

Dr. Untereiner pointed out that in contrast with the situation in the last war, manufacturing industries in general are now fully awake to the absolute necessity for postwar planning, and have already made substantial progress including actual appropriations for specific reconversion or peacetime projects. Furthermore, industry, recognizing the benefits of a free competition, is determined that monopoly shall have no place in the postwar setup. Likewise industry is now thoroughly converted to a liberal view toward labor and social security problems.

The address was followed by an instructive and enjoyable period of questions, answers, and discussion.

The first meeting of the year was held on November 19 where the chapter was entertained, following dinner at the Hotel Holley, by sound color movies showing the story of the production of petroleum products and the construction, operation, and maintenance of pipe lines, featuring particularly the "Big Inch" line of the War Emergency Pipe Lines, Inc.

The second meeting was held on January 26, at which time Dr. Sorensen described the latest setup and activities at the Institute.

The last meeting will probably be held in June. The president for the year has been Harry P. St. Clair, '20.

ANNUAL ALUMNI SEMINAR

THE Seventh Annual Seminar of the Alumni Association was held on the campus Sunday, April 16, with an attendance of 130. The success of the event was due

largely to the efforts of Leonard L. Snyder, '27, and the members of his Seminar Board.

The morning session was opened by chapel conducted by Paul Ackerman, Y.M.C.A. secretary on the campus. The Reverend George A. Warmer, pastor of the Methodist Church, gave an inspiring address.

Professor Clark B. Millikan spoke on the topic, "The Activities of the Aeronautics Department in Cooperation with the Airplane Industry." This was followed by a discussion, "Unions and the Engineer," by Professor Robert D. Gray who presented the legal aspects, and by Professor Franklin Thomas who described the bargaining units that have been created by the American Society of Civil Engineers.

At 12:00 the group gathered at the Athenaeum for luncheon. Ernst Maag, president of the Alumni Association, introduced several guests, including Rear Admiral Ralston S. Holmes and Lieutenant Commander E. W. Mantel. James R. Page, president of the Board of Trustees, gave a broad view of Institute affairs, and Harry J. Bauer, a member of the Board of Trustees, spoke on "The Southern California Power Problem." John E. Michelmore, '26, sang several selections, accompanied on the piano by Paul E. Noll, '25. The luncheon period was closed by the group singing the alma mater song.

Professor Brighthouse, who has been secured to give a course in psychology at the Institute, spoke on the subject, "New Frontiers of the Mind." The Seventh Annual Seminar was then closed at 3:00 with a few remarks by Dr. William B. Munro.

PERSONALS

1913

R. W. PARKINSON, who for some time has been chief engineer of the Caribbean Petroleum Company located at Maracaibo, Venezuela, has been located in New York for several months as American representative of that company. He recently returned from a three months tour of several South American countries.

1918

CORLISS A. BERCAW has been appointed to the position of assistant general manager of the Elliott Company's Springfield, Ohio, division. He was a naval ensign and aviator in World War I, and joined Westinghouse as an engineer after his discharge from service, becoming a special representative of the Diesel engine division. He was associated with the Baldwin Locomotive Works as sales manager of Diesel locomotives and later as production manager of the Diesel engine division before joining the Elliott Company. He is married and has two children.

1919

PAUL A. SCHERER is chief of the engineering and transition office, national Defense Research Council of the Office of Scientific Research and Development in Washington.

1921

CHARLES F. QUIRMBACH was appointed assistant electrical engineer of the Pacific Railway Company, Los Angeles, in March.

1922

F. L. HOPPER is with the Western Electric Company, Electrical Research Products Division, and has returned recently to Hollywood after six weeks in New York in connection with a project for the National Defense Research Council.

GERALD G. SPENCER is still assistant superintendent of the Fred C. Nelles School for Boys at Whittier. He is in charge of business management and engineering, a training program for delinquent boys.

1924

LIEUTENANT COLONEL EDWARD LOWNES is in charge of all Army construction in British Columbia, with headquarters in Prince Rupert.

1925

OSCAR S. LARABEE is now stationed at the Office of the Chief Engineer, General Headquarters, Australia. He is in charge of camouflage for that theater of operations and finds it extremely interesting work.

1926

MAJOR ARTHUR B. ALLYNE has been assigned at the Edgewood Arsenal, Md., as an executive officer of the Inspection Division, Office of Chief, Chemical Warfare Service. He travels around the country a great deal of the time on materiel surveys and inspections.

