

PERSONALS

1922

LIEUTENANT COLONEL DOUGLAS C. MACKENZIE, resident engineer of the Marietta Air Assembly Plant in Marietta, Ga., has been visiting friends in Pasadena while on leave. Colonel Mackenzie has been area engineer at Marietta, directing the designing and construction of Camp Stewart, which is one of the largest cantonments in the south.

1924

HOWARD W. GOODHUE is with the U. S. District Engineers Office in Seattle under a War Service appointment, working on studies for a new report on the comprehensive development of the Columbia River and its tributaries.

1928

JOHN W. THATCHER has been engaged in confidential work for the U. S. Navy for the past two years, while employed by the Western Electric Company. His work has taken him all over the east coast, to Guantanamo, Cuba, and San Juan, Porto Rico. At present he is senior engineer at the naval base located at Terminal Island, Calif.

MAJOR F. GUNNAR GRAMATKY, operations officer for the 27th Engineer Combat Battalion, is at present in service somewhere in the Pacific, and at the last report was entitled to wear a bronze cluster on his Asiatic-Pacific ribbon.

1929

KARL A. GANNSELE transferred from the Southern California Telephone Company to the department of operation and engineering of the American Telephone and Telegraph Company in New York

City, where he is concerned in step by step and cross bar switching systems. He was recently in Los Angeles on business.

1931

LAWRENCE KINSLER was recently promoted to the rank of lieutenant commander, U.S.N.R. He has been teaching physics at the U.S. Naval Academy, Annapolis, Md., for the past three years.

EDWIN KYUKENDALL is now working for the Truesdale Laboratories, Los Angeles.

LOUIE W. MOSLEY is employed as a structures engineer at the Fletcher Aviation Corporation, Pasadena.

ROBERT H. GRIFFIN and Mrs. Griffin have adopted a baby girl, Geraldine Grace. Mr. Griffin is employed by the U.S.E.D. in Canada.

1932

HENRY H. BRUDERLIN, after receiving a medical discharge from the Army as a first lieutenant, has been employed at Douglas Aircraft Co., Inc., for the past two years. He has been acting as assistant director of quality for the entire company, all plants, having resigned from the job of assistant executive engineer of the Santa Monica plant.

P. G. BURMAN has completed five years as engineer in charge of the Fuel Injection Laboratories, American Bosch Corporation, Springfield, Mass. In addition to diesel work, the laboratories are now testing and building gasoline injection equipment for the Army Air Corps. Mr. Burman is married and has two children, Bruce, 5, and Vonla, 3.

1933

GROVER SECORD was killed on Monday, May 29, when his car overturned at a bend on Telegraph Road in Los Angeles.

He was employed at the Goodyear Tire and Rubber Company.

DR. JOHN McMORRIS was killed on June 6 in an airplane crash in Massachusetts. He had been a member of Caltech's war research staff for the past two years, and an instructor in chemistry for several years at the Pasadena Junior College. Dr. McMorris was known all over the world for his fingerprint detection method, now in use by more than 1000 police departments. Known as the McMorris method, it employs a specially constructed blowpipe, using iodine smoke to bring out latent prints.

FRED DETMERS is a sergeant in the Signal Corps, engaged in photography, with headquarters in New York. He visited the campus recently while on furlough.

1934

LIEUTENANT COMMANDER J. C. RADFORD, U.S.N.R., is with the Bureau of Ships, Navy Department, Washington, D.C.

LIEUTENANT DONALD R. ROOKE, U.S.N., is with the Bureau of Yards and Docks, Navy Department, Washington, D.C. He was in the South Pacific for two years.

LIEUTENANT (j.g.) CARROLL C. CRAIG, U.S.N.R., is with the Bureau of Ordnance, Navy Department, Washington, D.C.

LIEUTENANT RAY E. KIDD, U.S.N.R., is with the Bureau of Ships, Radar Section, Washington, D.C.

CAPTAIN ALFRED SWITZER, U. S. Army, was recently a patient at the Pasadena Area Station Hospital after having been struck on the head by a golf ball at a nearby golf course. Captain Switzer had worked on the design of the hospital two years ago, but had never been inside the completed hospital before.

DR. W. H. JORDAN is on leave of absence from the University of South Dakota and is now at Arlington, Mass.

1935

WILLIAM F. KEYES has been employed as a chemist in the Industrial Laboratory, Mare Island Navy Yard, since March 17.

