

An Interior View, Showing the Lighting Secured

Lackawanna Builds Modern Structure for Light Car Repairs

Facilities at Buffalo enable work to be conducted under cover—Permanent construction adopted

By G. J. Ray

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IN order to handle light repairs on freight cars more efficiently and to afford better working conditions for employes, the Delaware, Lackawanna & Western has just completed a modern car repair shed at its East Buffalo freight terminal. An office and tool storage building was also built in connection with the car repair shed. The terminal in question is located immediately east of the easterly city limits of Buffalo, N. Y.

At East Buffalo, the road has a modern and well equipped mill building and car repair shop, where the heavier freight car repairs are made, but until now the light freight car repairs have been made in an open yard. The usual system of dolly tracks was used to convey the heavy repair parts to points where needed. Weather conditions, especially during the winter months, made the old system of handling the light car repairs very expensive, for men cannot do efficient work when exposed to severe weather conditions.

The new shed covers the entire old repair yard. It is 690 ft. long and 105 ft. wide, covering six tracks throughout its length. The building is constructed of structural steel frame and supported on concrete piers and a 12-in. concrete wall extending around the entire structure. The

sides are covered with corrugated copper-bearing steel sheeting. The roof is of saw-tooth construction with skylights five feet high extending the full width of the building.

The portions of the roof forming the gutters extend about three feet up the steeper side of the saw-tooth to the under side of the skylights and about ten feet up the opposite slope of the roof. These gutters are constructed of gypsum slabs poured in place with a sheet rock under surface. The waterproofing is four-ply saturated roofing felt laid in hot pitch and covered with a cap sheet of two-ply rubberoid. The remainder of the roof is constructed of pre-cast, reinforced, waterproofed cement tile applied directly to the steel purlins.

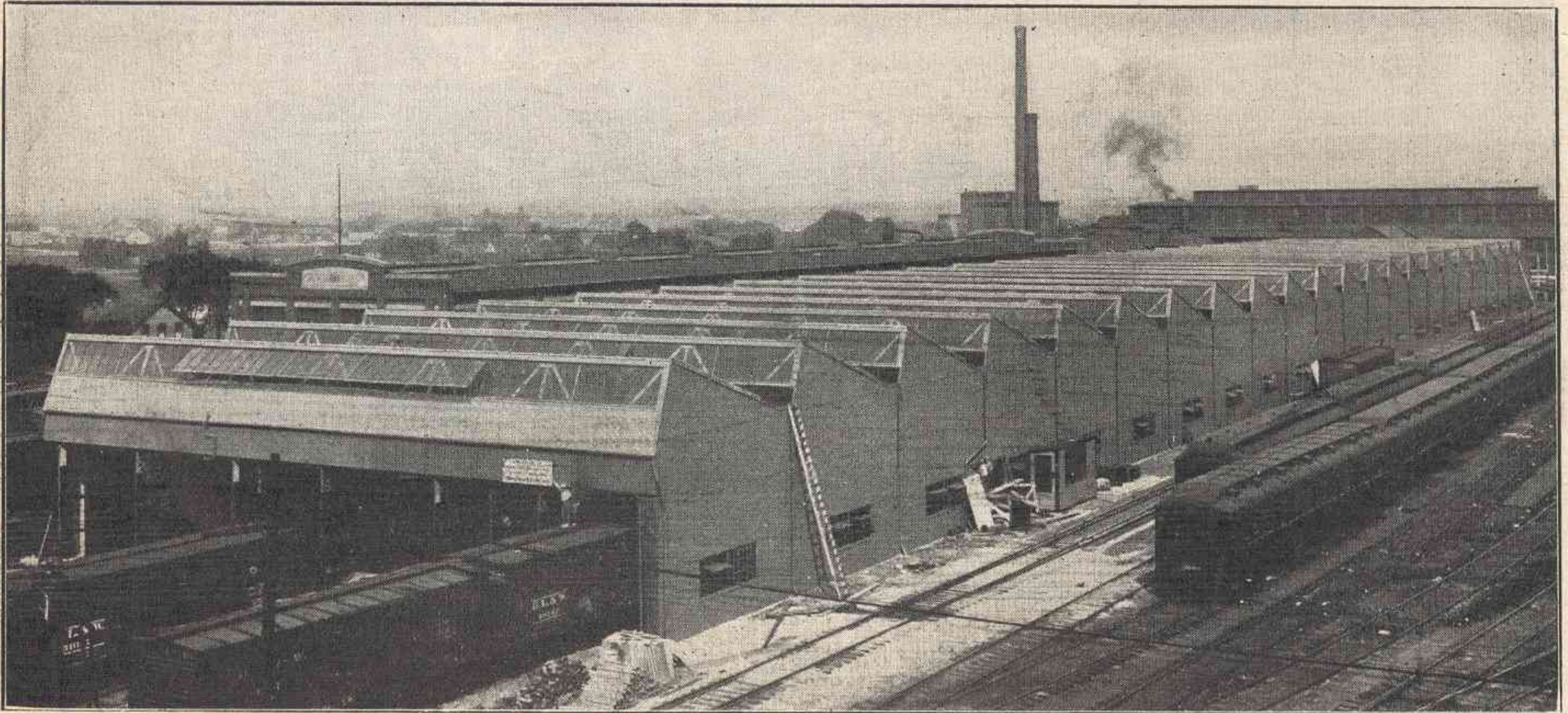
The saw-tooth windows have steel frames and corrugated wire glass, constructed with one section about 50 ft. long, hinged for ventilating purposes. The side lighting is furnished by a steel sash window placed in each bay along the sides of the building, each window so constructed that one section can be opened. These saw-tooth skylight and side windows afford very complete lighting and ventilation, both of which are essential for efficient work in the shed. The building is also fully

