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**TURBINE INSTALLED**

Westinghouse-Parsons Engines in Engineering Laboratory

Instruction in steam turbine engineering at the Institute has kept abreast of the development of the art, ever since its important applications in manufacturing and transportation have been recognized. Within a year two things have been accomplished which have placed the work on a very satisfactory basis. The first of these is the rewriting of Professor Peabody's "Thermodynamics of the Steam Engine," including a chapter which places the computations for the steam turbine on the same plane as for all the other heat engines. His Tables of the Properties of Steam have also been recomputed and a table of temperature and entropies.

The second is the erection of a 500 kwatt Westinghouse-Parsons turbine in the engineering laboratories of the Institute. In the installation of a turbine of such power the Institute has adhered to its custom of making experiments on such a scale that results shall be of real value and some excellent information will soon be obtained, such as is at present only to be had from turbine builders.

The turbine just installed has a capacity of 500 K. W. and has three diameters of rotor. It is arranged so that either saturated or superheated steam may be used, the superheater having a capacity of 10,000 pounds of steam per hour at a pressure of 250 pounds per square inch, superheated 250 degrees Fahrenheit. The turbine is set on an I-beam foundation, thus leaving the space beneath it open. The floor is of cinder concrete, five inches thick, and stiffened at the points where the load is applied by the I-beams, resting on piers built in the sub-basement. Thus all the small piping and connections underneath are exposed.

The condenser is one of the latest designs of the Alberger Company, with steam entering at the bottom and hot water beneath the steam opening. The water for the condenser is drawn from a canal in the sub-basement connecting with the reservoirs in Pierce and Engineering A, and the condensed steam is discharged into tanks on scales and weighed.

A water brake designed by the Westinghouse Company acts as an absorber for the power. Over the turbine has been erected a two-trolley crane of six tons capacity.

In Steam Turbine Engineering a new option is offered which is in the hands of Professor Peabody, assisted by Mr. H. A. Everett and Mr. L. H. Sutton 1908. The new course has been offered to increase the time given to the options in Mechanical Engineering.

**CALLED TO WASHINGTON**

William Duncan Lynch 1904, has left Boston to assume the position of analytical chemist in the Department of Agriculture at Washington. Lynch paid special attention to organic chemistry while at Technology and since leaving has specialized in the analysis of food.

**NEW INNOVATION**

(Continued from page 1.)

24, Bridgewater Normal at Bridgewater; Wed., Oct. 28, Dean Academy at Franklin; Sat., Oct. 31, Lowell Textile at Lowell.

The sophomores have many good players among the candidates for the team, and the attendance is more regular than on any of the teams. Fifteen men turned out Saturday afternoon, and Coach Simons put them through some practice of kicking the ball and of falling on and recovering the pigskin.

**Relay**

The relay men are showing up in larger numbers than formerly, but the list of freshmen is still small compared to that of the sophomores.



H. S. BENSON  
Manager 1912 Relay

The 1911 aggregation have the advantage of showing such men as Salisbury, Dolke, Stevens, White, Gould, Cooley and Seligman to rely upon. All these men ran in last year's relay, when such fast time was made, and unless the freshmen develop wonderfully before November 6, they will surely be left half a lap behind.

**CROSS COUNTRY RUN**

On the hare and hounds run for the rest of the season the hounds will be divided into two squads. This plan was tried Saturday in the run at Waban. Thirty-two men were out

N. Ranschoff 1910 and H. G. Jenks 1911, laid a 4 1-2 mile trail through the woods and over the golf links. E. Jacobs 1910 and W. T. MacCreadie 1911 found the bags.

In the race for home, L. O. Mills 1910 got first place with P. D. White 1911, J. N. Stephenson 1909, C. L. Campbell 1909, E. Jacobs 1910, and V. V. Balhard following in the order named.

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