NEIL SNOW has received his second lieutenant's commission as a technical officer in Aircraft Maintenance Engineering at the Army Air Forces Training Command School at Yale. He was one of the founders of the Society of Aircraft Industrial Engineers. Before entering the service in January, 1943, he had been industrial engineer for Douglas Aircraft Co., Inc., Vega Aircraft Corporation, and the A.A.F. Materiel Command.

WALLACE JOHNSON is now the general sales manager of Joshua Hendy Iron Works, Sunnyvale, Calif. Before taking this position he had been general manager of the Production Engineering Company of Berkeley, and assistant general manager of the Pomona Pump Division of Joshua Hendy Iron Works.

CAPTAIN ARTHUR E. ENGELDER, U.S.M.C., is the father of a daughter, Barbara Josephine, born January 4 at Douglas, Ariz.

JOHN C. STICK, Jr., left Lane Wells Company in Los Angeles in February to do government research work under N.D.R.C. at Duke University. He was married to Miss Ruth Oncley of Winfield, Kan., on June 18. She is studying for her Master's degree in Dramatic Art at the University of North Carolina.

1936

BRUCE L. HICKS is head of a research section in the fuels and lubricants division of the Aircraft Engine Research Laboratory of the N.A.C.A. in Cleveland, Ohio. He is the father of a son born January 31.

IT'S DONE WITH LIGHTS



★ Centralized Traffic Control System is speeding shipments along the Santa Fe.

★ You may have seen a miniature railroad controlled from a central board.

★ Here you see how traffic is controlled on an important stretch of Santa Fe track in very nearly the same fashion.

★ On Santa Fe's big Centralized Traffic Control boards, miles of track are laid out in miniature before the operator's eyes. Lights show location of each train.

★ By turning a lever, the operator can signal an engineer miles away to take

his train into a siding to clear tracks for

a train coming in opposite direction.

★ It eliminates issuing of train orders, cuts down detention of needed freight cars, saves manpower, engine power.

★ It permits a greater use of track and switching facilities, thereby virtually adding another "mainline" to important parts of the Santa Fe Railway System.

★ This efficient "C. T. C." system is just one more step that Santa Fe is taking to move more vital war freight faster.

★ ABOVE: Centralized Traffic Control board at Fullerton, Calif., controlling all operations for 61 miles of track — one of several Santa Fe installations.



ONE OF AMERICA'S RAILROADS—ALL UNITED FOR VICTORY

LIEUTENANT COLONEL AL CREAL, U.S.M.C.R., was overseas with the Marines in the Samoan area and Gilbert Islands for two years. He is now on duty with the Marine Corps Radio Headquarters, Washington, D.C.

1937

LIEUTENANT THOMAS S. HARPER, U.S.N.R., is serving as medical officer aboard a gunboat in the Pacific.

ROBERT H. MARSH, formerly research engineer of the Machinery Manufacturing Company, Vernon, Calif., has been appointed chief engineer. After graduating from Caltech, he spent two years on the student engineering course of the Southern California Edison Company, and was then engaged in special engineering investigations and cost studies. Before joining the Machinery Manufacturing Company he was with the Holly Heating and Manufacturing Company of South Pasadena, Calif.

J. RIDGELY LEGGETT, U.S.N.R., is on active duty on a submarine in the Pacific. He has completed naval training at M.I.T. and the officer's submarine school at New London, Conn.

ROBERT P. BRYSON is Party Chief, U.S. Geological Survey, with a party of about 40 men, investigating the bauxite reserves in Arkansas. He was recently promoted from associate geologist to geologist. He was married to Miss Frances Clark of Itasca, Texas, on May 27.

MAJOR T. R. BELZER, U.S.M.C., has been serving in the Southwest Pacific for over a year and a half. He was in the Bougainville Campaign, where he conducted artillery fire successfully on the Japs.

1938

WILLIAM TWISS has moved his business, the Twiss Heat Treating Company, to a new location in Burbank. The new plant includes a metallography laboratory and specialized hardening furnaces.

HERBERT B. ELLIS is with the Rheim Manufacturing Company, Los Angeles, as research engineer.

FRANKLIN H. PAGE, Jr., ex-'38, received a thousand dollar award in April from the board of directors of Solar Aircraft Company, San Diego, for his successful experiments with a vastly improved metal pickling solution. He had spent nearly four years in the laboratory to produce a pickling solution which has reduced the percentage of damageable, critical stainless steel and other war materials to nearly zero. The special award to the San Diego chemist "for meritorious service in speeding up the war effort" was presented by Edmund T. Price, Solar president, at the plant's annual suggestion award assembly.

