

ary hotel & house practice. The old bell-cord has been replaced by the Westinghouse air signal, & various appliances, both automatic & otherwise, in connection with the block & signal systems; so that the traveller is practically safer in making his journey in a modern railway train than he would be at his own house.

There is no doubt that Canada & the U. S. are probably far in advance of any other country in regard to the facilities & convenience of travel, & there is no trouble or expense spared by the railway corporations in providing for the comfort of their patrons, while the rates & cost of transportation are very considerably lower than those charged for inferior accommodation in Europe.

The Westinghouse Manufacturing Co., at Hamilton, Ont., continues to run at its full capacity, & during the short period in which the works have been in operation it has furnished to the several railways of the Dominion some 8,000 sets of freight car equipment & 250 locomotive & tender equipments, in addition to passenger car equipment & repair apparatus; & it has a sufficient amount of orders on hand to keep it fully occupied for some time to come.

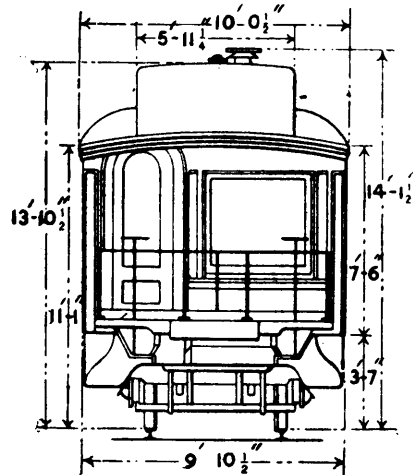
A G.T.R. Official Car.

On this page are given elevations & floor plan of the car Canada, built last year by the Wagner Palace Car Co., at Buffalo, N.Y., for the use of General Manager Hays, of the G.T.R. Its dimensions are: Length over body 69 ft. 10 1-2 in.; length over all 76 ft. 8 in., including platform; width 9 ft. 10 1-2 in.; height over all 14 ft. 1 1-2 in. It has six-wheeled trucks, with a wheel base of 10 1-2 ft. The interior is finished in mahogany, of plain design throughout, with the exception of the kitchen, which is in cherry. The upholstery is in dark green Ooze leather, & the floors are covered with green Wilton carpet—the draperies being made to match. The floor space is divided up so as to afford very ample accommodation. The two staterooms, which can be arranged en suite, are furnished

ed with the "anti-pounding" steam-heating system. In the observation room is a speed recorder.

Grand Trunk Mogul Engines.

Reference was made in our last issue to 6 moguls being built by the Schenectady Locomotive Works for the G.T.R. These engines, which were designed by Superintendent of Motive Power Morse, weigh 152,850 lbs., in working order, of which weight 127,650 lbs. are carried by the drivers. The cylinders



are 20 by 26 ins. The valves are of the G.T.R. standard, with 5 1/2 ins. greatest travel set line & line in full gear.

The driving wheels are 62 ins. outside of tires, the main drivers having cast-steel centers & the front & rear drivers steeled cast-iron centers. The driving boxes are also of steeled cast-iron. The engine truck wheels are 37 ins. in diameter, of steeled cast-iron, spoke centers.

The boiler is of the extended wagon-top variety, 62 ins. in diameter at the first ring,

pal dimensions, etc., are given below in tabular form:—

Weight	152,850 lbs.
Cylinders	20 by 26 in.
Boiler, diameter	62 in.
Tubes, number	291.
Tubes, diameter	2 in.
Firebox, length	120 in.
Firebox, width	40 3/4 in.
Working pressure	200 lbs.
Heating surface	2,001 sq. ft.
Driving wheels, diameter	62 in.

The special equipment includes Westinghouse-American brakes.

Grand Trunk Equipment.

General Manager Hays, in response to an enquiry, writes us:—"We have just received the last of an order of 20 locomotives, 10 Mogul type & ten 10-wheeler type, for our lines west of the Detroit & St. Clair Rivers, & are arranging to construct in our own shops in Canada 6 of each of the same classes of locomotives.

"We are also arranging to build in our shops in Canada, principally at Montreal, 300 coal cars, 250 refrigerator cars, & 50 cinder dump cars, all of 30 tons capacity. We have also under construction by the Pullman Co., at Chicago, Ill., 20 passenger coaches, 1st class, & are building 5 similar coaches at Montreal."

