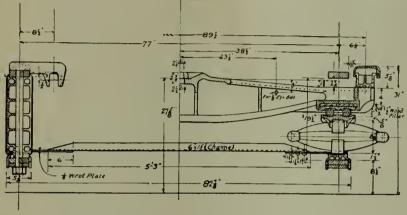
and instead of "unrest" with piece work, you will find very near all rest without it.

Schedules covering the principal standard parts should not only never be changed, but should (I predict some day soon, will) become universal among railroads. So far as my experience and observations go (with the exception of contract shops) it is not my understanding that standard railroads are in the habit of frequently changing schedules, this being admitted, every objection



CROSS SECTION OF LOCOMOTIVE TENDER TRUCK-C. B. & Q. RY.

and disadvantage is chargeable to supervision which at all times is easily accessible and subject to remedy in the way of improvement by the management. Sufficiently improved facilities (while not an absolute necessity in every instance) is unquestionably a great advantage, greater to the employer than the employe as I see the system.

It must be understood also, on this question of facilities, that there are splendid possibilities for the supervisor to do some extensive creating in the direction of numerous advantages, provided, as already observed, the necessary energetic organizing ability exists.

The last paragraph of your editorial is quite true. While there are two sides to the question, I think there can be only one so far as to where the responsibility lies when failure is apparent.

From a railroad standpoint the most decisive advantage to the system appears in the fact that its successful operation unquestionably denotes thorough organization, clean, fair, broad, honest and unselfish from the top to the bottom.

The method offers some genuine surprises in the way of advanced possibilities towards improvements.

The door of opportunity for economy is, unfortunately no wider than the door of failure, but the supervisor must be able to see the former and enter therein, or waste and increased expense will result.

Success hangs on harmony, ability, discipline and organization alone. Day work is ability's worst enemy, piece work, its best friend. Seniority in preference to merit in connection with either method, when apparent in railroad activity, is the mistake of the times as well as injustice to the public.

Piece work will promptly demonstrate its superiority under proper supervision and without this factor it will hastily retire from the field. The system I think will develop fully 40 per cent more expert mechanical ability in the employe than day work and given a supervisor with organizing ability, both will find details and experience are twin brothers. Knowledge of the former, is acquired through the latter; therefore, technicality in possession of either, is invincible and rarely knows failure.

This combination in charge of piece work, not only make duty, a love and pleasure, but transforms labor into recreation and play, carrying easily some 40 per cent more solid results than day work.

Yours truly,

D. T. TAYLOR.

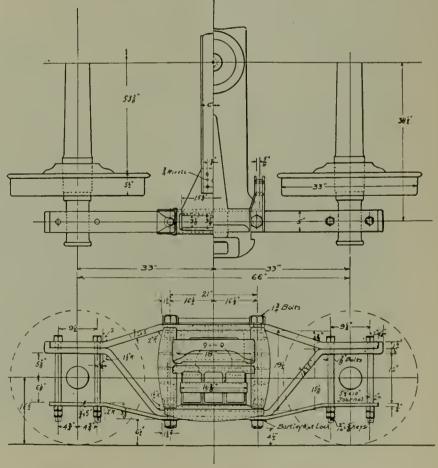
St. Louis, Mo.

## Locomotive Tender Truck C. B. & Q. Ry.

THE Chicago, Burlington & Quincy Railway is using a truck under the tenders of their heavy engines which combine a number of desirable features. By referring to the illustrations it will be observed that the truck is of the arch-bar type, but instead of the usual rigid connection between the side frames, a spring plank is substituted which fits into a recess over each spring pocket. The spring plank is held in position by the weight on the truck, and as the tender springs are at *A* ays under compression there is no chance for the plank to become dislodged when passing over frogs, etc.

By this construction greater flexibility is obtained with a more even distribution of service strains and shocks throughout the different parts of the truck. It is possible to dismantle the truck in a much shorter time than the usual design and repairs are made with equal facility.

The truck bolster is of cast steel, and in order to pro-



PLAN AND SIDE ELEVATION OF LOCOMOTIVE TENDER TRUCK-C. B. & Q. RY.