

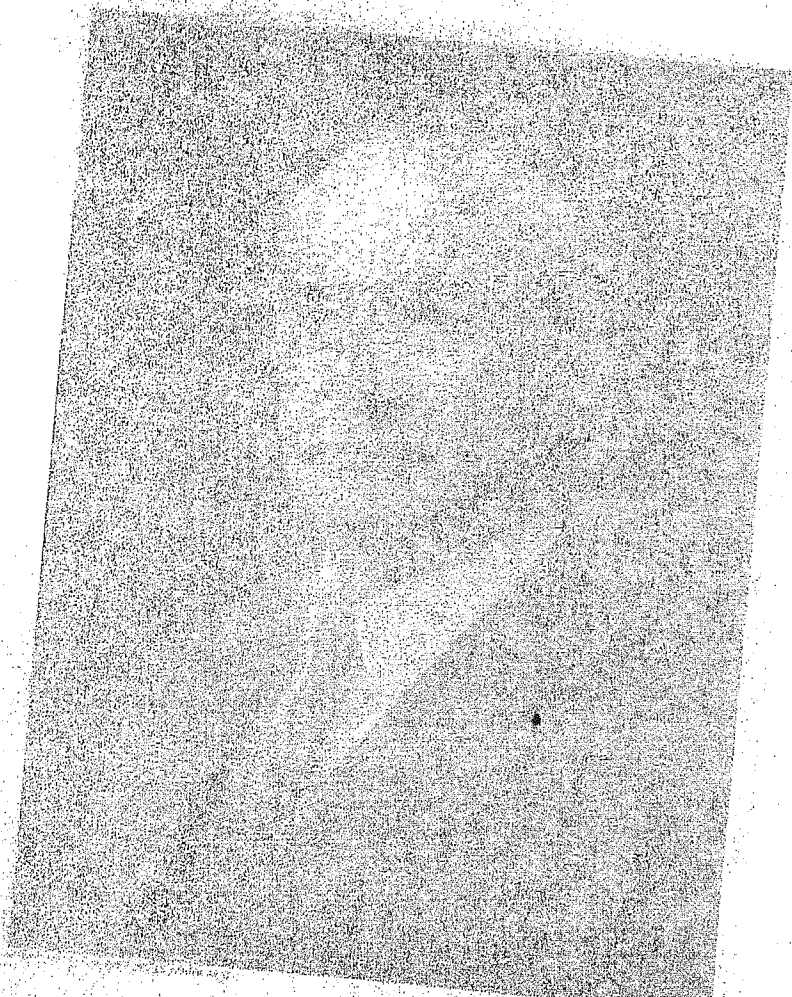
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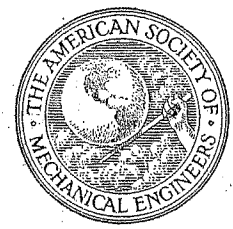
PROVIDENCE MEETING
SAN FRANCISCO MEETING
NEW YORK MEETING
1926



PHOTOGRAPH BY GERTLER

W. L. Abbott

PRESIDENT 1926
OF
THE AMERICAN SOCIETY OF MECHANICAL ENGINEERS



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His intellectual interests not only covered a very wide range, but he espoused many of them with the utmost vivacity. He was particularly given to astronomical discussions. Mrs. Smith tells of bringing such a debate which Mr. Smith was enjoying with a house guest to an end at one o'clock on a Sunday morning. To her surprise and amusement at six-thirty the next morning she heard the resumption of the heated discussion. Mr. Smith had gotten into bed with his guest and the two were hard at it once more!

It was natural that Oberlin Smith should have been one of the early and active members of The American Society of Mechanical Engineers. He joined the Society in 1881, within a year of its founding. He served as a Manager from 1883 to 1886, and in 1889 succeeded the late Henry R. Towne as the ninth President of the Society. In 1901 his prominence in the engineering field led to his appointment as New Jersey Commissioner to the Pan-American Exposition in Buffalo. He made several European tours for purposes of engineering observation. His acquaintanceship was very wide; among his intimate friends he numbered such well-known national characters as Thomas A. Edison and Henry Ford.

Mr. Smith belonged to numerous clubs and societies. In addition to the A.S.M.E., he was a member of the American Institute of Mining and Metallurgical Engineers, the American Institute of Electrical Engineers, the American Society of Civil Engineers, the American Iron and Steel Institute, the Franklin Institute, the American Association for the Advancement of Science, and the Engineers' Clubs of both New York and Philadelphia. He also belonged to the American Automobile Association, the Philadelphia Art Club, The Atlantic Union, the New York Lotus Club, the Luther Burbank Society, the National Academy of Political and Social Science, the National Geographic Society, and the Advisory Council of the Simplified Spelling Board, and had served as vice-president of the Men's League for Woman Suffrage.

