

GOODALL "A-400"

SPIRAL . . . COIL . . . RING

High quality asbestos piston packing for all steam, gas and oil conditions. The closely woven asbestos is treated with an efficient heat-resisting compound. Extreme durability and resilience result from the method used in laying up the center section block and applying the rubber cushion. Finished lubricated, with exterior coating of graphite.

When ordering, please specify diameter of rod, inside diameter of stuffing box, or number of rings for required depth.

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FACTORY—TRENTON, N. J.

GOODALL RUBBER CO. OF TEXAS
Established 1870

Power News

(*Continued from page 130*)

DEMA States Proble Of Diesel Research

After a series of conferences with de of accredited engineering schools of country, the Diesel Engine Manufact Assn granted the deans' request fo summary of diesel engine research pr lems. Titled *Suggested Research Pro of the Diesel Industry*, the summary the form of a 10-page report. Topic ered include combustion, injection sys fuels, lubrication, heat transfer, tem ture, metallurgy, instrumentation, ex and intake systems, pressure charging torsional vibration.

The report was drawn up by the e tional committee, but preliminary draf the text were first submitted to all d engine builders in the U. S., whose cri comments were invited. Gordon Lefe president of Cooper-Bessemer Corp is ch man of this committee. Vice-chairman F H Kilberry, president of Atlas Impe Diesel Engine Co. W E Wechter, manag engine sales div of Worthington Pump Machinery Corp, did the final editing.

Other members of the educational c mittee are John W Anderson, chief eng diesel engine div, American Locomo tive Co; Paul J Every, mgr sales pro tion, Baldwin Locomotive Works; Charl E Beck, sales mgr, Busch-Sulzer Bro Diesel Engine Co; T C Webb, Clark Br Co; Roy A Hundley, chief engr, Ea prise Engine & Foundry Co; Henry J. R bour, mgr, sales promotion, Fairban Morse & Co; George Mueller, researc engr, General Machinery Corp; T. T. Guarniere, supervisor, school training, D troit diesel-engine div, General Motor Corp; L V Armstrong, asst mgr diesel gas-engine dept, Ingersoll-Rand Co; W A Parrish, exec engr, National Supply Co Roland W Bayerlein, sales mgr, heavy chinery div, Nordberg Mfg Co; and Geo J Rathbun, pres, Rathbun-Jones Engr. Co.

British Power in Wartim

The total quantity of electricity ge ated in public supply stations in Great Britain in 1944 was 38.3 billion kwhr, compared with 37.0 billion in 1943. The crease since 1939 was 45.2%. This inform tion was released in the 17th Annual Re port of Britain's Central Electricity Boa

At the end of 1944, the national g comprised 5142 miles of transmission li most of which were operated at 132 kv. According to the report, this grid pro vided great flexibility for factory instal tion in wartime. At the end of 1944 the capacity of the 141 stations serving the grid was 11,254,081 kw. War made cost per kwhr in 1944 double that for

The major source of war damage to t mission lines was from barrage balloo that broke loose in Northwest Englan and drifted over the whole length of country before disappearing out to

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