

eral flow of traffic. Amongst the arrangements referred to is what is known as the "stop-off privilege," for completion of loading of cars of lumber, livestock, canned goods, etc. A factor in bringing about undesirable transportation conditions is the billing of cars to certain points "for orders" or "for reconsignment." In order that an arrangement, applicable to all member lines may be reached the railways were asked to send to the association by Jan. 15, particulars of all arrangements in effect on their respective lines whereby shipments are stopped off for completion of load or other purpose or billed to certain point or points to be held for orders, inspection, reconsignment or other such purpose.

Rules for Tracing Freight.

The work involved in the tracing of freight and furnishing information to the public as well as to the departments of the railways has grown to an enormous degree, involving the employment of a very large number of clerks in railway offices and interfering with the proper discharge of necessary duties. It is generally known that a very large percentage of the information furnished in response to freight tracing requests does not serve any good purpose and is asked for and supplied, more or less, as a matter of form. In view of the urgent necessity at this time for eliminating all unnecessary work, so that maximum returns may be obtained from the efforts expended it is felt that railways should immediately reduce freight tracing to what may be imperative. The following regulations governing the tracing of freight have been formulated and member lines are directed to adopt them:

1. With a view to eliminating unnecessary handling of tracers between railway offices, tracing of freight should be delegated to the car service department or such other department of the railway as maintains car records, except in the case of local or short haul shipments, where time and labor may be saved by dealing direct with superintendent, yardmaster, or agent.

2. Car movement reports and tracers should be handled by mail when such can be done without seriously interfering with the efficiency of the service.

3. Shipments should not be traced except at request of shipper or consignee, and then only when a reasonable time has elapsed for the shipment to have reached its destination. The existing general practice of furnishing one or more "passing records" of shipments en route should be discontinued.

4. Each tracer should show initials and number of car, commodity, point of origin, date of forwarding, route, consignee and destination or as much of such information as the case may demand.

5. A railway should not be requested to trace freight beyond its own rails, except where absolutely necessary.

6. The practice of requesting "report of delivery of shipment to consignee," involving, as it does, the expenditure of much extra time and labor, should be discontinued, and record of arrival at destination only, be made to suffice. The attention of outside freight traffic department officials is particularly directed to this clause, they having been the principal source of such requests in the past.

7. Where two or more offices or departments of a railway are receiving different forms of passing or junction reports from the same point or points, arrangements should be made to have carbon copies of one report serve.

8. It is suggested to the railways that where the practice is not already in vogue, they arrange for close and systematic checking of station and yard reports showing transit cars and cars awaiting placement, with a view to minimizing delay to cars, thereby removing in many instances the cause for tracing of freight.

In connection with the foregoing the commission on car service adopted a resolution, calling on member lines to reduce their tracing staffs not less than 25%.

Commission on car service: Report of loading of cars, i.e. freight for Nov., 1917.

Railway.	Cars loaded No. lbs. Aver. lbs.		
	during Month	loaded	per car
Canadian Pacific	7229	88,654,769	12,264
(West Lines)			
Canadian Government ..	646	9,295,707	13,390
(West Lines)			
Canadian Government ..	3568	42,411,672	11,887
(East Lines)			
Canadian Northern	*4279	53,197,760	12,432
(West Lines)			
Canadian Northern	2081	28,452,975	13,672
(East Lines)			
Dominion Atlantic	311	2,774,660	8,922
Grand Trunk	13653	152,348,536	11,085
Grand Trunk Pacific	1734	13,659,480	7,877
Michigan Central	751	6,992,676	9,311
Timiskaming & Northern Ontario	448	5,555,637	12,400
Total	34700	403,343,872	11,624

*October.

All stations loading five or more cars of less than carload freight per day included.

Filling Up Sleeping Cars.

On the majority of railways where sleeping cars are operated it has been the practice to add extra sleeping cars to trains before a reasonable number of the berths in regular cars have been sold or reserved, due it is claimed to aversion on the part of the travelling public to occupy upper berths. Among the results of this practice are increased consumption of fuel and in many cases unnecessary use of motive power and man power where, owing to the extra cars, trains have to be double headed or run in sections. Enquiries have led to the opinion that at this time, particularly when the saving of coal is of great importance, and when the maximum number of locomotives must be held for the handling of freight consisting mainly of war supplies, the public will readily agree to the use of upper berths to a greater extent than has been the practice heretofore. It is the sense of the association that member lines should arrange so that extra sleeping car or cars will not be added to trains until 75% of all berths in regular car or cars have been sold or reserved.

