

IRON MEN OF HENDY



PRESIDENT HARRY S. TRUMAN
AND CHAS. E. MOORE

PUBLISHED BY JOSHUA HENDY IRON WORKS



NEWS

Members of the board of directors and stockholders of the Hendy organization visited the plant recently and posed for a picture. From the left, they are: E. E. Trefethen, Jr., Henry J. Kaiser, John McCone, Kenneth K. Bechtel, and Felix Kahn. Kahn and Bechtel are Hendy officers.

Donations of Hendy employees enabled the purchase of many sets of fine records for veterans at Dibble Memorial Hospital in Palo Alto.

Representatives of the entire gear industry gathered recently at Hendy to view important tests which may cut hobbing time by 75 per cent.





NEW ASSIGNMENTS

The 754th Liberty ship engine has been delivered, completing contracts on which Hendy has worked since 1941. By the end of March, the last set of tubes will have been delivered from the Navy shop. These products may not be built here again.

It is, in a sense, the end of an era, but we can spend no time in sentimental tears, for a new and vastly more important era is already in full swing, utilizing men and machines as soon as they are freed from their former tasks. Commitments for 1945 are more than 30 per cent greater than total business for 1944 and scheduling of the various programs is so closely calculated that there can be no pause in production between one job and the next, especially since the current ordnance programs are so closely bound up with winning the war in the Pacific.

The intensive work of meeting present schedules will keep the plant right up against the employment ceiling decreed by the War Manpower Commission, and this is production which will require the utmost from every man and woman concerned with it. So long as Axis battle flags fly, the materials of war must flow uninterrupted, and our part is an essential one. Power machinery is as vital to victory as ordnance material, and delivery dates must be as scrupulously met, for the functioning of the entire plant depends on the planned inter-relationship of all its operations.

In the meantime, Hendy will also be laying the foundations for its postwar production of power machinery—a program which will place it among the leading plants of the nation in this field. Yes, there's work to do—lots of work—and it will require the concerted effort of every one of us.

GOOD NEIGHBORS

Hendy people are known as good neighbors, and have good reason to be proud of that reputation. Recent surveys show that some 80 per cent of them take an active part in civic, fraternal, religious or educational life of the communities in which they live. In successive War Bond drives they have topped their plant quotas and then contributed again at home. Their blood donations have constituted an important part in the collections of this area. They contribute liberally to the Red Cross and the War Chest. This is as it should be—but elsewhere often is not.

The plant is fortunately located. Unlike similar establishments in closely settled big cities, it offers an opportunity for gardens, pleasant homes, and fresh air, as well as for social and community activities. Children thrive here, and people are kind. Hendy has contributed something to these standards of living. Let's help maintain them.

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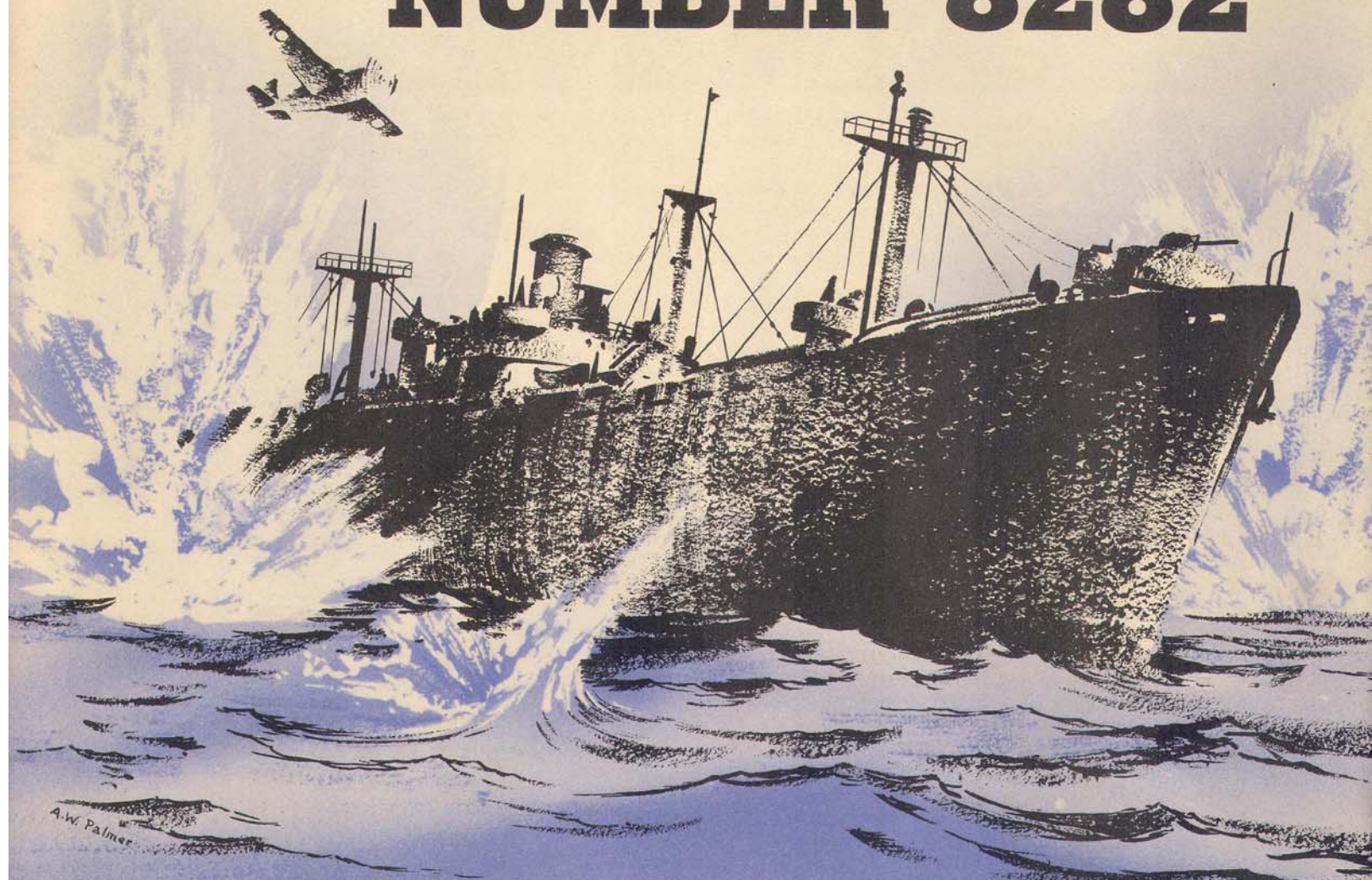
Joseph F. Donovan Editor
 Merle Basham Art Director
 Carlton Sheffield Associate Editor
 Loris Gardner Staff Photographer
 Warren Goodrich Cartoonist
 Art Palmer Illustrator

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



Harry S. Truman, the new President of the United States, appears on the cover of this Iron Men. With our own company's president, Chas. E. Moore, President Truman toured Hendy in Feb. '43. At an employee rally he praised Hendy workmen for a high rate of production on vital items.

