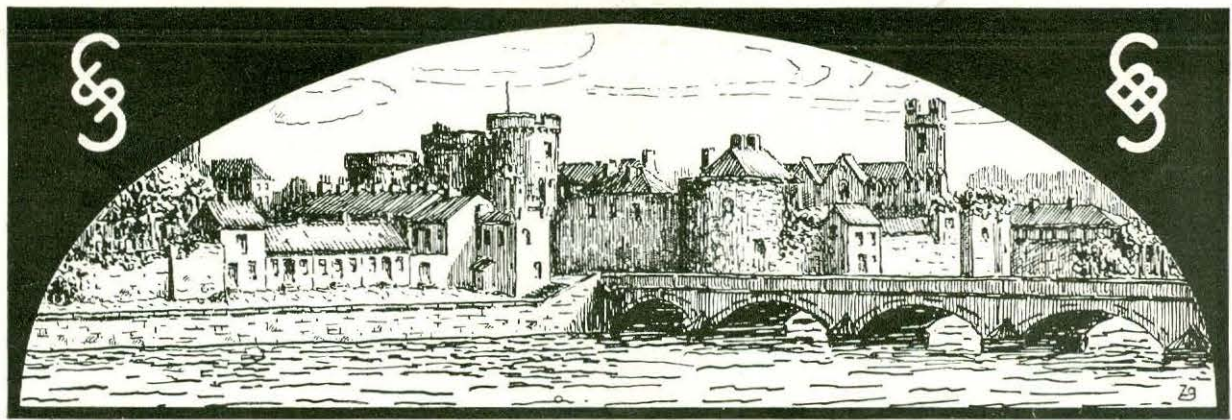


Mr. Mac Mahon

SIEMENS

PROGRESS ON THE SHANNON

1st YEAR

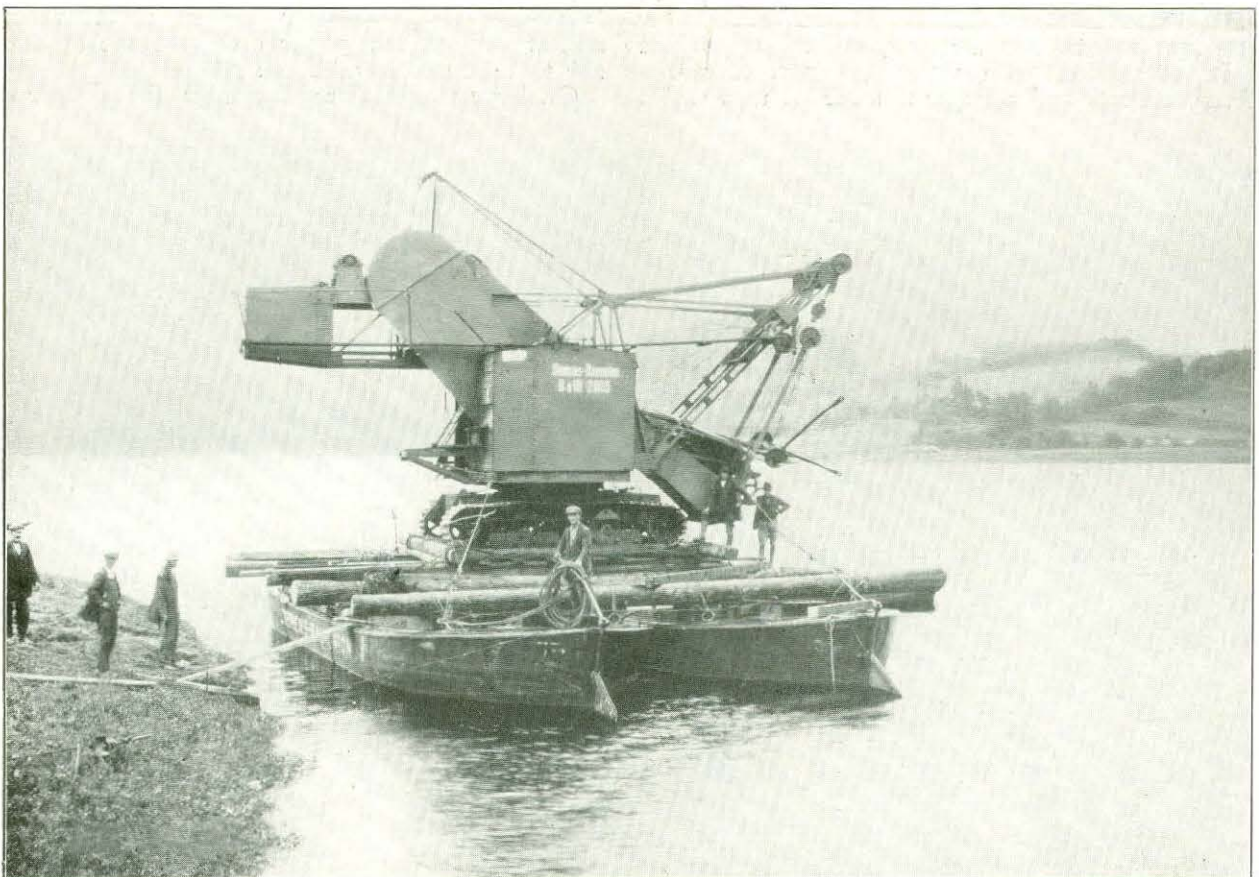
AUGUST 1927

NUMBER 11

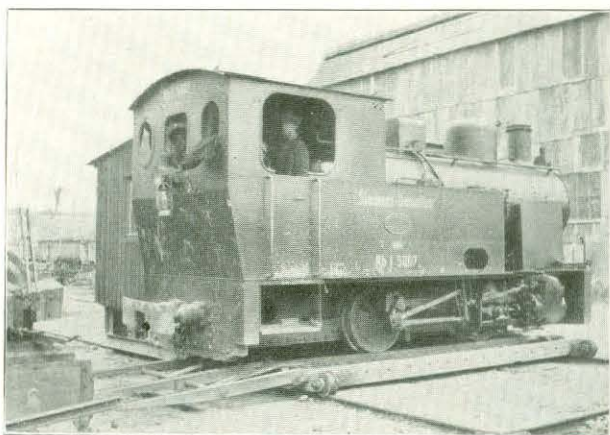
Transport and working Arrangements of the Shannon Scheme

For the Civil Engineering work in connection with the Shannon Scheme, over 100 kilometers of railway line have been laid on the building sites. Seventy-five locomotives with from 120 to 220 H.P. and over 1000 waggons carry out the

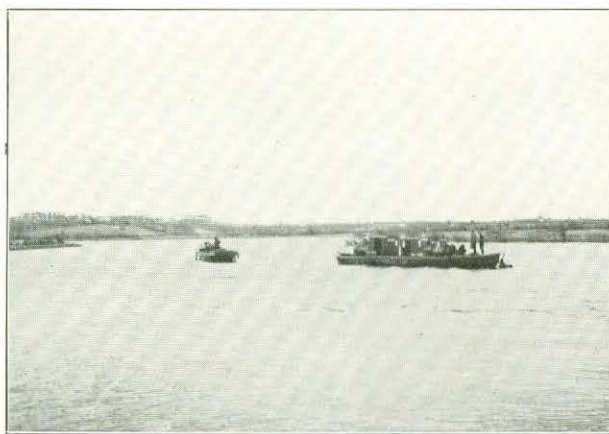
necessary transport work. The majority of these locomotives are worked by steam, but on sections which are not to be shifted for the whole of the building period, they are electrically driven. When repairs are necessary, the locomotives are conveyed



Transport of Bucket Excavator on two Barges.



Locomotive on transfer Table.



Tug towing Barge with Locomotives on Shannon.

directly from the tracks to the workshops by means of a sliding platform. In order to transport the locomotives from the Harbour to the tracks or to convey them from one track system to another, rail trailers are used which are hauled by a 100 H. P. Daimler tractor. Heavy excavator parts and also motor boats, by means of which traffic is maintained on the Shannon and on Lough Derg, are also conveyed to their respective destinations in this way.

