

The Wearers of the Green

Shades of Shamrock green!!! The Engineers have done it again. The age-old annual tradition of celebrating St. Pat's soared to an all-time high during March with a week of queen campaign, variety show, coronation, engineers dance, banquet and fun-raising in general.

Oklahoma U. isn't the only school that celebrates this event, but according to Engineering Dean W. H. Carson, she is by far the leader. Several other schools, mostly west of the Mississippi, observe St. Pat celebrations, and many write to O.U. for tips on how to do it up right. The tradition originated at the University of Missouri.

At the beginning of St. Pat's Week this year, Dean Carson feared that the huge influx of out-of-state students who weren't familiar with the tradition might throw a damper on the event. However, to the dean's pleasant surprise, many out-of-staters took leading roles in making it one of the most gala affairs ever to be staged on the Sooner campus.

This year, on the 35th anniversary of celebrating St. Pat at O.U., wearers of the green have something tangible for which to thank their patron saint. Kissing the blarney stone couldn't have brought much better luck than that of having a huge new edifice to move into before long.

Actually, the engineers don't have a new building, but rather a new addition to the present building. However, the addition is larger than the old building itself. Before many more annual St. Patrick's events roll around, the engineers hope for completion of their building.

The Petroleum Engineering School will occupy the greater portion of the lower floor of the present new addition, and a part of the second floor. Some space has been assigned to the School of Civil Engineering on the second floor for essential laboratories. Plans call for an Engineering library with a large reading room, also to be in the new addition. The classrooms and graduate research rooms will be assigned in accordance with the requirements of the various schools of the College of Engineering.

In the one-story section of the building, the mechanical engineering internal combustion engines laboratory will be located. Internal combustion engines is a major course of study for mechanical engineers, and is offered as a service course for petroleum engineers.

Chemical engineers will occupy all of the old Petroleum Engineering Building. A large portion of the chemical engineering work centers around natural gasoline plant design and operation and refinery design and operation. The unit operations laboratory of this school will afford research space to both undergraduate and graduate students.

The new addition is a life saver to the College of Engineering. All of the schools were in dire need of more floor space. With approximately 3,300 students in the college, as compared with 1,500 prior to the war, efficiency was hampered because of crowded conditions.

Because of the shortage of floor space, the School of Architecture and the department of aeronautical engineering were moved to the North Campus some time ago. Architecture is housed in one of the large classroom buildings which was formerly used by the Navy. Aeronautical engineering is located in three of the squadron buildings bordering the Max Westheimer Field at the North Campus.

The South Campus also figures in the over all engineering picture. The departments of engineering drawing and industrial education are housed on that campus.

RESEARCH AND FELLOWSHIP

Engineering students pursuing a postwar education show a decided increase over pre-war students in the number continuing to pursue formal education after receiving the bachelor of science degree. To educators this is a pleasing trend. A college of engineering is not functioning properly unless all faculty members are contributing to a graduate study program according to the beliefs of Dean Carson.

In each engineering department or school there is being developed a sound and farsighted program of study on the graduate level. Recognition gained through graduate work of pre-war days and additional emphasis which has been placed on advanced studies since the war has brought national and international recognition to the O.U. College of Engineering.

Most of the advanced work at the University deals with the fundamentals of engineering science; consequently, the research is of a fundamental nature. There are, however, several applied science research projects of an industrial nature on the campus. Among these are the Fluid Meters Research Project, sponsored by the American Society of Mechanical Engineers; the Oil Well Pumping Research Project, sponsored by the American Petroleum Institute, and the Dehydration of Natural Gases, sponsored by the Aluminum Company of America.

The importance of graduate work being done in the College of Engineering is reflected in the industrial scholarships and the fellowships which have been assigned to this institution. The fellowship which has been in force the longest at the University is sponsored by the American Gas Association. The holder of this Fellowship receives a stipend of \$500 for the school year of nine months. His research for a master's thesis is related to the problems of the natural gas industry.

Other formal fellowships assigned to the college are: the Shell Oil Company Fellowship, Petroleum Engineering, which has a stipend of \$1,200 per year plus an additional sum of \$300 per year made available for the pur-

chase of research equipment; the Stanolind Oil and Gas Company Fellowship, Petroleum Engineering, with a stipend of \$1,000 per academic year; the Humble Oil and Refining Company Fellowship, Petroleum Engineering, which carries a stipend for \$1,000 for nine months; the Phillips Petroleum Company Fellowship, Petroleum Engineering, with a stipend of \$1,200 per year; the Ethyl Gasoline Corporation Fellowship with a stipend of \$1,000, and the Gulf Oil Company Fellowship in Chemical Engineering with a stipend of \$1,000 for nine months.

