven large aircraft plants and hundreds of smaller subcontracting plants turning out the parts and sub-assemblies that make up the finished aircraft. Ship construction is handled in much the same manner, with many plants miles from water producing small boats such as landing barges, or ship parts such as anchors, chains, crow’s-nests, gun platforms, propeller shafting, etc. These parts are transported by truck and rail to the huge ship-building yards where they are assembled and launched, making possible the record of achievement that has been made in the shipbuilding program.

With this in mind, every gas company employee can say, “We supply fuel for war industry.” “I help deliver that fuel for continued production of war industry,” and be proud of the job he, or she, is doing.

A gas flame protects blood plasma from bacterial contamination during withdrawal of the plasma from blood cells by vacuum. Of course, a large quantity of gas is used in drying the plasma before shipment to the battle fronts.

—Photo Courtesy Highland Laboratory
Not so many of those gremlins to "gum up the works" can sneak into brazing done by this hydrogen atmosphere furnace with full automatic controls. Of course gas is easy to control, anyway, so the whole combination means greater precision and should make our guns, tanks and ships safer and easier to use.

Steel tubing, used in almost all of the large implements of war, is heat-treated in this large furnace. Tubing passes continuously through this radiant tube furnace which is fully automatic for temperature and atmosphere control.

There's no rest for the weary here. While this big stress relieving furnace is doing its duty on one job, another load is being prepared on the adjoining stationary hearth. The furnace, itself, then rolls over the new batch and starts all over again. This unique system allows the furnace to perform continuously.

Here's large scale "dunking" in action. The object is to apply a special rust preventive coat to metal surfaces. The gas burner is in an underground tube about 15 feet below floor level.

"Baking" temperatures of 2000 degrees or more are a cinch for this new type pit furnace. It's much bigger than it looks here, because about twenty feet of it is below ground level. This type accomplishes the same result as other types of forge furnaces except that it is of more advanced design.

Steel mills have been "cooking with gas" in a big way for years. Those five big forge furnaces use millions of cubic feet each month to "bake" large ingots 24 hours at a time. Ingots, white-hot to the core, then are taken to the huge press forges and pressed into large crank shaft pins, ship's drive shafts, field gun barrels, etc.

GAS IS VITAL WAR FUEL... Use it wisely!
Gas in War Industry
(From page 4)

You may also ask whether the gas equipment performing in war industry is doing a job. Is it up-to-date? Is it a credit to our industry? The many types of equipment which use our fuel—the furnaces, melting pots, boilers, solution tanks, and industrial ovens, have all kept pace with modern science. Gas equipment has proved its right to be in the production line. Industry has installed new, efficient gas furnaces to set new production records. Although the bulk of our prewar industrial equipment is still in use, more modern equipment has been installed to augment it, and to do the specialty jobs required. This new industrial gas equipment is particularly adapted to the speed and precision control needed in present day production methods. It is built to stand the guff of 24-hour operation, and it will be ready for the return to peaceful industrial conditions to help continue employment after the war.

The photographs shown in connection with this article will serve to illustrate the quality of gas equipment now operating in our industrial plants. We are often asked, “Just exactly what does natural gas do in these industrial processes?” This is the type of question that would take an entire book to answer in detail; however, a specific example is usually the best way out of such a dilemma.

Huge Ingots Handled Like Butter
For instance, gas is used in making ship shafting, which is the drive shaft between engines and propellers. How? Well, a 35-ton piece of steel, called an ingot, is heated in a gas furnace (forge furnace) to 2400° Fahrenheit. This red hot ingot of steel is then pressed with a steam operated forging press. This press may be able to exert as much as 1000 tons pressure on the hot steel. This ingot may be three feet in diameter and perhaps six or eight feet long to start. It is pressed like butter into the rough shafting, say eighteen inches in diameter and twenty-five feet long. This piece of steel may have to be reheated several times during the pressing process to maintain the temperature required in the operation.

The huge steam operated presses require high pressure boilers for supplying the necessary steam. These boilers are fired with natural gas fuel.

After this ship shafting has been forged to rough dimensions, it is heated for a fairly long period in the gas-fired rolling type furnace, illustrated in accompanying photographs. This rolling furnace reheats the shafting to relieve stresses and strains in the steel caused by the forging operation. The shafting is then machined to accurate dimensions in huge lathes and further coated with gas in the rolling furnace in order to give to the steel the necessary physical characteristics of toughness and strength desired. From this you will see that considerable heat is required in the manufacture of ship shafting.

Industrial Use Surpasses Domestic

There are approximately one thousand important war plants receiving such industrial gas service from our company. As a comparison, these one thousand war plants are using more natural gas in one year than the total of the gas requirements of the rest of our 800,000 homes and thousands of commercial enterprises combined. It is difficult for us to visualize the tremendous requirements for fuel of some of these plants. The millions of cubic feet of gas involved can be compared with the budget of the Federal Government in astronomical figures. One of these most essential new war plants, constructed since Pearl Harbor and served by our Company, will use more natural gas than will normally be used by 150,000 homes. As you can see, war industry has a tremendous appetite for fuel, and this appetite must be satisfied.

The ability of our gas system to supply these tremendous new gas loads is limited. The steel needed for additional pipelines, additional compressor plants, and additional holders is needed for more important jobs, for building ships and guns. Throughout the country this heavy demand for all types of fuels taxes the ability of the country's natural resources to satisfy that need. We know that the gas industry is glad to be able to add its weight to ultimate victory within the limits of its ability.

