# MASTER BOILER MAKERS ASSOCIATION. OFFICIAL REPORTS PREPARED BY COMMITTEES FOR THE THIRTEENTH ANNUAL CONVENTION

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 $\label{lem:makers} \mbox{ Master Boiler Makers Association. Official reports prepared by committees for the Thirteenth annual convention by \mbox{ Various}$ 

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### **VARIOUS**

# MASTER BOILER MAKERS ASSOCIATION. OFFICIAL REPORTS PREPARED BY COMMITTEES FOR THE THIRTEENTH ANNUAL CONVENTION



# Master Boiler Makers Association

## OFFICIAL REPORTS PREPARED BY COMMITTEES

FOR THE

Thirteenth Annual Convention

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#### **OFFICERS ELECTED IN 1920**

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HARRY D. VOUGHT
26 Cortlandt St., New York City

TERASURER
W. H. LAUGHRIDGE
G. F. B. M., Hocking Valley R. R., 537 Linwood Ave., Columbus, O.

EXECUTIVE HOARD
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EDWARD J. REARDON, Secretary

ONE YEAR
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G. B. I., I. C. R. R., 4041 Ellis Ave., Chicago, Ill. JOHN HARTHILL G. F. B. M., N. Y. C. R. R., 14708 Cort Road, Cleveland, O.

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G. F. B. M., Eastern Region, Penn. System, Allegheny, Pa.
HARRY F. WELDIN
F. B. M., P. R. R., 3026 N. 15th St., Philadelphia, Pa.

B. J. REARDON
Dist. Insp., Loco. Boilers, I. C. C., 7112 Euclid Ave., Chicago, Ill.

THREE YEARS
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Trav. B. I., C. M. & St. P. R. R., Milwaukee, Wis.

GEORGE AUSTIN
G. B. I., A. T. & S. F. R. R., 6 Devon Apartments, Topeka, Kans.

#### PAST PRESIDENTS

#### (Before Consolidation)

THOMAS C. BEST	1904 Deceased
JOHN H. SMYTHE	1905
W. M. Wilson 1905-	1906
F. J. GRAVES	1902 Deceased
J. A. DOARNBERGER	1903
W. H. LAUGHRIDGE	1904
J. T. GOODWIN	1905
C. L. HRMPEL	1908

#### (After Consolidation)

GEORGE WAGSTAFF	1907-1908
P. J. CONRATE	1908-1909
A. E. Brown	1909-1910
A. N. Lucas	
G. W. BENNETT	1911-1912
M. O'CONNOR	1912-1913
T. W. LOWE	1913-1914
J. T. JOHNSTON	1914-1915
Andrew S. Greene	1915-1916
DANIEL A. LUCAS	1916-1919
TOUN B TATE	1010_1020

### In Memoriam

BENJAMIN F. SARVER Died July 23, 1920

J. B. BEST Died February 28, 1920

JOHN T. NEARY Died March 12, 1921



#### Reports Prepared for Thirteenth Annual Convention

Financial stress and serious business conditions on the railroads having for obvious reasons made it desirable to cancel the convention which was to have been held at St. Louis on May 23 to 26, 1921, the Executive Committee has authorized this publication of the reports of committees on subjects prepared and filed for the occasion, in place of the Official Proceedings which would otherwise have been issued.

The object is to afford members ample opportunity to study the reports and be prepared to discuss them at the next convention.

Also to make any recommendations suggested to their minds that will be of assistance to the chairmen in the event that they deem it desirable to revise or amplify their reports for the 1922 convention.

Such recommendations should be sent in writing to the chairman of each committee whose address is shown with each report and will also be found in the revised list of members of the Association that is included in this book for the information of all concerned.

> CHARLES P. PATRICK, President, JOHN F. RAPS, Chairman, Executive Board, HARRY D. VOUGHT, Secretary.

#### Report of Special Committee on Investigation of Autogenous Welding

THOMAS F. POWERS, System General Poreman, Chicago & Northwestern Railroad, 1129 South Clarence Avenue, Oak Park, Ill., Chairman.

man.

JOHN F. RAPS

JOHN HARTHILL

C. E. Elkins H. J. Wandberg

W. J. MURPHY

The purpose of this special committee was to investigate autogenous welding by personal observation owing to conflicting reports by different members on the floor of our conventions. At first, we were under the impression that we should join our investigation with the committee of the American Welding Society and the Standard Boiler Code Committee of the American Society of Mechanical Engineers. After due consideration, it was our conclusion that the object of the three committees was along different lines and your committee decided to ascertain, by actual investigation, the results obtained from autogenous welding.

Your committee has visited at least one shop on more than 25 railroads and as many as eight shops and roundhouses were visited on some of the railroads.

We found that autogenous welding for firebox repairs is used by every railroad visited and in most cases successfully. We do not believe that it is necessary to go into detail as to what is being done on the various roads by autogenous welding, other than to say that we found complete firebox with no rivets above the mud ring, patches collar patches around fire holes, corner patches, one-half and full side