

15, 1909, rodman, C.P.R., Montreal; Mar. 15 to Sept. 1, 1909, draughtsman, C.P.R., Montreal; Sept. 1, 1909 to April 1, 1913, transitman, C.P.R., Montreal; April 1, 1913, to Oct. 15, 1915, to May 1, 1916, Assistant Engineer to Consulting Engineer, Public Service Corporation of New Jersey, Newark, N.J.

Joseph Madill, who has been appointed District Passenger Agent, Canadian Northern Ry., Edmonton, Alta., was born at Port Hope, Ont., May 23, 1890, and entered railway service May 23, 1890, since when he has been, to Aug. 1893, assistant agent, C.P.R., Fergus, Ont.; 1893 to 1894, operator at various points, Ontario Division, C.P.R.; 1894 to 1902, ticket clerk, C.P.R., Union Station and City Ticket Office, Toronto; 1902 to 1911, ticket agent, telegraph agent, C.P.R., and agent, Dominion Express Co., Windsor, Ont.; 1911 to Aug. 1916, City Passenger and Ticket Agent, Canadian Northern Ry., Edmonton, Alta.

Donald McDonald, District Passenger Agent, Canadian Government Railways, Montreal, died there, Aug. 18, after a three months illness due to heart affection. He was born at Ste. Hyacinthe, Que., Feb. 28, 1862, and entered railway service in 1880, since when he was, to 1882, night agent and operator, Intercolonial Ry., Ste. Anne, Que.; 1882 to 1885, operator, I.R.C., Ste. Flavie, Que.; 1885 to Jan. 1912, joint ticket agent, I.R.C. and G.T.R., Levis, Que.; Jan. 1912 to July 1913, Superintendent, Montreal and Ste. Flavie District, I.R.C., Levis, Que.; July 1913 to the date of his death, District Passenger Agent, Canadian Government Railways, Montreal.

G. W. Groom, whose appointment as Assistant Superintendent, Central Vermont Ry., St. Albans, Vt., was announced in a recent issue, was born at Rossville, Ill., Aug. 26, 1872, and entered railway been, to Nov. 1899, telegraph operator, Chicago and Eastern Illinois Rd., and New York, Chicago and St. Louis Rd.; Nov. 1899 to Dec. 1904, dispatcher, Pennsylvania Rd., Buffalo, N.Y.; Dec. 1904 to June 1908, dispatcher, G.T.R., Belleville and St. Thomas, Ont., and Pere Marquette Rd., Detroit, Mich.; June 1908, to July 1912, dispatcher, Central Vermont Ry., St. Albans, Vt.; July 1912 to May 1915, Chief Dispatcher, same road; May 1915 to June 22, 1916, Assistant to Superintendent, same road.

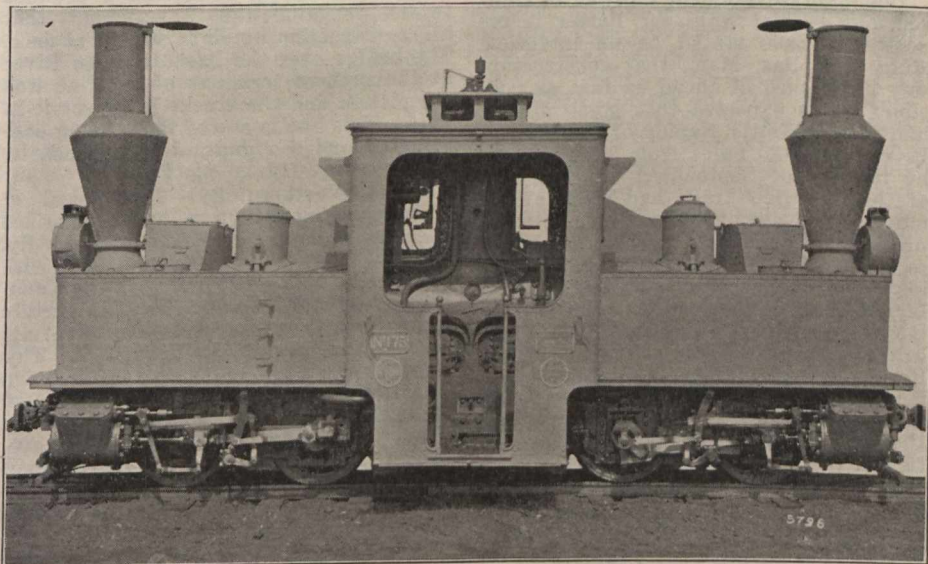
E. D. Toye, who has resigned as Division Storekeeper Canadian Northern Ry., Trenton, Ont., on his appointment as Quartermaster Sergeant, No. 1 Construction Battalion, was born at Dalston, Ont., Apr. 27, 1891, and entered railway service July 1909, since when he has been, to May 1910, storeman, Canadian Northern Ontario Ry., Parry Sound; May 1910 to Nov. 1911, assistant, Stores Department, same road, Toronto; Nov. 1911 to July 1914, chief clerk, same department, Toronto; July to Oct. 23, 1914, Storekeeper, same road, Toronto, at which latter date he was appointed Storekeeper, Ontario Grand Division, Canadian Northern Ry., Toronto, and later removed to Trenton.

