



BUILDINGS ON G. B. REEVE'S RANCH, LA MIRADA, CALIFORNIA.

erintendent Hanna, of the Canadian Northern.

The Ottawa & Gatineau & the Pontiac & Pacific Junction Rys. are in the market for some passenger & freight equipment, as mentioned in our June issue, pg. 167. Master Mechanic Kay recently visited Cincinnati to inspect some 1st class coaches there, but at latest advice no order had been placed by either Co.

The Richmond Locomotive Works has recently received, by cable, from the Finland State Railways an order for twelve 16 x 24 inch 10-wheeled passenger locomotives. The contract price of this order aggregates upward of \$160,000. This is the third order for engines received by the Richmond Works from the Finland State Railways, & is an illustration of the increasing demand for American locomotives abroad.

At the Master Mechanics' Association Convention in June it was reported to have been stated that the first steel cab built on a locomotive was in 1891, on the Southern Pacific System. F. R. F. Brown, of Montreal, wrote to a contemporary stating that this was not the case, & that he believed that the first steel cab put on a locomotive was built by him when he was Mechanical Superintendent of the C. P. R. in 1889. L. B. Paxson, of the Philadelphia & Reading, followed this up with a letter

stating that the first iron cabs for locomotives were built on that road in 1859.

A Chicago despatch says two boats left South Chicago Sep. 25 with more than two complete railway trains for cargoes. The boats are car ferry barges nos. 1 & 2 of the Lake Michigan Car Ferry Transportation Co. They carried two complete locomotives, set up & ready for running, 40 flat cars & 2 passenger coaches. They are bound for the harbor at Michipicoton & will be used on the Algoma Central Ry. Michipicoton harbor is without any rail connection with the outside world, & so all supplies are shipped in by boat. The car ferry barges, being designed for this work, with tracks on their decks, were chartered, & loaded the outfit at Calumet.

The Prince Edward Island Ry. is getting two narrow gauge locomotives, with 4 coupled wheels & 4-wheeled truck, of which the following are the general dimensions.

| | |
|---|--------------|
| Gauge | 3 ft. 6 in. |
| Driving wheels, diameter inside of tire | 42 in. |
| Cylinders, diameter | 15 in. |
| Stroke | 20 in. |
| Rigid wheel base | 7 ft. 9 in. |
| Engine wheel base | 19 ft. 8 in. |
| Truck | 4-wheeled |
| Total wheel base of engine & tender | 38 ft. 6 in. |
| Weight on drivers | 43,000 lbs. |
| Weight on truck | 22,000 lbs. |
| Total weight of engine about, but not less than | 60,000 lbs. |
| Fuel | Soft coal |

| | |
|------------------|------------------|
| Tender | 4-wheeled trucks |
| Capacity of tank | 2,200 Imp. gals. |

At the Prince Edward Island Ry. shops at Charlottetown there have been built this year two 1st class cars for winter service 42 ft. long, 1 baggage car 42 ft. long, 18 box cars 28 ft. long of about 12 tons capacity & 20 platform cars. A 1st class 50 ft. long is now being built and another will be built this year, also one second class car. Vacuum brakes & Miller couplers are used on all passenger equipment. Very few of the freight cars are equipped with air brakes. An order has recently been placed for steel tire wheels for all passenger cars. The Dominion estimates for the current year provide \$10,000 for rolling stock for this line & \$3,500 for machinery. With the latter amount there will be purchased a planer, a mortiser, a boring machine, a bolt cutter & 2 lathes for the machine shop.

What is said to be the largest locomotive in the world was recently built for the Pittsburgh, Bessemer & Lake Erie Ry. With others to be constructed it will be used in hauling exceptionally long, heavy trains of ore & iron at moderate speeds. The net hauling capacity on a level & nearly straight track is 7,847 tons. When the engine is working up to its full power, the drawbar pull is 56,300 lbs. The total weight of the engine alone is 125 tons, & of the tender 70 tons. The boiler is 88 ins.



G. B. REEVE'S RESIDENCE, LA POMELO RANCHO, LA MIRADA, CALIFORNIA.