

the main entrance opposite the 2nd story, as well as the words "Grand Trunk Railway," cut in the stone. The building will be fireproof throughout, & all the material, external & internal, will be of the best & most modern character. The original estimate of cost was \$250,000, but it is expected this will be at least doubled. It is said the building will be the 2nd largest railway office building in the world, the largest being the Philadelphia & Reading offices in Philadelphia.

EQUIPMENT.

Ottawa, Arnprior & Parry Sound Ry.

The illustration on this page shows one of the locomotives recently built at the Baldwin Locomotive Works, Philadelphia, Pa, for this line. The following are the general dimensions:

CYLINDERS.

Diameter, high pressure, 14 ins.
" low " 24 ins.
Stroke, 26 ins.
Valve, Balanced piston.

BOILER.

Diameter, 60 ins.
Thickness of sheets, $\frac{5}{8}$ & $\frac{1}{4}$ ins.
Working pressure, 180 lbs.
Fuel, soft coal.

Total engine, 24 ft. 9 ins.
" " & tender, 51 ft. 3½ ins.

WEIGHT IN WORKING ORDER.

On drivers, 117,000 lbs.
On truck, 34,000 lbs.
Total engine, 151,000 lbs.
" " & tender, 239,000 lbs.

TENDER.

Tender wheels, diameter, 33 ins.
Journals, 5 x 9 ins.
Tank capacity, 4,000 gals.
Weight, empty, 40,500 lbs.

SERVICE.

Freight. Guaranteed to haul a load of 750 to 800 tons (2,000 lbs) of cars & lading on a grade of 1% combined with curves of 4½ degrees, track & cars being in good condition.

Another Westinghouse Victory.

In addition to the decisions of the U.S. courts, requiring the removal of about 1,100 infringing New York air brakes from the Buffalo, Rochester & Pittsburg Ry., & of 3,200 such brakes from the cars of the Great Northern Ry., the U.S. Circuit Court for the district of New Jersey has rendered its decision in the case of the Westinghouse Air Brake Co. vs. the Central Car Trust Co. & the Commerce Despatch Co. By this latter

ped with the brake of the New York Air Brake Co., with notice that it was an infringement on the claims of the patent in suit. . . . If they now suffer inconvenience through being obliged to discontinue the use upon their cars of the complainant's patented device, it will not be greater than they might have anticipated."

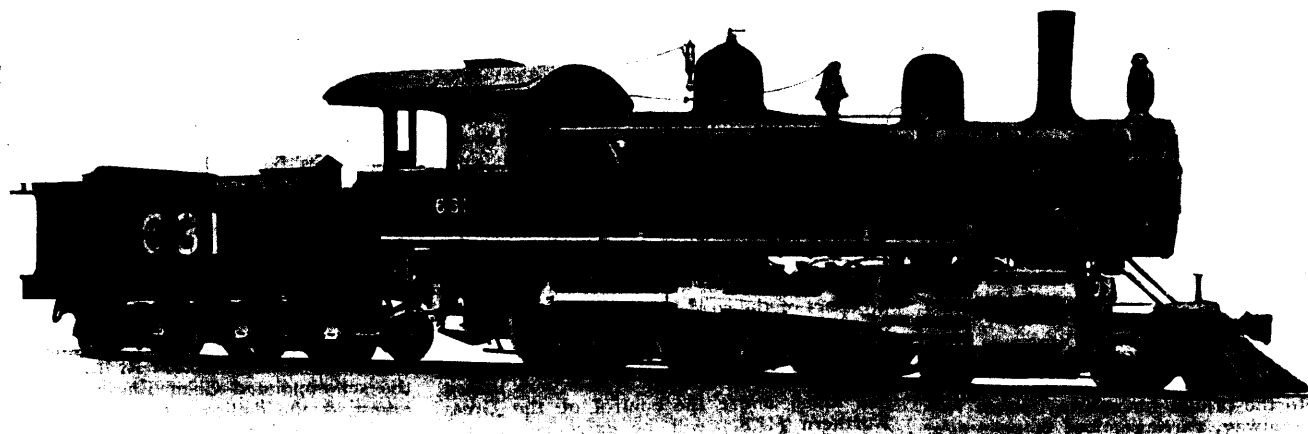
Equipment Notes.

