

Do you find more supervision necessary under the present labor conditions, if so, to what extent?

Have you employed women in the locomotive house, if so, what work, and how do they compare with men?

What tool system do you prefer on

locomotives? Do you approve of each locomotive man having an individual tool box or do you prefer a set of tools for each locomotive?

How do you coal your locomotives, going in or out of locomotive house? Which plan do you prefer?

What plan of organization have you?

What do you think of a toolroom connected to the locomotive house, and what are the advantages to be gained?

The foregoing paper was read before the Central Railway Club in Buffalo, N.Y., recently.

A Railway Air Compressor Laundry.

A committee report presented at the Air Brake Association's last convention gave the following information as to the means employed on the Minneapolis, St. Paul & Sault Ste. Marie Ry. (a C.P.R. subsidiary) to clean air compressors without taking them down or otherwise dismantling them.

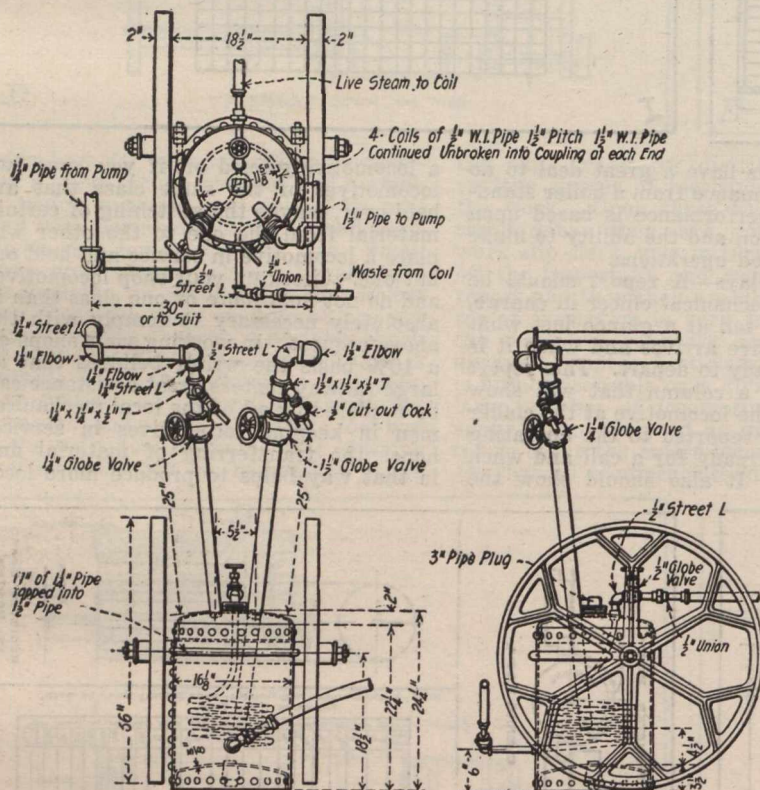
Dirt entering the cylinders of an air compressor destroys lubrication and increases the wear of packing rings and cylinder walls. The dirt and worn-off metal, coupled with heat of compressor, form the hard gum so frequently met with; hence, excluding dirt will improve

To operate the outfit, first see that the air cylinder piston rod packing is tight, then remove the air strainers and disconnect the discharge pipe at the compressor. Connect the supply and return pipes from the "laundry" to the compressor air cylinders, also a steam line to the steam coil. After the solution is at or near the boiling point, open the compressor throttle and permit the compressor to operate at slow speed with the solution circulating through the air cylinders and discharging back into the tank.

The length of time the compressor should thus operate depends on its condi-

tion. It is connected to the compressor it does not require an attendant during the 2½ or 3 hour period mentioned, other than an occasional visit to observe that all is going well. A solution of about 10 gallons, mixed as herein mentioned, will be sufficient to cleanse about 5 compressors, other than the possible exception of adding lye to maintain its strength.

