

The electrolysis tests were carried out with the assistance of Mr. Beaubien, electrical engineer, Montreal, and Mr. McGinnis, of the Winnipeg Electrical Department. Respectfully submitted,

L. A. HERDT.

Winnipeg, June 22, 1909.

As stated in the above report, the Winnipeg Railway Company took immediate steps to remedy the conditions existing, and proceeded to erect substations at different points.

Due to the fact that the high pressure mains for fire purposes, working under 300 lbs. pressure, were situated in the district where electrolysis was found at its worst, the situation was indeed a very serious one, and radical improvements in the system were necessarily called for. The rebonding of the tracks and the installation of the substation proceeded during the summer of 1909.

In November a second electrolysis survey was made to show improvements accomplished.

A comparison of a plan showing the danger district from this survey to that made after the original survey of June, left no doubt to the very great improvements that had been obtained. The danger district was then limited to a comparatively small area around the main terminal station.

The railway company has not yet increased the feeder returns to the terminal station (as recommended), but when this is done and the bonding of all the tracks made good, the danger of electrolysis will practically disappear.

Montreal, March, 1910.

Handwritten notes:
L. A. Herdt
Letter to Winnipeg, June 22, 1909
Indicates how to be done

Handwritten marks:
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