

A G.T.R. Paint Stock-Room.

T. J. Hutchinson, Foreman Car Painter, G.T.R., London, Ont., has sent us a photograph of the paint stock-room there, which is reproduced on this page. He describes it as follows:—"The stock-room is 30x55 ft. long, & is well lighted & heated; also fitted up with a liberal supply of hot & cold water, & is connected with the sash room by a door at the end. At the front entrance a space of 6 x 14 ft. is allotted for the workmen to stand while being served over the counter by the stockman. At one end of this space are 2 gates through which barrels of supplies are received. Three of the large tanks, seen at the end of the room, contain freight & truck color & stand 3½ ft. from the shelving. These are equipped with air muddlers operated from the rear or wall side.

"Similar tanks on the right hand side contain our monthly supply of varnishes, Japan, turpentine, &c. Above these is a rack upon which we hoist the barrels to be emptied into the tanks below. The tables in the centre of the room are placed at right angles to the counter, with ample space between them. Upon the first is an elevated shelf upon which stand our small varnish cans. These are filled daily, weighed & marked for use the following day. Our color & varnish brushes are carefully kept by the stockmen in airtight receptacles so constructed that the brushes are suspended & the lid closes into a gutter in which turps is kept to the depth of ½ in. This is found to be quite satisfactory.

"On the second table are 3 carboys of 16-gallon capacity with syphons attached, which hold the mixture for our lead coats. These are made airtight with rubber corks & thumb screws fastening on top & the formula for each is shown on a tag secured to the carboy. By this method we are able to avoid some of the 'deviltries' & work with confidence as to results.

"In addition to what is shown in the illustration there is a case of drawers for holding stencils for freight & passenger car work, each kind kept in separate shallow drawers, the outside being lettered to show the contents. Alongside this is a vertical cleaning rack lined with zinc & fitted with a gutter at the bottom to hold the benzine used while cleaning the stencils. This gutter has a faucet at the end through which to drain off the benzine when the work is finished. All stencils are, therefore, properly cleaned before being stored away. There is also in successful operation a cast iron tank 2 ft. wide by 6 ft. long, heated with steam, for cleaning paint & varnish pots, with a cold water rinsing sink alongside. At the opposite corner there is situated a glass rack & cutting table, making our stock-room one of the most complete in Canada."

Railway Equipment Notes.

The St. Lawrence & Adirondack is having 2 locomotives built.

Four box cars are being turned out daily at the Canada Atlantic's Ottawa shops.

The Ottawa & Gatineau is said to have ordered 4 cars for excursion purposes.

Rhodes, Curry & Co., Amherst, N.S., are turning out 4 freight cars a day for the I.C.R.

Work will soon be started in the I.C.R. Moncton shops on the 120 box cars of which previous mention has been made.

It is expected that orders will be placed for the I.C.R. for about 500 box cars of 60,000 lbs. capacity, for this year's delivery.

A bill requiring the adoption of automatic couplings on railway cars has passed its second reading in the British House of Commons.

The Baldwin Locomotive Works has 2 locomotives at the Paris Exposition. One is a freight mogul & the other is a large & power-

year, & leaving out Sundays it is at the rate of about 4 for every working day.

It is understood the I.C.R. management is in the market for between 20 & 30 locomotives, mostly for freight service, which will be of the same size & capacity as those obtained last year from the Baldwin Works. The passenger locomotives will be similar to the ones about to be built in the Moncton shops.

The C.P.R. Western Division shops at Winnipeg have been very busy repairing locomotives & freight cars, which have got out of order through the heavy strain of winter work. The elevator companies are shipping more extensively from country elevators to Fort William since the opening of navigation.

During 1899 the Baldwin Locomotive Works built locomotives for 19 different rail gauges. They were 1 ft. 7½ ins., 1 ft. 9½ ins., 1 ft. 11½ ins., 2 ft., 2 ft. 6 ins., 2 ft. 6¾ ins., 2 ft. 11 ins., 2 ft. 11½ ins., 3 ft., 3 ft. 3 ins., 3 ft. 3½ ins., 3 ft. 6 ins., 3 ft. 8 ins., 4 ft., 4 ft. 8½ ins., 4 ft. 9 ins., 4 ft. 9½ ins., 5 ft., 5 ft. 6 ins.