STANLEY C. VAN DYKE is the new president of the Pasadena Chamber of Commerce. He is a distributor for the Tidewater Associated Oil Company.

LIEUTENANT COLONEL STUART L. SEYMOUR was promoted recently from the rank of major in the Coast Artillery. He held a reserve commission as captain in that service and went on active duty at Camp Callan in April, 1941, being transferred to Camp Haan in the summer of 1942. He was line coach of the Caltech football team from 1930 to 1940.

1927

C. KENYON WELLS is division engineer in the Long Beach Water Department. He is married and has two sons, 7 and 11 years old.

DR. HALLAM E. MENDENHALL, of Summit, N. J., has been appointed manufacturing engineer by the Kearny Works of Western Electric Company. He will have charge of engineers assigned to the manufacture of vacuum tubes. For the past 10 years he has been engaged in electronics research and vacuum tube development at the Bell Telephone Laboratories in New York.

1928

NICHOLAS D'ARCY left the E. M. Smith Company recently and is now employed by the Carter Company.

MAJOR ED JOUJON-ROCHE is temporarily stationed at Camp Santa Anita.

1929

LIEUTENANT COLONEL ALLEN W. DUNN is now director of training on the staff of Brigadier General L. W. Miller at Camp Suttan, N. C.

WILLIAM LITTEL BERRY has been promoted from major to lieutenant colonel.

1930

LIEUTENANT J. H. MacDONALD, U.S.N.R., is attached to degaussing, San Pedro, Calif. He is married and has two children.

H. H. DEARDORFF has returned to his duties as resident engineer for the State Division of Highways at San Francisco after a few months work on a Navy project at the Institute.

1931

LIEUTENANT (j.g.) LARRY FERGUSON contracted a tropical disease while on convoy duty in the Caribbean area, and convalesced at the Boston Naval Hospital. He is now again on active duty.

1932

WILLIAM H SAYLOR is employed at the California Institute of Technology. He is the father of a son, Richard Clarke Saylor, born May 30, 1943.

1933

JOHN D. MENDENHALL has been administrative engineer of the Birmingham Modification Center for several months.

1935

JACKSON EDWARDS and Patricia Burr were married in November, 1942. He is chief engineer for Air Associates, Inc.

ROBERT M. STANLEY, chief test pilot of the Bell Aircraft Corporation in Buffalo, New York, was the first in America to fly the new jet-propelled airplane. The May 6 issue of Saturday Evening Post carried an interview with Mr. Stanley describing the flight.

1936

LOYAL NELSON is engaged at present in petroleum exploration in the capacity of petroleum geologist for the Texas Company.

EVERETT B. HENDERSON is an aerodynamicist with Lockheed Aircraft Corporation.

CAPTAIN WASSON W. NESTLER is still located in Florida as assistant to the Signal Officer of the Third Fighter Command. His primary concern is the supervision of operation and maintenance of V.H.F. Airborne radio equipment, as well as training of maintenance personnel and communications officers.

LIEUTENANT HUBERT A. ARNOLD, U.S.N.R., was teaching in Radio Materiel School, Treasure Island, for a year, but is now teaching in Radar School at Harvard University.

MAJOR ALBERT CREAL returned recently from 27 months in the Pacific and has been transferred to Washington, D.C. He is with the U.S.M.C.

1937

MAJOR PETER HINES WYCKOFF is with the Air Service Command, U.S. Army, Patterson Field, Ohio.

1938

WILLIAM BONELL and Miss Blanche Richardson were married on March 31.

JAMES W. VAN HORN is a second lieutenant in the U.S. Army Signal Corps somewhere in North Africa.

1939

C. HOWARD CRAFT has been working as a research chemist for Menasco Manufacturing Company, Burbank. In the near future he expects to assume a position as experimental metallurgist for the same company. He has two sons, James, 3, and Richard, 4 months.

LIEUTENANT (j.g.) WILLIAM LAWSON is with the Naval Ordnance Department, Navy Yard, Mare Island, Calif.

WALTER B. POWELL and Miss Marilyn Huddy, of Pasadena, have announced their engagement.

R. A. FISHER has been with General Electric Company at Lynn, but recently returned to Los Angeles where he is employed in the meters department of Airesearch Manufacturing Company.

1940

JONAS EWING HITE is now a first lieutenant in the infantry, and has been in the Pacific area since May, 1941, where he has been considerable action.

LIEUTENANT JEAN B. STEVENS visited the campus in April after having returned recently from a year of active duty in the South Pacific.

