Departmental Notes

Mine Engineering

J. M. Cannon, '32, who is with the Luckie Coal Co. at Aflex, Ky., visited the department on April 16.

Professor O'Rourke gave a paper at the Ohio Academy of Science on April 19, entitled "Practicability of Rotary Drilling in the Eastern Oil and Gas Fields of the United States."

Several pictures have been framed by F.E.R.A. workers and have been hung in the corridor of Lord Hall. These pictures include inspection trip snapshots, underground views of the Homestake Gold Mine in South Dakota, and various producing oil fields throughout the United States. It is planned to obtain pictures of the most eminent mining and petroleum engineers in the country to be framed and hung in the senior drafting room.

The autobiography of John Hays Hammond, one of the world's best known mining engineers, is a recent addition to the Lord Hall Library. Any freshman desiring to read this book is welcome to do so.

Ceramic Engineering

Graduates of the Department of Ceramic Engineering have been extremely fortunate. Professor Watts states "The recovery of the ceramic industries and the demand for ceramic graduates has far exceeded expectations. The stock of ware accumulated during the early years of the depression has been practically exhausted and the factories are forced to resume operations to meet demands. The competition can only be met by a superior product of marked uniformity. This calls for an increased number of control engineers distributed throughout the plant. These men are usually new graduates with up-to-date information and methods which were unknown when the older engineers were graduated. This has created a distinct demand for younger ceramic engineers which we believe will continue. The classes in Ceramic Engineering have been greatly reduced during the depression and if we are to supply this demand from Ohio State University, the number of graduates must be increased within the next year or two. This suggestion may interest engineering students who have not chosen their particular field."

Mr. C. E. Jackson, President of the Warwick China Co. of Wheeling, W. Va., an early graduate in Ceramic Engineering, died suddenly on April 12. Mr. Jackson has always been a very loyal alumnus and only two months ago was instrumental in the presentation to the department library of a very valuable set of books dealing with Ceramic Engineering Subjects. The loss of this loyal friend of Ceramics in Ohio State University will be keenly felt.

The following graduates of the Department of Ceramic Engineering are returning to the campus for the June commencement exercises in order to receive the professional degree of Ceramic Engineer: Harold D. Barger, '16, John B. Blewett, '16, George H. Duncombe, Jr., '15, Albert C. Gerber, '15, Ercell C. Hill, '11, Ralph W. Simmons, '14, and Ira E. Sproat, '11.

News of M. E. Alumni

James M. Wickham, 1934, is a senior in Aeronautical Engineering at M. I. T. and expects to receive his degree in June.

Harry P. Snyder, 1932, announces that he is married and the father of a nine weeks old daughter. He lives at 126 Lakeside Avenue, Lorain, Ohio.

Edward Cordell, 1934, is working with the Automatic Reclosing Circuit Breaker Company in Columbus.

Charles W. Smith, 1927, is with the Olds Motor Works as a Senior Inspector. He has just been married to Miss Roma Elliott of Lansing, Michigan, and they are living at 1402 West Hillsdale Street, Lansing.

Erwin A. Schweinhagen, 1928, is teaching applied mathematics in the Vocational High School at Toledo, Ohio.

Leroy W. Tebbe, 1934, is with the Northrup Corporation, manufacturers of military airplanes, Englewood, California, and lives at 2541 S. Spaulding Avenue, Los Angeles.

Charles J. Manney, 1934, is with the Seagrave Corporation, Columbus, Ohio, and lives at 348 Nineteenth Avenue, Columbus.

John Vincent Hines, 1934, lives at 3818 Main Street, Lawrence Park, Erie, Pennsylvania; he is working with the General Electric Company, Erie.

Robert H. Herring, 2305 Neil Avenue, Columbus, is employed at the Battelle Memorial Institute, Columbus.

Carl Hohenshil, 1931, has been transferred to the Beech Bottom Plant of the Ohio Power Company at Power, West Virginia. Mr. Theodore Frankenberg, 1934, is also there.

Richard W. Parker, 1933, is with the Link Belt Company, Indianapolis, Indiana, and lives at 254 N. Pershing Avenue.

Noel D. Veth, 1927, is with the International Stacy Corporation, Columbus, Ohio.

