

## Canadian Pacific Railway's Honor Roll 32.

Beattie, William	Coal passer	Weyburn	Died of wounds
Blenkin, James Stephen	Car cleaner	Toronto	Wounded
Buckham, Andrew Gilchrist	Sleeping car conductor	Montreal	Wounded
Cadden, Wm.	Painter's helper	Angus	Wounded
Chittenden, Alfred	Blacksmith's helper	Winnipeg	Killed in action
Clark, Percy Wm.	Inspector	Glen Yard	Wounded
Conkling, Orin Lucius	Operator	Sintaluta	Wounded
Crawford, Thomas Merrill	Brakeman	British Columbia Dist.	Wounded
Courtney, Arthur Wm.	Wiper	East Calgary	Wounded
Copland, David Arthur	Locomotive fireman	Moose Jaw	Wounded
Davidson, Richard	Clerk	Winnipeg	Killed in action
Dove, Ronald Charles	Clerk	Montreal	Wounded
Dunning, Clarence Singleton	Chief clerk	Montreal	Wounded
Dorward, James Currie	Car cleaner	Winnipeg	Wounded
Ferguson, John	Baggage man	Kamloops	Wounded
Evans, James Ross	Clerk	Regina	Killed in action
Forsyth, Arthur E.	Clerk	Toronto	Wounded
Franklin, Thos. E.	Fitter's apprentice	Sutherland	Wounded
Gaff, Percy Sterling	Clerk	Winnipeg	Gassed
Grinton, David	Fitter's helper	Chapleau	Wounded
Haldane, James	Laborer	London	Wounded
Harris, Ronald	Fitter's helper	Lambton	Gassed
Hart, Robert	Porter	Vancouver	Wounded
Hathaway, Albert	Wiper	Moose Jaw	Wounded
Howe, James W.	Apprentice	Winnipeg	Wounded
Hunnissett, Fredk. Chas.	Shipper	Glen Yard	Wounded
Jacklin, Ernest	Apprentice	Winnipeg	Wounded
Jackson, Samuel Roy	Section laborer	British Columbia Dist.	Wounded
Jones, Robert Harold	Yardman	McAdam Junction	Wounded
Keith, James	Locomotive fireman	Fort William	Concussion
Latimer, John	Carpenter	West Toronto	Wounded
Lea, Stanley Thos.	Locomotive fireman	British Columbia Dist.	Wounded
Levitt, James	Signalman	Saskatoon	Wounded
Linning, Hamilton	Drill boy	Lethbridge	Wounded
Lucas, James	Floorman	Montreal	Killed in action
McColloch, Hugh	Tinsmith's helper	Winnipeg	Wounded
MacDuff, George	Car repairer	Lethbridge	Died of wounds
McPhee, Dougall	Clerk	Montreal	Wounded
McSporran, Duncan	Locomotive fireman	Moose Jaw	Wounded
Maddocks, Wm.	Locomotive fireman	Lambton	Wounded
Main, Thomas	Towerman	Calgary	Wounded
Matte, Adelard	Agent	Mont Tremblant	Wounded
Mayers, Joseph	Cleaner	Glen Yard	Wounded
Medlicott, Thomas	Painter	Medicine Hat	Wounded
Mein, Fred	Operator	Carberry	Wounded
Mills, Philip	Hostler	Broadview	Wounded
Milner, George	Painter	Ogden Shops	Shell shock
Mitchell, Wm. John	Wiper	Victoria	Wounded
Morrison, George	Painter	West Toronto	Wounded
Morton, Jesse Edwin	Section foreman	Ronalane	Wounded
Mudd, James Henderson	Deck hand	B.C. lake steamers	Wounded
Munro, Lloyd K.	Trainman	Winnipeg	Wounded
Nicoll, Jas. Robert	Clerk	Calgary	Killed in action
Noakes, George	Waiter	Toronto	Wounded
Noakes, Burt	Inspector	Glen Yard	Wounded
Oakes, John Hy.	Car inspector	Toronto	Wounded
Oakes, Bertram James	Pantryman	Montreal	Killed in action
Olliver, David Bertram	Trainman	Winnipeg	Died of wounds
Osbourne, Archie	Fireman	Winnipeg	Wounded
Owen, Hugh	Patternmaker's appren.	Ogden shops	Killed in action
Oxborough, John Campbell	Train baggageman	Calgary	Killed in action
Padgham, Bert	Porter	B.C. coast steamers	Wounded
Parkinson, Askew	Locomotive fireman	London	Wounded
Peagram, Arthur George	Clerk	Montreal	Wounded
Perkins, Stephen G.	Clerk	Winnipeg	Wounded
Peterson, David Edgood	Operator	Gladstone	Wounded
Petrie, William	Checker	Winnipeg	Presumed dead
Phillips, Frederick	Bridgeman	Brandon	Wounded
Phillips, Percy Woodville	Miner	Calgary	Killed in action
Pickering, Thomas	Locomotive fireman	Red Deer	Wounded
Ralph, Harry Robert	Clerk	Montreal	Wounded
Razzell, Edwin	Waiter	Winnipeg	Wounded
Rutherford, Albert	Operator	Toronto	Wounded
Sanger, Herbert George	Furnace helper	Angus	Killed in action
Shackell, Samuel Willis	Transitman	Montreal	Wounded
Sigurdson, Ollie	Locomotive fireman	Kenora	Wounded
Sinnock, Samuel	Fitter's helper	Winnipeg	Wounded
Stenson, Francis Wilfred	Draftsman	Montreal	Wounded
Strachan, Andrew Ritchie	Stenographer	Winnipeg	Wounded
Taylor, William	Maintainer	Winnipeg	Wounded
Tilson, Wm.	Car cleaner	Ottawa	Died of wounds
Treller, Jas.	Boilermaker's helper	Winnipeg	Wounded
Watt, Donald M.	Cleaner	North Transcona	Wounded
Whitehead, Alfred	Stower	Vancouver	Wounded
Whyles, Joseph	Locomotive fireman	Toronto	Died of wounds

