

more solid benefit than by solving the problem of electrical vision or elaborating a system of wireless telegraphy.—Scientific American.

Railway Equipment Notes.

The Algoma Central has ordered 50 more pressed steel cars.

The Sydney & Louisburg Ry. recently received another large locomotive.

Rhodes, Curry & Co. are doing a very large business at Amherst, N.S. During the past 12 months they paid the I.C.R. about \$50,000 for freight.

The Great Northern of Canada is said to have bought 7 locomotives in Chicago. It is also reported to have bought 150 box, & 50 platform cars there.

The White Pass & Yukon has added 2 sleeping cars to its equipment. They were shipped from Seattle to Skagway, & others will be added later in the season. The Co. is building 200 freight cars at Skagway.

Northern Pacific locomotives are equipped with electric headlights, & incandescent lights are provided on the under side of the running boards & beneath the boiler, thus enabling the driver & firemen to examine any part of the machinery with ease.

The Ottawa & Gatineau Ry. is in the market for four 1st class passenger coaches, 1 baggage car, & 25 box & flat cars. The rumor that the Co. had ordered 4 cars for excursion purposes, mentioned in our last issue, was incorrect. The allied line, the Pontiac Pacific Jct., is also in the market for one 1st class passenger coach, & 15 box & platform cars. These lines lost 13 cars in the recent Hull-Ottawa fire.

Orders have not yet been placed for the 20 or 30 locomotives & 500 box cars which it is proposed to buy for the Intercolonial. The last of the order for 5 locomotives, placed in April, 1899, has been delivered. Of an order for 200 box cars, placed some time since, 80 have been delivered. Rhodes, Curry & Co., Amherst, N.S., have delivered 170 box cars out of an order for 280, & 103 platform cars out of an order for 200.

The diminution in the supply of lumber occasioned by the recent Hull-Ottawa fire, interfered considerably with the work at the Canada Atlantic car shops, where operations were temporarily suspended. The employees, however, were not thrown out of work, but have since been engaged in equipping cars with air brakes & patent draw-bars. About 2,000 cars have to be thus equipped, & considerable time will be necessary to do the work. By the time it is completed, other operations will be resumed in the shops.

The White Pass & Yukon is having 4 locomotives built at the Baldwin Locomotive Works. Following are the general dimensions:—One of the consolidation type with cylinders 17" x 20", driving wheels 38", outside diameter, & weighing in working order about 100,000 lbs.; two 10-wheelers, with cylinders 17" x 20", driving wheels 42", outside diameter, & weighing about 87,000 lbs., & one 10-wheeler, with cylinders 17" x 22", driving wheels 44", outside diameter, & weighing about 96,000 lbs. In each case the tenders are of 3,000 gall. capacity.

In our last issue we mentioned that equipment for the Great Northern of Canada was being bought by Col. Jas. McNaught, of New York City, who has been elected 2nd Vice-President of the Co. It is now announced that the Great Northern Equipment Co., of New York City, has been incorporated in West Virginia, with a capital stock of \$200,000, to deal in railway equipment. The incorporators are, J. C. McNaught, A. F. Clark, F. E. Ling, L. V. Ripper, & R. H. McNaught,

all of New York City. It is said this Co. has been organized primarily to finance orders for motive power & rolling stock for the G.N.R.

All the C.P.R. shops are running full time on repairs & new equipment. The Montreal car shops have well under way 8 standard passenger cars, of the same design as the 2 recently placed on the Montreal-Detroit run,

