

Solid Steel Passenger Train, Penn. R. R.

What is probably the largest steel passenger car equipment owned by any railroad in the world is that of the Pennsylvania Railroad, which, with the cars just completed and those in course of construction, has 630 all-steel passenger cars. With this large number of steel cars, the Pennsylvania Railroad is now to start the operation of all-steel passenger trains on some of its lines of densest traffic. On August 12, 1906, the Pennsylvania Railroad announced that all future passenger equipment would be built of steel. In planning the cars and establishing the standards, which are now copied in all Pennsylvania passenger cars, no expense has been spared by the company to build a coach which should provide the greatest possible strength, a steel framing which could not be affected by fire, an inside lining which should be absolutely unburnable, and, at the same time, one that would not conduct heat or sound.

The Pennsylvania Railroad in November, 1906, ordered 100 all-steel passenger cars. Since that time additional orders have been placed and there are now in service on the company's lines 245 coaches, 10 dining cars, 21 combination passenger and baggage cars, 29 baggage cars, 18 postal cars, and one company car; a total of 324 cars. In course of construction there are 140 coaches, 34 dining cars, 48 combination passenger and baggage cars, 4 baggage cars, 42 postal cars, 27 mail storage cars, and 11 baggage and mail cars.

The Pullman Co., at the instance of the Pennsylvania Railroad, has for the past four years been at work designing all-

nary wear and tear in fair service, so that defect cards will not be required for any defects thus arising. Railways handling cars are responsible for damage done to any car by unfair usage, derailment, or accident, and for improper repairs made by them, and they must make proper repairs at their own expense, or issue defect card covering all such damage or improper repairs. All inspection of freight cars for interchange will be made in accordance with the following rules:

Rule 1. Each railway company shall give to foreign cars while on its line, the same care as to oiling, packing, inspection, and adjusting brakes, that it gives to its own cars.

Rule 2. No car must be offered in interchange unless safety appliances are in good serviceable condition and car is safe to go to the receiving line's repair or transfer track.

Rule 3. Loaded cars must be accepted in interchange, if safe to go to the repair or transfer track of the receiving line. Receiving line to run, repair or transfer. If repairs are made and chargeable to owners, they will so charge; if the defects are such the delivering line is responsible, a defect card shall be given against the delivering line; if transfer is necessary the receiving line will transfer at its own expense.

(This rule was adopted with an amendment by Mr. Trapnell as follows: "Loaded cars must be accepted in interchange. Receiving line to run repair or transfer, and if repairs are made and are chargeable to owners, so charge. If defects occur, for which the delivering company is responsible, a defect card shall be given against the delivering line.")

Rule 4. Empty cars must be accepted in interchange, if they



First Solid Steel Passenger Train, P. R. R.

steel parlor and sleeping cars. Some 500 such cars are shortly to be completed and placed in service. With the all-steel passenger equipment now in service or on order, and some all-steel cars to be ordered on the 1910 passenger equipment program, the Pennsylvania Railroad will in a short time have in service about 900 of its own steel passenger cars and steel Pullman cars.

Executive Committee Meeting, C. J. C. I. & C. F. Assn.

The executive committee of the Chief Joint Car Inspectors' and Car Foremen's Association met at the Congress Hotel, Chicago, February 18, for the purpose of recommending a revision of the M. C. B. rules. Those present were the following: H. Boutet, Cincinnati, Ohio; F. C. Schultz, Chicago, Ill.; A. Berg, Erie, Pa.; W. J. Stoll, Toledo, O.; C. S. Shearman, Chicago, Ill.; J. Constant, Chicago, Ill.; M. F. Covert, Chicago, Ill.; L. F. Wilson, editor Railway Master Mechanic, Chicago, Ill.; F. W. Trapnell, Kansas City, Mo.; Edw. Pendleton, Alton, Ill.; P. A. Martin, Chicago, Ill.; F. M. Lucore, Chicago, Ill.; T. J. O'Donnell, Buffalo, N. Y.; W. R. McMunn, Albany, N. Y.; H. LaRue, Chicago, Ill.

The meeting was called to order by President Boutet, in absence of chairman, and in the absence of the secretary, S. Skidmore, Wm. R. McMunn acted as secretary.

The recommendations resultant are as follows:

Preface.

These rules make car owners responsible for, and therefore chargeable with, the repairs to their cars necessitated by ordi-

do not require more than ten hours' labor of two men to put them in condition to load. Repairs to be charged to owners, if owners' defects; defect cards to be given if the defects are chargeable to the delivering line. In case empty cars are rejected by the receiving road and returned to the delivering company, all the defects objected to must be designated on a return card 3½ by 8 ins. of the following form, filled in with ink or black indelible pencil, and placed on the car adjacent to the destination card.

Rule 6. Defect cards shall not be required for defects for which owners are responsible, neither shall they be required for improper repairs that are not made by the delivering line, except wooden brake beams in place of metal brake beams, and car is so stencilled "stem in place of pocket coupler."

Rule 7. If a car has defects for which the owners are not responsible, but do not render it unsafe to run, nor unsafe to trainmen, nor to any lading suitable to the car, the receiving road may require that a defect card be securely attached to the car with four tacks, preferably on the outside face of intermediate sill, between cross-tie timbers, on wooden cars; and on steel cars to cardboard located on cross-tie under car on inside of side sill at the end of car.

Rule 8. Duplicate defect cards shall be furnished for lost or illegible cards.

Defects for Which the Delivering Line is Responsible.

Rule 9. Flat siding; if the spot caused by sliding is 2½ ins. or over in length. (Care should be taken to distinguish this defect from worn through chill.)

Rule 10. Cars stencilled steel wheels and found with cast wheels.