Restrictions Became Necessary

Under these circumstances, the national Government properly took a hand in our customer relations. The heavy increased requirements of industry on our gas system are the principal cause for restrictions placed by the War Production Board on the addition of new gas customers and equipment. The occupants of new homes have sacrificed their comfort and convenience by using other fuels for space heating. Only the most essential requirements of new industrial equipment can use our fuel.

In order to alleviate this situation some say, “Why not ration gas like food or shoes?” You in the gas industry realize that daily, weekly, or monthly rationing of natural gas is not practical, so that voluntary indi-

---

Photo Courtesy California Vegetable Concentrates, Inc.

Gas does the big job of dehydrating huge amounts of celery, potatoes, tomatoes, beets, onions and carrots for shipment under Lend-Lease to foreign countries, and for our armed forces.

GAS NEWS
NOV.-DEC., 1943
vidual conservation of gas was developed as the most logical program. The national Government and the Company, by newspaper advertising, radio, and other means, are urging that every single natural gas customer endeavor to voluntarily conserve on the use of natural gas. You have undoubtedly seen the Company's advertising pointing out the need for conservation. It applies to all customers—residential, commercial and industrial alike. This advertising drives home the important objective that natural gas must be used efficiently and wisely, to make possible the continued operation of war industry with a minimum of interruption of service. Full cooperation in voluntary conservation of natural gas fuel is for the benefit of war industry, the armed forces, the Nation and its people.

Oldtimers' Reunion

OLDER employees of the Van Nuys, North Hollywood and San Fernando Offices were honored guests at a dinner party given by Mrs. Bertille Mountes, formerly of the Customers Department, Van Nuys, at her home December 2.

Old associations and friendships were discussed during the dinner hour. Chicken and English plum pudding were the features of the meal which was served on tables set in keeping with the holiday season.

Interesting to note was the fact that several of those present could point to associations with Southern California Gas Company starting more than 20 years ago.

Guests included Bessie Muney, Emma Frantz, Estella Frisbee, Edna Mary Lynch, Millie (Ocroun) Japp, Eunice Runnells, Helen Lauer, Margaret Kronman, Evelyn Gledhill, Virginia Hubbard, Ruth Blair, Martha Mae Enerney, Virginia Whittem, Marie Lahfnday, Margaret Means, Maude Cofdoffler, Betty (Betts) Hackley, Cecilia Schaul, Frances Nicholson, Dorothy Colburn, Adrienne McChesney, Genevieve Grubbs, Mrs. Guy Sprague and Mrs. William Schenck.

—Edna Lynch.

YVONNE CAMBERN, Customers, Pasadena, has been sending out monthly news letters, since October, 1942, to employees of the Pasadena-Alhambra District now in the armed forces. Nice work, Yvonne!

L. W. BRADLEY, Customer Service, Glendale, is doing a swell job of keeping Northern Division employees on military leave posted on local news. He prepares and mails each of them a copy of a monthly news letter.

Obituary

TO THE families of these employes who have passed away during the past two months, GAS News joins many fellow employees in extending deepest sympathy.

Charles F. Littrell
An automobile accident on the eve of Thanksgiving took the life of Charles F. Littrell at the age of 58. He had been in charge of the Company's Print Shop since its origin, seventeen years ago, in the basement of the 910 South Broadway building.

Mr. Littrell was born in a rural district in Arkansas, and attended the country schools before he and his mother moved to California. His first job was in the printer's trade, and he worked his way through the ranks to become a journeyman pressman. At Harris and Company and at Western Lithograph he served as pressman before entering the employ of Southern California Gas Company.

In 1926 he was hired as Pressman in the newly installed small shop of the Company at the Broadway address. As the shop expanded Mr. Littrell became Foreman and continued to supervise shop activity until death ended his career on November 24. He is survived by his wife, Margaret, and two daughters, Doris and Jean.

Heritage J. Morris
An accident took the life of Mr. Morris, Gas Maker at Aliso Street Gas Works, on December 8. He was 41 years old, and is survived by his wife, Alma Morris.

Mr. Morris entered service in the Meter Shop in December, 1929. He became Mechanic in the Meter Shop in July, 1934, and five years later was made Meter Repairman. In March, 1941 he became Meter Prover, but a few months later was transferred to M. C. and S. Department as Gas Maker. He served in this capacity until the time of his death.

James A. McNeill
Following a heart attack, Mr. McNeill, Gang Foreman in the Street Department, Los Angeles, died at a local hospital November 18. He was born in Carbondale, Kansas, February 6, 1886, and began his career in the Arizona mines as an electrician. Later he went to Alaska as a gold miner.

In March, 1922, he entered the employ of the Company in the Distribution Department. By January, 1928, he had become Foreman, and he continued to serve in this capacity until he suddenly became ill a few days before his death. He leaves his wife, May Lulu McNeill.

Paul A. Hartman
After a brief illness, Mr. Hartman died November 11, at the age of 44. He was born in Lebanon, Pennsylvania, and attended high school there. After moving to California he was manager of a bowling alley for fifteen years prior to his employment with the Company.

He was hired in November 1937, in the Truck and Pipe Yard in Los Angeles, and served in this department throughout his career with the Company. In April, 1941, he was moved into the office as Clerk B, and was employed in this capacity at the time of his death. He is survived by his wife, Esther Hartman.

Deer, Oh Deer!

“Barking dogs often are a source of worry to us when we change meters and regulators,” says G. J. Miller, Customer Service, Lebec, “but it is a rare occasion when we have to shoot away a deer or two in order to do our work.” Miller sent in this picture to back up his statement. Seeing is believing.
Three Employees Join "Leisure Class"

Our Alumni ranks were increased by three more employees whose retirements have become effective during the past two months. To these new "graduates" we extend our congratulations and best wishes through the years to come.