H. T. Burnham, 1923, is in command of C. C. C. Company 1535, stationed at Camp Seebert, West Virginia.

Raleigh L. Jones, 1921, is general foreman of the U. S. Industrial Reformatory at Chillicothe, Ohio.

Harold Inglish, who graduated March, 1935, left shortly after convocation for Hartford, Connecticut, where he expects to work in the Inspection Department of the Chance Vought Corporation.

News of C. E. Alumni

1905

Kenneth B. Ward died at the home of his father at Painesville, March 27th last. He was an instructor in civil engineering for several years after graduating at Ohio State and was later City Manager at Sandusky and after that engaged in manufacturing in Chicago.

He was one of the most highly educated graduates of the University in engineering, having taken all the work relative to civil and electrical engineering and also passed the State Bar Examination in Ohio. His loss occurs at the prime of life as he was only 52.

1917

Among those presenting theses for Professional Degree this June is J. R. McDermott who may be addressed at Keyser, W. Va., where he has been an engineer in the service of the State Highway Department since graduation.

1923

John S. DePuy is Asst. Supt. of Production in the Columbus Coated Fabrics Company and is just completing a course in law at the Y.M.C.A., Columbus, Ohio.

1926

Bayard C. Temple is a structural engineer for the American Bridge Company at Ambridge, Pa., where he has been located since June, 1926. He may be addressed at R. D. No. 1, Box 50, Wexford, Pa.

1925

C. H. Woodruff has resigned his position with the Chesapeake and Ohio Railway at Cleveland and has moved to Columbus with temporary address at 48 W. Woodruff Avenue, phone Un. 1716. He expects to do a general drafting business.

1928

Carl Shreve is expecting to take a Professional Degree this June in Civil Engineering. He was a junior research engineer after graduating and later engaged in highway work in West Virginia, and is at present an instructor at Potomac State School at Keyser.

1929

L. L. Sammet was a caller on the campus recently. He is located on CCC work at Camp Marietta which is on the Muskingum one mile north of Marietta, which is the post office for the camp.

O. N. Essex was a caller at Brown Hall recently. He is on PWA work in Ohio.

1931

Max Woodall was married April 17th to Miss Laura Phillips Raun.

1932

Charles G. Duncan is in the Testing Engineering Department of the Reading Railroad and lives at the Y.M. C. A. in Reading, Pa.

N. J. McMillen was a caller on the campus recently. He is on CCC work in Ohio located at Camp Adams in the southern part of the State, the Post Office of which is Stout, Ohio.

M. E. Atherton is an engineer on CCC work, Shawnee Camp, No. 2, address Portsmouth, Ohio.

Earnest Downie is an engineer in Shawnee Camp, No. 2, post office address Portsmouth, Ohio.

1933

V. E. Williams is an engineer in CCC work located at Camp Gordon, Scioto County, post office address, Friendship, Ohio.

S. F. Jaros is doing computing work for the Muskingum Watershed Conservancy District located at New Philadelphia, Ohio.

Floating Power Plant

The S. S. Normandie, the new 1029 foot French liner scheduled for its initial voyage to America on May 29, will be the largest commercially electrically propelled vessel in the world. It will be literally a floating electric generating plant. Its power plant, capable of developing 160,000 horsepower, is sufficient to propel ten average Atlantic passenger ships.

The Normandie will have an almost unsurpassed capacity for generating electricity. It will be able to produce enough electric current to light and otherwise supply the demand for electricity of the entire city of Boston. Few persons would suppose that any ship afloat could require such a volume of electrical energy. Yet this ship will consume the entire electrical output of its individual electrical plant.

The principal use to be made of the electricity, of course, will be for propulsion of the ship. Th Normandie's rated speed of 30 knots is equivalent to about 35 land miles an hour, but the ship is expected to exceed this mark. When it is considered that this power can send a ship weighing more than 79,000 tons through the sea, even in the most stormy weather at such speed, it is possible to realize what a vast driving power will be embodied in these giants of the water.

The four largest motors ever built for any purposes will propel the new French superliner. These motors are rated at 40,000 horsepower each, giving the new ship a total horsepower rating of 160,000.

The previous record for motors was held by the two airplane carriers, U. S. S. Saratoga and Lexington. Eight motors, each rated at 22,500 horsepower, are used to drive these ships. Two motors are connectd to each propelling shaft, which gives 45,000 horsepower to each propeller.