

closets. The end room contains lockers.

The projecting wing on the south side of the building is for the local stores, and the accommodation of the repaired material. It is a room 69 by 26½ ft., and is known locally as the machine shop store.

The shop is equipped for oxy-acetylene welding, handled at present at the northerly end of the transfer table. A small out building is under construction for this plant, where all the repair work for the plant will be handled. The range of work at present handled is quite extensive, all manner of repairs being made to motor

ing and painting, erecting shop and mill, the latter two in one section, and the first in a separate section, the two parts being separated by a corrugated iron wall for similar reasons to that stated for the other wall.

The mill space is shown in fig. 10, a view taking in nearly the whole department. This space contains the following machines, as noted in fig. 3: Jig saw, saw gummer, tool grinder, iron drill, single and triple drum sanders, dowel machine, horizontal boring machine, band saw, tenon machine, shaper, jointer, four side moulder, sur-

necting with a central pipe through the basement to the exhaust fan, which delivers the shavings through an inclined pipe to a hopper in the power house.

In the mill space, there are no tracks, but the erecting shop in the same room contains four, each of which has a pit of the same proportions and 66 ft. long, at the transfer table end. One of these is used as a local store for the rod stock used in the erection work.

The car washing and painting shop to the north of these last departments, contains 9 tracks, the southerly three of

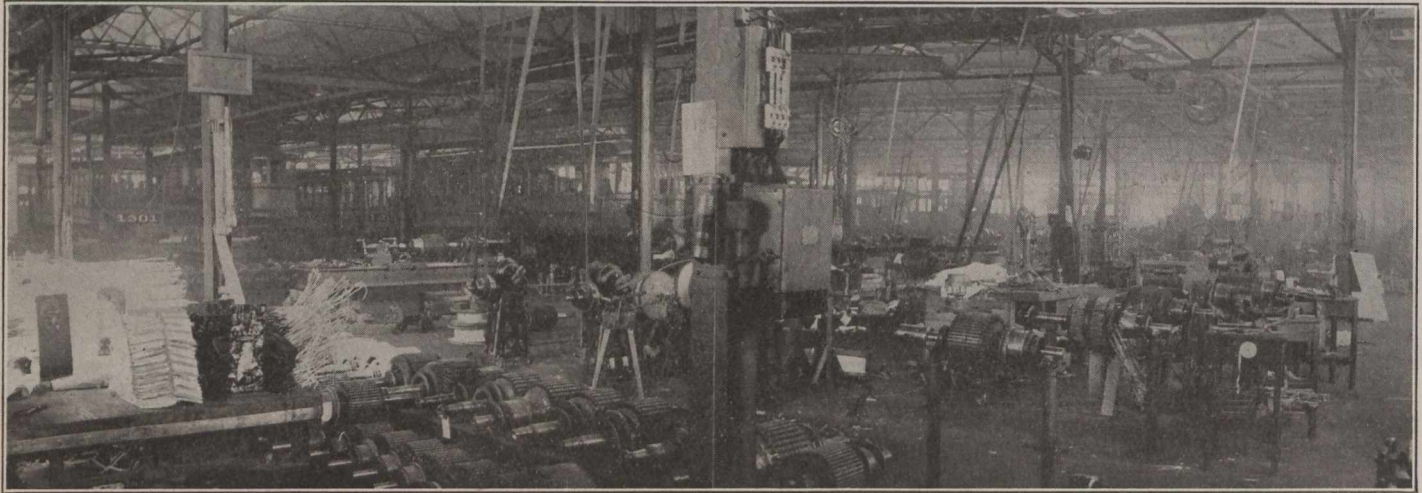


Fig. 9.—Interior View of Main Building, showing Armature Shop, with Machine Shop and Overhauling Space in Background.

casings and truck frames.