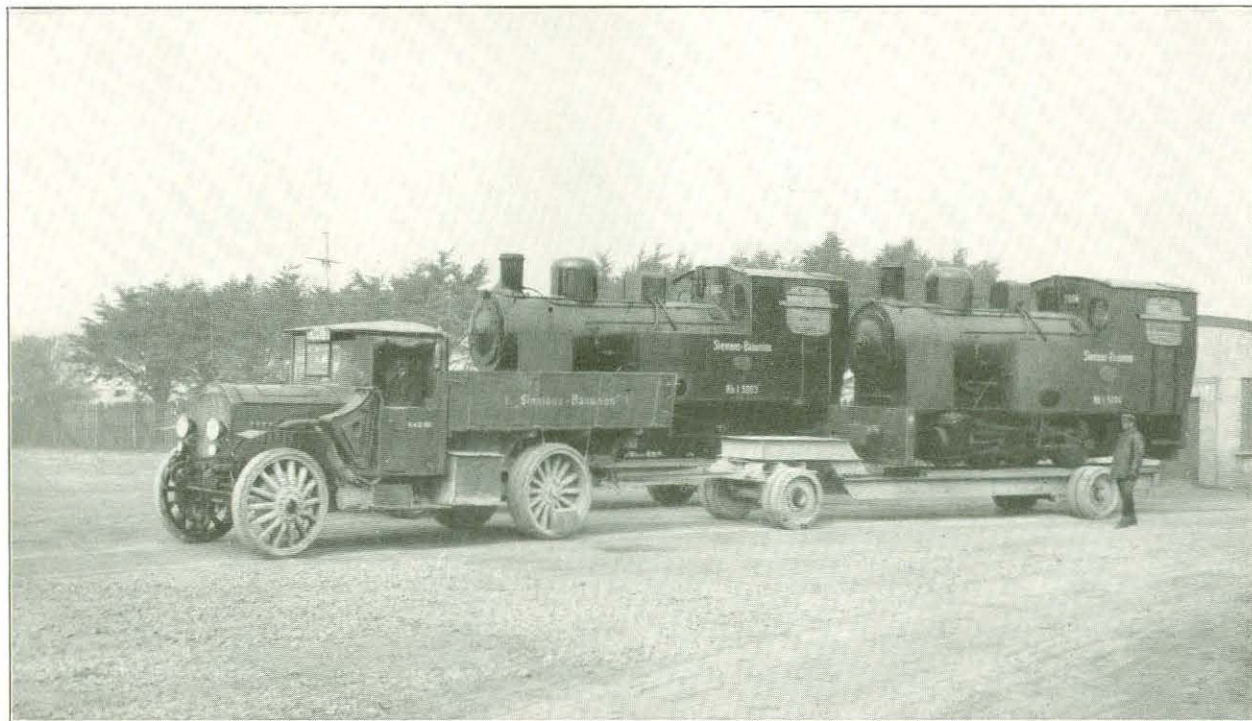
To complete this main work of transport on tracks, there are a number of lorries, 13 in all; these lorries carry out the transport work between Limerick Harbour and the building sites, and they are also used wherever transport by rail is not possible.

In connection with water transport there are 3 motor boats and a larger number of tugs which

