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Building and Trackage Arrangement of the Angus Shops, Montreal.

terial during the processes of manufacture. The layout is virtually a combination of transverse systems, as indicated in the accompanying plan. When first constructed, each building was arranged to provide for future enlargement and for the incorporation of additional buildings when required. The judgment of various extensive preliminary investigations into details of arrangement have been severely tested and vindicated during the past few years, particularly upon the subsequent erection of the steel-car shops.

The department devoted to car work comprises separate shops for passenger cars, freight cars, and trucks, in addition to planing mill, cabinet shop, machine shop, wheel foundry and dry kilns. The locomotive work is mainly concentrated in the large locomotive and erecting shops, while the foundry, pattern shop, and blacksmith shop serve both these departments.

The buildings are arranged along a transverse avenue 80 ft. wide, over which a 10-ton overhead travelling electric crane operates through a distance of about 1,000 ft.

The locomotive shop is of the longitudinal type, with three bays each 1,165 ft. long, of which 300 ft. is devoted to tank work. The erecting bay is 80 ft. wide, the machine shop bay 50 ft. wide, and the third bay 25 ft. wide. In the erecting bay the locomotives are handled by two 60-ton electric travelling cranes, each with a 10ton auxiliary. There is a 20-ton crane in the boiler shop, while the machine shop is equipped with one 15-ton and one 10-ton crane over its 50-ft. span.



A Section of the Locomotive Erecting Shop at Angus, Quebec.