

of theft was made against a certain second-story man, whose record as a breaker-in at previous conventions had been far from enviable. Some months later the despoiler of John's peace of mind got religion; and when John returned to Saratoga, just one year later, the umbrella, fully recovered, was found in its accustomed resting place in his room.

The 1902 convention passed into history as one of the tamest on record. Even the badger used by the Hodcarriers for their annual initiation failed to show signs of ferocity.

The two principal events of the 1903 gathering at Saratoga were (1) the celebration of the escape of the forces under Generals West, Marden and Blewett from Mackinac island, and (2) the first annual baseball game. For the benefit of those who are still too young at this convention game to be classed as old timers, your executive committee of 1902-03 wended its way to Buffalo, N. Y., early in the winter of 1902, to contribute its share of advice to the joint committee of the M. M. and M. C. B. associations appointed to decide where the 1903 convention should be held. "Everyone" was tired of Saratoga. "They" wanted a change. In due course hotel owners from several well-known resorts were admitted to the meeting room and invited to submit proposals. At the moment we don't recall whether it was the eloquence or the souvenir packs of playing cards, both of which were handed out with equal liberality; but, somehow, the men having to do with the destinies of a certain hostelry located on a prominence in Lake Huron known as Mackinac Island won the day. The news spread. From one end of the land to the other railway men and supplymen alike began to consult maps and gazetteers. After learning the exact location and the proper pronunciation they found that ice and fog had been seen around those parts as late as the middle of June. Next, Dame Rumor awoke. It was whispered that a supplyman had been found who had once visited Mackinac Island and knew that the convention could not be accommodated. The wise ones again consulted their books of reference. "The island is about three miles long and two wide. It is rocky, and covered with trees, shrubs and flowers." Then it must be true. Scott Blewett got some letters—and some telegrams. He also got busy. Finally, a council of war was held at St. Louis, with the result that Mackinac Island was abandoned and Saratoga was again taken by storm.

The other event of 1903 was the first annual baseball game, at Geyser Spring Park. We went in trolley cars, and took the band along to keep folks from going to sleep while the players were at work. When it was all over it was said that the West had won by two runs. The score was 11 to 7.

THE NOMINATION OF A PRESIDENT.

The nominating committee of the Railway Supply Manufacturing Association, consisting of Le Grand Parish, chairman; R. R. Bishop, A. L. Humphry, H. W. Frost, W. J. Schlacks, A. C. Langston and H. M. Pflager, met in the committee room on the pier Wednesday morning and decided on naming B. E. D. Stafford, of the Flannery Bolt Company, Pittsburgh, Pa., as candidate for president, and Samuel G. Allen, of the Franklin Railway Supply Company, N. Y., as candidate for vice-president.

FOREIGN RAILWAY NOTES.

A new law has been submitted by the same ministry asking for the provision during the first half of the year 1912 of rolling stock, rails, fish plates, etc., of a total value of \$15,768,000.

A series of new railways has just been carefully considered by the Committee on New Railway Lines in Russia,

particularly the following series: Voluinsk (with branch) connecting the station of Zhmerinku on the South Western Railway through Dubno with the station of Cholm on the Privislinsk Railway: length 265 miles with branch from Lyachobtyui to Ozhenia, distance 40 miles.

UNIVERSITY OF ILLINOIS DINNER.

The annual dinner of University of Illinois men attending the conventions will be given at the Shelburne on Saturday evening, at 6 P. M. All University of Illinois men desiring to attend are requested to arrange for reservations with P. G. Stevens, at the booth of the *Railway and Engineering Review*.

STEEL COACHES FOR THE LACKAWANNA.

The Delaware, Lackawanna & Western received in May five 60-ft. steel coaches from the American Car & Foundry Company, New York. These cars are for suburban service and were built at the Berwick shops from the builders' designs. They weigh 100,250 lbs., the body weighing 72,570 lbs., and the trucks 27,680 lbs. The principal members of the underframe are the two 10-in. I-beam center sills extending full length of the car between the buffer beams, and the 6-in. x 6-in. side sill angles; the buffer beams made up of 10-in. channels, and the body end sills built up of 3/16-in. pressed steel diaphragms cut in between the longitudinal members and stiffened by a 6-in. channel passing under the center sills and inclined upward at the end, being riveted to the webs of the diaphragm sheets. The platform arms are 8-in. channels extending to a point back of the bolster. The bolsters are the double type built up of 3/4-in. pressed steel diaphragms with heavy top and bottom cover plates. Four cross-bearers transmit the floor loads to the side framing. Two sets of diagonal braces between adjacent cross-bearers are employed to secure rigidity to the underframe. The floor support angles of 2-in. x 1 1/2-in. section are laid with the upper leg horizontal and are riveted by angle connections to the floor beams which consist of 3-in. x 2-in. angles running from center sill to side sill.

