

to these old engines they have invariably operated with a marked increased economy in coal and water. Where it has been found impossible to increase the size of the cylinders on account of the thinness of the walls new cylinders have been applied and the economy has been sufficient to cover the cost of the application of the superheater and the new cylinders within one year.

Added to these features which make it economical to apply superheaters to old or existing engines, is the fact that almost invariably when engines have been equipped with superheaters their rating has been increased in some instances this increase has been as much as 20 per cent. which makes the locomotive a better investment from the standpoint of a revenue earner.

CAR WHEEL REPORT.

An error was made in Fig. 8 in the committee report on car wheels, as published in the DAILY RAILWAY AGE GAZETTE, June 13, page 1316. The height of the lug on the tire should have been 1 1/4 in. instead of 1 3/4 in. as shown.

AN APOLOGY TO THE WESTERN BALL PLAYERS.

The Daily owes an humble apology to the Western base ball players, and hereby makes it. Stanley Midgly calls attention to the fact that the item in yesterday's Daily, giving the results of past games, credited the East with having won last year and with having won four of the seven that have been played between East and West. The fact is, that the West won last year, 12 to 11, and that it is the West that has won four games out of seven. It was a hard fought battle in 1911, and the annals of the conventions as recorded in these columns should not mislead future generations as to this important matter. The East hopes to get revenge this year for last year's defeat; but the West manifests no inclination to yield up the pennant.

NOMINATIONS FOR SUPPLY ASSOCIATION OFFICERS.

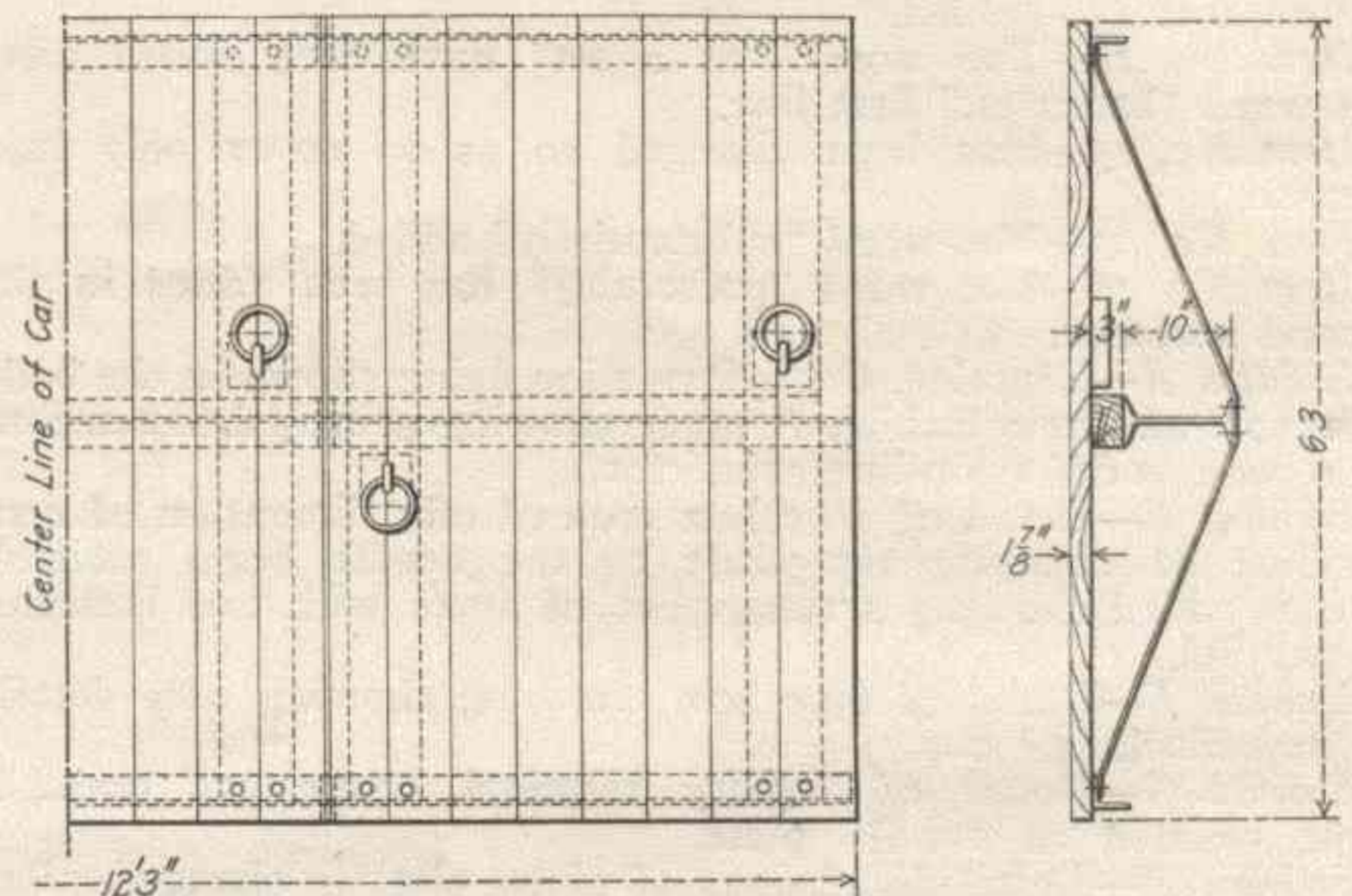
The Nominating Committee of the Railway Supply Manufacturers' Association has nominated the following for the coming year: For President, Samuel G. Allen, Franklin Railway Supply Co.; for Vice President, B. A. Hegeman, Jr., United States Metal & Manufacturing Co.

