

## Heisler Locomotives.

The Heisler Locomotive Works, of Erie, Pa., advise us that they are shipping a considerable number of their locomotives into the northwest as well as to the south and southwest, not a few of which are on duplicate orders, thus attesting their popularity in the most convincing way. The lumber producing interests are exceedingly well represented in the demand from these different sections; and the accompanying copper half tone engraving illustrates a "ready-for-shipment" grouping of three of their locomotives, destined to the northwest for timber and mineral haulage.

Of this trio, the first is a 52-ton oil burner to be operated by the Mining, Logging & Timber Company, Tacoma, Wash.; the second is a 45-ton coal burner to be operated by the Heap Timber Company, Vancouver, B. C., and the third is a 19-ton coal burner to be operated by the McLaughlin Land & Lumber Company, Vancouver, B. C. It is custo-

parts connected are mounted on the frame of engine and are entirely free from the boiler; heavy factor of safety in all working parts; in addition to the large factor of safety in working parts, every effort has been made to facilitate the making of repairs on the ground, should same be necessary; the Heisler has one-half the gears of other makes; no skewed gears or light bevel; gears are mounted in cast steel case, and are not exposed to dust and dirt to decrease their efficiency; has simple motor engines doing away with many moving parts and are mounted on the main frame instead of the fire box of the boiler; has cylinders and frames cast separate instead of in one piece; has single throw crank shaft instead of three-throw and built-up crank; has all bearings fitted with removable bronze bushings and all grease and oil cups are cast solid to parts. No babbitted boxes that can't be replaced and loose grease and oil cups to lose off; has adjustable forged case-hardened links, no cast steel at this point; has trucks built entirely from steel,

poses would do well to communicate with the Heisler Locomotive Works, at Erie, Pa., who will be glad to send an illustrated catalogue on request and furnish all other necessary information.



THREE HEISLER LOCOMOTIVES READY FOR SHIPMENT TO THE NORTHWEST.  
Geared Steam Locomotive Works

mary to ship locomotives over 30 tons on their own wheels with a man in charge, while those under 30 tons are shipped on flat cars.

The Heisler locomotive is built especially for hauling heavy loads up steep grades, around sharp curves and over uneven tracks; for use in the woods, and away from repair shops, and its builders have spared neither time nor expense in making it a first-class machine. The Heisler geared locomotive is of an improved design, and successfully overcomes the objections inherent in the older style locomotives of this class. Simplicity in construction has been the aim in its production. Other advantages that may be mentioned offhand include: The use of a central driving shaft, doing away with telescopic slip in passing curves; reduction of gears to a minimum and a corresponding reduction of loss of power in gears; mounting of gears in cast steel frame, insuring sure working and equal wear of teeth; protection of gears, which are enclosed in cast steel gear case filled with lubricant.

In addition to these points, the manufacturers call attention to the following features of the Heisler geared locomotive: Motor engines and

no wood used; has removable universal couplings that are all square fitted to shafts, not shrunk or keyed on, and are not cast solid or cast on the gears; has all axles, shafts, connecting rods, piston rods, etc., made from hammered forged steel, no rolled steel used; has telescopic slip reduced to a minimum, doing away with excessive and rapid tire flange wear and destruction to rails; has less number of cast iron parts than any other geared locomotive built; has center gravity in center of track; has motor engines located to transmit power at a point directly below center gravity instead of on one side, outside of rails; has front saddle bolster attached to smoke box sheet, instead of to shell of boiler; has load on main frame equally distributed instead of one sided; has extended wagon top boiler fitted with dome instead of straight shell boiler; has more horse power at a less speed with two cylinders, than three cylinders at a higher speed; this results in fuel economy; the Heisler is built to drawings, gigs, and templates, and any parts can be furnished without returning a portion of the locomotive.

Any of our readers who are contemplating the purchase of locomotives for logging or other pur-