

Canadian Railway and Marine World

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The June Mechanical Conventions at Atlantic City.

The two great annual railway mechanical conventions of the American Railway Master Mechanics' Association and the Master Car Builders' Association, held principally at Atlantic City, N.J., for many years, were suspended after 1916, in consequence of the United States having entered the war, but meetings of the executive committees were held in Chicago in 1917 and 1918, at which reports of various committees were presented.

As announced in Canadian Railway and Marine World for April, the Director General of the U.S. Railroads decided to provide, during the period of federal control, a responsible channel through which he might obtain recommendations for the advancement of railway practice. The American Railway Association revised its organization, changed its name to the American Railroad Association, and enlarged its scope by covering the former activities of a number of other railway associations, etc., including among others, the American Railway Master Mechanics' Association, and the Master Car Builders' Association. The new American Railroad Association is divided into five sections, viz.: operating, engineering, mechanical, traffic and transportation, respectively.

The mechanical section took over the former activities of the American Railway Master Mechanics' Association, and the Master Car Builders' Association, the committee consisting of three representatives of the U.S. Railroad Administration, two representatives of each of the operating regions into which the U.S. has been divided and two representatives of Canadian railways. The chairman is C. E. Chambers, Mechanical Assistant to Regional Director, Allegheny Region, U.S. Railroad Administration, and the Canadian representatives on the committee are: W. H. Winterrowd, Chief Mechanical Engineer, C.P.R., and James Coleman, Superintendent, Car Department, G.T.R. The names of the other members of the committee were given in Canadian Railway and Marine World for Apr., pg. 187.

Under the mechanical section's management a convention was held at Atlantic City, June 18 to 25, master car builders' matters being dealt with from June 18 to 20; election of officers and committee being held June 21, and master mechanics' matters being dealt with from June 23 to 25. The most important features of the convention were, as usual, reports of the standing and special committees, and individual papers presented. The principal ones are given on this and following pages, either in full or in abstract.

Prices for Car Labor and Material.

An American Railroad Association's mechanical section committee, P. F. Smith, Jr., General Superintendent, Motive Power, Pennsylvania Lines, chairman, reported as follows: Your com-

mittee, after the 1915 M.C.B. convention took up the work of analyzing prices for labor and material (as outlined by the committee on compensation for freight car repairs in their report to the 1915 convention) as instructed by the association. For the 1916 convention the report presented gave a general outline of the method being followed in carrying on the work, and included a list of items for rules 101, 107, 108, 111, 116 and passenger car rules to be added and changed. This report was adopted and the revised 1916 M.C.B. rules included the change in items and prices as suggested.

For the 1917 convention the report presented covered all items for labor and material for freight and passenger car repairs, and specified that during the ensuing year the studies of the committee would include the direct and overhead charge for yard repair work as compared with shop track work; center, intermediate and side sill renewals; tank car repair studies; items per rule 111; also give further consideration to material prices and make recommendations for alterations in such prices as may be found necessary. This report was adopted, subject to the modifications which the price committee had in mind and that were reported upon at the meeting held in Chicago instead of the convention generally held at Atlantic City; but, the items for labor and material, as reported on were not introduced in the M.C.B. Rules of Interchange, and the proceedings do not give any reasons therefor; further, the price committee were not informed or given any instructions how to proceed in the future.

For the 1918 meeting at Chicago, the report presented, due to abnormal conditions existing at that time, was to the effect that the items for labor and material as printed in the 1917 revised M.C.B. Rules, should stand, but the percentage to be added should be increased to 50%. On this report apparently no action was taken, as proceedings make no mention of such a report, further; price details were taken care of by arbitration committee. In view of the above, your committee ask for further instructions.

If it is decided to continue this committee, we suggest that the work left unfinished in our 1917 report be continued, and the entire price schedule be revised to date and submitted to the 1920 convention. We further recommend in the revision of time allowances that time basis be used and the hours divided on the decimal plan in multiples of tenths.

Report of Committee on Train Lighting and Equipment.

An American Railroad Association's mechanical section committee, J. R. Sloane, Engineer Electric Car Lighting, Pennsylvania Rd., chairman, reported, outlining an exhaustive series of road and shop tests made on train lighting

equipment on the Pennsylvania Rd. From observations made on the tests, the following recommendations were made:

That the method of testing to determine the rating of an axle generator be as follows: That the generator, together with the generator and lamp regulator, if used, shall be connected in a normal manner to dead load resistance in the battery and lamp circuit; and shall be operated continuously for 5 hours, with commutator hand-hole covers removed, at the minimum r.p.m. that will generate rated volts at the load side of the generator regulator and carry the current; and that the net current output shall be the armature current less all current consumed in the generator fields, generator regulator, and lamp regulator, if used.

That the rating of an axle generator when connected and operated as above, shall be the maximum net current that the generator will carry without exceeding the following values:

	Maximum Observable Temperature.	Maximum Observable Rise in Temperature.
Any part of generator or regulators, except commutator, brushes, brush rigging and bare copper solenoids	110 deg. C.	70 deg. C.
Commutator, brushes, brush and bare copper solenoids	130 deg. C.	90 deg. C.

That the rating test shall be made at or above 15 deg. C. ambient temperature.

That a badge plate be securely attached to each axle generator which shall show the manufacturer's name; type number; nominal voltage of generator (40 v. for 30 v. system and 80 v. for 60 v. system); rating in amperes as above determined, and minimum speed in r.p.m. at which generator will deliver rated volts and amperes.

That the above recommendations be submitted to letter ballot as recommended practice.

The final meeting of the committee was attended by representatives of all the axle generator manufacturers in the U.S., but one, and the above recommendations were unanimously approved by the representatives attending.

A method of rating axle generators is one of the essential portions of an axle generator specification. The committee, which they realize that it is impossible to draw complete detailed specifications that would be applicable to all types of axle generator equipment as now commercially manufactured, nevertheless believe that there are a number of essential characteristics that are common to all types of axle generators and which would be included in complete specifications. The committee therefore recommended that they be instructed to investigate this matter with a view to drawing up a partial specification which will include the features common to all axle generator equipment.