tie values were 21 months in the New England region, 10.5 months in the Great Lakes region, 7.9 months in the Central Eastern region, 9 months in the Northwestern region, and 14.1 months in the Central Western region, and 8.2 months in the Southwestern region.

On the same basis, store stocks on January 1, 1940, reflected a 5 months' supply in the New England region, 4.8 months in the Great Lakes region, 4.3 months in the Central Eastern region, 3.9 months in the Pocahontas region, 4.8 months in the Southern region, 5.6 months in the Northwestern region, 5.3 months in the Central Western region, and 3.4 months in the Southwestern region.

Iron and steel scrap on hand at the close of 1939 represented 3.4 per cent of the total inventory and when compared to the sales, the combined inventory of iron and steel scrap represented a turnover of scrap 4.9 times in 1939. Aggregate cross-tie stocks on January 1, including ties at treating plants and unapplied cross ties on the line of road, were equivalent to an outlay of approximately $240 per mile of road, while the new rail of stock represented about one ton per mile.

There were 34 railroads of the 121 reporting detailed figures whose material on hand exclusive of fuel, rail and cross ties on January 1 represented less than a 4 months' supply based on the monthly consumption in 1939. This stock reflected a 3.8 months' supply on the New York, New Haven & Hartford; 2.3 months' supply on the Delaware, Lackawanna & Western; 2.3 months' supply on the Erie; 3.5 months' on the Grand Trunk Western; 2.9 months' on the New York, Chicago & St. Louis; 3.5 months' on the Wabash; 2.4 months' on the Baltimore & Ohio; 2.9 months' on the Chesapeake & Ohio; 3.3 months' on the Chicago, St. Paul, Minneapolis & Omaha; 2.1 months' on the Alton; 3.2 months' on the Chicago, Burlington & Quincy; 3 months' on the Northern Pacific; 3.8 months' supply on the Texas & New Orleans.

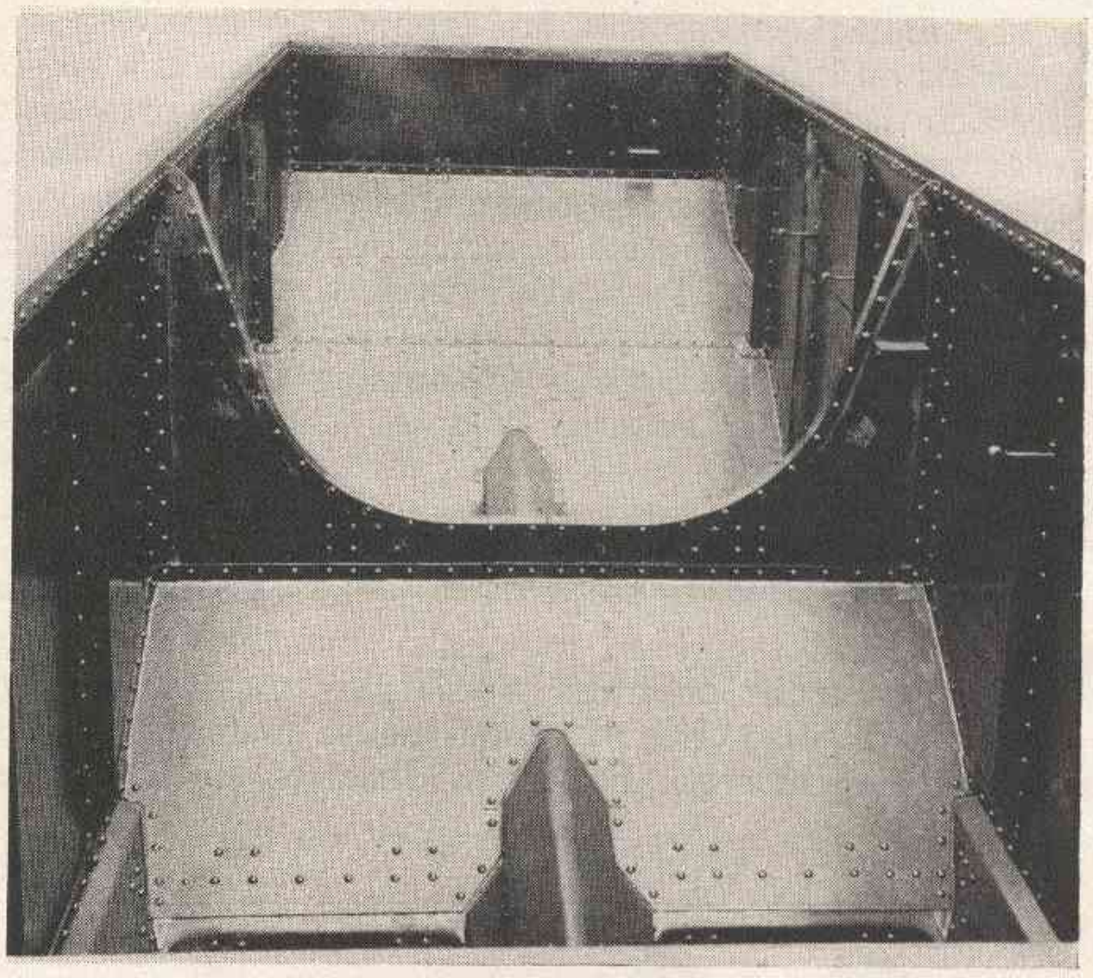
Total materials in the hands of the Class I railroads on January 1, 1940, were equivalent to 10.9 per cent of total operating expenses in 1939. As compared with this, the ratio of total inventories to annual operating expenses was 6 per cent on the D. L. & W.; 5.8 per cent on the Erie; 5.9 per cent on the N. Y. C. & St. L.; 7.3 per cent on the Wabash; 5.4 per cent on the B. & O.; 6.6 per cent on the C. & O.; 4.6 per cent on the C. G. W.; and 5.9 per cent on the Terminal of St. Louis. For further comparisons, with previous years reference is made to the *Railway Age* of April 15, 1939.