William W. Edmonds

When "Billy" Edmonds started to work for Los Angeles Gas and Electric Corporation in 1909 it was still a novelty to watch the new gasoline buggies roar out of the rear of the old Hill Street Office. Only a few months before had the Company retired Old Dobbin and the Gray Mare to the pasture in favor of the new right-hand drive Appersons and Stephens-Duryeas.

"Billy" joined the ranks in August, 1909, as Carpenter in the Electric Works at Palmetto and Alameda. In 1917 he was made a Master Mechanic in the Storeroom at 4800 Staunton Ave. When the merger with Southern California Gas Company came along in 1937 he became Carpenter Shop Foreman in the Construction Engineering Department at 1700 Santa Fe, and served in this capacity until his retirement became effective December 1.

Mr. Edmonds was born in Sullivan, Illinois, where he attended the local schools. After moving to California he was employed at a sawmills and door factory before beginning his long connection with the Company.

He and his wife, Mattie, live at their home at 2234 Inez Street, Los Angeles. They have a son, Major A. L. Edmonds, in the Army. As for future plans, Mr. Edmonds states, "I did have some before the War began, but now my plans remind me of the words of Burns, 'the best laid schemes o' mice and men gang aft agley.'"

Mr. Edmonds is a member of Hollenbeck Masonic Lodge, Gas Company employees' Masonic Club, and Hollenbeck Chapter of Eastern Star.

Arthur H. Fortier

After 23 years of continuous service, Mr. Fortier brings to a close a long career which began in 1920 when he was first employed in the Electric Works of Los Angeles Gas and Electric Corporation. He served first as Oiler, then Fireman, Water Tender, and also as Steam Engineer during the following five years. In 1925, he was transferred to the Gas Works, and during 12 years in this department he held the various positions of Pumpman, Steam Engineer, Machinist and Load Dispatcher. In 1937 he became Plant Engineer in the M. C. and S. Department, where he served until his retirement became effective December 1.

Mr. Fortier was born in Old Town, Maine, attended high school there, and later entered the University of Maine. After finishing college he returned to his home town to work for the local woolen mills. Later he moved to Millinocket, Maine, where he was employed by Great Northern Paper Co. Shortly afterward, he became interested in Alaska and went to Fairbanks to work for Northern Commercial Company.

In his boyhood home of Old Town, Maine, he is still a member of the A.P.&A.M. Lodge #60. He now lives alone at 824 E. Kensington Rd., Los Angeles. When asked about his future plans he replied that he most certainly expects to continue activity in some capacity elsewhere, at least for the duration of the War.

Frankie Mack

Mrs. Mack was born in Houston, Texas, and was graduated from Houston High School. She immediately took up nursing following graduation, and for 10 years served as private nurse with one family in Hollywood. Meanwhile, she took a correspondence course in nursing and was graduated from Chicago School of Nursing in 1923.

Her employment with Los Angeles Gas and Electric Corporation began in 1928. She worked intermittently for the first few months, but in April, 1929, she was regularly employed in the Special Agents Department. When this department became known as General Agent's, in 1937, she continued in the same capacity. In July, 1939, she became ill and was obliged to cease active duty. Her retirement became effective December 1.

Mrs. Mack belongs to the Dodson Chapter #27 of Eastern Star, and live at 442 E. 30th Street with her husband, Homer, and their son and daughter.

CAROLE M. LAUTZ, Customer Service, San Bernardino, is back to work after an illness of several months.

HELEN M. LOCKHART has returned to her job at the Redlands office after a year's illness.

Peanut Farmer

Mr. Edmonds is a member of Hollenbeck Masonic Lodge, Gas Company employees' Masonic Club, and Hollenbeck Chapter of Eastern Star.

CAROLE M. LAUTZ, Customer Service, San Bernardino, is back to work after an illness of several months.

HELEN M. LOCKHART has returned to her job at the Redlands office after a year's illness.

Peanut Farmer

Peanuts that average about 70 nuts to the vine are grown by Guy W. Howard, Transmission Department, Newhall. This year's crop actually yielded 65 pounds of peanuts from three pounds of seed.

"Even the squirrels got their share," says Howard.
Bassinet Chorus

HERE are the new arrivals in homes of fellow employees. Congratulations to the fond parents, and may their lives be brightened by the little fellows who have come to stay.

Sue Ann Davidson, 7 pounds, 14 ounces, daughter of Mr. and Mrs. L. G. Davidson, arrived at Community Hospital, San Bernardino, October 28. Customer Service, San Bernardino.

Deborah Anne Wolfe, 4 pounds, 14 ounces, daughter of Mr. and Mrs. H. L. Wolfe, was born October 31 at St. Vincent's Hospital, Los Angeles. Customers, Glendale.

Kathleen Ferguson, 8 pounds, 4 ounces, was born September 26 at St. Bernardine's Hospital, San Bernardino. She is the granddaughter of J. J. Phelps. Customers, San Bernardino.

Sandra Ann Neff, 6 pounds, 12 ounces, was born at Ness Maternity Home, Los Angeles, October 24. Engineering and Maintenance, Los Angeles.

Kent Richard Randahl, 7 pounds, 5 ounces, son of Mr. and Mrs. K. G. Randahl, arrived at Queen of Angels Hospital November 26. M. C. and S., Los Angeles.