Vestibule Doors, Guard Rails, etc.

The association is considering the formulation of standard regulations governing the handling of vestibule doors, guard rails, etc., on passenger trains, and has asked all railways to submit copies of their respective regulations relating thereto.

Quebec Bridge Construction. — The fourth of a series of addresses on the recently opened Quebec bridge was delivered before the Canadian Society of Civil Engineers in Montreal, Jan. 10, by G. H. Duggan, Chief Engineer, St. Lawrence Bridge Co., under the title: "Notes on the tendered design for the Quebec bridge of the St. Lawrence Bridge Co." Mr. Duggan also addressed the Royal Canadian Institute in Toronto on Dec. 12 on the same subject.

Railway Rolling Stock Notes.

Canadian Government Railways is reported to be in the market for 250 general service cars.

The C.P.R., between Dec. 14 and Jan. 15, received 1 steel baggage and express car, 222 steel underframe coal cars and 1 decapod type 275% locomotive, from its Angus shops; and 3 snow ploughs from its Winnipeg shops.

A recent press dispatch stated that the C.P.R., during 1917, built over 10,000 box cars in addition to ordering many from outside sources. Canadian Railway and Marine World is supplied with official information as to rolling stock ordered and built, monthly, and this is published in due course. The figures quoted in the press dispatch are erroneous.

The Canadian Car & Foundry Co. has completed the organization of its car shops at Fort William, Ont., and has started work on the order for 2,000 steel underframe box cars for the Canadian Government Railways, which was placed some time ago. It is expected to make the initial delivery in February and the contract will keep the plant in continuous operation until June. The officials at Fort William are:—A. J. Canfield, Works Manager; G. G. Elster, Superintendent; W. Boyle, Assistant Superintendent.

Canadian Government Railways received the following rolling stock, between Dec. 19 and Jan. 19:—189 stock cars, 30 tons capacity, and 333 steel frame box cars, 40 tons capacity, from Canadian Car & Foundry Co.; 49 steel frame box cars, 40 tons capacity, from National Steel Car Co.; 6 mikado and 2 Pacific locomotives from Montreal Locomotive Works; 12 mikado locomotives from Canadian Locomotive Co.; and 84 second hand coal cars, 35 tons capacity, 386 second hand coal cars, 30 tons capacity, and 91 second hand box cars, 30 tons capacity, from General Equipment Co.

The Canadian Northern Ry. has received 4 consolidation locomotives from Canadian Allis-Chalmers Co. Six more are on order, and delivery is expected to be made shortly. Following are the chief details:—

Weight in working order on front truck, 24,500 lbs.
Weight in working order on drivers .. 208,500 lbs.
Weight on engine, total .. 233,000 lbs.
Weight of engine and tender .. 380,000 lbs.
Weight of tender, light .. 62,000 lbs.
Maximum tractive effort .. 50,000 lbs.
Boiler, type .. Extended wagon top
Boiler, pressure .. 200 lbs.
Firebox .. 64½ by 110 13-16 in.
Grate area .. 49 sq. ft.
Tubes, no. and diam. .. 262-2 in.; 26-5½ in.
Tubes, length .. 15 ft. 3 in.
Heating surface, firebox .. 180 sq. ft.
Heating surface, tubes .. 2,946 sq. ft.
Superheater, type .. Locomotive Superheater Co.'s top header
Driving wheel base .. 16 ft. 6 in.
Wheel base, engine and tender total 60 ft. 2½ in.
Length, engine and tender, overall 68 ft. 7½ in.
Cylinder, diam. and stroke .. 24 by 32 in.
Driving wheels, diam. .. 63 in.
Journals, main .. 10 by 14 in.
Journals, others .. 5½ by 10 in.
Coal capacity .. 10 tons
Water capacity .. 6,500 imp. gals.

The Grand Trunk Literary and Scientific Institute celebrated its 60th anniversary recently. It was organized by F. H. Trevithick in 1857, when he was Locomotive Superintendent of the G.T.R., and led to the establishment of G.T.R. libraries at London, Stratford, Belleville and Lindsay, Ont., and Battle Creek, Mich.

Railway Assessment in Toronto. — Property of the various steam railways in Toronto, has been assessed for this year as follows: G.T.R., \$11,178,724; C.P.R., \$3,421,160; Canadian Northern, \$1,341,427.