

same port and West St. John, N.B. We are indebted to W. H. Winterrowd, Chief Mechanical Engineer, C.P.R., for the foregoing particulars.

Locomotive Terminal Equipment Association.

The Locomotive Terminal Equipment Association has been organized, with headquarters in Chicago, "to make surveys for, and distribute data to the public and corporations interested, concerning the equipment of locomotive terminals, in order to secure speedy, efficient and economical handling, cleaning, repairing and returning to service of locomotives; such data to be impartially secured and published, without advertisement, or a special advantage to any individual, firm or corporation that may be a member of the association." There are two classes of members; active members, consisting of individuals, firms or corporations engaged regularly in the manufacture or sale of locomotive terminal equipment, or in any way interested in the construction of locomotive terminals; and honorary members, who shall be elected by the directors, but who shall have no vote nor pay any dues or assessments. The active member's fee is \$1,000, and assessments may be made, not exceeding \$1,000 a year for each active member.

The following are the officer: President, W. R. Toppan, Manager Railroad Department, William Graver Tank Works, Chicago; Vice President and Secretary, Bruce V. Crandall, Chicago; Treasurer, J. S. Maurer, Secretary and Treasurer, National Boiler Washing Co., Chicago; General Counsel, Frank J. Loesch, 1540 Otis Building, Chicago. Other directors: Spencer Otis, President, National Boiler Washing Co., Chicago; N. S. Lawrence, Vice President and Assistant Sales Manager, Whiting Foundry Equipment Co., Harvey, Ill.; Wm. Robertson, William Robertson & Co., Chicago; R. A. Ogle, President, Ogle Construction Co., Chicago; F. W. Miller, President, F. W. Miller Heating Co., Chicago.

The association's headquarters are at 1824 Lytton Building, 14 East Jackson Boulevard, Chicago, where there is a conference room, and where data will be arranged for easy reference, so that railway officials may have every opportunity for obtaining information of every kind pertaining to the rebuilding re-equipping and laying out of locomotive terminals.

Disposal of Worn Out Railway Ties—

The Railway Association of Canada has issued the following circular to member railways: A number of complaints have reached the association that notwithstanding the existing shortage of fuel, large quantities of worn out railway ties are burned on the right of way. Coupled with this complaint is the suggestion that railways arrange to give surplus old ties to the public and thereby alleviate the fuel shortage, at least to some extent. After consideration of the matter at a recent meeting of the association, the complainants were informed that the railways would be glad to dispose of the old ties as suggested, provided this can be done without expense to the railways. It is suggested that at places where surplus worn out ties are available, notice be given the municipal officials so that if they desire to do so they may avail themselves of the opportunity to obtain them.

Freight and Passenger Traffic Notes.

The Canadian National Rys. has removed its lower town ticket office in Quebec City to 38 Dalhousie St., a few doors north of the ferry landing.

Owing to the continued increase in the cost of railway operation, no reduced fares were given the general public for the Christmas and New Year holidays.

Pacific Great Eastern Ry. traffic from Squamish, B.C., northerly is reported to have been interrupted for some days, pending the clearing out of a tunnel 18 miles out of Squamish, which caved in Nov. 29.

Alberta reports state that during Sept. and Oct., 1919, the railways handled over 800,000 tons of coal in Alberta. The outfit shipped from the mines is said to be between 500 and 1,000 tons a day in excess of the outfit for 1918.

The G.T.R., which was compelled to reduce its passenger train service, Nov. 30, on account of the coal situation, resumed its full service, Dec. 28, and all trains which has had been temporarily cut off were restored.

The Board of Railway Commissioners has authorized the Canadian Northern Western Ry. (Canadian National Rys.) to carry freight for its Hanna-Medicine Hat branch from Bonar to Saskatoon, Sask., for four months from Nov. 15, 1919.

Following is a comparative statement of the number of loaded cars hauled over Quebec Bridge for the week ended Nov. 29:

	1919	1918
From Bridge Station to Chaudiere Jet...	424	359
From Chaudiere Jet. to Bridge Station...	359	230

The Board of Railway Commissioners has recommended the Dominion Government to sanction an agreement between the Edmonton, Dunvegan and British Columbia Ry. and the Alberta and Great Waterways Ry. respecting the joint use and operation of each company's terminal property at Edmonton, Alta.

