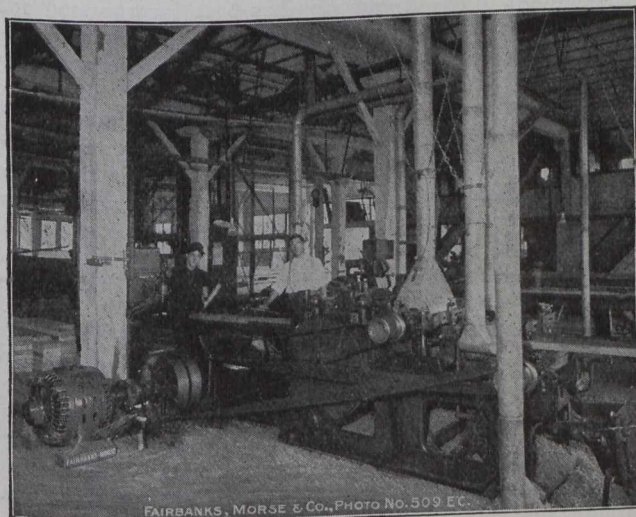


ELECTRICAL EQUIPMENT OF A LARGE PLANING MILL.

By W. G. Hesser.

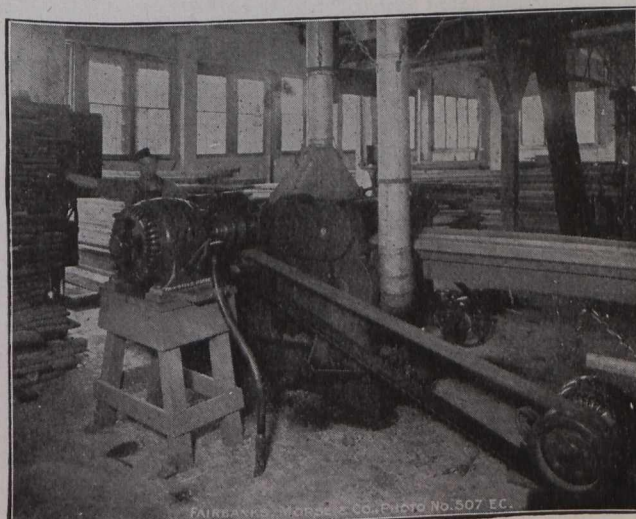
The Louisville Planing Mill and Hard Wood Flooring Co. is incorporated under the State laws of Kentucky for the purpose of manufacturing interior and exterior millwork, sash, doors and high-class stair work. The plant covers approximately 75,000 sq. ft., employs 90 men, and uses about 500,000 ft. of lumber annually, which is manufactured into various kinds of interior and exterior finish.



S. A. Wood Inside Moulder, Driven by 25 H.P. Fairbanks-Morse Motor.

This plant formerly operated its own power plant, but after being destroyed by fire, installed entire new wood-working machinery, operated by motors in the most up-to-date style of drive. Practically, all the machines are direct-connected as shown in the schedule following.

All motors are of the Fairbanks-Morse manufacture, and are 3-phase, 440-volt, 60-cycle. The total horse-power



30 x 12 Double Surfacers, Driven by 20 H.P. and 7 1/2 H.P. Fairbanks-Morse Motor.

of motors installed is 294, of which 246 H.P. operates on individual drive, and 48 H.P. on group drive as shown in schedule.

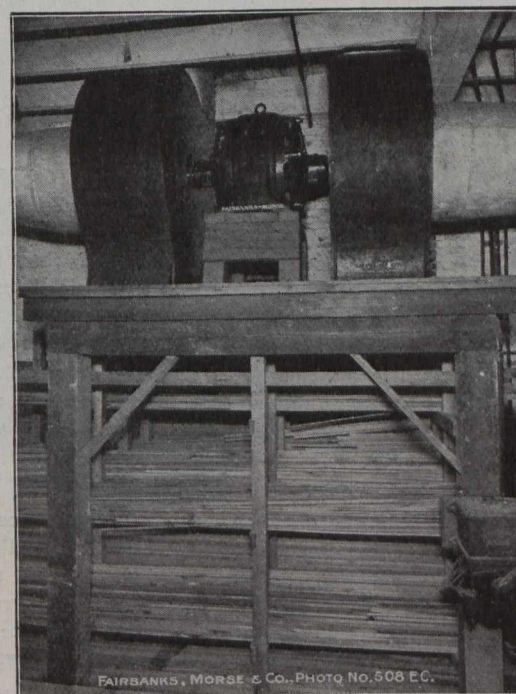
The principal points of interest in connection with the electrical equipment of this plant is the extreme limit of speed, which is rather unusual for this class of motor. The

planers have the motors directly attached to the cylinders, motors operating cylinders at a speed of 3,600 R.P.M., motors being directly connected through flexible couplings.

The double surfacer shown in cut is operated by a 20 H.P. motor at a speed of 3,600 R.P.M., direct connected to the upper cylinder through flexible coupling. The lower cylinders of this machine is belted to a 7 1/2 H.P. 1,750 R.P.M. motor.

While there are some few cases where the planer cylinders are operated by induction motors direct connected to cylinders, the direct connecting of motor to the cylinder of the double surfacer is entirely new in this territory, and is proving successful and is giving most excellent satisfaction.

The triple drum sander is driven by a 20 H.P. 570 R.P.M. motor, direct connected through flexible coupling to the countershaft on machine.



70" Sturtevant Blower, Driven by 40 H.P. Fairbanks-Morse Double End Motor.

The 70" Sturtevant low-power blower is operated by a 40 H.P. double end motor at 475 R.P.M., the shaft of motor being extended sufficiently for the fan-blades to be directly mounted on each end of shaft. This blower serves readily fifteen motors operating the different machines throughout the plant.

PORT MANN NOT TO BE OCEAN TERMINUS.

Port Mann will be the train assembling centre for the Pacific section, says Sir Donald Mann, at Vancouver. It will be an available centre for the distribution of coal and other freight into the interior, but it will not be our ocean terminus. "We will have our car repair shops and our assembling yards at Port Mann. In all the chief cities of Canada the railways are moving their assembling yards out some distance from the centre of the city. This is being done for several reasons. For one, inside property is too expensive, and another the smoke nuisance caused by shunting has caused many complaints. Most of the yards in Toronto are now five or six miles away from the Union Station. The Grand Trunk has moved its yards out to Mimico and we are moving out also."