

The average price of coal delivered on tenders E. & N. Railway, is about \$3.75 per ton.

REPORT ON C.P.R. OIL BURNING LOCOMOTIVES

CALGARY, Nov. 23rd, 1912

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Chief Operating Officer, B.R.C.,

Ottawa, Ont.

DEAR SIR,—

I beg leave to submit the following report on the C.P.R. oil burning locomotives assigned to the divisions east and west of Revelstoke. In making a close inspection of the fire pans on the above class of locomotives, I find that a great deal of carbon forms on the side sheets of fire-box ; also on splash wall, and in travelling on several locomotives at night, I see that this carbon breaks off and is carried to the atmosphere in the form of sparks, which in my opinion are just as liable to set fire to the right-of-way as coal sparks.

The reasons I would give for this carbon forming are as follows :
First,—burner getting dirty, caused by impurities and foreign elements in the oil.

Second,—burner not being in line ; that is, flame striking flash wall too much to one side, or too high or too low.

Third,—loose bricks falling out and obstructing flame from striking flash wall squarely.

The Company is experimenting to do away with the above defects and as sparks from a locomotive cannot do any harm for the next five months, I would advise that they be given that length of time to better the conditions, but at the end of that time if there is no improvement, I would recommend that all dead plates and netting be put back in front ends.

Since the conversion of these locomotives from coal to oil burning there have been a great many leaks developed in the boilers such as crown bolts and side sheets leaking badly. I am of the opinion that it would be advisable to have several of these locomotives given the hydrostatic test.

Yours truly,

A. E. HUDSON,

Inspector B.R.C.