

Rhodes, Curry & Co., Amherst, N.S., are building 40 platform cars of 60,000 tons capacity for the Dominion Steel Co.

The Canadian Northern will be in the market this spring with a miscellaneous order for equipment, but no announcement has yet been made as to what it will consist of.

The Baldwin Locomotive Works has about completed the second 65-ton engine ordered by the Esquimalt & Nanaimo for handling coal cars. The E. & N. has recently purchased 300 coal cars.

The Newfoundland Ry. is having four 10-wheeled locomotives built at the Baldwin Locomotive Works. Following are the general dimensions: Cylinders, 17 x 22 in.; gauge, 3 ft. 6 in.; driving wheels, 50 in. in diameter; tank capacity, 2,800 gall.; weight in working order, total about 91,000 lbs., & on drivers, 73,500. Delivery is to be made in Feb. & April.

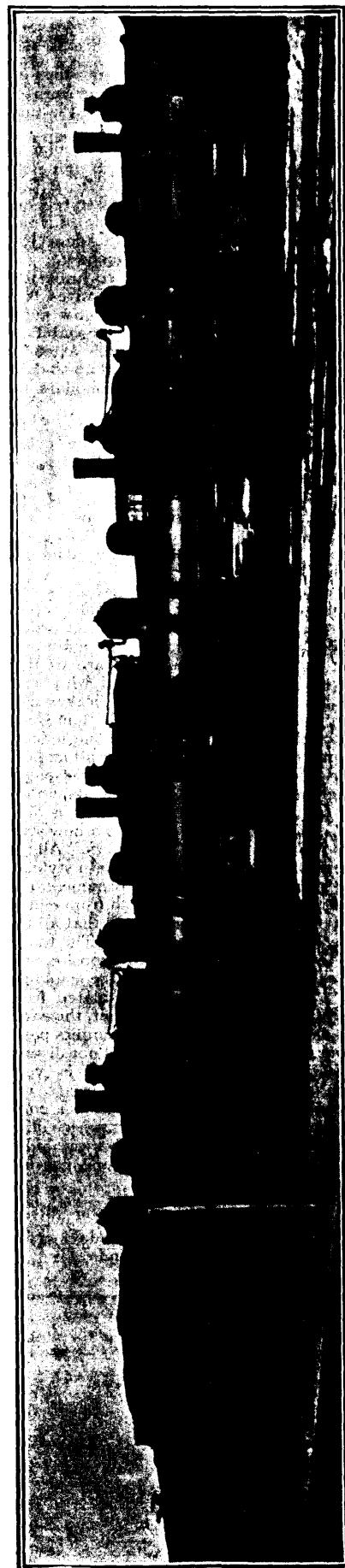
The Michigan Central has recently completed at its St. Thomas, Ont., shops a 10-wheel locomotive. The cylinders are 19½ x 26 ins., & the total weight is 146,700 lbs., of which 112,900 lbs. are on the driving wheels. The driving wheels are 63 in. in diameter. The total heating surface is 2,484.35 sq. ft., of which 2,329.60 sq. ft. are afforded by 320 tubes 2 in. in diameter & 14 ft. long, & 154.75 sq. ft. by the fire box. The working pressure is 180 lbs. The weight of the tender empty is 46,550 lbs., & loaded 110,000. The water capacity is 5,100 gall. & coal capacity 10 tons.

The Canada Atlantic will, it is said, build 700 box cars of 70,000 lbs. capacity at its Ottawa shops this season. The shops were shut down recently on account of scarcity of material, but will soon be re-opened, when about 400 men will be employed & 4 or 5 cars a day will be turned out. It is said that no locomotives or passenger cars will be added to the rolling stock this year. The locomotives are being overhauled in preparation for the busy season. Thirty cars, 40 ft. long, with a capacity of 70,000 lbs., have recently been completed at the Ottawa shops for use in President Booth's log traffic between the Upper Parry Sound district & Ottawa.

