

Electric Head Lights.

The Grand Trunk Railway have made an important innovation by installing their passenger train locomotives with an electric light equipment. One of the large type of passenger locomotive constructed at the Point St. Charles works of this company has just been turned out from the shops and is now at work in the Montreal and Portland night passenger service, which has, in addition to all the well known modern appliances of merit for the safety and convenience of train operating, a powerful electric lighted head lamp and a number of incandescent lamps, which have been placed in the cab of the locomotive for the purpose of lighting the steam and air pressure and water gauges, the classification signal lamp are also electrically lighted, a number of other lamps are situated over the machinery of the locomotive for the purpose of better inspection. This new departure of the Grand Trunk in equipping their locomotives has veritably turned night into day. On account of the brilliancy of the headlight, the engineer can very readily distinguish objects within the right of way for over half a mile distant in advance of a rapidly running train, thus, if necessary, enabling him to have ample distance to stop the train without difficulty. There has been a marked improvement in railway car lighting within the last few years, the oil lamps being gradually superseded by gas-lighted trains, and now the gas has a competitor in the shape of electricity. The lighting of locomotive head lamps has passed through somewhat of an evolution. It has, however, been determined that the success of electrically-lighted locomotives are an accomplished and an established condition on some of the most important railroads of the United States, consequently the Grand Trunk Railway people have decided to apply the system to their line. A technical description of the mechanism of electrically lighted locomotives is not intended, but the system which is being applied embodies a simple, independent and complete equipment, each locomotive having its own separate and distinct steam engine and dynamo for generating the light. All of the lights can at the will of the engineer, by suitable switches, be turned on together or individually as may be desired. The company are at the present time applying the electric-lighting equipment to other locomotives now in the Point St. Charles shops to enter their passenger service, and they are in the advance of Canadian railways in this respect.