

threads for screws, bolts and nuts and the fear of many manufacturers that standardization would affect their repair business.

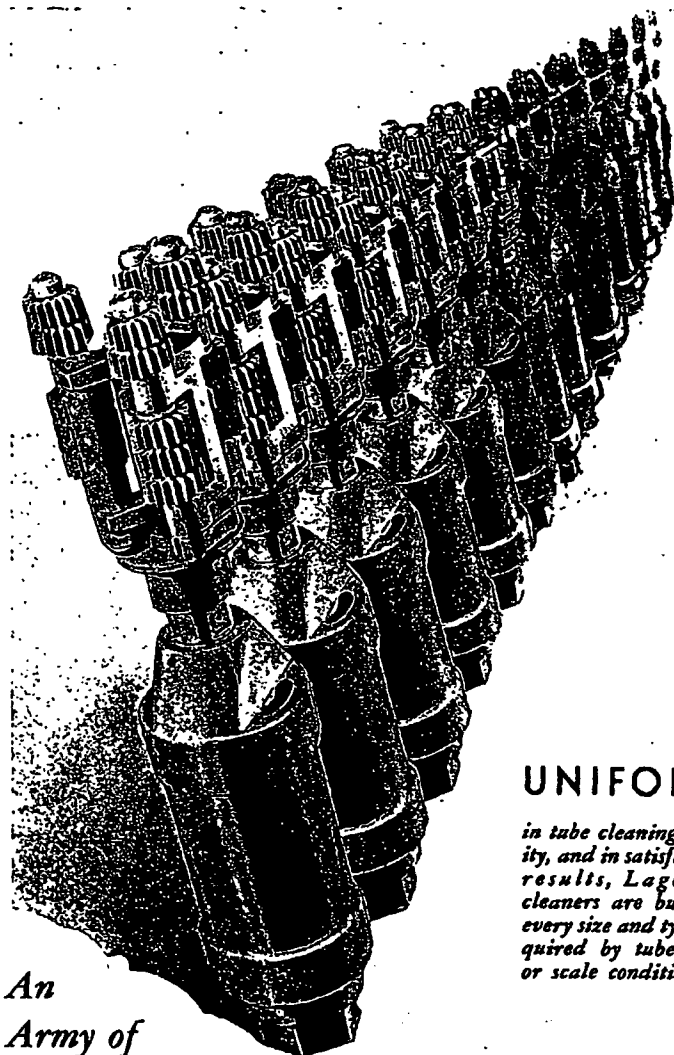
Getting down to engines, he mentions a difficulty which even to this day has not altogether been eliminated, and that is the bringing together of the generator and the engine. Engine-type generators, to this day, do not have standard mounting dimensions or shaft diameters, — a difficulty which, however, does not concern the plant which makes both engine and generator.

Mr. Sweet advocated standard shaft sizes and two styles of bases and it was indicated by his talk that there were two types of dynamos: one split vertically, such as Westinghouse, Jenney, Triumph, etc., and another type as built by General Electric, Crocker-Wheeler, Eddy, etc. He wanted to see the dimensions for the field seats, height below shaft centers, width between limit lines, etc., agreed upon by the dynamo builders. He mentioned further that the dynamo builders would be very glad to cooperate and that it was up to the engine builders to re-design their bases and to lead the way.

Cooperation of this kind would, he said, eliminate the carrying of many expensive patterns and castings and oftentimes very materially decrease time of delivery.

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Despite Mr. Sweet's efforts to maintain this Association, it did not last a year; there were certain individuals who did not like their competitors to help them run their businesses, and after several obvious examples of individualism, the Association broke up in confusion. Another effort to function was made in 1907, but this was even more short-lived than its predecessor.



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