

NEW C. M. & ST. P. ELECTRIC LOCOMOTIVE ON EXHIBITION

Large Crowds of People View Powerful Electric Locomotive On Exhibit in Chicago

The Chicago, Milwaukee & St. Paul Railway recently placed on exhibit in their Chicago yards a new Baldwin-Westinghouse electric locomotive for passenger service. Large crowds of people daily came to see and inspect the most powerful electric locomotive which is to be placed in service in the electric zone, 649 miles of which are now in operation. The crowd comprised people from every walk of life and included both young and old. Electrification of steam lines is becoming of national interest and, as evidenced by the unusual interest manifested in this electric locomotive, is not confined to railroad men but to the people at large.

To gain some idea as to the immense size and power of this type 10300 locomotive, the following figures are given:

The total weight of the locomotive is 275 tons and 4200 horsepower is the force directed to driving wheels. The total wheel base is 79 ft. 10 in. with a length over all of 88 ft. 7 in., the diameter of the driving wheels being 68 in. and that of the bogie and trailer wheels 36 in. The width over cab is 10 ft. Six twin motors are geared to driving axles through quill drive.

One of these engines will handle the heavy trans-continental passenger trains over the electrified sections which are almost entirely through the Rocky Mountain ranges. Sixty-one electric locomotives are

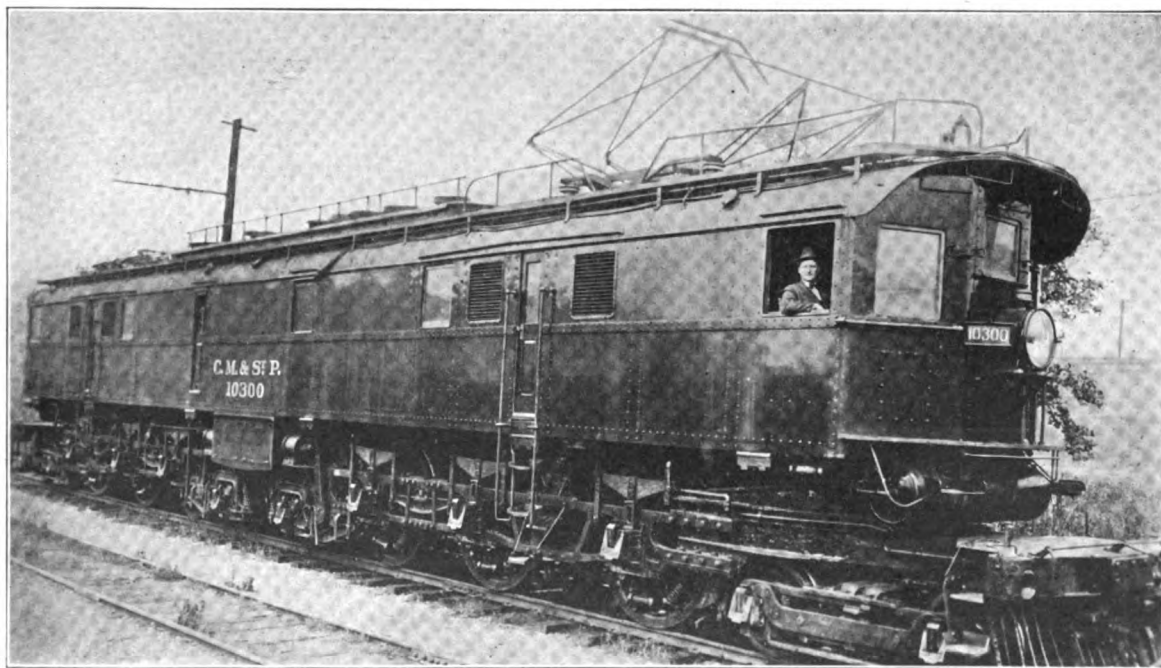
LONG TRAINS ON THE SOUTH SHORE LINES

Eight-Car Regular Trains and Special Trains Up to Twenty Cars Are Operated on The South Shore Lines

One of the foremost electric roads in the country in the matter of operating regular and special cars in long trains is the Chicago, Lake Shore & South Bend Railway, locally known as the South Shore Lines. This road operates through the famous Sand Dunes region of northern Indiana and serves the Calumet district, one of the largest industrial centers in the world, and also a popular lake resort territory which necessitates excursion and special trains. As the road operates into Chicago in connection with a steam road (the Illinois Central Railroad) traffic is handled and trains are operated more like steam road operation than most electric interurbans.

A recent example of special train operation on this railway was that of the football special from South Bend to Chicago on November 20 when Notre Dame met Northwestern University. On this occasion two nine-car trains consisting of three motor cars and six trailers ran from South Bend to Kensington where a connection is made with the Illinois Central, a distance of 76 miles on a schedule of one hour and fifty-eight minutes. The seating capacity of each of these trains was 450 or a total of 900. The trains left South Bend at 7:55 and 8:02 a. m. on November 20 and on the return trip left the Randolph Street Station in Chicago at 12:30 a. m. Sunday, November 21.

The regular passenger motor cars on the South



Monster Electric Locomotive Exhibited in Chicago Enroute to Puget Sound Lines of C. M. & St. P. Ry.

now performing the work of 162 steam engines at an annual saving of 300,000 tons of coal and 40,000,000 gallons of fuel oil.

Shore Lines are equipped with four 125 h. p. motors and are geared to run 60 miles an hour on level track. The cars are 60 feet long and weigh 55 tons. The road