M. C. B. OBITUARY COMMITTEE.

President Stewart of the M. C. B. Association has appointed the following members as Obituary Committee in relation to the deaths of the members named: For Julius Krause (Penna.), R. L. Kleine; for E. Fisher (T. H. & B.), J. Christopher; for W. H. Lungren (P. B. & W.), J. Milliken; for J. F. Mann (P. M.), W. H. Rourk; for G. T. DeVilbiss (H. V.), M. A. Kinney; for F. H. Scheffer (N. C. & St. L.), A. G. Kautman; for R. N. Durborow (Penna.), J. T. Wallis; for G. W. Dixon (Pitts., Lisbon & Western), J. W. Taylor; and for R. F. McKenna (D. L. & W.), H. C. Manchester.

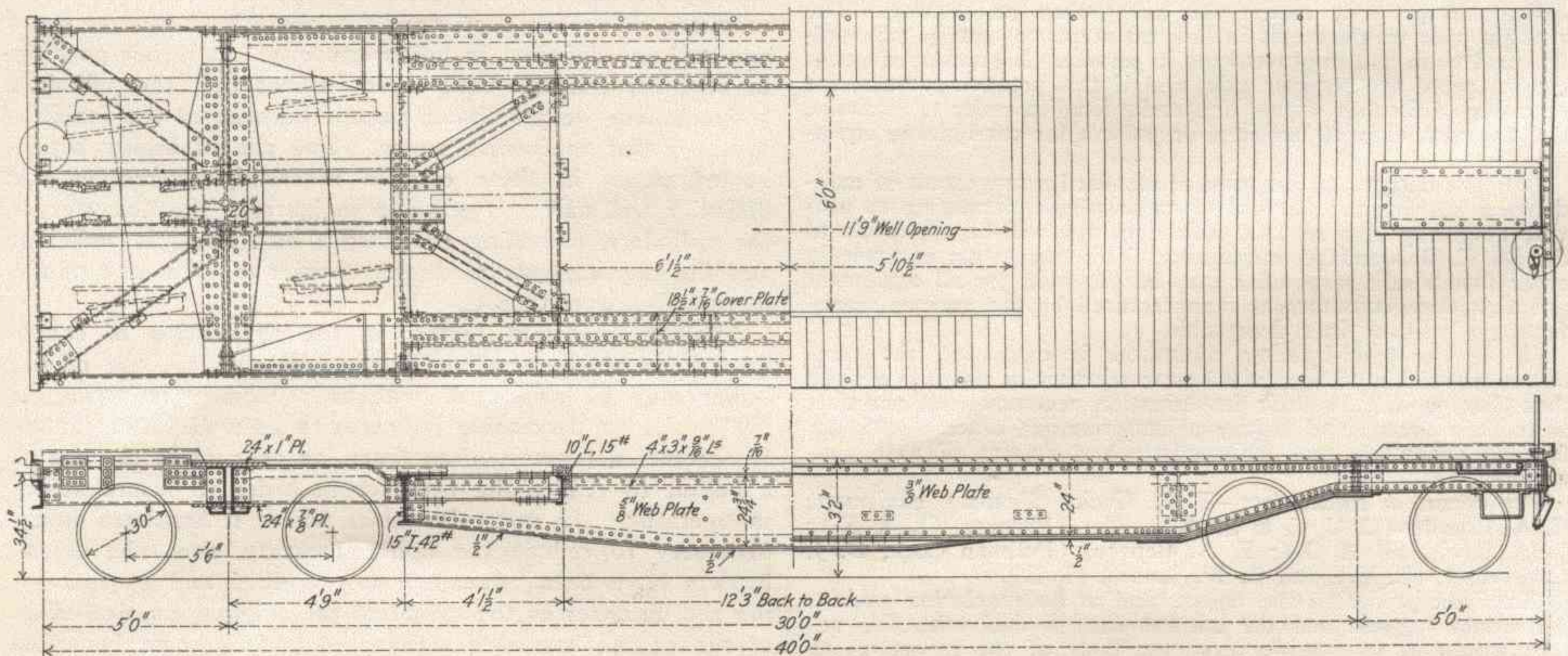
WELL CAR OF 75 TONS CAPACITY.

