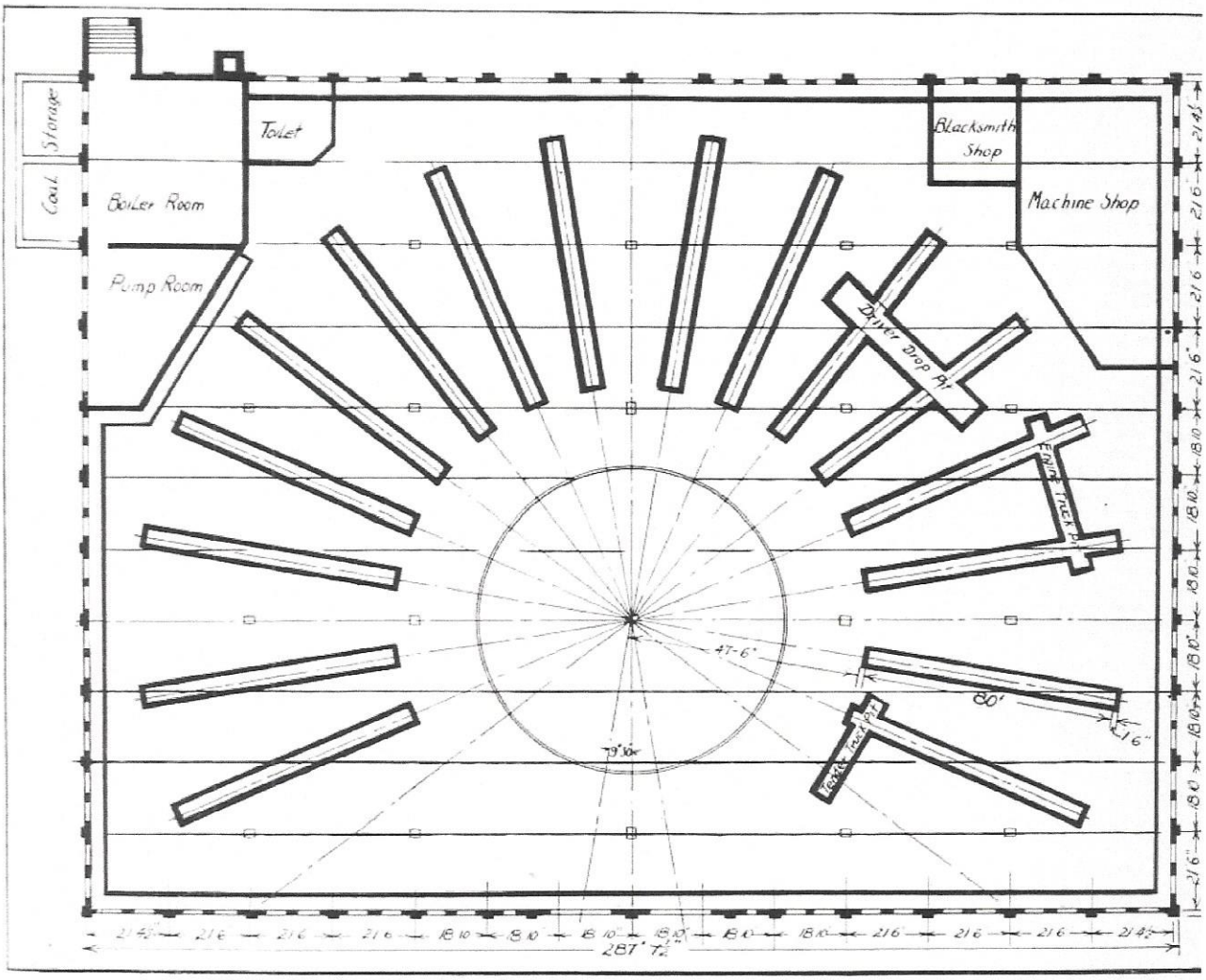
Locomotive House at Hornepayne, Canadian National Railways.



Ground plan, Locomotive House, Canadian National Railways, Hornepayne, Ont.

Locomotive House at Hornepayne, Canadian National Railways.

Front Elevation, Locomotive House, Canadian National Railways, Hornepayne, Ont.

Locomotive House at Hornepayne

Hornepayne is an important division point on the Canadian Northern Ry., 721 miles west of Montreal on the main transcontinental line running via Port Arthur. Locomotives working out of Hornepayne have a 148 mile division eastbound to Foleyet and a 150 mile division westbound to Jellicoe, Foleyet and Jellicoe being turn-around points. The Algoma Central & Hudson Bay Ry. crosses the Canadian Northern 38 miles east of Hornepayne, at Oba, and Hornepayne is almost due north of White River, on the C.P.R. main transcontinental line.

