

Railway Equipment Notes.

The Dominion Coal Co. is reported to be in the market for 200 coal cars.

The Intercolonial Ry. has placed an order for two dining cars with the Pullman Co.

The G. T. R. recently added to its equipment six locomotives and 36 refrigerator cars.

The Hamilton, Grimsby and Beamsville Ry. (Electric) has placed a new car, named Vineland, in operation. It is fitted with motors of 50 h.p.

The New Brunswick Southern Ry. is having a snow plow built by Rhodes, Curry & Co., Amherst, N.S., and will be in the market shortly for new locomotive and car equipment.

The Central Vermont Ry. has placed an order for nine Richmond compound consolidation freight engines to be built at the American Locomotive Co.'s Schenectady works. Delivery is to be made by the end of the year.

The British Columbia Electric Ry. Co. expended over \$58,000 on new equipment in its last fiscal year. At June 30 it had 69 cars, and the chairman at the annual meeting in London, Eng., said that this number would have to be considerably increased.

The Canadian Westinghouse Co. has closed a contract with the G.T. Pacific Ry. for its air

stroke, 28 in.; wheels, 57 in.; weight, about 180,000 lbs.; tender: tank, 5,000 gals. capacity, 12 tons of coal, weight about 130,000 lbs.; driving wheel trucks and engine truck tyres, Krupp crucible; tender wheels, cast iron; Simplex tender truck bolsters and brake beams; Westinghouse American equalized driver brake, Westinghouse automatic air brake, straight air brake, electric head-lights, and piston balanced valves.

The site which the Simplex Railway Appliance Co. has purchased in Montreal for its new factory covers 43 acres, and is situated at Blue Bonnets, along the canal, on the lines of the C.P.R. and G.T.R., between Montreal and Lachine. Plans are being prepared for the buildings, on which work will be commenced in the spring. It is proposed to erect a large power house and bolster and brake-beam plants with the necessary accessory buildings at first, after which it is expected to go ahead with the car plant. It is hoped to be ready to turn out either steel or wooden cars, and more particularly steel underframing for cars, in the fall. The company believes that the railways of Canada are about ready for steel underframes for cars, if they are not quite ready for all steel cars. The company may possibly take up the manufacture of other railway devices and supplies, but this has not yet been determined on.

MAINLY ABOUT PEOPLE.

E. T. Galt, President Alberta Ry. and Irrigation Co., has returned from England.

H. A. Reynolds, fuel inspector Eastern Division, C.P.R., was married to Miss M. Orton, at Ottawa, Oct. 26.

A. R. Creelman, K.C., Chief Solicitor C.P.R., and family, have moved into their new residence, Redpath St., Montreal.

J. R. Thompson, cashier G.T.R. freight department, Windsor, Ont., has been appointed City Treasurer of Windsor.

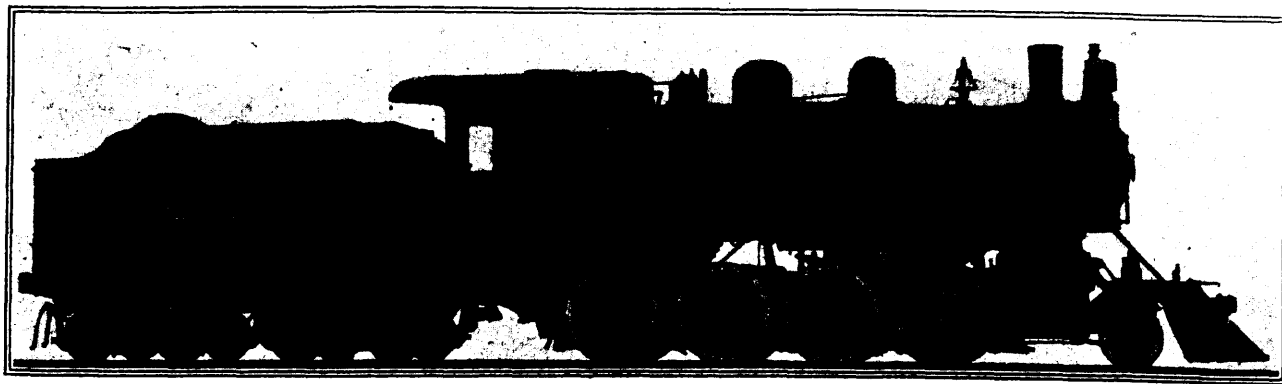
J. Babcock, G.T.R. yard foreman at Fort Erie, Ont., was killed recently by being run over by a train while engaged at his work.

H. Nesbitt, train dispatcher Sydney and Louisburg Ry., Glace Bay, N.S., was married at Gabarus, N.S., Oct. 29, to Miss G. Hardy.

