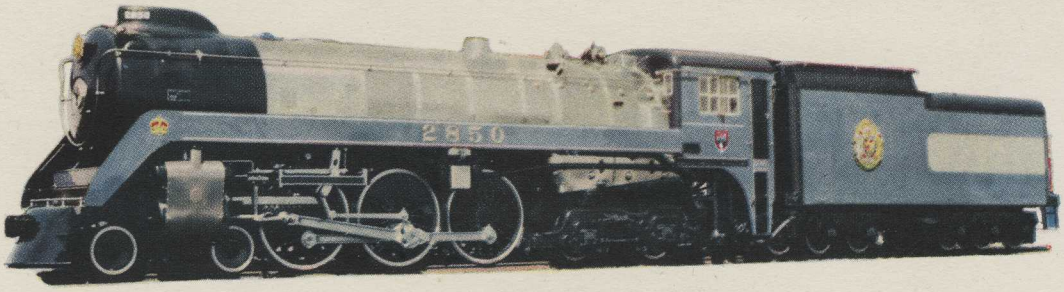
Souvenir of Canadian Pacific Locomotive

Royal Train 1939

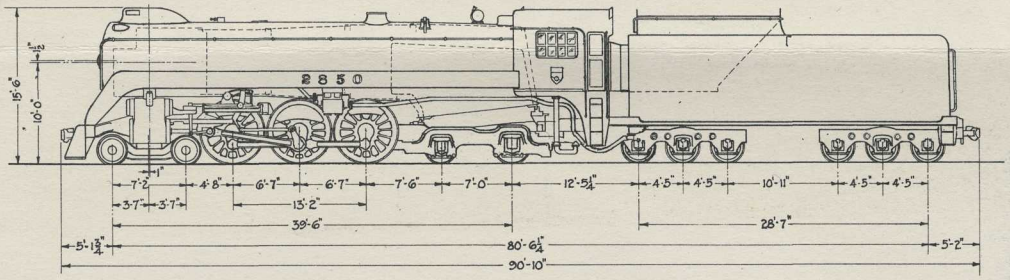
Shown at New York World's Fair

Printed in U. S. A.




Locomotive Nos.2850 to 2859.
Class—H-1-d.
Cylinders—22 inches diameter by 30-inch stroke.
Drivers—75 inches diameter. (Six)
Boiler Pressure—275 pounds per square inch.
Tractive Power—45,250 pounds.
Tractive Power with Booster—57,250 pounds.

| | *With Booster* | *Without Booster* |
|---|---|---|
| Weight on Engine Truck | 61,400 | 61,000 |
| Drivers | 186,700 | 186,700 |
| Trailer Truck | 115,900 | 105,800 |
| Total Engine | 364,000 | 353,500 |
| Tender | 293,500 | 293,500 |
| Total Engine and Tender | 657,500 | 647,000 |