E. G. Barrow, who died at Toronto recently, was born at Bristol, Eng., in 1846, and after graduating from Taunton College entered the service of the Bristol and Exeter Ry., now Great Western Ry., as an articulated pupil under the Chief Engineer, and was later appointed Assistant Engineer at Bristol. He came to Canada in 1871 and was engineer on the Midland Ry. and the Hamilton and Northwestern Ry., now forming portions

of the G.T.R. In 1877 he commenced private practice and later engaged considerably in municipal engineering, and a few years ago was City Engineer of Hamilton, Ont. He was a member of the Canadian Society of Civil Engineers from 1893, and was also an Ontario land surveyor.

Double Bogie Locomotives for French Government.

The accompanying illustration shows a double-bogie locomotive of the Pechot type, of which the Baldwin Locomotive Works has built 180 for the French Government and now has 100 additional on order. They are built throughout to the metric system, from drawings and specifications furnished by the purchaser. They are generally similar in construction to the Fairlie type, being carried



Double Bogie Locomotive for French Government Railways.

on two 4-wheeled steam driven bogies, and having a boiler with 2 barrels and 2 centrally located fireboxes. The fireboxes are placed in a common outside shell, which is surmounted by a large steam dome. The throttle valves and levers are so arranged that steam can be used in the cylinders of both bogies, or in those of one bogie only, as desired. The live steam supply passes through the bogie centre pins. This plan permits a minimum number of flexible joints to be used in the live steam piping. All the cylinders are equipped with balanced slide valves, which are driven by Walschaerts motion. The 4 gears are simultaneously controlled by a hand lever. The illustration shows the fireman's side of the locomotive, and the location of the 2 fire doors. There is a coal bunker at each side of the cab, the water tanks being cut away, as shown by the sloping row of rivets, to provide the necessary room. The general dimensions, etc., are as follows:—

Gauge ..	0 m 600
Cylinders (4) ..	0 m 175 x 0 m 240
Valves ..	Balanced side
Boiler—	
Type ..	Wagon-top
Diameter ..	0 m 632
Thickness of sheets ..	0 m 009
Work press ..	12 kg. per cm ²
Fuel ..	Coal
Staying ..	Crown-bar
Fire Boxes (2)—	
Material ..	Copper
Length, each ..	0 m 415
Width ..	0 m 576
Depth, front ..	0 m 870
Depth, back ..	0 m 820

Thick. of sheets, sides ..	0 m 012
Thick. of sheets, back ..	0 m 012
Thick. of sheets, crown ..	0 m 012
Thick. of tube ..	0 m 020 and 0 m 012
Water space—	
Front ..	0 m 050
Sides ..	0 m 050
Middle ..	0 m 050
Tubes—	
Material ..	Brass
Thickness ..	0 m 002
Number ..	96
Diameter ..	0 m 045
Length ..	1 m 740
Heating surface—	
Fire Box ..	3 m ² 762
Tubes ..	23 m ² 225
Total ..	26 m ² 987
Grate area ..	0 m ² 474
Driving wheels—	
Diameter, outside ..	0 m 650
Diameter, centre ..	0 m 560
Journals, diam. ..	0 m 120
Journals, length ..	0 m 092
Wheel Base—	
Driving ..	3 m 800
Rigid ..	0 m 900
Total engine ..	3 m 800
Weight—	

On driving wheels ..	12790 kg.
Total engine ..	12790 kg.
Tank capacity ..	1,514 litres
Fuel capacity ..	400 kg.
Service ..	Freight

CANADIAN GOVERNMENT RAILWAYS.

Tenders.

Sealed Tenders, addressed to J. W. Pugsley, Secretary Department of Railways and Canals, Ottawa, Ont., and marked on the outside "Tender for Elevator Foundations, St. John," will be received up to and including Twelve O'clock Noon, Monday, September 18th, 1916, for the construction of foundations for 500,000 bushel storage capacity Grain Elevator, Working House and Track Shed at St. John, N.B.

Plans, Specifications and blank form of Contract may be seen on and after Monday, August 28th, at the office of the Chief Engineer of the Department of Railways and Canals, Ottawa; at the office of the Chief Engineer, Moncton, N.B.; at the office of the Terminal Agent, St. John, N.B., and at the office of the John S. Metcalf Company, Limited, Engineers, Montreal, P.Q.

All the conditions of the Specifications and Contract form must be complied with.

Tenders must be put in on the blank form of tender, which may be obtained from any of the offices at which plans are on exhibition. Each tender must be accompanied by a certified bank cheque, payable to the Honourable the Minister of Railways and Canals, for the sum of \$10,000.00.

The lowest or any tender not necessarily accepted.

F. P. GUTELIUS,
General Manager,
Canadian Government Railways.

Dated at Moncton, N.B.,
August 23rd, 1916.