



Torrance Herald
1619 Gramercy
Torrance, Calif.
Attn: Editor

Missent to Whittier, Calif.

Hynd Named as Douglas Aircraft Gen'l Manager

Appointment of Harold G. Hynd as general manager of the Douglas El Segundo Division was announced yesterday by President Donald W. Douglas. He succeeds T. E. Springer, who announced his impending retirement last Thursday.

Hynd, who has had 20 years of diversified production experience with Douglas, has been vice president-general manager of the company's Tulsa Division since Jan. 11, 1956. To succeed Hynd at Tulsa, Douglas elevated Jess L. Jones from his present position of works manager to general manager.

Hynd Praised
"It is gratifying to be able to appoint this young veteran of aircraft production to a position of importance and great

responsibility, said Douglas. He has amply demonstrated his technical and executive ability to maintain the standards of production on which this company has established its present position of leadership."

Both Hynd and Jones were born in 1913 and both began their aircraft manufacturing careers as shop employes of the Douglas Santa Monica plant in 1937, after service in the Navy.

Hynd quickly became a leadman in the flight control section of the B-18 bomber and during the next several years acted as leadman on a series of Douglas military aircraft.

Worked in Oklahoma. In 1943, Hynd was transferred to the Douglas modifica-

tion center in Oklahoma where he served as superintendent until it was closed in 1945. Returning to Santa Monica he became general superintendent of DC-6 production and then general superintendent on the DC-4 production line.

When the Tulsa Division was reactivated in 1951, Hynd was named works manager. Four years later he was appointed acting general manager. With his advance to general manager, the board of directors elected him a vice president.

ANTARCTIC DOMAIN
The Antarctic continent, almost as large as South America and has the highest average elevation of any of the continents of the world.

CRAZY MIXED-UP LETTER . . . The HERALD received this letter through the mail from El Segundo. Bearing no stamp and no postmark, it nevertheless got a free ride to two other cities before finding its destination. Sent on July 25, it reached Culver City on July 27, Whittier on July 28, and Torrance on July 29. The postman could have walked from El Segundo in less time.

Postal Modernization Plan Outlined for Los Angeles

Details of an extensive program to improve mail service throughout California by mechanizing major postal installations in Los Angeles were revealed Sunday by Regional Director Verne Scroggins of the Post Office Department.

A key part of the program involves the expenditure of about \$1 million for mechanical equipment at the Los Angeles Terminal Annex, Scroggins said. "These projects will eliminate much of the heavy manual drudgery in mail handling and speed the movement of mail through California's largest postal terminals."

In addition, an engineering and mail delivery study now underway is developing plans for a modern airmail facility at the Los Angeles International Airport. Postal engineers are in contact with airport and airline officials to discuss an entirely new airport mail terminal.

The project, when completed, will materially influence airmail and first-class mail movement throughout the Los Angeles area.

Scroggins said, "A basic problem to be solved in order to improve service in California is the need to speed up the movement of mail through our big postal installations. In other words, our problem is not only moving mail from one post office to another, it also includes moving mail through post offices."

"We are confident that, because of the relation of the major terminals in Los Angeles and San Francisco to the total movement of mail in the state, the mechanization and modernization projects which we have been able to develop with funds available will materially speed up mail service in California. The plans are in keeping with Postmaster General Summerfield's efforts to 'move today's mail today in a businesslike way.' Our goal, of course, is next-day delivery between various parts of the state."

The Regional Postal Official said engineering plans for the Los Angeles Terminal Annex program are practically complete and the project will begin as soon as possible with funds which are included in the postal budget recently approved by Congress.

Scroggins said, "An important feature of these projects is that mail service and working conditions will be improved at a savings in operating costs. Our engineering surveys showed that the Los Angeles Terminal Annex mechanization program will save enough man-hours in mail handling so that the project will pay for itself within three years."

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