

Railway Rolling Stock Orders and Deliveries.

Canadian National Rys. have received 3 sleeping cars from Canadian Car and Foundry Co.

Canadian National Rolling Stock Ltd., has ordered 80 cabooses from Canadian Car and Foundry Co.

Canada Creosoting Co. has ordered 50 tram cars, and 54 sets of running gear, from Canadian Car and Foundry Co.

The G.T.R., to Jan. 10, received 44 steel fram box cars, 80,000 lb. capacity, from Canadian Car and Foundry Co.

Algoma Steel Corporation has ordered 2 standard gauge car trucks, 80,000 lb. capacity, from Canadian Car and Foundry Co.

Bedford Construction Co., St. John, N.B., has bought one 20 yd. steel dump car from Canadian Car and Foundry Co.

The Grand Trunk Pacific Ry. is having a further 1,500 cars repaired by Canadian Car and Foundry Co. at Fort William, Ont.

The G.T.R. has received 44 box cars and 2 stock cars, and 233 repaired box cars and 138 repaired hopper cars from Canadian Car and Foundry Co.

The Canadian National Rys., has invited tenders to be sent in by Feb. 10, for the following rolling stock,—2,000 box cars, 40 tons capacity; 500 refrigerator cars, 30 tons capacity; 500 general service cars (coal), 50 tons capacity; 350 ballast cars, 50 tons capacity; 20 baggage cars, 73½ ft. long; 18 sleeping cars, 12 dining cars, 30 Pacific type locomotives, and 20 switching locomotives.

Canadian National Rys. have received 6 six wheel switching locomotives from Canadian Locomotive Co., completing an order for 25, placed Jan. 28, 1919, with Canadian Locomotive Co., and illustrated in our last issue. Following are the chief details:

Weight in working car.....	150,000 lb.
Wheel base, engine.....	12 ft.
Wheel base, engine and tender.....	41 ft. 1¼ in.
Heating surface, fire box.....	132 sq. ft.
Heating surface, tubes and arch tubes.....	1449.7 sq. ft.
Heating surface, total.....	1,581.7 sq. ft.
Driving wheel, diar.....	51 in.
Driving wheel, centers.....	cast iron
Driving journals, diar. and length.....	8½ x 11½ in.
Cylinders, diar. and stroke.....	21 x 26 in.
Boiler, type.....	Straight top
Boiler, pressure.....	180 lb.
Tubes, no. and diar.....	157—2 in.
Tubes, length.....	24—5½ in.
Airbrakes.....	12 ft. 5 in.
Packing.....	Westinghouse E.T. 6
Fire brick.....	Metallic
Valve motion.....	Security
Headlight.....	Walschaert
15 Schroeder Electric Taylor and Arnold casing	Steel, wood line
Weight of tender, loaded.....	96,000 lb.
Coal capacity.....	3,800 imp. gals.
Truck type.....	6 tons
Steel, diar.....	4 wheel arch wire
Wheel, type.....	33 in.
Journal, diar. and length.....	10 Davis C and 15 cast iron chilled
Break beam.....	4¼ x 8
	Simplex high speed

The Jamaica Government Ry. has ordered 7 twelve wheel (4-8-0) locomotives from Canadian Locomotive Co. They are duplicates of an order placed in Oct., 1919, except that the present ones are to be equipped with superheaters. Following are the chief details:

Weight in working order on drivers.....	110,000 lb.
Weight in working order total.....	140,000 lb.
Wheel base engine, rigid.....	12 ft. 9 in.
Wheel base, total.....	23 ft.
Wheel base, engine and tender.....	50 ft. 2 in.
Heating surface, fire box and arch tubes.....	148 sq. ft.
Heating surface, tubes.....	1,355 sq. ft.
Heating surface, total.....	1,503 sq. ft.

Driving wheel diar.....	46 in.
Driving wheel centers.....	Cast iron
Driving journals, diar. and length.....	8½ in. x 10 in.
Cylinders, diar. and stroke.....	19 x 26 in.
Boiler, type.....	Straight top
Boiler, working pressure.....	190 lb.
Tubes, no. and diar.....	139—2 in.
Tubes, length.....	21—5½ in.
Air brakes.....	13 ft. 4 in.
Packing.....	Westinghouse E.T.
Superheater.....	Locomotive Superheater Co. type A
Valve motion.....	Walschaert
Headlight.....	Electric
Weight of tender, loaded.....	94,100 lb.
Tank capacity.....	3,500 imp. gal.
Tank type.....	U shape
Coal capacity.....	1,400 lb.
Truck, type.....	4 wheel arch bar type
Wheel, diar.....	33 in.
Wheel, type.....	C.I. center with steel tires
Journal, diar. and length.....	4¼ x 8 in.
Break beam.....	Simplex high speed

Belgian Rolling Stock Orders.