Lightweight Hopper Cars For the D. L. & W.

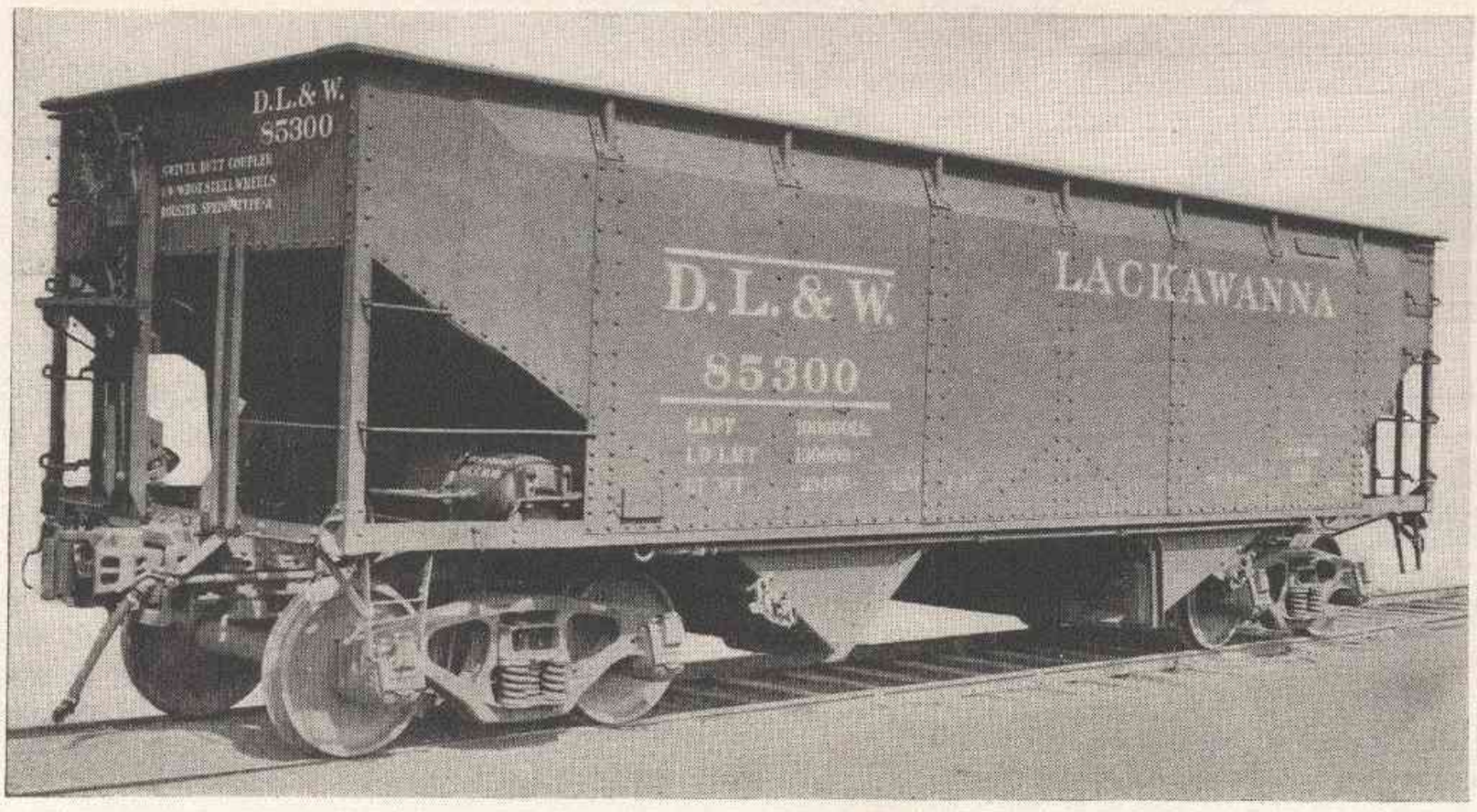
THE Delaware, Lackawanna & Western recently placed in service a group of 500 fifty-ton hopper cars designed to obtain a high ratio of revenue load to total loaded weight. These cars were built by the American Car and Foundry Company. They are generally of the riveted type of construction and by careful attention to design details, together with the use of low-alloy high-tensile steels, a saving in light weight was accomplished resulting in a reduction of 3,200 lb. as compared with the 50-ton A. A. R. standard hopper car built of open-hearth steel.

The center sill is built up of A. A. R. open-hearth steel Z-sections weighing 36.2 lb. per ft. These have the top flanges welded along the center line for the full length of the car. The side sills are 5-in. by 3½-in. by ¼-in. angles. The body bolster is a 20-in., 85-lb. I-beam, of open-hearth steel, with the top flange bent over to accommodate the slope of the floor sheets.