THE STORY OF NUMBER 8282



A. W. Palmer

Twice struck and almost incessantly bombed, strafed, and attacked from the air, a U. S. Liberty ship yet delivered successive loads of troops and cargo during the first battle of the Philippines, and Hendy engine No. 8282, which supplied her power, never ceased to function and required no repairs after the hazardous series of trips.

That was the story told by Capt. A. W. Opheim, master of the vessel, as he visited the Hendy plant recently. Military security still shrouds many of the details of what happened, but the events which may be told make a thrilling tale.

Going into the battle area, the ship was attacked by a group of Japanese planes. The gun crew went immediately into action, and so accurate was their aim that, one by one, three of the planes plunged burning and shattered into the

sea. The rest departed. Three men had been injured by shrapnel or bomb fragments.

Reaching its destination at an undisclosed port, the ship sent out a call for a pilot, but none was available at the dock and army tugs volunteered to lead the way. But the heavily laden ship drew one foot more of water than the depth of the harbor at that point, and 500 feet from the dock she went aground in mud, too firmly to pull off under her own power.

As she sat there, a perfect target, the Japs came again, raining down death and destruction which constantly threatened to hit squarely but never quite succeeded. While dive bombers screamed ceaselessly, the Army tugs attached cables, adding their power in an attempt to pull the ship from the clinging mud. Then another catastrophe occurred. One of the cables snapped,

almost hopelessly fouling the propeller. While bombs and bullets continued to fall, the officers and crew fought to remedy the disaster. Eventually, by use of the jacking engine and by efforts of men working over the side, the cable was unbound. As darkness fell, the efforts of the EC-2 engine and tugs were successful and the ship floated again. During this period she had undergone seven separate dive-bomber attacks with minor damage. The next morning, aided by a flood tide, she reached the dock and unloaded her precious cargo.

Relatively uneventful was her return to her New Guinea base, where she loaded on a fresh contingent of troops and more cargo. But scarcely was she at sea when the menacing roar of Japanese engines sounded again, and five planes attacked. Twisting and turning, she received some damage but evaded much of the fury of the onslaught, and sailed on. There had been loss of life.

Battered, but with her engine performing perfectly, the ship finally reached port and tied up at the dock to unload fighting men and equipment. The Japs, however, were not yet through. During the attack that followed, bombs rained all around her. From one near miss, more than 30 fragments pierced the side plates of the ship, some of them starting a stubborn fire in the dunnage of No. 4 hatch, but that was finally brought under control.

Further movements of the vessel may not be detailed, but they were relatively uneventful. And in spite of the danger and hardship and tragedy they had been through, members of the crew continued to laugh at the long face the ship's carpenter wore all the rest of the voyage. Before the ship had left its home port, he had bought a fine motorcycle for \$750, and—a frugal man who hated to pay storage—had brought it aboard to store it in his carpenter shop where he could polish it daily and plan the trips that he would someday take astride its saddle. But alas, during one of the attacks, a hit fiendishly centered on the shrine of the motorbike, and tears rolled from the eyes of "Chips" as he viewed its tangled wreckage. The crew believes his life has been permanently blighted.

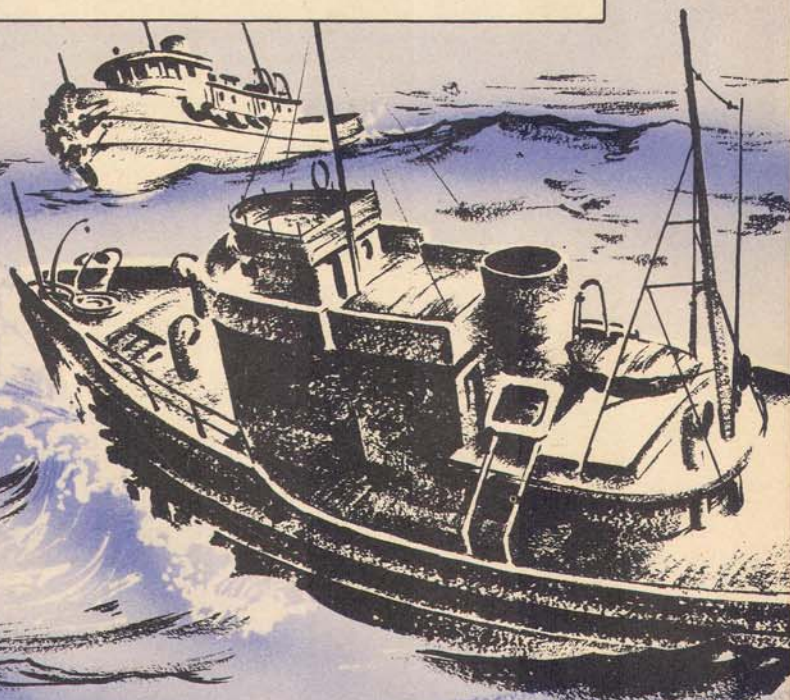
When the ship finally returned to the United States, after having been at sea for more than seven months, not a single bit of work had to be done on the engine, Captain Opheim reports.

"My chief engineer, Steen Magnus, who has spent his life at sea and sailed on innumerable ships, tells me that of all reciprocating marine steam engines, those made by Hendy are the best," he says.

STEAM BEER ?



Chief Engineer Magnus tells one story that should be of interest to Hendy people. One of the big reciprocating engines built by the plant during World War I served faithfully in its ship, of which he was also chief engineer, but eventually was purchased by a big brewery, which installed it on land to power beer-making machinery. But then came Prohibition, and the brewery was soon one of the casualties. Yet the saga of the sturdy old engine was not ended. Someone with an eye for values bought it, and again it went to sea, driving another ship. While details are lacking, it may still be crossing far horizons toward the distant ports of the world.



The ship driven by engine No. 8282 is the second Hendy-powered ship that Captain Opheim has commanded, and he is anxious to let the Iron Men and Women know how thoroughly he agrees with the opinion of his chief engineer. We are happy to transmit his story, for it not only proves that our engines are good engines, but it puts tremendous emphasis on the importance of the work we are doing.