The Erie Railroad has recently received from the American Car & Foundry Company, New York, six steel well cars of 150,000 lbs. capacity. These cars were built at the Berwick, Pa., shops from the car builder's designs they are 40 ft. 6 3/16 in. in length over the end sills and weigh 49,300 lbs. They have a well opening of 11 ft. 9 in. in length and 6 ft.



Well Cover for Erie Well Car.

in width. The side sills are built up of a 3/8 in. web plate reinforced at the top and bottom, both inside and outside, by 4 in. x 3 in. x 1/2 in. rolled steel angles. A built up side girder extends just inside the side sill and is connected at each end to a 15-in., 42-lb. I-beam crosstie, which extends across the car from side sill to side sill. This side girder is built up of two 5/16 in. web plates, each being



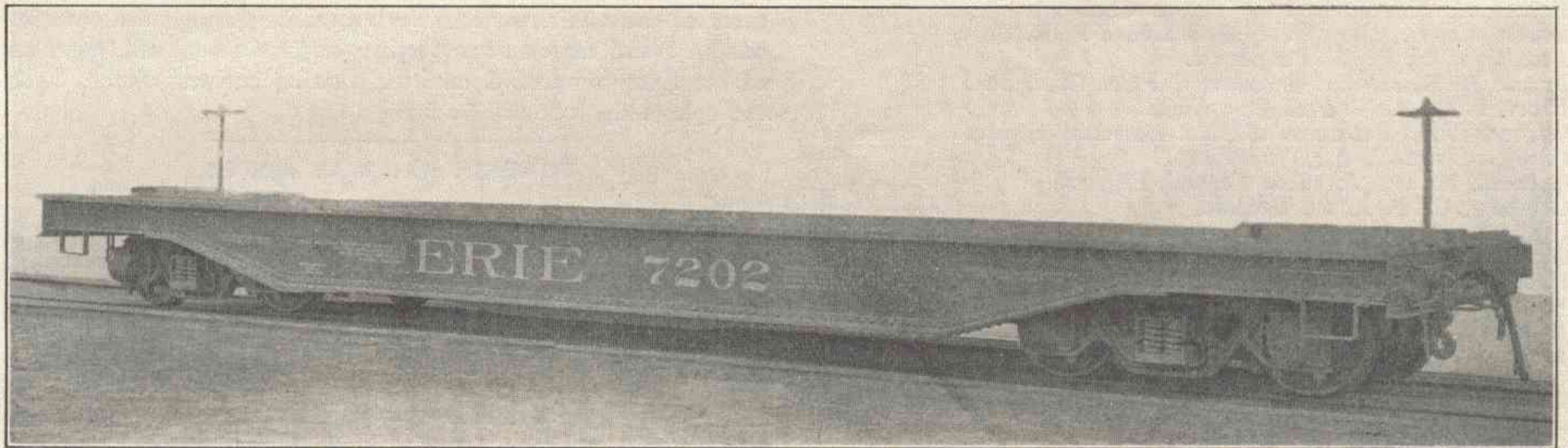
Elevation and Plan of 75-Ton Well Car.

reinforced at the top by a 4 in. x 3 in. x $\frac{9}{16}$ in. angle and a $\frac{7}{16}$ in. cover plate, which is also secured to the side sill inside top angle. The bottom of the side girder is reinforced by 4 in. x 3 in. x $\frac{5}{8}$ in. angles which are secured to the inside of the web plate. The draft sills consist of two 12-in., 25-lb. steel channels and extend from the end sill through the bolster to the crosstie, and a 15-in., 33-lb. channel is used for the end sill. The body bolster is built up of a $\frac{3}{4}$ -in. web plate with 7 in. x $3\frac{1}{2}$ in. x $\frac{9}{16}$ in. angles at the top and bottom and on both sides of the web, with top and bottom cover plates. Two diagonal braces consisting of two 8-in. 13.75-lb. channels placed back to back extend between the crosstie and the well end member. They are tied to the well end member and to the crosstie by gusset plates. The well end member is a 10-in., 15-lb. channel.

