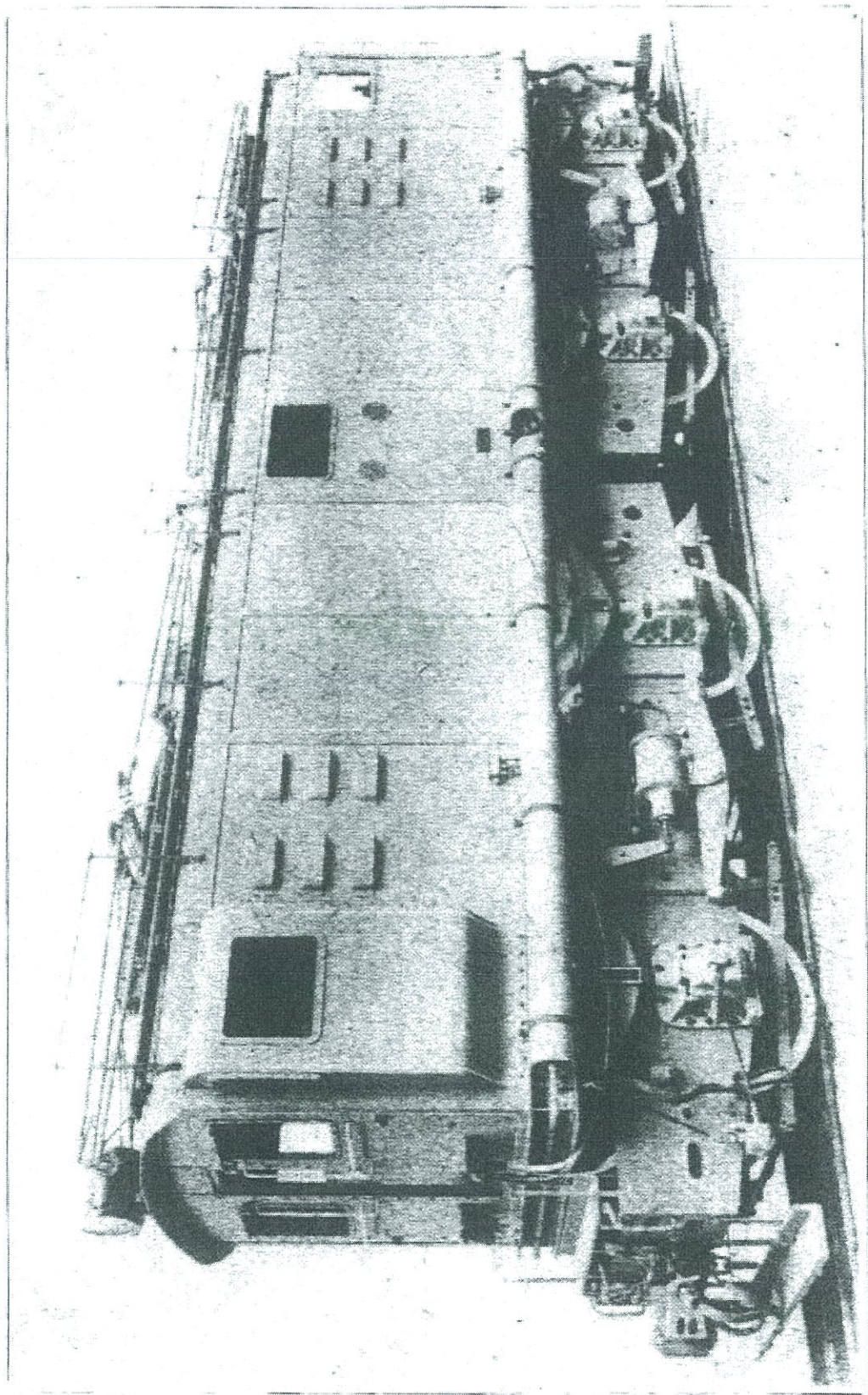


MONTREAL
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ELECTRIC'S



Electric Locomotive, Montreal Harbor Commission.

Electric Locomotives, Montreal Harbor Commission.

Canadian Railway and Marine World for May 1924 gave, on pg. 239, a preliminary description of the 4 electric locomotives ordered by the Montreal Harbor Commission for operation on its tracks at Montreal, and further particulars were given in our Dec. 1914 issue, pg. 593. Two of them have been delivered, and the other 2 will be delivered in the spring. Following are the chief features:

