

Railway Rolling Stock Notes.

The Intercolonial Ry. has ordered 4 pit cars, 75 tons capacity, from Eastern Car Co.

F. H. Hopkins and Co. have ordered 1 thirty ton Lidgerwood unloader from Canadian Car and Foundry Co.

The Quebec Harbor Commissioners have ordered 2 flat cars, 40 tons capacity, from Canadian Car and Foundry Co.

The Intercolonial Ry. is reported to have placed an order for box cars with the Eastern Car Co.

The Canadian Northern Ry., between May 15 and June 14, received 3 consolidation locomotives from Canadian Allis-Chalmers, Ltd.

The estimates for the current year, voted by the Dominion Parliament, include \$1,520,000 for additional rolling stock for the Canadian Government Railways.

The Intercolonial Ry. has received the following additions to rolling stock:—55 box cars, 60,000 lbs. capacity, 6 box cars, 80,000 lbs. capacity, from Canadian Car and Foundry Co.; and 112 box cars, 80,000 capacity, from Nova Scotia Car Works.

The C.P.R., between May 15 and June 15, ordered the following rolling stock from its Angus Shops:—1 steel baggage and express car, 7 vans, 104 steel frame box cars, 6 steel flat cars, 1 freight refrigerator car and 5 class U3 locomotives.

The C.P.R., between May 15 and June 15, received the following additions to rolling stock:—137 steel frame box cars, 5 steel colonist cars and 1 class G2 locomotive from its Angus Shops, and 25 steel frame box cars from Canadian Car and Foundry Co.

In Canadian Railway and Marine World for June, mention was made of an order having been placed by the Intercolonial Ry., for 180 steel underframe box cars, with the Eastern Car Co. This order was placed in February, and was mentioned in our March issue.

Following are the chief details of the 12 Otis all steel ore cars, which the Mond Nickel Co. has ordered from the Hart-Otis Car Co., and which will be built by Canadian Car and Foundry Co., as mentioned in our last issue:—

Capacity	100,000 lbs.
Length over end sills	21 ft. 0 1/4 in.
Length inside	19 ft.
Width over all	9 ft. 11 1/4 ins.
Width inside	9 ft. 6 ins.
Height inside	4 ft. 6 ins.
Height from rail	8 ft. 10 3-16 ins.
Doors on each side	4

The Canadian Car and Foundry Co., during May, delivered rolling stock, completing original orders, which were as follows:—Montreal Harbor Commissioners, 15 all steel Otis cars, 50 tons capacity; C.P.R., 40 all steel Otis cars, 50 tons capacity, 6,000 steel frame box cars, 40 tons capacity; J. D. McArthur Co., 70 wood ballast cars, 40 tons capacity, F. H. Hopkins and Co., 2 Lidgerwood unloaders, 30 tons capacity; Montreal Tramways Co., 100 street car bodies and 125 pairs of trucks; Canadian Northern Ry., 10 wood colonist cars; and Intercolonial Ry., 500 steel frame box cars 30 tons capacity.

The Hudson's Bay Construction Co., Pas, Man., has received from the Hart-Otis Car Co., 70 of the latest type of Hart convertible ballast and construction cars, built by Canadian Car and Foundry Co. Following are the chief details:—

Length over end sills	36 ft. 8 ins.
Width over side sills	8 ft. 10 ins.
Length inside as hoppers	20 ft. 10 ins.
Length inside as gondolas	34 ft. 8 ins.
Width inside	8 ft. 8 ins.

Width over all	10 ft. 2 1/2 ins.
Width at top	9 ft. 10 ins.
Height from rail to floor	4 ft. 4 1/2 ins.
Height from rail to top of car	8 ft. 1 1/2 ins.
Height inside	3 ft. 9 1/4 ins.
Truck centres	26 ft. 8 ins.
Wheel base of truck	5 ft. 4 ins.
Length of hopper door opening	16 ft. 8 1/2 ins.
Width of hopper door opening	2 ft.

Following are chief details of the six wheeled saddle tank locomotive, built for burning oil fuel, which the Robt. McNair Shingle Co., Vancouver, B.C., has received from Canadian Locomotive Co.:—

Weight in working order	70,255 lbs.
Wheel base	8 ft.
Driving wheels, diar.	36 ins.
Driving wheel centres	Cast iron
Driving journals	6 by 8 ins.
Cylinders, diar. and stroke	13 1/2 by 18 ins.
Boiler, type	Straight top, radial stay
Boiler pressure	170 lbs.
Tubes, no. and diar.	103—2 ins.
Tubes, length	10 ft.
Injectors	Ontario
Safety valves	Locomotive type
Brakes	Westinghouse automatic
Packing	Metallic
Capacity, water	1,500 U.S. galls.
Capacity, oil	300 U.S. galls.

Following are chief details of the six wheeled saddle tank locomotive which the Asbestos and Asbestic Co., Asbestos, Que., has received from the Canadian Locomotive Co.:—

Weight in working order	59,800 lbs.
Wheel base	8 ft.
Driving wheels, diar.	33 ins.
Driving wheel centres	Cast iron
Driving journals	6 by 8 ins.
Cylinders, diar. and stroke	13 by 16 ins.
Boiler, type	Straight top, radial stay
Boiler pressure	160 lbs.
Tubes, no. and diar.	103—2 ins.
Tubes, length	9 ft. 2 ins.
Injectors	Ontario
Safety valves	Locomotive type
Brakes	Westinghouse automatic
Packing	Metallic
Capacity, water	700 imp. galls.
Capacity, coal	1,000 lbs.