They Dream of Home



Life in a foxhole, a ship at sea, a desert outpost, or a training-camp barracks can be pretty rugged, and the average man in uniform thinks often and fondly of the people and things at home. More than 1,000 former Iron Men and Women are now in the various services, and from them comes a constant stream of letters, some brave, some humorous, and some wistful. All, however, speak almost sentimentally of the Hendy plant, recalling the work they used to do

and their former companions. Many receive the Iron Men magazine, and speak with enthusiasm of the important work the plant is doing and of the changes that have been made, recounting with pride how they have seen Hendy engines in all parts of the world. And practically every one of them asks for letters. Maybe you could do something about it after reading the following excerpts from what some of them have written.

FRANCE

... On inspection, the engine which carried my outfit into Southern France on D-Day proved to be one produced when I was at Hendy. It made me feel quite in the know to be able to point out a con rod and to distinguish between a H.P. and L.P. cylinder. Since then I have been regarded as the California expert on triple-expansion engines. . . . Keep up the good work. If you could have viewed the Liberty ships swarming in Naples bay preceding the invasion of France, you would visualize more what I mean by good work.

CPL. J. A. THEAKSTON
982 Signal Serv. Co.
APO 23, New York, N. Y.

ENGLAND

... It is indeed a feeling of enlightenment knowing that you, the Iron Men and Women of Hendy, are still doing a splendid job toward the war effort. So, in behalf of me and the rest of the boys over here, keep up the good work, that we may soon start on that homeward voyage.

PVT. GEORGE E. MADSEN, 140th Gen. Hosp.
APO 314, c/o PM, New York, N.Y.

PHILIPPINE ISLANDS

... Received your thoughtful Christmas card and gift subscription. . . . Since reading material is as rare as a \$3 bill, it is most welcome out here. Please give my thanks to all the Iron Men.

CHARLES G. MIGUELGORRY, Y 3/c
Comm. 7 Fleet (Flag), Box 6 Anchor Section
Advance Hq., FPO, San Francisco, Calif.



PACIFIC AREA

Just a few short lines to send you my thanks for your favors to me in the past. I assure you I enjoy your magazine and hope with all my heart you will continue to send them to me. . . . My stay over here in the Pacific will be much more pleasant if I continue to hear from you in the future.

C. J. KIEFER, MM 1/c
31st Spec. Batt. C-1
FPO, San Francisco, Calif.



PACIFIC AREA

... Since I left there in '42 there have really been changes, and when I visited in August, '43, every fellow I used to know was a boss. Well, I think I was the first timekeeper they had in Plant 2, so if you'd be kind enough to say hello to the fellows for me, I'd certainly appreciate it. . . . At present I'm aboard a minesweeper which isn't very big but it certainly gets around. We haven't quite covered all the map you had on your October-November issue but we have a fair start.

R. E. KEMPER, RM 2/c, USS Design
FPO, San Francisco, Calif.

... I received your swell package today and I must say it was very thoughtful and I appreciate it a lot. Packages do help the Christmas spirit, but I hope it won't be too long until we spend Christmas in the right place—home. . . . I was treated swell during the nine months I worked at Hendy, and here I am six or seven thousand miles away and still being treated swell.

CPL. ELDRED AZEVEDO, 39129367
1828 Ord. S & M Co., APO 558
c/o PM, New York, N. Y.

SOLOMON ISLANDS

... I only wish I could thank you in person for your interest in me, your courtesy, and kindness. It will be appreciated more than ever. ... We often change addresses—of course willingly. Ha Ha! I'd like to change mine to your back yard soon instead of any place out here.

WILBUR W. MORGAN, MMR 1/c
NC Batt. 145 Co. D-1
FPO, San Francisco, Calif.



PACIFIC AREA

... I wish to thank everyone for the swell Christmas cards and for the subscriptions to the Reader's Digest. I have received every issue of the Iron Men of Hendy, which I appreciate very much, although I've been away so long I can't remember very many in Plant 5.

JAMES P. WOOD, MM 3/c
CBMU No. 538, Hut 27
FPO, San Francisco, Calif.



CAMP BEALE

... Received your card at Christmas and notice of your gift to me. Thank you very much—I can't begin to tell you what a wonderful gift it makes.

PVT. JAMES W. STRICKLAND
Hq. & Hq. Det., Camp Beale, Calif.



... As an alumnus of the Navy plant and now a member of its forces, I delight in hearing about new feats of production being accomplished down around that busy south-east corner of the Hendy arsenal. Full speed ahead to the civilian sailors of Plant 2.

HENRY E. MARTENS, S 2/c
QM School, Sec. 19, USNTC
Farragut, Idaho

DUTCH NEW GUINEA

... It's been raining quite a bit here and it's not surprising to wake up swimming. Mosquito nets just get in the way when you have to do the breast stroke to stay in bed. ... The fuzzy wuzzies will steal anything they lay their eyes on. ... I will close with the hope of hearing from some of the Iron Men.

CPL. RICHARD RAYMOND, 39054390
279 Repl. Co., APO 320
San Francisco, Calif.

... It sure was thoughtful of you to think of us fellows over here and I thank each and every one of you. ... I made another landing on another island somewhere in the Philippines without any trouble at all. So long, everybody—hoping to hear from you all.

JACK V. TERESI, Co. I, 19th Inf.
APO 24, San Francisco, Calif.

... I deeply want to thank you for the package I received from you the other day. I thought for a while that no one remembered me any more after being away from there and home for two years, but now I know that no matter where I am, someone there remembers me. Quite a few Hendy engines have stopped here and I want to say that they have really done a swell job of bringing supplies here.

TONY DE MARCO, CM 3/c
CBMU 539, Pln. 1
FPO, San Francisco, Calif.

ARLINGTON, VIRGINIA

... It's certainly a wonderful feeling to know that the people from home haven't forgotten us.

LOIS E. VAN IDERSTINE, USN (WR)
WAVE Qtrs. F, J-224

NETHERLANDS EAST INDIES

... The other day two boats arrived at the island loaded down with mail and packages. Of course, our morale went up 100 per cent. Receiving one of Hendy's packages was another morale builder, and I would like to express my deepest appreciation. Mail doesn't come too often over here, but when we get letters from the old gang it makes up for lost time.

CPL. H. BUCKINGHAM, 849th Ord. Depot Co.
APO 936, San Francisco, Calif.

... Since leaving Hendy 16 months ago I've covered a lot of miles and seen a good deal. I've been overseas seven months, and believe me, there's no place like the good old U. S. In the Ship Repair unit we have worked on several ships with Hendy engines, and they are thought of very highly. ... Say hello to Bill Trone, Phil Baldacci, Chet Harshman, and the gang in Welding and Salvage—a swell bunch. ... I'd certainly like to see that new Diesel—must be a honey. ... I was given a commendation for saving another Navy man from drowning some time ago, and a commendation for work accomplished. Would sure like to be back with my friends at Hendy.