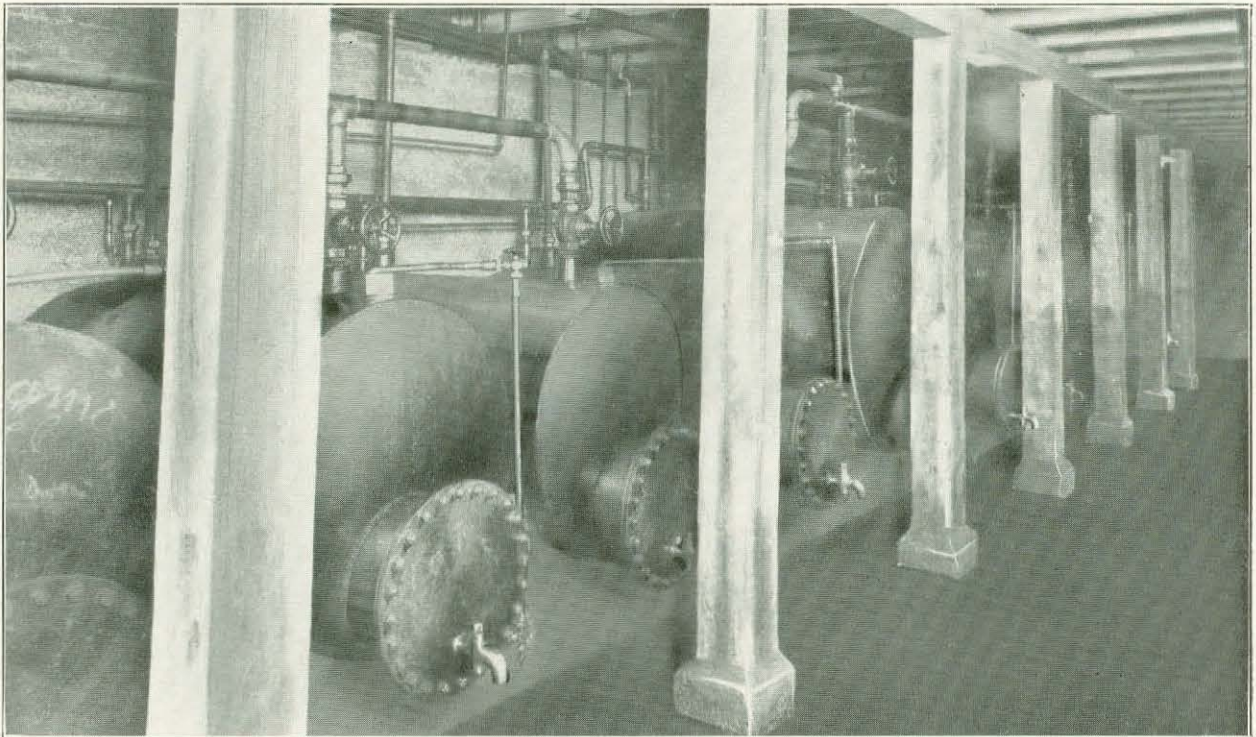
can transport not only material but also plant, without having to dismantle same, from one bank of the Shannon to the other and across Lough Derg to the Portumna-Banagher building site. One tug is driven by a 6-cylinder 200 H. P. Diesel engine, and can do its work on the river and on Lough Derg even in stormy weather and during floods. To give an example of its power, it need only be mentioned that it transported a multiple bucket excavator weighing 35 tons over Lough Derg after the excavator had been installed on 2 barges which had been joined to each other.

The supply of coal and other fuel for the sites is maintained by means of the transport railway, and at all important places on the whole building site there are coal and fuel stations.

On large works there is always the danger of



Transport of 220 H.P. Locomotives on special Trucks, hauled by Daimler Tractor.