equipped with electric lights, consisting of 200 watt type C bulbs with 14-in. steel reflectors, while electric outlets are placed near the floor for extension lights.

Two lines of hanging scaffolds extend the total length of the building, located in the line of columns between the tracks. These scaffolds are supported from the bottom

second floor is used for office space for the general foreman and his force of clerks and piece work checkers.

The buildings were constructed under contract by A. W. Bowie, Binghamton, N. Y., in 150 working days. Plans and specifications were prepared under the direction of the writer, by F. J. Nies, architect. The construction



An Exterior View of the Car Repair Shed, Showing the Roof Construction

chords of the roof trusses and are about six feet wide and eight feet above the floor.

All of the material and equipment will be moved by electric trucks, thus doing away with the dolly tracks in connection with car repair work. For this purpose, three concrete runways, 7½ ft. wide, are constructed the entire length of the building in the spaces between the tracks where there are no building columns. A concrete runway ten feet wide is also built across the east end of the building, and on the outside of the east end of the building, a runway 17 ft. wide extends north and across to the end of the mill building. This system of concrete runways connects all points where material is stored or milled with any part of the repair shed. The remainder of the floor in the shed, including the space occupied by tracks, is of mastic construction. Thus, it is possible to run trucks over any portion of the floor.

All switching of cars is done from the west end of the building where large steel doors are placed at each track. The east end of the building is closed except for small sliding doors at the end of each concrete runway.

The building is completely equipped with Oxyweld acetylene service and compressed air. The pipe lines are supported in the lower chord of the roof trusses with the Oxyweld stations and compressed air outlets near the base of the building columns.

The new office and tool storage building is located on the north side, near the east end of the car repair shed. This building is in the form of a lean-to on the side of the car shed. It is a two-story building with a structural steel frame and brick walls. The roof is constructed of poured-in-place gypsum with a sheet rock under surface and is covered with four-ply felt with a slag surface. The first floor of the building is constructed of concrete, level with the floor in the car shed. This floor space is used for tool storage, a record room for the storage of car records, and a men's toilet for shop employees. The

was under the supervision of F. L. Wheaton, division engineer. F. B. White, assistant engineer, was in actual charge in the field.

Voting Power Again Considered by I. C. C.

WASHINGTON, D. C.

ANOTHER discussion by members of Division 4 of the Interstate Commerce Commission of the voting rights of common and preferred stock is included in separate opinions by Chairman Eastman and Commissioner Woodlock in reports authorizing the issuance of securities by the Jacksonville & Havana and the Chicago, Springfield & St. Louis for the purpose of acquiring and rehabilitating parts of the old Chicago, Peoria & St. Louis, which the commission once authorized to be abandoned.

The Jacksonville & Havana was incorporated for the purpose of acquiring and operating the line from Havana, Ill., to Jacksonville, 41.8 miles and agreements were entered into providing for conveyance to it of the line from Havana to Jacksonville, including terminal facilities at the latter point, for \$350,680, payment to be made \$117,000 in cash and \$233,680 in bonds, the latter to be covered by \$254,000 of applicant's first and prior lien mortgage 20-year 6 per cent gold bonds, which are to be taken by the protective committee at 92.

The applicant represented that it would also need funds for the following purposes: Rehabilitation work, \$60,000; equipment, \$64,030; materials and supplies, \$5,720; working capital, \$50,000; and reserves for additional equipment and further rehabilitation work, \$18,600. Including the cash payment of \$117,000, the total cash requirements are \$315,350.

Amendment of the charter is contemplated so as to pro-