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, 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. Patrick's Day, according to Engineering Dean W. H. Carson, she is by far the leader. Several engineers dance, banquet and fun-raising in general. During March with a week of queen campaign, variety show, coronation, dance, banquet and fun-raising in general. 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-towners took leading roles in making it one of the most gala affairs ever to be staged on the campus.

This year, 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 shamrock 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 gas plant design and operation and refinery design and operation. This operations laboratory of the 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 3,500 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 Maxwell 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.

The Wearers of the Green

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, according to E. A. Godf, chairman of the School of Architecture, pointing 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 W. T. Almkvist, 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.

Almkvist 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.

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

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 working for the National Advisory Committee for Aeronautics.

MECHANICAL ENGINEERING

The School of Mechanical Engineering dates back to 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. The 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 engineering 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 in 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 “catcombs” under the administration building. Nuclear atomic research problems are bing 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 16, 1948, coronation celebration. Her coronation time St. Pat was unknown. But at March St. Patrick’s Week celebration, she was coronated Queen of the Engineers during the celebration.

Her coronation climax ed a week of cop and robber tactics between lawyers and engineers. As has been the tradition since 1926, the Monnett 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. 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 Babie 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 by 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 claimed to have known exactly where she was, how many guards she had, what each individual guard’s boxing weight was, and all other pertinent information which might affect a quick nabbing.

The plot 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 lawyer’s kidnap attempt had actually 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 discovered by one of the kidnappers. 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 engineering students, which the engineers successfully did to herald St. Pat’s Day. In 1914 the engineers had fired it so enthusiastically that several campus windows were shattered. In 1917 law students 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 Monnett 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 queen-napping tradition was started. It seems the engineers thought Monnett 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 Stratton, 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 attest 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 Sooners 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 sits 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 dated the boys, revising 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...