The well cover is made up of a 10-in., 25-lb. I-beam center

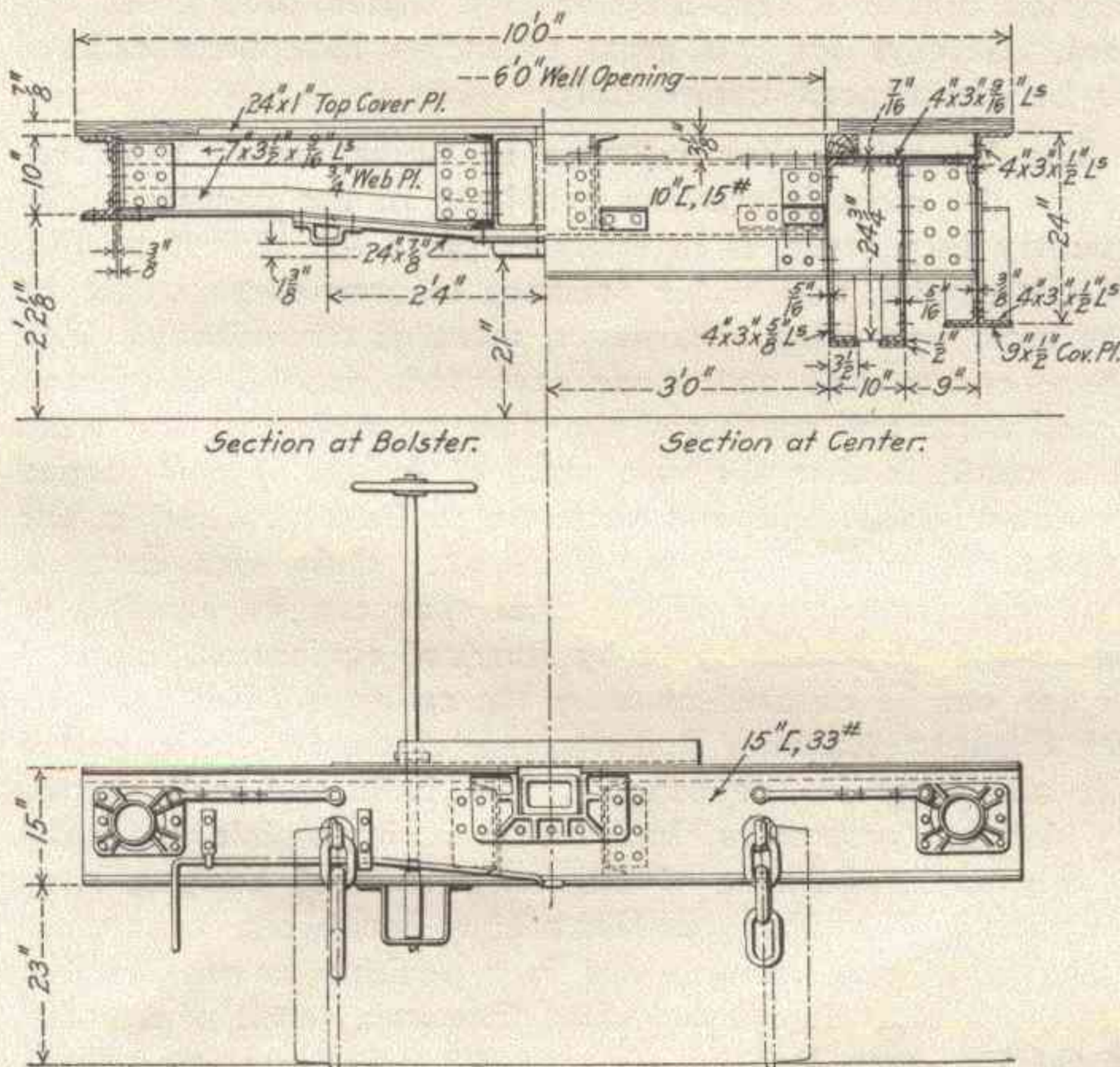
M. C. B. REGISTRATION.

