

PERSONALS

1924

R. C. (DUKE) HASTINGS is superintendent of the Solvay Process Company plant at Kings Mountain, N. C.

FRANK W. PINE has a machine shop in Los Angeles where certain oil well tools are machined. He has a daughter, 12, and another 6 months old.

MAURICE ROSS is now principal of the Sherman Elementary School, one of the San Diego city schools.

V. A. KALICHEVSKY has moved from Woodbury, N. J., to Beaumont, Tex., where he is employed by the Magnolia Petroleum Company.

BILL HOLLADAY has returned to the refrigeration engineering business in Oakland for the Army and Navy, after having spent two years with Montgomery Ward in Oakland.

1926

MANLEY W. EDWARDS has been transferred to Fort Monmouth where he will attend the Eastern Signal Corps School to learn to handle large fixed radio stations.

1928

MAJOR GUNNER GRAMATKY is Plans and Operations Officer with a Combat Engineer Battalion in the South Pacific.

CAPTAIN GUY CHILDBERG, after the completion of his training at the C.G.S.S. at Leavenworth, will be stationed at Camp Evans Signal Laboratory at Belmar, N. J.

CAPTAIN RICHARD C. ARMSTRONG is stationed at the Station Hospital, Peterson Field, Colorado Springs, Colo.

1929

MAJOR TOM EVANS is in the training division of the Office of Chief of Engineers at Washington, D. C.

LIEUTENANT COLONEL LARRY LYNN is the commanding officer of the Candidates Regiment at Fort Belvoir.

A. J. LARRECQ is now a consulting engineer, with headquarters at 52 Vanderbilt Avenue, New York.

1933

J. GIBSON PLEASANTS is western division superintendent of the manufacturing department of Procter and Gamble Co. His news of 1944 to date is the addition of a second child, a daughter, Peggy, and the purchase of a new home in Cincinnati.

JOHN RANDALL is project engineer for the Austin Company, general contractors constructing new warehouse, office, and cafeteria facilities for North American Aviation, Inc., at Inglewood.

LIEUTENANT COMMANDER E. G. CRAWFORD is executive officer of a naval construction battalion stationed in the Pacific.

1934

WILLIS F. JAYNES is chief engineer of the Western Industrial Engineering Company which received on May 15 the U. S. Maritime "M" Award for production, the only "M" ever given to a company of this type. The award was the 13th in California and the 171st in the nation.

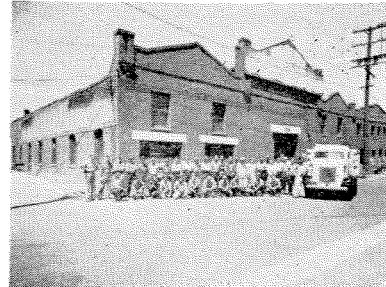
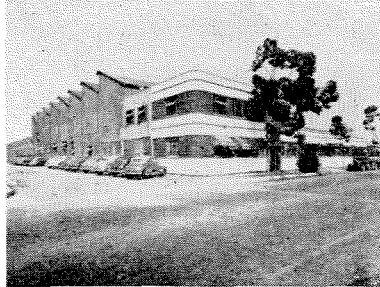
LIEUTENANT COLONEL J. W. MCCREA is now at the Camp Evans Signal Laboratory at Belmar, N. J.

1936

LIEUTENANT COLONEL AL CREAL, U.S.M.C., who has been in the Southwest Pacific for two years, is now on duty with the Marine Corps Headquarters in Washington, D. C.

The KINNEY GROUP

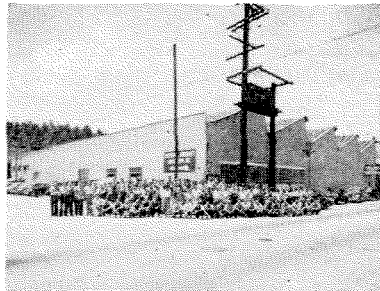
1800 Men serving their old customers -- welcoming new



KINNEY IRON WORKS

Meehanite Metal and Grey Iron Castings—1 ounce to 30 tons. One of the largest and most modern foundries on the Pacific Coast. Meehanite castings are made in the following processes — General Engineering Meehanite (including pressure resisting), Chemical Resisting Meehanite, Wear Resisting Meehanite, and Heat Resisting Meehanite

2525 EAST 49TH STREET
LOS ANGELES



NATIONAL AIRCRAFT EQUIPMENT CO.