Quebec City residents are reported to be agitating for a sleeping car for that city to be attached to the westbound Ocean Limited train, on the Canadian National Rys. Intercolonial section. At present, it is stated, travellers going into Quebec City from the Maritime Provinces, have to get off the train at Levis at 4 a.m.

The Edmonton, Dunvegan and British Columbia Ry., is reported to have carried out from Edmonton, Alta., during the 11 months ended Nov. 30, 1919 the following freight: Settlers effects, 527 cars; cattle, 709 cars; horses, 300 cars; sheep, 19 cars, and to have carried in and transferred to other railways at Edmonton, the following freight: Hay, 1,150 cars; wheat, 296 cars; oats, 414 cars; barley, 49 cars; cattle, 243 cars.

The Canadian National Rys. has arranged an exchange system with the G.T.R., under which additional facilities are offered passengers who desire to travel between eastern and western Canada via Montreal and Toronto. Travellers now have a choice of routes and may travel on "The National" train via North Bay and Cochrane or on train 1, via Capreol and Port Arthur. "The National" leaves Toronto 9.15 p.m., Monday, Wednesday and Friday, arriving Winnipeg 6 p.m., Wednesday, Friday and Sunday. Train 1 leaves Toronto 9.15 p.m., Tuesday, Thursday and Saturday, arrives Winnipeg 6 p.m., Thursday, Saturday and Monday. Both these trains

carry standard and tourist sleeping cars, dining car, first class and colonist coaches. This exchange system of tickets provides a daily, except Sunday, service from Toronto to Winnipeg.

The Chief Railway Commissioner, Hon. F. B. Carvell, is reported to have said at a sitting of the Board of Railway Commissioners in Winnipeg, Dec. 1, in connection with a complaint as to alleged insufficient accommodation on a Canadian National Rys. branch line: "In view of the fact that the cost of operating railways has more than doubled in the last two and a half years, and that the expense to the railways has increased by \$60,000,000, the people may as well realize that they cannot have excessive railway accommodation, such as a train a day or two trains a day, unless they are prepared to pay for it."

The car ferry steamship Prince Edward Island, operating between Tormentine, N.B., and Port Borden, P.E.I., is reported to have made 288 trips in the 48 days from Oct. 1 to Nov. 21, 1919, an average of 3 round trips a day. The number of cars ferried across was 2,865, an average of 59 a day. On the third rail district of the P.E.I.R., there were 1,297 cars handled, of which 738 were received from and 559 forwarded to the mainland; while from the narrow gauge districts there were 1,440 cars forwarded to Port Borden and there transhipped to standard gauge cars, and 78 narrow gauge cars were loaded at Port Borden with freight from the mainland, during the period named.

The Edmonton, Dunvegan and British Columbia Ry., and its subsidiaries—the Alberta and Great Waterways Ry., and the Central Canada Ry.—put a new schedule of passenger trains in operation out of Edmonton, Alta., Nov. 30. A train leaves Edmonton at 3 p.m., Mondays and Thursdays, arriving at McLennan, 7.30 a.m., Spirit River, 2.20 p.m., and Peace River 1.30 p.m., on Tuesdays and Fridays. The return train leaves Peace River, 3.30 p.m., Spirit River 3.00 p.m., and McLennan, 11.20 p.m., Tuesdays and Fridays, and arrives in Edmonton, 2.50 p.m., Wednesdays and Saturdays. A train leaves Spirit River at 2.30 Tuesdays and Fridays, arriving at Grande Prairie at 8 p.m., the same days; and a train leaves Grande Prairie at 8 p.m., arriving at Spirit River 1.30 p.m. Tuesdays and Fridays. A train leaves Edmonton at 8.20 a.m. on Mondays and Thursdays, arriving at Lac la Biche at 6.30 p.m., and returns thence at 6.30 a.m. Tuesdays and Fridays, arriving at Edmonton, at 4.30 the same evenings.

United States National Accident Prevention Drive—The U.S. Railroad Administration has received a report from its safety section, showing the standing of all roads under Federal control, during the National Accident Prevention Drive from Oct. 18 to 31, 1919. The Grand Trunk Western Lines Rd. had 0.011 casualties per 100 employees during the drive, which is the lowest rate of any road having as many employees. The Atlantic Coast Line, with 24,307 employees, made a record of 0.012 casualties per 100 employees, which is the next best record. The Grand Trunk Western Lines Rd. has 1,001 miles of track and 9,699 employees, only 2 of whom were injured during the period mentioned.