W. R. Baker, assistant to the Vice-President, C.P.R., returned to Montreal, Nov. 9, from a trip over the company's western lines.

Archer Baker, European Traffic Manager C.P.R., was a guest at the Lord Mayor's banquet at the Guildhall, London, Eng., Nov. 9.

W. Bunton, G.T.R. town ticket agent, Peterborough, Ont., recently returned home after a trip to the Northwest Territories and the Pacific Coast.



SIMPLE CONSOLIDATION LOCOMOTIVE BUILT FOR THE C.P.R. BY THE LOCOMOTIVE AND MACHINE CO. OF MONTREAL.

brake requirements. The contract does not specify the number of brakes, or the amount involved, but covers all the air brakes which will be required for the G.T.P. rolling stock.

The Toronto Globe of Nov. 17, 1854, said: "The twelfth locomotive and tender, manufactured at Mr. Good's foundry, was turned out of his workshop yesterday. They were brought down on temporary rails to Queen's Wharf for shipment to a point on the Grand Trunk line."

The Canada Foundry Co., Toronto, has delivered to the C.P.R. the first of the 10 consolidation freight locomotives, ordered in 1903, general dimensions of which have already been published. This is the first locomotive built in Toronto since James Good built several on Queen St., for the old Northern Ry.

The Chicago Railway Equipment Co. has issued a notice stating that it is not now represented in Canada by F. E. Came. It has appointed I. A. Young, 22 St. John St., Montreal, as its representative, and any orders for brake beams, side bearings, or slack adjusters placed with him or sent to the head office in Chicago will have prompt attention.

The general dimensions of the consolidation locomotives, an illustration of one of which appears on this page, ordered by the C.P.R. from the Locomotive and Machine Co. of Montreal, are: diameter of cylinder, 21 in.; length of

The 20 consolidation freight locomotives recently delivered to the C.P.R., from the American Locomotive Co.'s Schenectady works, had the following general dimensions:—Weight in working order, 182,000 lbs., of which 157,000 lbs. are on drivers; diameter of drivers, 57 in.; cylinders, 21 by 28 in.; boiler, radial stayed type, with diameter at smallest ring of 69 in., made for a working pressure of 200 lbs.; firebox, 96 in. long, 66 in. wide, 59 in. deep at back and 74½ in. at front; twenty-two 5-in. tubes, 2 and 5 in. in diameter and 14 ft. 4½ in. long; heating surface, tubes 2,217 sq. ft., firebox 155 sq. ft., total 2,372 sq. ft.; grate surface, 44 sq. ft.; water capacity of tender, which will be of the gravity type, 5,000 gals. and coal capacity 12 tons. These locomotives are equipped with Simplex bolster, Westinghouse brakes, Simplex tender brake-beams, cast-steel driving-wheel centres; homogeneous steel for firebox, C.P.R. standard journal bearings, whistles, blow-off valves and brakeshoes.

The Construction Co. (Ltd.), has been incorporated under the Dominion Companies' Act, with a capital of \$500,000 and offices at Ottawa, Ont., to carry on a general contracting business. The provisional directors are: Sir A. P. Caron, K.C.M.G.; J. H. E. Secretan, Ottawa; B. Lowry, Quebec; J. H. Jewell, H. H. Dewart, Toronto; G. H. Cowan, Vancouver, B.C.

Miss M. Salsbury, daughter of W. F. Salsbury, C.P.R. Local Treasurer at Vancouver, B.C., was married there Oct. 20, to E. A. Earle, of Montreal.

Hon. A. G. Blair, formerly Chief Railway Commissioner, and Mrs. Blair, who has been ill recently, have been spending some time at the St. Louis exhibition.

H. B. R. Craig, resident engineer on construction, C.P.R. line between Sudbury and Byng Inlet, Ont., has been appointed city engineer of Kingston, Ont.

C. A. Parker, Vice-President Pere Marquette Rd., and 2nd Vice-President Cincinnati Hamilton and Dayton Rd., dropped dead in his office at Cincinnati, Ohio, Nov. 15.

F. L. Wanklyn, formerly Vice-President and General Manager Montreal Street Ry., has been elected a member of the House Committee, Windsor Hotel Co., Montreal.

S. D. Woodruff, who died at St. Catharines, Ont., Oct. 28, aged 86, was Superintendent of the Welland Canal from 1846 to 1874, when he retired into private life.

T. M. Kirkwood, a director of the Central Ontario Ry., and formerly interested in shipping on the Upper Lakes, is erecting a plant, adjoining the C.P.R. shops, Winnipeg, for the manufacture of railway spikes and bolts.

J. K. McCulley, who recently resigned his position in the local freight agent's office C.P.R., at Winnipeg, Man., was presented