

been appointed Trainmaster, Districts 31 and 32, Ottawa Division, vice J. P. Kirkpatrick, transferred to G.T.P.R. service. Office, Ottawa.

H. C. WHITE, heretofore dispatcher, has been appointed Chief Dispatcher, Ottawa Division, vice J. S. McAdam, promoted. Office, Ottawa.

G. A. HARRISON, heretofore telegraph operator, is reported to have been appointed Travelling Passenger Agent for Thousands Islands, vice E. A. Dornan, deceased. Office, Gananoque, Ont.

G. GORDON, heretofore Car Distributor, Toronto Terminals, has been appointed Passenger Yardmaster, Toronto Union Station.

JOHN BOYD has been appointed Weighing Inspector, Toronto, vice J. H. Telfer, retired after 46 years continuous service with the company.

The following agents have been appointed:— St. Laurent, Que., H. Valade; Brockville, Ont. (pass.), W. E. Allan, acting; Winona, Ont., W. E. Cusson; Sarnia, Ont., (freight), and Point Edward, Ont., G. Dench; Sebringville, Ont., J. W. Manning; Greenfield, Ont., J. Shane; Kinbrun, Ont., W. Hardy; Barrys Bay, Ont., G. A. Thurston; Ravenworth, Ont., N. G. Reynolds.

Great Northern Ry.—L. C. GILMAN, Assistant to the President, has had his office moved from St. Paul, Minn., to Seattle, Wash.

A. WHITNALL has been appointed City Passenger Agent, Vancouver, B.C.

Kingston and Pembroke Ry.—J. A. IRVINE, heretofore in the Construction Department, C.P.R., Montreal, has been appointed Engineer, K & P. Ry., vice G. G. Hare, who has entered Dominion Atlantic Ry. service. Office, Kingston, Ont.

Michigan Central Rd.—B. F. AIKENS has been appointed Purchasing Agent, vice J. F. Farrell, resigned to enter other service. Office, Detroit, Mich.

Northern Pacific Ry.—W. P. CLOUGH, director and member of the executive committee, has been appointed Vice President, vice J. N. Hill, resigned on account of ill health. Office, New York.

Prince Edward Island Ry.—G. A. HUGHES, heretofore train dispatcher, has been appointed Chief Dispatcher. Office, Charlottetown, P.E.I.

Rutland Rd.—F. T. GRANT, heretofore Assistant General Passenger Agent, Boston and Maine Rd., Boston, Mass., has been appointed General Passenger Agent, Rutland Rd., Rutland, Vt., vice C. HARTIGAN, appointed Assistant General Passenger Agent, Lake Shore and Michigan Southern Ry., Chicago, Ill.

Toronto, Hamilton and Buffalo Ry.—F. F. BACKUS, heretofore General Freight and Passenger Agent, has been appointed Traffic Manager. Office, Hamilton, Ont.

J. C. MARTIN, heretofore Assistant General Freight and Passenger Agent, has been appointed General Freight and Passenger Agent.

Canadian Freight Association, Eastern Lines.

At the midsummer meeting of this association, Eastern Lines, at Bluff Point, N.Y., July 10 to 12, the resignation of T. Marshall, Chairman, on his appointment as Manager of the Traffic Department of the Toronto Board of Trade was accepted.

W. R. MacInnes, Freight Traffic Manager, C.P.R., Montreal, on behalf of the association, presented him with a silver tea service as a token of esteem and in appreciation of his services to the association as secretary and chairman.

A. E. Rosevear, Assistant General Freight Agent, G.T.R., Montreal, has been appointed acting chairman, Canadian Freight Association, Eastern Lines, pending the appointment of a successor to Mr. Marshall.

Railway Rolling Stock Notes.

The Intercolonial Ry. has received one postal car from the Nova Scotia Car Works, Halifax.

The G.T.Pacific Ry. has received 73 ballast cars, nos. 392747 to 392819, from the Canadian Car and Foundry Co., Montreal, and 41 flat cars, nos. 361601 to 361641, from the American Car and Foundry Co.