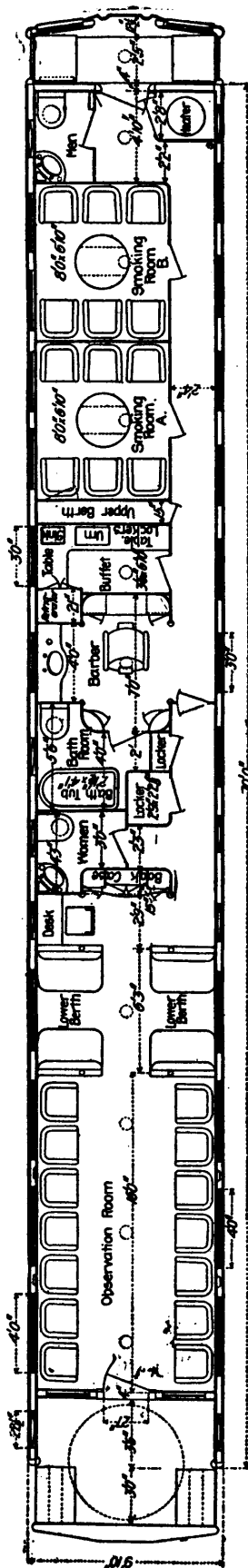
floor plan of which was given in our Feb. issue, pg. 45. These cars are 65 ft. long, 6-wheel trucks, high speed brakes, all finished in mahogany, both interior & exterior, & are considered the finest of their kind in the country. The Hochelaga shops have orders for ten 60 ft. express cars, & the Farnham shops have orders for 10 standard cabooses. The Perth shops are running overtime in the construction of 100 refrigerator cars, 400 box, & 200 flat cars, all of 60,000 lbs capacity.

There is now under construction at the Central Vermont shops an entire new observation train from an original design, to be put in service for the first time at the Yale-Harvard race on the Thames River, at New London, Conn., June 28. The entrance to the cars is in the centre of each car, passing up an aisle to the right & left of which are 4 rows of seats. The seats are all high back, with sufficient rise for the occupants of each seat to have a clear view over those in the seat below. A heavy plank floor between each seat gives a rest, and a dash-board at the back & bottom of each prevents injury to clothing. The arched roof of the cars is so supported that no obstruction exists to a clear view, both from the front & ends of the cars, while protection is given against showers. The train is handsomely painted & decorated with the crimson & blue college colors.

The Northern Pacific has had a number of observation buffet cars built for its North Coast Limited, which is now running daily between St. Paul & the Pacific Coast. By the floor plan given on this page it will be seen that each car contains an observation room, a sleeping section, 2 smoking rooms and a central portion containing the buffet, the barber shop & the bathroom. In addition there is the observation platform, the ceiling of which is in the shape of a large dome. This platform is enclosed with a polished brass railing. The chairs in the observation room are of wickerwork upholstered in plush. In the observation room there is a large oval centre table. The card tables in the smoking rooms have folding tops as indicated by the dotted lines. The car has a library & other accessories. All of the cars on these new trains are lighted by electricity, generated by a dynamo in the baggage car, & there are storage batteries for use in emergencies. The cars are finished in mahogany.

In the House of Commons recently, the Minister of Railways replied to an enquiry as follows:—"Sixteen cars were purchased from the Wagner Car Co., received on the road in May, 1899, & were of the following classes: 8 sleeping cars, 4 dining cars, 4 first-class cars. During the winter defects became apparent in some of the wheels. The cars have been taken into the shops & the wheels are being removed & replaced with new ones. The wheels which were supplied under the cars by the Wagner Co., & which failed, were made by Krupp, of Germany. The I.C.R. made a claim upon the Wagner Co., & it informed Krupp, who sent his agent to Moncton; after examination, Krupp assumed the responsibility & undertook to furnish new wheels without charge. Some Krupp wheels furnished the I.C.R. by the Crossen Co. & the Rhodes, Curry Co., under cars built by them about the same time, & some Krupp wheels bought direct from Krupp's Canadian agent about the same time, have also shown defects, so that it is probable a mistake has been made in the manufacture of a particular lot of steel, as the I.C.R. has used Krupp wheels & tires for many years & found them satisfactory."

A railway is to be constructed from Damascus to Mecca in order that pilgrims may be saved from a sea voyage. It is proposed that the line shall be built by soldiers.



FLOOR PLAN NORTHERN PACIFIC RAILWAY'S OBSERVATION BUFFET CAR.