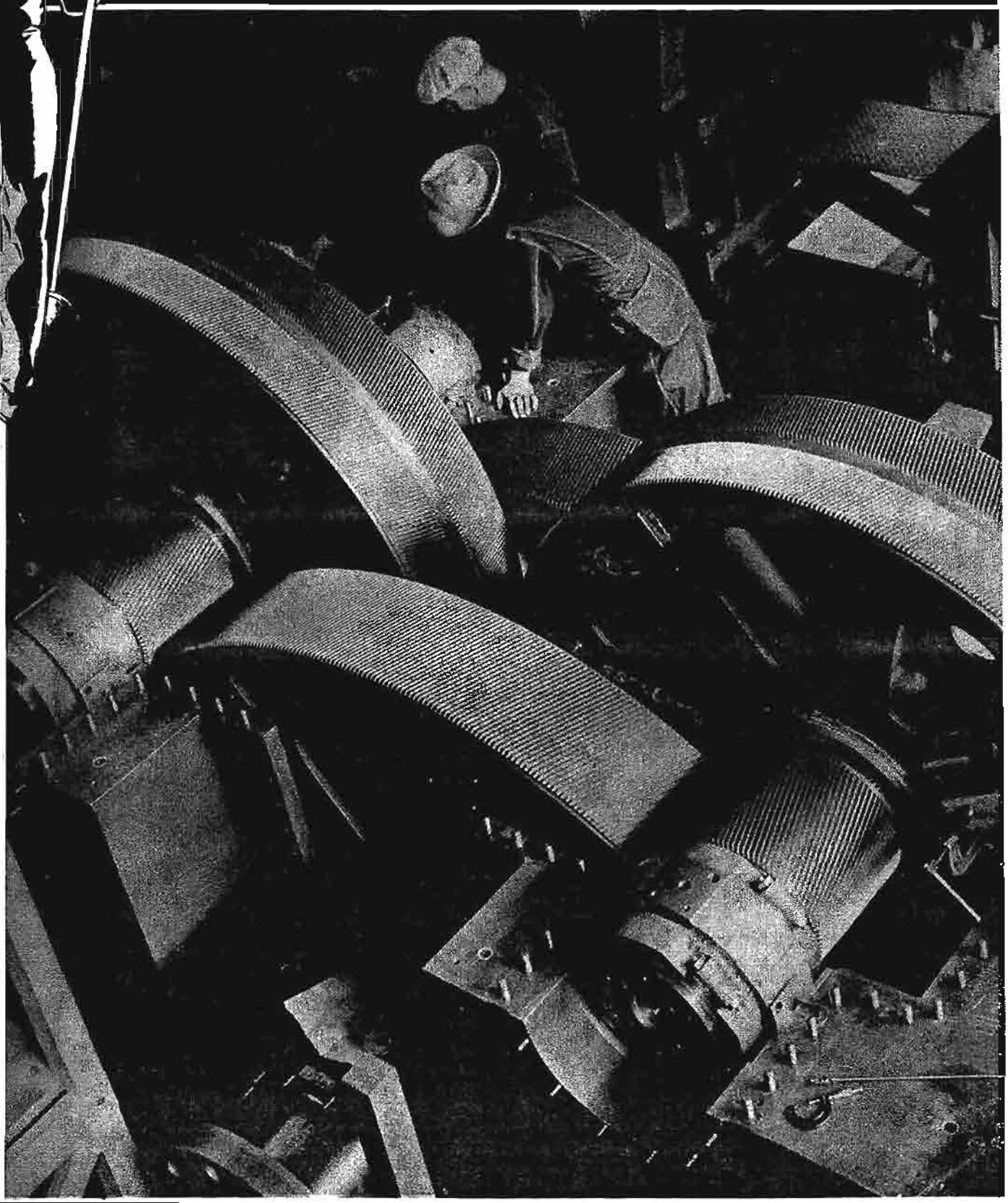
IRON MEN OF HENDY

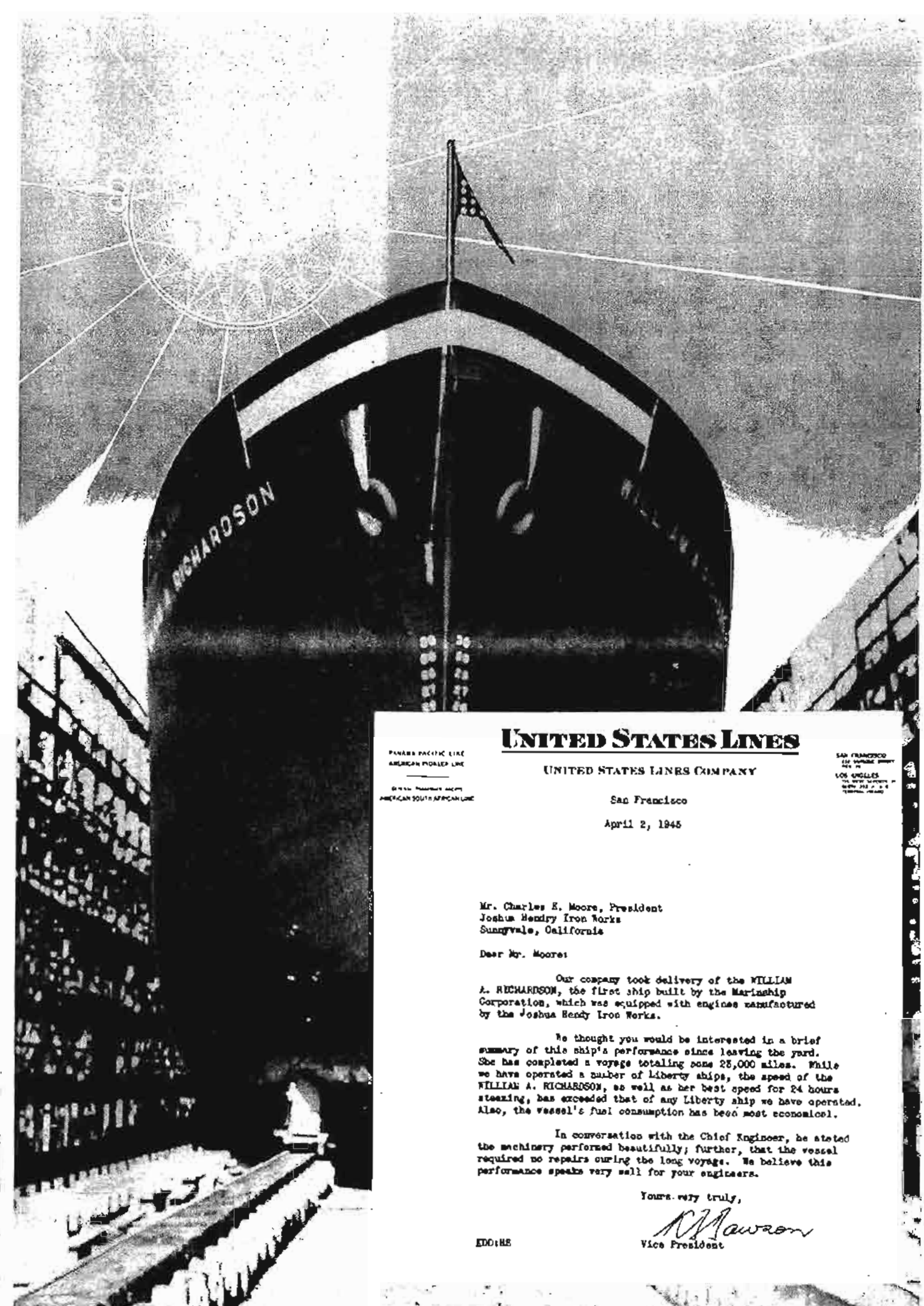
APRIL
1943



GEARS TO GRIND THE AXIS

Assembling reduction gears for Hendy Turbines.

PUBLISHED BY JOSHUA HENDY IRON WORKS



UNITED STATES LINES

PANAMA PACIFIC LINE
AMERICAN MAIL LINE

AMERICAN SOUTH AFRICAN LINE

UNITED STATES LINES COMPANY

SAN FRANCISCO

LOS ANGELES

San Francisco

April 2, 1945

Mr. Charles E. Moore, President
Joshua Hendry Iron Works
Sunnyvale, California

Dear Mr. Moore:

Our company took delivery of the WILLIAM A. RICHARDSON, the first ship built by the Marinship Corporation, which was equipped with engines manufactured by the Joshua Hendy Iron Works.

We thought you would be interested in a brief summary of this ship's performance since leaving the yard. She has completed a voyage totaling some 25,000 miles. While we have operated a number of Liberty ships, the speed of the WILLIAM A. RICHARDSON, as well as her best speed for 24 hours steaming, has exceeded that of any Liberty ship we have operated. Also, the vessel's fuel consumption has been most economical.

In conversation with the Chief Engineer, he stated the machinery performed beautifully; further, that the vessel required no repairs during the long voyage. We believe this performance speaks very well for your engineers.

