

cured from the Commission a decision reducing rates on export flour, naturally desire to have the decision enforced as soon as possible. Why not take the case to the United States District Court and try to get the Commission's order enforced under the present laws?

The uniformed employees of the Baltimore & Ohio are to have service stripes, that the public may know of their faithfulness and ability. A gold stripe will mean five years of service and a silver stripe two years. Some of the conductors, we are informed, will be entitled to from seven to nine gold stripes. The use of two colors and the use of a single stripe for two years will suggest to the reader the desirability in this matter of a uniform basis on different roads. There is already some variety in stripes, and one who sees a conductor with, say, four stripes on his sleeve is often in doubt whether the man has served four years or twenty, unless the rule of that particular company is known.

Master Car Painters' Convention.

The thirtieth annual convention of this Association was held at Philadelphia September 12, 13, 14 and 15. The number of members in attendance was 131. The Mayor of the city gave the Association an address of welcome, which was followed by President H. G. MacMasters (Ill. Cent.), with the annual address. The Secretary's annual report stated that the increase in membership during the past year had been 21, making the present membership 219. Officers elected for the ensuing year were: President, D. A. Little, P. RR., Altoona, Pa.; First Vice-President, A. J. Bruning (L. & N.); Second Vice-President, A. P. Lane (B. & M.); Secretary, Robert McKeon (Erie), Kent, O.

Of the subjects discussed, Terminal Cleaning of Passenger Cars was one of the most important. H. M. Butts (N. Y. C.) read a paper. He said that the cleaning of passenger equipment should be second in importance only to the painting. What is the general practice? The car leaves the shop bright and beautiful; it makes a trip and is turned over to those who are frequently inexperienced. It is given a dose of water (a rapid destroyer of varnish), is washed with a long-handled brush, the sand and grit are rubbed in and the car is left to dry in the sun. Varnish exposed to the destroying elements and the sun will soon perish. In place of water, use a cleaning material that will not only cleanse the surface from smoke and dirt, but will partially seal up the indentations. Cleaning should be divided into three classes: Class A consists of the ordinary sweeping and dusting and wiping windows with dry waste. Class B, dry wiping all over with waste saturated in some special cleaning material which removes rain streaks and spots; clean windows with fine pumice and muriatic acid diluted with water; trucks and platforms should be cleaned with oily waste and the inside with dry waste. Class C, give a thorough re-ovating inside and out every three months.

If it costs \$120 per year for paint and varnish on a car, one-twelfth that amount, or \$10, represents the cost per month. A car should be given Class C cleaning once in three months, at a cost of \$4 (\$16 per year). On a car thus kept in good condition there will be a saving of 40 per cent. in labor and material in refitting it for service when going through the shop.

Thos. Byrne (C. & O.), and F. J. Ridabaugh (P. Ft. W. & C.), presented papers which advocated the proper cleaning at terminals similar to Mr. Butts's paper. A resolution was passed that the use of an oil emulsion cleaner is the best for cleaning passenger equipment at terminals.

The painter has no choice in the selection of colors, as the management adopts the shade believed to be best for a trade-mark, but it was the prevailing sense of the meeting that a proper shade of the Pullman color was best, as it did not show the smoke and dirt so readily as Tuscan red or orange; but it should be decorated sufficiently to make it attractive. Cadmium yellow is a rich color, but very expensive to keep clean. One member, where this is in use, stated that their cleaning at terminals cost them \$60,000 a year.

On the subject of cleaning and varnishing passenger equipment, R. J. Kelly (L. I.) presented a valuable report giving a new method of cleaning for varnish. He recommends an oil soap, a combination of linseed oil and alkali in a semi-paste form, practically a neutral soap.

The best method of removing paint from locomotive tanks was discussed. The sand blast is best, but few shops have sufficient air pressure to operate the sand blast machine. A pneumatic hammer has been used with good results. Some have steamed the tank and scraped the paint off while softened by the heat. For new iron or steel it is a good plan to clean the plates and prime them before being put in the tank.

Dr. J. N. Hurty, Secretary State Board of Health, Indianapolis, Ind., read a paper on the sanitation of passenger cars, which entered into the subject very thoroughly, showing the course which should be pursued in cleaning the inside of cars at terminal

points and the proper disinfectants to be used. Ventilation was also discussed.

