MAY MEETING

Tuesday, May 1st

ANNUAL MEETING OF THE SECTION
ELECTION OF OFFICERS

and

A Timely Paper on the Subject of RAIL CARS, Now Attracting Wide Attention Among Automotive Engineers, Entitled:

LIGHT WEIGHT AND HIGH SPEED
PASSENGER TRAIN DEVELOPMENT

by

M. P. WINTHER,
Rail Car Engineer, Pullman Car Manufacturing Corp.

HOTEL SHERMAN — LOUIS XVI ROOM
DINNER—6:45 o'clock P. M.
(Tickets $1.25)
MEETING—8:00 o'clock P. M.

The Members of
THE TRAFFIC CLUB OF CHICAGO
have been invited to attend this dinner and meeting.
Butane, Hesselman Engine, Discussed at April Meeting

A comprehensive and instructive analysis of the relative merits of butane vs gasoline as transport fuels, by Dr. D. P. Barnard IV, assistant director of research of the Standard Oil Co. (Indiana), and an equally interesting and authoritative paper on the Hesselman engine, by Mr. A. W. Pope, research engineer of the Waukesha Motor Co., were the two treats served up to the 162 Section members and their guests who attended the April meeting of the Chicago Section.

Dr. Barnard in his presentation went at length into the relative compositions of gasoline and butane, comparing their respective analyses as fuels for internal combustion engines, and pointing out some of the more important alterations in equipment and operating methods necessary in changing over from one type of fuel to the other.

His conclusions held out little or no prospect of the successful use of butane as a substitute for gasoline as a transport fuel—in the Middle West, at least.

Mr. Pope's paper emphasized, among other things, the fact that the Hesselman engine represents the attempt of a Diesel designer to overcome problems encountered in high-speed, high-pressure Diesel engines, rather than the attempt of a carburetor engine designer to make a low-pressure engine handle Diesel fuels; and covered in detail the background, mechanical construction and operation features.

Joint discussion of both papers was general, and was closed by an interesting and instructive summary, by Mr. J. R. MacGregor, research engineer for the Standard Oil Co. of California, of experience on the Pacific coast with the use of butane in the transport field.

A brief business session preceded the presentation of the scheduled papers, during the course of which—on motion of Mr. J. S. Erskine—the Secretary was instructed to write a letter of appreciation on the appointment of Mr. Edw. F. Lowe as Assistant General Manager of the Society; and the Chairman made announcement of the S. A. E. National Tractor and Industrial Power Equipment Meeting scheduled to be held at Milwaukee, Wisconsin, on April 18th.
Final Meeting of Season to Discuss Rail Cars

No automotive, transportation or traffic engineer who is within attendance distance of the Hotel Sherman on Tuesday, May 1st, should miss hearing the Rail Car paper scheduled for presentation at the S. A. E. Section meeting on the evening of that date.

A recognized authority on the subject—Mr. M. P. Winther, Rail Car Engineer for the Pullman Car Mfg. Corp.—will present the whole story, from start to finish, of the development of the new high speed streamlined railway train; and Mr. E. E. Adams, Vice-President of the Union Pacific Railroad as well as of the Pullman company, has promised that, if his other duties permit, he will be present to lead the discussion.

Automotive engineers will learn that already rail-car requirements have shown up many limitations in present automotive design, and demonstrated the necessity in the automotive field for fresh development and research work to meet railroad demands; traffic and transportation engineers will get a new perspective on the much-discussed problem of the co-ordination of facilities in the general transportation field; the operating engineer will find many implications as to how the new development will affect both bus and truck activity as now organized; and so much of the design affects the industry as potential suppliers that every member interested in design and manufacture will find something of value in this paper.

The paper marks, so far as is known, the first appearance before any Section of the S. A. E. of so complete a presentation of this much-discussed development.

WHO'S WHO IN THE CHICAGO SECTION

A. W. SCARRATT

A. W. Scarratt was born in St. Paul, Minn., and received his education in the public schools and Mechanic Arts High School in that city, and the University of Minnesota at Minneapolis.