The sides of the car are framed in the form of a plate girder, designed to support the entire vertical load of the car without undue deflection. The side sill angle above mentioned constitute the lower flange of the girder and extends in one length from body end sill to body end sill. The belt rail forms the upper flange and the outside sheathing plate the web of the girder. The belt rail is built up of one 5-in. x 4-in. steel angle in one length from corner post to corner post, one 4-in. x 1/2-in. steel bar riveted to side sheet and one 4-in. x 4-in. tee riveted to horizontal leg of 5-in. x 4-in. angle.

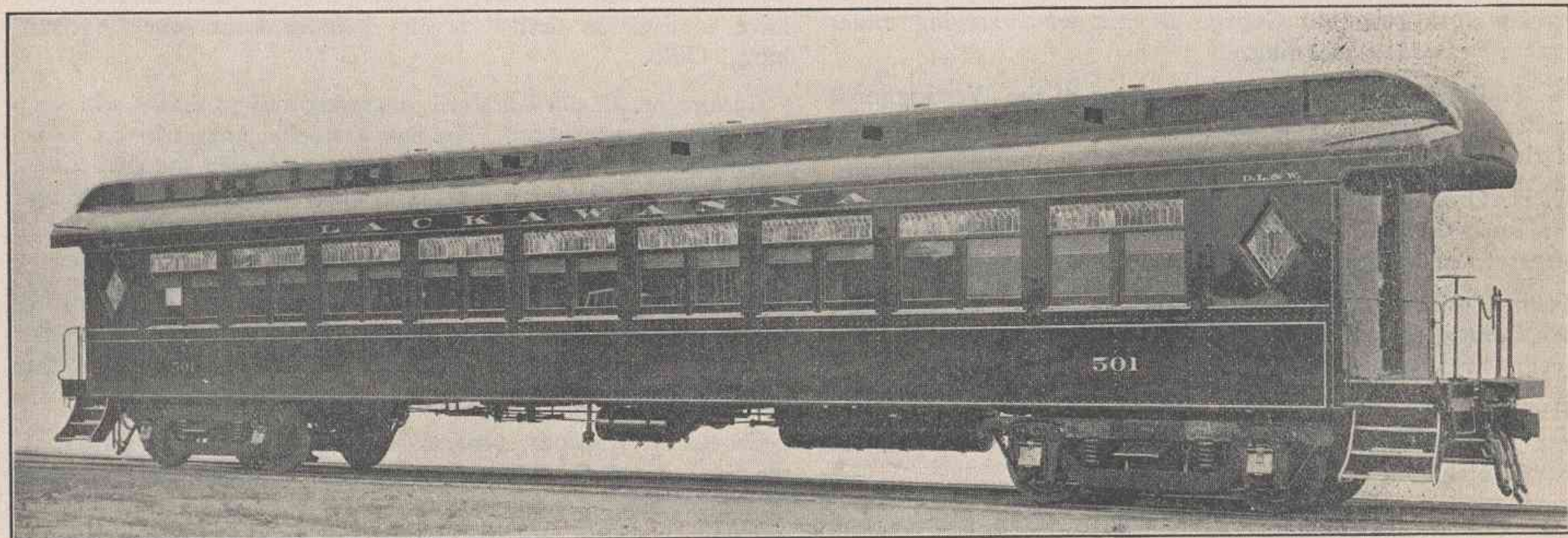
The side plates consist of 5-in. x 3-in. rolled steel angles extending in one piece from ramp carline to ramp carline and secured thereto with suitable connections and riveted to side posts, corner posts and letter board. There are ten wide posts on each side of car consisting of 3-in. x 2-in. rolled steel angles in pairs extending from side sill to plate and riveted thereto, and to the side girder sheets, spl'ces and 5-in. x 4-in. belt rail angle. The chipple posts, built of 3-in. x 2-in. rolled steel angles, are provided in the spaces between the wide posts, extending from side sill to belt rail and riveted thereto. The corner posts are built up of two 3-in. x 2-in. angles with 3/16-in. pressed steel cover plate extending around and over the side and end sheets. The door posts consist of 3 1/2-in. x 1 3/4-in. side and end sheets. The door posts consist of 3 1/2 in. x 1 3/4 in. pressed steel channels inserted between end and sill webs and extending to transverse pressed steel channel over door header. The carlines are 1 3/4-in. x 1 1/4-in. rolled steel angles placed in pairs over each wide and cripple post. They are bent to

