

MUNICIPAL DEPARTMENT

TROLLEY-OPERATED FIRE-ENGINES.

The chief of the Fire-Department at Rouen proposes to make use of the electric trolley-wires which extend to so many parts of the city, and in which power is or can be always ready for use as a source of power for driving the pumps of fire-engines where the fire occurs in the neighborhood of electric tram-lines. The fire-engines will be fitted with electric-motors instead of steam-engines, and connection will be made to the trolley-wire or to the trolley-feeder in the immediate neighborhood of the burning building. The arrangements should save valuable time, especially during that important first fifteen minutes, since there will not even be the necessity of getting steam up from banked fires. If also the connection to the electric tramway services are made at one of the feeder-pillars, as can easily be done, the tramway service should not be interfered with.—London Trade Journals' Review.

Mr. C. T. Pease, travelling representative of the J. F. Pease Furnace Co., Toronto, was presented with a mahogany table and reception chair by the company on the eve of his recent marriage.

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REPAIRING LEAKS IN PIPE.

Leaks in a riveted steel pipe 38 inches in diameter forming one of the conduits of the Rochester waterworks were repaired in a manner described as follows in the report for 1900 of City Engineer Edwin A. Fisher. The two holes caused by this corrosion averaged $\frac{1}{4}$ inch in diameter, and were repaired by first closing the hole with a wooden plug, then covering it with a patch of sheet lead and a steel patch held in place by heavy iron bands or clamps passing around the pipe, after which the outside edges of the lead were caulked. This corrosion was due, Mr. Fisher believes, to the original coating of the pipe being damaged from rough handling during construction, and from the peculiar nature of the soil surrounding the pipe. In all cases where pipe is uncovered during repairs, it is thoroughly cleaned and a fresh coat of asphalt paint applied.—Engineering Record.

The Phoenix Iron Company, of Philadelphia, has made and tested, for the cantilever span of the Quebec bridge, some eye-bars of 15 x 2-in. section, with 32-in. heads, and pin holes of 12 ins. diameter. The test resulted as follows: Elastic limit, 28,000 lbs. persquare in; ultimate strength, 50,190 lbs. per sq. in.; elongation in 12 ins., 49 per cent.; elongation in 8 ft. 25.63 per cent.; elongation of pin hole, 17.26 ins.; reduction of area at fracture, 52.9 per cent.

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