Delphine, granddaughter of Violet Berggren, Customers, Compton, was born November 1.

Victoria Diane Ward, 7 pounds, daughter of Mr. and Mrs. V. D. Ward, arrived at Palmdale Hospital November 24. Customer Service, Lancaster.

Don David Miller, 5 pounds, 10 ounces, son of Mr. and Mrs. D. D. Miller, arrived at East Tulare Hospital November 14. Customer Service, Visalia.

Gail Maureen Scruggs, 7 pounds, 6 ounces, daughter of Mr. and Mrs. Garth Scruggs, was born at Exeter Hospital August 29. Customers, Visalia.

Rodney Thurston Ritzel, 8 pounds, 11 ounces, son of Mr. and Mrs. Thurston Ritzel, was born at Visalia Municipal Hospital October 10. Mrs. Ritzel is a former member of the Visalia Customers Department.

Christine Louise Muffett, 8 pounds, 6 ounces, daughter of Lt. and Mrs. W. F. Muffett, was born November 9. Customers, Pasadena, now on military leave.

Elizabeth Bond Kent, 8 pounds, 4 ounces, daughter of Mr. and Mrs. E. S. Kent, was born November 28 at Physicians and Surgeons Hospital, Glendale. Customer Service, Glendale.

Caprice Yvonne Workman, 6 pounds, 12 ounces, daughter of Mr. and Mrs. W. M. Workman, was born October 10 at Santa Monica Hospital. Customers, Hollywood.

Gary Ross Browning, 7 pounds, 15 ounces, son of Sgt. and Mrs. Jim Browning, was born December 7. Customers, Redondo. Sgt. Browning now has more than one good reason to remember December 7.

Richard Stanley Leffman, 6 pounds, grandson of C. F. Stanley, was born at Hunt Memorial Hospital, Pasadena, December 13. Personnel, Los Angeles.

Donald Michael Scott is the newly adopted son of Mr. and Mrs. B. H. Scott, Gas Appliance Testing Laboratory, Los Angeles. Donald was born September 26 and was adopted by the Scotts December 9.

Peter Gordon McDonald, 6 pounds, 14 ounces, son of Mr. and Mrs. P. W. McDonald, was born at Queen of Angels Hospital, December 18. M. C. and S. Department, Los Angeles.

John Francis Strotten, 6 pounds, 4 ounces, son of Mr. and Mrs. L. A. Strotten, arrived at Ingleside Obstetrical Hospital, December 13. Customers, Inglewood.

MOVIE SET. Bessie Munney, Customers, Van Nuys, was thrilled when a representative of Republic Studio sought permission to use some property she owns for a scene in a production entitled "Rosie the Riveter."

WELL TIMED. Our Visalia-Exeter pipeline, which formerly crossed three creeks above ground, recently was lowered beneath the stream beds just in time to escape damage from an automobile which crashed through one of the bridge railings to land where the pipe wasn't any more.

R. O. A. CHANCELLOR, Customers, Los Angeles, due to ill health, has been confined at home for the past several months. He would be glad to hear from his company friends, who can either write or visit him at 535 California Terrace, Pasadena, 2.

BACON AND EGGS were prepared and served by employees of the Visalia Office when they got out of bed an hour earlier, November 13, to hold a birthday breakfast party in the Company auditorium, honoring Margaret Lynd, Robert Frueh, Charles Condon and Max Davies.

KINGSLY J. BIRD, Customers, Riverside, received a royal send-off November 17, when office workers gathered for a snack of pie and coffee and to wish Bird success in his new job. He is replacing Howard Olson as Branch Office Representative at Palm Springs.

HOWARD FOWLER, Customer Service, Van Nuys, has been honorably discharged from the Army and is now back to work at his old job with the Company.

LESTER E. GREEN, Hollywood District Manager, is now serving as President of the Lions Club of Hollywood.

Bridal Shower for Mabel Loomis

Girls of the Los Angeles Customers Department sponsored a shower and luncheon at the Flower Street Canteen, November 10, in honor of Mabel Loomis who has since become Mrs. Hubert Tower. Seated: Peggy Schultz, Josephine Nickel, Charlotte Powell, Mabel Loomis, Grace North, Elizabeth Stuart; standing: Blanche Ramie, Ruth Grosvenor, Mary Mulford, Helen McCormick, Ruth Bass, Angeline Reid, Carrie Hicks, Marcela Bronson, Beulah Wood. Helen Huletz, Waltha Seivers and Betty Dowd.
LADDERS that are wobbly, ladders without non-slip feet, ladders placed too close to walls, lead to many a sad ending. Don’t practice working from the top rungs. Do the job with one hand but hang on tight with the other.

DRIVEWAY ACCIDENTS involving pre-school age kiddies are second on the list of fatal juvenile injury causes (20%). Have an adult see that the children are safely out of the way when you back out the car. And don’t forget to watch out for ball games in the street.

BURNS bring death to more children in the 0-4 year old group than any other type of injury (21%). Don’t let handles of pans and kettles project from top of range to tempt youngsters. Play safe by turning handles toward the center.

KNIFE DRAWERS are a temptation to the little fellows. Tools and sharp instruments rank high as sources of injury in the home (14%). Either keep these drawers secured or put all sharp-pointed tools in locations inaccessible to children.
SAFE AT HOME

SAFETY DEPARTMENT

ures make it obvious that there is room for a lot of improvement in making our home a safer refuge.
These pictures illustrate a few of the most common types of home accidents and their causes.