ENSIGN WILLIAM A. SPOONER has been overseas since the first of the year. He has met Tech men from time to time in the various places he has been.

1941

CLIFFORD TRUESDELL is the father of a son born February 7.

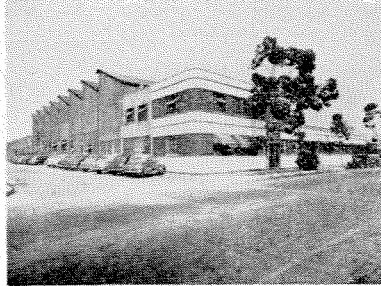
LAWRENCE WIDDOES has been in the Navy since 1942. He was attached to the Naval Torpedo Station, Keyport, Wash., in the production of torpedoes, but has been shifted temporarily to the Naval Air Station, Whidby Island, Wash., in connection with the development of the aircraft torpedo.

FREDERICK W. THIELE is working on a war project at the Institute.

ROBERT H. EHRKE has been employed as a meteorologist with American Air Lines, La Guardia Field, New York City, and was awarded second prize in the annual Air Transportation Association contest sponsored to stimulate research in

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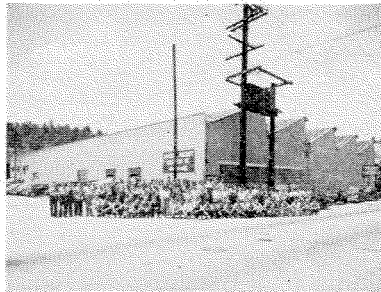
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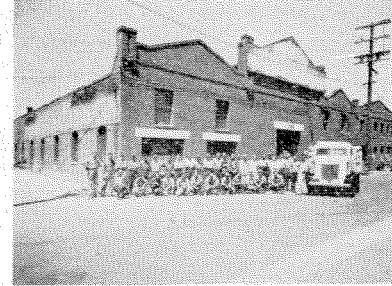


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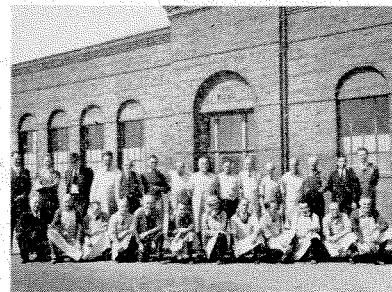
Wendell H. Kinney, Stanford, '21
Roland T. Kinney, Stanford, '22
Bryant E. Myers, Cal Tech, '34
C. Vernon Newton, Cal Tech, '34



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B. R. Ells, Throop, '10



SORRY I WAS SO ROUGH, MA'AM!

The unforgettable story of an S.P. Brakeman and a boy named Billie

PERHAPS you read this story in the newspapers—perhaps you've heard about it. I hope you have. Because if you haven't you're going to have a difficult time believing it's true. But it is. So true that it's made S.P. Head-brakeman Tug McDaniel a national hero overnight.

That's the same Tug McDaniel, incidentally, who, at 3, was afraid of the trains that passed his home in Kentucky... who, at 15, was winning prep school sprint medals... who, at 20, fell in love—with a railroad.

Today, at 39, he is head-brakeman on one of railroading's most difficult runs—the Hill—the famous climb from Roseville over the Sierra.

It all happened on April 6, 1944—I mean all that added up to make Tug front page news. Tug was riding in the cab of one of those AC type locomotives (you know, the tremendous ones with the cab-in-front) as it thundered down through the Sierra with 65 cars full of fighting stuff for MacArthur and Nimitz and Stilwell. Ahead was Dutch Flat. The time, 9:55 a.m.

★ ★ ★ ★

Between Dutch Flat and Gold Run live the Wortells: Raymond, Janet and 19-month-old Billie. Only a deep gully separates their small shingled cottage from the railroad right-of-way.

Little Billie had been playing all morning in the sandbox out in back of the house.

But at about 10 o'clock, Janet Wortell made a discovery. Young William was not in the sandbox. In fact, he was nowhere to be found.

Two minutes later Janet's mother saw him—across the gully—playing—in the very center of the railroad tracks.

The rest happened so fast that... Well, anyway, Janet rushed down the orchard, over the railroad fence, and up the embankment. But halfway up, she heard it—the whistle of the train. She didn't have a chance to make it.

Yes, it was that train—the one with

the cab-in-front locomotive—Tug's.

And in the cab, three men—Engineer Whallon—Fireman Ulrich and Tug McDaniel—stared—petrified. The brakes screamed. They'd never stop in time. They knew that.

