

Speaking of power

personal slants on doings of
interest to power men—some significant, some just odd

This winter's oil outlook is good for users, not so good for producers. Stocks of crude and products are at record levels—so high, in fact, that some states have put limits on production and refiners are cutting runs to skills. Unless such cutbacks and heavy winter demands bite deep into stocks, lower prices are likely. In any case, there's no need to fear even local shortages.

Moose-locomotive collisions became so frequent after diesels went into service in the wilder sections of Canada that scientists were asked to investigate. The answer, proved simple enough—moan of the diesel's horn sounds enough like a moose mating call to bring lovesick moose crashing into the engine.

Is your plant fire-safe? Disastrous fire at General Motors' modern transmission plant at Livonia, Mich., started a lot of self-questioning. Some big lessons from GM's experience: (1) Don't pin too much faith on apparently fireproof construction. (2) Make sure your plant-protection people are ready for an emergency. (3) Call in outside help promptly and train your fire forces to work closely with those of your community. (4) If your plant is a sprawling under-one-roof giant, give thought to dividing it into fireproof compartments.

A new fire-resistant paint was announced by a leading maker shortly after GM's fire. It's a water-reducible high-gloss enamel that will char under a blowtorch but won't burn. Using water avoids hazards of normal, highly flammable thinners.

U. S. generating capacity has passed the 100-million kw mark, according to Federal Power Commission. Big factor in boosting this total for utilities and industrials is the nearly 3-million kw added by utilities in first half of 1953.

Novel engineering ideas keep popping from the fertile brain of R G LeTourneau, dynamic pioneer in the earth-moving field. His latest is a rubber-tired freight train for rough, undeveloped country. The "locomotive" is a giant truck carrying a diesel-electric plant. Hitched to the locomotive are freight cars each having four powered wheels. Within the hubs of the heavily tired wheels are electric motors drawing juice from the locomotive power plant. The traction so gained permits the Tournatrain to climb steeper grades than an automobile.

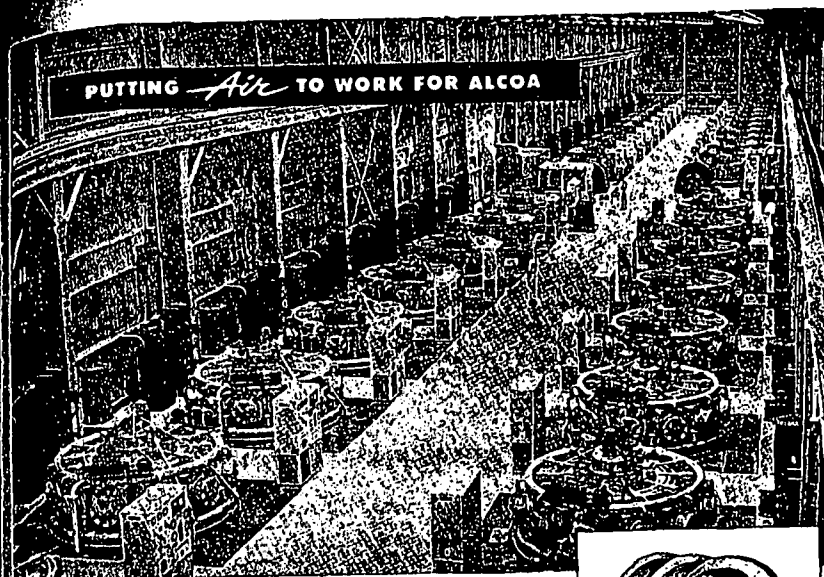
An ingenious automatic steering system causes each car to follow exactly the path of the locomotive. If, for example, the locomotive makes a sharp turn, each car will come up to the same place and make an identical turn.

A new "Big Inch" to empty at Newark, N. J. is on the cards. Defense officials favor it to assure the East of supplies in event of war. Talks with prospective pipeline companies are expected to begin soon.

Heard a little jingle the other day that stuck in my memory. It goes like this:
The man who knows how will always have work
But the man who knows why will supervise the jerk
Not much as poetry—in fact, rather crude—but it makes a pile of sense.

Lois Rowley

PUTTING Air TO WORK FOR ALCOA



These huge natural gas engines, about 40 to a room, drive the generators, furnishing all the electricity used by Alcoa to produce 170,000,000 pounds of aluminum in this plant yearly.

800 BOXCARS OF AIR KEEP GENERATORS AT PEAK EFFICIENCY

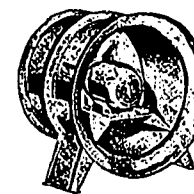
Down at Point Comfort, Texas, a new kind of power plant was built a few years ago. 120 engines, running on natural gas, drive huge electric generators. Their job: to supply the current to smelt defense-needed aluminum. One of the biggest problems, though, was to keep the equipment running cool and thus at top efficiency.

120 Westinghouse Axiflo® fans did the trick. Each draws 12,000 cubic feet of air through the generators every minute, picking up the excess heat. Then the air is piped through concrete ducts and out exhaust stacks which line both sides of the building.

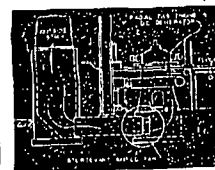
Now Alcoa has just expanded this power plant. They have installed 74

new engines—and Westinghouse has supplied 74 more Axiflos. All in all, the 194 fans will move over 2,300,000 cubic feet of cooling air through the generators every minute. That's enough air to fill a trainload of 800 boxcars!

One day—today or in the near future—you may have a problem that involves putting air to work. When you do, remember that Westinghouse has the most complete air conditioning, air cleaning and air handling line in the industry. See the new Catalog 600. It contains 60 fact-filled pages on products, uses, and helpful data. To get your free copy, just call your local Westinghouse-Sturtevant office. Or, write to Westinghouse Electric Corporation, Sturtevant Division, Hyde Park, Boston 36, Mass.



Axiflo Fans keep them cool. They're compact, efficient, and trouble-free. That's important for hard-to-get-at jobs.



Cooling air drawn through the engine generators picks up the intense heat, then safely exhausts it through individual stacks.

YOU CAN BE SURE...IF IT'S **Westinghouse**

AIR HANDLING