

Santa Fe Divides Coast Lines Claims Department at Los Angeles Office

Abandoning an administrative setup which has been in effect for almost 30 years, the Santa Fe Railway recently announced division of its coast lines claim department at Los Angeles into two separate departments.

Since 1915, personal injury and freight divisions of the claim department have been consolidated under one head here. The new arrangement calls for a freight claim department to handle claims for loss and damage to freight, diversions and refused and unclaimed freight, with a claims department to handle personal injury, fire, stock and miscellaneous claims.

Appointed to head the new freight claim department is Leo Jensen, who has been employed in claims work with the railroad here since 1902. For the past 28 years Jensen has been assistant to Robert Irwin, general claim agent.

Irwin remains general claim agent with jurisdiction over the personal injury division. Jensen entered Santa Fe employment in the claim section of the auditing department here in 1902. He was named traveling freight claim adjuster in 1914, assistant claim agent in 1917 and assistant general claim agent in 1920, a position which he held until his present promotion.

Edward W. Thomas, district freight claim agent at San Francisco since 1941, has been named assistant freight claim agent. Entering company service as loss and damage investigator for the claim department in 1918, Thomas advanced to assistant chief clerk in 1929 and remained in that post until his transfer to San Francisco.

Succeeding Thomas at San Francisco will be Howard W. Gentle, long-time employee of the claim department and U. S. Navy veteran of World War I and World War II.

Entering the claim department at Los Angeles as a clerk in 1917, Gentle served in the Navy during World War I and returned to the Santa Fe in 1919. He advanced to personal injury claim adjuster in 1929, loss and damage investigator in 1938, and assistant chief clerk in 1941.

Gentle again volunteered for military service and was inducted into the Navy on April 23, 1943. Receiving a medical discharge on Jan. 24, 1944, he was appointed traveling freight claim adjuster with headquarters at Los Angeles, holding that position until his present promotion.

Continuing as assistants to Irwin here are F. A. Kelly, assistant general claim agent and F. H. Hitchcock, chief claim adjuster. A similar division of duties has been effected in the system claim department on the eastern and western lines as a

Veterans' Aid Is Provided

Appointment of a veterans relations advisor to head in eight Southern California counties served by the Los Angeles district of the OPA a program of assisting veterans of this war to return to business or employment affected by OPA regulations has been announced by Frank S. Balthis, Jr., OPA district director.

Charles J. Reilly, long-time official of the office, was named to the post.

MANY CENTERS

In Dutch New Guinea, the Salvation Army has 60 red shield centers—23 tents and improved huts and 37 mess recreation huts.

result of retirement Feb. 1 of H. C. Pribble, general claim agent for the system, with headquarters at Topeka, Kan. Pribble has been in company service for 53 years, the past 35 years as a system officer. To succeed him, Robert M. Clark has been appointed general freight claim agent, and Robert M. Clark has been appointed general claims attorney. Both will maintain headquarters in Topeka.

Representative



Recently returned from an overseas tour, Representative Clare Boothe Luce of Connecticut is ready to take up her duties with the new Congress.

Traffic fatalities in Los Angeles through March 4 were 19 per cent below those of the same period in 1944.

Major B. H. Griffin Is Appointed Veterans' Counsellor at Bethlehem

Major Ben H. Griffin is Veterans' Counsellor at the San Pedro yard of Bethlehem Steel Co. Major Griffin's assignment has been made in accord with the policy recently formulated in the company-wide procedure for the employment of veterans of World War II.

Considerable service in the U. S. Army both in the first World War and in the current conflict fits Major Griffin for dealing with problems confronting the veteran. Prior to the earlier war he served 3½ years in Army Civil Personnel Service with the rank of sergeant.

With the onset of the war Major Griffin was commissioned a captain in the Air Corps. He remained in the United States to train men for the corps and to familiarize them with their equipment for overseas duty. He later was administrative instructor in connection with personnel work.

In the interim between the first and second major conflicts, Major Griffin was instructor in military training at Poly high school, Long Beach. He reentered the service when the United States entered World War II and served 27 months in England, classifying men, interviewing them as to experience and background.

Major Griffin's Army career terminated recently when he passed the age of 60 years. He was released from further duty with the rank of major. Not wishing to be idle, he applied for and took a job at San Pedro yard as a guard.

Under Major Griffin's guidance, veterans seeking employment at San Pedro yard will have the benefit of the veteran employment procedure.

