

Railway Equipment Notes.

The Albert Mfg. Co., Hillsboro, N.B., is having 12 plaster cars built.

Another mogul locomotive has arrived at St. Thomas, Ont., for the Wabash.

It is said the Quebec & Lake St. John Ry. will soon order 2 parlor cars & 20 coaches.

The White Pass & Yukon Ry. is building 100 cars, 60 of which will be box cars, 20 flats, & 20 stock cars.

The Newfoundland Ry. is ordering a number of compound locomotives, 5 sleeping cars, & some other equipment.

The Canada Atlantic's Ottawa shops have turned out 500 freight cars this year, & are now working on another 500 order.

The first locomotive for the Dominion Iron & Steel Co. was recently received at Sydney, N.S. Following are the general dimensions: Cylinder, 18x24; firebox, 34½ in. wide, 64 in. long; driving wheels, 50 in. dia.; boiler, 56 in., style straight; 202 2-in. flues, 13 ft. 3 in. long; wheel base 10 ft. 6 in.; weight, 98,000 lbs.

Four locomotives are being built in the Intercolonial shops at Moncton, N.B. They are of the mogul freight type, weight to be about 101,000 lbs., with 86,000 lbs. on the drivers, cylinders 18"x24", driving wheels 57" diameter, boiler pressure 180 lbs. per square inch, slide valves fitted with American balance valve. The locomotives will be fitted with Westinghouse air brake, sight feed lubricators, & the I.C.R. standard re-starting injectors. Capacity of tank 3,500 imperial gallons. There has been no new work commenced in the I.C.R. shops during October. Rhodes, Curry & Co., Amherst, N.S., have made delivery of 25 box cars of 60,000 lbs. capacity. No decision has been arrived at about the cars proposed to be built at Moncton.

At the recent annual meeting of the American Railway Association, the committee on standard dimensions of box cars reported that 96 roads, owning 464,455 freight cars, & operating 63,337 miles, favored the following

as dimensions for a typical box car: height, 8 ft., measurement taken from floor to bottom of car line immediately over plate at side of car; width, 8 ft. 6 in., measurement taken between linings; length 34 ft., measurement taken between end linings; cubical contents, 2,312 ft.; cubical contents per linear foot, 68 ft. Seventy-three roads, owning 540,222 cars, & operating 74,991 miles of road, did not favor the foregoing, & proposed other dimensions. The committee will continue its efforts at securing a typical box car.

Grand Trunk Equipment.

Following are the general dimensions of the 10 Vaucain compound consolidation locomotives, being built for the Co. at the Baldwin Locomotive Works, as mentioned in our last issue:

CYLINDERS.—High pressure.....	15½ in.
" Low pressure.....	26 in.
" Stroke.....	28 in.
BOILER.—Diameter.....	66 in.
" Working Pressure.....	200 lbs.
FIRE BOX.—Length.....	114 3-16 in.
" Width.....	41 3/8 in.
TUBES.—Number.....	260
" Diameter.....	2 in.
" Length.....	14 ft.
DRIVING WHEELS.—Diameter.....	56 in.
" JOURNALS.....	8 x 12 in.
ENGINE TRUCK WHEELS.—Diameter.....	33 in.
" JOURNALS.....	5 x 9½ in.
WHEEL BASE.—Driving.....	15 ft. 3 in.
" Total.....	23 ft. 6 in.
WEIGHT.—In working order.....	about 145,000 lbs.
" on driving wheels.....	
" Total.....	about 162,000
TENDER TANK.—Capacity.....	4,500 gallons
" WHEELS.—Diameter.....	33 in.
" JOURNALS.....	5 x 9 in.

These locomotives are for international service in the hilly districts between Portland & Montreal.

There has been a lull in G.T.R. equipment matters, nothing of any consequence having been ordered during October.

It is said the ordering of some 20 locomotives for the Central Vermont is being considered.

The rolling stock of the Central Vermont is likely to be improved as quickly as possible.

Modifications of M.C.B. Standards.

As a result of the letter ballot certain of the standards & recommended practice of the Association were modified as follows:—

STANDARDS.

Sheet 1.—Size of bolt holes changed to 1 1-16 in.

Sheet 2.—Size of bolt holes changed to 1 1-16 in.

Sheet 7.—Addition of axle with journal 5½ in. x 10 in., & the designation of the different standard axles by a letter.

Sheet 11.—Extension of contour lines; modification of standard limit gauge; change in radius of yoke; additions to the illustration of the automatic coupler.

Sheet 15.—General dimensions only for journal-bearing given.

RECOMMENDED PRACTICE.

Sheet B.—Play of shank of coupler in carry-arm changed to not less than one-half inch on each side.

Sheet C.—Diameter of boring gauge 3½ in. x 7 in., journal changed from 3 15-16 in. to 3 13-16 in. (This is not the result of letter ballot, but the correction of a clerical error.)

Sheet H.—Radius at top of pedestal changed from 50 in. to 5 ft. 0 in. (This is not the result of letter ballot, but the correction of a clerical error.)

Sheet I.—Fletcher journal box lid eliminated & sheet 1 used to illustrate the twist gauge for M. C. B. couplers, gauge for worn M. C. B. couplers; location of air brake parts on cars & label for air brake hose.

Sheet K. (new sheet).—Illustration of drop test machine & details for M. C. B. couplers.

These changes & additions have been made & lithographs illustrating the same are ready for delivery.—Railroad Gazette.

A. O. Norton, Coaticook, Que., manufacturer of ball-bearing lifting jacks, has added additional special new machinery to his already well equipped plant, to keep up with the increasing demand for his product. He reports several large export orders.

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