

hopper. The 2nd class compartment is furnished with 16 improved seats, upholstered in dark green leather. The smoking room is finished with 20 wicker chairs, upholstered in plush. These are arranged along the side of the car, allowing each smoker, as he is enjoying the weed, to view the scenery. As in the 1st class cars, the bulkheads & side finish is tastefully panelled & embellished with carved pilastres & moulding. The lines of the ceiling are of the Empire design, the ornamentation being elaborately carried out in shaded gold on a ground of terra cotta.

The entire train is lighted by electricity, each car generating its own current, steam heated, & equipped with the wide vestibules, standard steel platforms, 6 wheeled trucks, 40 in. steel tire wheels, & Westinghouse quick action high speed triple brakes & air signal. The metal finishings are in old gold made to special design. The method of electric lighting is unique. For emergencies, & in addition to the regular dynamo, under each car is located an auxiliary battery sufficient to light a dozen or more lamps in each car. The battery is connected with the main switch box, & when the dynamo is running is continually being charged, & is therefore ready for instantaneous use. Beside this, there is a connection between each car for use, should the dynamo give out, or the battery on one car become exhausted, whereby power generated on other cars will furnish the necessary lights.

On page 355 we give floor plans of the parlor cars, & of the combination 2nd class & smoking cars.

The Co. has commenced to discard the use of oil lamps in the passenger cars, substituting electric light. Under the system adopted each car has a dynamo attached underneath the car body & ingeniously connected with a belt to the truck axles. Although the light thus furnished is steady & brilliant, it is still in the experimental stage. A large amount of work is being done remodelling & modernizing the older passenger & sleeping cars.

Over 200 standard 30 ton box cars were turned out of the Perth shops during Nov. & they are now being completed at the rate of 11 a day.

No new work is being done at the Farnham shops at present as they are being worked to their fullest capacity on passenger & freight car repair work.

The Minneapolis, St. Paul & Sault Ste. Marie Ry. has ordered 600 box cars of 60,000 lbs. capacity. It is officially stated that the Co. is not in the market for locomotives.

Railway Equipment Notes.

The Canada Atlantic is building 50 flat cars at its Ottawa shops.

The Esquimalt & Nanaimo Ry. is having 200 box cars built, of 60,000 lbs. capacity.

No special orders for equipment were completed in any of the G.T.R. shops during Nov. Many of the locomotives are being fitted with steel snowplows.

An official statement by the management of the Algoma Central Ry. gives the equipment as follows: locomotives 4, passenger cars 10, freight cars 390. This probably includes orders placed & not delivered.

The Great Northern (U.S.A.) passenger cars over the entire system are to be painted olive green. The sombre brown that since the beginning has been the prevailing color is to be done away with & a color in contrast to any other now in use is to take its place.

The White Pass & Yukon Ry. is building more cars than were mentioned in our last issue. The order comprises 50 box, 30 stock & 50 flat cars. Superintendent Rogers is credited by a press despatch as stating that 4 locomotives, 2 compound & 2 simple, have been ordered for Feb. delivery.

During Oct. the Baldwin Locomotive Works broke all records of the establishment in the number of finished locomotives turned out. The product of the works for that month was 104, & as there were 26 actual working days in the month the output represented an average of 4 locomotives a day. The best previous record of the works was 96 in one month some years ago. This was nearly equalled by the output for Nov., when 92 locomotives were turned out. The works are being run to their utmost capacity, & the firm is making strenuous efforts to turn out 100 engines during Dec. A crane with a span of 158 ft. has recently been installed in the erecting shop. It will lift a 196,000 lbs. locomotive 40 ft. in the air, carry it 336 ft. & set it down again in 3 minutes & 36 seconds.

Sydney & Louisburg Locomotives.

Last month we gave an illustration of a large consolidation double end locomotive, recently added to the Sydney & Louisburg Ry.'s equipment, & mentioned that a double end mogul had also been added. An illustration of the latter is given on pg. 357. Following are its general dimensions:

Weight in working order.....	172,000 lbs.
" on drivers	122,000 lbs.

Wheel base, driving.....	13 ft. 2 in.
" " rigid.....	13 ft. 2 in.
" " total.....	32 ft.
Diam. of cylinders.....	19 in.
Stroke of piston.....	26 in.
Outside diam. of first ring.....	62 in.
Working pressure.....	180 lbs.
Thickness of plates in barrel & outside of firebox.....	9-19 in., 7-16 in. & 5-8 in.
Firebox, length.....	90 in.
" depth.....	Front, 66½ in.; back, 56½ in.
" crown staying.....	Radial stays, 1 in. diam.
" stay bolts.....	7-8 in. & 1 in. diam.
Tubes, number of.....	236
" length over tube sheets.....	12 ft.
Heating surface, tubes.....	1,472.49 sq. ft.
" " firebox.....	125.43 sq. ft.
" " total.....	1,597.92 sq. ft.
Grate.....	26.23 sq. ft.
Water capacity of tender.....	3,700 U.S. gallons
Coal.....	5 tons

RAILWAY APPOINTMENTS, Etc.

Algoma Central.—Following is the official organization of this line up to date: President, F. H. Clergue; Secretary, H. C. Hamilton; Treasurer, B. J. Clergue; General Manager & General Freight & Passenger Agent, E. V. Clergue; Auditor, C. P. Worthington; Purchasing Agent, A. M. Harnwell; Master Mechanic, W. H. Munro; Master Car Builder, Robert Lang; Master Car Painter, T. H. Baker; Foreman Repairs, H. Derrer; Chief Engineer, J. A. Wilde; offices, Sault Ste. Marie, Ont.

Central Vermont.—W. J. Robertson having resigned, Jas. Coleman has been appointed Master Car Builder; office at St. Albans, Vt.

J. A. Southard having resigned, the office of Division Freight & Passenger Agent at New London has been abolished. All reports & correspondence will hereafter be addressed to the undersigned, J. Pullen, General Freight Agent, and S. W. Cummings, General Passenger Agent.

F. W. Baldwin having resigned, C. E. Soule has been appointed Superintendent; office at St. Albans, Vt.

W. T. Sutphen, heretofore Chief Train Despatcher, has been appointed Assistant Superintendent of the Southern Division; office at New London, Conn.

S. B. Kramer has been appointed Chief Train Despatcher, vice W. T. Sutphen, promoted; office at St. Albans, Vt.

Grand Trunk.—G. F. Cotter, whose appointment as Chief Train Despatcher at Montreal we announced in our last issue, was formerly Chief Train Despatcher for the Illinois Central at Jackson, Tenn. B. D. Benson, heretofore with the Western New York & Pennsylvania at Buffalo, N.Y., has been appointed Assistant Chief Train Despatcher.

Early in Nov. Jos. Robb, for many years

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These Jacks are made with Malleable Iron Frames, Steel Pawls, Machinery Steel Bearings and Pivots, forged Steel Rack. The wearing parts are removable and readily renewable at slight expense. The rectangular base gives great lifting strength and fits into close quarters better than other shaped stands. Adaptable to either high or low set loads.

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