

TuRPME E EGIIIES FORARILHAYY NEXT

One Being Conetructed at Glae Land Motive Power

TURBINE DRIVES THE DYNAMOS
These Turn the Whosio-Water in
Tanke is Vaporlzoed and Condenoed
In a Practioally Clooed Circuit-The

 nom
 ctric locomotive.
arlous proposala
electrifty the exsiting ateam raalweyb,
he sald, but the anticlpatoo coost of convergion and of prospective and prevented prosiess. Attempts ha
been made to elise introduce inde.
 rallway systems without necessitating
any electrical equipment on the rail.
ways themselves. The Hellmann bult in 1894 was the most notable of
these attempta, but Mr. Reld aseerts that the new steam turbine electric
locomotive whilich tis now belng bunt pany is a much more practical develThe steam is generated in a boller
the ordinary locomotive type,
hich is fitted with a superheater. The steam from the botier ts led to a
turbine of the impulse type, running a sped of 3,000 revolutions a min-
nuous thith harrent, virectly coupleda a con-
note voltage dynamo or generator. The dynamo sup.
pllees electrical energy of from 200 to 600 volts to four series of wound trac-
tion motors, the armatures of which axies of the locomotive.
The exhaust steam from the turbine passes into an ejector-condenser, and
is, together with the circulating and
condensing water condensing water, dellivered eventu-
ally to the hot well. As the steam
turbine unlke tere rectprocating steam
engine requires no tnternal lubricatlon, the water of the condensation ts
free from ofl and consequantly ts rearned from the hot well direct to the
boiler by means of a feed pump. The therefore returned to the boller agatn nd again and the supply of water carhis condensing water is curcoluated
fthin what is practically a closed cycle by means of small centrifugal
pumps drlven by auxillary steam tur-
bines placed alongside the main turine and dynamo.

## the outcome of much thought and ex

 several years, and is being carriedout oin a large scale. As the engline press passenger work, Mr. Reld hopes
to obtain comparisons from its actual working with the performances of re-
ciprocatting steam locomotives, espect-
oll tlon of fuel and water, and aloso as to
the eflictency of transtorning the en. rgy of steam into draw-bar or train
pull, and also relative to the rapldity
of acceleration under the old and new Most of the component parts of thls
team turbine electric
locomotive have already proved themselves ef-
ective and efflent in other applicaons, and the novelty lies in the com-
nation of the different elements of he expected results. in this cese
hould not therefore. Mr. Reld be-
bet and
ase of an fnvention where the novel.
is in the detatis. It it the question
of the cost of the locomotive which ny doubt as to tta general adoption. ope

 ond bloscope exhibitions of any kind the ground that many such exhibi-
lons offend religion and morality. seems that the clergy, who loyal ly obey ae wein known proinrit
ngainat attending theatres, patroniz
the cinematograph shows freely.


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