The present holders of the Fellowships are Charles S. Highsmith, American Gas Association Fellowship; Maurice Lewis, Jr., Shell; Peter W. Cawthon, Jr., Stanolind; William A. Vestal, Humble; Kenneth W. Doughty, Ethyl; John M. Campbell, Gulf, and Robert C. Newman, Phillips.

The Venezuelan government also sponsors a fellowship here, and the holder for this year is Gaston Pernalet of that country.

In addition to the fellowships, there are a number of scholarships sponsored by governmental agencies of South American countries and a number of oil companies operating in South America. There are also scholarships sponsored by local organizations within the State of Oklahoma.

CIVIL ENGINEERING

Engineering had its start around military installations and civil works, according to J. Ray Matlock, '25eng, director of the School of Civil Engineering. As special groups developed in the civil body, the formation of separate fields of engineering study became recognized.

Today the civil branch of engineering offers to its students three options. One is transportation. This trains a student for work in planning and construction of highways, railroads, and airfields.

Another option (structural) permits him to take courses that are related to the designing, estimating and supervising construction of buildings, bridges, dams and other such projects.

The newest option is that which leads to specialization in sanitary or municipal engineering.

GENERAL ENGINEERING

The School of General Engineering was started in 1923 to avoid extensive specialization in a four-year college engineering course, and to furnish a good background for graduate work in almost any field of engineering.

Present director of the school is R. V. James, '18eng. He has been connected with the school since its beginning, and became sponsor-advisor in 1927.

Until 1940 the school had never exceeded five graduates in any one year. At the present time the school has increased to 50 students, with an expected graduating class of 18 this Spring.

The General Engineers' Club meets at a noon luncheon in the Union on the first Friday of each month. Present officers of the club are Sam House, Norman, president; H. D. Austin, secretary-treasurer, and Jim McLaughlin, Monument, New Mexico, St. Pat's representative.



W. H. CARSON
Dean of the College of Engineering.

CHEMICAL ENGINEERING

Chemical engineering is a relatively new science, but has grown rapidly during the last 30 years and now ranks favorably with the other engineering schools. Graduates from the University chemical engineering plant hold prominent administrative and technical positions in a wide variety of industries.

Many graduates are found in the petroleum refining industry, in petroleum production and development, in various processing plants such as vegetable oil processing, and in many other industries requiring competent chemical engineers.

The work of the chemical engineer is concerned, primarily, with design, construction and operation of equipment and plants in which series of these unit operations and processes are applied. Chemistry, physics and mathematics are the underlying sciences of chemical engineering, and economics its guide in practice, explains R. L. Huntington, chairman of the School.

ARCHITECTURAL ENGINEERING

Among the 325 architecture students at the University are approximately 60 architectural engineering majors.

The distinction between architecture and architectural engineering majors is not a great one. Bruce A. Goff, chairman of the School of Architecture, points out that the engineers must take more math, and study surveying, while the architects specialize in design. The former may receive a degree in four years, but the latter must pursue five years of work.

The school is located on the North Campus. Although it has an entire building at its disposal, post-war expansion is forcing the administration to seek more room.

Only fifteen students will graduate from the school in the Spring. Such a small graduating class, as compared to the overall enrollment in the school, is attributed, of course, to wartime small classes.

ELECTRICAL ENGINEERING

When Spring graduation rolls around in June the School of Electrical Engineering will be contributing 45 graduating seniors.

With an enrollment of 275, the school is operating under the directorship of E. T. Almquist, chairman.

In the post-war era the school finds most of its students studying electronics and communications, one of two options. However, the trend is gradually reverting to the other option, power.

Almquist explains the electronics and communications favoritism as an outgrowth of the huge expansion in that field in the armed forces during the war. Most of the electrical engineering upper classmen are veterans.

The reverting back to the power option is considered a health condition, since there will be an increasing demand for the expansion of electric power facilities throughout the country. For some time the electric utilities companies, government projects, rural electrification systems, electrical manufacturers, and others in the power field will demand more engineers than can be supplied.

AERONAUTICAL ENGINEERING

The department of aeronautical engineering started in 1929 with one professor and a cut-away model of an airplane engine. Its professor was C. D. Case, who came here from the University of Wisconsin.

Now the department is well established on the campus—as a matter of fact, on two campuses. In addition to regular classrooms in the Engineering Building, it occupies two lab buildings alongside the ramp of Max Westheimer Field on North Campus.

The directorship of the department's present enrollment of 70 students is in the hands of L. A. Comp, department chairman.

Labs are filled with surplus engines from Tinker Field, which range in size from tiny liaison plane motors to those of fighters and heavy bombers.

Job possibilities are excellent in aeronautical engineering, students and instructors report. Many of this year's graduates have hopes of doing research work for the National Advisory Committee for Aeronautics.

