

Canadian Pacific Equipment.

The 12-compound locomotives mentioned in our last issue as having been ordered in the U.S. are to be built by the Richmond Locomotive Works, Richmond, Va., to be delivered in May next. An order has also been placed for the manufacture in Canada of 10-compound locomotives to be delivered by next spring. They are to be of the same type as a previous order for 6 which are about to be delivered, the general specifications being the same as for those to be built at Richmond, & which were given in our last issue.

Eleven freight cars a day are being turned out at the Co.'s shops at Perth, Ont., & as will be seen by reference to pg. 323, it is proposed to establish car shops of large capacity in Western Ontario.

At the Co.'s Hochelaga shops there are being built 2 1st class coaches & 2 standard wing ploys. The coaches will be 65 ft. long, equipped with wide vestibules, standard steel platforms, electric light, steam heat, Westinghouse high speed triple brakes & C. P. R. standard 6 wheel trucks.

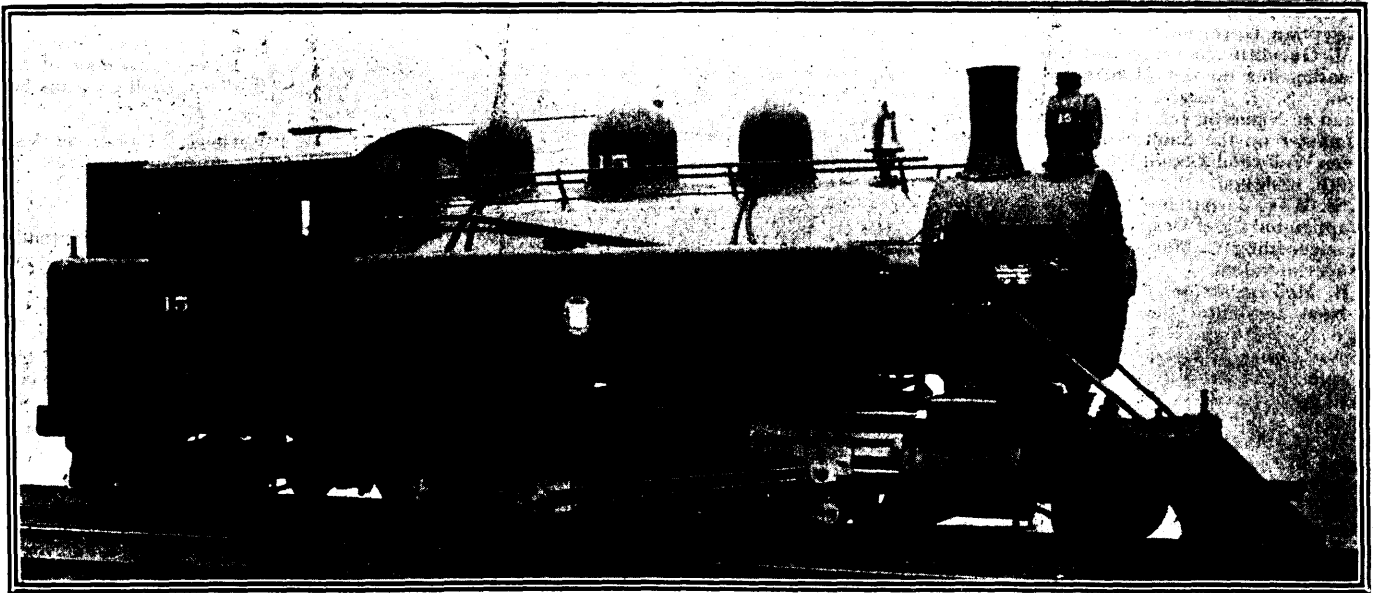
The following additional orders have been placed at the Co.'s shops at Perth, Ont.: 60

CYLINDERS.	
Diameter of cylinders	22 ins.
Stroke of piston	28 ins.
Horizontal thickness of piston	55 ins.
Diameter of piston rod	33 ins.
Kind of piston packing	Cast iron
Size of steam ports	18 x 13 ins.
Size of exhaust ports	18 x 23 ins.
Size of bridges	11-8 ins.
VALVES.	
Greatest travel of slide valves	53 ins.
Outside lap of slide valves	3 in.
Inside lap of slide valves	1-32 in.
Lead of valves in full gear	1-16 in.
WHEELS, ETC.	
Diameter of driving wheels outside of tire	55 ins.
Material of driving wheels, centers	Main, cast steel; Inter., steeled cast iron
Tire held by	Shrinkage
Driving box material	Main, cast steel; Inter., steeled cast iron
Diameter & length of driving journals, main only	9 ins. diameter, 8 1/2 ins. dia. x 10 ins.
Diameter & length of main crank pin journals, (main side 7 1/2 x 5 ins.)	7 in. dia. by 6 1/2 ins.
Dia. & length of side rod crank pin journals, (5 x 3 1/2 ins.)	Inter., 6 ins. dia. x 4 1/2 ins.
Engine truck, kind	2-wheel swing bolster
Engine truck, journals	6 ins. dia. x 10 ins.
Diameter of engine truck wheels	30 ins.
Kind of engine truck wheels	Plate
BOILER.	
Style	Straight
Outside diameter of first ring	72 ins.
Working pressure	200 lbs.
Material of barrel & outside of fire box	Carbon steel

Both locomotives are equipped with Westinghouse 6 in. air pumps. The side tanks are supported by means of heavy braces resting upon the frames. In front this brace is a part of the guide yoke. The 3 tanks are all connected, & water is taken in at either one of the side tanks. The injectors take their supply from the back tanks. The total water capacity is quite equal to that of most tenders of the ordinary type. The cylinder saddle is double bolted to the smoke-box. About the only deviation from strict American practice is seen in the placing of the air pump upon the front end. The main & intermediate driving wheels have bald tires.