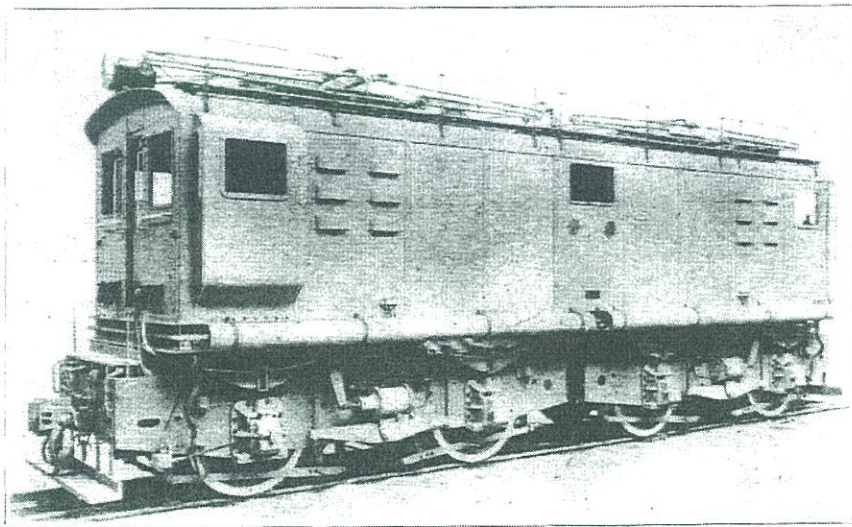
Line voltage	2,400 d.c.
Type	0-4-4-0
Track gauge	4 ft. 8½ in.
Total weight	100 tons
Weight per driving axle	25 tons
Driving wheel diam.	35 in.
Wheel base, total	28 ft.
rigid	9 ft. 3 in.
Length over buffers	40 ft.
cab	33 ft. 9 in.
Number of motors	4
Type of motors	D. K. 96, 430 h.p.
Motor voltage	1,200 volts, d.c.
Motor ventilation	forced

These locomotives are of the 4 axle type, the running gear consisting of two 1-wheel trucks, articulated by a heavy hinge. Cardwell friction draft gear, type G, class 11 AA, is mounted in the end

locomotive, with a view in each direction.

The weight on drivers is 200,000 lb., and tractive effort is as follows: continuous rating, 32,000 lb. at 16 m.p.h.; one hour rating, 43,000 lb. at 15 m.p.h.; normal acceleration, 50,000 lb. up to 14 m.p.h.; maximum acceleration, 60,000 lb. Gear ratio and size of wheels is such as to give a motor speed of approximately 565 r.p.m. at 16 m.p.h. locomotive speed. The motors are geared to the axles by twin spur gearing, a pinion on each end of the armature shaft, and are arranged so as to facilitate cleaning and inspection.

The trucks have steel side frames, with the truck transoms rigidly bolted thereto, the whole carried on equalizer springs. They are both side and cross equalized, and equipped with safety chains. The springs are of cast steel, tempered in oil, and have large factors of safety. The driving wheels have cast iron centers and open hearth steel tires, with 5½ in. tread. The axles, of open hearth hammered steel, are 7 in. diam.



Electric Locomotive, Montreal Harbor Commission.

frame castings of the trucks, to permit stresses to be taken care of by the truck side frames and articulated joint, instead of through the cab center plate. The box cab, and platform, is built of plates, sheets, angles and heavy channels, strongly reinforced throughout. The platform framing is built up of structural steel longitudinal and cross sills, stiffened by brace plates, with the steel floor securely fastened thereto. The bumpers consist of oak beams fastened to the cast steel end frames of the trucks. The cab is provided with rubber flooring, and is divided into 3 compartments, the center one containing apparatus, and the end ones for the operators. Each end compartment has complete control equipment, such as controller, control switches and meter, air brake apparatus, air gauges, pantograph control, etc., so that the locomotive is provided with double end control. In addition, at the front end, there is an additional controller, on the opposite side of the cab, making 2 control positions possible. This feature is

between wheels, and the motor axle bearings are 7 in. diam. The journals are of the collarless type, 6 x 13 in.

Equipment, in addition to the draft gear, specified above, includes type D couplers, with 6 x 8 in. shank; pneumatic sanders, 17 in. diam. bell, air operated from either end of cab; air operated whistle; incandescent headlights; electric lighting for operating and control compartments; Westinghouse air brake; electric heaters, and lamp holders and flag sockets.

The locomotives were built in England, and their shipment presented quite a problem. The two first shipped were transported from the manufacturers' works to the Salford docks at Manchester in sections. The superstructures, 35½ ft. long, 9 ft. wide and 9¼ ft. high, and weighing 40 tons each, were conveyed on London, Midland and Scottish Ry. specially constructed well trolleys, and the trucks, making a shipping unit 19½ ft. long, 9 ft. 1 in. wide and 9 ft. 11 in. high, were conveyed in pairs on L.M.&S.Ry. well trolleys.

their length, the superstructures had be loaded into the ship in a tilted position at an angle of about 30 degrees.

Baron Shaughnessy's Will.