ELECTRICITY and water do not mix. Portable radios, electric razors and other electric appliances in the bathroom are nice conveniences, but think twice before you handle them while using bathtub, washbasin or shower. Keep wet hands entirely away.

A STEPLADDER, small enough to be convenient, should be a fixture in every home. Falls, especially those involving women, account for more than one-half of home fatalities. Don't employ makeshift methods in reaching high places.

CLOSETS stuffed with mops, papers and other combustibles are vulnerable to spontaneous ignition and a resultant fire. Fibber McGee's closet gets a lot of laughs on the radio, but it's just that kind of a closet that is dangerous.

THROW RUGS minus the benefit of non-skid material underneath, "throw" and often seriously injure young and old alike. Beware of using tiny rugs on highly polished floors — it's true they look nice, but if you aren't careful they will get you sooner or later.
POISON kept in the bathroom medicine cabinet can easily be mistaken for a medicine bottle in the dark. Pins stuck into the cork stopper will eliminate this hazard and lessen the possibilities of accidentally poisoning someone.

PENNIES used in place of blown-out fuses constitute the most common cause of accidental fires in the home. Since the purpose of a fuse is to break the circuit and give warning in case of overload, it is obvious that the use of pennies in this way invites disaster. When a fuse blows don't insert a heavier one. Find and remedy the cause before installing a new fuse of the prescribed amperage.

TOYS left by Junior on the floor or stairway can lead to situations both comical and serious — frequently serious. Many disabling injuries are caused by this lack of good housekeeping. Junior is probably too busy, so watch those toys!

COLDS, at home or at work, are communicable. If you get one, keep it to yourself; don’t share it with fellow workers by bringing it onto the job.
OUR OWN IN UNIFORM

AS THIS WAR continues, more and more of our folks are being called into the service and the number being sent overseas likewise increases. Every day notices of address changes are received by the Personnel Department informing us that it is now c/o Postmaster or c/o Fleet Post Office—the well known addresses of all Army and Navy personnel outside continental United States.

Naturally, our boys who are "over there" depend largely on mail from home to help keep their morale at a high level. On the other hand, we too find their letters good for our morale. It is comforting to learn that they are so well cared for and that they are playing an active part in bringing about the ultimate defeat of the Axis.

Don't forget that every day is letter writing day. Do your part in keeping our fighting men and women well supplied with letters from home.

Dear Gang:

Lt. James H. Bunta
HQ Co., 4th EAUTC
March Field, California
(Design Engineering, Los Angeles)

"I have been transferred so much that I am afraid some of my mail will never catch up. GAS NEWS and GAS NEWSWEEK are read 'kiver to kiver' each time they are received and it's very thought of you to keep them coming to us."

Mike Idart, SK 2/c
C/O Fleet Post Office
San Francisco, California
(Customer Service, Compton)

"I accidentally ran into Frank Smith (Customer Service, Compton) a couple of weeks ago. A small boat came along side of our ship to let a fellow off who was going aboard another ship tied next to us. I just happened to look in the boat and saw Frank sitting there as big as life. I yelled at him and he told me his ship was just about 500 yards away from us. That same evening I got a chance to go over and see him for about 30 minutes."

Cecil B. Crow, BM 2/c
C/O Postmaster, Morgan Annex
New York, New York
(Customer Service, Redondo)

"We arrived in New York at 5 a.m. and found we had to wait until 11:15 p.m. for a train to Norfolk, so as tired as I was, and never having seen New York before, I was determined to see as much of the city as I could in 18 hours and 15 minutes.

"At the USO I had a big shower room all to myself for the first time in several months and I really made use of it."

Major Charles R. Downer
APO 929, c/o Postmaster
San Francisco, California
(Customer, Redondo)

"Hope it isn't necessary to drag any more of you into this mess. Seems like we've got a big enough Army now to do the job if only they could get a fair percentage of them into the scrap.

"We're having some pretty good excitement down here these days. The favorite target is still the first one I ever bombed. It's a pretty tough nut to crack with the amount of equipment allotted to this theater, but we're hitting them often and getting some results, though slowly. I don't see how the Nips can hold up very long with such an unfavorable ratio of losses in all our engagements. So far they've been able to pour in replacements just about as fast as we've shot them down."

Pvt. Donald C. Kirk
APO 913, c/o Postmaster
San Francisco, California
(Street Department, Compton)

"We are pretty well situated here; don't have many conveniences but have the necessary things. Sometimes the Nips come over and we have to high-tail it for shelters, although that is a minor thing now.

"I know that you guys are doing your part at home so we will have something to come back to. My best regards to the gang. Write and let me know the score on the home front."

Cpl. Maurice DeLude
APO 858, c/o Postmaster
New York, New York
(Street Department, Compton)

"Greetings from Greenland. We don't receive many letters or papers here, so are hungry for them."

Sgt. Eleanor Schiltz, WAC

In less than four months Eleanor L. Schiltz (Customer, Delano) has obtained the rating of Sergeant Technician in the Women's Army Corps and is now doing important work in the office of the Provost Marshal at Camp Davis, North Carolina.

Enlisting as Private in the WAAC in March, 1943, Sgt. Schiltz was assigned to Fort Des Moines, Iowa, to receive her basic training. She was promoted to Auxiliary, first class, and enrolled in the Army Administrative School at the Texas State College for Women. Upon graduation she received orders for duty at Camp Davis where she was promoted to Sergeant Technician.

Cpl. Robert G. Russell
18th Station Complement
AAF Storage Depot
Springfield, Illinois
(Customer Service, Redondo)

"I'm now an operator on an oxygen producing unit. The work itself is quite interesting. In a way it's very much like Customer Service work for we are constantly working with manometers, copper tubing, pressure regulators, etc. We even have a soap pot for testing for leakage."

