

contractors engaged on the work are:—Kennedy and MacDonald, Westfield, N.B.; Smith and Matthew, Westfield; Poupore Brothers, Quebec; O'Gorman and Lynch, Gagetown; Loney Brothers; Chisholm and McDonald; G. Kennedy; S. Herbert Mayes, St. John, N.B.; R. Roberts and Son, St. John. (Nov., pg. 447.)

Toronto City Industrial Sidings.—A general rearrangement of industrial spur tracks in the industrial area which is being developed east of Cherry St., Toronto, under the Toronto Harbor Commissioners' plans has been approved by the Board of Railway Commissioners. The plans provide for the removal of the existing line from the corner of Lake and Cherry Streets, southerly alongside Cherry St., and easterly across the Don River to a

junction with the tracks laid under the Board of Railway Commissioners' order of Sept. 9, 1915, together with all sidings and spurs along the route. This is to be replaced by a new line, so arranged as to give one line along the front of the sites at present occupied for industrial purposes, and another along the western front of the Don diversion channel, with connecting sidings and industrial spurs. The greater part of the work is to be done at once, but provision is made for putting in two additional connections between the two frontages as they may be required upon development of the property. The total length of track covered by the plan is about two miles. E. L. Cousins is Chief Engineer and Manager for Toronto Harbor Commissioners.

Railway Rolling Stock Notes.

The C.P.R. has received 104 box cars from its Angus shops.

The Canadian Northern Ry. has received 150 box cars from Haskell & Barker Car Co.

Canadian Government Railways have received one steel sleeping car from National Steel Car Co.

The Eastern Car Co. is shipping the first delivery of 300 box cars for the Paris & Orleans Ry. of France.

The Michigan Central Rd. has received 150 steel underframes, 50 tons capacity, for flat cars, from Canadian Car & Foundry Co.

The Minneapolis, St. Paul & Sault Ste. Marie Ry. has ordered 800 box cars and 200 automobile cars from Haskell & Barker Car Co.

The Michigan Central Rd. is reported to have placed orders for 6,750 freight cars, at an approximate total cost of \$9,000,000.

The C.P.R. is said to be contemplating building or ordering some Pacific type locomotives which will be the largest in Canada.

The Delaware & Hudson Co. is in the market for 118 steel underframes for hopper cars, 25 steel underframes for stock cars and 25 for refrigerator cars.

It is reported that the Russian Government is expected to place additional contracts shortly for 400 decapod locomotives, and that about 60 of them will be built in Canada.

Sir John Eaton, Toronto, has received a new private car built by Pullman Co., Chicago. It is named Eatonia, the same as his former car, which was burned some little time ago.

The Italian State Railways have ordered, in the United States, 40 consolidated locomotives, with cylinders $21\frac{1}{4}$ x $27\frac{1}{2}$ in., driving wheels $53\frac{1}{2}$ in., and a total weight, equipped with superheaters, of 147,000 lbs.

The Minister of Railways has announced that arrangements have been made for the conversion of a number of passenger cars into hospital cars for use on the Intercolonial Ry., for transporting the more serious cases of wounded soldiers from the seaboard to convalescent homes and hospitals.

Six Mallet locomotives, built by the C.P.R. at Angus shops, Montreal, 1 in 1909 and 5 in 1911, and all of which have been in service in the British Columbia mountains, are, on account of their high cost of maintenance, being rebuilt at Angus shops into 2-10-0 decapods, 2 having

been completed and 3 more being under way. Their numbers will be 5750 to 5755.

The British Government has increased to 395 an order placed in the U.S. recently for 45 narrow gauge, 4-6-0 tank locomotives, and it is reported that it is also increasing another order placed in the U.S. for 100 tank locomotives, 2-6-2 type, to make the total number to be built 200 or 250.

The Russian Government is reported to have ordered 20 decapod locomotives from Canadian Locomotive Co., 40 from American Locomotive Co., and 40 from Baldwin Locomotive Works. The enquiries originally covered 600 locomotives, and it is anticipated that further orders will be placed later.

A Paris press dispatch says the shortage of freight cars was discussed in the Chamber of Deputies, Nov. 14, when Colonel Gassouin, head of the War Ministry's railway branch, said the delivery of cars which had been ordered had been delayed, but that it was expected 2,000 cars would be received monthly. Other measures were also being taken to improve the freight car service.

