

He says a mistake in his training was that he was given no experience in public speaking.

A little time after he came into the shop his foreman asked him to give a series of talks on engineering to the shop foremen. His meeting with Lord Kelvin is told on Page 78 and 79.

Of the early work, that is when he came in, he uses an interesting expression. He says, "Everything was out and tried."

The man who proved what the short wave is worth in broadcasting was already in the Westinghouse when Laune came in - a boy - and the two of them from the start were friends.

Machines from Pre-calculated Designs:

"It may be seen, from all I have said, that Mr. Schmid was a very broad-gauge man in many ways. He was always anxious to obtain information, especially in regard to principles. Very often I was "hard put" to explain things properly. He was of a most progressive disposition and wanted others to progress with him. He was also of a most helpful disposition in many ways, for, if men under him "fell down" in a laudable undertaking, Mr. Schmid would assume the burden of criticism or condemnation; but if the endeavor was a success, the men undertaking it received due credit. In time of trouble, he stood by his men and helped them all he could. In those days, people would come and warn me against giving Mr. Schmid so much information. They told me he would "pick my brains and throw me aside," as he had done with others before me. I happened to know the real reasons why he had thrown certain others aside, and the reasons were good ones, in my opinion. In such cases I sometimes said, "If I am preparing information and data for Mr. Schmid, and he can take all I have and go ahead of me, he should throw me aside." The principal difficulty was that he was not severe enough with some of his men, and they took advantage of him."

Article IV

Of all the achievements of man there is none that people honor more highly than bridges and they are among the wonders which we go far to see.

Last September a bridge was open to the nation's traffic which is rich in all of the things for which we love - bridges. It smoothes our way across the country cutting from the splendid Lincoln Highway one of the most serious obstacles to free going-that difficult valley east of Pittsburgh - the Valley of Turtle Creek. Here is a bridge marvelous in its structure - its size - beauty. It gives, too, a bridge worthy of the name it bears - The Westinghouse Bridge it is called.

The name is fitting for if you halt midway in the narrow long structure and look into the valley which it crosses, you will see there one of the most imposing of manufacturing plants covering, they tell you, a hundred and ten acres of floor space. They will also tell you that it has taken fifty years and a little more to build up this great mass of factories in what was then an almost unoccupied valley. The achievements which have made this great growth possible, as well as practical, are famous in