The heavy compound decapod locomotive mentioned in our last issue as being ordered by the Minneapolis, St. Paul & Sault Ste. Marie Ry. from the Baldwin Locomotive Works, will be delivered in Aug. It will have cylinders 17 in. & 27 in. x 34 in.; drivers 55 in. in diam., & will weigh 210,000 lbs., of which 190,000 will be on the drivers. The boiler will be of the extended wagon top type with radial stays, & a working steam pressure of 215 lbs. The tubes will be of charcoal iron, 2 in. in diam.; the firebox will be 121 in. long & 42½ in. wide. The tank capacity for water will be 6,000 gals. & the coal capacity 9 tons. The special equipment will include Westinghouse air brakes.

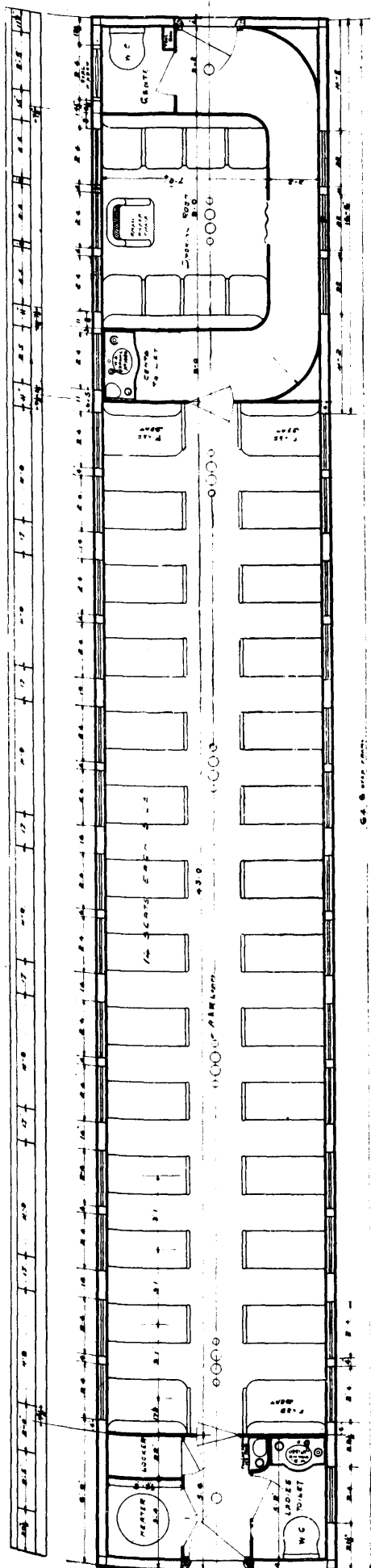
General Manager Pennington, of the Minneapolis, St. Paul & Sault Ste. Marie, states that the two-cylinder compound locomotive which has been in passenger service for some time, is making an excellent record. This engine runs on train 108 from Harvey, which it leaves at 6.05 a.m., to Camden place, which it reaches at 6.10 p.m., a run of 12 hrs. & 5 min. The train consists of 9 cars, which makes a train tonnage of 349 6-10. There are 55 stops, with an average mileage of 7.14 between each one. The speed is 52 miles an hour, with a maximum of 67. It is notable that this is a regular continuous run, & it is said that hot bearings on this engine are practically unknown.—Railway Engineer.

Northwest Railway Lands.—On Feb. 20, the House of Commons adopted the following resolution, moved by F. Oliver, M.P. for Alberta:—"That in the opinion of this House, all lands earned by railway companies in the Northwest should be allotted & patented to them forthwith, so that they may begin as



MOGUL LOCOMOTIVES RECENTLY BUILT AT THE INTERCOLONIAL RAILWAY SHOPS, MONCTON, N.B.

FLOOR PLAN FIRST CLASS PASSENGER CAR, CANADIAN PACIFIC RAILWAY.



soon as possible to bear their share of taxation for schools & for making road improvements in the Northwest Territories."