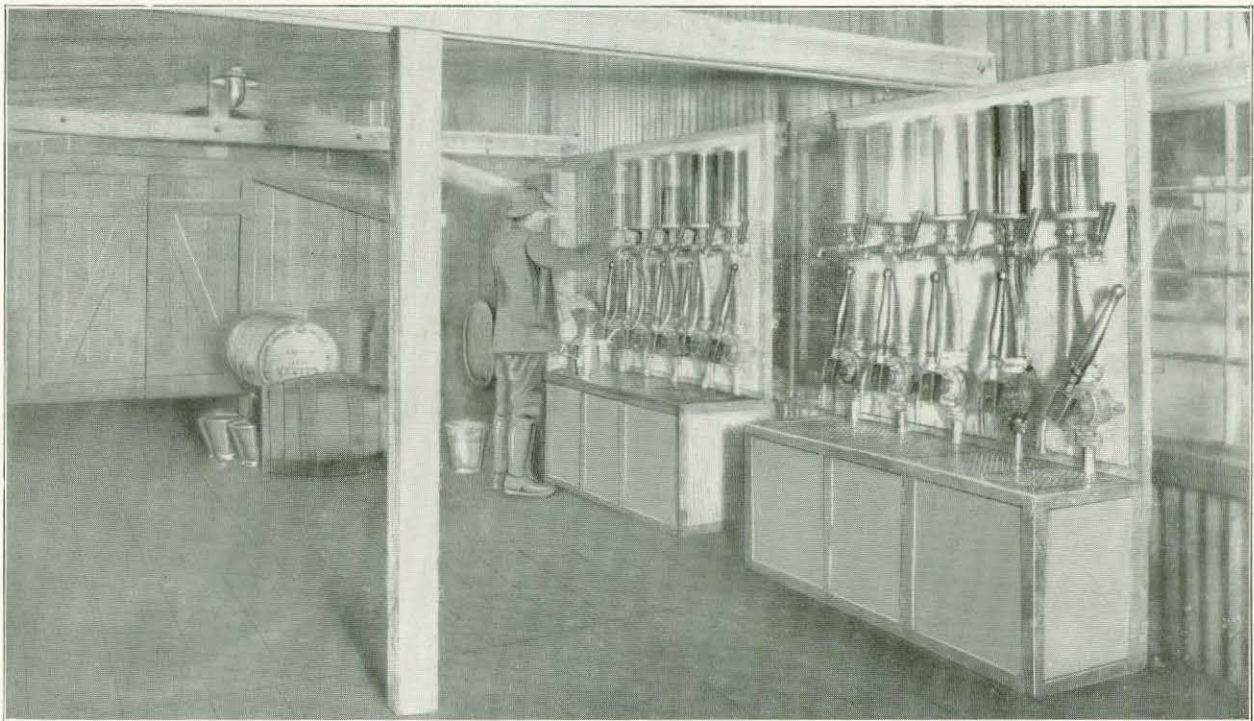


Oil Tanks at Ardnacrusha.

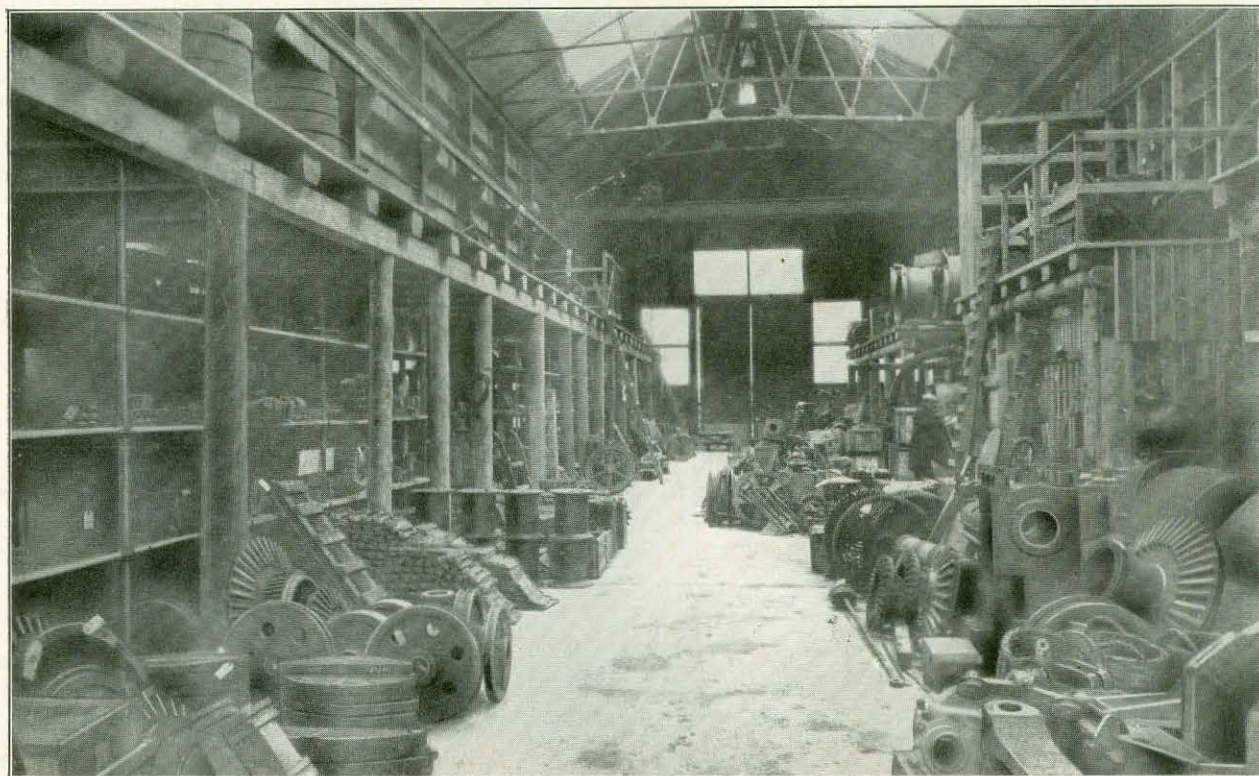
mistaking the different kinds of oil. For this purpose the oil supply is concentrated in Ardnacrusha, and is stored and measured by means of a special plant.