JAMES M. SNODGRASS

James M. Snodgrass, professor of railway engineering and member of the faculty of the University of Illinois, Urbana, Ill., for 24 years, died on December 4, 1926. Professor Snodgrass was appointed as instructor in the department of mechanical engineering in 1902. He held this position until 1906, when the department of railway engineering was formed. He was then transferred as an instructor in the newly-organized department. In 1906 he resigned to accept a position with the American Locomotive Co. He also held positions with the Illinois Central Railroad, and the C. C. C. and St. L. Railroad.

Professor Snodgrass returned in 1908 as an associate in mechanical engineering, and in 1909 was made an assistant professor in the department. In 1910, he accepted an assistant professorship in the department of railway engineering, and retained that position until 1918, when he was made associate professor. The following year he was appointed as a full professor, which position he held until the time of his death.

He was born in Coldspring, Wis., September 1, 1874. He was educated in Urbana, and entered the University of Illinois in 1898, receiving his degree in 1902. He had been a member of the A.S.M.E. since 1904.

JAMES B. STANWOOD

James B. Stanwood was born in Arlington, Mass., in December, 1855, and died at his home in Cincinnati on October 22, 1926. Mr. Stanwood the inventor of numerous improvements on steam engines and boilers, was educated at M. I. T., from which he was graduated with the class

of 1875. His apprenticeship was served at Lane & Bodley Co. of Cincinnati, where he remained until 1886 in the position of mechanical engineer. Later he was employed by the Ice Machine Co. of Cleveland. Until 1924 he was vice-president and consulting engineer of the Houston, Stanwood, and Gamble Co., at which time it merged to become the Stanwood Corporation.

During his 37 years of membership in the A.S.M.E. he was very active, being a manager from 1897 to 1900, a member of the Nominating Committee in 1906, and vice-chairman of the Cincinnati Local Section in 1913-1914. Mr. Stanwood was also a member of the American Society of Heating and Ventilating Engineers and the Engineers' Club of Cincinnati.

JULIAN B. STRAUSS

Julian B. Strauss, consulting engineer, died in New York on January 25, 1926.

Mr. Strauss was born at Heilbronn, Germany, in February, 1878. After attending the public schools he entered the shop of Schwartz & Co. as a machinist apprentice. This concern built sugar machinery and also did general repair work on heavy mechanical equipment.

He became an expert upon the building and equipping of sugar mills, and as such joined the firm of Hauptman & Loeb Co. Here, between 1902 and 1907, he was successively machinist, foreman and general manager.

After coming to the United States, Mr. Strauss served as consulting engineer upon many large sugar-mill, canning-plant, and drainage projects and he specialized upon conveying machinery. This work took him to New Orleans, Sidney, Australia, Buenos Aires, and Germany at various times.

Mr. Strauss had been a member of the A.S.M.E. since 1910.

ALLAN CLYDE SULLIVAN

Allan Clyde Sullivan, who at the time of his death on May 28, 1926, was northwest manager of the Chain Belt Co. at Portland, Ore.; was born in Genoa, Ohio, on June 4, 1881. After being graduated from the University of Washington in 1906 he was employed by the Allis-Chalmers Manufacturing Co. at Milwaukee for 12 years, first as a student apprentice and later as draftsman, salesman, and engineer. In 1912 he became chief engineer and assistant manager of the Smith and Watson Iron Works and in 1921 mechanical engineer for the Mountain Timber Co. About July, 1923, he became affiliated with the Pacific Power and Light Co., as mechanical engineer. He left their employ in November, 1923, to join the Chain Belt Co. as northwest manager.

He was made an associate member of the A.S.M.E. in March, 1918, and promoted to the grade of member in 1924.

GUY C. SYLVESTER

Guy C. Sylvester, engineer of the Link Belt Pacific Co. of Los Angeles, Cal., died on July 16, 1926. After attending the University of Pennsylvania, he became staff engineer in charge of the mechanical-testing department of the Midvale Steel Co., Philadelphia, Pa. In 1913 he became associated with E. S. Cobb, a consulting engineer of Los Angeles. From 1915 up until the time of his death Mr. Sylvester was connected with the Link Belt Pacific Co., holding the positions of sales engineer, local manager, and engineer. He was elected a member of the A.S.M.E. in March, 1924.

Boston. In 1910 he organized Clinton H. Scovell & Co. which was later called the Scovell, Wellington Co., of which Mr. Scovell was president. During the World War, Mr. Scovell was associated with General Goethals in the reorganization of the Quartermaster's Department. His chief professional interests were along the lines of cost accounting.

Mr. Scovell was a director of the National Association of Cost Accountants from 1920 to 1925, at which time he became president. He held membership in the Boston School of Physical Education, the American Institute of Accounts, the Society of Industrial Engineers, the University and Engineers' Clubs of Boston, the Harvard Clubs of Boston and New York, and the Chambers of Commerce of Boston and the U. S. A. He became an associate member of the A.S.M.E. in 1915. He died in Newton, Mass., December 31, 1926.

