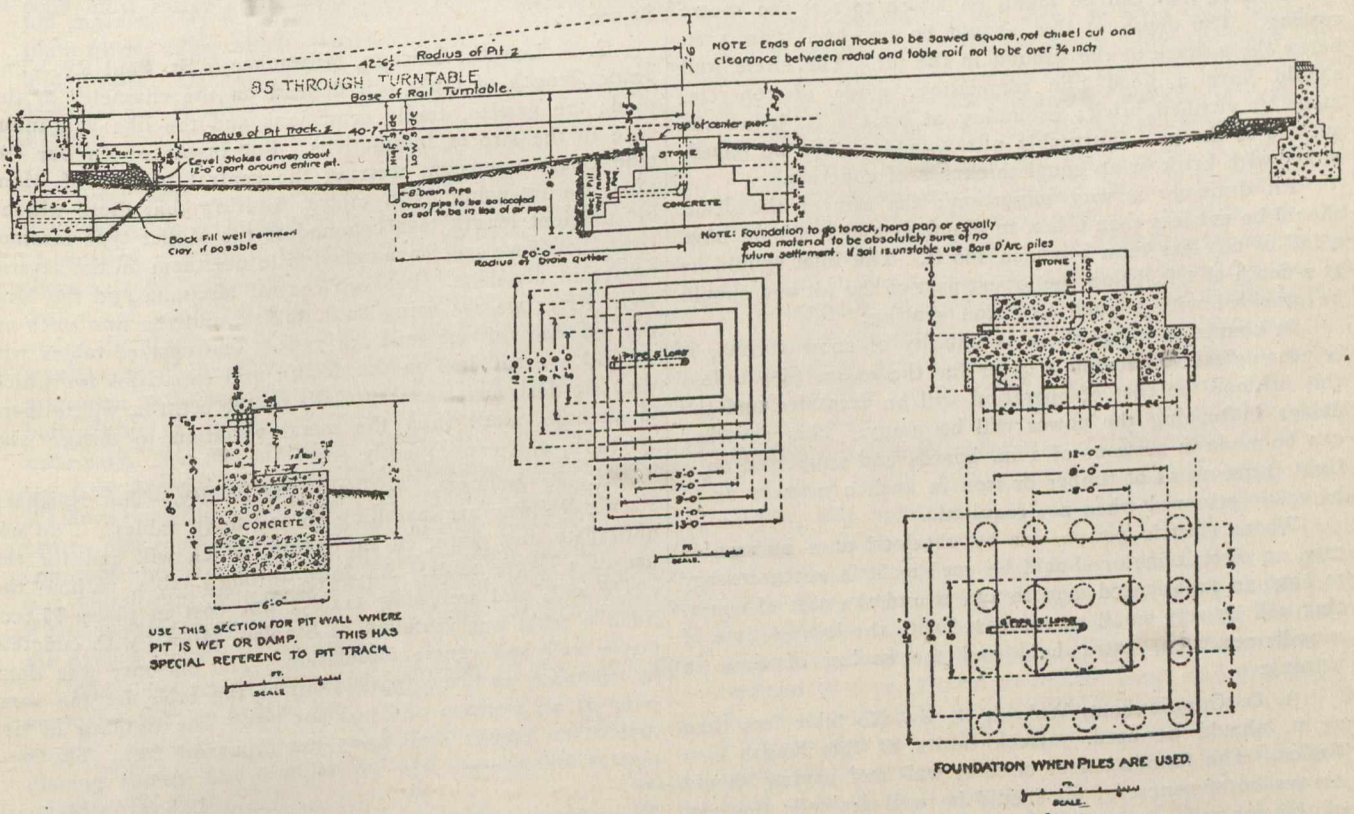
at Chicago Ave., in 1907, cost as follows:—

Material	$2,570.46
Labor	2,262.00
Total	$4,832.46

This table replaced an old 60-ft. deck plate girder and was installed under continuous traffic except for two days while new concrete centre pier was allowed to set. Over 400 engines were turned every 24 hours on old table during construction of new circle wall which will give some idea of conditions under which work was done and reason for high cost. Table is operated by 10 h.p. electric motor which was used on an old table but furnished with new frame. A 70-ft. King Bridge Co., deck plate girder turntable installed in 1907 cost as follows:—

Circle walls should preferably be built of concrete except when table is renewed under traffic, where rubble masonry can be used to better advantage while working in cramped space. Centre pier may require pile foundation unless subsoil is good, where a spread foundation of concrete or masonry 12-ft. square will serve. The advantage of paving in pit will hardly justify the additional expense though it is easier to keep pit clean when paved and helps the drainage. The best drainage possible should always be secured. Circle walls should have an offset at one point to allow of examination and repairs to end rollers and boxes, particularly where table has rollers between girders. Masonry circle rail seat should be extended at two points, diametrically opposite, to afford support for jacks for raising table and examining centre. This saves placing cribbing on soft ground when using jacks and renders the operation much safer.



Standard Pit and Masonry for 85-ft. Turntable, Sante Fe, Coast Lines.

Material	$2,890.00
Labor	2,262.00
Total	$5,380.00

This table replaced an old 60-ft. Lassig plate girder and was installed under traffic in same manner as the one before mentioned. About $500 of the cost was due to renewal of radial tracks. The circle wall was built of concrete and the centre pier of concrete, reinforced with scrap rails in order to spread the load over old masonry foundation. The table is operated by 10 h.p. Pilling air motor and has six reservoirs under runways, the air being furnished by air compressor.

A 60-ft. Stroebel deck plate girder table installed at Chicago Ave., in 1899 on old masonry wall and new centre pier cost $2,500. A 60-ft. Greenleaf cast iron table installed at Milwaukee, 1899, including new centre pier, cost $3,100; the table alone cost $1,160. A 50-ft. gallows frame turntable installed at Evanston in 1896 with timber circle wall and centre pier cost $983.

Would recommend the use of electric motor for operating table wherever possible and where service demands the quick handling of engines; second choice, gasoline engine; third choice, air motor. The latter gives excellent service, where there is plenty of time for handling engines and where there is sufficient supply of compressed air which can be piped to reservoirs, but it is slow in operation where engine to be turned must supply the air.

B. J. Swatt, Contractor, Boone, Ia.—For western railways using the larger type of locomotives, I do not consider that the length of table should be less than 75 ft., and 80 ft. would be preferable, where the tendency is to an increase in the length of locomotives and tenders.

In my opinion plate girder tables are the best for general use, the deck type being the most satisfactory and also the most economical where drainage of the pit is practical. The cost will of course, depend on market value of iron, but will compare very favorably with any other type of table.