

toba Division, C.P.R., Winnipeg, born at Prescott, Ont., Nov. 20, 1865.

A. C. O'Neil, Travelling Freight Agent, G.T.R., London, Ont., born at Point Edward, Ont., Nov. 30, 1866.

W. J. Quinlan, District Passenger Agent, Grand Trunk Pacific Ry., Winnipeg, born at Montreal, Nov. 21, 1883.

H. P. Sharpe, General Agent, Dominion Express Co., Toronto, born at Brockville, Ont., Nov. 24, 1864.

G. H. Shaw, General Traffic Manager, Canadian Northern Ry., Toronto, born at Smiths Falls, Ont., Nov. 25, 1859.

F. M. Spaidal, General Manager, Cana-

dian Northern Quebec Ry., and Quebec and Lake St. John Ry., Montreal, born at Gananoque, Ont., Nov. 13, 1858.

J. Sparks, Assistant General Baggage Agent, Western Lines, C.P.R., Winnipeg, born in London, Eng., Nov. 25, 1874.

H. P. Timmerman, Industrial Commissioner, Eastern Lines, C.P.R., Montreal, born at Odessa, Ont., Nov. 6, 1856.

H. E. Whittenberger, General Superintendent, Ontario Lines, G.T.R., Toronto, born at Peru, Ind., Nov. 9, 1869.

C. G. Washbon, Resident Engineer, C.P.R., Winnipeg, born at Morris, N.Y., Nov. 27, 1887.

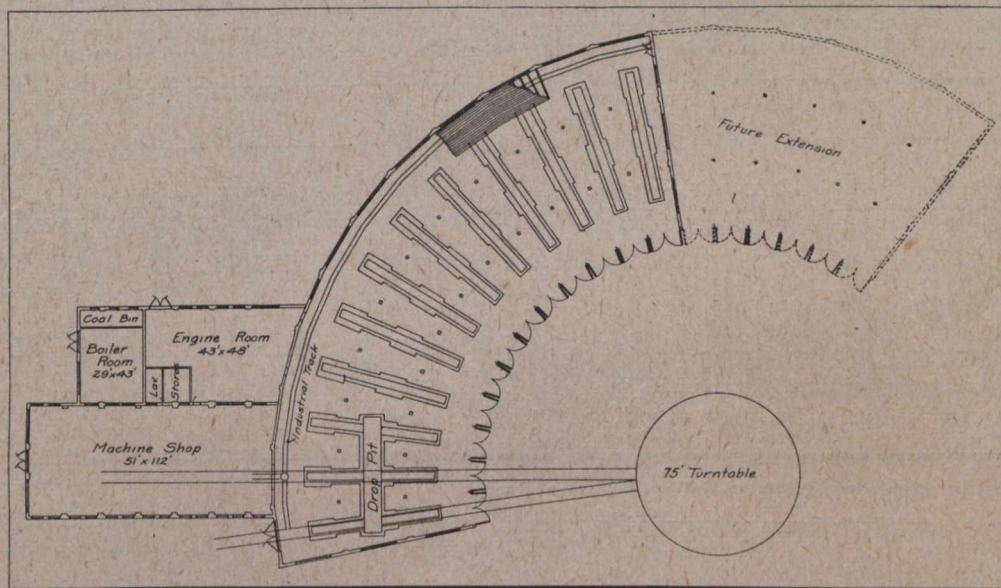
National Transcontinental Railway Standard Locomotive House.

The latest standard type of locomotive house for the N.T.R. is shown in the accompanying illustrations. In Canadian Railway and Marine World for Sept., 1912, a plan of the standard locomotive house, as then approved, was described, with illustrations, but it was subsequently found that the design then decided upon might be improved in some particulars, resulting in the present design.

In general arrangement, the new design is similar to the former, the principal point of variation being in the shifting of the machine shop and auxiliary buildings from their former location on the outside of the

the inside radius of the building to the centre line of the door posts being 114 ft. 5¼ ins., and the outside radius, 205 ft. 5¼ ins., giving a locomotive house depth of 91 ft. In the centre of the circle is a 75½ ft. turntable.

At the lower end of the locomotive house are three drop pits, communicating with each other through a cross pit. The lower one of the three drop pits is on the through track provided in the new arrangement for the reasons explained. The central drop pit track runs through into the machine shop to the rear, a 112 by 56½ ft. building. Adjoining the machine shop are the engine



Standard Locomotive House and Shop for National Transcontinental Railway.

locomotive house, so as to leave the outside track clear for a through connection, the idea being that when a crippled locomotive is brought into the terminal, it may be run on the through track alongside the machine shop by the yard crew, where it may be picked up when convenient by the mechanical department and run in on the pit. In the former arrangement, the dropping off of a crippled locomotive on the turntable side of the locomotive house left the latter blocked, necessitating the immediate removal of the locomotive, which would not always be convenient. The normal handling of the motive power will not be disturbed in the new arrangement.

