

Steel anchor poles are located about $\frac{3}{4}$ of a mile apart, the method of anchoring the line being to connect this pole, which is on the opposite side of the track, to the transmission pole nearest it by means of an anchoring wire and attach the catenary wire to it. The methods of concreting the pole bases, bonding the rails and erecting the overhead work are shown in the accompanying illustrations.

The line is equipped with three electric freight locomotives of the 4-0-4 type, built by the Canadian General

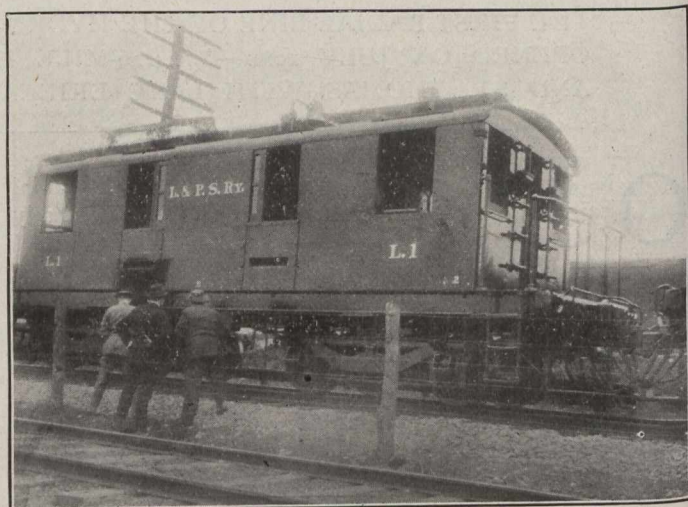


Fig. 4.—One of the Locomotives (Pantograph Trolley Not Shown).

Electric Company, each provided with four 750-1,500-volt motors, two of which are connected permanently in series and capable of further connection in series or parallel. Each motor has a standard one-hour rating of 245 h.p. at 1,500 volts, furnishing a tractive effort of 21,500 pounds. Pantograph slider trolleys were adopted, having double contact with the trolley wire.

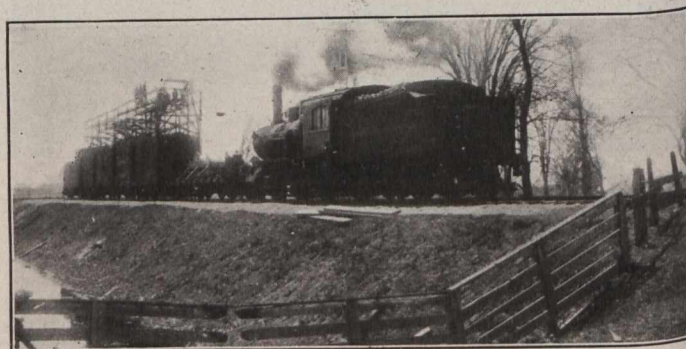


Fig. 5.—Method of Stringing Overhead Equipment.

The car equipment consists of five steel motor cars and three wooden trailers. The motor cars are of most modern design and are generally recognized as the best furnished and equipped cars operating on electric railways in America. Each is driven by four 750-1,500 commutating pole motors connected two in series, with an hourly rating of 125 h.p. on 750 volts. These cars were constructed by the Jewett Car Company, of Newark, N.J. The wooden trailer cars were built by the Preston Car and Coach Company, which company also supplied one 60-ft. motor baggage car of wooden construction.