C. C. COPPIN, SF 1/c
USNR, Division 9
USS Tutuila (ARG. 4)
FPO, San Francisco, Calif.

HAWAII

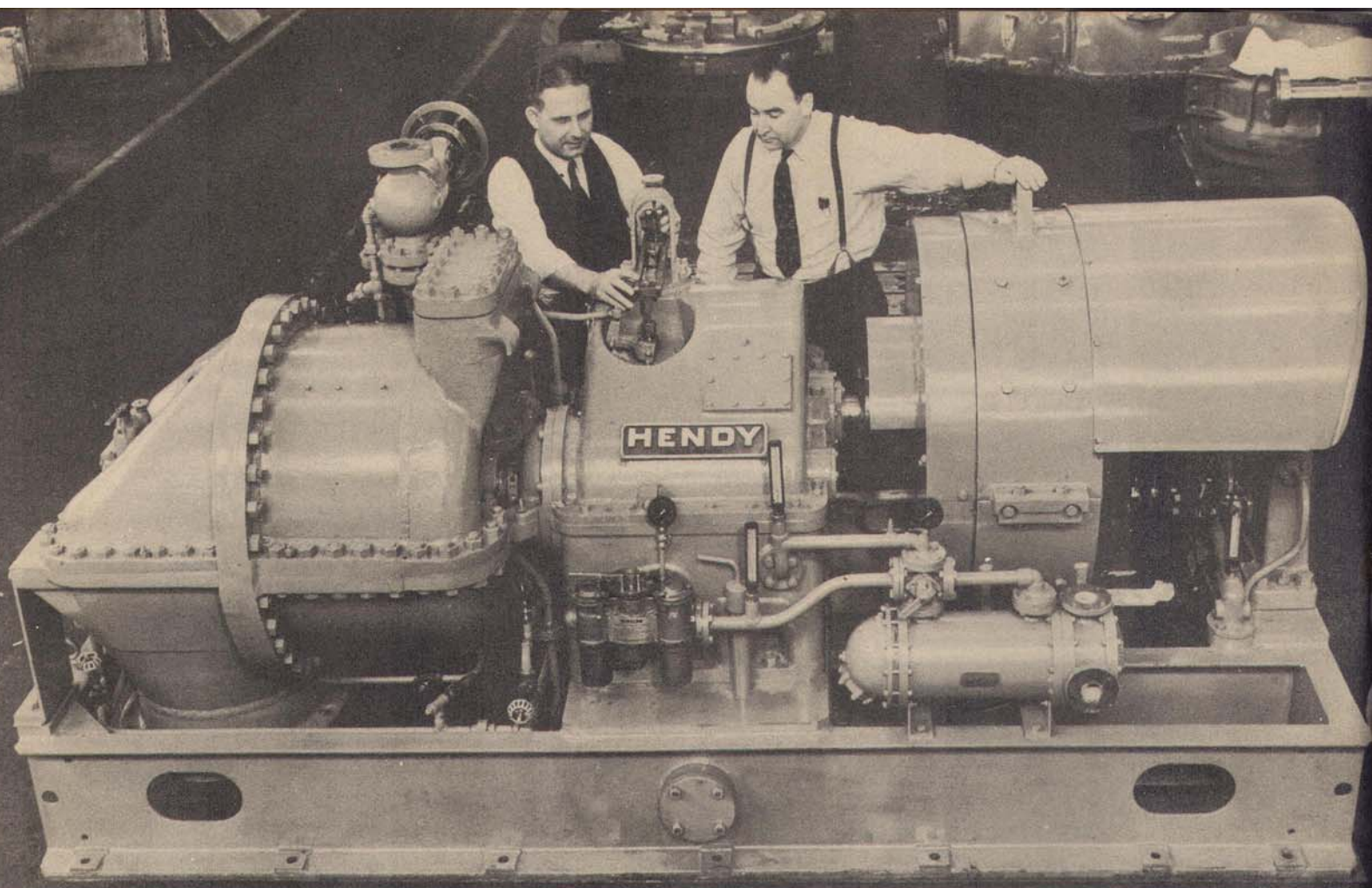
... Things are pretty much the same over here. We are still working, sometimes reaching 19 hours a day but we know that it is worth it. In my "spare" time I am taking an Army Institute course on Diesel Engines with an eye to Hendy's Diesel shop in the postwar period. I found one of "our" nameplates on the remains of old mount No. 32. It makes quite a souvenir, especially as I helped build it. Give my regards to everyone I know who is still there.

SGT. W. R. OLLOM, 39121273
H & S Co., 64th Engr. Bn.
APO 957, San Francisco, Calif.

CENTRAL PACIFIC

... I'm proud that men and women like you are helping to keep up the courage of the fighting men through these long, strenuous, and most tiresome days. It is not only the front lines that are winning this war; we couldn't do our job without the hard-struggling home front. ... I shall long remember my days in Turbine Stores as bookkeeper and office clerk under Frank Burdan.

JOHNNIE S. BERG, Y 3/c
386-96-86 "C" Div.
Captain's Office
USS Hamlin (AV.15)
FPO, San Francisco, Calif.