Locomotives used in transcontinental freight and passenger service on locomotive divisions of this length, and under winter climatic conditions, which are unusually severe, must necessarily be maintained in a state of high efficiency; and, as the locomotive terminal facilities play an important part in this maintenance work, it is necessary that the locomotive terminal at an important divisional point such as Hornepayne be fully modern and suited to existing conditions. A locomotive house designed to meet these conditions has recently been built there; the front and side elevations and plan of which are illustrated herewith. While, in railway parlance, any structure provided to house locomotives while at terminals is generally spoken of as a roundhouse, the application of that term to the new building at Hornepayne would be incorrect, for, as shown by the plans, it is rectangular. Within the heavily buttressed brick walls, and covered by the lofty steel trussed roof, lined with numerous monitors, is an 80 ft. turntable, made by Canadian Bridge Co. and operated by a Taylor & Arnold Engineering Co.'s tractor, 16 locomotive stalls, machine shop, blacksmith shop, boiler room,

Locomotive House at Hornepayne

pump room, locomotive supply room, general office, locomotive foreman's office, and men's registering office.

The pits are of modern concrete construction, and are provided with drainage to prevent any possibility of accumulation of water in them. Drop pits are provided for driving wheels, locomotive truck wheels and tender truck wheels. The pits are 80 ft. long, inside.

The number of steel columns supporting the roof trusses has been kept to a minimum, there being only 19 in the whole building, which covers an area of 1½ acres.

Heating is provided by steam coils in the pits, and around the walls, the steam being piped from the boiler room, and the house is fitted in accordance with latest improvements, with lines for steam, water and compressed air. The smoke jacks are of wood, and were made by the company's own forces. Ample lighting is provided by roof monitors, and by large windows in the walls, the interior of the house being much better lighted than is usually the case, this constituting a great advantage in carrying out locomotive repairs. Artificial illumination is by electricity.

The blacksmith shop, fitted up so as to be able to take care of any work arising in connection with running repairs, and the machine shop, equipped with lathes, drills, etc., are adjacent to each other on one side of the building, and the boiler room, containing two 80 h.p.

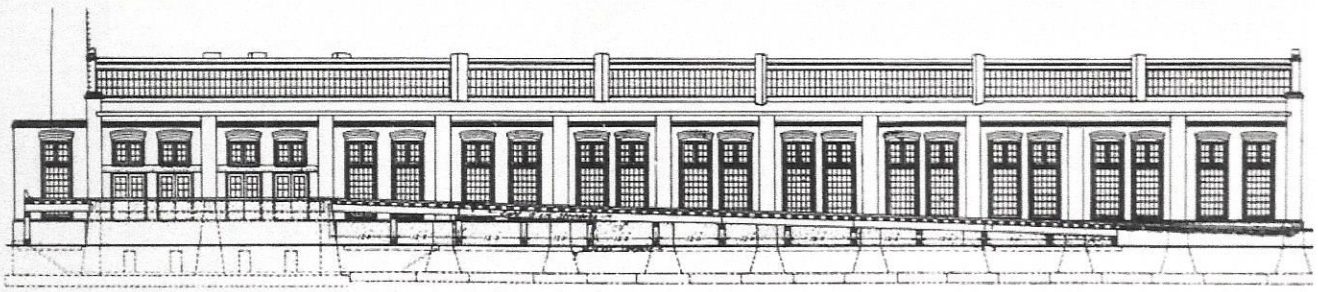
Locomotive House at Hornepayne

locomotive type boilers, and the pump room, containing air compressors, water forcing pumps, dynamo, etc., are together on the opposite side. Adequate coal storage space is provided in connection with the boiler room.

This new locomotive house, in connection with a modern ash and cinder handling plant, coaling plant, standard metal heated water tank, and a well laid out system of incoming and outgoing tracks, furnishes this divisional point with locomotive terminal handling and maintenance facilities that are adequate in every way. Facilities with which to carry on operations must of necessity exert a great influence on locomotive maintenance, and on the degree of efficiency shown by the mechanical department in meeting the demands of the transportation department. This new locomotive house has been built to provide good facilities, to the end that maintenance may be carried on under favorable conditions in a territory with a severe climate, and that all running repairs may be made efficiently and economically. The number of road locomotives dispatched out of this terminal in January of this year was 276.

The building was designed by G. C. Briggs, then Architect, Eastern Lines, now Architect, Western Lines, Canadian National Rys., and built by the company's own forces.

Locomotive House at Hornepayne



Side Elevation, Locomotive House, Canadian National Railways, Hornepayne, Ont.