

at the back. There are 344 tubes, 2 in. in outside diameter & 15 ft. 7 in. long. The firebox heating surface is 201 sq. ft., the tube heating surface is 2,799 sq. ft., making a total of 3,000 sq. ft.; the grate area is 37.5 sq. ft. Piston valves are used having a travel of 5 1/4 in. The special equipment includes American-Westinghouse driver brakes & Westinghouse tender brakes. General dimensions other than those mentioned above are as follows:—

Gauge	4 ft. 8 1/2 in.
Fuel	Soft coal
Wheel base, total (engine and tender)	57 ft. 4 in.
Length over all, engine	45 ft. 6 in.
Height, centre of boiler above rails	12 ft. 11 in.
Height of stack, above rails	14 ft. 7 in.
Drivers, material of centres	Cast steel
Truck wheels, diameter	30 in.
Journals, truck axle, size	6 x 10 in.
Main crank pin, size	6 1/2 x 7 in.
Piston rod, diameter	4 1/2 in.
Main rod, length center to center	9 ft. 5 1/2 in.
Steam ports, circular length	20 in.
Steam ports, width	1 1/2 in.
Exhaust ports, length	20 in.
Exhaust ports, width	4 1/2 in.
Bridge, width	3 & 2 1/2 in.
Valves	Balance piston
Valves, greatest travel	5 1/2 in.
Valves, outside lap	H. P. 3/4 in.—L. P. 1 1/2 in.
Valves, inside lap	H. P. 1/2 in. negative—L. P. 1 1/2 in.
Valves, lead in full gear	H. P. 0—L. P. 1/4 in.
Boiler, material in barrel	Steel
Boiler, thickness of material in barrel	11-16 in. & 3/4 in.

Seams, horizontal. Butt jointed with double cover strips
 Seams, circumferential. Double riveted
 Thickness of tube sheets. 3/4 in.
 Thickness of crown sheet. 3/4 in.
 Crown sheet stayed with. Radial stays
 Dome, diameter. 32 1/2 in.
 Firebox, material. Steel
 Firebox, thickness of sheets. 5-16 in.
 Firebox, with brick arch.
 Firebox, water space, width.

Front, 4 in.; Sides, 3 1/2 in.; Back, 3 1/2 in.
 Grate. Rocking
 Smokebox, diameter. 69 in.
 Smokebox, length. 6 1/2 in.
 Exhaust nozzle. Double
 Exhaust nozzle. Permanent
 Stack. Straight
 Stack, least diameter. 16 in.
 Stack, height above smokebox. 2 ft. 7 1/2 in.
 Type. Swivel truck
 Material in tank. Steel
 Thickness of tank sheets. 1 & 3-16 in.
 Type of under-frame. Steel channels
 Type of truck. I-beam bolster, arch bar
 Truck with rigid bolster.
 Type of truck spring. Triple elliptic
 Diameter of truck wheels. 33 in.
 Diameter & length of axle journals. 5 1/2 x 10 in.
 Distance between centers of journals. 77 in.
 Type of truck bolster. I beam
 Length of tender frame over bumpers. 28 ft. 3 1/2 in.
 Length of tank. 24 ft. 7 in.
 Width of tank. 10 ft.
 Height of tank, not including collar. 4 ft. 6 in.
 Height of tank over collar. 5 ft. 4 in.
 Type of back drawhead.
 Westinghouse friction draft gear.

Railway Equipment Notes.

The Great Northern of Canada is receiving considerable new equipment.

The Lake Erie & Detroit River Ry. recently purchased 3 locomotives in the U.S.

The Newfoundland Ry. recently received 4 locomotives from the Baldwin Locomotive Works.

The Algoma Central recently placed an order in the U.S. for 100 flat cars of 40 tons capacity.

The Richmond Locomotive & Machine Works will soon be operated throughout by electricity.

The Ottawa & New York is about to purchase 2 freight locomotives, but not any passenger locomotives, as erroneously stated in some papers.

Orders issued a short time since by the Northern Pacific for freight cars, the cost of which in the aggregate would have been \$250,000, have been countermanded, owing to the partial failure of the wheat crop in the Northwest.

Mackenzie, Mann & Co., recently purchased an official car in Chicago, which has been lettered Canadian Northern & named the Atikokan. The car Dauphin, which they previously used, has been transferred to Sup-

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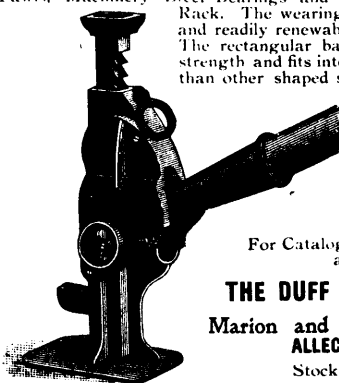
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