

Railway Equipment Notes.

The G.T.R. is said to have ordered 300 box cars in the U.S.

The net income of the Westinghouse Air Brake Co. for the past fiscal year was \$3,528,199.

The P.E.I. Ry.'s 2 locomotives, described in our last issue, have been delivered at Charlottetown.

The C.P.R. is building in its Montreal shops 2 standard wing snow plows & 2 double-track snow plows.

The Lehigh Valley is using a system of lettering on its locomotives which indicates the pulling capacity of each class.

It is probable that an order will soon be placed for building 10 first-class passenger cars in the C.P.R.'s Montreal shops.

The G.T.R. shops at Montreal are working on an order for 1,000 standard box cars, 33 ft. long, 60,000 lbs. capacity. About 100 were completed by Sept. 30, & they are being turned out at the rate of 36 a week.

The Algoma Central is obtaining 4 consolidation locomotives from the Baldwin Locomotive Works, the general dimensions of which

were given in our last issue. An illustration of one of them is given on page 299.

The Intercolonial has placed an order with Rhodes, Curry & Co., Amherst, N.S., for 1,000 box cars of 60,000 lbs. capacity. Orders have also been placed with other firms for 225 box cars of similar capacity & 200 platform cars.

An order was recently placed for the construction of the following equipment at the C. P.R. shops at Perth, Ont.—138 box cars, 100 gondola cars with hopper bottoms, 20 refrigerator cars, 100 ore cars for the Kootenay District, B.C. All of the above mentioned will be of 60,000 lbs. capacity.

The New York & Ottawa's equipment consists of 8 locomotives, 12 passenger cars, 1 baggage car, 3 combination cars, 320 freight cars & 4 cabooses. As the Co. will not have through New York service this winter it has not been found necessary to purchase the 2 locomotives mentioned in our last issue.

The Great Northern of Canada's equipment, most of which has been purchased recently in the U.S. by Vice-President McNaught, of New York, comprises 12 locomotives, mostly new; 14 passenger cars, 2 combination cars, passenger, mail & express; 4 baggage & ex-

press cars, 600 box cars, 140 platform cars, 69 gondolas, & 6 cabooses.

The Minneapolis, St. Paul & Sault Ste. Marie's Baldwin compound decapod locomotive was illustrated in our last issue. As stated, it was guaranteed to haul 2,000 tons, exclusive of the tender & caboose, on a compensated grade of 42 ft. per mile. This has been satisfactorily accomplished, with a low fuel consumption, as shown by the following particulars of its performance on Aug. 21, 22 & 26:

	Aug. 21 Ex East.	Aug. 22 Ex West.	Aug. 26
Distance.....	111	111	111
Tonnage, net.....	1,205.09	1,298.8	1,227.7
" tare	790.7	937.47	785.05
" total	1,996.6	2,236.27	2,012.75
Cars, loads	58	60	58
" empties	0	6	0
Ton miles	221,622.6	222,782.8	223,415.25
Tons coal used	11.1150	11.425	10.1450
Lbs. coal per 10,000 ton miles.....	1,044	1,007	960

There are 7 miles omitted on trip of Aug. 26, on account of doubling over a piece of track with a 68 ft. grade.

The White Pass & Yukon used last winter a regular standard gauge rotary snow plow, the only change made before putting it into service being to push the wheels in to narrow gauge. The trucks thus changed gave some

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