MECHANICAL ENGINEERING

The School of Mechanical Engineering dates back toward the turn of the century. It was made a department in 1905. Last Spring, 89 received degrees from the school, exactly 88 more than received the sole degree issued in 1915.

First professor of M. E., in 1905, was N. M. McPherson. He was replaced in 1906 by the late J. H. Felgar. The following year Felgar was placed in charge of the School of Applied Sciences, which became the College of Engineering in 1908. At the same time Felgar became dean of Engineering, but also remained as head of the M. E. department. He continued as dean of the engine school until 1937 when he became dean emeritus.

Present chairman of the school is E. F. Dawson, who came here in 1927 from the University of Minnesota.

GEOLOGICAL ENGINEERING

Almost twice as many students will graduate this year from the School of Geological Engineering as have ever graduated before.

Forty-two gowned geological engineers will, in June, receive degrees, as compared with a previous high of 23 in 1941.

Since its founding in 1916, the school has issued 229 degrees—48 in the first decade of its existence, 87 in the second, and 94 in the first seven years of the third.

PETROLEUM ENGINEERING

In May the School of Petroleum Engineering will celebrate its 24th birthday. Organized in 1924 by the late Professor H. C. George and Professor Fred W. Padgett, it was the third school in America to offer the B. S. degree in Petroleum Engineering.

Four seniors were graduated in 1927. Since then, approximately 1,100 students have received degrees from this school. Today the 574 enrollment

is the largest in any of the University schools of engineering.

Prospects for jobs are good for the graduating senior. W. F. Cloud, professor of petroleum engineering, states that he could place 10 men in good jobs right now if he had the men. The 34 graduates in January had jobs a month ahead of graduation.

Cloud further states, "I can see no decline in the demand for petroleum engineers for the next two or three years."

P. E. is a favorite drawing card for foreign students. These students come from all points on the globe where oil is a natural resource. Leading the foreign enrollment is Canada with 24 students registered this semester.

PHYSICS

With the erection of the Physics Research Building, the physics department inherited facilities for extensive research.

Thus far most of the research equipment has not been moved into the new building, however. The infra-red spectrograph remains in the "catacombs" under the administration building. Nuclear atomic research problems are being conducted on the South Campus in the former Navy brig. When the building is completed, adequate research facilities will become available to other departments as well as physics.

By June all of the physics laboratory projects will be located in the new structure. The large rooms are equipped with compressed air, gas and water lines.

Installation of laboratories has been held up, due to the electrical distribution system being unfinished.

Increased space will provide adequate room for the increase in engineering physics students. There are now 47 majors in the field as compared with 20 in 1941.

Engine Queen Race . . .



Dorothy Duffy, winner of the Engineers' royalty role, is shown here atop a car during the campaign which led to her victory. Looking up at their candidate is John Gough, Calgary, Alberta, Canada, left; Walt Dobbs, Longview, Texas, center left, and Jim McLaughlin, Monument, New Mexico, right. The student to McLaughlin's left is unidentified.



Every campaign trick in the book was used during the Engine Queen contest. Here Mary Allen "Mal" Hess, Fine Arts Senior, hands out coffee to a prospective voter while "buxom" Dave Oakes, chemical engineering senior, electioneers for "Mal" in the hotly contested race.

Queen Dorothy Feted By O.U. Engineers

Wearing a white eggshell satin dress with a full skirt and long detachable train, a gift of the green shirts, Dorothy Duffy, Ponca City art sophomore, was coronated Queen of the Engineers during the March St. Patrick's Week celebration.

Crowning Dorothy was O.U.'s Pat himself. Until coronation time St. Pat was unknown. But at exactly 11 p.m. at the Engineers dance, in walked "St. Pat" Harrol Stanley, petroleum engineering senior from Smackover, Arkansas, with Queen Dorothy on his arm.

Her coronation climaxed a week of cop and robber tactics between lawyers and engineers. As has been the tradition since 1926, the Monnet Hall barristers kept the newly-elected engine queen in constant fear of kidnapping from the time she was elected on Monday until her coronation on Friday. And this year, a plot to kidnap her actually materialized. For eight tense hours she was the "property" of approximately 20 lawyers.

This was the first time the Engineers' queen had been kidnapped two years in succession. Last year the lawyers stole Bobbie Jean Craig, 1947 St. Pat princess, from a psychology class by overpowering her four engineer bodyguards. Other years the lawyers succeeded in outwitting the slide rule boys were 1926, 1929, 1931, 1936 and 1943.

This is the way it happened this year. Immediately upon election to queenship for 1948, Dorothy's whereabouts became a deep dark secret. John Gough, petroleum engineering senior of Calgary, Alberta, Canada, took over as captain of the guard and appointed several husky subordinates.