Yours very truly,

K V Lawson

Vice President

EDD:HE

Published by
JOSHUA HENDY IRON WORKS
Home Office Sunnyvale, Calif.
CHAS. E. MOORE, President
FELIX KAHN — Vice Pres.-Treas.
K. K. BECHTEL — Secretary

Vol. 1 APRIL 1943 No. 10

Joseph F. Donovan . . . . . Editor
Merle Basham . . . . . Art Director
Charles Docker . . . Associate Editor
Loris Gardner . . . Staff Photographer
Warren Goodrich . . . . . Cartoonist

Divisions of Joshua Hendy Iron Works:
Crocker-Wheeler Mfg. Co.
Pomona Pump Co.

BRANCH OFFICES: New York, Washington, Philadelphia, Pittsburgh, Chicago, St. Louis, San Francisco and Los Angeles.

MANUFACTURING PLANTS: Sunnyvale, Long Beach, Pomona and Torrance, California; Ampere, New Jersey; St. Louis, Missouri.

A SALUTE TO OUR DIVISIONS

In this issue, on pages 4, 5, 6, and 7, we present a brief salute to our divisions, the Crocker-Wheeler Electric Manufacturing Company and the Pomona Pump Company, of whom we are justly proud. In fairness to these fine organizations we must admit that this salute is wholly inadequate—it fails to do more than to help introduce them to you. It would take a 100-page book to do full justice to the story of the various industrial accomplishments in which these two concerns have *pioneered*. They are not just *doers*—they are *leaders* as well.

Crocker-Wheeler was helping to adapt the use of electricity for the needs of industry as far back as 1885 when steam was the only accepted means of power. Pomona Pump has, since 1902, been successfully engineering numerous innovations for every type of pump problem from the single dwelling farm unit to great flood control projects. Both of these concerns are past masters in the art of overcoming staid tradition and skepticism and have fully justified their existence by performing great services to industry and communities.

Since imagination, courage and daring to overcome the impossible are the elements which industry needs to win the battle of production, we have confidence that these new members of the Hendy family will contribute their full share toward our total war effort. And what holds true for our joint success now will be even more evident in the days when peace shall exist.

"Men do less than they ought unless they do all that they can."—Carlyle.

SHOP #2 SCORES AGAIN

With the cloak of censorship tightly wrapped around all of Hendy Shop #2 activities many a fine production story and many a dramatic photo to illustrate it will be withheld from these pages until long after this war is over. In one way we regret this—but on the other hand we gladly comply with any ruling that will help safeguard our country's welfare.

There is a story, however, about Shop #2 that we can tell—and would gladly shout from all the roof tops! It is the announcement that the Navy Department has reviewed Shop #2's production records and has seen fit to award them the Navy Star to add to their "E" pennant. In the words of the Navy Department communique, "The men and women of Plant #2 of the Joshua Hendy Iron Works have achieved a signal honor by *continuing* their splendid production in such volume as to justify this renewal of their award."

It's that word *continuing* that pleases us most. It's one thing to win the first award—but it's another thing to keep up the good work. Well, the Navy says Shop #2 *is* keeping up the good work, so Congratulations and long may the flag of honor fly over its work and its workers!