The Canadian Northern Ry. has ordered four Pacific type superheater passenger locomotives, from the Montreal Locomotive Works. They will have cylinders 23 ins. diam., by 28 ins., stroke, driving wheels 69 ins. diam., and will be of a total weight in working order, of 213,000 lbs.

The C.P.R., between June 17 and July 15, ordered the following rolling stock:— five freight refrigerator cars, nine stock cars, nine vans, two wooden flat cars, and one G1 locomotive, from its Angus shops, Montreal; 11 snow ploughs, from the Canadian Car and Foundry Co., Montreal; 1,000 steel frame box cars, from the American Car and Foundry Co.; 25 ten wheel locomotives from the Montreal Locomotive Works, and 25 ten wheel locomotives from the American Locomotive Co., Schenectady, N.Y.

The Canadian Northern Ry., between June 15 and July 15, received the following additions to rolling stock:— two consolidation locomotives, from the Canadian Locomotive Co., Kingston, Ont.; two consolidation locomotives, from the Canada Foundry Co., Toronto; two first class cars, six second class cars, one dining car and 250 box cars, from the Canadian Car and Foundry Co., Montreal; three baggage cars and 150 box cars, from the Crossen Car Co., Cobourg, Ont.; 100 box cars, from the Nova Scotia Car Works, Halifax, N.S., and 47 flat cars from the Rathbun Co.

The C.P.R., between June 17 and July 15, received the following additions to rolling stock:— 100 freight refrigerator cars, 221 stock cars, 42 vans, 62 wooden box cars, one pile driver, five suburban cars, one first class car, eight first class and smoking cars, five dining cars, six sleeping cars, three cafe-parlor cars, and 12 switching locomotives, type U3, from its Angus shops, Montreal; 22 steel frame box cars, 30 ballast cars, 239 coal cars, and 107 flat cars, from the Canadian Car and Foundry Co., Montreal; 67 stone cars from the Nova Scotia Car Works, Halifax; three Rodger ballast ploughs from F. H. Hopkins and Co., Montreal; 19 D10 locomotives, from the Montreal Locomotive Works, and one wrecking crane from the U.S.

Following are chief details of the four ten wheel locomotives, which the Canadian Northern Ry. is having built by the American Locomotive Co., Schenectady, N.Y.:

Weight on drivers, in working order	149,000 lbs.
Weight of engine total	198,500 lbs.
Weight of tender, in working order	134,000 lbs.
Cylinders, diam. and stroke	21 by 28 ins.
Valve gear, type	Walschaert
Driving wheels, diam.	63 ins.
Wheel base, driving	14 ft. 10 ins.
Wheel base, total engine	26 ft. 1 in.
Wheel base, engine and tender	55 ft. 0 3/4 in.
Boiler, type	Wagon top
Boiler, pressure	200 lbs.
Boiler, tubes, no. and diam.	239—2 ins.
Boiler, flues, no. and diam.	24—5 ins.
Heating surface, firebox	180 sq. ft.
Heating surface, tubes	2229 sq. ft.
Heating surface, total	2409 sq. ft.
Superheating surface	408 sq. ft.
Grate area	49 sq. ft.
Capacity, water	5000 imp. gals.
Capacity, coal	12 tons
Superheater	Vaughan-Horsley

Following are the chief details of the 41 Pacific type locomotives, equipped with superheaters of top header double loop type and sectional brick arch, which the G.T.R. is having built by the Montreal Locomotive Works, as mentioned in our last issue:—

Cylinders, diam. and stroke	23 by 28 ins.
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Driving wheels, diam. and stroke	for 31—69 ins. for 10—73 ins.
Boiler, outside diam., first course	70 1/2 ins.
Firebox, length and width	86 3/4 by 75 1/4 ins.
Tubes, no. and diam.	181—2 ins.
Flues, no. and diam.	24—5 3/8 ins.
Tubes and flues, length	20 ft. 7 ins.
Grate area	50.6 sq. ft.
Wheel base, driving	13 ft. 4 ins.
Wheel base, engine	33 ft. 2 ins.
Wheel base, engine and tender	62 ft. 3 1/2 ins.
Weight on leading truck	40,000 lbs.
Weight on drivers	145,000 lbs.
Weight on trailing truck	38,000 lbs.
Weight, total engine	223,000 lbs.
Weight of tender	144,600 lbs.
Capacity, water	8,000 U.S. gals.
Capacity, coal	10 tons.