FRANK B. JEWETT, Jr., is the father of a son, Frank B. Jewett, III, born November 16. Mr. Jewett, Jr., received his M.B.A. degree from the Harvard Business School in 1940 and was on the staff for a year. He then joined the National Research Corporation, where he was production manager and at present is in charge of the vacuum engineering division. His most interesting assignment for that corporation was a trip to Pearl Harbor in June, 1942.

1939

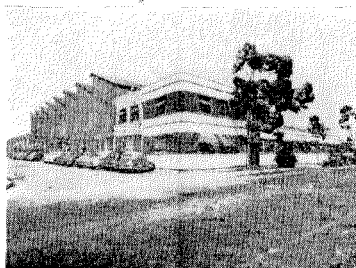
GUSTAV ALBRECHT is a research chemist for the Union Oil Company in Wilmington, Calif. He also teaches courses in X-ray diffraction for the E.S.M.W.T. program at U.S.C.

MAJOR BOB WINCHELL transferred in May to the 26th Weather Region and is now stationed at Orlando, Fla.

MAJOR RICHARD H. HOPPER, who has been in the South Pacific for almost five years, is now in the Dutch East Indies.

The KINNEY GROUP

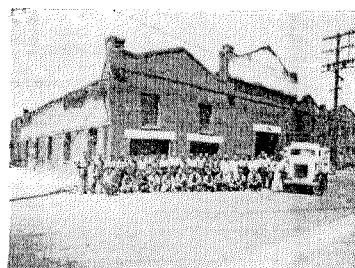
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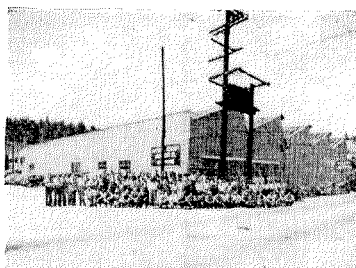
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Wendell H. Kinney, Stanford, '21
Roland T. Kinney, Stanford, '22
Bryant E. Myers, Cal Tech, '34
C. Vernon Newton, Cal Tech, '34



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LOS ANGELES

Forbes W. Jones, Cal Tech, '35
Gene Graham, Cal Tech, '35
Leonard Alpert, Cal Tech, '43
B. R. Ellis, Throop, '10



ALL'S FAIR...etc.

It happened one night in North Africa. Jack Bailey, a sergeant heading a unit of the 727th Railway Operating Battalion, started it all when he said to seven of his boys: "The only locomotive we have left will be out of service until we can replace its siderods. That will take time. We haven't got time. We've got to get another locomotive somewhere. Those freight cars have got to move *tonight*."

★ ★ ★ ★

About four hours later, a few miles up the river from the base, the seven boys wait in silence for Sgt. Bailey.

"Must be kind of tough trying to finish up that bridge back there without any light," one of them whispered, just to say something.

"Lights would make it easier all right—especially for those Jerry snipers across the river," someone answered.

"Yeh, I guess so. Those engineers certainly have a sweet time. Imagine having to build a railroad bridge in the dark—in four hours!"

Then, silence again.

Sgt. Bailey's voice smashed it with: "All right fellows, let's go."

As one, all seven men jumped to their feet and followed the sergeant. Slowly and cautiously they made their way through the brush to the edge of the river. Then, staying always in the shadows of overhanging branches, they half walked, half crawled along the quiet stream.

Minute after breathless minute passed. There was no sound except the usual night sounds of the country.

Suddenly the sergeant stopped. The men huddled about him. His orders were quiet, but they were definite...

"The engine we want is just ahead. Mulcahy, crawl up that hump and see whether they've finished loading."

Mulcahy crawled into the blackness.

The sergeant continued. "The engine's coupled to a long string of loaded cars. First I want it uncoupled from those cars. Green, you, Johnson and Rogers take care of that. Norris—I want you to take the throttle, and you handle the coal, Walter. Oh, you're back, Mulcahy. What's it look like?"

"They're all loaded, Sarge. They seem to be ready to go. The train guard's just walking to the rear. The engineer and fireman are alone."

"Okay, Mulcahy. You and O'Brien come with me. We'll take care of them... and don't make any noise. The rest of you know what to do. Let's go."

★ ★ ★ ★

All went as planned. Five minutes later, what was a quiet African night had become an ear-shattering bedlam.

The old engine's throbbing and clanking as it pulled away started it—the Jerries' gun fire took it up from there.

