

PERSONALS

1911

R. V. WARD is still developing flood control rights of way and plans for San Bernardino County.

1918

JOSEPH HARTLEY recently purchased the Rex Paint Company in Los Angeles, now known as Hartley Paint Company.

1922

LINNE C. LARSON, a captain in the Corps of Engineers, was transferred to Muroc Army Airfield, Muroc, Calif., as Resident Engineer.

MAJOR GLENN WEBSTER is an R.O. T.C. instructor at Oregon State College.

1924

LYALL A. PARDEE, senior civil engineer for the City of Los Angeles street and parkway design division, is in charge of personnel engaged in planning and designing the city's \$176,000,000 parkway system for the metropolitan area. This is a postwar project.

LIEUTENANT COLONEL EDWARD D. LOWNES has been in charge of Army construction in western Canada for the past year.

FRED GROAT is with the War Production Board in Washington.

1926

C. E. WEINLAND is on leave of absence from the Johns-Manville Corporation and is now engaged in war research work on one of the projects on the Institute campus. He has a 15-year-old daughter and a seven-year-old son.

LIEUTENANT L. C. WIDDOES, U.S. N.R., is stationed at the Naval Air Station, Whidby Island, Wash., in connection with the development and improvement of aerial torpedoes.

HERBERT INGERSOLL is a prisoner of the Japanese, but was alive and well according to word received by his wife from the Red Cross in the spring. Messages not over 25 words in length may be sent to him addressed: Prisoner of War Mail, Captain Herbert Victor Ingersoll, American P.O.W., Military Prison Camp No. 2, Philippine Islands, Via New York.

LIEUTENANT COLONEL JOSEPH MATSON, JR., has been visiting in Pasadena. He is an assistant to the District Engineer, Brigadier General Hans Kraemer, in the Hawaiian District.

ARTHUR B. ANDERSON is now employed by the Southern California Telephone Company as plant service foreman in Pasadena. He completed 15 years of service with the company in January.

1928

LIEUTENANT COLONEL PHIL DURFEE has been awarded the Distinguished Flying Cross for performance of duty under extreme flying conditions while serving in the Aleutians.

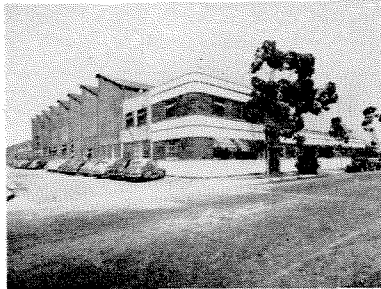
DICK FOLSOM is professor of mechanical engineering at the University of California.

1929

CHARLES A. BOSSERMAN is employed at Boeing on the "B-29" Super Fortress. His engineering group plans the functional tests which are conducted on each part and installation in each B-29 airplane, including the starting of the engines and routine flight tests. Before working on the B-29 he was in charge of all plumbing, which includes all pipe line work, etc., on the Sear Ranger and the Boeing Clippers. He has two sons and a daughter, and is active in Boy Scout Cub work.

The KINNEY GROUP

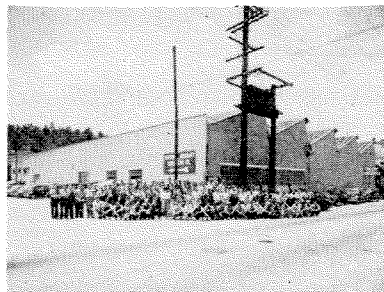
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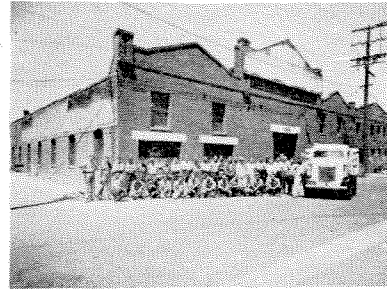