The shops are more or less symmetrically arranged around the central transfer table, and in construction the halves are similar in nearly all details. At right angles to the transfer table, there run five bays of equal width, each spanned by a roof truss, the top members of the trusses being extended on the south side so as to form a saw tooth construction with the skylight opening to the north light. This construction is shown in the views, figs. 1 and 2. All these skylight windows

face, rip saw, solid chisel mortise, cross cut saw, pattern makers' lathe, hollow mortise, chain mortise and exhaust blower. The requirements of a mill are such as to necessitate a very clear overhead space if rapid production is much desired. In consequence, this plant has introduced the underground drive, which is becoming so popular in wood working plants. In this underground scheme, practically the whole shop where the machines are located, is chambered out to form a shallow basement, in which are located the motors, shaft-

which contain similar pits to those in the erecting shop, making 7 pits in all in the car department. This department, with an area 176¼ by 150 ft., is the larger portion of the car department, and it is in this department that the major portion of the car overhauling, consisting for the most part of repainting and general brightening up, is performed. The north wall of this section, shown in fig. 11, is the sash and door finishing section, in which all the removable parts of the car body are finished; this includes painting,

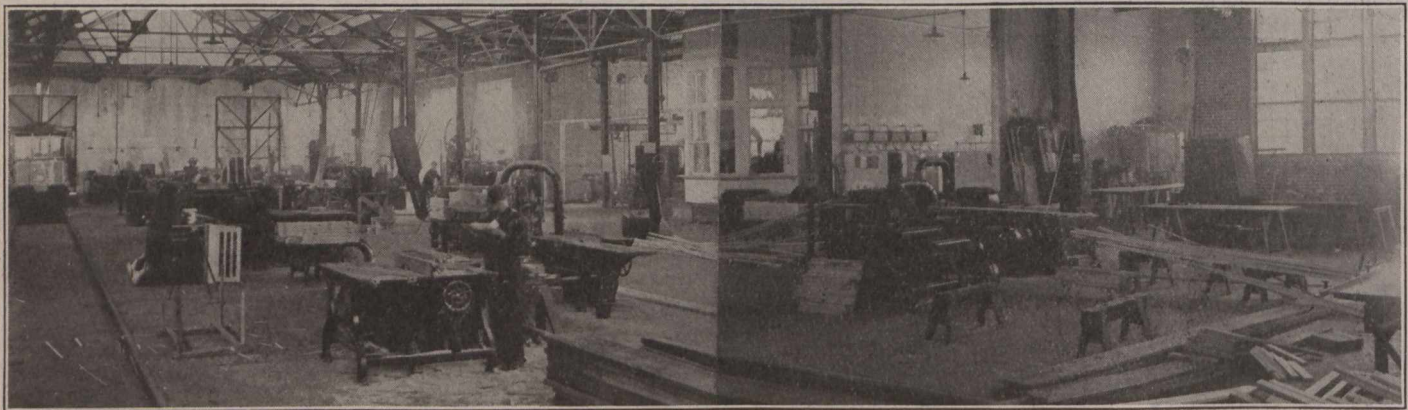


Fig. 10.—Interior View of Mill and Erecting Shop, showing Auxiliary rooms on the Right.

have controllable sashes that can be opened in unison from below.

The section of the shop to the west of the transfer table is used entirely for car body work, and on account of the inflammable nature of the material contained, it is divided off from the rest of the shop at the transfer table edge by a corrugated iron wall, as shown on the left in fig. 4. Thirteen tracks are contained in this half of the shop, located directly opposite the corresponding tracks in the machine shop section. In the car section are housed three departments—car wash-

ing and belting, the latter coming up through the floor to the machine. In fig. 10, it will be noted that there is no belting visible, the driving equipment being all located under the floor in the shallow basement, approached by steps from the right.

All the auxiliary equipment for the shop is also housed in this shallow basement, including an exhaust blower. This underground scheme is particularly advantageous for this, as the shaving and saw dust exhaust pipes at the machines, pass down through the floor into this basement, con-

necting with a central pipe through the basement to the exhaust fan, which delivers the shavings through an inclined pipe to a hopper in the power house.

A paint mixing shop, 18 by 38 ft., is located to the west of the north west corner of the shop, and is separated from the main building by a covered in passage way for fire purposes.

The dry kiln and lumber shed are located to the rear of the mill space, in narrow buildings, as shown in fig. 3.