The next subject was: "Are We Making Any Progress in the Use of the Paint Sprayer?" F. S. Ball (P. RR.) said that the question should have read, "Is Progress Being Made by Inventors of Paint-Spraying Machines so as to Overcome the Objectionable Features of Those First Exploited?" The greatest success is claimed by those having a personal interest. The greatest success the past year has been claimed by shops whose output was comparatively small. A paper by C. B. Harwood (C. & O.) said that we are not making any progress with the sprayer, and gave the result of a test on 573 cars, which showed an increased cost of labor with the brush over the sprayer of \$186.22, and the increased cost of material with the sprayer was \$489.91, a difference of \$303.69 in favor of the brush. There is one great trouble with the sprayer; it does not work at all times. The air becomes damp and there is difficulty in keeping up a uniform pressure, owing to the air being used for so many purposes around a shop. The general opinion of the convention was that but little progress was being made.

Discussing Subject No. 7, the decision of the convention was that it is not practicable to refill old painted cars that are badly cracked.

"Protective Coatings for Iron and Steel." A. P. Lane (B. & M.) had good results from a mixture of linseed oil and mineral brown. He had tested it with graphite on bridges. Pure graphite was undoubtedly good, but it is liable to be adulterated with silica, which has no wearing properties, although it is a good filler. The discussion was thorough, as this was an important subject, and it was the consensus of opinion that oxide of iron, graphite and carbon are the best pigments for painting on iron and steel.

Letters were read from the Master Mechanics' and the Master Car Builders' Associations naming subjects for the Master Painters to discuss at their next convention, which were referred to the Advisory Committee.

There was a general discussion of the queries on the list, bringing out valuable information. The daily sessions were well attended and good attention was given to the work of the convention. Resolutions of regret at the death of Cornelius Vanderbilt were passed.

The convention will meet at Detroit September 11, 1900.

TECHNICAL.

Manufacturing and Business.

The Ajax Metal Co. has issued a circular to railroad managers and motive power and mechanical officials, inviting them to use its space (Section M-13, main building) as a headquarters when visiting the National Export Exposition at Philadelphia. Ample facilities for correspondence have been provided.

B. F. Pillsen, of Richmond, Va., for a number of years Southern representative of the Ajax Metal Co., of Philadelphia, has been made General Contracting Agent for the company, to take effect Oct. 1. Mr. Pillsen, who is well known to the railroad trade, has succeeded in building up in the South a good business for the Ajax Metal Co., and the appointment is in recognition of his services.

The Westinghouse Electric & Manufacturing Co. has declared a quarterly dividend of 1 1/4 per cent. on its preferred stock, payable Oct. 2.

Directors of General Electric Co. have declared a regular quarterly dividend of 1 1/2 per cent. on common stock, payable Oct. 14.

Harrison dust guards, made by the Harrison Dust Guard Co., Toledo, O., have been specified for use on the following equipment: Two thousand cars now being built for the Southern Ry.; 100 cars for the Flint & Pere Marquette RR., and 200 cars for the Detroit, Grand Rapids & Western.

The Chicago Pneumatic Tool Co., Chicago, Ill., has received an order for an air compressor, with receiver, and for a full outfit of pneumatic tools, for one of the shops of the Sanyo railroad of Japan. The order includes six Boyer piston air drills, five Boyer pneumatic hammers for chipping and caulking, three of the large 000 Boyer riveting hammers and two yoke riveters. Several previous orders from this railroad have been filled by the Chicago Pneumatic Tool Co.

Frank H. Clarke has been appointed Agent at Savannah, Ga., and E. M. Roberts, Agent at Cincinnati, O., for the Atlantic Brass Co. of New York City, makers of the A. B. C. journal bearing.

Iron and Steel.

Mr. M. B. Wittman, for 12 years with the E. & G. Brooke Iron Co. of Birdsboro, Pa., and of late manager of the blast furnace of that company, reports state, has become President of a new iron company in Danville, Pa.

Mr. Edgar C. Felton, President of the Pennsylvania Steel Co., and also President of the Harrisburg Traction Co., resigned the presidency of the latter company at a recent meeting of the Board of Directors, his resignation to take effect Oct. 1. Mr. Felton has been President of the company since 1895, and resigns to devote his entire time to the business of the Pennsylvania Steel Co.