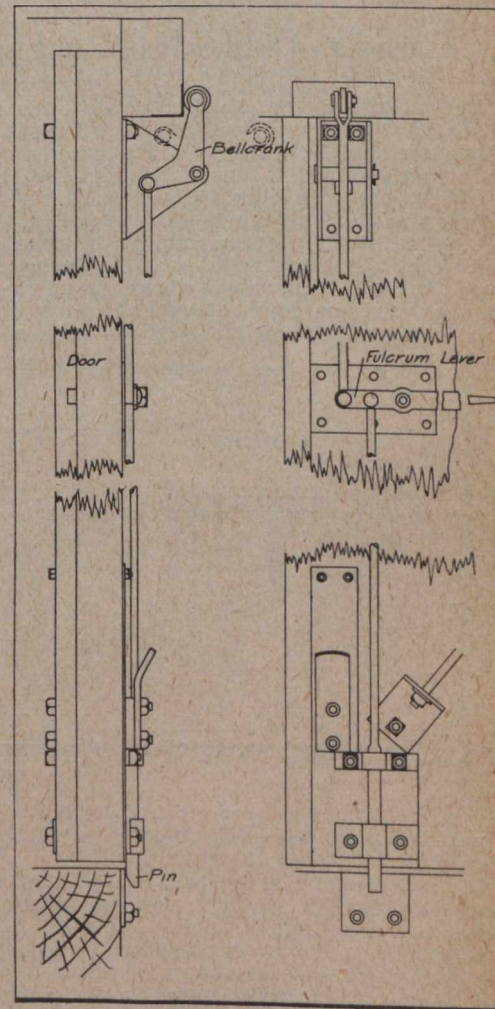
The new design is for a 12 stall house, so designed with the auxiliary buildings to one end that future pit extensions may be added without in any way interfering with the original plans, the auxiliary buildings being made of sufficient size to meet the demands of future enlargements to the motive power accommodation. The main building has the stalls, forming chords of a circle, on a central angle of 7 degs. 46 mins.,

and boiler rooms, 48 and 29 ft. long respectively by 43 ft. wide. All these buildings are to be on concrete foundations up to 4 ft. above the base of the rail, with the remainder of the walls of red brick. The roof of the locomotive house will be supported on wooden columns, girders and beams, with brick walls at the rear and side, and steel columns at the door posts. The roof of the machine shop and engine and boiler rooms will be supported on steel trusses. Over the drop pits and machine shop there will also be skylights.

The pits are to be 60 ft. long, 3¾ ft. wide, and 2ft. 11 ins. deep at the rear, rising to 2¼ ft. at the front from the base of rail to a 3 in. crowning in the bottom of the pit. depression at the rear of the pit will drain off the pit water through a 4 in. cast iron pipe. The pit construction will be concrete throughout, the top of the pit walls being surmounted by two, and in places three, 8 by 12 in. timbers, spiked on rods bedded in the concrete walls, the 80 lb. rails resting on the timbers. The locomotive house will have a 4 in. cinder floor, except around

the inner wall, which will be floored with 3 in. planking to the rear end of the pit. Around the inner wall of the house, at 5 ft. centre from the wall, there will be a 2 ft. industrial track, laid with 40 lb. rails, with a turntable between the central drop pit track, leading back into the machine shop.

Around the inner wall, at the end of the pits, there will be a concrete heating duct of varying size, largest at the engine room end, where connection with the heating fans is made. At the end of each pit there will be a 9 in. heating opening, and from the heating duct for each pit there will be a heating pipe running alongside the pit, with three 9 in. openings leading in along one side at equidistant points along the pit length. The drainage of the buildings will be provided for by an 8 in. tile pipe outside the outer wall of the locomotive house, with a 4 in. cast iron connection from each pit, and a 6 in. connection from each end of



Door Fastening Device for N.T.R. Locomotive House.

the cross drop pit, and a 4 in. pipe from the boiler room.

The machine shop will have the usual running repair equipment. The engine room will contain air compressors, heating plant and washing plant. The boiler room will contain two boilers, with coal bin to the rear. From the boilers there will be a 4 in. drain, connecting with a drain from the lavatory and thence through a 6 and 10 in. pipe to the main drain before mentioned.

The arrangement of the through track over the lower drop pit, in addition to providing facilities for handling cripples more expeditiously, will also make possible a handier store for heavy material. It is anticipated that it will be possible for the yard crew to shunt in on the through track a car of store material, leaving it on the track adjoining the machine shop until required,