

The Canadian Engineer

An Engineering Weekly

FREIGHT TERMINALS AND FREIGHT HANDLING AT TERMINALS.

By J. S. BUSFIELD, B.Sc., A.C.G.I.*

(Continued from last issue, page 680.)

There are a number of different systems of telpher carriers in use to-day which are giving satisfaction, and this seems to be a method capable of development to give very efficient service. It has been proved that distance of travel is a comparatively small factor in the cost of handling by

this is very hard to accomplish with an ordinary telpher, except by a method of "transference" designed by Mr. W. McL. Harding, of New York, which will be described later.

Telpher carriers are now becoming such a regular feature in connection with freight handling that quite a number



Fig. 11.—General View of M., K. & T. Terminal at St. Louis, Showing Telpher Tracks and Switches; also Tramways Platforms and Hatchways.

telpher carriers, this fact enables a plant to be installed and operated at comparatively low cost, even where there is quite a long haul.

In a freight terminal it is always desirable that every square foot of space should be covered by the carrier and

of manufacturing concerns are prepared to install them in large houses guaranteeing a saving in the cost of handling that will pay the expense of the installation in from one to two years, depending on the amount and kind of freight handled. It has been asserted that certain manufacturers will agree to install overhead electrical appliances which would transfer freight 1,500 feet at a cost of 5 cents per ton

* With the Montreal Tunnel and Terminal Company.