ROBERT L. SIMPSON

Robert L. Simpson died on July 31, 1926. He was born in Columbus, Miss., on August 14, 1901, and received his education at the Central High School and the Alabama Polytechnic Institute, from which he was graduated in May, 1924. Upon leaving the institute he applied for junior membership in the A.S.M.E. and a few months later entered the graduate apprenticeship course of the Allis-Chalmers Co. of Milwaukee, Wis., where he was employed at the time of his death.

WILLIAM W. SIVEWRIGHT

William W. Sivewright, well known as an engineer upon tropical machinery such as that used in sugar, coffee, and cocoa production, died at San Domingo City on February 22, 1926. He left New York a few weeks before on a business trip to Porto Rico and San Domingo and was stricken with typhoid fever.

Mr. Sivewright was born in London, England, on June 18, 1882, and his technical education was received in Scotland at the Glasgow & Western Scotland Technical College. In 1901 he began work as a draftsman on sugar-mill machinery at the works of A. & P. W. McOnie in Glasgow. After three years with them he was successively draftsman and engineer upon similar lines for Blair, Campbell & McLean, Ltd., Duncan, Stewart & Co., and Mirrlees, Watson Co., all of Glasgow.

Mr. Sivewright came to the United States in 1906 and from that time until 1912 he was connected with the Kilby Manufacturing Co. of Cleveland, the Honolulu Iron Works Co., and the Marcus Mason Co. of Boston. With all of these concerns he was mechanical engineer upon sugar machinery and allied lines.

In 1912 Mr. Sivewright organized the Angus Engineering Co., Inc., at New York. Since that time he had served as president, and as consulting and sales engineer of this firm which has designed and equipped many of the largest sugar and coffee plants in the West Indies and Central America. In addition to his consulting work with this firm Mr. Sivewright since 1922 had been manager of the New York office of the Farrel Foundry & Machine Co. of Ansonia, Conn.

Mr. Sivewright became a member of the A.S.M.E. in 1921.

OBERLIN SMITH

Oberlin Smith, President of The American Society of Mechanical Engineers in 1890, passed away early in the morning, July 19, 1926, at his home, Lochwood, Bridgeton, N. J., following an attack of heart failure. He was the last of a notable group of fifteen engineers serving

as presidents of the Society between the time of its founding in 1880 and the year 1897. Active up to three days before his death, the eminent inventor and successful manufacturer had, passed his eighty-sixth birthday and had rounded out sixty-three years of devotion to a rather unique business career in the little city of Bridgeton.

He was born in Cincinnati, Ohio, on March 22, 1840. When he was very young the family moved from Cincinnati to Bridgeton, N. J. He attended the public schools, and during vacations worked on farms and also learned carpentry. His education was continued at the West Jersey Academy, and his technical training began at the Philadelphia Polytechnic Institute. This latter was of a broad and practical nature. To use his own words in speaking of the period from 1856 to 1861, he "... learned drafting, pattermaking, gas and steam fitting, blacksmithing, architectural ironwork, machine work, die making, etc., with schooling mixed in." The "schooling" here referred to was largely home study undertaken on his own initiative.

In the early days of the Civil War Mr. Smith became particularly interested in the die working of metals and in the design of dies and presses for this purpose. This interest crystallized in 1863 when he established at Bridgeton a concern for the manufacture of improved dies and presses which he had invented. This business, which in 1877 was incorporated as the Ferracute Machine Company, had been a powerful factor in the commercial development of the die working of metals. Its influence has extended from the minting of Chinese money to the mass production of automotive products.

In the sixty-three years of Oberlin Smith's continuous service as mechanical engineer and president of this concern, he became widely known as an authority on presswork. During this time he designed and built more than five hundred types of presses, and obtained more than fifty patents. For the Atlantic Refining Company and other Standard Oil concerns he worked out in the early eighties can-making devices which were responsible in no small way for the development of the package oil trade with the Far East. In his paper on Shop Management read before the Society in 1903, Frederick W. Taylor gave Mr. Smith credit for the mnemonic symbol system which is such a characteristic and important feature of scientific management.

While most of Mr. Smith's inventions related to presswork, there were several in entirely outside fields. Among them were such widely divergent lines as improved looms, dump carts, keyless locks, and egg boilers. In 1883 he achieved considerable publicity through the invention of a magneto-electric phonograph, and this same publicity prevented him from obtaining a patent upon it. Citizens of Bridgeton bear witness to Mr. Smith's having frequently driven through the streets of that town in a motor-propelled vehicle long before the days of automobiles.

Mr. Smith was a prolific writer and lecturer, his works in this direction covering science, fiction, and even theology. Two of his books on widely different subjects were Press Working of Metals, and The Material, Why Not Immortal? His active physical and mental characteristics were reflected in his favorite recreations, which included swimming, rowing, motoring, dancing, and golf, most of which he entered into with enthusiasm to the last of his life.

Some years ago he equipped his phonograph with a mechanism by which records could be changed automatically. In his last years, when his sight was failing, through this means he could sit in his favorite chair and by pressing buttons, with the location of which he had become thoroughly familiar, change the tune being played on an instrument in a nearby room.