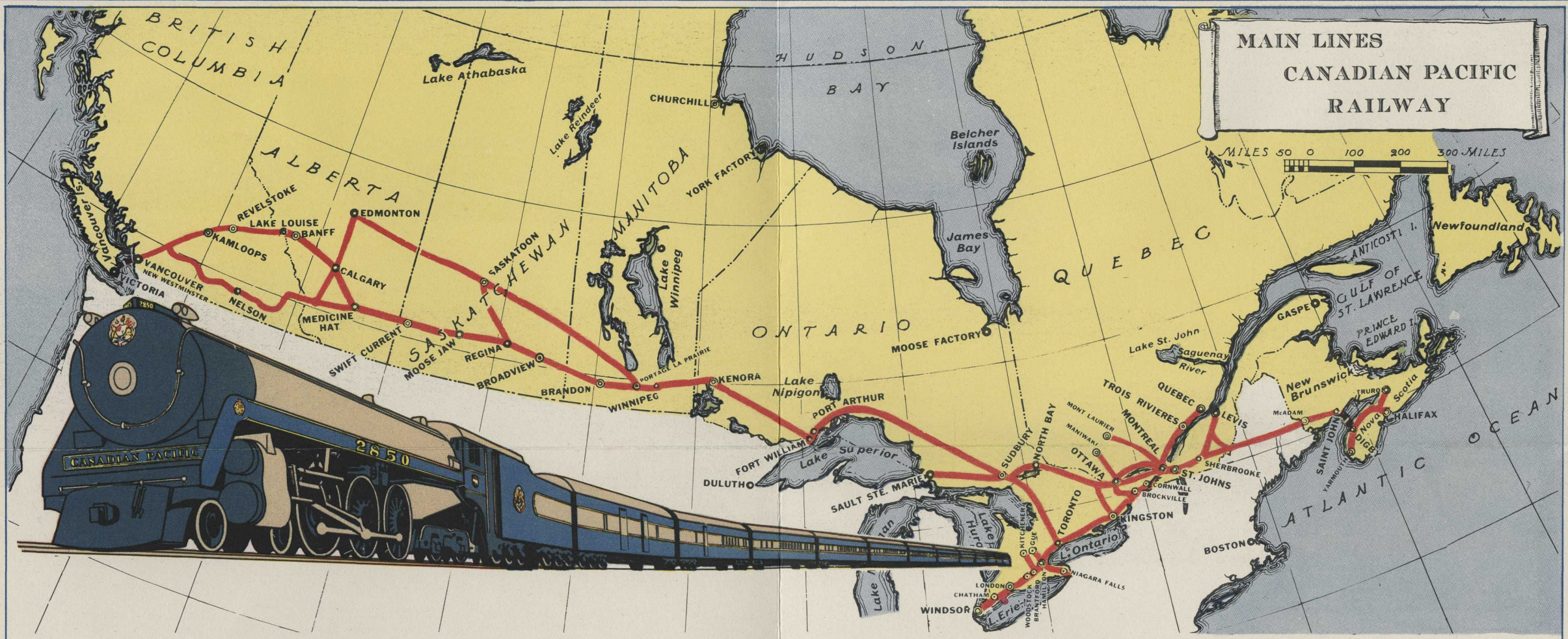

| | |
|---|---|
| Boiler Diameter—front course | 80⅛ inches |
| Boiler Diameter—third course | 90⅛ inches |
| Tubes—58 | 2¼ inches O.D. |
| Flues—171 | 3½ inches O.D. |
| Length of boiler tubes and flues | 18 feet 3 inches |
| Firebox Length | 131 inches |
| Firebox Width | 88⅞ inches |
| Grate Area | 80.8 square feet |

HEATING SURFACES—

| | |
|---|---|
| Tubes and Flues | 3,465 square feet |
| Firebox and Arch Tubes | 326 square feet |
| Total | 3,791 square feet |
| Superheater | 1,542 square feet |
| Combined | 5,333 square feet |

TENDER

| | |
|---|---|
| Water Capacity | 12,000 imperial gallons |
| Coal Capacity | 21 tons |




Queen of the Rails in Canada is Locomotive 2850, beautifully lined Canadian Pacific Railway engine, powerful and capable of high speeds, which successfully completed the record breaking task of hauling the royal 12-car train of His Majesty King George VI and Her Majesty Queen Elizabeth 3,100 miles across Canada.

The trip passed without incident to mar the giant locomotive's record, although never heretofore has such a train accomplished such a lengthy run on the North American Continent without change of engine.

Her Majesty Queen Elizabeth, after a thorough inspection of 2850, declared that "it is a lovely engine."

When the locomotives of the 2800 series were built to specifications and designs from the office of H. B. Bowen, Chief of Motive Power and Rolling Stock, Canadian Pacific Railway, Montreal, the object was to produce a locomotive which could travel great distances without relief. How well they succeeded was demonstrated by the record royal run—a performance which could just as well have been accomplished by any of the sixty Canadian Pacific 2800 series locomotives.

The locomotive is a mass of shining stainless steel, royal blue, silver and gold. The semi-streamlined front bears the royal arms over the headlight which is sunk flush with the boiler-casing; Imperial Crowns decorate each running board; the crest of the Canadian Pacific appears beneath the window of the cab, and on the tender, the King's arms four feet high are blazoned in relief.

The general decorative scheme comprises a background of deep blue on the underframe, smokebox, trucks, wheels, front of engine and all marginal work on engine and tender. The sides of tender, cab and running boards are painted royal blue, with lining of gold leaf. A panel of aluminum leaf laid in diagonal squares, matching the panel on the cars of the royal train, extends half way on the tender. The panel is outlined in gold. The jacket on the locomotive, handrails on it, the tender, and other trim are in brush finish stainless steel. Gold leaf has been employed on the engine numbers, which are cast in relief.

Power, speed, and an attractive appearance are the outstanding features of this locomotive one of 40 of the same type built in the past two years for the Canadian Pacific Railway. Twenty others of the same series were constructed in 1929-30. In regular service these locomotives have been used on runs approximating a thousand miles between Toronto and Fort William and in Western Canada.

The locomotives are attractive in appearance, following the popular streamlined construction first developed in the light-weight high-speed Jubilee engines. The exterior is smooth and modern in appearance with no projecting headlight, smokestack or domes. Sloping lines of the front plates merge into the horizontal lines of run-boards and boiler in such a manner as to convey an appreciation of the capacity for sustained high speed inherent in the design.

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