Robert D. Evans is the sort of professional engineer his Alma Mater can be proud of. His ability and philosophical attitude toward his profession is evenly balanced by the commercial side of his nature, the blending of which has enabled Mr Evans to make tremendous strides forward in his engineering profession.

ROBERT D. EVANS, '14
B. S. in electrical engineering has the distinction of having been identified with one company since his graduation. He is connected with the engineering department of the Westinghouse company. Since 1916 Mr Evans has been in the central station department and is at present manager of transmission engineering.

The work Mr Evans has accomplished has been of tremendous importance. In fact, he has gone several steps farther than accomplishing his daily work. Possessing a creative mind, Mr Evans has constantly added to the engineering knowledge of his department. He is an inventor of quick-response excitation schemes, phase sequence devices, and improvements in voltage regulators, protective relays and stability measures. He has patents for these and in addition has about sixty patents either granted or pending. He has presented seven papers before the A. I. E. E., several of which have received prizes. He has written a score or more articles for Electric Journal, Electrical World and other engineering magazines.

Activities include membership in A. I. E. E.; company representative on N. E. L. A. and Bell Telephone system joint development and research subcommittee. He is active on technical committees on communication and power transmission and distribution.

For the past ten years Mr Evans has been active on most power supply projects for a-c railways, particularly in connection with the Virginia & Pennsylvania electrification. He worked arduously until he mastered the first shop (TURN TO PAGE 239, PLEASE)
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John E. Cook, '32, Oklahoma City, has been appointed to cadet in the flying school at Randolph field, Tex. He will report for duty March 2 to begin a three year course in aviation. He is former captain of the Sooner pistol team.

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tests on transmission stability in 1923. The first field tests of this were in California in 1925. Evans obtained his professional degree E.E. in 1926.

The character of Mr Evans' work is of particular interest to the student of mechanical engineering. It has consisted of application work in connection with power transmission for central stations and a-c. railway systems. Analytical and experimental investigations of the system problems of central stations and railway systems have been carried on. The analytical work has included development of "General Circuit Constants," and the "Evans and Sels Power Circle Diagram." Mr Evans was a leader in the group which first recognized the power system stability problem and which developed methods for improving stability. This has been Mr Evans' principal achievement to date, in the opinion of many experts. Mr Evans has been closely associated with Doctor Fortescue who discovered symmetrical components. He and C. F. Wagner have done much to extend symmetrical components and bring it into general use. Their article on this subject in the Electrical Journal, recently reprinted, is the first and only extensive treatment of this important subject. Mr Evans, also, has been very active in the inductive co-ordination problem between communication and power or railway circuits.

The tribute that is paid to Mr Evans by his chief, Mr E. B. Roberts, of the educational department of the Westinghouse company, is a compliment to the University of Oklahoma college of engineering which graduated Mr Evans as well as to the young man himself. It is also an inspiration to young engineering students. Mr Roberts says, "Hardly anything you can say of Mr Evans can go too far. He is without doubt one of the most able men in our engineering department. He not only has the ability and philosophical attitude, but he has the commercial side of his nature so developed that it commands the immediate respect of executives in the business and engineering world as he comes in contact with them."

WASHINGTON

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to the various colonies, especially the tobacco regions of Virginia and Maryland, during the reign of Charles the Second. The number of people living in America was, of course, not large; but the sequence of events was strikingly similar to that of a later age in the complicated industrial and banking community. A period of great prosperity in the tobacco trade, the price of tobacco had been high, trade active, and the plantation system constantly fed by new importations of indentured servants was succeeded by very hard times in which tobacco became a mere drug on the market. As usual, these difficulties pressed with great force on the recalcitrant colonists and farmers, some of whom had been indentured servants on the larger plantations of the wealthy men of the tidewater region. The results, as everyone knows, were very dramatic; for the western men in deep distress blamed their chief difficulties on the selfish policy of the aristocratic governor, Sir William Berkeley, and the largeness of the large plantations that surrounded him. By a curious coincidence in dates, just one hundred years before the declaration of American independence, which had in some respects a similar social as well as a political significance, the common people found a leader in a young planter named Nathaniel Bacon, a relative of the renowned Lord Chancellor of England, who had been largely limited to the tatteredsoldiers of Washington and Greene and to those communities which had been the scene of bitter civil contests between the patriots and the loyalists. In other places, money had never been so abundant, for both the British and the French had war chests and distributed gold and silver, in the colonial period almost unknown, with what seemed at the time prohibitory effects. Especially in the neighborhood of the seaports where the foreign soldiers were established the farmers found a ready market for their crops and in the interior the agricultural community was fairly well unknown until the influence of high wages. The inflation of the monetary medium, due to the large issues of Continental bills and of local forms of paper money, increased prices as if by magic, and made it comparatively easy for the debtor to meet his obligations. Such prosperity in many places helped in part to account for the fact that entire families of people endured the disadvantages of so long and true, the old trade routes to the West Indies and the old trade route to the West Indies were no longer so important, and so many had depended for a livelihood were closed, and the whaling ships remained for years at their wharves in Nantucket. But war brought new opportunities and enterprising