Electric Railway Department

The Moose Jaw Electric Ry's Equipment, Plant, Etc.

This company, which is operating at Moose Jaw, Sask., has about eight miles of track, over three miles of which are double tracked. It is expected to build about 2½ miles more. Eight cars are being operated giving a service varying from five minutes on the principal line to ten minutes on the least travelled one. The cars are single truck, p-a-y-e, manufactured by the Ottawa Car Co.

2 grinders, fitted with carborrundum wheels, one single stage engine air compressed. pressed. This is to be used for cleaning generators, car motors and general purposes. The building is heated with a fan and vento heaters.

The power house part is 125 x 62 ft., and at the present there are two four cy-linder crude oil Diesel engines, direct connected to two 125 kw. 550-600 v.d.c. cimpound railway generators. These Deisel engines are supposed to be 204 brake h.p. at sea level, and are operat-ed on crude oil, the normal speed being



Mocse Jaw Electric Ry. Power House Equipment.

They are equipped with two 40 h.p. Westinghouse motors, hand brakes being

Westinghouse motors, hand brakes being used. Single end cars are used through-out with the aid of three way Y's at the ends of the lines for turning. The power house building, at the cor-ner of Fourth Ave. and High St., 250 x 62 ft., one story high, contains the power generating units, as well as a heating plant, smithy, machine shop, car barn and office. The car barn is modern in every way, being exceptionally high and well lighted. A pit extends throughout the barn underneath tracks. Along one

250 r.p.m. This Diesel plant was the outcome of a great deal of study and thought as to conditions existing in Sas-katchewan, the coal procurable being ex-ceptionally poor, principally lignite, and imported coal is so expensive that it makes a steam proposition almost out of the question. These engines have been operating 18 hours a day since com-mencing on Sept. 1, 1911, and there has not been an interruption in service of any kind. The manager advises us that he considers their flexibility really re-markable, it being possible for the engin-

of another Diesel engine unit direct connected to generator, this unit being of

sufficient size to operate one 275 k.w. railway generator. The total expenditure on the system up to date is about \$350,000, including power house, etc., about \$50,000; power house equipment about \$45,000; rolling stock about \$52,000 stock about \$53,000.

stock about \$53,000. The company officials, etc., are:--Pres-ident, A. A. Dion, Ottawa, Ont.; Vice President, N. F. Ker, Ottawa; Secretary, D. R. Street, Ottawa; Superintendent, A. Hector Dion, Moose Jaw, Sask.; Ac-countant, C. E. McGee; Master Mechanic, R. W. Moore; Power House Engineer, G. Connors.

London and Lake Erie Railway Co.'s Car Barns.

The plans for that company's new car barn at St. Thomas, Ont., show a build-ing 208½ ft. deep, by a width of $97\frac{3}{4}$ ft., to the street and of 89 ft. at the rear. The foundations will be of concrete. The basement section will contain boiler and coal room, and the pits under the car tracks. The foundation walls will be 18 ins. thick, and one wall will extend from front to rear down the middle of the ins, thick, and one wall will extend from front to rear down the middle of the building. The area on one side of this wall will not be excavated, tracks be-ing laid on the level; and on the other wall there will be two pits under the car tracks, one extending the entire length of the building, and the other ex-tending half way. This will give ac-commodation for four sets of tracks in-side the barn. The superstructure will be brick, with large window space, and special roofing. special roofing.

The accommodation on the car floor, The accommodation on the car floor, in addition to the storage of cars, will consist of a washroom for cars, 67 by 15 ft.; carpenter's shop, blacksmith's snop, cechanic's room, armature room, stock room, and master mechanic's office, these being contained in an area of 12 by 145 ft.; and on the approxite side of these being contained in an area of 14 by 145 ft.; and on the opposite side of the building, in an area 12 by 54 ft. deep, will be the inspector's office, con-ductors' room, line department room, and sand and coal room. W. G. Mur-ray, London, Ont., is architect.

Western Canada Power Co.—W. Mc-Neill, Assistant General Manager, in-formed a meeting of ratepayers in New Westminster, B.C., April 30, that sur-



pit a five-ton hydraulic jack is in use for changing wheels and other repair work to cars. One section of rail can be taken out at machine shop doors. A jib crane with trolley can pick up a pair of wheels or motor from pit and transfer to the beam runway in machine shop or trans-fer to any machine in the shop.. The machine shop equipment consists of one beam runway in machine shop or trans-fer to any machine in the shop. The machine shop equipment consists of one geared lathe; one 24×30 back geared lathe; one 16 in. swing, 6 ft. bed, back geared lathe. one 24×30 back geared shaper with down feed power, all made by the Canada Corporation manufacture. One 5 lb. 26 in. vertical drilling machine,

Moose Jaw Electric Ry. Car Barn.

eer in charge to have engines in opera-tion and voltage on the board in 30 sec-The photograph from which the onds. accompanying illustration fig. 1 was made was taken when one unit was inmade was taken when one unit was in-stalled, and the decorations were put up for inauguration day. An eight ton crane spans the entire width of the build-ing, a 50,000 gallon tank is located at the back of the power house, and with this size of tank it has been unnecessary to go into a cooling tower as the volume to go into a cooling tower, as the volume of water is sufficient to procure efficient cooling. It is expected the very near future to have under way the installation veys would be made immediately for the New Westminster-Port Moody section of

New Westminster-Port Moody section of the proposed Vancouver-Mission electric railway. (Mar., pg. 149.) It is reported that the C.P.R., Cana-dian Northern Ry., and the G.T. Pacific Ry. are joining with the Saskatchewan Government in a scheme for the utiliza-tion of the South Saskatchewan river, for a water supply for cities and towns in the province, and for railway use. T. Aird Murray, M. Can. Soc. C.E., Toronto, is stated to have been engaged as con-sulting engineer, and it is estimated that the work will cost about \$20,000,000, the work will cost about \$20,000,000.