RAILWAY APPOINTMENTS, Etc.

Canadian Pacific.—C. R. Hosmer, who was recently elected a director of the Co., has announced his intention of resigning the position of Manager of the Co.'s telegraphs, which he has held since their inception. As a director of the Co. he will no doubt pay special attention to the Co.'s telegraph matters. Jas Kent, Superintendent of the Eastern Division of the Co.'s telegraphs, is likely to be



DOUBLE END CONSOLIDATION LOCOMOTIVE FOR SYDNEY AND LOUISBURG RY.

45 ft. furniture cars, 100 30 ton Rogers' ballast cars, 700 standard 30 ton box cars, 200 standard 30 ton flat cars. Work has not yet been started on these.

The narrow gauge locomotives which were used on the Columbia & Western Ry., between Trail & Rossland, B.C., before it was standardized, are to be sent to the Chilliwack district, New Westminster, having been sold to a dyking contractor there.

It is said the Minneapolis, St. Paul & Sault Ste. Marie Ry. will order 10 heavy decapod locomotives, probably early next year.

Sydney & Louisburg Locomotives.

This Co. has recently added to its equipment 2 double end locomotives, 1 mogul & 1 consolidation, which are believed to be among the largest double enders ever built. An illustration of the consolidation one is given on this page. Following are particulars regarding it:

GENERAL DIMENSIONS.	
Gauge	4 ft. 8 1/2 ins.
Fuel	Bituminous coal
Weight in working order	239,000 lbs.
Weight on drivers	170,000 lbs.
Wheel base, driving	15 ft.
Wheel base, rigid	15 ft.
Wheel base, total	36 ft. 3 ins.

Thickness of plates in barrel & outside of fire box	23-32, 9-16, 1/2 & 11-16 in.
Horizontal seams	Butt joint sextuple riveted, with welt strip inside & outside
Circumferential seams	Double riveted
Fire box, length	114 ins.
Fire box, width	41 7-8 ins.
Fire box, depth	F. 79 1/2, B. 67 1/2 ins.
Fire box, material	Carbon steel
Fire box, plates, thickness	Sides 5-16 in., back 5-16 in., crown 3-8 in., tube sheet 1/2 in.
Fire box, water space	Front 4 ins., sides 3 1/2 ins., back 3 1/2 & 4 ins.
Fire box, crown staying	Radial stays 1 1-8 ins. dia.
Fire box, stay bolts	1 in. dia.
Tubes, material	Charcoal iron, no. 12
Tubes, number of	348
Tubes, diameter	2 ins.
Tubes, length over tube sheets	13 ft. 10 ins.
Fire brick, supported on	Studs
Heating surface, tubes	2,512.55 sq. ft.
Heating surface, fire box	176.92 sq. ft.
Heating surface, total	2,689.47 sq. ft.
Grate surface	33.21 sq. ft.
Grate style	Rocking
Ash pan, style	Sectional, dampers front & back
Exhaust pipes	Single, high
Exhaust nozzles	5 1/2 ins., 5 1/2 ins., 5 1/2 ins.
Smoke stack, inside diameter	16 ins.
Smoke stack, top above rail	14 ft., 9-9-16 ins.

TENDER.	
Wheels, number of	4
Wheels, diameter	28 ins.
Journals, diameter & length	5 in. dia. x 9 ins.
Tender trucks, 4-wheel center bearing swing bolster carrying back end of engine	
Water capacity	4,200 U.S. gallons
Coal capacity	4 tons

promoted to the managership, though no official announcement has yet been made.

A. D. MacTier, heretofore General Baggage Agent, has been appointed General Fuel Agent, with office at Montreal. This is a new position. Heretofore fuel has been purchased by the General Purchasing Agent & distributed by the Car Service Agent, but the vast growth of the Co.'s business has made it desirable to have a special officer to attend solely to fuel matters. Mr. MacTier has been in the Co.'s service since 1887, & before that was with the Southeastern Ry., now a part of the C.P.R. system.

R. H. Morris, heretofore Chief Clerk of the General Baggage Department, has been appointed General Baggage Agent of all lines of the Co., with headquarters at Montreal, in place of A. D. MacTier, promoted. Agents & train baggagemen on Western division will address Mr. Morris at Winnipeg, those on the Pacific division will address him at Vancouver.

E. Emery has been appointed Assistant Auditor of Passenger Receipts, with headquarters at Montreal. Mr. Emery, who is a son of a former Assistant Postmaster of Montreal, has been in the C.P.R. employ since the early days, & has been Chief Clerk in the