C.P.R. Transcona Terminal Closed.—D. C. Coleman, Assistant General Manager, Western Lines, C.P.R., issued the following statement, Sept. 12:—"On account of the government having found it necessary

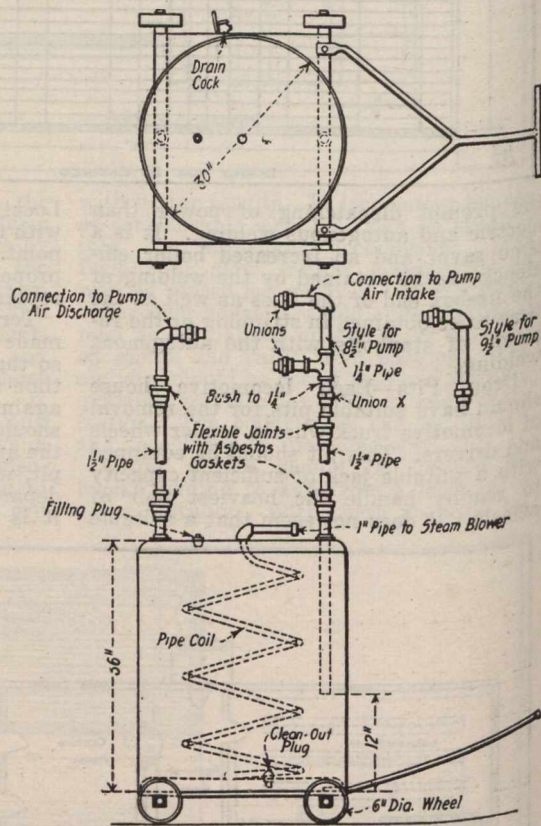


lubrication and reduce wear and gumming. Clogged and gummed passages and ring grooves of the compressor are responsible for a portion of the trouble, such as reduced efficiency, pounding, running lame, slow speed, etc.

A very effective and economical way to remove this deposit is by means of the compressor "laundry," which should be on the service and protection afforded the compressor against dirt. The accompanying illustration shows two types of air compressor "laundry" outfits, as developed by the M.St.P. & S.S.M. Ry. They consist in general of an enclosed tank mounted on wheels, for a lye solution, a steam pipe coil inside the tank and suitable pipe connections to join the tank to the suction and discharge openings of the compressor. The solution should consist of about one pound of concentrated lye to one gallon of water, and should be kept hot by steam circulating through the coil while the compressor is being cleaned.

tion, but usually from 2½ to 3 hours give the best results. After the compressor has been thoroughly cleansed the tank connections should be removed. Clean water (hot water is preferable) should then be worked through the air cylinders for several minutes, discharging into the pit, to insure all of the solution being removed, after which the compressor should run idle until all the water is worked out of the cylinders. The air cylinders should then be well lubricated, the strainers re-applied and the discharge pipe connected. If soft packing is used the air ends may need to be repacked.

The method here outlined for removing the gummy deposits from air cylinders of a compressor is far superior and more economical than to cut it out with chisel and scraper. When the old method is used it involves much labor in the removal and replacement of lower cylinder heads and air pistons, and then the ports only can be cleaned. After the "laundry"



to cancel the exemptions from military service which were issued to trainmen, enginemen and yardmen, it will be impossible for the C.P.R. to operate the Transcona terminal this year, and it is the intention to close up that terminal until next summer or autumn. It is figured that with the embargo placed on grain shipments originating at points west of Moose Jaw and Saskatoon, the railway will be able to handle the full volume of business through Winnipeg terminals without inconvenience to the public."

The C.P.R. has reopened its St. John's ambulance classes at Winnipeg for the winter. In connection with the work, the company has equipped a hospital at its Winnipeg shops, for first aid treatment of accidents.

Grand Trunk Pacific Ry. Hotel at Regina.—A Regina, Sask., press report states that there is every prospect that construction on the G.T.P.R. hotel there will be resumed next spring.