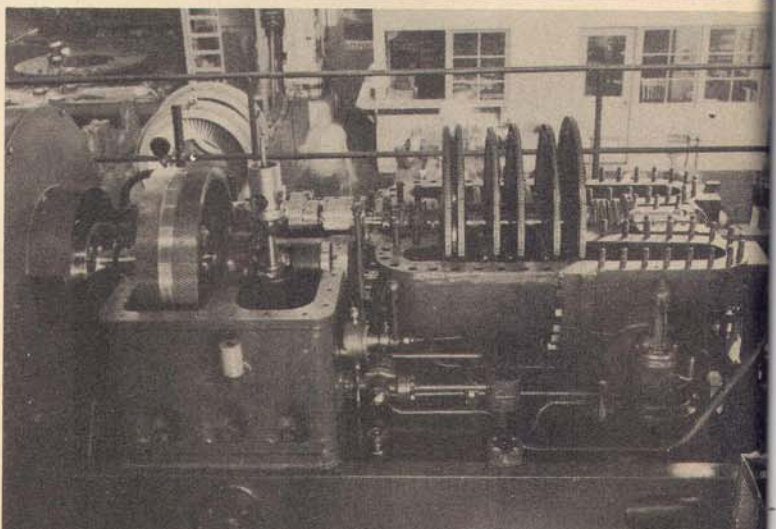
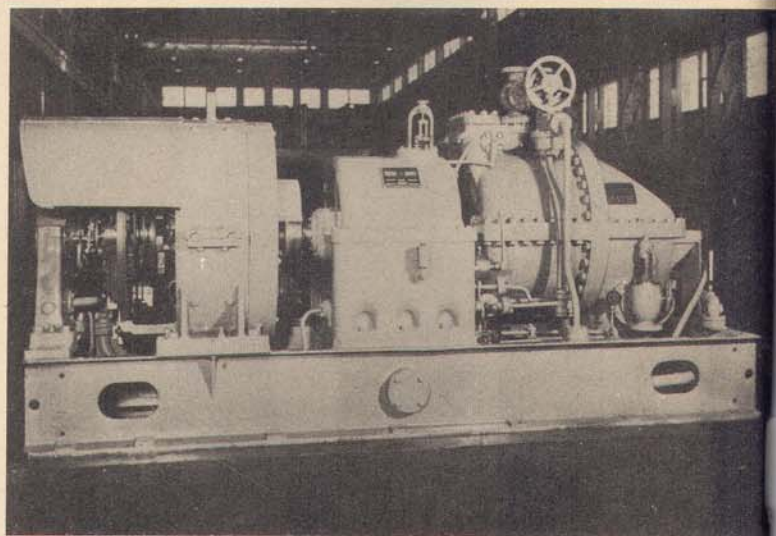


PACKAGED POWER

First of the exclusively designed new Hendy turbo-generators was delivered recently to the Maritime Commission, and others are under construction. No similar set manufactured anywhere is so clean of line, so free from external piping, or so compact.

In the picture at the top of the page H. C. Buckingham, assistant superintendent of assembly, and H. D. Ewing, acting manager of the turbine engineering department, are examining it with pride. At center right is the 300-kilowatt power plant from the other side, again illustrating its trim lines. At lower right is one of the sets on the test stand with its cover removed.

Perfecting of this design places Hendy in the forefront of American manufacturers who produce power equipment of this type and provides a product that will have any number of uses after the war, for power requirements of the whole world will be enormous. Fine engineering and construction make it eminently worthy of the Hendy name.





IN MEMORIAM ★ ★ ★

Percy Staunton Williams died March 12, 1945, at the age of 52. He gave his life for the war effort just as surely as if he had served on the battle line. His contribution was on the home production front, and it did much to make battle lines possible all over the world. To him, more than to any other single individual, should go the credit for making the Joshua Hendy Iron Works a vital, functioning part in our developing victory over the enemies of democracy and freedom.

Percy Williams joined the Hendy organization as plant manager in July, 1941, and the effects of his personality, his energy, and his coordinating power began immediately to be felt. Production methods were improved, bottlenecks were eliminated, output was speeded. Throughout the plant grew a new morale and a feeling of united determination for the important job that had to be done.

Everyone who worked with Williams loved him and was inspired by his example. He had no subordinates—only friends who were glad to share his problems and responsibilities and to follow his wise advice. For Percy, the working day was 24 hours, and he chafed because there were only seven such days a week. Nothing that happened in the plant escaped his attention. A broken machine, a production delay, or an employee grievance aroused his personal concern as a sick child would, and he did not rest until the cure was effected.

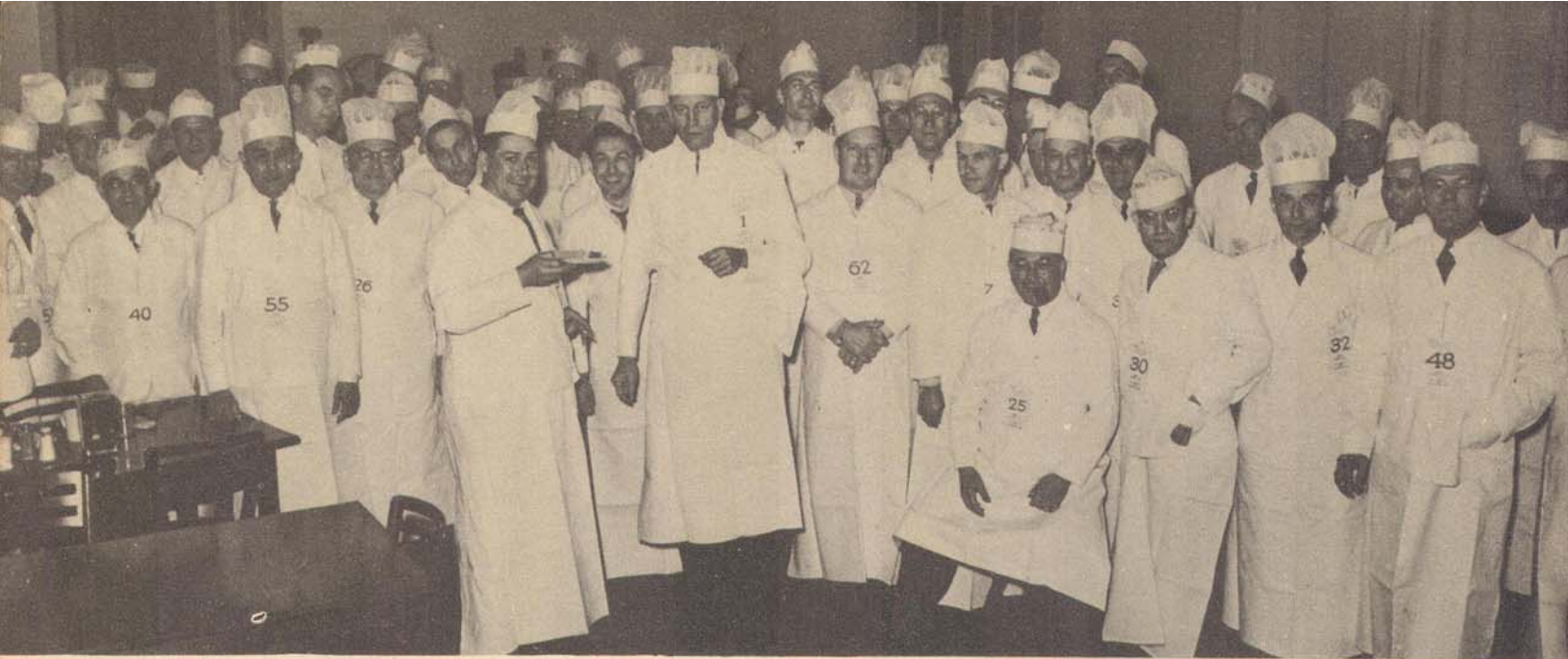
For Percy Williams realized the tremendous urgency of the war needs with every breath he drew. He knew that the great American "bridge of ships," only beginning to be built, must have a constant stream of powerful engines and that upon Hendy rested the almost sacred trust of providing them in large numbers—fast. To that task he dedicated himself with tireless energy, selflessly devoting mind and body to the problems of production.