A/C Harold G. Westby
Avn. Cadet Det., C/1. 44B
Squad. 7, Flight BG, AAF
Greenwood, Mississippi
(Customer, Redondo)

"I'm scheduled to leave here the 5th of December for Advanced training, but have no idea where I'll be. I would like to get my paws on a P-51 when this training is all over and shoot me a couple of Japs."

GAS NEWS
NOV.-DEC., 1943
Lt. Robert J. Montgomery
APO 717, c/o Postmaster
San Francisco, California
(Customer, San Bernardino)

"I've already read comments of employees in the story regarding Electroluxes in out of the way places, and to see one is just about as good as seeing an old friend.

"Recently I was visiting a sawmill back in the woods of one of the islands of the Southwest Pacific and there saw an Electrolux. Of course, I had to inquire as to what they thought of it and how it performed, and they seemed very well satisfied with it. You can imagine how welcome cold drinks and desserts are in this hot climate.

"I'm enjoying my work here, but am certainly looking forward to returning to San Bernardino and my old friends at the Gas Company."

Lt. Wallace S. Haines
706th MP Battalion
Pt. Devens, Massachusetts
(Division Engineer's, Van Nuys)

"Thanks for the swell writeup in the July-August issue. I've heard from friends I never knew I had.

"I was transferred to the Corps of Military Police along with hundreds of other Signal Corps officers, due to the fact that there was a shortage here and an overage of officers in the Signal Corps."

Sgt. Earl A. Elder
383rd Fighter Sqdn., AAF
Oxnard Flight Strip
Oxnard, California
(Customer Service, Los Angeles)

"I have been very glad to receive GAS NEWS with its very interesting contents. It has been very hard for it to catch up with me as I have been moving around a great deal. Now I am about at my last stopping off place before going into the thick of it.

"As Flight Chief I work on P-38's, finding the work very interesting in spite of the long hours that go with it."

A/C Jack Malley
Class 44C, Sqdn. 2, 7th AAFFTDD
Oxnard, California
(Customer Service, Redondo)

"Finished my Primary flying of 65 hours today and have passed all my academic exams, so the next step is Basic.

"The 220 horsepower Lycoming engines will only pull our training planes at about 115 m.p.h., so when a P-38 gets close to us in the air, it seems as though we're parked up there."

Lt. Ann Harrington (Home Service, Glendale) is assistant to Col. John K. Martinstein, who is in charge of mess management at Marine Corps Headquarters in Washington, D. C. Her chief duty is to prepare master menus for the Marine Corps.

He Cooks for Navy
Howard W. Anderson, SC 3/c (Customers, Pasadena) took a military leave from the Company in November of last year to serve a second hitch with the U. S. armed forces. He had served four years with the Army in the Philippines prior to his employment with Southern California Gas Company in 1936.

This time offering his services to the Navy, Anderson is stationed at San Diego as Ship's Cook, third class.

Capt. Vernon B. Silkenson
Hq. Co., 3rd BN, 4th Inf.
Fort Lewis, Washington
(Customer, Compton)

"Thanks for the 'turkey check' and thanks to Mr. Wade for the carton of cigarettes.

"I returned to the United States the latter part of October after spending nearly 20 months in Alaska. My outfit added another streamer to its long list of battle colors by participating in the Attu campaign.

"Issues of GAS NEWS and GAS Newsweek reached me regularly while I was in Alaska and I enjoyed reading them."

Lt. George Flannery
APO 221, c/o Postmaster
San Francisco, California
(Division Engineer's, Compton)

"I have to be good enough, with a lot of luck, to bring my plane and crew back intact. That is the main thing over here — do what damage you can and still get back so that we can do it again another day.

"I would appreciate letters from any of the gang and promise to answer immediately."
J. E. Swearingen, SF 3/c
Navy, Overseas
(Street, Compton)

Lt. R. R. Nelson
Air Forces, Salt Lake City
Lt. W. F. Muffett
Air Forces, Mather Field
(Customer, Pasadena)

Ensign C. F. Zulch
Navy, Overseas
(Customer, San Bernardino)

R. E. Williams, SF 2/c
Navy, Overseas
With granddaughter
(Distribution, Buttefield)

David T. Turner
Seabees, Overseas
(Street, L.A.)

Cpl. G. L. Isaacs
Camp McCord Field, Wash.
(Customer, Sun Bernadino)

K. L. Kaktin, S 1/c
Seabees, Aleutians
With Navy nurse
(Customer, Pasadena)

Staff Sgt. R. E. Arganbright
Astile Air Command, Overseas
(Customer, Hollywood)

T/4 C. W. Horton
Camp Cooke, Calif.
With Mrs. Horton
(Sales, Taft)
Nicholas Y. Edwards, Ph M 1c
C/o Fleet Post Office
San Francisco, California
(Customer, Los Angeles)

"Thanks for printing my picture in Gas News and for the accompanying writeup. Your remarks in the section entitled ‘Our Own in Uniform’ were to the effect that there were quite a number of employees still in training on American soil. I liked that. So did the Navy—I received my orders for sea duty just a few days later.

"Of course this was pure coincidence and I like my new duty very much. If my writing seems a bit shaky it’s due to the ship’s vibrations. I am the Laboratory Photographic Technician aboard ship."