A SALUTE

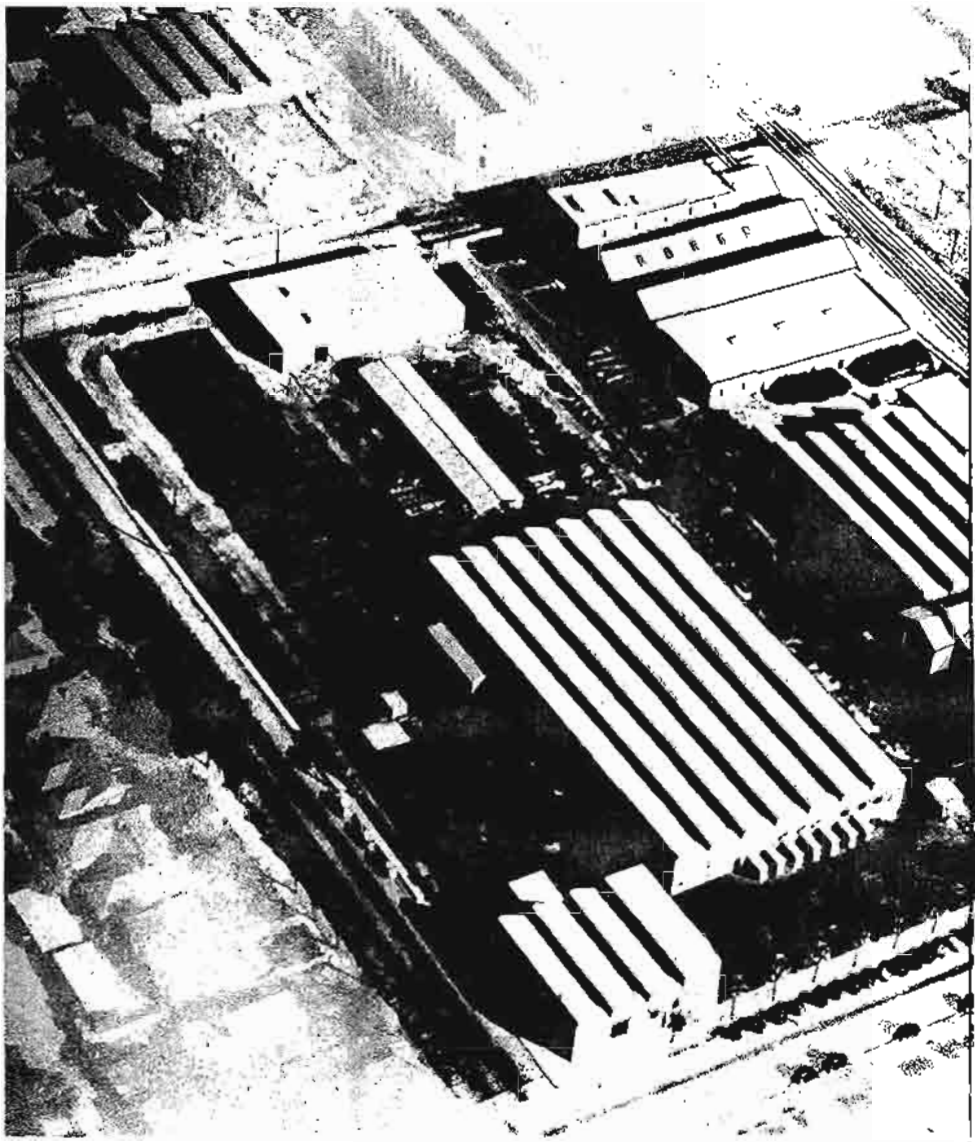
to our

POMONA PUMP DIVISION

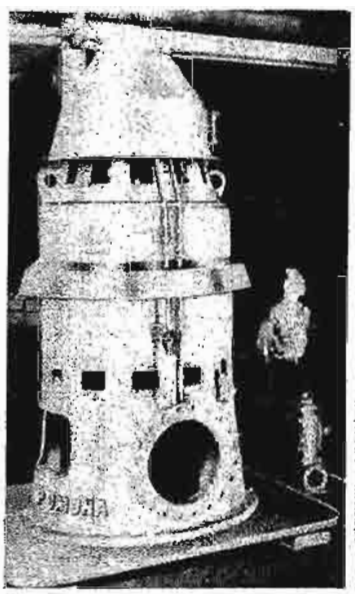
When Pomona Pump Co. was acquired by the Joshua Hendy Iron Works in December 1942, there was a blending of not only physical and financial assets, but also of organizational "know-how". The recognized leaders in their respective fields, Hendy and Pomona had a common aim and interest—expansion of existing facilities for greater war production! To Pomona, like ourselves, expansion is not new, for their executives and engineers have worked patiently and well for over forty years, developing their products and earning an enviable reputation for engineering skill and product development. They expanded their plants from a humble blacksmith shop beginning in the late nineties, until today, and they have well equipped modern plants in Pomona and Torrance, California, and the Pomona-Westco plant in St. Louis, Mo.

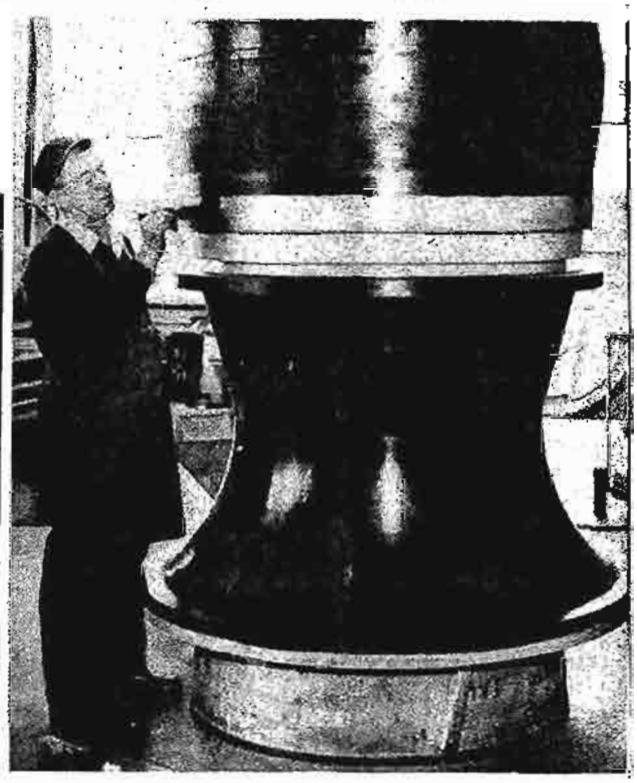
From the simple duplex plunger type pumps that Pomona built back in 1902, to the huge modern vertical low lift pumps of today for power and dams, reclamation and flood control projects, Pomona products have shown superior results. Pomona engineers have solved hundreds of problems in the industrial, mining, power and light and other fields. They've gone into the dairy industry, the ship building and marine group, and building construction work, bringing many innovations and excellent results to demonstrate their resourcefulness in adapting their products to a task. In our war effort Pomona has been serving as one of our chief subcontractors supplying Hendy with vital engine parts and sub-assemblies.

