

PANAMA  
LOCOMOTIVES  
ON THE GRAND  
TRUNK

## CANADIAN RAILWAY AND MARINE WORLD

### Panama Locomotives on G.T.R. Western Lines.

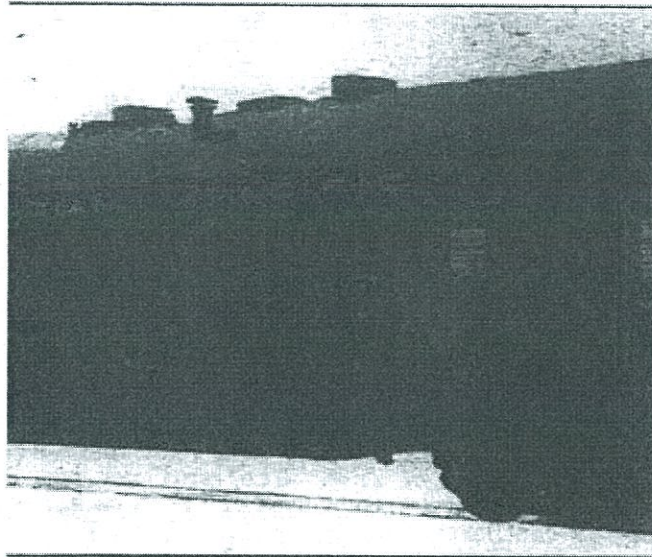
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Canadian Railway and Marine World received a letter from Toronto recently as follows:—"The G.T.R. lines shows in its Detroit Division time table, 12 Panama locomotives nos. 1100 to 1111. Have you at any time described this class of locomotive in your valuable paper?"

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We have not described these locomotives specifically. We are informed by B. J. Farr, Superintendent, Motive Power and Car Departments, G.T.R., Western Lines, Battle Creek, Mich., that they were built in 1906 by Brooks Locomotive Works, Dunkirk, N.Y., and are what is commonly known as 2-6-0, or mogul type. They were built for the United States Government, and used in the construction of the Panama Canal, hence their name. When the canal was complete, a number of the locomotives were shipped back to the U.S., being purchased by second hand machinery companies. Twelve of them were bought by the Grand Trunk Rail-

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Combination Mail and Baggage Car, Canadian Pacific Rail

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way for its western lines, and are being used in switch and way freight service.

### Canadian Pacific Railway University Scholarships.

Grant Hall, Vice President, C.P.R., has issued the following circular:—"Two free scholarships, covering four years' tuition

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**Panama Locomotives on G.T.R.  
Western Lines.**

In answer to an enquiry by a correspondent, it was stated in Canadian Railway and Marine World for April, pg. 175, that the 12 Panama locomotives on the G.T.R., Western Lines, were built in 1906 by Brooks Locomotive Works, Dunkirk, N.Y., and are what is commonly known as 2-6-0, or mogul stype; that they were built for the United States Government, and used in the construction of the Panama Canal, hence their name; that when the canal was complete, a number of them were shipped back to the U.S., being purchased by second hand machinery companies; that 12 of them were bought by the G.T.R. for its Western Lines, and that they were being used in switch and way freight service. One of our subscribers, Arlington Bryant, of Detroit, Mich., has sent us their general dimensions as follows:—

Weight of engine.....	147,500 lb.
Weight on drivers.....	127,500 lb.
Tractive effort.....	25,200 lb.
Cylinders, diam. and stroke	20 x 26 in.
Diam. of drivers.....	63 in.
Steam pressure.....	180 lb.
Boiler diam.....	64 in.
Tubes, no.....	316
Tubes, diam.....	2 in.
Tubes, length.....	12 ft. 3 1/4 in.
Heating surface, tubes.....	2,029 sq. ft.
Heating surface, firebox.....	174 sq. ft.
Grate area.....	31 sq. ft.
Firebox dimensions.....	108 1/2 x 41 1/2 in.
Driving wheel, base.....	14 ft. 6 in.
Engine wheel, base.....	22 ft. 8 in.

September  
1922