Over 400 employees specializing in production machine work, dies, jigs and fixtures; adequately housed in a plant covering an entire block. An organization capable of undertaking many types of manufacturing problems. Hydraulic presses, large planers and large milling machines permit work of all sizes.

275 NORTH AVENUE 19
LOS ANGELES

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

KINNEY ALUMINUM CO.

"A superbly equipped foundry," says one of our customers. Aluminum Alloy, Magnesium and Permanent Mold castings; quality controlled in our own X-Ray, Chemical and Physical Laboratories; heat treated by the most modern furnaces. Our own shop for manufacturing permanent molds assures deliveries according to schedule.

5950 SOUTH BOYLE AVE.
LOS ANGELES

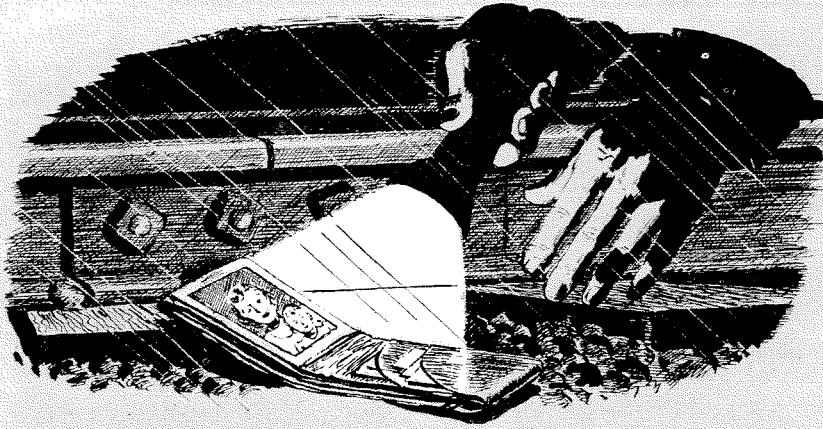


VERNON PATTERN WORKS

A plant devoted exclusively to wood and metal patterns. The first step in a service of "From blueprint to final product." A jobbing pattern shop which assures the pattern being entirely acceptable to the foundry and delivered when promised. You are invited to inspect the work and equipment of this plant at any time.

2323 EAST 27TH STREET
LOS ANGELES

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



THE LOST WALLET

This is the story of a Seabee named Luca Cavallo, and his wallet. It's only an incident, really—not very important, perhaps, when you're thinking in terms of global war and things like that. But Luca's wallet was mighty important to him, and it caused quite a stir on the railroad—long distance calls, telegrams, and a man stumbling along in the driving rain when he didn't have to. It's a human story, and it's true.

One evening last winter a Southern Pacific train full of Seabees was headed south. ("Seabee" is Navy for C.B.—Construction Battalions.) On board the train, Luca Cavallo and his pal Pete were eating box lunches. Between bites, Luca proudly showed Pete a snapshot he had taken from his wallet—a picture of his attractive wife and their baby, Gilda.

After Pete had properly admired the picture, the two Seabees finished their meal. Then Luca gathered up the waste papers and napkins, raised the train window and tossed the refuse out.

Seconds later, Luca reached for his wallet. *It was gone!* And with it, the precious snapshot—his only link with home, his wife and Gilda! By mistake he had thrown the wallet out the window with the waste paper!

Frantically, Luca ran through the train and found the conductor, Joe Olinder. He told Olinder what had happened. There was nothing in the rule book to cover such situations, but Olinder immediately swung into action.