Baldry, Yerburch and Hutchinson, contractors for Sec. 2, Welland Ship Canal, St. Catharines, Ont., have ordered two six wheeled, saddle tank locomotives, from Canadian Locomotive Co., similar to one previously ordered, but with tenders applied. Following are chief details:—

Weight in working order	91,100 lbs.
Wheel base	9 ft. 6 ins.
Driving wheels, diar.	42 ins.
Driving wheel centres	Cast iron
Driving journals	6 1/2 by 8 ins.
Cylinders, diar. and stroke	15 by 22 ins.
Boiler, type	Straight top, radial stay
Boiler pressure	180 lbs.
Tubes, no. and diar.	138—2 ins.
Tubes, length	10 ft.
Injectors	Ontario
Safety valves	Locomotive type
Brakes	Westinghouse automatic
Packing	Metallic
Capacity, water	1,500 imp. galls.
Capacity, coal	3,000 lbs.

Following are details of the consolidation locomotives which the Intercolonial Ry. received recently from Canadian Locomotive Co., as mentioned in our last issue:—

Weight on drivers	208,000 lbs.
Weight, total	236,000 lbs.
Wheel base, engine, rigid	16 ft. 6 ins.
Wheel base, engine, total	25 ft. 5 ins.
Wheel base, engine and tender	69 ft. 11 ins.
Heating surface, firebox	207 sq. ft.
Heating surface, tubes	1,835 sq. ft.
Heating surface, total	2,042 sq. ft.
Driving wheels, diar.	63 ins.
Driving wheel centres	Cast steel
Driving journals	10 by 14 ins.
Cylinders, diar. and stroke	24 by 32 ins.
Boiler, type	Straight top, radial stay
Boiler pressure	180 lbs.
Tubes, no. and diar.	227—2 ins.
Tubes, length	30—5 1/2 ins.
Injectors and safety valves	Locomotive type
Brakes	Westinghouse American
Packing	Metallic
Superheater	Schmidt A
Valve gear	Walschaert
Weight of tender, loaded	140,000 lbs.
Tank, type	Water bottom
Truck, type	Outside equalized
Wheels, diar.	34 ins.
Wheels, type	Steel tired, w.i. centres

Journals	5 1/2 by 10 ins.
Brake beams	Steel I section
Capacity, water	6,500 imp. galls.
Capacity, coal	10 tons

Following are chief details of the seven mogul locomotives which J. D. McArthur Co., railway contractors, have received from the Canadian Locomotive Co. Six for Hudson Bay Ry. construction, and one for the Edmonton, Dunvegan and British Columbia Ry.:—

Weight on drivers	112,800 lbs.
Weight, total	129,500 lbs.
Wheel base of engine, rigid	12 ft. 6 ins.
Wheel base of engine, total	20 ft. 6 1/2 ins.
Wheel base of engine and tender	49 ft. 3 1/2 ins.
Heating surface, firebox	133 sq. ft.
Heating surface, tubes	1,301 sq. ft.
Heating surface, total	1,434 sq. ft.
Driving wheels, diar.	50 ins.
Driving wheel centres	Cast iron
Driving journals	8 1/2 by 12 ins.
Cylinders, diar. and stroke	19 by 26 ins.
Boiler, type	Extended wagon top
Boiler pressure	180 lbs.
Tubes, no. and diar.	240—2 ins.
Tubes, length	10 ft. 5 1/2 ins.
Injectors	Two, locomotive type
Safety valves	Two, 3 ins.
Brakes	Westinghouse
Packing	Metallic
Weight of tender, loaded	115,400 lbs.
Tank, type	U shape
Truck, type	4 wheel, arch bar
Wheels, diar.	33 ins.
Wheels, type	Steel tired
Journals	5 by 9 ins.
Brake beam	Steel
Capacity, water	5,000 imp. galls.
Capacity, coal	9 tons

Since the passing of the guarantee bill by the Dominion Parliament, the Canadian Northern management, which has not placed any rolling stock orders for some time past, has been considering what its requirements will be. About the middle of June D. B. Hanna, Third Vice President, summoned A. L. Graburn, Mechanical Engineer, back from Atlantic City, where he was attending the mechanical convention, and also brought S. J. Hungerford Superintendent of Rolling Stock, from Winnipeg for consultation. The new Ottawa-Toronto line, on which a freight and a day passenger service is now being operated will be opened for through fast service to Ottawa before next session of Parliament and the line from north of Sudbury west to Port Arthur will also be put in operation for through service, to give direct connection to Edmonton and beyond. Plans and specifications are being prepared for a large amount of equipment, including passenger, parlor, cafe parlor, dining and sleeping cars, and it is possible that all steel construction will be decided on. Canadian Railway and Marine World is officially advised that when the orders are placed they will be for the last word in the way of passenger equipment.

Gradients on Grand Trunk Pacific Ry.—

We have been furnished with the following official information:—The G.T.P.R. maximum gradient westbound is 0.5%; eastbound, 0.4%. There is on the Mountain Division 20.15 miles of 1% pusher grade against eastbound traffic, this occurring between miles 30 and 50, west of Yellowhead Pass. As this 1% is distinctly a pusher proposition and is planned for such, this company's maximum gradients are 0.5% against westbound and 0.4% against eastbound traffic. The maximum gradient both east and west from Wainwright to the Pacific Coast is 0.4%, with, of course, the 20 miles of pusher grade above referred to. Between Winnipeg and Wainwright the westbound gradient is 0.5% and 0.4% eastbound.

Curtis's & Harvey (Canada), Ltd., manufacturers of dynamite and other high explosives, Montreal, write: "Canadian Railway and Marine World is, without doubt, one of the best edited and printed papers in the country."