

SITE AND BUILDING, MASTER TRACK SCALE AND TEST CAR DEPOT, BUREAU OF STANDARDS

MARCH 17, 1926.—Committed to the Committee of the Whole House on the
state of the Union and ordered to be printed

Mr. ELLIOTT, from the Committee on Public Buildings and Grounds
submitted the following

REPORT

[To accompany H. R. 5359]

The Committee on Public Buildings and Grounds, to which was referred the bill (H. R. 5359) authorizing the purchase by the Secretary of Commerce of a site and the construction and equipment of a building thereon for use as a master track scale and test-car depot, and for other purposes, having duly considered the same, hereby make report of it to the House with an amendment, and with the recommendation that the bill as amended do pass.

Amend the bill as follows:

Page 2, strike out lines 3, 4, 5, 6, 7, 8, 9, 10, and 11.

The necessity for the passage of this bill is set forth in the following letter from the Acting Secretary of Commerce to the chairman of your committee:

DEPARTMENT OF COMMERCE,
Washington, December 22, 1925.

HON. RICHARD N. ELLIOTT,
Chairman Committee on Public Buildings and Grounds,
House of Representatives, Washington, D. C.

MY DEAR CONGRESSMAN: The Director of the Bureau of the Budget, with the authority of the President, has approved the request of this department for an appropriation to provide a site and the construction and equipment of a building for use as a master track-scale and test-car depot.

In view of the urgency of this request, I should like to call your attention to the facts in the case. A regular annual appropriation is made for the conduct and administration of the track scale-work, efficient track-scale test cars have been acquired, and very successful inspection work has been done in all the States of the Union, for State and local governments, and for the railroads and other industrial and commercial users of very large weighing equipment. Housing is still lacking for the master track scale procured for this service several years ago. This scale has not yet been installed, there being neither place nor funds for the purpose.

The proposed item will provide a moderate site centrally located, suitable housing, and the installation of the master scale for use in standardizing the bureau's traveling equipment, and also for the calibration of test cars maintained by railroads and industries for testing their scales and for the calibration of all heavy weights.

Obviously the bureau's standard track-scale-test equipment should be regularly inspected, restandardized, adjusted, and repaired to assure thoroughly dependable service. This is fundamental in all inspection service. With due provision in accordance with the item submitted, the Bureau of Standards of this department will be enabled to perform more efficiently the duties with which it is charged by law, and for which it is otherwise so well equipped.

This national service relates to scales of such size that only three States and no cities are equipped to test them. The Bureau of Standards meets as many requests as it is physically possible to meet under the conditions. The State governments and the railroads and other users of large scales request and appreciate this service, which is as general as it is fundamental, for it concerns the very basis of commercial transactions of production, transportation, sale, and purchase. Of the importance of the work there can be no question. The test cars travel from State to State and have already covered the entire Union. Since 1914-15, when the work began, the percentage of large scales acceptably passing the test has increased from 32 per cent to 65 per cent. Much of the work is the standardization of master scales by which the railroad test equipments themselves are in turn standardized.

With due provision in accordance with the item submitted with the approval of the President it is urged that this important work be placed upon a satisfactory basis for the efficient and effective conduct of large-scale standardization, a function with which the Bureau of Standards is charged by Congress.

Very truly yours,

J. WALTER DRAKE,
Acting Secretary of Commerce.

The Bureau of Standards already owns a master track scale, which was purchased, it is understood, in 1918 and which is now stored in the navy yard, but has never been able to install it on account of a lack of the necessary appropriation. The bureau has several cars which are sent around through the country to check the railroad and other heavy-duty scales. It has standards for small weights, but does not have any primary standard for this type of weighing, and it is essential that a building be provided in which to install this master track scale in order to determine the accuracy of other scales and test cars, including those of the bureau and of the railroads, without further delay.

In the hearing on this proposition it developed that since H. R. 5359 was introduced the Managers' Association of Railroads has held a meeting and passed a resolution indorsing the project and, in effect, stating that they would provide the land. It is understood that the association named two sites, one of which contains about an acre and is located in the railroad yards in Chicago, the assessed valuation of which is something over \$63,000.

This is one of three measures affecting the work of the Bureau of Standards which were approved by the Director of the Budget and the President some time ago, as shown by the following letter from the Director of the Budget:

BUREAU OF THE BUDGET,
Washington, D. C., January 18, 1924.

THE SECRETARY OF COMMERCE.

MY DEAR MR. SECRETARY: I have a letter from the Director of the Bureau of Standards, written by authority of the Acting Secretary of Commerce, requesting that he be advised as to whether or not certain legislation proposed by your department is in conflict with the financial program of the President. The drafts of legislation propose that authority be granted the Secretary of Commerce as follows:

1. To acquire a certain tract of land for the enlargement of the present site of the Bureau of Standards, at a cost not to exceed \$173,117.

2. To construct a suitable power-plant building for the Bureau of Standards, at a cost not to exceed \$200,000.

3. To acquire by purchase or gift a suitable site and construct thereon a building for a master track scale and test car depot and the installation therein of the master track scale, at a cost not to exceed \$50,000.

I have presented the matter to the President, who has instructed me to advise you that the legislation which you propose is not in conflict with his financial program, providing that the legislation pertaining to the power house and the master track scale will not involve the necessity of any appropriation either during this current or the next fiscal year.

I am returning all papers herewith.

Sincerely yours,

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H. M. LORD, *Director.*

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I have been very interested in your article on the importance of the physician in the treatment of the patient. It is a very important subject, and one that is often overlooked. The physician is the one who is responsible for the patient's health, and it is his duty to see that the patient receives the best possible care. This means that the physician must be up-to-date on the latest medical knowledge, and must be able to apply this knowledge in a practical way. It also means that the physician must be able to communicate with the patient, and to explain the treatment in a way that the patient can understand. This is a very difficult task, and one that requires a great deal of skill and experience. I am sure that you are a very capable physician, and that you will be able to do this job very well. I am sure that your patients will be very grateful for the care that you give them.

H. M. Jones, D.D.S.

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