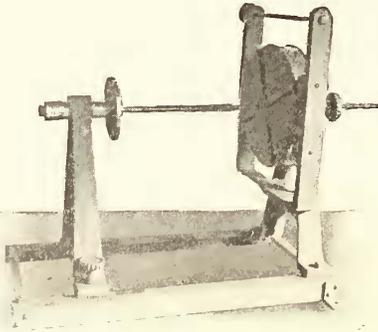


A NEW REEL STAND AND BRAKE

To facilitate field and armature coil winding the Device Improvement Company, of Hanover, Pa., has designed a special stand which it calls its Peerless, upon which to mount reel holding magnet wire. This stand will accommodate a reel 30 ins. in diameter and any reasonable width, and is equipped with a brake to produce a tension easily regulated as the wire is reeled off. Thus the wire can be used for winding field coils, or if passed over large drum on the Peerless tension machine the stand acts as the retard brake for the wire around the large drum exactly as the band wire is retarded in the tension machine. This method produces a uniform tension throughout the whole operation of winding the



REEL STAND AND BRAKE

field coil irrespective of the varying depth of the wire on the reel. The stand and brake will, however, produce an exceedingly reliable tension alone. The device consists of two standards mounted on angle steel sills, one standard bolted stationary at one end, the other quickly adjustable for any width reel. The brake is wide-faced and contains two pointed pins which engage the wooden reel for the braking effect. The stand may be bolted solidly to the floor or wall; all adjustments are made by hand nuts, obviating the use of a monkey wrench. The brake-shoes are leather-faced, giving long life with little wear.

INCREASE IN FARE ON THE COLUMBUS, DELAWARE & MARION

An advance in fare over certain portions of the line has been announced by the Columbus, Delaware & Marion Company, to take effect Aug. 31. The change will apply to points between Columbus and Glenmary. The fare between Columbus and Worthing, which has been 10 cents, has been advanced to 15 cents, or the round trip for 25 cents. The management says that the Market Street line in Columbus receives $2\frac{1}{2}$ cents of each fare for carrying passengers between North Columbus and the corner of Gay and High Streets, and that no money can be made at 10 cents for the trips named.

Superintendent Akin, of the Los Angeles Railway Company, has announced that hereafter no transfers are to be issued by the conductor unless they are asked for at the time the fare is paid. Heretofore it has been customary for conductors to issue transfers whenever and wherever requested.

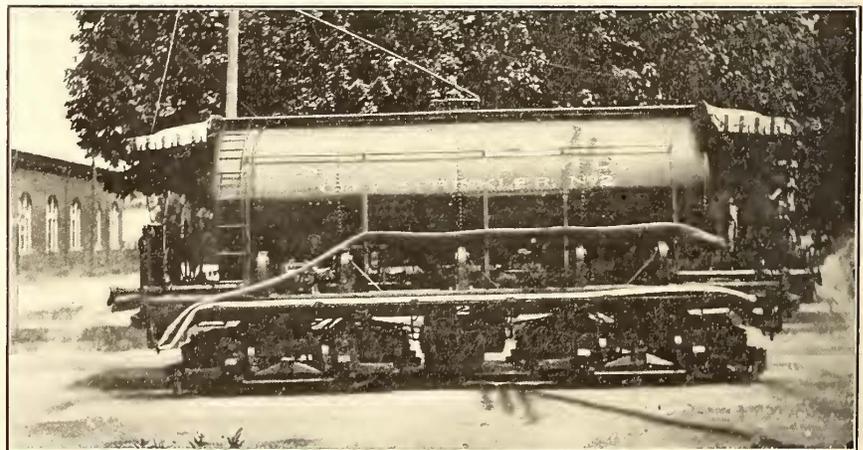
DOUBLE-TRUCK CENTRIFUGAL SPRINKLER FOR GRAND RAPIDS

Although the streets of Grand Rapids, Mich., average about 46 ft. in width, the Grand Rapids Railway Company, with its 2480 gal. single-truck Brill centrifugal sprinkler, with a range of 50 ft., purchased last year, has averaged 50 miles of sprinkling per day. With a new ma-



FRONT END VIEW OF SPRINKLER

chine, which has a 6-ft. x 20-ft. tank with a capacity of 4224 gals., a better record still will be established since the fillings will be less frequent. The Grand Rapids Railway Company has the contract for sprinkling all of the streets over which cars operate for a period of three years on a mileage basis for each sprinkling, all streets to be sprinkled twice daily and as many more times as the city officials may direct. The weight of this new centrifugal sprinkler with trucks, including the entire equipment with the exception of



A SIDE VIEW OF THE SPRINKLER

the truck and pump motors, is 30,600 lbs.; the weight of 4224 gals. of water is 35,150 lbs. The type of truck is the Brill No. 27-G2 with 4-ft. 6-in. wheel base; four motors of 40-hp capacity each were installed. The York Street Railway and the Long Island Company have lately received double-truck centrifugal sprinklers of about the same capacity. The Lehigh Valley Traction Company and the Interborough Railway Company, of New York, also are among the users of these centrifugal sprinklers, but the ones used by these companies are of the single-truck type. This sprinkler has also been successful abroad, especially in Milan and Malta.