

Current Track Construction on the Canadian Pacific Railway.

We have been favored with the following official statement of new single track and of new second track under construction on the C.P.R. System this year, together with the miles of track laid up to Aug. 31:—

SINGLE TRACK.			Under Construction.	Track Laid.
LINE.	From	To	Miles.	Miles.
C.L.O. & Western	Glen Tay	Agincourt	182.3	150.5
Boissevain-Lauder	Boissevain	Lauder	37.0	28.8
Estevan N. West. Br.	Estevan	Neptune	55.0	54.5
Virdee Branch	Two Creek	McAuley	52.5	22.5
S. Current N. West.	Cabri	Empress	80.0	57.8
Weyburn West.	Assiniboia	317.0	205.0	33.7
Stirling East.	Stirling	Foremost	50.0	39.0
Lacombe East.	Consort	Kerrobert	84.0	12.0
Kerrobert N. East.	Kerrobert	Reford Jct.	36.1	36.1
Suffield S. West.	Suffield	87.0	87.0	26.6
Bergen cutoff	Bergen	Northeast	10.0	9.7
Alberta Central	Red Deer	Loch Erne	65.0	10.3
Kootenay Central	Fort Steel	Golden	143.5	63.5
			1,087.4	545.0
DOUBLE TRACK.				
Farnham Sub. Div.	St. Johns	Farnham	13.2	12.2
London Sub. Div.	Islington Jct.	Guelph Jct.	29.1	11.4
Cartier Sub. Div.	Azilda	Cartier	28.5	10.9
Chapleau Sub. Div.	Nemegos	Devon	12.4	5.9
White River Sub. Div.	Ester	Shumka	32.9	
Schreiber Sub. Div.	Tarpon	Mobert	20.2	5.2
Nipigon Sub. Div.	Pringle	Heron Bay	12.0	
	Semlin	Pays Flat	15.0	9.5
	Gravel	Dublin	11.0	3.8
Broadview Sub. Div.	Kemnay	Virdee	39.0	25.5
Moose Jaw Sub. Div.	Indian Head	Regina	42.0	10.0
	Regina	Pasqua	34.8	34.8
Swift Current Sub. Div.	Caron	Swift Current	94.5	60.3
Cascade Sub. Div.	Ruby Creek	Westminster Jct.	64.4	64.4
			449.0	253.9

Electrification of the Mount Royal Tunnel, Canadian Northern Railway.

Work on this tunnel is progressing so rapidly that a contract has been let by the Canadian Northern Montreal Tunnel and Terminal Co. for the equipment for the electrification of the tunnel and approaches through the suburban district back of Montreal. The electric service will extend from the Montreal station through the tunnel to yards which will be built near the Riviere des Prairies, at the back of Montreal Island, where the trains will be changed from electric to steam traction, or vice versa. In addition to the operation of through trains through this district with electric locomotives, there are to be multiple unit trains for handling suburban traffic from Montreal to the new model city at the back of the mountain, which will be largely dependent on this service for rapid communication with the city. There will be storage yards in Mount Royal and freight yards at Cartierville at Riviere des Prairies.

The 2,400 volt d.c. system has been definitely decided on, and the order which has been placed with the Canadian General Electric Co., calls for 7 electric locomotives, 8 multiple unit motor cars, and complete substation apparatus to serve the electrified zone comprising 10 miles of double track. The locomotives will weigh 80 tons each, with all the weight on the drivers. They will be equipped with two four wheel trucks, articulated together, with four motors geared to the drivers through twin gears. The motors will be of the commutating pole type, wound for 1,200 volts and insulated for 2,400 volts, operating two in permanent series. The control will be multiple unit, series parallel, the current for the contractors being furnished by a motor generator set. The motors for the multiple unit four motor car equipments will be rated at 125 h.p., 1,200 volts each, and the control will be in general similar to that of the locomotives. The locomotive cabs will be divided into a main compartment for the control apparatus and two end compartments for the operator, these two being exactly alike, so that locomotives can be operated from either end. An overhead catenary trolley system, supported by steel bridges, will be

used, the current being collected by a pantograph.

The substation is to be located at the west portal of the tunnel, where 3 phase, 60 cycle power at 11,000 volts will be delivered from outside sources, and converted to d.c. in motor generator sets. The motor generator set will consist of two d.c. generators on the same shaft and driven by a synchronous motor, and will be rated 1,500 k.w. at 2,400 volts, with a 5 minute overload capacity of 200%. The generators will be of the commutating pole type, each wound for 1,200 volts and insulated for 2,400 volts, in permanent series. The synchronous motor will be 2,100 k.w. at 11,000 volts. The station is to be designed for an ultimate capacity of 4,500 k.w., or three sets, only two of which it is intended to instal at present.

Railway Rolling Stock Notes.