In 1905 he entered the Mechanical department of the Twin City Transit Co. as a designer, where he remained for 4½ years, during which time he designed a fleet of express boats operated in conjunction with an interurban line connecting Minneapolis and Lake Harriet. He later transferred to the power and electrical department in connection with power house and substation design. After 2½ years he became assistant to the mechanical superintendent in charge of construction of rolling stock.

In 1913 Mr. Scarratt joined the engineering department of Minneapolis Steel & Machinery Co. as a designer in the tractor division, later taking charge of this activity and of all mechanical engineering carried on jointly in conjunction with the structural engineering division. He entered the tractor business during the days of the heavy type gas tractor, but was one of the pioneers who contributed much to the advancement of tractor design through the creation of the unit construction, cast frame type machines. During his connection with this company he was responsible for the development of a complete line of industrial engines of the Twin City trucks and motor busses.

In 1925-6 he was in charge of the development of a gasoline-propelled railway train, a paper on which was presented before the Chicago Section, S.A.E.

Later in 1926 Mr. Scarratt resigned his position in Minneapolis to become Ass't Chief Engineer of Hyatt Roller Bearing Co., and in 1927 he was appointed Chief Engineer.

Later in 1927 he became Chief Engineer of Motor Trucks and Coaches of the International Harvester Co., which position he continues to hold.

Mr. Scarratt was one of the organizers of the Society of Tractor Engineers at Minneapolis, which affiliated with the S. A. E. in 1917, becoming the Minneapolis Section. He has held the offices of Secretary, Vice-Chairman and Chairman of the Minneapolis Section; has been a Counselor and Vice-President of Tractor Engineers of the S. A. E., and has served on many committees devoted to tractor problems and, since his later activity, has been an active member of several committees considering motor coach and motor truck problems.

He lives in Kenilworth.

JUST TO REMIND YOU---

That your ballot for Section Officers for the season of 1934-1935 must be received by or before May 1st.

If you have not already mailed it, please send it in at once.
Nominations for Section Officers

According to a circular which, it is understood, has been widely distributed to members of the Chicago Section, there is some thought among some Section members that the subject of transportation might well be given greater consideration in the Section's schedule of activities; and a ballot accompanying the circular would appear as intended to present to the consideration of members of the Section—as one means of accomplishing the suggested purpose—a list of candidates for Section officers other than those submitted by the regular nominating committee.

It is to be regretted that the somewhat irregular method adopted to bring the matter before the attention of the Section membership precludes the possibility of official recognition; but for the guidance of members who in the future may desire to nominate candidates for Section officers in addition to those nominated by the regular nominating committee, the proper procedure as established by the by-laws is given, as follows:

"SB-12. An additional ticket bearing the signatures of at least 12 members in good standing, who are not candidates on said additional ticket, may be filed with the secretary of the Section not less than 20 days before the annual election. The ticket thus presented by an additional nominating committee shall be forwarded by the secretary to all Section members in good standing not less than 10 days prior to the annual election, and shall bear the names of the members of this additional nominating committee. The canvas of the ballots cast for nominees of the additional nominating committee shall be in the same manner as provided for in the case of the regular nominees."

Welcome!

The Chicago Section extends a most cordial greeting to four new members:

Mr. Larabee C. Shinn, 633 North Grove Ave., Oak Park, Ill. Trans. from Chillicothe, O.

Mr. Clifford E. Johnson, 757 Delaware St., Gary, Ind. 3/21/34.

Mr. Raymond R. Sodomka, R. R. 1, Gary, Ind. 3/21/34.

Mr. Jas. L. Harris, Mack International Truck Co., 3300 Wentworth Ave., Chicago. Trans. from St. Louis, Mo.

Here's hoping we may see them frequently at the Section's meetings!

Don't Forget

• • • Reserve Members can now come back into good standing in the Society by payment of

ONE HALF YEAR'S DUES

This Council action is good for a limited time only—so act without delay!