To the eight men huddled in the cab, even the trees seemed to be shooting. Shots came from everywhere... they whistled past, they ricocheted from the engine and tender, they smacked against their iron sides. But the old engine roared on... on through a constant cracking of snipers' guns along the Nazi "Main Line"... onto the spur of track and across the temporary bridge the engineers had been building all night... on to the American lines—and safety.

As the eight men climbed out of the cab they heard a tremendous explosion.

The sergeant looked puzzled. A jubilant buddy explained, "It's just our engineers blowing up the bridge we built. That's just in case the Jerries might decide to follow and try to 'borrow' back the locomotive you just stole from them. *Imagine—stealing a locomotive—boy, oh boy, oh boy!*"

★ ★ ★ ★

Yes, that's exactly what happened. The Railway Battalion had stolen a locomotive from the Germans.

Now this may not seem to have anything to do with the Southern Pacific, but it does. You see, there are over 15,000 stars on S.P.'s Service Flag—one of the biggest in the West. S.P. is proud of that flag, prouder still of the 15,000 men and women its stars represent. *Sgt. Bailey is one of them.*

We really miss those 15,000 men and women, now that we're faced with the toughest job in transportation history. So, if our service is not up to peacetime standards, we hope you'll forgive us. We're trying our level best.

Another true story of the railroad men and women of America written by Mark Buckley especially for

Southern Pacific

DAVID HOLCOMB SCOTT is assistant geologist for the Texas Company, Bakersfield, Calif.

1940

CAPTAIN WALTER R. LARSON is instructing flying at the Smyrna Army Air Field, Tenn.

RALPH G. PAUL is the assistant to the process engineering manager at Douglas Aircraft Co., Inc., in Santa Monica.

JULES F. MAYER is the father of a son, Steven Lewis Mayer, born May 6.

VICTOR WOUK is the father of a son, Jonathan Abraham Wouk, born in New York City on May 19.

1941

ROY M. ACKER has been a layout draftsman in the engineering department of Lockheed for the past two years. The work has involved design of mechanisms and machined parts.

LIEUTENANT (j.g.) BRUCE LAWRENCE, U.S.N.R., returned recently from overseas duty on an aircraft carrier. He was married on March 2 to Miss Beverly Jan Gray of Pasadena.

JOHN T. JORDAN enlisted in the Navy in October, 1942. He is now Carpenter's Mate First Class in the 117th Battalion of the Naval Construction Battalion, somewhere in the Pacific. Before enlisting, he was geologist at the Cactus Mines Company at Mojave, Calif.

WALTER Z. DAVIS, Jr., is the father of a son, Walter Z. Davis, III, born April 25 at Spokane, Wash.

SERGEANT RICHARD SILBERSTEIN is now overseas.

1942

ROBERT N. HALL is the father of a son, Richard, born August 17, 1943.

GEORGE P. SUTTON and Miss Kathleen M. McMullan of Los Angeles were married on June 24. He is employed at the Institute as a mechanical engineer.

CHARLES M. BROWN is the father of a daughter, Kathleen Adair, born April 7.

WILLARD P. FULLER, Jr., is now an apprentice seaman in basic training at the U.S. Naval Training Station at San Diego, Calif. He was formerly mining geologist with Basic Magnesium, Inc., at Gabbs, Nev.

ALBERT D. PAUL, field engineer for General Electric Company, is now in the South Pacific.

ADRIAN MAYER is receiving basic training at Camp Grant, Ill., prior to entrance to Northwestern University Medical School in September under the A.S.T.P. program.

JOHN T. HAYS is employed at the Hercules Powder Company Experiment Station. He was married on August 1, 1943, to Miss Esther Hennis.

1943

AL GROTE and Miss Margaret Wheelan were married in Bakersfield on April 27.

ROBERT L. BENNETT is an ensign in the U.S.N.R., temporarily stationed at Washington, D.C.

ROBERT ROSS DAVIS and Miss Geraldine Spence of Pasadena have announced their engagement and plan to be married on August 26. He is employed by the Consolidated Engineering Corporation in Pasadena.

JOHN E. PETERSON, ex-'43, has entered the Army Air Forces Training Command School at Yale University for aviation cadet training in photography. Upon successful completion of this course he will be commissioned a second lieutenant and assigned to active duty with the Air Forces as an officer.

1944

ENSIGN HALE CHAPIN FIELD, U.S.N., and Miss Gingerlee Cordray were married May 6 in Williamsburg, Va.