Following are chief details of the four ten wheel locomotives, which the Canadian Northern Ry. is having built by the Montreal Locomotive Works:—

Weight on drivers	112,500 lbs.
Weight on truck	41,500 lbs.
Weight of engine, total	154,000 lbs.
Weight of tender	123,400 lbs.
Wheel base, driving	13 ft. 6 ins.
Wheel base, total engine	23 ft. 10 ins.
Wheel base, engine and tender	52 ft. 8 ins.
Tractive power, maximum	24,300 lbs.
Factor of adhesion	4.63
Cylinders, diam. and stroke	20 by 24 ins.
Valves, type and gear	Walschaert
Valves, diam. and travel	12 and 5 1/2 ins.
Driving wheels, diam.	57 ins.
Driving journals	8 1/2 by 10 ins.
Truck, type	Four wheel with swing bolster
Truck journals	5 1/2 by 10 ins.
Truck wheels	30 ins.
Boiler, type	Extended wagon top, radial stay
Boiler, outside diam. front end	58 1/4 ins.
Boiler, outside diam. largest course	65 ins.
Boiler, height over crown, front	27 1/2 ins.
Boiler pressure	170 lbs.
Firebox, length and width	102 1/2 by 41 1/4 ins.
Tubes, no. and diam.	133—2 ins.
Tubes, length	13 ft. 2 1/4 ins.
Flues, no. and diam.	18—5 3/8 ins.
Heating surface, tubes	1241 sq. ft.
Heating surface, firebox	141 sq. ft.
Heating surface, total	1382 sq. ft.
Superheating surface	279.6 sq. ft.
Grate area	29.2 sq. ft.
Tender wheels, diam.	33 ins.
Tender journals	5 1/2 by 10 ins.
Tender wheel base	17 ft. 10 ins.
Tender truck, type	Four wheel pedestal
Tank, type	Water bottom
Capacity, water	5,000 imp. gals.
Capacity, coal	10 tons

J. W. Jordan, Yardmaster, C.P.R., Winnipeg, is being charged with theft from C.P.R. warehouses and cars.

The Great Western Ry. of England has been conducting a series of tests of an electric automatic train control and cab signalling system. On July 5, a test was made over a prepared track, two locomotives being started toward each other, the drivers leaving the cabs before a high speed had been attained. When the locomotives came on the same block, the warning whistles blew, steam was automatically shut off, brakes applied, and they came to a stop, without collision.

NOTICE TO CONTRACTORS.

Tenders will be received by the undersigned for the construction of that portion of the Canadian Northern Pacific Railway on Vancouver Island, known as Division D, extending from Mileage 100, west of Cowichan Lake, to a point on the Alberni canal, a distance of approximately forty miles.

Tenders to include clearing, grubbing, grading, bridges, trestles, culverts, masonry and fencing.

Plans, profiles, specifications and forms of contract may be seen and forms of tender obtained at the offices of Mackenzie, Mann and Co., Ltd., Pemberton Block, Victoria, B.C.

Total work to be completed within one year from the date of the signing of the contract.

Tenders to be received at the offices of Mackenzie, Mann and Co., Ltd., Room No. 713, Metropolitan Building, 837 Hastings Street West, Vancouver, B.C., not later than 12-0 noon on the 10th day of August, 1912, and to be enclosed in sealed envelopes marked "Tender for Construction."

The lowest or any tender not necessarily accepted.

MACKENZIE, MANN & CO., LTD.