Capt. L. B. Wilkinson
320-7 Donaphin
Command and General Staff School
Fort Leavenworth, Kansas
(Customer, Los Angeles)

"It certainly is a good feeling to receive the Company publications and see the names of people you used to work with. It makes up for a lot of letters that aren’t written. The school is plenty tough, but has to be in these times."

Merle L. Carr
C/o Postmaster
New York, New York
(Customer Service, Riverside)

"Just a note to let you know that I am somewhere in England and that I am alive and kicking. Had a nice trip over and didn’t even get seasick. This is a nice country over here. The people treat us O.K. Everything is in blackout here and it is difficult to get around, but guess we will get used to it."

T/5 Lyle J. Jensen
H & S Co., 1508th Engr. (GS) Regt.
Camp Sutton, North Carolina
(Customer, Riverside)

"Just received the annual Christmas gift. My hearty thanks. Although I’m not overseas as yet, this rifle range at Pageland seems like many miles from civilization. So at this time it is doubly welcome to know that those at home have not forgotten us completely."

Wiley Home on Furlough

While home on leave a short time ago, Wallace E. Wiley, SF 2/c (Customer, Pasadena), visited the Pasadena Office to say hello to former fellow workers.

Wiley entered military service September 26, 1942, and since has traveled over a large portion of the globe aboard his ship. He says his duties are similar to those of a Customer Service man with the Gas Company.

Campbell Co-pilots Fortress

As co-pilot on a B-17 Flying Fortress, Lt. Bruce M. Campbell (Customer Service, Wasco) is completing his third phase of training at Dalhart, Texas, prior to assignment to overseas duty.

Enlisting at Minter Field in May, 1942, Lt. Campbell was sent to San Antonio, Texas, for Pre-flight training. Later, his Primary training was completed at Pine Bluff, Arkansas, and his Basic at Coffeyville, Kansas. Pilot’s silver wings and the commission of Second Lieutenant were awarded him at the completion of Advanced training at Altus, Oklahoma.

His wife, Elva Mae, a teacher in the Bakersfield city school system, is living with him until his orders for combat duty arrive.

J. E. Swearingen, SF 3/c
C/o Fleet Post Office
San Francisco, California
(Street Department, Compton)

"Received a letter from Stanley Knead [Street Department, Compton] the other day. He is out here somewhere in the Army. From what he says he has seen action. We both agree that we would like to get back home."

T/5 R. W. Fitz
APO 559, C/O Postmaster
New York, New York
(Street Department, Compton)

"I’m still over here in bully old England. My outfit has been plenty busy the last few weeks and there’s been no time for sightseeing. After all, though, we’re over here to help get this thing over and not to have a good time."
Newby Wins Air Medal

From an air base in India came word that Lt. Richard E. Newby (Transmision, Taft) has been awarded the Air Medal and a Presidential Citation. Our latest information states that he has completed more than 30 successful missions against the enemy.

Lt. Newby has been in the armed forces for nearly two years and has been on duty as a pilot with a heavy bombardment unit of the Tenth U. S. Air Force in India for the past eight months.

Following Primary and Basic flying at Cal-Aero in Ontario, he graduated and received his wings as a pilot at Victorville, California. His next assignment was with a combat unit as pilot on a B-24 Liberator bomber. His outfit left for overseas duty in March of this year.

Staff Sgt. Franz P. Young
APO 980, c/o Postmaster
Seattle, Washington
(Customer Service, Los Angeles)

"I'm enclosing a picture of myself [photo not suitable for reproduction] which should substantiate my claim that I'm not getting particularly fat — too much wind to walk against out here in the Aleutians."

JOHN V. PETTEYS, SF 1/c (Customer Service, Van Nuys) is now in Australia and has received a promotion since last heard from.

LT. COMDR. SPAULDING TRAPTON, JR. (Sales, Los Angeles) was heard from while in New York. He expects to spend the holiday week in California.

Ferguson Returns Wounded

Recovering from wounds received at the battle front, Sgt. William S. Ferguson (Engineering and Maintenance) is confined at O'Reilly General Hospital in Springfield, Missouri, where he has had pieces of shrapnel removed from an arm and one eye.

Ferguson entered the service in February of last year. After a few weeks of training on the East Coast he was ordered to overseas duty with one of the first units to ship over following our declaration of war with the Axis. He spent several months in northern Ireland and then shelled off for Africa, being among the first of our troops to land there. As a specialist in the repair and maintenance of equipment, his job was to "keep 'em firing" in the anti-aircraft section of an artillery outfit.

—T. T. White

LT. ROBERT R. NELSON (Customers, Pasadena) had a narrow squeak lately when he was forced to parachute at night from his falling P-38 from an altitude of only 800 feet. After his co-pilot had cleared the doomed plane LT. Nelson climbed out on a wing and barely had time to make it.

CPL. MARDON D. BEECHLER (Customers, Pasadena) is now on duty with the Marine Corps Women's Reserve at Camp Pendleton near Oceanside. Nearly 800 Marine women will be stationed there eventually to release men for combat service.

PFC. FLORINE B. BURGESS (Customers, Compton) is now on duty with the Marine Corps Women's Reserve at Camp Pendleton near Oceanside. Nearly 800 Marine women will be stationed there eventually to release men for combat service.

PVT. JOHN J. POLCAR (Street Department, Glendale), who entered military service in November, is in training at Ft. Mason, San Francisco, where he has been attached to the Personnel Department of the Transportation Corps.

LT. J. E. BRICK (Tool Depot, Los Angeles), who is stationed at Buckley Field, Colorado, has been promoted to First Lieutenant.

MARIORIE BOWLING (Customers, Garden) was sworn into the WAVES on Navy Day, October 27, and is undergoing training at Hunter College, New York.