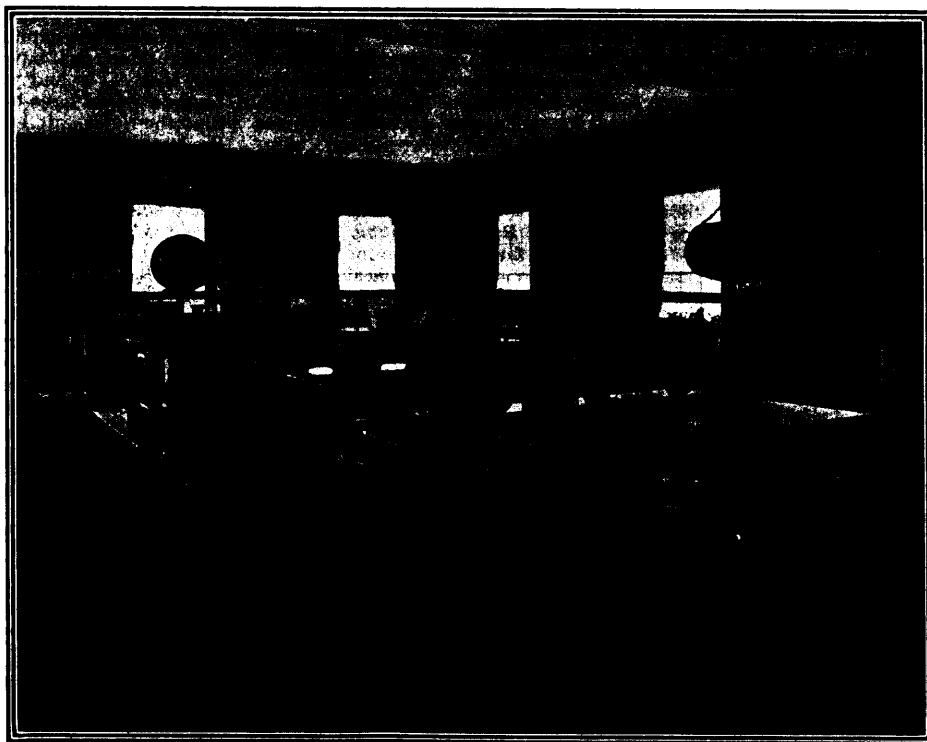
In our Feb. issue, pg. 43, we gave extended extracts from specifications issued by the Great Northern Ry. of Canada, inviting bids for a lot of rolling stock. Jas. McNaught, of 35 Nassau St., New York City, appears to be placing the orders, but we have no definite information as to what has been done. He is said to have ordered a number of box, gondola, stock & refrigerator cars & to be figuring with the Baldwin Locomotive Works for locomotives.

The Minneapolis, St. Paul & Sault Ste. Marie has ordered 6 consolidation locomotives for delivery early in Oct. They will be 2 cylinder compounds, the cylinder dimensions not having yet been decided upon. They will weigh about 167,000 lbs., with about 152,000 lbs. on drivers. They will have 55 in. in diam. drivers, extended wagon

top type boilers, radial stays, steam pressure 210 lbs., charcoal iron tubes 2 in. in diam.; tank capacity for 6,000 gals. of water & 9 tons of coal. They will be equipped with Westinghouse air brakes, & Westinghouse friction draw gear.

The White Pass & Yukon is rapidly adding to its motive power & other rolling stock. Seven locomotives will be shipped north to Skagway by the middle of July, 120 cars are being built there & additional passenger coaches will be sent from the south. Three of the locomotives are simple consolidation for freight traffic, cylinders 16" x 20"; eight drivers 38" diam., 36" gauge; driving wheel base, 12' 9", total wheel base of engine 19' 9"; weight on drivers about 75,000 lbs., weight on truck wheels about 10,000 lbs., total about 85,000 lbs; straight boilers to work under steam pressure of 180 lbs.

At the recent annual meeting of the stockholders of the Richmond Locomotive Works the retiring directors & officers were re-



G.T.R. PAINT STOCK ROOM AT LONDON, ONT.

ful express engine of the 8-wheel type, with 84½-in. drivers.

An order has been given to build at the I.C.R. Moncton shops four 10-wheel passenger engines, 20 x 26 cylinders, 72" drivers, weight 145,000 lbs., tender tank capacity 3,500 Imperial gals.

An order was placed recently for 50 platform cars of 60,000 lbs. capacity for the Ontario & Rainy River section of the Canadian Northern. They will be equipped with automatic couplers & air brakes.

A few old passenger cars on the I.C.R. have been divided into three equal spaces, making one end 1st class, the other end 2nd class & baggage compartment in the centre. They are for use on branch lines & mixed trains.

The Baldwin Locomotive Works are now employing 8,000 men. This year up to Mar. 31, they turned out 310 locomotives, of which 40%, or thereabouts, are compound. This is at a rate of over 1,200 locomotives a