The Quebec Central Ry. has ordered 100 wood box cars, 30 tons capacity, from Canadian Car & Foundry Co. They are being built at Amherst, N.S. Following are the chief details:—

Length over end sills	36 ft. 9 $\frac{3}{4}$ ins.
Width over side sills	9 ft. 0 $\frac{3}{4}$ ins.
Width inside	8 ft. 6 $\frac{1}{2}$ ins.
Length inside	36 ft.
Height, top of floor to under side of carline ..	8 ft.
Height, top of rail to top of running board	13 ft. 3 $\frac{3}{8}$ ins.
Height, top of rail to centre line of coupler	2 ft. 10 $\frac{1}{2}$ ins.
Side door opening	7 $\frac{1}{2}$ by 6 ft.
Bolsters	Simplex
Couplers	M.C.B. 5 by 5 in. shank
Draft gear	Tandem spring
Air brakes	Westinghouse
Trucks .. 30 tons standard diamond arch bar type	
Wheels	M. C. B. 33 ins.
Axles	M.C.B. 4 $\frac{1}{4}$ by 3 in. journal
Journal bearings	M.C.B. lead lined
Journal boxes	M.C.B. cast iron
Brake beams	Simplex
Brake shoes	M.C.B. cast iron

The gas-electric car which the Canadian Northern Ry. is putting on the line on Vancouver Island, between Patricia Bay and Victoria, was formerly operated on the Quebec & Lake St. John Ry., between Quebec and Lake St. Joseph. It is self propelled by electric motors on the forward truck, receiving their energy direct from a 375 h.p. generator in the forward compartment of the car, direct connected to a 6 cylinder gas engine. The car is 54 ft. long, with seating capacity for 76 passengers, and it is capable of attaining a speed of 55 miles an hour. When

operating in Quebec it made four round trips daily, or a total of 175 miles, and the actual operating cost was 16c. a mile, exclusive of repairs. The car was fully described and illustrated in Canadian Railway and Marine World for April and May.

Proposed Postponement of Toronto Railway Viaduct.

A proposition was laid before the Toronto City Council recently by the railway companies interested with respect to the water front viaduct, the building of which has been directed by the Board of Railway Commissioners. It was suggested that the carrying out of the board's order be suspended for 15 years, and that certain bridges be built which would eliminate dangerous crossings. The railways state that the saving of interest charges on the cost of the construction of the viaduct for 15 years would more than pay for the work which it is proposed to do at present. At the expiration of the period the temporary bridges could be scrapped and the plans as approved by the Board of Railway Commissioners carried out.

The proposal of the Toronto Terminals Ry., which has the matter in hand for the C.P.R. and the G.T.R., was as follows:—"We will build at our own expense overhead bridges over the tracks on Bay and Yonge Sts. and connect these by a viaduct running at right angles to them on Lake St., so that the cars could run down one street and come up another, and we will also reconstruct the York St. bridge to adapt it for street railway traffic, if the city will consent to an amendment to the viaduct order striking out the time for commencing and completing the structure and all other details in connection with it."

The reason given for desiring a postponement of the work was that of financing such a big project. The erection of the new union station involves the expenditure of \$7,000,000, and money is required for other works on the different lines in Canada. It is also urged that conditions are not favorable for the city to finance the expenditure it would have to incur in connection with the carrying out of the viaduct plans.

The proposition as outlined to the city council is to build three bridges from Front St down York St., Bay St. and Yonge St., to the proposed marginal way which the Toronto Harbor Commission proposes to construct. The bridge at York St. would be a continuation of the existing structure, but the other two would be entirely new. The gradients proposed would be less than 3%.

The Timiskaming & Northern Ontario Railwaymen's Patriotic Association contributed as follows, for patriotic purposes, up to Aug. 31,—subscriptions to Red Cross, \$8,973.92; to Canadian Patriotic Fund, \$15,974.79, and donations to enlisted employees, \$7,785.43, a total of \$32,734.14. These amounts are additional to many personal subscriptions for considerable amounts made direct by members of the Commission and employees.

M.C.B. Tank Car Specifications.—Owing to labor difficulties and to delays in deliveries of materials, the Master Car Builders' Association's executive committee has extended the time for the coming into force of the Association's tank car specifications for class 3 and 4 tank cars, for 60 days, the effective date now being Mar. 1, 1917.