DOUGLAS HARKNESS (Division General Office, Visalia) has been promoted from Second to First Lieutenant. LT. Harkness is doing public relations and special service work at Ashford General Hospital, White Sulphur Springs, Virginia.

Monson in Southwest Pacific

As a fighter pilot in the Marine Corps, Lt. George E. Monson (Street Department, Bakersfield) is seeing plenty of action somewhere in the Southwest Pacific.

Entering the Navy November 21, 1941, Lt. Monson received his Primary training at Dallas, Texas, and Basic at Corpus Christi. He was commissioned in September, 1942, and at that time transferred to the United States Marines. Following additional training in air fighting he embarked for combat duty in December, 1942. In April of this year he was promoted to First Lieutenant.

LT. MERAM A. BARSAM (Customers, Glendale), reported as missing in our last issue, has joined the list of those killed in action in the European war area. Word confirming his death was received December 4 by his wife, Irene Barsam, Customers, Glendale. Lt. Barsam was co-pilot of a Flying Fortress in the Army Air Force.

Our sincere sympathy is extended to Mrs. Barsam.

LT. ROBERT E. SELLERS (Division Engineers, Glendale) is assistant base weather officer and instructor in meteorology at Kingman Army Air Field, Arizona. He enlisted November 18, 1942, and was assigned to U.C.I.A. as a meteorology cadet, being commissioned upon graduation September 6, 1943.

VICTOR GRIGORIAN, SF 3/c (Street Department, Hollywood) has been awarded the Purple Heart for bravery during bombing action in Algeria. Instead of wearing the medal, Victor chose to send it home to his wife.
Wanna Make a Violin?

"If you want to construct this delicate musical instrument you must first off possess four requisites — patience, the ability to improvise, a few well-chosen tools and a good working knowledge of the subject. If you find this too large an order you might as well direct your efforts to some other field and read no further," says Al Lewis, Sales, Los Angeles, who recently has been through the experience of making a violin.

"Before choosing tools it is well to acquire some basic information on violin construction. The library has several volumes devoted to the subject, the best of which is written by Herron Allen who has been a very close student of the Cremona group of famous violin makers. He gives minute instructions as to how to lay out and construct a violin 'a la Stradivarius.' It is necessary only to follow these instructions and to make, of properly chosen woods, a minimum of 72 parts.

"Necessary tools include a vise, hand saw, hack saw, several sizes of chisels, coping saw, sand block, plane, two or three wood scrapers, knife, about a dozen wood clamps, files, wood rasp and a thickness gauge. For bending the 'bouts,' or curved side pieces, a soldering iron over which is fitted a piece of brass tubing does very well. An old file can be made into a serviceable chisel by grinding one end. A sharpened nail on a handle serves to cut the flutes in the scroll and peg box.

"Each part must be carefully and painstakingly fashioned to an exact fit. Cascanite glue seems to fulfill the requirements for assembling the instrument. This process is done on a block or mold which also has to be very carefully made.

"Good tone quality depends on several factors, the first of which is the correct choice of woods. Thicknesses of the back and belly of the violin influence the tonal quality, as does the fitting of the bass bar and sound post. Care must be exercised to be sure that the volume of the sound box equals a vibration one-half tone above middle C. A varnish designed especially for musical instruments must be used, else the tone will be affected.

"As far as costs go you can do well with an outlay of no more than ten dollars.

"It's really not such a difficult job for one who is patient and handy with tools. You ought to try making a violin sometime, it's a lot of fun," concludes Al Lewis.
SO THIS IS

Parquetry

PARQUETRY, the art of inlaying various kinds of wood in geometric or other patterns, is the leisure hobby of Al Lewis, Sales Department, Los Angeles. Since he first became interested in this type of woodworking several years ago he has made a number of beautifully designed pieces of useful furniture which now adorn the living room of his home.

Al says that working with various woods is fun because they lack the dead coldness of metal and stone, and it is easy to enhance the beauty of their grains and colors. Some of his completed furniture items contain as many as 24 varieties of wood and consist of 2,000 separately inlaid pieces. To fashion such elaborate designs requires many, many hours of painstaking effort, as you can well imagine.

His latest spare time project is a violin, of which he is most proud. If you are interested in how he made it read the article on the opposite page.
OUR OWN IN UNIFORM
At Lemoore Army Air Field

Nine Gas Men serving at one post is the unique situation at Lemoore Army Air Field, and with one exception all of them are from the San Joaquin Valley Division. The lone representative of the Los Angeles Office is Lt. Homer Laughlin, now Public Relations officer at the field. It was through his cooperation that GAS NEWS was able to secure this group of pictures.

—Photos by Army Air Forces Training Command

Lt. Homer Laughlin
Public Relations Officer
(Advertising, Los Angeles)

Pvt. Bill Forkel
Airplane Mechanic
(Customer Service, Visalia)

Pvt. H. V. Phillips
Airplane Mechanic
(Customer Service, Visalia)

Pfc. W. K. Ingram
Company Clerk
(Customer Service, Visalia)

Sgt. Herman Bogart
Band and Swing Orchestra
(Division General Office, Visalia)

Pvt. Harold Cole
Airplane Mechanic
(Customer Service, Hanford)

Pvt. Floyd Edgington
Pass and Furlough Clerk
(Division Engineer's, Visalia)

Pvt. Leroy McBea
Airplane Mechanic
(Customer Service, Visalia)

Cpl. Armond Payton
Activities Clerk
(Customer Service, Visalia)