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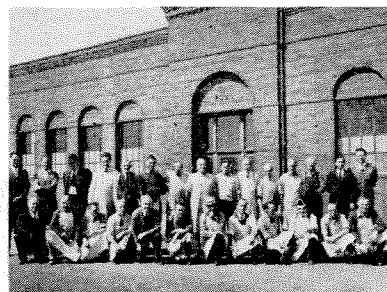
Wendell H. Kinney, Stanford, '21
Roland T. Kinney, Stanford, '22
Bryant E. Myers, Cal Tech, '34
C. Vernon Newton, Cal Tech, '34



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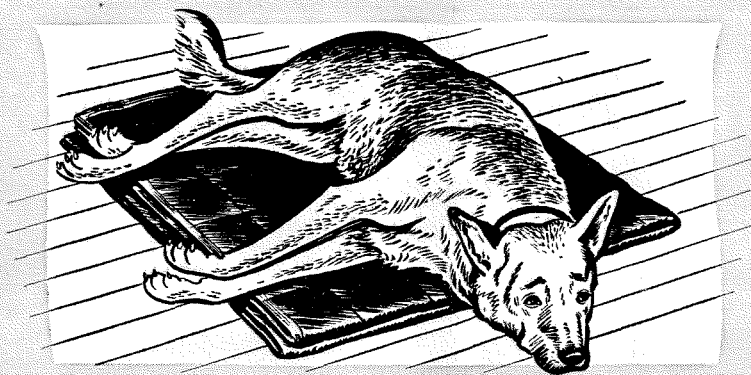


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Forbes W. Jones, Cal Tech, '35
Leonard Alpert, Cal Tech, '43
B. R. Ellis, Throop, '10



DOGS HAVE HEARTS, TOO

This is a simple story — that is, if it can be called a story at all. Most short stories end with a surprise or a marriage or something equally final. This story doesn't. It has no ending. I don't know when I heard it but I do know that I shall never forget it—or Shep or Tom Adams.

Tom Adams was a pleasant-looking boy. He was neither tall nor short, neither delicate nor massive. He was—well, the sort of lad you visualize when you read about a young American boy leaving a small town for the first time to join the Army.

For that was exactly what Tom Adams was and that was exactly what he was doing down at the S.P. station the night this story started.

It wasn't easy for Tom to say good-bye to his father or his mother, or Mr. Dawson, the S.P. station agent, or Linda. (Linda was Tom's girl. She had just given him a wallet with her picture in it.)

No, that wasn't easy. But what was really tough was saying good-bye to Shep. There is simply no way to make a dog understand. Just before he climbed aboard, Tom kneeled down and buried his face in Shep's thick, shaggy coat and tried to explain to him that he'd come back soon. But as the train pulled out the anxious, inquiring expression was still in Shep's eyes.

And try as Mr. Dawson did to hold him back, Shep raced after the train. It wasn't until the next morning that he returned home—covered with burrs and stickers and with two of his paws cut.

His eyes were dull . . . and sadder than you'd think a dog's could be. And they stayed that way as the days piled themselves into three months.

Shep never left the house. Seldom left Tom's room for that matter. Finally, he refused to eat. Wanted only to lie near the foot of Tom's bed. The veterinarian said that Shep was actually dying of a broken heart.

It was Linda who told Mr. Dawson about it. Mr. Dawson loved Tom just as he loved most of the young fellows in the community. That explains how Shep got his picture on the front page

of the town paper I guess. And how the story came to the attention of the city editor of a great Metropolitan Daily.

And how it was sent over the press wires into the newspapers of the nation.

That explains how Americans in every town in every state in the Union opened their hearts in sympathy and understanding.

And how the Army, at the suggestion of the Red Cross, came about granting Tom Adams a special furlough to visit Shep.

Shep was lying on an old quilt in Tom's room when Tom opened the door. He looked at Tom through half-closed eyes . . . weakly attempted to wag his tail . . . and was attempting to get up when Tom reached his side.

