

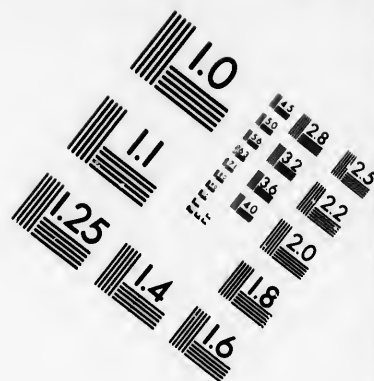
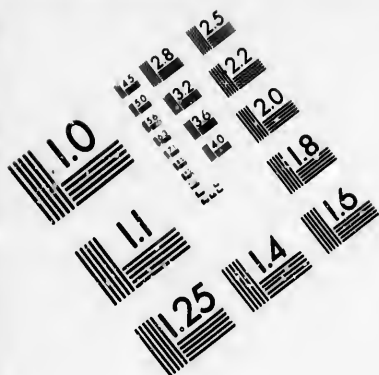
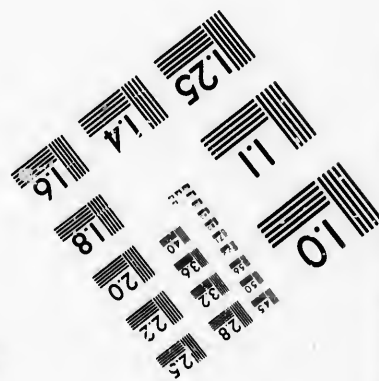
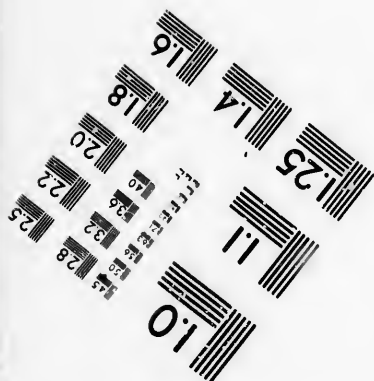
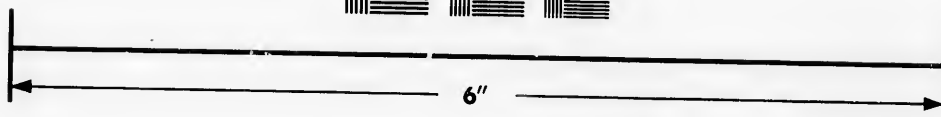
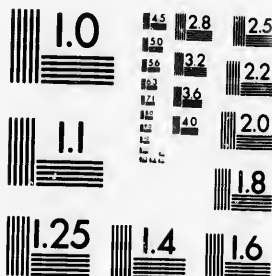


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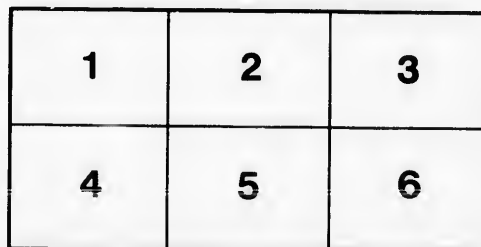
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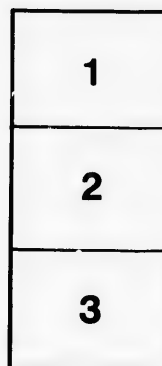
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(Standard Size,
6x9 inches.)

American Railway Master Mechanics' Association

OFFICE OF SECRETARY, 256 BROADWAY, N. Y.

R. C. BLACKALL, PRESIDENT.
ANGUS SINCLAIR, SECRETARY.

NEW YORK, DECEMBER 16, 1895.

DRIVING-BOX WEDGES.

- 1.—Have you ever had any experience with locomotives whose driving boxes were not put up with adjustable wedges? If so, please give us the results of your observations.
- 2.—Do you think that a close fitting box put up between a shoe and a fixed wedge (that could be lined only by a machinist when occasion required), would be a better method of construction than the present one of a movable wedge?
- 3.—If in favor of the stationary wedge, please say how ought the box to be fitted in order to give the longest mileage without risk of the box sticking when the engine is first turned out?
- 4.—Will you, for experimental purposes, equip an engine with stationary wedge, and run it some four or five months, and report results to us?
- 5.—Are not the majority of hot boxes (not hot journals) caused by enginemen setting up movable wedges too tight?
- 6.—Now that so many side rods have bushed ends, and are therefore not adjustable as to length, is it not advisable to take from enginemen the power of varying the distances apart of the axle centers, as can now be done on an engine with movable wedges?
- 7.—Do not stationary wedges break off fewer axle box flanges than movable wedges?
- 8.—If stationary wedge were not used, or in other words, if new engines had the frame pedestals forged with parallel faces and then fitted with pedestal blocks paralleled in every way, so that the new pedestal blocks as they came from the milling machine could

be used interchangeably, either front or back, up or down, would it probably increase the risk of failure on the road by fractures of the frame ?

9.—Under the above conditions would the engine tend to come back to shop for repairs having made less mileage than if equipped with wedges ?

10.—Also, under the above conditions, would engine be appreciably less economical in the use of steam, during, say the last half of her mileage ?

Will our members oblige the Association, and this Committee, by early replies to the foregoing questions, addressing J. Davis Barnett, Stratford, Ontario, Canada.

J. DAVIS BARNETT,
H. A. CHILDS,
T. J. HATSWELL,
R. ATKINSON,
R. E. REDDING,

Committee.