Wherever man lives—be it in a single dwelling unit on a rural farm or in a pent-house atop a towering skyscraper, he has found that a pump has been a basic requirement to provide him with water. On this need which is so universal Pomona has an unlimited field in which to render service. During this war the field of greatest service is of course in supplying cargo and fighting ships with such equipment. In the post-war era, Pomona's far flung dealership and branch offices will play an important part in distributing such products to a peacetime demand.



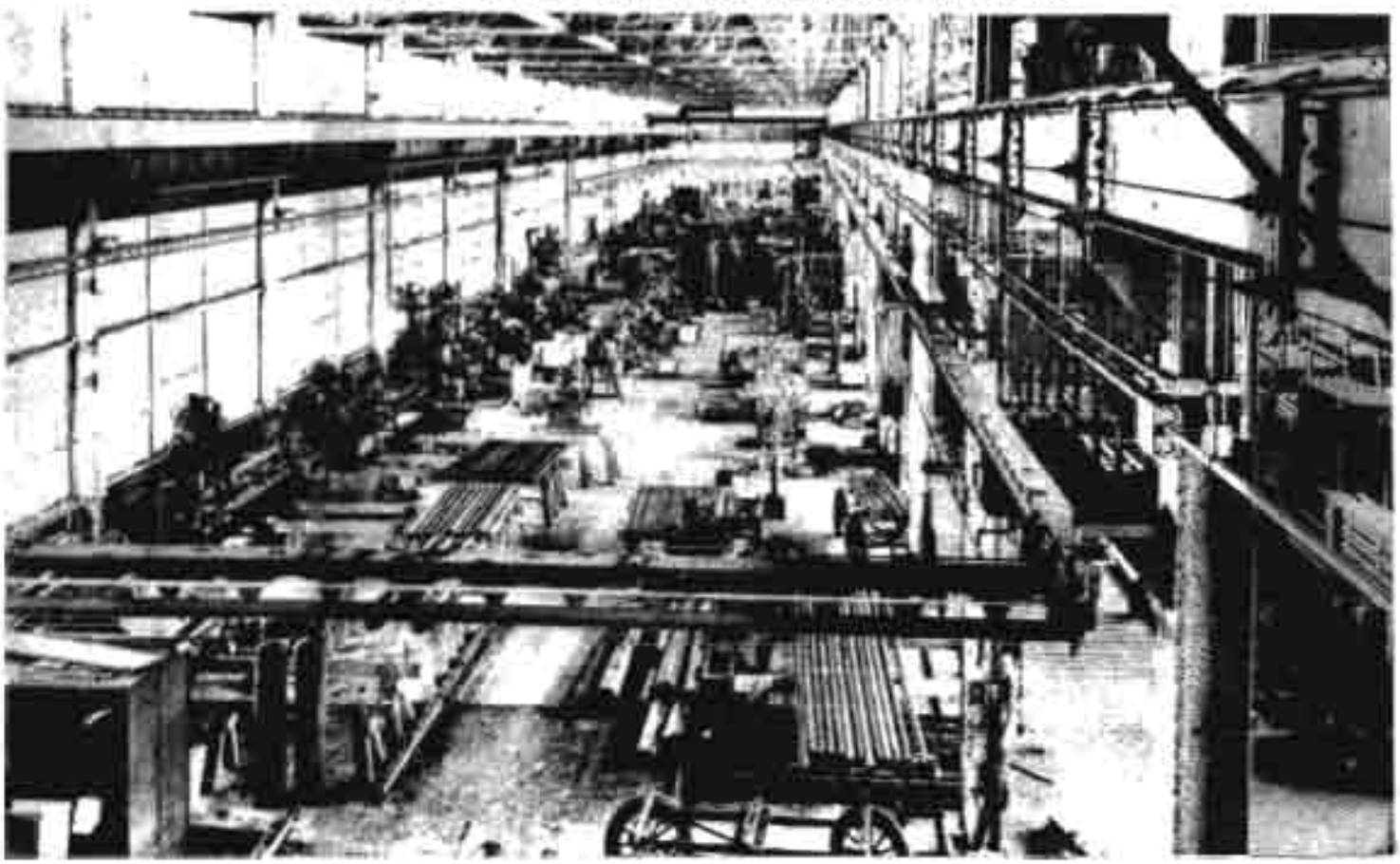
(above) A world market awaits products from this home plant at Pomona, California. (below) A Pomona pump—and (right) a pattern for a big one.