The Intercolonial Ry. has invited tenders for 400 box cars, 60,000 lbs. capacity, & 100 flat cars.

The C.P.R. is building 2 dining cars in the Montreal shops, which will be unique in design & finish & will contain several new features.

The Northern Pacific has recently sent 1,000 new grain cars, of 70,000 lbs. capacity, on to the Manitoba division. A number of new locomotives have also arrived at Winnipeg. They can each haul 1,300 tons from Winnipeg to Grand Forks, Dakota.

In the recapitalization of the Westinghouse Air Brake Co. it is understood that the 20,000 shares set aside in the treasury are to be used for the acquirement of the Boyden & American Brake Co., the former a Baltimore & the latter a St. Louis company. Six thousand of the 20,000 shares will, according to the arrangement, be given to the Boyden people.



OTTAWA, ARNPRIOR AND PARRY SOUND RY'S COMPOUND TEN-WHEELED LOCOMOTIVE.

FIRE BOX.

Material, steel.
Length, 102½ ins.
Width, 42 ins.
Depth, front, 69½ ins.
" back, 58½ ins.
Thickness of sheets, sides, $\frac{3}{8}$ in.
" back, $\frac{3}{8}$ in.
" " crown, $\frac{1}{2}$ in.
" tube, $\frac{1}{2}$ in.

TUBES.

Number 280.
Diameter, 2 ins.
Length, 14 ft. 4½ ins.

HEATING SURFACE.

Fire box, 154.0 sq. ft.
Tubes, 2,108.0 sq. ft.
Total, 2,262.0 sq. ft.
Grate area, 29.75 sq. ft.

DRIVING WHEELS.

Diameter, outside, 56 ins.
" of centre, 50 ins.
Journals, 8½ x 11 ins.

ENGINE TRUCK WHEELS.

Diameter, 30 ins.
Journals, 6 x 10 ins.

WHEEL BASE.

Driving, 13 ft. 0 ins.

decision New York air brakes are required to be removed from 1,400 cars controlled by defendants. The Circuit Court of Appeals of the second circuit, in affirming the decision of the Circuit Court against the Great Northern Ry., says, in conclusion: "In Oct., 1894, the attention of the defendant was called by a general circular to the decision of the Circuit Court of Appeals; & in May, 1895, its attention was particularly called to the infringement by a written proposition from the complainant for a purchase of its valves & an indemnity against claims for infringement. It has paid no attention to the subject for about 3½ years, & it now thinks that it is a hardship to be prohibited from further infringement. It has been a deliberate user of a large number of valves, & has preferred to run the risk of an injunction than to displace its present equipment." The Circuit Court in New Jersey, in enjoining the Central Car Trust Co., says: "There does not appear upon the record in this case any special matter which commends the defendants to the special consideration of the court. . . . The complainants requested them to remove these brakes, & offered to supply their own device upon reasonable terms; but both the request & offer were declined. . . . For purposes of economy, as charged in the bill & not denied, they purchased these cars equip-

The Ottawa & New York Ry. recently received from the Pullman Co. 2 passenger trains, each consisting of 2 passenger coaches & a baggage, mail & express car. The Co. has a number of other passenger train cars. The locomotive equipment consists of three 10 wheelers, recently built by the Baldwin Locomotive works, & 3 other engines which have been used during construction.

The Baltimore & Ohio Southwestern Ry. has solved the problem of cooling sleeping cars in stations at night. At Cincinnati, Louisville & St. Louis this line has sleeping cars placed in the stations at 10 p.m., which do not depart until after midnight, & in order to make them comfortable & cool 16-inch rotary electric fans have been placed in each end of the sleepers, thus removing the heated & impure air from all parts of the car.

In our July issue, pg. 120, we gave some information about the Cleveland cylinder which has been in use on an I.C.R. locomotive between Moncton & St. John for some months. We have since been informed by the Department of Railways that arrangements have been made for the trial of some of these cylinders. This is just about what we expected, as we hardly thought it likely that any arrangement would be made for their general use without tests first being made in an exhaustive manner.