

Railway Rolling Stock Notes.

The G.T.R. has received two first class cars from Canadian Car and Foundry Co.

The Canadian Northern Ry. has received three baggage cars from Crossen Car Co.

The C.P.R., between Jan. 15 and Feb. 15, received 8 steel baggage and express cars, 5 steel frame box cars and 49 flat cars, from its Angus shops, Montreal.

New Glasgow, N.S., press reports indicate that the Eastern Car Co. has representatives in Russia at present, and that there is a possibility of that government placing orders shortly for cars of various types.

The estimates for the current year submitted to the House of Commons, ask for \$2,250,000 (of which \$380,000 is a revote) for rolling stock; \$24,000 for safety appliances for equipment, and \$3,400 to improve triple valves of air brakes for the Intercolonial Ry.

Press reports recently stated that the G. T. R. was building freight cars at its Elsdon, Ill., shops, but we are officially advised that some four or five cars, which were partially destroyed by fire about a year ago are being rebuilt there, and that the company is not contemplating building any cars there at present.

The 12 side dump cars which the Greater Winnipeg Water District Commissioners have ordered from the Canadian Car and Foundry Co., are to be of 6 cub. yds. capacity, with running gear of steel or iron to conform to standard M. C. B. specifications. The body is to be of oak with steel reinforcements, and the couplers are to be of the standard railway link and pin type, and the cars are to have hand brakes.

The Canadian Car and Foundry Co., since Jan. 15, has received orders for 50 steel underframe express refrigerator cars for the G.T. Pacific Ry.; 12 wooden side dump cars, for the Greater Winnipeg Water District, and 40 two way air steel dump cars, through F. H. Hopkins & Co., for the Greater Winnipeg Water District; 3 pairs of 50 ton trucks for the St. Lawrence Bridge Co.; 1 pair 50 ton trucks for the Confederation Construction Co., and 6 ore cars, 50 tons capacity for the Mond Nickel Co.

The chief details of the 40 dump cars which the Greater Winnipeg Water District Commissioners have ordered from F. H. Hopkins and Co., and which will be built by Canadian Car and Foundry Co., are as follows,—type of car, 16 cubic yard, or 20 cubic yard automatic two way air side dump, standard gauge; trucks and draft gear couplers, M.C.B. type; brakes, air, and auxiliary hand; safety appliances to conform to the Board of Railway Commissioners' requirements; construction, entirely of steel or iron except the floor, which may be of wood.

The Greater Winnipeg Water District Commissioners have ordered 4 locomotives, two of which are to be equipped with superheaters, and 1 saddle tank dinky locomotive, from Montreal Locomotive Works; 40 twenty yard air dump cars, from F. H. Hopkins and Co.; 12 six yard dump cars, from Canadian Car and Foundry Co.; and have purchased 20 flat cars and 4 cabooses, from O'Brien, Fowler and McDougall Bros., contractors, Ottawa; 10 box cars from J. A. McTaggart, Winnipeg, and 1 combination passenger and baggage car, from W. H. Wilson and Co., Philadelphia.

The G.T. Pacific Ry. has ordered 50 express refrigerator cars from the Canadian Car and Foundry Co. Following are the chief details:—

Length between end sills 41 ft. 0% ins.
Length inside between ice tanks ... 35 ft. 5 ins.
Width over all 9 ft. 8% ins.
Width inside 8 ft. 7% ins.

Height top of rail to top of running board ... 13 ft. 3 ins.
Height top of rail to centre of coupler 2 ft. 10% ins.
Draft gear and buffing device Friction type
Air brakes Westinghouse KC-1012
Couplers Climax
Trucks Diamond arch bar
Wheel base 6 ft. 6 ins.
Journals M.C.B. 5 x 9 ins.
Wheels Rolled steel, 36 ins.
Truck bolsters Simplex
Brake beams Simplex
Side bearings Wood

The four locomotives which the Greater Winnipeg Water District Commissioners have ordered from Montreal Locomotive Works, are required to have a tractive effort of from 20,000 to 24,000 lbs., with a maximum speed of 25 miles an hour on a level grade, with a trailing load of 1,000 tons gross behind the tender. The weight of each locomotive is not to exceed 65 tons. They are to be fitted with standard straight and automatic air brakes, air signal and air sander. The dome is to be provided with a 1 in. air connection including valve fitted for steam hose, with 50 ft. of 1 in. steam hose with two couplings. The boilers must conform to the Manitoba and Ontario rules and regulations. Ash pans of the dump type, extra headlight on rear of tender, Detroit lubricators, Ohio injectors, C.N.R. standard boiler feed and check valves. The driving wheels must be equipped with hard grease cellars, and cups for hard grease supplied for the side rods. The tender axles are to be fitted with standard brasses interchangeable with those used on cars. Standard safety devices must be supplied for the locomotives, and the front of the locomotive and rear of the tender must be equipped with stub pilot braced to the body, and on this must be attached a foot board, and seat boxes must be furnished in the cabs. Spare parts to be supplied, include lubricator cup, complete injector, set of injector tubes, boiler feed check valves, complete driving box, grease cellar for driving box complete, set of tender brasses, 2 jacks, pair car replacers, 2 pinch bars, coal hammer and shovel and complete set of engineer's small tools. The dinky locomotive must have a tractive effort of 7,000 lbs., and is not to exceed 20 tons. It is to be equipped with M.C.B. automatic couplers with slotted knuckles, front and back, and two headlights.

