

In '52 Bruce took charge of maintenance engineering and special production for Union Carbide at the K25 Atomic Energy installation at Oak Ridge, Tennessee. Here he acquired an interest in building and flying gas-powered model airplanes, and he and his sons were included in the flying exhibitions for the Fourth of July celebration there. While at Oak Ridge, he and Dr. Fred Parke developed and patented a remotely controlled surgical operating room light.

Since '56 Bruce has been Superintendent of Maintenance and Plant Engineering for Erie Mining Company at Hoyt Lakes, Minnesota. This company operates the world's largest taconite (iron ore) concentrating plant which is designed to produce seven and a half million tons of iron concentrate per year.

BRUCE D. MULL

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What a wonderfully nostalgic idea this was of yours—you can't imagine how 33 years have rolled back for me. In fact, I find it hard to concentrate on my routine duties of a middle-aged housewife at this moment, so will get this off to you pronto. Count me in on the publication of the booklet. I will be happy to defray my share of the cost. Am sorry I have no information on the whereabouts of Sophronia Nelson. I left Glasgow so soon after graduation, and altho I corresponded with a number of people for some years, have now lost track of a good many. The only one I hear from each Xmas is Margaret (Maggie Martin-koski) Campbell, who lives in Arcadia, Calif. I hunted up our old class picture, and recognized good-natured Maybelle, and dear witty Beryl—remember the good times on the basketball team?

To try to give an account of the happenings for the past 33 years, would be to give a history of the Air Force, or Air Corps as it was called during the period I worked there. My entire professional and working life has been for the Federal Government, from the time I left Glasgow in August, 1927, as a stenographer, secretary, court reporter (military courts), up until my resignation in Jan. 1946, from Navy transportation, in San Francisco, Calif. My first 4 years were in Washington, D. C. in the Office, Chief of Air Corps. I wish I had been a little older then, to really appreciate the goings on and historic places in the Capitol. I did shake hands (with the rest of the lineup) with Pres. Coolidge. And I went to college 2 years in the evenings at George Wash. Univ., like so many of the Government workers. All these names that have cropped up in the public during the past few years—Gen. Twining, Vandenberg, White—I either met them or knew them as they all passed thru Headquarters at one time or other. They were Lieutenants or Captains then. Early in 1932, I transferred to the Air Corps base at March Field, Riverside, Calif. So many things were happening then—the Lindberg kidnapping, the great depression was in full swing and believe it or not, the Air Corps was hit severely. I used to take notes at critiques after Wing Maneuvers, and many a day, flight missions had to be cancelled because Congress didn't allot money for gasoline. Its hard to believe now, but recall Col. (the future Gen.) Hap Arnold saying if the frigid economy kept up, he could always leave the Air Corps and grow vegetables on a farm he had spotted up state. I was secretary to Col. Clarence Tinker for 5 years, both at March Field and Hamilton Field, San Rafael, Calif. He had me transferred when the 7th Bombardment Group moved from March to Hamilton. This was particularly interesting work, as I was in the Operations Office. The Air Corps personnel were a splendid group of people and I not only met and worked with some outstanding people but also knew them and their families socially. Col. Tinker, later became Lt. Gen. and was commanding Luke Field, Honolulu, when he lost his life in combat, early in World War II.

In 1935, I took a trip with an A. C. co-worker, Ruth Johnson to Alaska. The boat we went on had just returned with the remains of Will Rogers & Wiley Post after their crash in Alaska. Never realized how many Montana people were on that boat and living in Alaska. Our new 49th State does have a lot in common with Montana. In 1937, took a trip (my last one) to Glasgow with two of my brothers. Did get to see some of my old classmates during the 3 days were there. Late that year, also left the Air Corps, in order to live in San Francisco (there were no Air installations there at that time), and transferred to Army (QMC), to learn transportation. I worked in the Presidio of San Francisco for 2 years, then moved (office) to Ft. McDowell, Angel Island, Calif. I had to take a boat back and forth (this boat used to stop at Alcatraz to pick up guards, visitors). McDowell was an embarkation center when Pearl Harbor was attacked, and we were very very busy arranging transportation for returning military personnel and their families from the Philippines and Hawaii. At this time,

the Transportation Corps became an independent unit, separating from the Army. I transferred back to the Presidio of San Francisco (couldn't stand the boat ride anymore), and handled Army transportation there until the office merged with another one. I then had an opportunity to head the transportation section in the Navy Dept., so transferred in 1944 to the Federal Bldg., San Francisco, where I worked, and believe me, we worked during those days, moving troops, dependents and all by rail, air, water—everything except horseback.

I met my husband early in 1942 and we were married shortly after. We have one daughter, Donna, almost 13 years old. My husband, Lynn, is one of those rare California products—a native son. In fact, he is "covered wagon stuff". His great-grandfather came from Ohio in a covered wagon in 1849 and settled in San Jose, just 3 days before California was admitted to the Union. Before closing, want to say that Sunny Calif. is now Smoggy Calif. It is really a serious matter, this pollution of the air with exhaust fumes and chemicals and all of us suffer from it with smarting eyes, headaches, etc. It is especially hard on the elderly people who suffer from respiratory ailments. So, this is for the Glasgow Chamber of Commerce: plug the good clean, fresh air of Montana, where there is lots of room and air.

If I've run over my 500 words, please cut as you see fit—couldn't begin to describe my experiences while working in the Air Corps in 500 words, so made it as brief as possible. Will be looking forward to reading the booklet.

LORETTA (YETTA) LEWON NORTON

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After graduation in 1926 I went to the College of Engineering at the U. of Minnesota for one year and then returned to home in Glasgow.

Later in the depression years I worked for a highway construction company (T. J. Tobin Co.) who built the highway from Nashua to Glasgow—later from Glasgow to the dam. Later I worked with the England Construction Company as cat-skinner on the stripping part of the dam.

In 1936 I went to Minneapolis, Minnesota on a visit to see my sister, MayBelle and have been here ever since. From 1936 to 1942 I worked for the Minneapolis Gas Company as a testing Engineer. 1942 to '45 I worked at the New Brighton Arms plant in the natural gas department. From 1945 to '47 I was with the Army Engineers at Fort Snelling.

In 1940 I married a charming gal, Dorothy Hansen, a vocational guidance counselor for the board of Public Welfare, City of Minneapolis, Minnesota.

We now have two lovely girls, Carolea born 1944 and Marily born 1948. Since 1940 we have lived in what is known as Plymouth Village a suburb of Minneapolis.

I worked at Anchorage, Alaska for 4 months in 1951 and was at Thule, Greenland for North Atlantic Construction Company in 1952 and 1953.

We built our home in Plymouth and at present are building one in Minneapolis. Dorothy has accepted a permanent City Civil Service position with the Public Welfare and must live in Minneapolis.

As I am in new construction work, my work takes me all over.

ALBERT P. NYQUIST

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Following my graduation from Glasgow High School in the spring of 1926, I was engaged in various odd jobs until late July when I was employed by John Etchart and Richard Motzkau, in a grain buying venture at Tampico, which was designated to last only through the harvesting season. That same fall, I was employed by W. M. Ruffcorn, who was then operating grain buying stations at Glasgow, Opheim and Glentana, where I continued until the spring of 1930 devoting the summer months to work on the Ruffcorn ranch at Baylor. In the spring of 1930, I became associated with Henry A. Yotter, an old time hardware merchant in Glasgow. I think associated is the correct word because my earnings, except for a rather small basic stipend, were predicated on profits and you will recall that a profit was a bit hard to come by in those years. Except for about ten weeks when I was employed