This includes accurate records of individual cases, pre-employment physical examinations and consultations between the examining physician and the counsellor to determine the suitable occupation for the applicant, finding of proper jobs for handicapped veterans and provision for training facilities.

It also calls for exploration of the capabilities of veterans with a view to their advancement, personal follow-up of all veterans with regard to their adjustment to civilian life, and constant advice on benefits accruing under various government agencies and assistance in keeping the veterans in touch with these agencies.

Veterans formerly in the employ of the company who are discharged or about to be discharged from the service are sent a letter inviting them to apply for reemployment within

40 days in accord with the legal provision—after leaving service. The company notifies the veteran's draft board of his reemployment.

In addition to the jobs for returned veterans, the company will, through its veterans' counsellors, give special consideration for employment of women whose husbands are in military service, whose husbands or fathers have been killed in military service, or who will be assuming substantial financial obligations for the support of husbands or fathers incapacitated while in military service.

Similarly, special consideration will be given applicants for employment who are carrying substantial obligations for the support of incapacitated veterans, or their families, or of the families of veterans killed in service.

Home Canning Sugar Rules Are Outlined

Sugar rations for home canning in the eight southern California counties to be issued starting April 15 continuing on through Oct. 31.

With war-dwindling sugar supplies, every effort will be made by OPA to prevent over-issuance or misuse of sugar rations, he said.

The new program features are:

1. A housewife preparing to can fruit will obtain all of her sugar rations through her local OPA board. No canning sugar stamp will be made available in ration books. In filling out the application the housewife will answer questions about the amount of home canning she did last year and the number of quarts she expects to can this year.

2. For canning fruits and fruit juices the allowance will be one pound of sugar for each four quarts. The total allowance must not exceed 20 pounds per person, can be used for canning vegetables and making jams, jellies, relishes, catsup, etc.

3. Applications will not be accepted after Oct. 31, 1945. Housewives will have until Nov. 30 to use the sugar coupons issued to them. The rations will be in five-pound and one-pound coupons.

4. A person producing home canned foods for sale, will be limited to the amount of sugar



Private First Class Germaine Williams checks the oil supply of her WAC carry-all as Private First Class Hilda E. McCorquodale, of Franklinville, North Carolina, fills its gasoline tank at an Army post filling station. Pvt. Williams was trained in driving and repairing such equipment at an Army school. Wacs are now doing 239 kinds of Army work.

LUSCIOUS LADIES

By Harry C. Wood



Masie says: "My G.I. Joe will clean up the Nips better than I can clean up this counter if you'll buy War Bonds to keep him going."



FIRST GI BILL BUSINESS LOAN IN CALIF. aids World War II veteran B. L. Lovelace, Los Angeles (2nd from left), get new start. Backed by Veteran Administration, RFC, thru official Harry F. Smith (right) and Bank of America, represented by executive vicepres. Lt. Col. E. A. Mattison (center), a GI also, a tractor truck and 15-ton trailer costing \$7500 was bought by Lovelace.

Car Owners Face Tough Year

Passenger car owners are faced with a tough prospect through 1945—that of keeping their cars usable for essential transportation in spite of automotive shortages more acute now than at any other time according to a survey of the Automobile Club of Southern California.

There will not likely be any new cars in 1945, and automobiles will probably continue to be used for this purpose during 1944.

disappear from the nation's highways at the rate of about 4,000 daily, unless greater upkeep and accident precautions are taken, the club stated.

Instead of 10,000 new cars added daily to our transportation system, as there were before the war, 1,500,000 are expected to cease operation in 1945 because of mechanical deterioration and the scarcity of tires and replacement parts.

Although gasoline production is at a record level, civilian supplies will at best continue without change at least until the European war ends, it was predicted, but even if gas rations were increased, irreplaceable automobiles would deteriorate faster.

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TOMATO JUICE . . 11c 26c

Star-Kist—Light Meat—(3 Pts.) No. ½ Can

SOLID PACK TUNA 32c

Blue Label 5-lb. Jar

KARO SYRUP 43c

M-J-B 1-lb. Pkg. 2-lb. Pkg.

BLUE ROSE RICE 14c 27c

Yacht Club Branded 2-lb., 4-oz. Jar

MINCE MEAT 59c

Brandywine Whole Button—Lge. 8-oz. Can

FANCY MUSHROOMS . . 37c

Anthony's La Paloma 1-lb. Cello 2-lb. Cello

SPAGHETTI . . 15c 26c

Also Macaroni, Shells, Noodles, etc.

Maxwell House, Folgers, S&W 1-lb. Jar

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