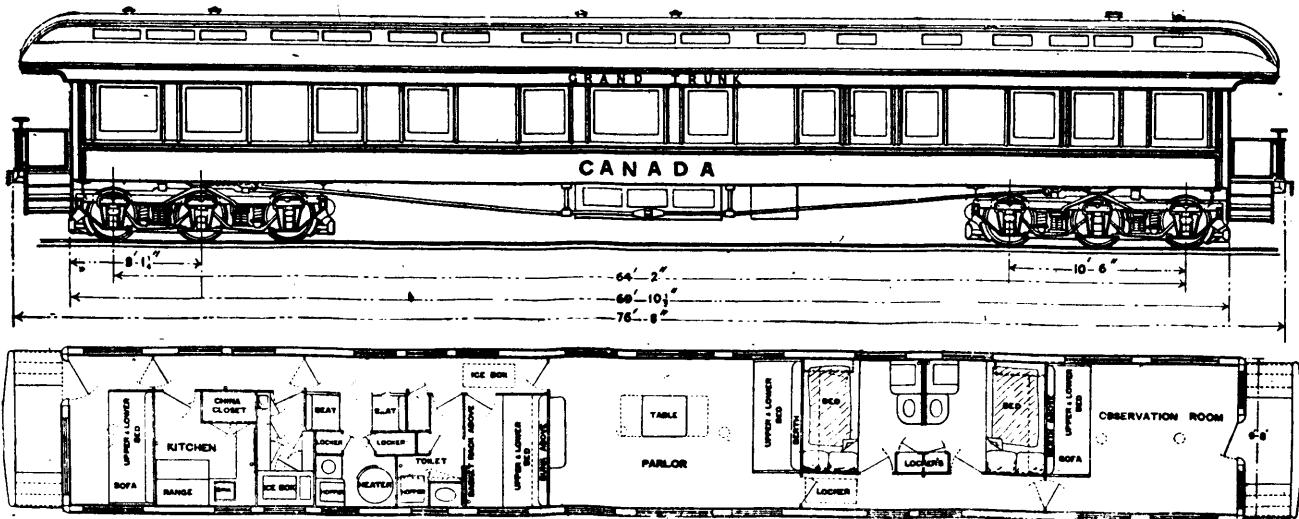
Equipment Notes.

The Minneapolis, St. Paul & Sault Ste. Marie is asking bids on 500 standard box cars.

The Dominion estimates for 1898-9 provide \$20,000 for rolling stock fittings, freight cars on the Intercolonial, & \$3,500 for rolling stock on the P.E.I. Ry.

The C.P.R. is building 10 sleeping cars at Hochelaga, which will be fitted up in Louis XV. style, and called such names as Trianon, Narbonne, Fontenoy, etc.

The saddle tank 6-wheel locomotive being



OFFICIAL CAR OF THE GENERAL MANAGER, GRAND TRUNK RAILWAY.

with stationary beds & individual toilet accommodations. The locks & most of the other metal fittings in the car are of Persian brass, the washstands & accessories being of nickel. These are supplied with both hot & cold water service. In the observation room is a convenient piece of equipment in the form of a map rack, containing numerous maps showing the topography of various sections of the road, which are mounted on rollers for automatically folding them into the ceiling when not in use.

The car is lighted with Pintsch gas & heat-

made of Carbon steel & adapted to carry a working pressure of 200 lbs. The firebox is 120 ins. in length by 40 3/4 ins. in width, also of Carbon steel. The crown is stayed with radial stays 1 1/8 ins. in diameter. The staybolts are of Ulster special iron. The tubes are of charcoal iron. The grate is of the rocking pattern, in accordance with the G.T.R. standard. The exhaust pipe is single, with 4 nozzles, varying in size from 4 3/4 to 5 1/2 ins. The tender frame is of 10-inch channel steel. The tank has a capacity of 4,500 gallons of water & 10 tons of coal. The princi-

built by the Canadian Locomotive & Engine Co., Kingston, as mentioned in our last issue, is for the B.C. Mills Timber & Trading Co., Vancouver.

The Ottawa, Arnprior & Parry Sound Ry. has placed an order with the Baldwin Locomotive Works for 5 compound consolidation freight engines, in addition to the order mentioned in our last issue.

Referring to the article on acetylene gas for trains which appeared in our last issue, Holland Bros., Ottawa, write:—"We have just