

apparatus is simple and powerful. The operating platform is placed at one end, and is compactly and conveniently arranged, so that the motorman has all levers within reach without leaving the seat.

The entire machine, including the electrical apparatus, is supported on the journal boxes by helical springs, which prevent destructive pounding on the track and relieve the apparatus from shock. The locomotive is driven by two spring supported motors, one geared to each axle by single reduction gearing, running in oil lubrication in tight cases. These motors are especially designed for mining service, and are of the four-pole, steel-clad, enclosed railway type. The ar-

mature is of the iron-clad type, the coils being held in slots below the surface and secure from displacement, as in the most approved railway practice.

The controller is of the latest rheostatic type with magnetic blow-out to prevent arcing at the contacts. It is provided with six speed changes and is operated by handles for starting and reversing. The rheostat or diverter is non-combustible, very compactly set up, and has large carrying capacity. The trolley pole is of special design, is reversible, and can be placed in a socket on either side of the frame, automatically adjusting itself to the varying heights of the trolley wire. The current connections are made by in-

sulated cable. The locomotive is provided with all requisite minor electrical fittings, such as fuses, lightning arrester, main switch, and two electric headlights.

All sizes of the Baldwin-Westinghouse mine locomotive are designed to run at a standard speed of eight miles per hour when developing their full load tractive effort. With light trains the speed may be increased. These locomotives are made in seven sizes from 20 to 150 horse-power each and weighing from 7,000 to 34,000 pounds. The minimum track gauge varies from 24 inches to 56 inches. On a level track the full load drawbar pull varies from 900 pounds to 6,500 pounds.

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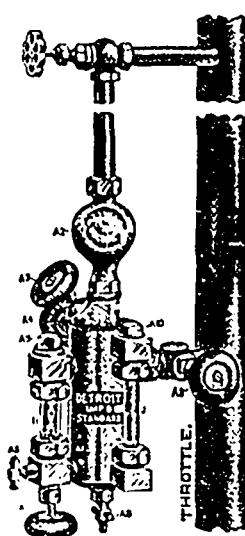
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