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THE WINDSOR AND SANDWICH ELECTRIC RAILWAY.

IN a recent issue of the *ELECTRICAL NEWS* brief reference was made to the completion of the above enterprise. By the courtesy of the manager, Mr. Willis C. Turner, we are now enabled to present to our readers a description and illustrations of the road.

The company consists of Mr. James M. Clarke, president; Carl E. Warner, secretary-treasurer, Willis C. Turner, superintendent of construction and manager.

The company was organized as above, and the construction of the Sandwich branch commenced on May 1st of the present year. On August 17th the work on this branch was completed, and a satisfactory trial trip was made.

The powerhouse is situated on London street and adjacent to the Michigan Central Railway bridge. It is of brick and cut stone, with steel trussed supports and corrugated iron roof, erected at the cost of \$12,000. Its dimensions are 147 x 50 feet, divided into two portions. The boiler room at the rear is on the level of the Michigan Central Railway, and connected therewith

by a side track for the purpose of carrying coal for the use of the company. The main floor is occupied by the engines and dynamos, and is 80 x 50 feet, while the second story is used as a car storage room. This latter has four tracks 110 feet long, capable of holding ten cars. The steam plant is from the works of the Polson Iron Works Company, Toronto, Ont., and comprises two steel tubular boilers, 60 inches in diameter and 16 feet long, and one Crown automatic engine, 200 horse-power.

The Westinghouse Electric Company, of Pittsburg, Pa., supplied the electric plant used in operating the road. The dynamo is of 100 horse-power and capable of operating twelve cars. There are also eight 20 horse-power single reduction street railway motors, the gearing of which is sealed in a heavy iron case filled with a heavy grade of oil which prevents any noise and reduces the wearing of the gear to a minimum.

The present track consists of one and a quarter miles of fifty-two pound girder rails, and four and a half miles of thirty-five pound "T" rails, the whole constructed on heavy oak ties. The girder rails are used upon the paved streets, and by agree-

ment with the council, as fast as the streets are paved the "T" rails are to be torn up and girder rails substituted. The road in operation to-day is the Sandwich branch and the extension to Wyandotte street. The Sandwich street and Dougall avenue loop and the Wyandotte street branch to Walkerville are not yet under way, although the franchises have been obtained. These portions will be pushed to completion with all possible speed.

The difficulty experienced by many roads in maintaining the contact between the trolley and the overhead wire, has

been obviated by a new wire fixture invented by Mr. Turner.

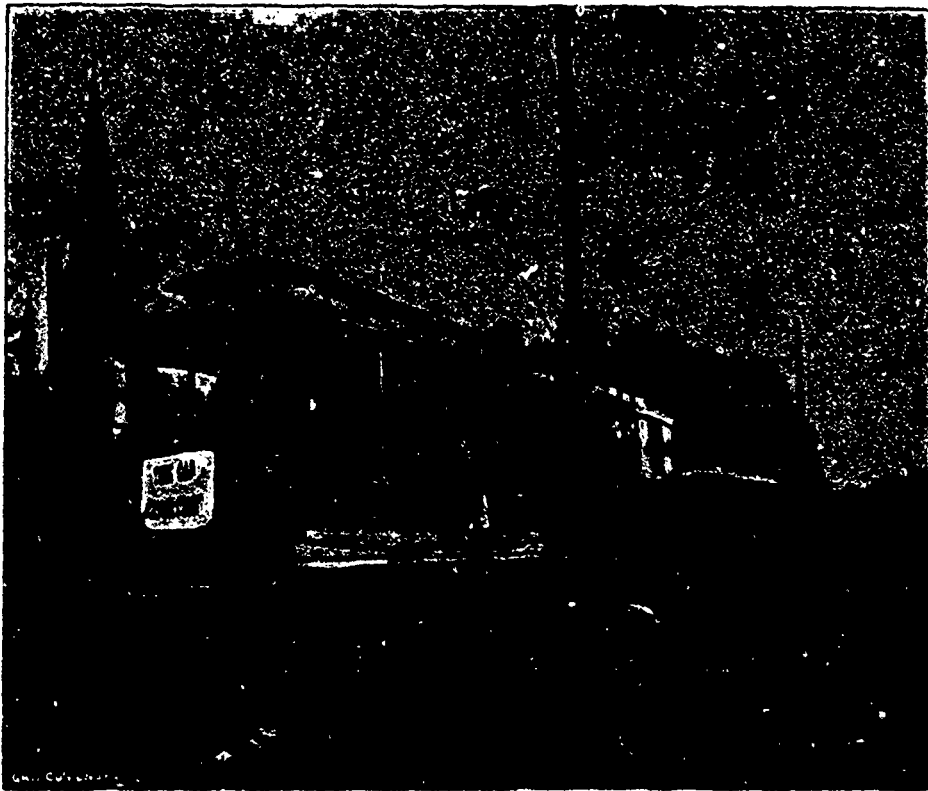
All connections with the overhead wire are planned by Mr. Turner and made in Walkerville. For the overhead wire six miles of No. 0 hard drawn copper wire is used.

The rolling stock consists of six closed palace cars, two double motors, four single motors and four open cars, manufactured by the Laclede Car Company, St. Louis, and finished in natural cherry and linden. Each closed car is fitted up with cush-

ioned seats, bevelled mirrors and electric lights. These latter are incandescent, and five in number, three being in the centre of the car and one at each end outside. There are also two oil lamps, should anything go wrong with the electric light. The company is constructing freight cars to operate between Sandwich and Windsor, and Walkerville and Windsor.

It is stated that since the new road commenced operations the traffic has doubled. The town of Amherstburg is negotiating with the company to build a similar road for that place, and connect it with the Windsor road by means of a steam railway. Another result is the formation of syndicates for the purpose of improving property along the river.

In short, the results are those which usually follow in the wake of electric traction. The company are worthy of the highest commendation for the enterprise and energy which they have displayed in connection with this undertaking. It is sincerely hoped that they will receive satisfactory reward, and that in many other towns and cities in Canada the electric street railway will be given the opportunity to prove its advantages.



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