Tug climbed down alongside of the cowcatcher... Should he climb out on it, or jump out in front when they got close enough and outrun the train? Yes, that's it. Outrun it, scoop the boy up and dive away from the track. Nearer and nearer they came... the wheels screaming on the rails... nearer and nearer... don't fall, Tug, don't fall... easy now... NOW!

And out Tug sprinted along the rails in front of the oncoming locomotive, grabbed the child and the train rolled by.

Whew... *that was close!*

★ ★ ★ ★

Reporters were on hand bright and early the next morning at the McDaniel home. Everything was ready—cameras and all. Everything, that is, but Tug. Tug wasn't home.

Tug was on his way back—back on another run. When he got back the following day he said, "I have no objection to all this to-do. It's just that I haven't got much time for it right now. This war stuff we're hauling every day can't wait."

We like to think that that is a typical statement of an S.P. man today—or any other railroad man, for that matter. The Victory trains must be kept rolling and they're doing their darndest to keep them doing just that.

Wonder where we got the title of this story? That was the first thing Tug said to Mrs. Wortell after he had saved Billie. "Sorry I was so rough with the boy, ma'am." Mrs. Wortell couldn't say a word.

A true story of the railroad men and women of America, published by

Southern Pacific

flight operations. He was married during the past year.

CAPTAIN CHARLES HIGHT is overseas with the Strategic Balkan Services.

C. VICTOR STURDEVANT and Miss Julia Shaver of Pasadena have announced their engagement. Mr. Sturdevant is engaged in research work in the engineering division of Douglas Aircraft Co., Inc.

1942

GORDON K. WOODS is marine engineer of Richmond Shipyard Number 3 of Kaiser Company, Inc. He and his wife are living in Berkeley, where she is completing her work for a master's degree.

LIEUTENANT WILLIAM C. JOHNSTON is attending the Flight Engineers School for the Army's new B-29 bomber and expects to be flying on the ship soon. He is the father of a son, William C. Johnston, Jr., born August 12.

WILLIAM D. BLUMENTHAL is a radio operator attached to the 13th Bomber Command somewhere in the Pacific.

LIEUTENANT (j.g.) PAUL VEENHUYZEN was married to Miss Virginia Gleitsman in Riverside on March 5.

LIEUTENANT OTHNEIL HORNE is with the A.A.F. at Geneva, Nebr.

LIEUTENANT (j.g.) JACK L. ALFORD, U.S.N.R., and Miss Edith Elizabeth Humann were married in March and are making their home in San Diego. Lieutenant Alford had returned recently from active duty in the Pacific.

TOM ELLIOTT has been promoted from the rank of ensign to that of lieutenant junior grade.

JOHN MILES is now working on a project at the M.I.T. Radiation Laboratory.

LIEUTENANT (j.g.) BILL MENARD, now in England, is the father of twins, Evelyn and William.

LIEUTENANT (j.g.) WARREN A. HALL is with the War Production Department, Navy Yard, Mare Island.

GEORGE MEYER was recently promoted from ensign to lieutenant junior grade.

1943

FOREST CLINGAN is with the Navy Ordnance Mine Detail 22 in the Pacific.

DEXTER HAYMOND was commissioned a second lieutenant in the Signal Corps at Officer Candidate School graduation exercises in April. He completed the new four-month course instead of the previous three-month training, spending the added month in the field learning various methods of signal communication.

ENSIGN DOUGLAS C. REID is overseas.

LIEUTENANT R. M. SCHOFIELD, ex-43, is with the Army Air Corps in Clovis, N.M., stationed at an operational training unit.

ENSIGN GLEN BRACKEN is attached to the Inspection of Naval Materiel Office in Los Angeles.

ENSIGN STANLEY A. DUNN, U.S.N.R., and Miss Elizabeth Myer of Cambridge were married at Memorial Chapel, Harvard University, recently. Mrs. Dunn returned to Vassar College to finish the spring term. They will then live in Cambridge until Ensign Dunn completes his training course at the Massachusetts Institute of Technology.

ENSIGN DAVE ARNOLD is with the Ordnance Department, Navy Yard, Mare Island, Calif.

1944

CARL O. MATTINSON is with the Chemical Warfare Service Development Laboratory of the Massachusetts Institute of Technology.

FRANK W. LEHAN and Miss Nellie Mae Miller were married in February. Mr. Lehan is with the U. S. Army Signal Corps.