Handy president Chas. E. Moore and Geo. A. McKenna, general manager of Pomona, with R. D. Schutt, C. L. Barrett and D. C. McKenna, guiding lights of Pomona, St. Louis and Torrance plants.

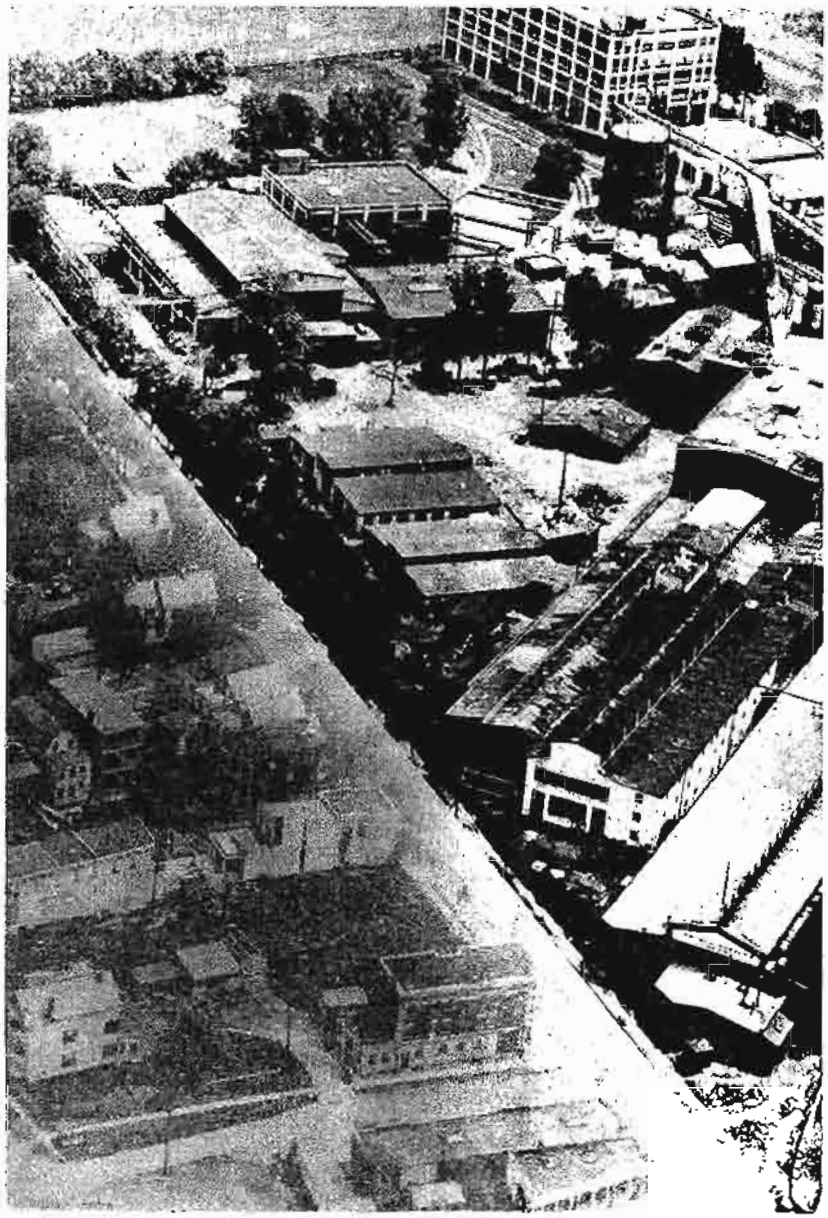
(above) One section of the brass foundry at the Pomona plant which makes many castings that go into Handy engines. (below) A view of the St. Louis, Mo., Weston plant interior.