The G.T.R. has received six Mikado type locomotives, 62 ins. wheel, nos. 544 to 549, from Baldwin Locomotive Works.

The Canadian Northern Ry. has ordered three snow ploughs (mentioned in our last issue), and 5 electrically lighted first class cars, from Canadian Car and Foundry Co.

The Pacific Great Eastern Ry., 404 Welton Building, Vancouver, B.C., advises us that it is about to purchase its rolling stock for the ensuing year, which will include several locomotives and about 200 freight cars.

The Dominion Coal Co. has ordered one consolidation locomotive from the Montreal Locomotive Works. The cylinders will be 21 by 26 ins., driving wheels 50 ins. dia., and the approximate total weight in working order, 179,000 lbs.

The Intercolonial Ry., between Sept. 18 and Oct. 15, received one box car, 60,000 lbs. capacity, from its Moncton Shops; 52 platform cars, 80,000 lbs. capacity, from Canadian Car and Foundry Co., and 147 box cars, 60,000 lbs. capacity, from Nova Scotia Car Works.

It was announced, Oct. 1, that 20, or about a half, of the locomotives which the C.P.R. is using between North Bend and Vancouver, B.C., have been remodelled so as to

use oil as fuel. Oil storage stations have been established at Coquitlam, Mission Jct. and North Bend, and a regular tank car service is operated from Vancouver to these stations.

The C.P.R., between Sept. 14 and Oct. 14, ordered the following additions to rolling stock:—2 steel ballast cars and 2 steel coal cars from its Hochelaga Shops; 278 steel frame box cars, 53 stock cars, 7 vans, 9 freight refrigerator cars, from its Angus Shops; 500 steel frame box cars from Canadian Car and Foundry Co., and 1 Jordan ballast spreader.

The Eastern Car Co. made its first shipment of cars to the G.T.R., on account of an order of 2,000, Oct. 4, and was delivering at the rate of 15 a day during the earlier portion of October, increasing to 25 a day towards the end of the month. The order is for 2,000 steel underframe box cars, with steel side posts and braces, inside metal roof, etc. Up to Oct. 18, 125 cars had been delivered.

The Canadian Northern Ry., between Sept. 15 and Oct. 14, received the following additions to rolling stock:—4 second class cars and 60 stock cars, from Crossen Car Co.; 52 box cars, from Nova Scotia Car Works; 90 box cars and 85 flat cars, from National Steel Car Co.; 2 combination cars, from Preston Car and Coach Co.; 6 sleeping cars, from Barney and Smith Co.; 2 consolidation locomotives, from Canadian Allis-Chalmers, Ltd.

The C.P.R., between Sept. 14 and Oct. 14, received the following additions to rolling stock:—127 wooden box cars, 25 steel frame box cars, 80 vans, 2 stores supply cars and 6 class V3 locomotives, from its Angus Shops; 650 steel frame box cars, 6 first class cars and 6 tourist cars, from Canadian Car and Foundry Co.; 19 class P1 locomotives, from Montreal Locomotive Works; 8 class D10 locomotives, from Canadian Locomotive Co.; 2 Jordan ballast spreaders, from F. H. Hopkins and Co., and 680 steel frame box cars, from Barney and Smith Co.

The gas electric car which, as announced in a recent issue, is being operated by the Victoria and Sidney Ry. on Vancouver Island, is stated to be giving complete satisfaction. The average daily mileage is given as 110 miles, and on two days in each week, a 30 ton trailer is handled. The body of the car is mainly of steel. The motive power equipment consists of one 2-cylinder, 4-cycle gasoline engine with two integral air pumps directly connected with the lighting generator, one 8-cylinder, 4-cycle main engine with low tension magneto and air starters, and two G.E. 600 volt, series, commutating pole railway motors mounted directly on the axle of the forward truck with nose suspensions. The auxiliary lighting generator is of the multipolar compound wound type and is direct connected to the auxiliary engine. Following are the chief dimensions:—

Weight	51 tons
Length, total	70 ft. 7 3/4 ins.
Length, passenger compartment	9 ft. 11 ins.
Length, baggage compartment	10 ft. 11 1/2 ins.
Length, cab	11 ft. 11 ins.
Bolsters, centre to centre	51 ft. 6 ins.
Wheel base, truck	6 ft. 10 ins.
Wheel base, total	57 ft. 11 ins.

The Busiest Railway Terminal.—Although the Grand Central station, New York, is the largest, it is not the busiest terminal in America. Statistics for the year ended June 30 show the total number of passengers in and out of the Grand Central station was 22,403,295, whereas for the same year the total for the South station at Boston was 38,411,507. Of this total, 23,347,399 represented passengers of the New York, New Haven and Hartford Rd. lines, and 10,064,108 were passengers on the Boston and Albany.