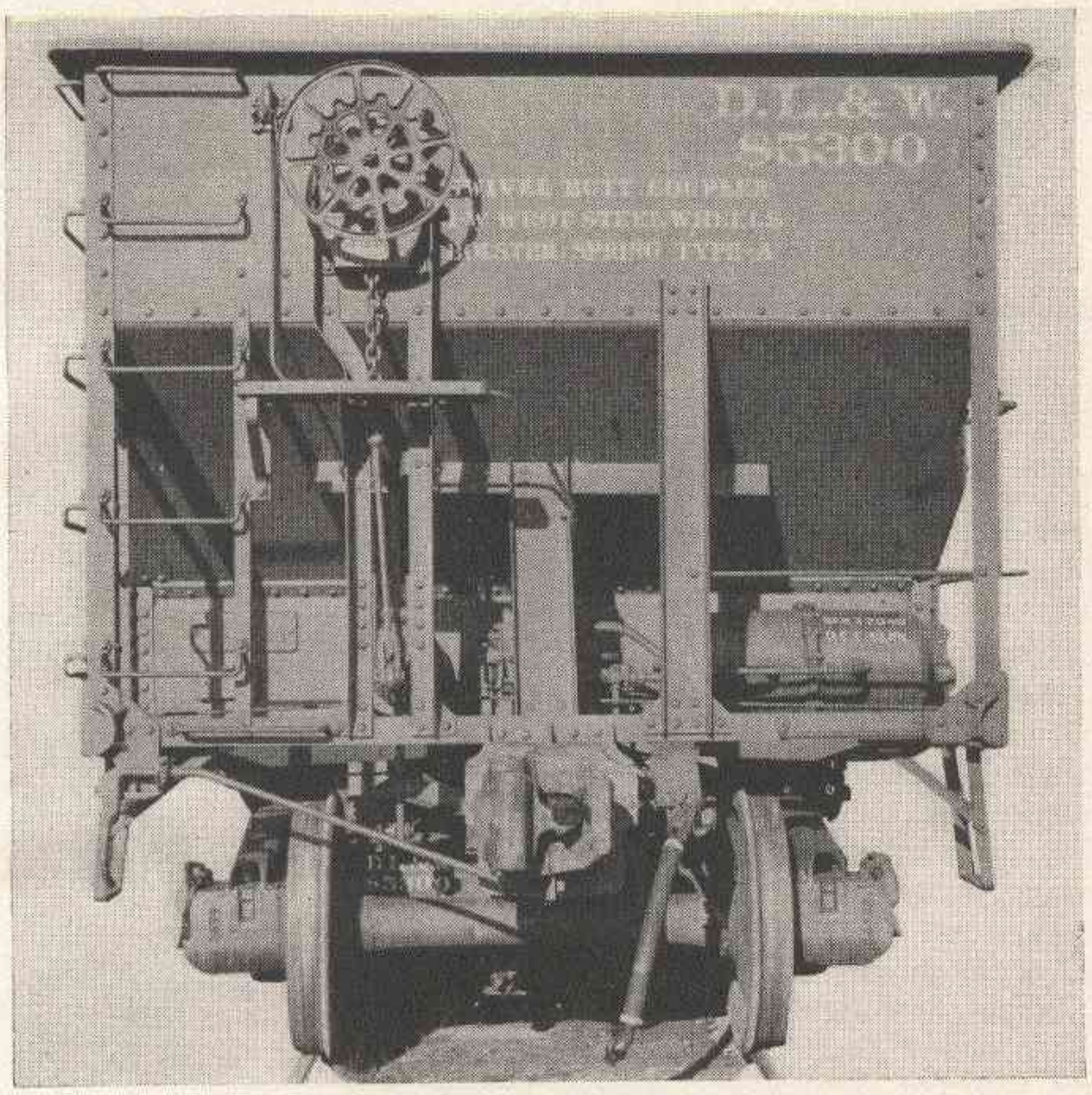
The car body is constructed of USS Cor-Ten steel. For the end sheets, hopper sheets, floor sheets and cross



The Car Interior—An Interesting Arrangement of Crosstie Over the Cross Ridge is Shown



One of 500 Hopper Cars of 50 Tons Capacity Built by The American Car and Foundry Company in Which Special Design Features and the Use of Low-Alloy High-Tensile Steel Resulted in a Car Having a Light Weight of 38,400 Lb. and a Ratio of Revenue Load to Gross Weight of 77.34 Per Cent



The Car End, Showing the I-Beam Body Bolster, Slope-Sheet Bracing and Brake Equipment

ridge, the material is 5/16 in. thick. The side sheets are of 5/32-in. material. USS Man-Ten steel is used for cylinder supports, draft-gear carriers, cross-ridge ties, sides and end sills. Cor-Ten is also used for the side and end top-cord bulb angles and for the side stakes.

The cars are equipped with Dreadnaught hopper doors and the Enterprise hopper-door mechanism. The draft gears are Miner Type A-22-X-B, and the couplers Symington Type E swivel-butt bottom-unlocking type, with Union centering devices and the Standard Railway Equipment Company's uncoupling device.

The cars are carried on Symington-Gould four-wheel trucks having cast-steel truck bolsters and cast-steel side frames with journal boxes cast integral. The wheels are Carnegie-Illinois one-wear wrought steel. Other truck equipment consists of Stucki side bearings, Cardwell snubbers, Creco No. 15 brake beams, and Schaefer brake hangers and bottom connections. The air-brake equipment is the AB type furnished by Westinghouse and the hand brakes are Ajax. The principal weights and dimensions appear in the table.