A SALUTE

to our

CROCKER WHEELER ELECTRIC MANUFACTURING DIVISION

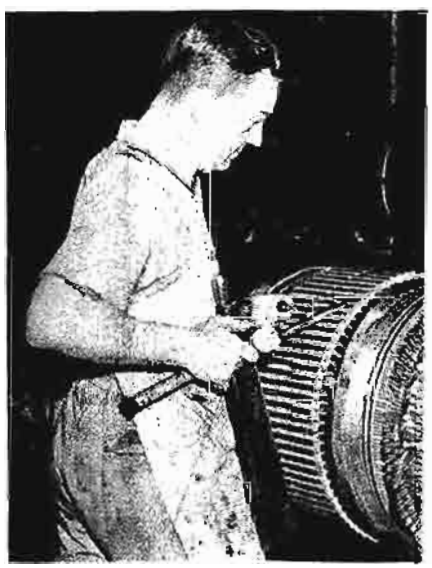


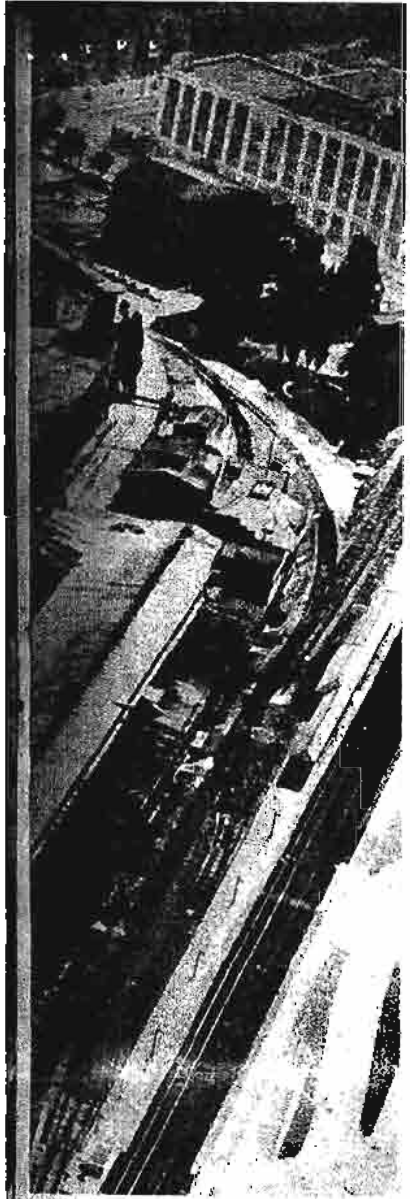
(above) An air view of the Crocker-Wheeler plant at Ampere, New Jersey. The plant covers about 22 acres.

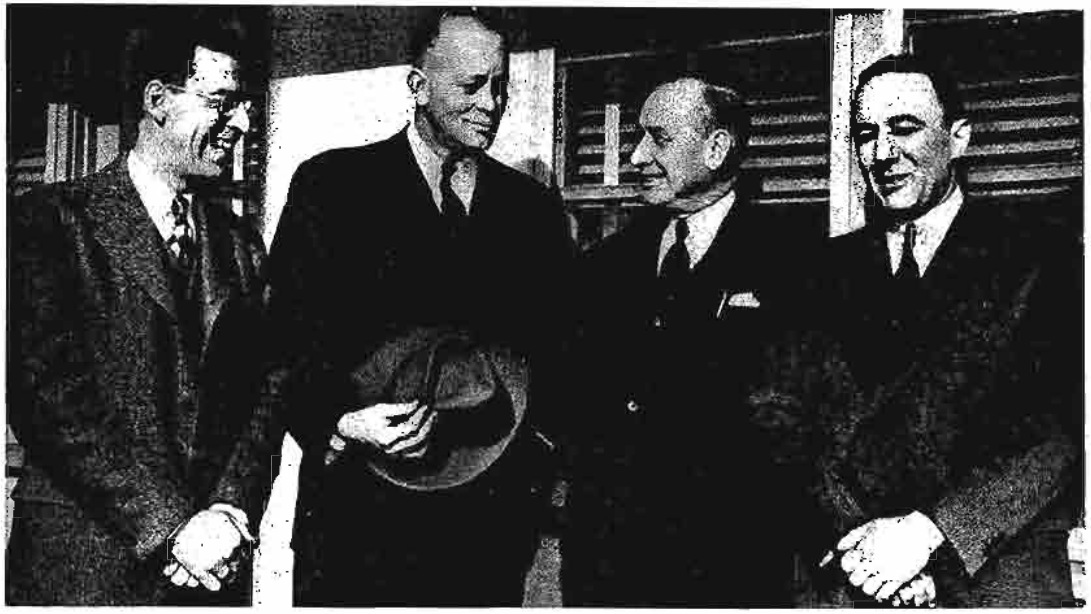
As Joshua Hendy Iron Works had its beginning in the colorful Gold Rush Days of the West, Crocker-Wheeler came into being immediately preceding the East's great period happily referred to as the Gay Nineties. Back in 1885 Francis B. Crocker and Schuyler S. Wheeler began endeavoring to popularize the application of electric power to industrial uses. By 1894 Crocker-Wheeler had made such progress that they began a startling series of electrical "firsts" by revolutionizing the telegraph industry. That year Crocker-Wheeler successfully used a motor generator set to operate Western Union and Postal Telegraph services which had until that moment depended on a cumbersome set of thousands of storage batteries of power. This "first" was followed by numerous other Crocker-Wheeler achievements such as developing the first application of an electric motor to a sewing machine; the first motor to operate church organs; the first motors to operate printing presses; the first motors for driving exhaust fans; the first fully enclosed D. C. motors to operate hot saws for the steel industry; the first motors to drive pumps and the first motors geared to machine tools.