Many thousands of spare parts are required for the maintenance of the machines used on the works.

Owing to the great distance of the Irish Building Site from the place where these machines are manufactured, it is very necessary that an extensive store of spare parts is maintained in order to be able to repair the machines without delay.



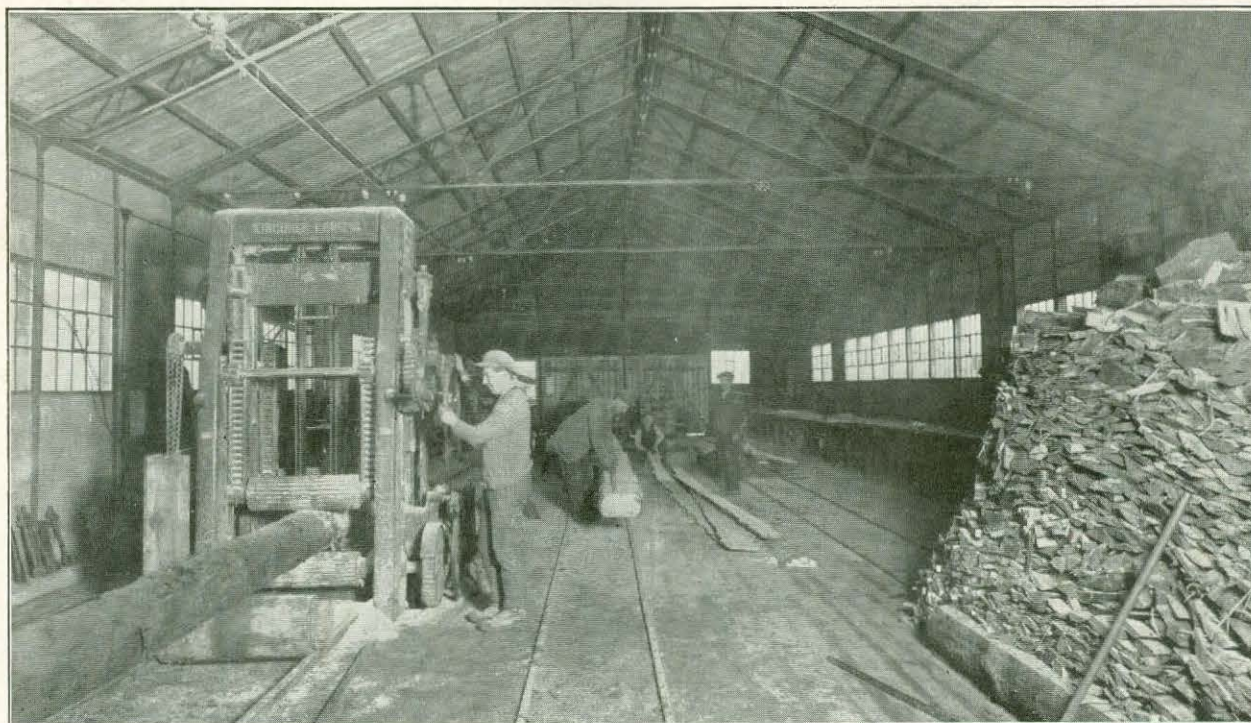
Oil Tanks at Ardnacrusha.



Stores for spare parts at Ardnacrusha.

With the exception of timber, the material required on the site is delivered ready for use and is distributed by means of the transport railway. The

timber is prepared by means of an electrically driven saw, and extensive wood workshops facilitate the further preparation of same.



Saw Mill at Ardnacrusha.