

Personal Notes of the Automobile Trade

L. R. Pittman has been appointed sales manager of the Pacific Motors Co. of Seattle.

Fred S. Rockwell has been appointed general sales manager of the Standard Motor Truck Co., of Detroit.

James J. Allen has succeeded R. W. Scott who recently resigned as purchasing agent of the Puritan Machine Co.

H. H. Howe, formerly connected with the Maxwell Motor Co., has joined the Acaison Motor Truck Co., as sales manager.

T. V. Buckwalter

FROM making guns for killing to making roller bearings for adding to the joys of life sums up the career of T. V. Buckwalter, Chief Engineer of the Timken Roller Bearing Company. Born at Jersey Shore, Pennsylvania, in 1880, young Buckwalter acquired his early knowledge of machinery and mechanics in his father's muzzle loading gun making establishment.

However, by the time he had graduated from high school in 1896, muzzle loading



rifles were already being displaced by more modern firearms. It, therefore, seemed wise to enter a different business and he secured a position with an electrical contractor in Philadelphia.

He followed his new chief when the latter became Superintendent of the Pneumatic Wheel Company and remained with this company about three years.

In 1901 he entered the employ of the Pennsylvania Railroad where he remained until September, 1916, when he entered the employ of the Timken company.

During the last ten years he was with the Pennsylvania Railroad he was in charge of the design of the self-propelled vehicles. In this capacity he developed the first electric baggage trucks equipped for double end duty, a design which has since been largely adopted by railroads and express companies.

He also developed the electrical industrial truck for the transfer of shop material from one department to another and further developed the truck into the heavy electric tractor for handling freight cars in congested cities. These machines are equipped with rubber tires and provided with central control. They have a capacity equivalent to that of an average sized steam shifting locomotive.

It was while engaged in this class of work that Mr. Buckwalter learned the value of roller bearings.

H. Scott Johnston, general manager of the Crow-Elkhart Sales Co. of Cleveland, Ohio, has become vice-president and general sales manager of the Grant Wire Wheel Co., of Cleveland.

St. Clair Couzens, advertising manager of the Pathfinder Company, has resigned and accepted the position of sales and advertising manager of the Olympian Motors Co., of Pontiac.

Dave W. James at one time assistant to John N. Willys has returned to the Overland Co., after an extended leave of absence due to ill health, as assistant manager of the Denver branch.

Fred K. Parke was recently appointed general manager of the Olympian Motors Co., of Pontiac. Mr. Parke was formerly connected with The Universal Motor Truck Co., and the Studebaker Corp.

George W. Japp has been appointed assistant advertising manager of the Sherwin-Williams Paint Co., of Cleveland. Mr. Japp was at one time assistant advertising manager of the Chalmers Motor Co.

E. S. Firestone, manager of the Firestone Tire & Rubber Co.'s branch in San Francisco has been transferred to the Buffalo branch. Mr. Firestone is a brother of H. S. Firestone, president of the Firestone Co., and R. J. Firestone, vice-president.

D. B. Nugan, formerly in charge of the electrical department of the Illinois Central Railroad at New Orleans, La., has been appointed manager of the Edison Storage Battery Supply Co., with headquarters at 201 Baronne Street, New Orleans.

Oscar Koehn, connected with the San Francisco branch of the Locomobile Co. of America, has been appointed manager of the Seattle branch to succeed Roy W. Crosby, who resigned recently in order to develop an aeroplane engine which he has designed.

S. L. Nicholson, who has been sales manager of the Westinghouse Electric & Mfg. Co., for the last eight years, has been advanced to the position of assistant to H. D. Shute, who was recently elected vice-president. M. Nicholson will be located in Pittsburgh.

Clarence F. Jamison, former assistant general manager of the Elgin Motor Car Co., of Chicago, Ill., is now president of the Supreme Motors Co., of Cleveland. B. J. Cline, former factory manager of the Elgin Company, has been placed in charge of the Supreme manufacturing.

Joseph Ward, branch manager of the United States Tire Co., has been appointed district manager with headquarters in Indianapolis. Mr. Ward was associated with the Waverly Co., and the American Motors Co., prior to his connection with the United States Tire Co.

W. A. Johnson of the B. F. Goodrich Rubber Co., Akron, Ohio, has been advanced from assistant manager of the automobile tire department to manager succeeding A. J. Willis, who has also been advanced. Mr. Johnson was formerly general sales and advertising manager of the Pierce Cycle Co., of Buffalo, N.Y.

Charles W. Price has disposed of his interest as Overland distributor in Chicago, and become president of the Electromatic Systems Co., a concern which has been developing a lighting outfit designed for farm and garage use. A. S. Johnson, who was associated with Mr. Price in the Overland Company, is vice-president and W. W. Bucher, chief engineer.

Edward Lingenfelder, manager of the Los Angeles branch of the Goodyear Tire & Rubber Co., has resigned to go into business for himself as a tire dealer. George Bellis, manager of the Sacramento branch has been appointed to succeed Mr. Lingenfelder and will in turn be succeeded by C. B. Reynolds, formerly branch manager at Tacoma. A. E. Patterson, formerly a

salesman in the Portland, Ore., branch has been transferred to Tacoma as manager.

B. S. Waterman, branch manager for the Goodyear Tire & Rubber Co., at Boston, Mass., has been placed in charge of the solicitation of manufacturers' business in all departments, for the New England territory. C. B. Peschmann, who has been in charge of the Goodyear Sales School at Akron, succeeds Mr. Waterman as manager of the Boston branch.

K. H. Dresser, manager of the Springfield,

Charles Stroud Butler

DIRECT descent from a colonel in the American Revolution, and birth in the town this colonel founded and which was named after him is a claim that very few of us 103,000,000 Americans can make. In 1879, however, Charles Stroud Butler, better known among his friends back home as "Tut" Butler was born in Stroudsburg, which a few generations earlier, was founded by and named after his ancestor Colonel Jacob Stroud. This means that



he not only comes from good American stock but that he is a member of one of the oldest Pennsylvania families.

In the year 1900 after having completed his high school education he began a life work of eliminating friction in this old world, by entering the employ of the Link Belt Company. He spent nine years working for this company.

From the Link Belt Company he went to the Hess Bright Manufacturing Company where he served for the first few years of his employment as secretary to Henry Hess. During the seven years he was with this company he learned a great deal about friction, its causes, its results and the best methods of eliminating it.

He is now sales manager for the Carlson-Wenstrom Company, the manufacturers of a new type of ball bearing designed with a one piece race. By introducing this bearing Mr. Butler is carrying on his work as an eliminator of friction and is adding to the joys of the motor car user to say nothing of reducing the high cost of living.

Mr. Butler lives in Jenkintown, a residential suburb of Philadelphia. He is married and has no sons or daughters but does own a cat.

His favorite occupation is taking brook trout fishing lessons from B. D. Gray. He goes fishing with him periodically but rarely equals him in the number of trout actually landed.