He rushed up to the headend of the train where he could see the locomotive headlight illuminate the next mile post. He wanted to get a "fix" on where the wallet was lost.

As the train rounded a curve, he saw the white mile post stand out clearly in the blinding glare of the headlight—"37." Indelibly it was printed on his mind.

At the next stop, Conductor Joe Olinder called the Oakland dispatcher, Lloyd Ladner, and told him the whole story. Ladner immediately telephoned the Niles operator Ralph Stroupe, who got in touch with assistant signal supervisor Claude Lyon and

asked him if someone couldn't go out along the right of way and look for Cavallo's wallet.

It was a terrible night—raining hard and very cold—but Claude Lyon put on his raincoat, got in his car, and started out.

At mile post 37 he got out of the car and started walking along the right of way, scanning every foot of it with his flashlight.

He walked more than a mile in the driving rain. He stumbled into four or five water-holes, got scratched in a briar patch, fell down a slippery clay embankment... but he found the wallet, and brought it back to his office.

When he opened the wallet, he found a hundred dollars in water-soaked paper money. More important, he found the precious snapshot of Luca Cavallo's wife and their baby, Gilda.

As Lyon put the money and picture near the stove to dry, the phone rang. It was Mrs. Florence Spencer, S.P. telephone operator at Watsonville Junction, calling for Luca Cavallo to see if his wallet had been found.

"Yes, I found it," Lyon answered. "Everything's in it—the money—the picture. . . . What's that? He wants me to keep the money? Listen, Mrs. Spencer, you tell the sailor that if he wants to give any rewards, he can send that money home to his little daughter. As soon as the stuff is dry enough, I'm putting it all in an envelope and mailing it straight to him."

This story doesn't have much to do with Southern Pacific's part in the war effort. It simply shows that railroads are more than trains and tracks. Railroads are people like conductor Joe Olinder, dispatcher Lloyd Ladner, operator Ralph Stroupe and assistant signal supervisor Claude Lyon. People who, no matter how busy they are, still have time to be thoughtful, and understanding, and *human*.

Another true story of the railroad men and women of America published by Southern Pacific

1939

MAJOR R. W. WINCHELL is stationed in Orlando, Fla., in meteorological service.

WALT LARSON is with the Army Air Force stationed at Smyrna, Ga.

HAROLD FISCHER is now with the Douglas Aircraft Company's engineering department as aerodynamicist.

LAWRENCE G. BORGESON is at the Pearl Harbor Navy Yard, employed by R.C.A. He expects to return to the mainland in the fall.

LIEUTENANT MELVIN LEVET is an Army Station weather officer in the Southwest Pacific.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912.

of ENGINEERING AND SCIENCE MONTHLY, California Institute of Technology, published monthly at Pasadena, California, for October, 1944.

State of California, County of Los Angeles, ss.

Before me, a notary public in and for the State and county aforesaid, personally appeared the editor of the ENGINEERING AND SCIENCE MONTHLY, California Institute of Technology, DONALD S. CLARK, who having been duly sworn according to law, deposes and says that he is the editor of the ENGINEERING AND SCIENCE MONTHLY, California Institute of Technology, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation) etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 411, Postal Laws and Regulations, printed on the reverse of this form to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, Alumni Association, Inc., 1201 E. California St., Pasadena, California; Editor, Donald S. Clark, 1201 E. California St., Pasadena, California; Managing Editor, R. C. Colling, 124 West Fourth Street, Los Angeles, California; Business Management, Colling Publishing Co., 124 West Fourth St., Los Angeles, California.

2. That the owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a firm, company, or other unincorporated concern, its name and address, as well as those of each individual member, must be given.) Alumni Association, Inc., California Institute of Technology, 1201 East California St., Pasadena, California; no stock, a non-profit corporation.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date shown above is (This information is required from daily publications only.)

DONALD S. CLARK, Editor.

Sworn to and subscribed before me this 3rd day of October, 1944.

(Seal)

Janet Cristy.

(My commission expires November 4, 1945.)