

Manufacturing Company. These appliances, although small, perform the important function of insulating the trolley wire from its supports. Should one of them fail, a tie-up on an entire section of the line would probably result and human life might even be endangered. For this reason, strength and durability in the product are necessary. The construction of the "Duro" insulator assures great mechanical strength and a high flash-over voltage. A malleable iron socket is filled with insulation in which is embedded a forged steel stud. The entire body is then surrounded by moulded insulation.

Progress in Steam Railway Electrification

A most interesting account of the progress in steam railway electrification is contained in Bulletin No. 44016 issued by the General Electric Company. Some of the more prominent electrifications throughout the world for which the General Electric Company has supplied the apparatus, either in its entirety or in the more important parts, are reviewed. The first important installation mentioned is the Baltimore and Ohio Railroad, and a reproduction of the first electric train order ever issued, dated July 1, 1895, forms a part of this historical setting.

Other important steam railway electrifications described in this bulletin are the Paris-Orleans Railway which now has on order for its system 200 locomotives and 80 motor cars; the New York Central Railroad with a total of 268 miles (single track basis); the Great Northern Railway, Cascade Tunnel and terminal yards; the Michigan Central Railroad through the Detroit Tunnel; the Victorian Railways radiating from the city of Melbourne; the Canadian Northern terminal and tunnel under Mt. Royal; the Montreal Harbor Commission extending along the St. Lawrence River; the Butte, Anaconda and Pacific Railway with its 122 miles, including sidings and double track; the Chicago, Milwaukee and St. Paul now operating at the present time 646 miles of route and 858 miles of track; the Bethlehem Chile Iron Mines Company at Tofo, Chile; the Spanish Northern Railway over the Pajares grade; the Imperial Government Railways, double track, between Tokio and Yokohama; the South Manchurian Railway with a total trackage of 43 miles and the Paulista Railway in Brazil operating a distance of 28 miles between Jun-diahy and Campinas.

Car Loadings

* Items from *Commercial Reports* show that loading of revenue freight totaled 860,907 cars during the week which ended on July 15, compared with 718,319 cars during the preceding week, which included a holiday, or an increase

of 142,588 cars, according to the report of the American Railway Association. This was practically the same number of cars as was loaded during the week of June 17 last, and was an increase of 86,023 cars over the corresponding week last year. It was, however, a decrease of 81,944 cars compared with the corresponding week in 1920.

Loading of all commodities, except coal, during the week of July 15 totaled 783,573 cars. This figure has been exceeded in the history of American railroads only during the weeks of September and October, 1920, when freight loadings established a new high record. This total, however, is only 8,295 cars, or 1 per cent below the total for those same commodities loaded during the week of October 15, 1920, when the peak was reached.

Fuel Oil Burning Systems

The Schutte and Koerting Company, Philadelphia, Pa., has issued a new catalogue consisting of three bulletins and describing fuel oil burning systems and fuel oil burners in which the oil is atomized by low or high pressure air and steam. The installation, operation and maintenance of oil burning equipments, and their relative merits are fully described and illustrated in color.

Trade Standards in the Pump Industry

A pamphlet of 21 pages has been published by the Hydraulic Society containing many additional tables and explanatory data, and also a revised list of the members of the society who desire to encourage suitable standards of manufacture and of engineering practice in the pump industry. It publishes the recommendations which have been approved by the members. Copies may be secured from the Secretary, C. H. Rohrbach, 50 Church Street, New York.

Baldwin Locomotive Works Issues Magazine

Under the title of "Baldwin Locomotives," the Baldwin Locomotive Works, Philadelphia, Pa., has published the first issue of a periodical with the announcement that it is to be devoted to the interests of transportation and the motive power problems of their clients. It is intended to illustrate from time to time the newest types of locomotives as they are constructed at the Baldwin Locomotive Works and to present articles on technical or commercial subjects allied to transportation.

The editors are Mr. W. A. Austin and Mr. P. T. Warner, and associates Mr. H. R. Barnes and Mr. C. W. Fuigle. The first issue of the publication is dated July, 1922, and subjects of the principal articles are: The First Uniform Gauge Transcontinental Railway in South America; Lubrication of Railway Car Journals; South

American Business; and descriptions of the Consolidation type locomotives built for the Western Maryland Railway, and the Santa Fe and Pacific types built for the Argentine State Railways and also logging and tank locomotives. Some of the articles are printed in both English and Spanish, and the locomotive specifications are printed in these languages as well as French and Portuguese.

Revision of the Boiler Code

During the year of 1918, the first revision of the Boiler Code of the American Society of Mechanical Engineers was issued and announcement has been made that the Boiler Code Committee is preparing to hold a public hearing in connection with the annual meeting of the Society in December to consider the second revision of the Code.

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