conform to the contour of the roof and run in one continuous length from side plate to side plate. The deck plates are 3-in. x 3-in. rolled steel angles and are attached to each pair of carlines with malleable iron connections. The eaves moulding is a 3/16-in. pressed steel plate. The ramp carline is a 4½-in. x 3-in. rolled steel angle curved to suit the contour of the hood and is securely attached with malleable iron connections to the side plate at each end. Roof sheets are of 1/16-in. rolled steel plates with splices at the carlines. The side girder sheets are 3/16-in. rolled steel plates; the side sheets at ends of the car above the belt rail and the letter board are of ½-in. patent level stock, the letter board having inside splices and welded joints. The window frames are pressed from 3/32-in. sheet steel forming the sash guide and also serving as pier covers; the sash rest or belt rail capping is a special section drawn from the same material; the top rail of the frame consists of an ½-in. pressed steel plate. The deck sash frames are pressed in one piece from 3/32-in. sheet steel, and are made to accommodate the swinging sash and also the stationary sash at ventilator frames. The step skirting and risers are of ½-in. steel plates and the threads are of 3/16-in. plates. The outer edge of step skirting is flared and finished with a drawn brass nosing. The platform plate and step treads are covered with the standard Mason safety tread and outer

applied to underside of roof sheets and just above the headlining. The end doors are metal, and saloon door is quartered oak frame with 5-ply veneer panels. All sash are of quartered oak, the lower sash of double windows are glazed with 3/16-in. polished plate glass and the wide upper sash and diamond windows are glazed with leaded art glass.

The car is equipped with 32 Hale-Kilburn Walkover seats with four cross and three longitudinal seats, upholstered in crimson plush and having a seating capacity of 78 passengers. Continuous basket racks with bar bottoms have been applied on each side, and these as well as the window fixtures and all other hardware and trimmings have a dark statuary bronze dull finish. The double windows are provided with Pantasote curtains equipped with the National Lock Washer Company's automatic fixtures. Six automatic ventilators are attached to deck sash on each side of car. The car is lighted by the Commercial Acetylene Company's system and is provided with six Safety Car Heating & Lighting Company's center lamps and one bracket lamp in saloon. The Gold combination direct air vapor system of heating is used. Gould Coupler Company's No. 65 long shank cast steel couplers are used with uncoupling handles. The draft rigging is the Miner tandem with class G springs.

The brake system is arranged for high speed brakes with a



60-Ft. Steel Coach; Delaware, Lackawanna & Western.

edges finished with Mason tread in brass. The Standard Coupler Company's buffer attachments are used.

The flooring is an insulated cement floor and consists of galvanized steel sheets buckled downwards between supports to provide space for one layer of 3-ply special Salamander hair felt covered with cloth. One layer of double thickness Resisto insulating materials is then laid. Above this is laid the Keystone section of corrugated flooring resting on and riveted to the floor supporting members, and is covered with the American Car & Foundry Company's standard Acandolith cement flooring to a depth of 5/8-in. above the corrugations. The ceiling is finished with Agasote headlining, 3/16-in. thick in lower deck and ¼-in. thick in upper deck, attached to light wood furrings bolted to carlines. The inside finish is of quartered oak throughout. The wainscoat from floor to sash rest, the inside window stools and stops are of solid oak, while the post panels, deck sash panels, frieze board, saloon bulkhead, stationary seat backs and paneling around the diamond window at end of the car is a built-up 5-ply section with 1/16-in. quartered oak finishing surface. The ornamentation, molding and inlay conforms with the usual practice of the Lackawanna.

The sides and ends of the car are insulated with one layer each of 3-ply Salamander hair felt applied next to outside sheets and double thickness Resisto just back of inside finish. The roof is insulated with two layers of double thickness Resisto

braking power equal to 90 per cent. of light weight of car with a cylinder pressure of 60 lbs. per sq. in. The car is equipped with the Westinghouse schedule P-1612 brakes, with high speed automatic reducing valves, centrifugal dirt collectors, automatic slack adjusters and train signal. The cars are mounted on 4-wheel trucks, having 8-ft. wheel base, 12-ft. 2-in. length of truck frame, and measuring 3 ft. from the top of the truck frame to the rail. The truck frame, truck bolster and spring plank are cast steel of the Commonwealth Steel Company's design. The axles are the standard M. C. B. with 5-in. 9-in. journals fitted with 36-in. steel tired wheels. The journal boxes are Taylor's malleable iron M. C. B. standard, and Magnus Metal Company's journal bearings are used. Pedestals are cast steel, and the wedges, dropped forged. The equalizers are of 2½-in. x 6-in. re-hammered iron. The equalizer springs are 3-coil having 8-in. outside diameter, 10-in. free height and 8¾-in. height under free load of car. The bolster springs are quintuple elliptic 40-in. centers, 6 leaves. The trucks are equipped with the Westinghouse brake beams.

The principal dimensions of the car are as follows: Length over end sills, 60 ft. 7½ in.; length over buffer beams, 66 ft. 11½ in.; center to center of bolsters, 46 ft. 7½ in.; width over side sills, 9 ft. 10⅝ in.; height from bottom of side sill to top of plate, 7 ft. 10½ in.; height from bottom of side sill to top of roof, 10 ft. 9¾ in.