

I. C. R. Refreshment Cars.

Three 1st class passenger coaches on this line were recently converted into combined dining & restaurant cars, the object being to accommodate at a counter passengers who do not want to sit down to a regular dining car meal. The floor plan on this page is made from a drawing supplied by F. R. F. Brown, under whose direction the cars were converted, & who recently retired from the Mechanical Superintendency of the Intercolonial.

Each car is fitted with a standard, full-sized range, with steam table & other fittings, so that these may be used again if it is decided to replace the cars with 1st class, full length, dining cars, in which case the same kitchen & refrigerator equipment would be put in the larger cars, & the 18 ft. counter from the restaurant end would also be used. Four tables, it will be seen, are provided in the dining-room. These cars have been put on as an experiment, & while probably ample to meet the requirements during winter, it is possible larger ones will be built when the demand increases sufficiently. No changes were made in the framing or other parts of the car bodies, except where necessary to put in the new fittings.

A B.C. Switching Locomotive.

The new Vancouver Coal Mining & Land Co., Nanaimo, B.C., has recently received from the Baldwin Locomotive Works a 6-coupled switching locomotive. The cylinders

tion of freight cars & locomotives, both passenger & freight, in addition to the ordinary repair work, the men have their hands full.

In the third week of May the G. T. R. gave an order to the Michigan-Peninsular Car Co., Detroit, Mich., for 250 stock cars & 250 box cars, each car of 30 tons capacity. An order has been given to the Co.'s own Car Department to arrange for the construction of 250 refrigerator cars & 60 cinder dump cars at the Co.'s shops in Canada. (Official.)

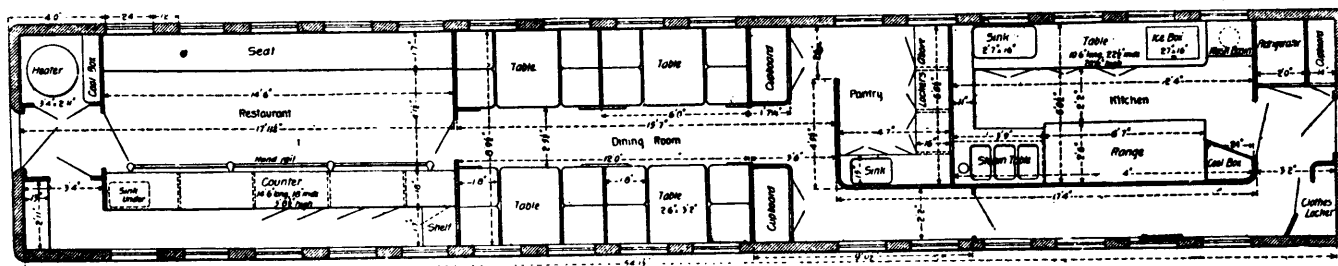
The G. T. R. has had constructed at its London car shops 3 cars, known as the "road department equipment." They consist of a dining, kitchen & sleeping car. The kitchen car is fitted up with a large steel range, & a refrigerator in one end, while in the centre is the sink. A neat pantry & cupboard are also at hand. Pots, frying pans, dishes of all kinds & every utensil to prepare & serve an excellent meal are at the convenience of the cook. A large carving table stands on one side of the car. A cook will be taken along to look after this department. Each of the cars is supplied with a water-tank of 100 gallons' capacity, & all are well lighted & ventilated. The men, when on the road, will just work the regulation day hours, & then repair to their department cars, which will be side-tracked until the repairs or track laying is finished. A 2nd set of cars is under construction.

Canadian Pacific Items.

The C.P.R. has decided to make black the standard color for its trucks.

The 10 sleeping cars now being completed in the Montreal shops will be far ahead of any now in use by the Co., which is saying a good deal. The interior decorations have been carried out under the personal supervision of Theodore Jongers, a member of the firm of Irene & Co., of Paris. He is a brother of the Professor of Modern Languages at McGill University, Montreal; & another brother is the celebrated portrait painter. A portion of the decorations was brought over from Paris. The carving is being done in the Co.'s shops.

It may safely be said that no system of electric lighting for passenger cars has been so far perfected as to warrant its general adoption in America or elsewhere. The C. P. R. has been experimenting for some time with a United States system of generating electricity from the axle, & has had it in operation on the sleeping-car Winchester, running between Montreal and Toronto, for the past two or three months. The test has been so far satisfactory as to justify a further trial, & the same system is now being placed on 10 sleepers now being built at the Co.'s Montreal shops. On the results obtained with these will no doubt depend the decision of the management as to the general adoption of the system. Vice-President Shaughnessy's private car Champlain is being equipped with an English system of car lighting by electricity from the axle, the same which is in use on some 70 lines in Great Britain, & is also used on the Queen's private train.



