

CANADIAN ENGINEERING STANDARDS ASSOCIATION

At a meeting of the main committee of the Canadian Engineering Standards Association, held at Ottawa, April 12th, with Sir John Kennedy in the chair, the general specification for steel railway bridges, which had been submitted to the main committee by the sectional committee on steel bridges and construction, was approved for publication. This specification, the essential provisions of which are fortunately in general agreement with the practice of the American Railway Engineering Association, is not drawn up with any intention of limiting the choice of the engineer as to type of bridge, but is so framed as to indicate definite methods of work for the designer, detailer and manufacturer, with a view to thus obtaining uniform results as regards strength and utility.

The specification, as now approved, is based on that published in draft form in 1918 by the Engineering Institute of Canada, and drawn up by a committee of that institute under the chairmanship of P. B. Motley, engineer of bridges, C.P.R. The work of the C.E.S.A. upon it was undertaken at the request of the Engineering Institute.

Specifications for Wire Rope

It is announced that sub-committees have been appointed for the purpose of drafting general specifications for guidance in the purchase of wire rope, both for mining purposes and for dredging and steam shovel work. The former sub-committee is under the chairmanship of F. H. Sutherland, Inspector of Mines of Ontario, and the chairman of the latter is K. M. Cameron, Department of Public Works, Ottawa.

A report from the chairman of the sub-committee on telegraph and telephone wire, W. J. Duckworth, of the Great North Western Telegraph Co., Toronto, stated that a specification for two standard grades of this material had been drafted and was now being considered and amended by the sub-committee.

J. G. Morrow, of the Steel Co. of Canada, Ltd., Hamilton, chairman of the sectional committee on steel, reported that a special committee had commenced work with a view to co-ordinating the numerous specifications for material for carbon steel forgings now being used in Canada, and, if possible, establishing the characteristics of a comparatively small number of grades of steel which could be used to fill those specifications.

Canadian National Electrical Code

It was decided to instruct a special committee, under the chairmanship of E. G. Burr, consulting engineer, Montreal, to proceed with an enquiry into the desirability and possibility of framing a Canadian National Electrical Code. It was pointed out that such a document, so far as hazard to life is concerned, has been drawn up in the United States under the auspices of the Bureau of Standards, while fire hazard has been dealt with by the rules of the National Board of Fire Underwriters. The sub-committee is to consider the measures to be taken should it be thought advisable to draft a Canadian code for covering these subjects for wide acceptance in the Dominion.

Highway Bridges and Cement

A communication was read from the council of the Engineering Institute of Canada requesting the association to deal with a number of the specifications of the institute, considering and revising them if thought necessary, as has already been done in the case of the specification for steel railway bridges. It was decided to take up first the institute's specifications for steel highway bridges and for cement, and to organize suitable committees to report upon them.

It was announced that the Air Board had approved of the C.E.S.A., through its sectional committee on aircraft parts, as the body through which Canada is to be represented on the International Aircraft Standards Commission. This action was welcomed by the committee and it was pointed out that the approval of the Air Board gives official recognition to the work which has already been accomplished by Canadian representatives at meetings of the commission.

The International Aircraft Standards Commission was organized in 1917, primarily as a war measure, with the object of obtaining, as far as may be, international agreement regarding materials for aircraft as well as details of aircraft construction and equipment. It is, for example, obviously desirable that aero engine magnetos made in different countries should be built within certain limits of overall dimensions and should conform to general specifications which would enable a French magneto to be used in an emergency on a British machine finding itself in difficulties in France. The commission has already made gratifying progress, although it is unfortunate that the United States has so far been unable to appoint a committee to take part in its work. The countries now active on the commission are Great Britain, France, Italy and Canada.

A grant of £200 towards the funds of the association was announced from the British Engineering Standards Association, and the secretary reported that he now had in stock a supply of almost all of the publications of the B.E.S.A., which are available for distribution at a nominal charge.

A communication was read from the American Engineering Standards Committee, advising that in their opinion co-operation between that body and the C.E.S.A. should be provided for by the interchange of minutes of the meetings of the respective main committees, so that joint action can be arranged for whenever necessary. The committee heartily concurred in this suggestion, which will be adopted in future, and the hope was expressed that many opportunities for co-operation will present themselves.

CALVERT TOWNLEY ADDRESSES TORONTO ELECTRICAL ENGINEERS

FOLLOWING the annual meeting for the election of officers, Calvert Townley, president of the American Institute of Electrical Engineers, addressed the Toronto section of that institute last week at the Engineers' Club, Toronto. While largely concerning institute activities, his speech also dealt with the important part the engineering profession could and should take in bettering the conditions of society.

The following officers were elected for the coming year: Chairman, Frank Ewart, of Ewart, Jacob & Byam; secretary, Perry A. Borden, of the Hydro-Electric Power Commission.

Executive Committee: O. V. Anderson, Toronto & Niagara Power Co.; L. B. Chubbrick, Canadian Westinghouse Co.; W. P. Dobson, Hydro-Electric Power Commission; S. E. M. Henderson, Canadian General Electric Co.; George D. Leacock, Moloney Electric Co.; Walter F. Wright, Eugene F. Phillips Electrical Works.

The Warren Construction Co., of Oregon, are said to have had a representative in Lethbridge for several months in an effort to obtain the construction work in connection with the Lethbridge Northern Irrigation District. A Calgary solicitor has secured a 30-day option on the bonds of the District, and it is said that he is acting for the Warren Co.

The American Railway Engineering Association has accepted an invitation from the United Engineering Society to become a member society of Engineering Council. The association has about 1,650 members and its headquarters are in Chicago. Its president is Harry R. Safford, formerly chief engineer of the Grand Trunk Railway. The excellent technical work done by the committees of this association in many branches of railroad construction and maintenance are well-known. The association has named as its representative upon Engineering Council its president, Mr. Safford, who is a member of the American Society of Civil Engineers and the Engineering Institute of Canada. The societies now represented in Engineering Council have an aggregate membership of 45,000.