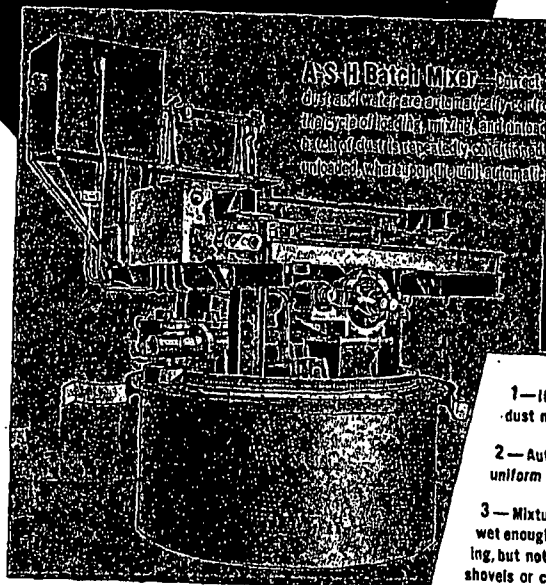


Keep your DUST under control



A-S-H Batch Mixer—Batch proportions of dust and water are automatically controlled, as well as the speed of mixing and unloading. Batch after batch of dust is kept steadily conditioned until the site is unloaded, whereupon the unit automatically shuts down.

Why Power Engineers are thinking in terms of the A-S-H Batch Mixer

- 1—It completely eliminates dust nuisance during unloading.
- 2—Automatic operation gives uniform results.
- 3—Mixture of dust and water is wet enough to handle without dusting, but not wet enough to stick to shovels or cars.
- 4—Requires a minimum of enclosed space for unloading area.

If you use trucks or railroad cars for dust disposal, the A-S-H Batch Mixer will make your operation cleaner from start to finish.

Designed to replace conventional continuous unloaders in critical areas, the A-S-H Batch Mixer gives complete protection against accidental release of dust. In addition, the end-product is ideal for handling and transport.

This A-S-H pioneering development can help you solve your air-pollution problem. Write us for further details.



THE ALLEN-SHERMAN-HOFF COMPANY
Dept. A—259 E. Lancaster Ave., Wynnton, N.J.
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(hydraulic)

HYDROVA
(pneumatic)

materials handling systems

power

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with Power readers...

...is Too Much? ...
You sort of stubbed your toe on page 3 of the March issue, didn't you? Under the heading "Next month..." you had a squib about an article on textile-mill economics. The article referred to actually appeared in the same issue (March, p. 84). And I seem to remember the same squib, under the same heading, page 3 in the February issue. What gives?

Philadelphia, Pa. **HARRY MACNEAL**
You're so right, Reader MacNeal. We haven't been able to figure out what happened. We'd like to blame the printer for sticking in a few lines of type that were picked around from the previous issue, but suspect we fell victim to a trouble all editors suffer—the problem of knowing just what issue you're working on when you're in the midst of several. Right now, for example, we're reading proofs on this issue (April—we hope), readying manuscripts for May, planning the contents of June and July. And the early March winds are blowing outside as we write this. Can you blame us for being a bit confused about this?—Ed.

COMPRESSION LUBRICATION ...
I am very much interested in the article in the February issue, pp. 118, 119 ("Top") (Continued on page 198)

...lines and bylines

MARK ANTONY had to beg fellow Romans for the use of their ears when he had something important to say. But when Harry Neary talks machinery, on any occasion, engineers and users of turbines, pumps, compressors and gears gladly cock both ears and listen.



Harry Neary

His conscientious advice on application, installation and maintenance of such equipment is filtered through a background of almost 30 years of living with these problems. He joined De Laval in 1923, has shouldered the responsibilities of chief test engineer, research and design engineer, service and maintenance engineer. Since 1948, he's been De Laval's special technical adviser on users' problems. And it's just that all-important user angle he takes in his article on turbine maintenance, p. 108.

Harry began his studies in Trenton, and it has been his headquarters ever since starting with De Laval. Mechanical and heat-power engineering courses at Drexel were completed in 1932.

THE BLACK GANG (engineering dept to landlubbers) is where Matt Jones got his start. He put in eight years on tugs, submarines and battleships before coming ashore for good. Since seagoing days he's been chief and chief, supt of power and maintenance and, for a change, personnel and production manager in the laundry and dry-cleaning industry. And he turned down a top job in one of the East's largest laundries to go back to God's country—Texas.



Matt Jones

Back in that great state, he took on two jobs in the hospital field. At Baylor Hospital for something over four years, he garnered the experiences he recounts on pp. 105-107.

Now in sales work with headquarters at Dallas, he takes a typical Texas poke at us New Yorkers—says we were sorta slow in putting together his article. As he puts it, "I should have come up to New York to see you fellows. We could have gone to the Bent Propeller Bar and finished the story in nothing flat—and had a lot more fun!"

READERS may remember Ed Pollard's previous article, "Now! Triple-Automatic Steam Turbines" (Feb. 1950). He's with us again on the subject of automatic extraction—this time with practical helps for figuring these sometimes complex cycles (p. 96).



E. V. Pollard

He speaks with authority, for his work with General Electric's medium steam-turbine department, at Lynn, Mass., gives him responsibility for steam design of all land turbine propositions.

Pollard is a native of Lynn, prepared there for MIT (BSME, 1917). He holds a professional license in Massachusetts, is a junior member of ASME. His working interest in steam turbines carries over to writing about them—he's author of many technical papers and articles in addition to those appearing in our favorite publication.

ABS OUT