

right-hand, were to be placed with out-board bearings opposite one another, and a short walking space between. One excavation was made for both units, and a solid mat of concrete, 8" to 12" thick, placed at the bottom of the foundation. Forms were built and the concrete poured so that the two foundations were actually one continuous mass of concrete, being joined at the outboard bearing. Insulation, $\frac{1}{2}$ " thick, was then placed between the floor and foundations and between the foundations and the trenches, serving the exhaust steam lines and electrical conduits.

These extra precautions were justified by the results. Not a trace of vibration can be felt in the floor or walls. All who have seen these units operating have commented on their quiet, smooth and apparently effortless operation. The Brothers have expressed them-

selves as being well satisfied with their purchase.

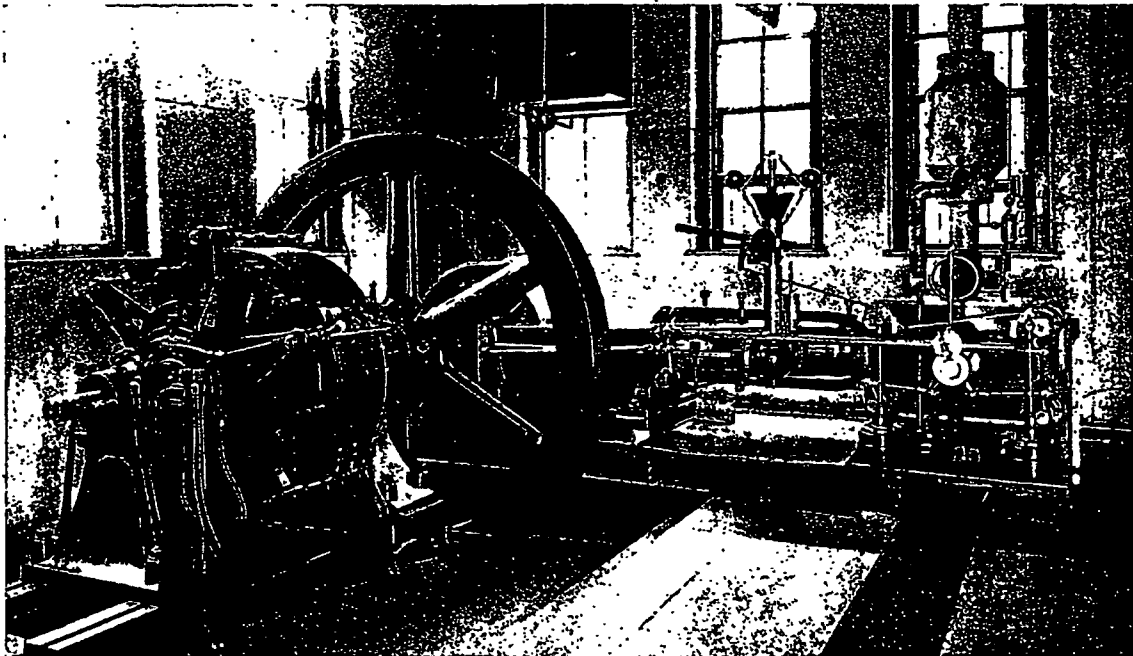
The large receiver type separators on each engine are Elliott Weldon separators. Elliott type "P" oil separators serve each of the exhaust lines from the engine.

The new engine-generators are housed in a new engine room built for the purpose. Other changes and improvements were made at the same time, including the installation of a complete new switchboard, consisting of two generator panels and three distribution panels. The pump room was practically rebuilt. A new feed water heater was installed and the feed water pumps lowered to a new pit, giving sufficient additional head to permit efficient removal of the feed water which is being heated to the temperature of the exhaust steam. The softener and the hot water heaters serving the laundry

and general purpose requirements were moved to a new tank room.

All of this work was accomplished without any interruption of services to the institution. That this could be done successfully was due to the very careful planning of Brother Julius, who, with the assistance of Brother Alphonse, had complete charge of this modernizing program.

One of the old releasing Corliss units which were replaced by the new equipment will be preserved for posterity and is to be placed on permanent exhibition in the Museum of Science and Industry now being built in Chicago. It is considered typical of what was best practice 35 to 40 years ago. And it is not entirely coincidence that, by its side, will be placed an Elliott four-valve engine representing the best that is offered in modern engine construction.



One of the two old 60-kw. engine-generator units which were replaced by the Elliott sets shown on page 25. The generator of the above unit is a Siemens-Halski, built 36 years ago. The rotor is on the outside of the generator and the exterior surface of the rotor serves as the commutator. These units were typical of best practice 35 to 40 years ago.