The Belgium State Railways have ordered 75 consolidation (2-8-0) locomotives from American Locomotive Co., Schenectady, N.Y. The Belgian railway standard train connections, front and rear, will be included in the equipment, but the general design will be the American Locomotive Co.'s. Following are the chief details:

Gauge.....	4 ft. 8½ in.
Cylinders, diar. and stroke.....	24 x 28 in.
Driving wheel, diar.....	59.84 ft.
Boiler, outside diar.....	68 in.
Boiler pressure.....	200 lb.
Firebox, length and width.....	96 x 60¼ in.
Tubes, no. and diar.....	160—2 in.
	26—5½ in.
Heating surface, superheater.....	564 sq. ft.
Heating surface, tubes.....	1,292 sq. ft.
Heating surface, arch tubes.....	25 sq. ft.
Heating surface, arch tubes.....	25 sq. ft.
Heating surface, firebox.....	150 sq. ft.
Heating surface, total.....	2,031 sq. ft.
Heating surface, superheating.....	510 sq. ft.
Grate area.....	40 sq. ft.
Wheel base, driving.....	19 ft. 6 in.
Wheel base, engine.....	28 ft.
Wheel base, engine and tender.....	54 ft.
Weight, leading truck.....	22,000 lb.
Weight, driving truck.....	164,000 lb.
Weight, total engine.....	186,000 lb.
Weight, tender.....	117,000 lb.
Maximum tractive effort based on 65% boiler pressure.....	35,000 lb.
Factor of adhesion.....	4.7
Limiting weight, per axle.....	42,900 lb.
Tender type.....	6 wheel
Capacity, water.....	6,340 U.S. gal.
Capacity, coal.....	7 metric tons
Superheater.....	Locomotive Superheater Co. fire box tube, type and cross header
Airbrakes.....	Westinghouse, French automatic
Sanders.....	Lambert
Couplers.....	Belgian standard screw link with 2 spring buffers
Brake.....	Belgian standard

London, Eng., press dispatch, Jan. 22.—The Belgian Minister of Railways is here negotiating for the purchase of 50 locomotives and 3,000 cars from Canadian manufacturers through the Canadian Government. The contracts will be signed as soon as the Canadian Finance Minister consents to an advance of credit. Belgium only had about \$11,000,000 of the \$25,000,000 granted last year. This credit, with others in Europe, expired at the end of December. The total unused amount will be advanced when good propositions are put forward. Belgium hopes to obtain a credit for needed rolling stock amounting to about \$10,000,000.

Ottawa press dispatch, Jan. 27.—It is said here that large United States firms are interested in the fact that the Belgian Government is in the market for 50 locomotives, 18,000 freight cars and a number of passenger cars. Whether they will get any of the business depends on the Belgian Government, which now has the Canadian offer before it to accept Belgian Government 5½%, five year treasury bonds in payment for the

locomotives and cars. Sir Henry Drayton's proposal that the companies themselves should extend five-eighths of the credit and the Dominion Government the balance has been accepted by the companies. A 50-50 basis was originally suggested by the companies.

The Chief Railway Commissioner on Applications for Rehearings.

Hon. F. B. Carvell, Chief Commissioner, Board of Railway Commissioners, at a sitting of the commission in Montreal, Jan. 20, at which the Canadian Freight Association, on behalf of the C.P.R., the G.T.R., and the Canadian National Rys., asked for a rehearing of the joint freight tariffs order of Aug., 1919, is reported to have said: "What interests me in this matter is that nothing this board ever does seems to be accepted as final. Whenever a judgment is made and the railways do not like it, back they come trying to get the case reheard. In this particular matter the board issued an order in August last. Why was it not obeyed? Why this request that the case should be reopened. I have not been long on the board, but since I have been there have been two occasions on which cases have been asked to be retried. If the applicants can show that the board's order took any person by surprise, or is not sound in law why all right, but if it is simply because you don't like the order that you ask to have the case reheard then I do not feel like hearing it again. I find no fault with you for coming back if you think you have a real case, but I find it creeping up all the time that when an order is not pleasing to the railways, they come back to endeavor to have it changed. They seem to want to treat this board as if it was nothing more than a rubber stamp. Every order this board has made has only been made after we have given it the most careful consideration. In fact I have been rather surprised at the amount of work in connection with each case and I have reached the opinion that in what we are doing we are giving you our best well considered judgment. I'll admit that decisions are not reached as quickly as it is thought they should be, but I contend that every case is thoroughly considered in all its phases before an order is made. That being so, you must have very good grounds before you can ask for a rehearing."

New Brunswick Workmen's Compensation Act—The board appointed by the N.B. Government to carry out the Workmen's Compensation Act of 1918, issued on Dec. 29, 1919, a notice containing the rate of assessment to be made upon the pay roll of every concern in the province for the purpose of the act. The amount of the pay roll is to be ascertained under conditions prescribed in the act, and the rate of assessment is set out in a schedule attached to the notice. The operation of steam and electric railways, railway car shops, steel and wooden shipbuilding yards; wrecking and salvaging, towing, express companies' operations, bridge building and a variety of other occupations affecting transportation interests come under the act.

W F. Barry, Commercial Agent, Canadian National Rys., San Francisco, Cal., in renewing his subscription to Canadian Railway and Marine World, writes: "It is a pleasure to continue receipt of your very newsy and useful paper."