But although Percy spent interminable hours at the plant and grudged the too-brief periods he spent in sleep and rest, he still had time to take active interest in civic and educational affairs which would benefit the community and contribute to the betterment of his fellow men. Nor was he ever too busy to listen to the problems of his associates and to give them sound counsel.

Hendy engines went to war at an ever-increasing rate and the plant became a model of efficiency as Percy had willed, but there was a price to pay. He had given too unstintingly of himself. On April 6, 1942, he suffered a severe stroke from which he remained unconscious for months. In the three years which preceded his death, he did not leave the hospital.

Percy Williams was an American in the finest tradition. Born on a Santa Rosa farm, he took his first industrial job in the stockroom of the Hall-Scott Motor company of Berkeley, and by application, study, and ability eventually rose to the post of plant manager. In 1932 he transferred to the Merco-Nordstrum Valve company of Berkeley, and as plant manager was largely responsible for making it one of the finest industrial plants on the West Coast. Among the innumerable friends he made was Chas. E. Moore, who knew that Williams was the man he needed to set up Hendy for its vital war commitments. Williams, convinced of the importance of the job, finally agreed and whole-heartedly threw all his tremendous energy into the Sunnyvale venture. The present organization is a monument to his success.

Surviving Percy Williams are his widow, Hannah; his daughter, Beverley, and his son, Staunton, an ensign in the Navy. Their grief is equaled by his countless friends, at Hendy and elsewhere, whose tributes are befitting to his accomplishments.



Diners at the \$500 War Bond dinner were specifically warned that the management took no responsibility for the actions of the waiters (who are executives and department heads on their days off), and one look at the motley crew (above) shows why.

BOSSSES TO BUS BOYS



[IN ONE EASY \$500 LESSON]



Pete Scott gives courteous attention to Mrs. Joe M. Tescher, who is convulsed by the whole affair.

Wally Johnson is the stertorous hot dog salesman who vended his dainty morsels in competition with cooks.



When the boss puts on an apron and starts juggling around the dishes—*that's news.*

And it was news of the kind that service men like to hear about when Hendy executives and department heads climaxed the Sixth War Loan Drive by donning aprons to serve purchasers of \$500 or more in War Bonds. The dinner, as a matter of fact, netted \$27,000 in bond purchases partly through fines and penalties imposed on the volunteer Kitchen Krew) and helped to boost the plant total to \$532,554—more than \$40,000 over the \$492,000 quota.

Everybody had a swell time, including the professional vaudeville entertainers who put on a running show throughout the evening. More than 250 bond buyers rocked with laughter as top management cavorted on the stage and between tables, supplying service of a type that might have brought damage suits in less-amiabile circles.

Photographs of the affair, headed, "From Boss to Bus Boy in One Easy \$500 Lesson" are reported as about to be published by certain national magazines. But for the local trade, the important thing is that Hendy employees have again come through by topping a high bond quota and that everybody in the plant has had a part in the achievement.

WHAT'S? AHEAD

NINETEEN hundred and forty-four was a banner production year for Hendy, in both value and quantity, but the present year promises even greater things. The \$50,000,000 worth of business done in 1944 is definitely something to be proud of, especially since it indicates important services to the war effort. Yet by January 1, 1945, \$65,000,000 worth of business had already been booked for the year; new contracts have boosted that total since then, and further important new work is definitely in prospect.

Secrecy must at present be preserved concerning the several varieties of ordnance work now being performed here, but no one can deny that it is all vital to the success of the war and that Hendy has set records in its production. Praise here should be given to the many Bay Area industrial establishments who pooled their facilities and their best efforts so that the armed service might have these highest-priority materials by the time they were needed. The part of Hendy would not have been possible without this fine cooperation of Bay industry, which worked with splendid coordination to get out material that the armed services had to have.

There are other hush-hush projects in preparation, so secret that most Hendy employees have never heard a word about them, though work is far advanced. So important are they, however, that they could make Hendy a national leader in a great and entirely new field of manufacture which will have tremendous postwar significance.

But there is plenty of room for enthusiasm in the things that *can* be talked about. The new Hendy Series 50 Diesel engine is proving itself to be one of the finest and most efficient manufactured today, and is attracting widespread attention. In addition to the 130 Diesel-generator sets being manufactured for the Maritime Commission, orders are on file for a number of fishing-boat engines, and the Sales department is flooded with inquiries. With the eventual lifting of restrictions on civilian purchases and production, there will be an enormous demand for engines of all types, and the excellent record that Hendy Diesels are establishing should assure a capacity business, especially since the new Series 20 Diesel is about ready to be introduced.

In the steam-turbine field, Hendy is in even a better position. The company is the only one in the entire western half of the United States which manufactures turbines, and it has only about a dozen competitors in the whole country, more than half of which do not build big turbines for main propulsion. Since about 65 per cent of the electric power produced in America is generated by turbines, and since vast new rural electrification projects will be started immediately after the war, turbine-manufacturing facilities of the nation should be taxed by domestic demands.

And there will be further huge demands from Latin America, from the South Pacific, from China and all of Asia, and from all the war-ravaged territories of the world, where slow reconstruction will leave little capacity for competitive industry. The extensive Hendy facilities will have plenty to keep them busy in addition to the present big Soviet orders.



Of importance, too, is the new arrangement whereby Hendy will manufacture big marine and gantry cranes designed by George P. Wagner Associates of New York, nationally known crane engineers. These cranes will have capacities of from 20 to 150 tons, the largest ones able to lift small boats bodily from the water. Hendy has built many cranes in the past, but this arrangement will open new fields.



Also a certainty for the end of the war is a tremendous demand for mining machinery of all types, and Hendy is in an excellent position to resume manufacture of such equipment, for which its reputation is international. Hendy valves and gates, such as are now functioning in Grand Coulee, Boulder, and many other dams, will be required for numerous irrigation, hydro-electric, and reclamation projects scheduled for postwar.