Shown on Honor Lists to date: Killed, 592; wounded, 1,326; total, 1,918.

### The Proper Operation of the Superheater Damper.

One of the most important requirements in obtaining the full effectiveness of a superheater is the proper operation at all times of the damper and its rigging. Attention has often been called to the damage done, and the failures caused, because of plugged flues, leaky steam joints and other defects which affect the steaming of the locomotive, and to the fact that these conditions reduce superheat, but very little has been said about the trouble arising from a damper working improperly. It may be just as detrimental to the locomotive as any of the foregoing.

The damper controls the draft, and, therefore, the flow of gases through the large flues. It is located just below the bottom row of large flues, usually on the same level with the table plate, and is operated by a small cylinder bolted on the side of the smoke box. This cylinder is connected either to the steam pipe or blower, as the case may be, by a ½ in. copper pipe, and works automatically upon the opening of the throttle or blower valve. Its operation opens the damper, which is held in the closed position by a counterweight when the throttle is closed. The damper, as thus operated, protects the superheater units from overheating when there is no steam passing through them. Failure of the damper to operate properly materially reduces the steaming

capacity of the boiler, and, consequently, reduces the degree of superheat. For instance, if the damper failed to open, it would obstruct the passage of gases through the tubes and flues above it, thus reducing the boiler evaporation considerably and preventing the effective superheating of the steam passing through the units.

It is also bad practice to wire up or block open the damper. If the damper is kept open continuously it is equivalent to having no damper at all. The firebox gases passing through the large flues and around the units, when no steam is in them, is very likely to burn the ends, warp the units and cause leaks, and generally shorten the life of the units.

Locomotive men have been known to deliberately tie up the damper, although it had proved to be in working condition when the locomotive left the locomotive house. Locomotive house employees have been known to do the same thing when firing up, and it is just such practices as these that lead to locomotive failures.

Dampers and rigging should be given a careful inspection at frequent intervals. This requires but little time. Search for irregularities. One of the first things to ascertain is whether the damper closes tightly, and, also, whether it has its proper opening. See that the damper cylinder piston has a full stroke, and be particular to see that the connecting link between the damper shaft and the cylinder arm is of the correct length and that there is no lost motion in any part of the rigging that would tend to prevent full opening or closing. Keep the small copper steam pipe leading from the steam chest or steam pipe to the damper cylinder well protected against the effects of cold weather. This can readily be done by wrapping it with ¼ in. asbestos rope and covering it with canvas. See that there are no pockets in this pipe, where water can accumulate and freeze. Pipe the drain from the damper cylinder to the exhaust passage of the locomotive cylinders and cover it in the same manner as the steam pipe. See that the cylinder and the connections in the rigging are lubricated. Paint the counterweight white, so that it is easily visible to the locomotive men. If the damper cylinder is so located that the counterweight is not visible, use a small target of any description on the counterweight arm and place it above the running board where it can easily be seen. Bring home to the locomotive man that the correct functioning of the damper is essential, if the hands on the steam gauge and pyrometer are to indicate the correct steam pressure, and temperature, because the proper steaming of the locomotive depends largely on the proper action of the damper.

**G.T.R. Pensioned Employees.**—There are now 1,233 former G.T.R. officials and employees drawing pensions, 79 having been added to the list during 1917. Of the recent additions, 28 had seen 40 years service and over, 9 had seen 45 years service, and 3 had seen over 50 years service. The present pension plan was adopted in 1908, since which the company has contributed \$1,750,000 to the fund, its present rate of contribution being over \$225,000 a year.

**Punished for Fraud.**—A. H. Strickland, a Mountain View, Alta., school teacher, was sentenced to three months imprisonment at Lethbridge, Mar. 5, for attempting to defraud the C.P.R. He made a trip to Cardston, taking with him a trunk, which he secured on arrival, without the station agent's knowledge, and then put in a claim for \$300 for loss of the trunk.