Canadian Pacific Railway Construction, Betterments, Etc.

Montreal Subways.—The Montreal City Council has under consideration tenders for the putting of subways under the C.P.R. tracks at St. Denis and Ontario Streets, at a cost to the city of about \$500,000. These are to replace existing subways which are not sufficiently large for the present traffic.

Sault Ste. Marie Bascule Bridge.—The bridge connecting the C.P.R. lines in Canada with its subsidiary the Minneapolis, St. Paul and Sault Ste. Marie Ry., at Sault Ste. Marie, across the ship canal, is said to be the longest of its kind in the world. It is 356 ft. long between pier centres, and 336 ft. long between trunnions. Each leaf is composed of two rivetted trusses, 168 ft. long and 55 ft. deep, spaced 20 ft. apart, and counter balanced by heavy overhead masses of concrete. Each leaf, with its machinery, is carried on a tower, the trunnion being at the base of the framing which carries the counterweight and the accompanying mechanism. Expansion and contraction is allowed for by one central tower with its leaf and counterweight being placed on rollers, so

that it is free to move when the bridge is closed. The weight of structural steel in the bridge is 1,400 tons, and each of the leaves, with its floor system, weighs 400 tons. The bridge is operated by electricity, and it can be opened and closed in 1% minutes.

Western Lines.—Grant Hall, Vice President and General Manager, returned to Winnipeg, Feb. 15, after having completed his first inspection over the lines west of Winnipeg since his recent promotion. The various lines, he said, are in good condition. Work at Rogers Pass tunnel is progressing faster than was anticipated, and it is expected to finish the work within two years. So far as the construction plans for the year are concerned he said there is nothing to add to the general statement made on his return from Montreal, and which appears on page 101 of this issue.

Second Track on Western Lines.—The details of the second track work completed in 1914 on Western Lines show that 20 miles of grading, 100.2 miles of tracklaying and 125 miles of ballasting were done, distributed as follows:

	Miles graded.	Miles track laid.	Miles ballasted.
Manitoba Division:			
Kemnay-Virden	1.5	2.4	2.4
Whitewood-Broadview	6.8	18.1
	1.5	9.2	20.5
Saskatchewan Division:			
Broadview-Grenfell ..	0	16.0	16.0
Indian Head-Regina ..	0	13.5	21.0
Chaplin-Swift Current ..	0	11.0	11.0
	0	40.5	48.0
British Columbia Division:			
Revestokle-Taft	13.0	24.0	24.0
Pritchard-Kamloops ..	2.5	25.5	25.5
Kamloops-Tranquille ..	3.0	3.0	9.0
	18.5	50.5	56.5

Vancouver Hotel.—F. Swales, architect in charge of construction at the hotel, is reported to have stated that he had received instructions to proceed with the finishing, decoration and furnishing of the main building and the Granville St. Annex, and to start construction on the new Marpole wing. This wing is to be built on a part of the site now occupied by some of the hotel buildings, which are to be cleared as soon as the main part of the building is opened. This wing will correspond with the 10 story wing on the east side. The main part of the hotel is expected to be opened about May 1. (Feb., pg. 62.)

Spark Arresters for Locomotives Burning Non Coking Coals.—Referring to the Board of Railway Commissioners' circular, printed on page 87 of this issue, we are officially advised that, owing to several requests made by parties interested, the date set for the submission of comments to the Board has been extended from Feb. 20 to Mar. 16.

The Canadian Society of Civil Engineers' Ottawa Branch was addressed, Feb. 4, by W. Sanford Evans, Chairman of the Georgian Bay Canal Commission, on the economics of engineering problems. In referring to his work in connection with the Georgian Bay Canal project, he stated that a preliminary report will be presented shortly, in which there will be a great deal of useful information.

Locomotive Fuel Oil Tanks at Vancouver.—The Union Oil Co. is erecting a large oil tank in the C.P.R. yards at Vancouver, similar in size and construction to the two already completed. Each of the tanks has a capacity of 55,000 barrels, so that the three will have a total storage capacity of practically 7,000,000 gals. A berthing slip for the steamships bringing in the oil is under construction at the tanks. The completion of this will obviate the use of the long pipe line and auxiliary pumping station now on pier A.