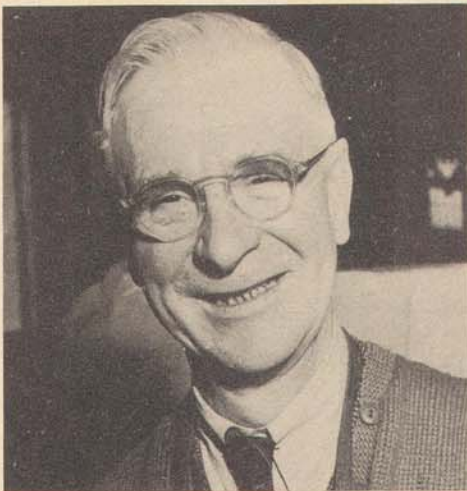


In the Christmas edition of the Iron Men, Robert Elliott analyzed the great industrial future that lies ahead for the Bay Area. In the field of precision, heavy-duty machinery, Hendy has no western competitor so completely equipped for all types of manufacture—and so free from any reconversion problems. Keep your eye on the Joshua Hendy Iron Works of Sunnyvale, Calif.



Employee Club party at Napredak hall was a grand success, with a thousand people or so participating in the fun during the course of the evening, although quantities of beer may have influenced the count of visitors. A fine chicken dinner was served and dancing occupied the attention of those whose energies were not spent on a variety of games of skill. Festivities kept up until the wee hours, but most of the revelers didn't have to go to work the next day, anyway, so everything was all right.

Personals



Percy Cooper of Department 4026 used his head and as a result is richer by a \$200 War Bond. His new method of testing the governor setting for the 300-kw turbo-generator has brought tremendous savings in time and expense and made governors interchangeable. The Suggestion Plan gives premiums for such workable ideas.



For two years, Alberta Kobich has worked in the Turbine Blade shop, but that is only one of her talents. When the Seabees from Camp Parks visited, one of them had the urge to do some fancy rug cutting, and Alberta obliged. As thousands cheered, the couple put on an exhibition of jitterbugging which was close to professional



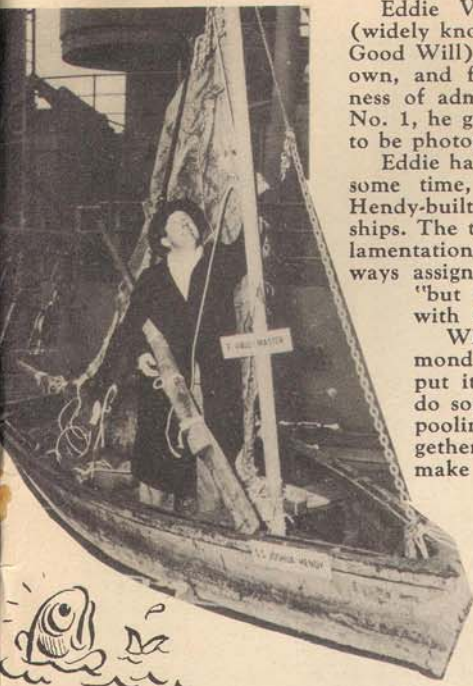
Mary Mahon of Photo Lab was second in individual sales of War Bonds with \$27,000 sold. Like other winners in the drive, she was given a bond for her success in persuading people.



BOND SALES

Alice Tepsich captained the Administration team for the drive. It came second with a total of \$55,000 and brought her bond. Alice works in the Plant Security and Guard Gate offices.





Eddie Viall of the Service department (widely known as the Hendy Ambassador of Good Will) has always wanted a boat of his own, and finally, through the goodheartedness of admirers at the Richmond Shipyard No. 1, he got one—at least, for long enough to be photographed in it.

Eddie had been stationed at Richmond for some time, supervising the installation of Hendy-built turbo-generator sets on Victory ships. The trial crew had long listened to his lamentations that on trial cruises, he was always assigned to a life raft or a preserver, "but never to an honest-to-God ship with its own power."

When Eddie's assignment at Richmond was nearing an end, the crew put its heads together and decided to do something to make him happy and pooling their skills they whipped together a trim little craft guaranteed to make that ol' debbil sea say "uncle."

With impressive ceremonies, the launching committee shattered a bottle of Flit over the bow and christened her the SS Joshua Hendy. Then Eddie, with tears of sentiment in his eyes, ran up the sturdy burlap sail, assumed a few pleasing expressions for the cameraman, shook hands all around, and was off in a cloud of spray for Sunnyvale.



Mainstays of Hendy girls' basketball team are Claire Lobrovich, left, and Virginia Taylor, right. Up to the middle of March, the team had lost one game, and that by a single point. In one contest, Claire scored 32 points, more than the entire opposing team. Virginia is captain of Amazons.



Tommie Kellner, the Turbine Shop, inspired purchases of over \$45,000 to win first place in the contest for individual sales and her smile was one of her most effective sales weapons.

Employee Club party was just getting started when the group at right lined up to have their pictures taken at the check room. From the left, they are: Louise Duke, Rose Toledo, Virginia Taylor, Frances Silva, and Kay Plestina. Or yes, the gentleman looking amibly over the shoulders of the lovelies is Joe Tescher of the controller's division. The party was such a big success that others are being planned for later in the year by the officers of the organization.



The annual Christmas party brought a crowd which jammed Building 61 to capacity, and guards were kept busy watching ambitious climbers. You can tell from the expressions on faces of those facing the camera that interesting things were happening on stage.

WINNERS



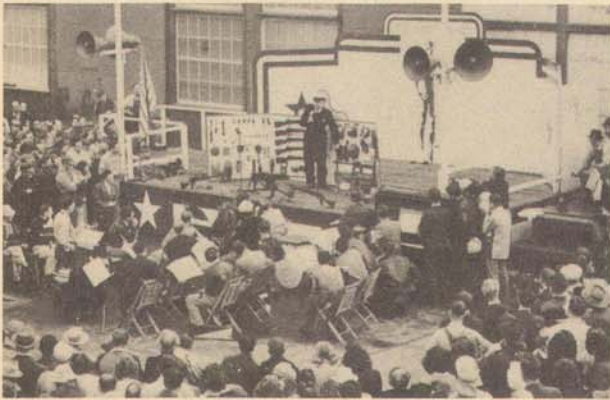
Art A. Smith of Navy captained the winning team, signed up \$61,300 worth of Bonds during the competition, helping to push the plant far above its \$500,000 quota for the drive.



Rally Roundup



(Above, left.) Harry Syverson, Navy electrician's mate, 3/c, told rally crowd about his escape from a torpedoed U.S. escort carrier in the South Pacific area. Syverson in civilian life was a San Francisco fireman. (Above, right.) Corp. Robt. Martz, Marine Corps, was badly wounded several times in the bloody battle for Saipan, but he praised U.S. rockets for their very important part in making American troop landings much safer. (Left.) The Camp Parks Seabee band "sent" everybody with a fast series of sophisticated rhythms in "sweet" and "hot" techniques rendered so torridly that few of the listeners could refrain from keeping time with music.



