

## Elevating Platform Truck

The Elwell-Parker Electric Company of Cleveland, Ohio, has placed on the market a new platform elevating truck which has been designed after a careful study of industrial conditions and extended tests in actual operation. The truck embodies many of the features common to all Elwell-Parker trucks, as well as many new features which will especially interest mechanical department officers. The operator must stand in an upright position on the small platform in front. In his right hand he has the steering lever which he merely points in the direction he wishes to go; in his left hand is the controller handle which he pulls up to go forward at any one of three speeds, releases to stop, and pushes down to reverse. The brake is automatically applied by the operator raising his right foot, and it has such a high efficiency that the truck will stop in 14 in. when going at full speed. The instant the operator leaves the truck, even though running at full speed, the brakes are applied, automatically; the controller goes to the "off" position, the circuit to the motor is disconnected and the machine is locked until he again returns to the operating platform. All of these features have been highly commended by safety-first organizations throughout the country.

The loading platform is only 11½ in. over the floor, making it possible to carry greater loads, and offering a great advantage in loading heavy packages. The steering is accomplished by all four wheels automatically taking the same radius of curve, permitting operation in narrow aisles and under congested conditions.

The driving mechanism is a worm gear operated by a motor, both simple and rugged in construction. The operator merely runs the truck under the loaded platform, starts the motor and the platform loaded with 4,000 lb. is raised 3 in., resting securely on the truck. The lifting device automatically stops itself when the platform reaches its maximum height and the truck takes the load to any point desired; then the platform is lowered without jolt or jar and the truck is run out from under it. It requires 10 seconds to lift the platform loaded with 4,000 lb. and seven seconds to drop it. The wooden loading platforms can be made at small cost to meet special conditions.

It is not necessary for the operator to leave the truck when lifting or lowering the load and it is evident that there will be a saving in time and labor by the use of this machine, to say nothing of its possibilities in increasing the output and decreasing the cost of production. Vanadium steel and drop forgings are used; also Timken and Hess-Bright ball bearings, Goodrich or Goodyear solid rubber metal base tires, etc.

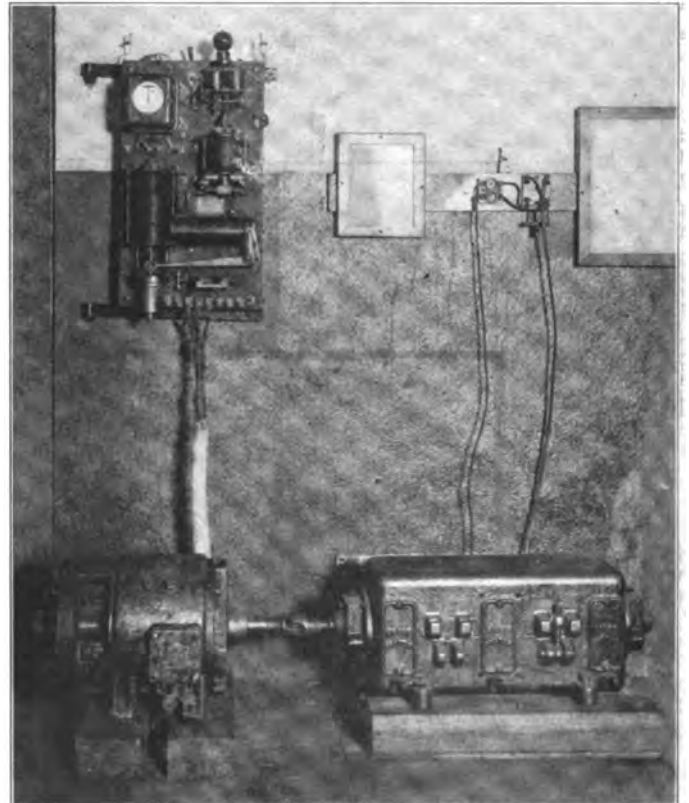
## Pullman Instruction Panel at the Sunnyside Yards

The illustration shows a test panel and test equipment which is used by the Pullman Company in the Sunnyside yards of the Pennsylvania Railroad, New York, for instructing car lighting men in the operation of standard Pullman car lighting equipment.

A type "M" U. S. L. generator is direct connected to one of the old "Bliss system" buckers the motor element of which is used to drive the generator. Any kind of a motor for driving the generator may be used. A stand-

ard Pullman regulating panel is secured to the wall immediately above the generator, on which is mounted the main regulating solenoid with the field carbon pile automatic switch, ampere hour meter and, in the extreme upper right hand corner, a relay which is controlled by the ampere hour meter and which operates to reduce the floating voltage of the system. It will be noticed that the board is hung on hinges so that it can be swung out from the wall when it is desired to inspect the wiring on the back.

By adjusting a resistance in the field circuit of the buckler motor, the generator speed can be varied at will from the low cutting-in speed to over 40 miles an hour.



The Pullman Car Lighting Instruction Equipment at the Sunnyside Yards of the Pennsylvania in New York

The operation of each element of the regulator can therefore be carefully observed.

As a means of instructing new men, this operating panel is ideal since it shows just what happens at each step in the operation of the equipment, such as the building up of the generator, the cutting in of the automatic switch, the raising of the plunger of the series coil, the opening of the carbon pile when maintaining the generator voltage constant, and the operation of the ampere hour meter when coming to a state of full charge. The closing of the zero contact in the meter operates the stop charge relay which in turn cuts out a segment of resistance in the main solenoid voltage coil causing the plunger to rise a little higher and regulate at a lower voltage. On decrease in generator speed the automatic switch can be made to drop out in the ordinary way and as the generator voltage goes still lower it will be seen that the armature of the stop charge relay also drops out. The equipment is then ready for normal operation and will pick up in the ordinary way.