

Born 1882

GALAMB

Bp felső iparisikola

US 1903, when 21

\$3 wk box pack NY
Detroit: wants \$20 wk ford's chief eng.
grants is, ap. Cadillac's 18

(fifty years ago)
1905 starts as draftsman - felsőbb kapualat
Fordnál, 1906 assigned spec.

quarters, to work on Ford model: T
which he planned until 1928 boss of engine works
+ approval of purch. orders

retired 1944, when 62, heart attack
- visits plants, but no more work
(Ford retired in 1945)

felső iparisikola Bp, - new úriúrt
worked in auto plants Germany
US: ab. 1 yr Westinghouse, then
Stearns auto factory -

Short, dark hair, small mustache,
like a figure from a Mohár play

Galambs hears Ford mention
many times: "We must make
car anybody could buy"

1905: 1250 auto dealers in US, 450 Ford

1745 cars sold 1904-5 agencies

300 workers

revol. changes in 1905-7 with
Model T (work of dozen men, Galamb among
3 most important
" Galamb partic. important (Nevins 388)
Contributor - separate little office
showing his importance
(Nevins 353)

product. height 1908: 100 cars a day
Ford predicts 500 cars daily, soon;
for this, moving assembly plants
necessary, overhead conveyors
T: egyszerű, könnyű, erős

Galamb principal draftsman of
Model T 390; Ford
ideas dominant acc. to
Galamb

T's faults also numerous + painful

Policy: ~~change~~ machines even if only 1 mo old,
if better one found