The Pennsylvania Steel Co. increased its force at Steelton last week by 128 men.

It is said that a new company composed of Harry H. Light, Robert Mitchell, John F. Volger and others, of Lebanon, Pa., will soon be incorporated to operate the Hooven Mill at Norristown, Pa. This plant has been idle about six years.

The Iroquois Iron Co., of South Chicago, has bought 1,438 ft. of vacant land on the east side of Ave. M, running north from the Lake Shore & Michigan Southern Ry., and just east of the present plant of the iron company. The strip is 157 ft. deep and cost \$30,365. It is said that this land will ultimately be used for an extension of the plant.

Expansion Allowance in Tunnels.

In the recent improvements of the San Fernando tunnel on the Southern Pacific the policy has been adopted of reducing the expansion allowance between the ends of the rails to a little less than one-eighth of an inch. The range of temperature is obviously very small and specially drilled angle plates have been applied. This tunnel, which is 22 miles north of Los Angeles, is 6,966 ft. long. The ballast has recently been renewed with screened gravel and 4-in. drain tiles each side of the track are used.

American Iron and Steel Wanted in Belgium.

United States Consul Le Bert, at Ghent, Belgium, writes the State Department that Mr. M. D. Levi-son, No. 58 rue Van Eyck, of that city, wants names and addresses of manufacturers of pig iron, Thomas; hematite and Spiegel; bar steel; blooms, Thomas and Bessemer. If prices are satisfactory, the transaction will be of considerable importance. Prices should be given c. i. f. at Antwerp, net cash.

A Decision in the Case of the Union Against the Hall.

A decision has just been rendered in the U. S. Circuit Court of Appeals in Philadelphia in the suit of the Union Switch & Signal Company against the Hall Signal Company and others. The decision is for the defendants (the Hall Company). It is held that four of the Union Switch & Signal Company's patents which are involved in the suit are not infringed and that the fifth patent is invalid. This litigation was begun April, 1894, and involved not only the Hall Company, but the Philadelphia & Reading Railroad and the Atlantic City Railroad as customers of the Hall Company. Suit was brought upon two patents of Oscar Gasset for railroad signaling circuits, one to George Westinghouse, Jr., for a signaling system, one to Gasset & Fisher for rail connectors and one to Means for rail connectors. The case was heard on appeal and the decision is that Gasset patents are not for broad or pioneer inventions, but that they are limited to special systems described, and that the Hall devices do not infringe. The Westinghouse patent is invalid by reason of prior publication in the Railroad Gazette and the prior use of the system on the Chicago, Burlington & Quincy. The Gasset and Means patents for rail connectors are also for narrow improvements and the Hall Company's connectors do not infringe. The case was argued on behalf of the Union Switch & Signal Company by Mr. George H. Christy, of Pittsburgh, and on behalf of the Hall Company by Messrs. W. H. Kenyon and Robert N. Kenyon, of New York.

THE SCRAP HEAP.

Notes.

The Seaboard Air Line and the Southern Railway have been indicted by the Grand Jury of Elbert County, Georgia, for allowing negroes and white people to ride in the same car.

Press despatches from Boston say that the proposed lease of the Boston & Albany to the New York Central will be made a political issue. The State Committee of the Democratic party proposes to insert in the platform at the annual convention a plank declaring that the lease is against public policy.

At Elizabethport, N. J., on the night of Sept. 13, a mob of freight handlers, yard brakemen and others employed by the Central of New Jersey partly wrecked the paymaster's car and threatened the paymaster with bodily injury. It is said that the men who committed the outrage claimed they had been wrongfully deprived of pay for overtime.

The Caledonian Railway of Scotland, in making a new agreement with some of its employees, shortening the hours of labor, stipulated that premiums to employees for taking precautions against accident should be abolished. It appears that such premiums have been common on a number of roads in Scotland. The North British and the Glasgow & South-western abolished the premiums some time ago.

The Saratoga Limited, the fast train between New York and Saratoga, which was put on by the New York Central and the Delaware & Hudson at the beginning of the past summer, is to be continued by the New York Central as the "Albany Flyer." The train will stop at Hudson, at Garrison and at six stations between, and to do this its time will be lengthened 15 minutes on the trip from Albany to New York in the forenoon and 20 minutes on the northward trip in the afternoon, making the time