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## AMONG OUR ALUMNI

Mr. Kettering, '04, was born and raised on a farm near Wooster. Before graduation he was the Superintendent of a small telephone company at Ashland.

After graduation he entered the employment of the National Cash Register Company at Dayton as an electrical inventor. Here he took an active part in installing improved production methods and was responsible for the introduction of regular drafting room practice.

In 1919 the Dayton Engineering Laboratories Company was founded by several local men and he had an important part in this. Their first effort was a starting and lighting system for automobiles and was one of the first on the market. Since then this business has grown to large proportions. In his efforts to improve conditions on his father's farm he became interested in the farm lighting problem and developed a small plant that has met with great success. The Domestic Engineering Co. was organized to produce these. He is a member of the Automotive Engineers and had a large hand in the development of the Liberty ignition and other improvements in aircraft and automobiles. He was one of the incorporators of The Dayton Wright Aircraft Co. He is a trustee of the University and an ardent supporter of The Ohio State Engineer.

B. J. Lamme, '88, was appointed member of the Naval Advisory Board by Secretary Daniels at the advice of the American Institute of Electrical Engineers.

He has been Chief Engineer for the Westinghouse Electrical Co. for many years and is chairman of the committee that passes on inventions made in the company or submitted to it. In addition to that, no new lines of apparatus are put on the market until they have been received by him. Mr. Lamme personally does a large amount of designing, particularly in connection with railway apparatus, and motors and generators of all kinds. He has taken out about 150 patents, many of which are among the most important held by his company.

At the University he passed with merit practically all of his studies whether physics, chemistry, mathematic, language or drawing.

While he has been the leader in the design of machinery at the Westinghouse for 25 years or more, he has been comparatively little known to the engineering profession in general until recent years.

Among some of Mr. Lamme's notable achievements may be mentioned the following. In the summer of 1890 he personally designed the old

Westinghouse No. 3 railway motor which is the forerunner of the modern d. c. railway motor. Shortly after this he put into successful practice his theory that d. c. multipolar generators should be so designed that shifting of the brushes with change of load would not be necessary. He applied cross connections to the multiple wound armatures to balance the circuits. The final designs of the original Niagara Falls 5000 H. P. generators (built in 1893) were made by Mr. Lamme. As already pointed out he had much to do with the success of alternating current induction motors and his application of dampers to rotary converters was the foundation of the great success of this type of machine. One of his greatest contributions to electrical progress is the single phase railway system which he describes in his famous paper of 1902 and which has been adopted by such railroads as the New Haven, Pennsylvania, Norfolk and Western and others.

Mr. Lamme takes a keen interest in the education of young men who are to be the future engineers of his company, and while his analysis of the characteristics of these young men is as keen and impersonal as his analysis of a difficult problem, his ready sympathy and help to all such men is an inspiration to them.

A. V. Blanning '03 worked as a boy for The Ohio Mining and Manufacturing Co. at Shawnee. He was graduated in the short course in ceramics in 1899 and received his degree in philosophy in 1903. He taught Ceramic Chemistry at Ohio for several years going from here to Illinois as head of the Ceramics Department there. From there he went to the Bureau of Standards but the University of Illinois retained a consulting arrangement with him. He has been recognized for the last 15 years as an authority on Portland cement and Ceramic Chemistry. At the outbreak of the war Prof. Blanning devoted himself to the production of emergency war equipment, particularly glass for periscopes, field telescopes, gun sights etc.

He was also active in the development of superior refractories the lack of which was the cause of much difficulty in connection with the fuel oil engines on our modern warships and other naval craft. His services were recognized and he was used as counsel on several naval boards. His greatest service however was in the production of optical glasses which he actually produced in quantity at a small plant erected by the government at the Pittsburg Arsenal Grounds.

For years he has been the inspiration of the silicate section of the American Ceramic Society and the American Society for Testing materials.

He is a tireless worker, and while his writings are recognized authority throughout the world he is

but little known personally, even in scientific circles.

C. H. Birdseye, Ex. '04 has very recently been appointed to be Chief Topographic Engineer of the United States Geological Survey, to succeed Col. R. B. Marshall.

Birdseye after a preparatory course at Oberlin, secured his professional education at Ohio State, and would have graduated in civil engineering with the class of '04 but left at the end of his junior year to enter topographic work for the U. S.

In his new position he will be called upon to direct an immense program of co-operative work thruout the Union, if the program outlined at the conference called by Pres. Wilson Aug. 27, 1919 is provided for by Congress.

At this conference the twelve national bureaus, which do the topographic mapping in the U. S., recommended that the entire country be mapped by the Topographic Branch of the Geological Survey in connection with the various states, and it is as chief of this branch that Mr. Birdseye has assumed his new duties. The program as outlined by the national survey contemplates the making of a contour topographic map of the entire country within the next thirteen years at an expenditure of approximately \$40,000,000.

Birdseye's past experience in the field make a tale of absorbing interest from his experiences in mapping the Hawaiian Islands to his narrow escape from death in the snows of Mt. Ranier. An account of this last experience, in which the surveying party were lost for several days on the mountain in a blinding snow storm, was published in the press several years ago.

Birdseye recently returned from overseas where he served with distinction on Hq. Staff. As Lt. Col. Coast Art. he prepared important manuals for Meridian Determination for Orientation Officers of the American Army. He shows little wear and tear for all his knocks. He is energetic and of very pleasing and genial disposition. He hopes in the near future to pay a visit to Ohio State where he was an earnest student and yet found time to play on the varsity football team in a half dozen hard fought battles.

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