The lawyers had a terrific "underground grapevine" working, letting them know where Dorothy was night and day. They claim to have known exactly where she was, how many guards she had, what each individual guards' boxing weight was, and all other pertinent information which might affect a quick nabbing.

Several plots failed, partly because the engineers outsmarted the lawyers by switching plans, and also because of larger numbers of engineers.

But Wednesday morning campus circles were buzzing with the exciting announcement that the lawyers had successfully made off with the queen. They had spirited her out of the housemother's apartment at the Phi Kappa Psi house, while the guards slept peacefully outside her door.

About 3:30 in the morning, after learning her location via the "grapevine," they circled the Phi Psi house. Beating every bush, tree and shrub in the vicinity to assure themselves that no engineers were doing outpost duty, they closed in for the operation. A quick forcing of the window let them into the room, and a big hand over Dorothy's mouth kept her from spreading the alarm.

At twelve noon the same day, Dorothy was back in engineering hands. The abode in Oklahoma City at which she was held hostage was disclosed by one of the kidnapers. The captain of the guard says that a little "pressure" by the engineers encouraged him to talk.

For once Charles B. Duffy, '22law, a Ponca City attorney, was on the side of the engineers. Early reports on the campus promised that he would help the lawyers steal his daughter, but Dorothy must have persuaded him differently. When asked to give a hand he is reported to have answered that he was sympathetic with the engineers this year—but this year only.

Queen Dorothy was the victim of a friendly feud between the lawyers and engineers that dates back to 1914.

But the lawyers weren't interested in queens in that early year. Rather, they concentrated on nabbing "Old Trusty," a cannon which the engineers fired to herald St. Pat's Day. In 1914 the engineers had fired it so enthusiastically that several campus windows were shattered. In 1917 law stu-

dents made off with "Old Trusty," but the engineers recovered it in time to break out windows in the Engineering Building and knock out four panes in Monnet Hall.

Stratton D. Brooks, then president of the University, stopped the fight for possession of the cannon on March 16, 1920, when he had "Old Trusty" laid to rest under the brick flooring of the Electrical Engineering Building, while 100 engineers protested, wept and sang funeral dirges.

However, it was 1926 before the queennapping tradition was started. It seems the engineers thought Monnet Hall was too drab and thus painted the owls which adorn the building, bright green. The torch was set off. The engineers had to postpone coronation of their queen because her whereabouts were known only to lawyers.

The tradition has lived on for more than two decades, and was fulfilled again this year by unidentified lawyers, despite the fact that W. Page Keeton, dean of the School of Law, frowns on such actions.

Even with kidnapping, Dorothy had the time of her life during St. Pat's Week. Already active on the campus as a member of Kappa Alpha Theta sorority, cheer leader, and a member of the student senate, she will be even busier as reigning monarch of the green shirts.

She attributes her victory to good campaign managers John Gough and Walt Dobbs, Longview, Texas, senior in engineering, and other backers who campaigned hard for her. But her campaign managers accredit it to her Irish blood, beauty and cheer-leading personality.

Gough, a tall husky, was well qualified as captain of the guard. He has been in O.U. since 1946. During the war he served with the Royal Canadian Naval Volunteer Reserve in the Atlantic.

St. Pat Stanley was elected by members of the Engineers Club by secret ballot. This 22-year-old senior is a member of the Engineers Club, Petroleum Engineering Club, the *Sooner Shamrock* Publication Board, Pi Epsilon Tau, honorary petroleum engineering fraternity, and St. Pat's Council.



HELEN BLACKERT SUMMERS, '45FA, AND LYNNE

From a Long Line of Sooners

Mrs. George E. Summers, Jr. (Helen Blackert, '45fa) is another budding of a long line of Sooner students and graduates. Her entire family tree—uncles, aunts, cousins, parents—has practically matured on the campus.

One of the three highest ranking '45 art graduates in the country, Helen received a scholarship to Parsons School in New York City. An automobile accident prevented her from continuing her formal education.

She and her husband, George Summers '48geol, and their 18-month-old daughter, Lynne, live in an apartment just around "The Corner" from the University's main campus. Every shelf in their home bulges with Helen's paintings, drawings, and wood carvings. On the desk sets a heavy block,

which, when she finishes whittling, will be a lamp.

Her interested brown eyes sparkle as she recalls her student days. Helen was, in 1941, chosen sweetheart for the Independent Men's Association. She met George during "Now or Never Week" that year. Coeds in that week date the boys, reversing the "boy meets girl" tradition.

"It was my first date with George—I kid him," Helen says laughingly. "I paid for our first date, and I've been paying for it ever since."

But several weeks after they met, George left the University. He earned his Army pilot's wings and headed for the Pacific. He jokes about his war life. "Well, there I was, 30,000 feet up and flat on my back . . ."

With the aid of considerable prodding from