Unlike the electrical manufacturers who have become more widely known through the retail sales of their household electrical appliances, Crocker-Wheeler have devoted themselves exclusively to application of electricity to industry. In that field, for more than fifty years, they have been pre-eminent and the standard of Crocker-Wheeler quality has never been equalled or exceeded. Testimony to the acceptance of this quality and samples of the various fields in which is has rendered service are exemplified in some of the Crocker-Wheeler motor installations. For example, the Government Printing Office in Washington D. C., is a 100% Crocker-Wheeler job. Other Crocker-Wheeler motors are installed at the Denver Mint, the San Francisco Mint, the Ice Club adjoining Madison Square Gardens in New York City, the Navy cruiser *San Francisco*, the Supreme Court Building, Washington, D. C., and the more than 2,000 Crocker-Wheeler AC motors used in Rockefeller Center, New York City.

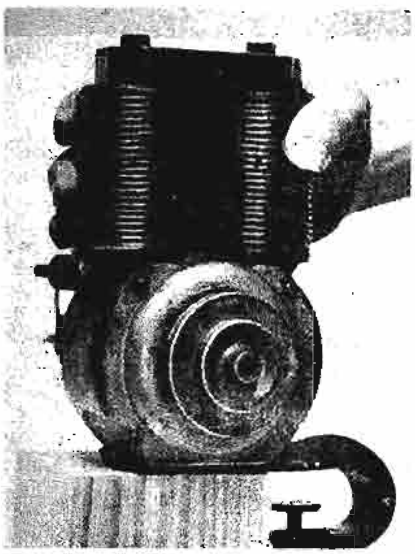
In 1917 Crocker-Wheeler designed and built nearly all of the radio generators used on U. S. Navy battleships, cruisers, destroyers, submarines and supply ships. In 1943 the Navy Department is again relying on Crocker-Wheeler for an enormous quantity of specialized material. With the same spirit that has produced such phenomenal output at Joshua Hendy, the employees of Crocker-Wheeler have recently stepped up their production schedules to meet government demands. In December when Crocker-Wheeler was purchased by Joshua Hendy Iron Works, President Charles E. Moore selected A. J. Baker as general manager. Mr. Baker's and Mr. Moore's acquaintance dates back several years to the time they were serving in their specialized capacity as advisors to the War Production Board in its pre-Pearl Harbor days. We proudly report now that during the second full month of operation since the Joshua Hendy acquisition, Crocker-Wheeler employees successfully completed, for the first time, their full schedule of Maritime Commission and Navy Department committments. Nice work, New Jersey! (P. S. We hear you're out to win an "E". How about it?)

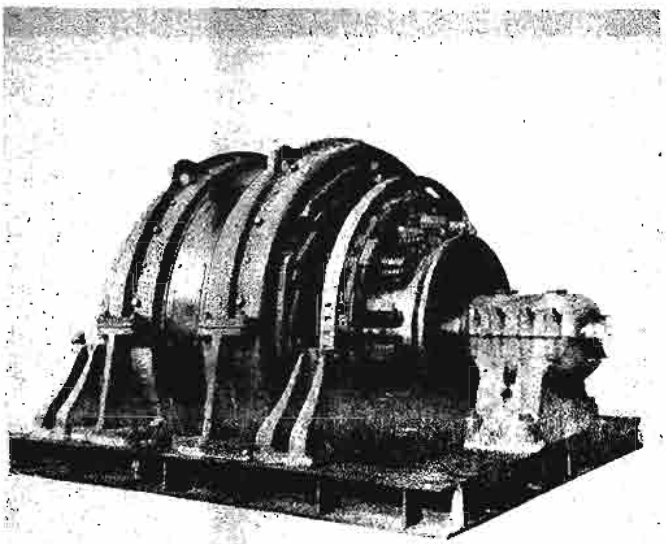






(above) C. F. Poirier, A. J. Baker and J. M. Mero of C-W with Chas. E. Moore of Hendy.





(below) Banding an armature for a Crocker-Wheeler motor. C-W motors are rated for highest quality.

(above) The first ⅛ hp motor made by C-W in 1885, so small a man could hold it in his hand. At the right is a current model measuring 10 ft. in height. (below) C-W varnish insulation treatment, and an 8000 hp motor on a traveling crane.