- Appler, A. B., M. E., Dela. & Hudson Co., Marlborough-Blenheim.
- Barry, J. J., M. M., Norfolk & Western R. R., Raymond.
- Bawden, Wm., Wiggins Ferry Co., Watkins.
- Cartwright David J., Elec. Engr., Lehigh Valley Ry.
- Connor, J. T., M. C. B., 816 Sanjacinto St.
- Dow, Geo. N., G. M. I., L. S. & M. S. Ry., Chalfonte.
- Gibbs, A. W., C. M. E., Penna. R. R., Chelsea.
- Gray, G. M., S. M. P., Bessemer & Lake Erie R. R.
- Grewe, H. F., Wabash, Pittsburgh Terminal Ry., Richmond.
- Grove P. L., A. E. M. P., Penna. R. R. Co., Chalfonte.
- Hayward H. S., Consulting Engr., West Jersey Sea Shore R. R., Chalfonte.
- Henry, J. M., M. M., Penna. R. R., Chalfonte.
- Jansen, E. W., Elec. Engr., Ill. Central R. R., Dennis.
- Keiser, C. B., M. M., Penna. R. R. (Penna. Term. & Tunnel Div.), Traymore.



75-Ton Well Car; Erie Railroad.

member secured by $\frac{1}{4}$ in. steel plate straps to two $\frac{3}{12}$ in. x 3 in. x $\frac{3}{8}$ in. angle side members. The flooring on the well cover and on the car is of wood. Among the specialties applied to these cars are the Miner friction draft gear,



Underframe Sections of 75-Ton Well Car.

the Sharon couplers and the New York air brake. The trucks upon which the cars are mounted are equipped with the Andrews cast steel side frames and bolster and have a capacity of 150,000 lbs.

- Kendig, R. R., C. M. E., N. Y. Cen. Lines, Marlborough-Blenheim.
- Knox, W. J., M. E., Buff., Roch. & Pitts. Ry.
- Libby, J. E., Swift Refr. Transit Co., Traymore.
- Meloy, H. C., Chief Electrician, L. S. & M. S. Ry., Traymore.
- Mengel, John C., M. M., Penna. R. R. Co., Chalfonte.
- Meredith, H. P., Penna. R. R., Chalfonte.
- Monfee, A. J., S. M., B. S. R. R., Young's.
- Nelson, E. D., Penna. R. R. Co., Strand.
- Ott, William B., Asst. Engr. M. P., Penna. R. R. Co., Chalfonte.
- Parks, R. H., M. C. B., Merchants' Despatch Transportation Co., Chalfonte.
- Shoemaker, C. A., German-American Car Lines, Haddon Hall.
- Smith, Benjamin T., Gen'l Foreman, W. J. & S. S. R. R.
- Smith, Henry J., Gen'l Car Insp., D. L. & W. R., Monticello.
- Spoor, C. E., M. C. B., Buffalo & Susquehanna R. R., Haddon Hall.
- Stillwagon, Geo. W., M. C. B., Pitts., Shawmut & Northern Ry., Lexington.
- Thomas F. H., V. P. & Gen. Mgr., Bellefont Central R. R., Craig Hall.
- Vincent, M. M., G. M., National Car Lines, Traymore.
- Walsh, F. J., M. M., Chesapeake & Ohio Ry., Marlborough-Blenheim.

M. C. B. GUESTS.

- Adams, J. W., B. & O., Lexington.
- Albers, L. H., Supr. Air Brake, N. Y. Central, Francis.
- Allcroft, A. E., Clk. Pur. Dept., Penna. Lines West, 12 South Arkansas Ave.
- Anderson, J. B., Penna. R. R., Pgh. Div., Runnymede.
- Andrewcetti, Joseph Asst. Elec. Eng., C. & N. W., Dennis.
- Baker, G. T., Foreman Car Shops, P. R. R., Worthington.
- Barrett, W. M., Adams Ex. Co., Marlborough-Blenheim.
- Bates, R., West Jersey & Seashore R. R. Co.
- Best, J. I., Ch. Clerk Motive Power Dept., P. & R., Dennis.
- Blackburn, R., Erie.
- Bloxham, Chas. M., Union Tank Line, Cheltenham Revere.
- Posworth, W. M., M. E., Kansas City Southern, Raleigh.
- Brogan, J. P., D. L. & W., Schlitz.
- Bromley, Joseph, Supt. Safety Appli., Interstate Commerce Commission, Monticello.