

**A RAPID GRASSHOPPER.**

**A Pennsylvania Locomotive That is to Make Ninety Miles an Hour Between Philadelphia and New York.**

Standing in the "stall" in the round-house of the Pennsylvania railroad, in Jersey City, is an odd looking locomotive bearing the name Fontaine. The engine was constructed for speed, and, although it has not yet made its trial trip, it is expected that it will run at the rate of ninety miles an hour. The machinery instead of being below the medium line of the boiler, is almost entirely above it. There are three pairs of driving-wheels, but only two rest on the rails. The third pair are on top of the boiler directly in front of the cab. These wheels are termed the "main drivers," and the power is communicated to them from the cylinders. The steam chests and cylinders are set at an angle of about 45 degrees, on the sides of the boiler, and the crank rods run up to the "drivers." The lower driving wheels are different sized and are not connected. The rear wheels, which are only 4 1/2 feet in diameter, in the nomenclature of railroad men, are the "ponies." The forward pair are called the "lower drivers," and are double. The main part of each wheel is six feet in diameter. The other part, which is a separate wheel, inasmuch as it does not come in contact with the rail, although in the solid casting, is known as the "friction wheel." It is 4 1/2 feet in diameter, and is supplied with a steel tire the same as the others. The "main drivers" stand upon the "friction wheels" and transmit the motive power to them. The large wheels rolling upon the smaller ones give the speed. There is no gearing whatever. The "main drivers" run in one direction, and turn the "friction wheels" and "lower drivers" in another. In order to prevent the wheels from slipping, and thus losing motion, steam pressure is applied to the main drivers to hold them down upon the wheels beneath. The force can be increased from the simple weight of the wheels to 16 tons at the will of the engineer, who is governed by the length of the train the locomotive may be drawing. The diameter of the truck-wheels under the front end of the engine is 40 inches. The usual size is 33 inches. Otherwise the Fontaine does not differ materially from the ordinary locomotive. The whole affair weighs 38 tons. Some engines weigh 50 tons. The cylinders are 17 by 24 inches in dimensions. The amount of steam carried when running is 130 pounds. The passenger engines on most railroads carry 140 pounds. The only striking feature of the Fontaine to the eye is the general appearance. The presence of the extra pair of wheels on top of the boiler has won for it the names "camel" and "grasshopper." While the engine looks strange in comparison with others, it does not appear ill-proportioned. It is gay in paint and embellishments and the smooth brass and iron parts are brightly polished. The engine

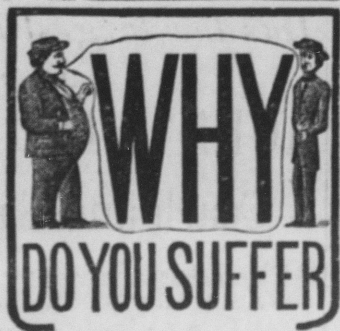
was invented by Eugene Fontaine, a Frenchman, formerly a locomotive engineer, whose home is in Detroit, Mich. It is the second one built, and was completed about a month ago. It was constructed at the Grant locomotive works, in Paterson. The first engine is now running on the Canada Southern railroad. In May last it drew two coaches from Amherstburg to St. Thomas, a distance of 111 miles, in 98 minutes. The entire run from Amherstburg to Buffalo, 235 miles, was made in 235 minutes, including stops for coal and water.

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20 Oct 2m



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