(Left.) A full assortment of captured Jap arms and ammunition was displayed at a rally by A. C. Rowe, Seabee chief carpenter's mate, who has seen action against all types of Jap armament in the Pacific, and is well equipped to tell about his varied experiences. (Secret: He doesn't like Nips.)



(Right.) Lt. Illiff D. Richardson fought for 2½ years as a guerrilla against the Japs after the escape of General MacArthur, was himself free when Mac Arthur came back again to Leyte. He told of the many ingenious methods which his army devised for putting the enemy out of commission.



(Left.) Visiting Seabees from Camp Parks brought a number of talented performers such as this able tight-rope walker, whose feats on the wire could not be easily duplicated by most people, even on the flat and solid ground. While he demonstrated his excellent sense of balance, the band tootled.



(Right) The instrument in the capable hands of Lieutenant I. D. Richardson is his "Mark I" shotgun, made of sections of gas pipe. Many of these weapons were used by guerrillas, and while they are crude, they yet brought quick death to a number of Japs. Cost of making the guns was a few cents.

THEY KNEW HENDY WHEN

Hendy has gone through many changes in its 89-year history, but none more startling than those which have occurred during the past five years. In the organization today are many men who have performed important services in the past and continue to supply efficient assistance in the building of new products. Our thumb-nail sketches of some of these people began in the last issue of the Iron Men. This time, our spotlight turns on two more fine examples—Bill Theller and Bill Vierra.



IT TOOK the San Francisco earthquake and fire to force Bill Theller away from his job with Hendy, but he returned in less than two months and has been here ever since.

Bill started as an apprentice back in 1899 at the North Beach Hendy plant in San Francisco, and four years later got his journeyman's card. But then, on that early morning in April, 1906, as a tremendous earthquake shook the city, Bill was one of those who hurried down to the plant to see how much damage had been done.

The Hendy shop was a shambles, with beams twisted and machinery badly out of line. And fire was sweeping down toward the district. Soon the plant was in flames.

A full week passed before the ruined buildings had even cooled off enough for Bill to get inside and look around for his tools. He found them all right—at least the fire-scarred metal parts—but the box which had held them had burned completely away. Reluctantly, Bill took a job with an East-Bay company for a month and a half, but when the Hendy management sent for him he returned to the temporary shop which had been set up and when the new Sunnyvale plant was opened in 1907, he moved down with everybody else. In 1920, they made him assistant foreman of the machine division, and now he is assistant superintendent of production.

Two sons, Bill, Jr., and Hillary started work at Hendy in 1929, and Bill, Jr., is

still here in EC-2 Engine Stores. Hillary left a couple of years ago to go in business for himself at San Carlos.

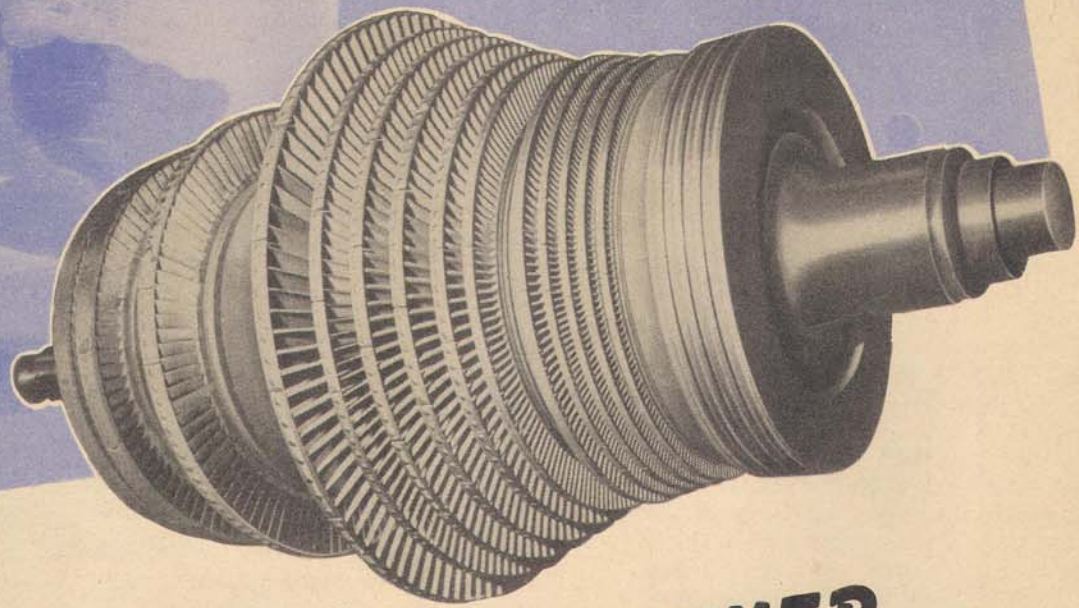
At the start of the first World War, Bill Vierra was working in a Bay Area machine shop and wondered why he wasn't drafted until he found out that his employer had secured an "essential" exemption for him. Bill was carrying a bucket the moment he learned that. Promptly he dropped the bucket, said, "I'm getting in," and joined the Navy, where he served his hitch as a machinist.

Released from the service, he signed up at Hendy, and the next day showed up for work, in new overalls and his lunch under his arm. The plant was locked tighter than a drum, and it was some time before he could discover that he had chosen Washington's Birthday to start work. That was either in 1920 or 1921—Bill can't remember which—but he's been here ever since, and served in practically every production department. For 10 or 12 years, he was in charge of producing gates, valves, and other big hydraulic equipment for such projects as the Boulder, Grand Coulee, and many other dams. Today he is a general foreman but is devoting most of his time to secret ordnance work.

Bill is an expert at devising simple, though often unorthodox, ways of doing complex things. Sometimes his inventions seem reminiscent of Rube Goldberg, but they consistently work and save time. In a recent rush ordnance job, the suggested test equipment couldn't possibly have been built in the time available, so Bill figured out something entirely different, and the fully tested units were delivered before the deadline.

People are always telling Bill, "You can't do it that way," but he does it and it works. And probably nobody will ever be able to break him of the habit—we hope.





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Operators have already discovered that the clear-

ances and the microscopic tolerances in Hendy turbines are absolutely maintained over long periods. Painstaking, impartial inspection after hundreds of millions of on-the-job rotor revolutions attest to this unflinching dependability.

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This is one in the series of advertisements currently appearing in a number of national magazines of general interest and helping to make the name of Hendy well known throughout the whole world.