INTERCOLONIAL RAILWAY.—COMBINED DINING AND RESTAURANT CAR.

are 15x22 ins.; driving wheels 42 ins. outside diam.; centres 36 ins. diam. Wheel base of engine 10 ft. Driving wheel base 10 ft. Weight in working order about 74,000 lbs.; on driving wheels the same.

The boiler is of homogeneous cast steel, $\frac{3}{4}$ in. thick, form straight, with 1 dome placed centrally; waist 42 ins. diameter at smoke-box end, and telescoping back. Tubes of iron, no. 13, w.g., 102 in no., 2 ins. diam. & 11 ft. $1\frac{1}{4}$ ins. long. Fire-box 64 $\frac{1}{2}$ ins. long & 34 $\frac{1}{2}$ in. wide inside, of homogeneous cast steel; side & back sheets $\frac{3}{8}$ in. thick; crown sheets $\frac{3}{4}$ in. thick; flue sheet $\frac{1}{2}$ in. thick.

Stack, straight; grates, rocking & drop; smoke-box extended.

Tires of cast steel 3 ins. thick, front & back flanged $5\frac{1}{2}$ ins. wide; main pair flues $6\frac{1}{2}$ ins. wide. Axles of steel or hammered iron; journal 6 ins. diam. & 8 ins. long.

Tank, 900 galls. capacity, carried on boiler.

Grand Trunk Notes.

New Pullman cars are to be put on G. T. trains nos. 14 & 15, & new Pullman buffet cars are to be put on between Toronto & Brockville.

Our May issue (pg. 61) contained a description of the mogul locomotives recently built for the G. T. R. We were unable to obtain a photograph in time to accompany the description, so it is now given on page 89.

From the activity displayed in the shops of the Grand Trunk at Point St. Charles, Montreal, there is not likely to be any holidays again this season. What with the construc-

J. Osborne, Assistant to the Vice-President, is devoting considerable time to equipment matters, having especial oversight of the shops at Montreal, Perth & Farnham.

The Co.'s Perth shops are turning out from 8 to 10 a day of the 30 ton, 35 ft. box cars, of which 1,000 are being built. The last 300 of the order will be equipped with metal instead of wooden bolsters.

The Co. has adopted the consolidation type of locomotive, with compound cylinder, as the standard for its freight service. Since last September an engine a week has been turned out of the Co.'s Montreal shops.

The C.P.R. is building a lot of baggage cars, which are not provided with either platforms or hoods. This, it is said, reduces the weight about $1\frac{1}{2}$ ton, & does not rob them of any decided advantage in construction, as the platform & hood are of no use on a baggage car. A passage way is provided with cars attached to them by rubber diaphragms attached to the ends of the doors.

All the Co.'s passenger cars were put through the shops between October last & the end of May, with the result that the effective equipment is made about a third greater without adding to the no. of cars, as the whole equipment is now in condition for continuous use during the busy summer months & will not require to go into the shops again until winter. Special attention is now being paid to getting the locomotives overhauled, so that they will all be in first-class condition for the fall freight rush.

W. McWOOD, Superintendent Car Department G.T.R., Montreal, writes:—"I have now received several copies of THE RAILWAY & SHIPPING WORLD, & consider it a very good production."

L. H. WHEATON, Superintendent & Chief Engineer, Coast Ry. of N.S., writes:—"I am glad to know that you are publishing a paper devoted to the interests of the transportation companies in Canada, & have no doubt it will meet with success. It should certainly be to the interest of every transportation man in Canada to subscribe to this paper, & it should be a good medium for advertising."



TENDERS FOR STEEL RAILS.

SEALED TENDERS addressed to the undersigned, & endorsed "Tenders for Steel Rails," will be received up to noon on Tuesday, August 2, next, for the supply of—

1,000 Tons of 50-lb. Steel Rails & fastenings to be delivered C.I.F. on the Prince Edward Island Railway wharf at Summerside, Prince Edward Island.

5,000 Tons of 80-lb. Steel Rails & fastenings to be delivered on the Intercolonial Railway wharf at St. John, New Brunswick.

All the above to be delivered in the month of April, 1899.

Specifications, Conditions, Forms of Tender & all other information will be furnished after June 30, 1898, on application at the office of the High Commissioner for Canada, London, England.

By order,

L. K. JONES, Secretary.

Department of Railways & Canals, Ottawa, June 1, 1898.