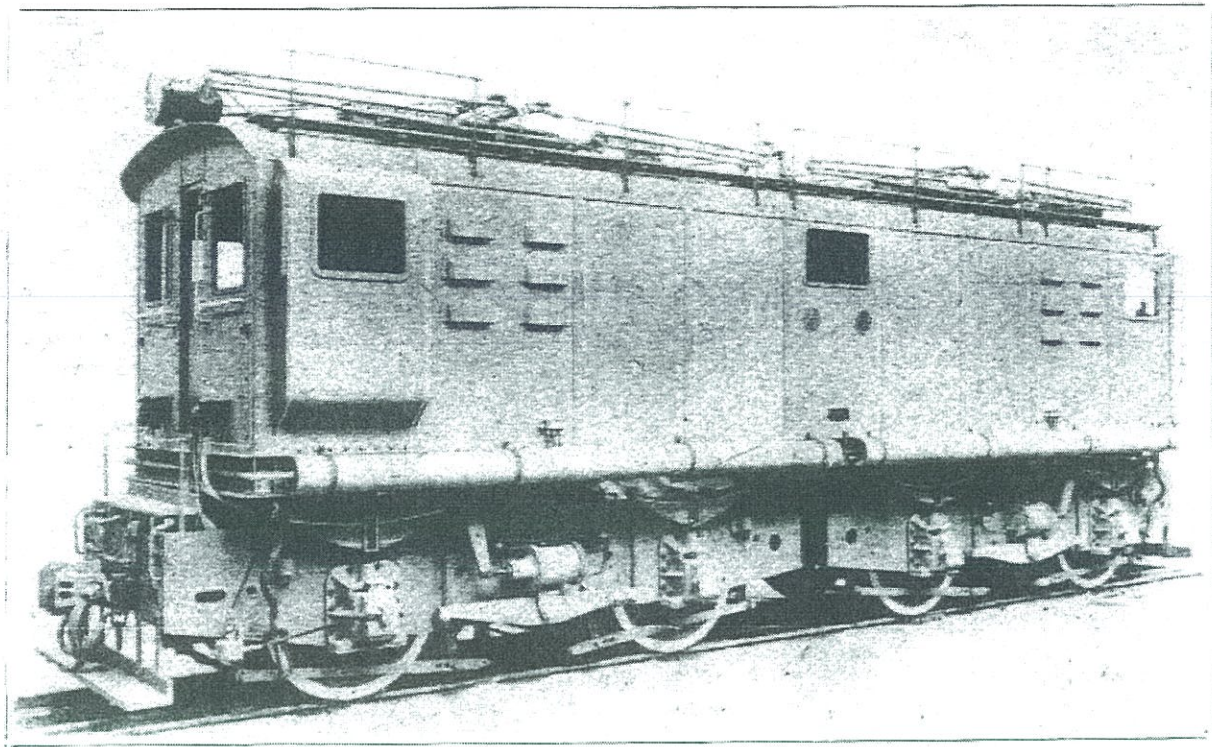
The will of Baron Thomas G. Shaughnessy, Chairman of the Board, Canadian Pacific Ry., who died on Dec. 10, 1923, in Montreal, has been submitted for probate. Baroness Shaughnessy was bequeathed \$82,000 of realty, being the Montreal house; \$18,825, the value of the household effects; a \$25,000 legacy and an annuity of \$25,000. The son, Baron Shaughnessy, is left the income from \$60,000 and six-twenty-sevenths of the residue. Three daughters, Miss Marguerite K. Shaughnessy, Mrs. Edith M. Redmond and Mrs. Alice J. Beauchamp, are each left five-twenty-sevenths of the residue, and Alice, in addition, \$44,443. The three children of a deceased son, Alfred T. Shaughnessy, share their father's interest, being six-twenty-sevenths of the residue.

The testator, in his will, said of his wife that she was "the mother of our admirable and affectionate children, the companion in many years of happy home life and an important contributor to such success as has come to me." Another passage in the will reads: "I have made no bequests of a charitable character, because in my lifetime it has been my endeavor to contribute, with a considerable degree of liberality, to benevolent and charitable works, without regard to their denominational or undenominational character, and I would wish my heirs to pursue the same policy. Nothing is more comforting in one's later years than to realize that he has done what he reasonably could do to ameliorate suffering and to assist in saving and comforting those in a less fortunate position than his own."

Automatic Train Control.

The Interstate Commerce Commission, on June 13, 1922, ordered 49 class 1 roads to install automatic train control on one passenger locomotive division each. Installations to be completed by Jan. 1, 1925. Subsequently, 3 roads were exempted from the order. On Jan. 14, 1924, it ordered 47 of the roads named in the original order to install automatic train control on a second division each, and also ordered 45 additional roads to equip one division each by Feb. 1, 1926. Subsequently, that part of the order referring to the 45 additional roads was annulled. By Jan. 1, 1925, only 3 roads had a division completely equipped, 8 others had a division from 75 to 90% complete, and 19 others had 20-mile stretches of track complete. The Commission recently extended the time for completion of the work by the roads named in its first order, from Jan. 1 to July 1, 1925, but did not grant this extension to 4 roads, one of which, the Delaware and Hudson Co., has applied to the courts for an injunction restraining the order's enforcement. W. J. Harahan, President, Chesapeake and Ohio Rd., and Chairman of the Association of Railway Executives' Train Control Committee, has issued a statement in part as follows: "Only 6% of the railway fatalities in 1923 were due to collisions. Carriers feel that the public welfare would derive greater benefit, and

G, class 11 AA, is mounted in the end hearth hammered steel, are 1 in. diam. mi.



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between wheels, and the motor axle bearings are 7 in. diam. The journals are of the collarless type, 6 x 13 in.

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