Principal Dimensions, Weights and Capacity of D. L. & W. Hopper Cars

Length over strikers, ft.-in.	35-1
Length inside, ft.-in.	34-0
Width inside, ft.-in.	10-1
Width over top chord angles, ft.-in.	10-2¾
Height, rail to top of side, ft.-in.	10-7⅞
Height, bottom side sill to top of chord angle, ft.-in.	7-3⅛
Truck centers, ft.-in.	25-0
Lightweight, lb.	38,300
Weight of body, lb.	24,368
Weight of trucks, lb.	13,932
Load limit, lb.	130,700
Capacity, level full, cu. ft.	2,151
Capacity, with 10-in. heap, cu. ft.	2,430
Ratio, revenue load to gross weight, per cent	77.34

THE SWEDISH STATE RAILWAYS, after devoting 27,000,000 kronor, or about $6,750,000, to renewal funds, and paying interest on state capital invested of 33,000,000 kronor, or about $8,250,000, report a net surplus for 1939 of 39,000,000 kronor, or about $9,750,000, as compared with only 13,000,000 kronor, or about $3,250,000, for 1938. Gross revenues rose by 33,000,000 kronor, or about $8,250,000.

S. 2009 Conferees Still Waiting for Wheeler

(*Continued from page 629*)

sion of business from the water carriers, Mr. Ryan went on, "will throw thousands of our members out of employment . . ." Thus he urged that Mr. Harrington "not only oppose this legislation," but also vote against the conference report unless it contains the so-called Wadsworth amendment. The latter, like the Miller amendment in the Senate version, would prohibit the Interstate Commerce Commission from preventing a reduction in rates provided the carrier proposing the cut could show that the lower charge would cover all elements of cost including overhead.

Representative Culkin's Remarks

Into the appendix to the April 2 issue of the Record went a lengthy "extension of remarks" by Representative Culkin, Republican of New York. Mr. Culkin addressed himself to a recent statement from Representative Van Zandt, Republican of Pennsylvania, who had cited pronouncements from farm organizations in support of such legislation as is proposed in S. 2009. "Every one of the resolutions" cited by Mr. Van Zandt, Mr. Culkin asserted, "was passed before the Wheeler-Lea bill saw the light of day." All of them, he added, were dated in 1938—"in other words, the gentleman gives the bill a prenatal baptism, cleansing it of all sin. He dusts off some old resolutions obtained by the railroad lobby and attempts to give agricultural sanction to a bill which every major organization in agriculture has condemned most vigorously since its introduction."

Proceeding to present "the true position" of organized agriculture, Mr. Culkin called the roll "of the leading farm organizations." He listed 11 organizations and the Department of Agriculture among the bill's opponents; and went on to refresh the recollection of his colleagues with "a brief history of the Wheeler-Lea bill and its present status."

"Three bills," the gentleman from New York recalled, "were introduced in the House—the Lea bill, said to be drawn by the brotherhoods and the railroad executives, which divided the country up like a captured province; the Fletcher bill, drawn by a railroad attorney; and the Wheeler bill, introduced in the Senate which provided for a codification of existing law. The Lea and Fletcher bills were merged and passed by the House with four important and saving amendments. The Wheeler bill passed the Senate and both bills were sent to conference.

All this occurred in the last session of this Congress. For practically four months this bill has been in conference, with the conferees meeting almost daily. It is difficult to get information as to what has occurred, but there is a well-founded rumor that all of the saving amendments written into the bill by the House have been eliminated, and at present the legislation ties every form of transportation into a hard knot in the interest of the railroads."

In closing Mr. Culkin noted that the farm-organization resolutions cited by him urged a waiting period of 30 days between the filing of the conference report and its consideration by the House. He trusts that Congress "charged with the responsibility for providing adequate low-cost transportation to the people" will insist on such a waiting period. Personally, Mr. Culkin feels that Congress "will prove true to the trust reposed in it by the people."