Gently, Tom patted his head, stroked his long fur and talked. There was so much to talk about. And Shep just lay there alongside of him and—well, the only word for it is—*smiled*. Everything was OK now.

And that's the story excepting that the men in Tom's battalion by petition got an approval from the Army to recruit Shep as their mascot.

Yes, that's all there is to the story. I don't know where Tom or Shep is today but I know that if they're together—they're both happy.

It isn't exactly a story of a railroad at war, but concerning the railroad, it does point out one thing: Railroads aren't just trains and tracks and big depots. They're people. People like Mr. Dawson, the S.P. agent. People who, in the midst of doing the most tremendous transportation job in history, still have time to be thoughtful, understanding and human.

S.P. is proud of its men and women. In spite of all the problems that the war has brought, S.P. people still try their best every day to give the best service they possibly can.

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

Southern Pacific

1933

LIEUTENANT COMMANDER JOHN WARFEL is an administrative officer in charge of the jet propulsion development for the Navy. He joined the Naval Reserve in 1935 and received his training at the naval flying school at Pensacola. He was then assigned to duty aboard various aircraft carriers.

CAPTAIN EDWIN R. KENNEDY is now in China with the Air Forces.

LIEUTENANT DICK A. PLANK, U.S. N.R., formerly with the Bureau of Ships, is now connected with the Naval Ordnance Department and has been transferred from Yorktown, Va., to San Francisco. His second child, a daughter, was born in Pasadena in April.

1934

LIEUTENANT COMMANDER WILLIAM C. DUNN, U.S.N., received his M.S. degree in aeronautical engineering from the Institute on June 30, and on July 15 reported to the Naval Air Station, Quonset Point, R. I., for a tour of duty in the assembly and repair department there.

1936

JOHN P. KLOCKSIEM is now employed by Douglas Aircraft Co., Inc., experimental flight test division, and is located at the Los Angeles Municipal Airport.

1938

EVAN JOHNSON, of the Kellex Corp., New York City, is the new secretary-treasurer of the New York Chapter, replacing Bob Custer of the Texas Company who was recently transferred.

1939

ENSIGN JOHN J. BROWNE is engineering officer on a new destroyer that has been in action in the Pacific.

ROBERT B. HOY, geologist for the New Jersey Zinc Company, is now doing exploration work for that company. A daughter, Mary Ellen, was born to the Hoyes on March 4.

1940

BUD SAMUELS left Lockheed to join the Navy in June. He had been a research engineer.

RICHARD L. SULLIVAN is chief engineer of the Mid-Continent Airlines, Inc., in Minneapolis.

1942

JACK HOAGLAND visited the campus while on leave after 13 weeks training at Camp Farragut, Idaho. He expects to be sent overseas soon with a rating of engineering design specialist.

LIEUTENANT (j.g.) JOHN F. McCCLAIN, JR., U.S.N.R., and Miss Esther Dechant were married on August 12 at Coronado, Calif.

HENRY V. ROESE resigned his position as assistant naval architect with the Supervisor of Shipbuilding, U.S.N., Terminal Island, Calif., and has enrolled in the U. S. Maritime Service. On June 16 he was assigned to the U.S.M.S. Training Station, Avalon, Calif.

ROBERT GREENWOOD returned to England in March and has been assigned to the Colonial Service. He will be sent to a post in Nigeria, Africa, as a geologist.

1943

ENSIGN ROBERT L. BENNETT is taking a 16-weeks course in the Aviation Gunnery Officer's School, Naval Air Technical Training Center, at Jacksonville, Fla.

ENSIGN ROBERT M. FRANCIS was married to Miss Louise Bennett at Long Beach, Calif., on April 16. Ensign Francis graduated in Aviation Ordnance at Jacksonville, Fla., in April and is now stationed at the Naval Air Station, San Diego.