

tal, which allows the wheels & axles to be removed after jacking up the car only just enough to ease the spring, instead of having to jack it up the entire height of the pedestal legs. This pedestal has its outer leg formed by a hinged or removable piece. In one form of truck the ends of the side frame beams are split horizontally & opened out, the superfluous metal in the web being cut away, leaving the top & bottom flanges. A bent steel T bar riveted to the web forms the top & inner leg of the pedestal, the outer leg being an L shaped piece of cast steel hinged to the outer end of the top of the pedestal & bolted to the bottom of the inner leg. In another form of the truck the fixed part of the pedestal is a cast steel piece in the form of an inverted L, riveted to the end of the side frame, while another L shaped piece, secured by a bolt at each end, completes the pedestal. By removing the bottom bolt in either form of truck, the loose outer piece of the pedestal can be swung up clear of the axle box, & the wheels can then be run out. The weight of the truck is about 1,200 lbs. (exclusive of wheels, axles, boxes & springs). Some of the trucks have been in experimental use under tenders on the Norfolk & Southern R.R. (U.S.A.) for over two years, & a number of them are in use on the Intercolonial, of which the inventor, G. R. Joughins, is Mechanical Superintendent.

Increase in Equipments.

That both the great railway systems anticipate a great increase of business in the near future may be judged by the number of freight cars which have been added to the rolling stock of the C.P.R. & G.T.R. recently. These, in the aggregate, reach into the thousands, & still the capacity is taxed to the utmost. The G.T.R. has more demands for freight cars than it can supply, while it has for years past been a complainant on the part of Northwest farmers that the grain crop could not be moved east by the C.P.R. with sufficient despatch to please them. These new freight cars are of almost double the capacity of the former patterns, which have now become obsolete, & large numbers of which have been broken up into firewood. The new make provides for the haulage of 30 tons, but this is not the last word on the subject either of the capacity of the cars or the locomotives. A

newer type still of the latter is possible—a type which will be as much in advance of the present pattern as the present pattern is in advance of the locomotive of 5 years ago. The first thought of the management of the C.P.R. & G.T.R. is, not so much the making fresh connections or affiliations, as providing facilities for the expeditious handling of the business which offers, in order to make, upon a tremendous increase of carrying power, a small margin of profit. This is the new problem, how—with low rates, which will be kept low, & which the managers of the great systems in the U.S. say will be lower still—to make a profit upon a business quadrupling in volume that which was done 10 years ago. The secret is found to lie in the increased capacity, & it is to provide this increased capacity that the shops of the G.T.R. & C.P.R. are kept busy. With regard to the monster locomotives of the latter, although the order for the present is limited, others will be added in the near future for the general service, & of a still greater power. This type will be employed in the haulage of the grain crops in the Northwest. A great freight train will carry double the quantity, will make better time, & will be able to meet the extra demands of the farmers with the increase of the wheat-growing belt, which increase will be felt in the greatly enlarged output of the next few years.—Witness.

Railway Equipment Notes.

Two narrow gauge locomotives have been added to the P.E.I. Ry. equipment.

The Sydney & Louisburg Ry. has ordered twenty 30 ton cars from Rhodes, Curry & Co., Amherst, N.S.

The Great Falls & Canada Ry. is having a narrow gauge passenger car & a narrow gauge sleeping car built in the U.S.

The Canadian Northern & the Manitoba & Southeastern railways have been adding considerably to their equipment recently.

The White Pass & Yukon Ry. is building stock cars 33½ ft. long at its shops at Skagway, Alaska. Two have been completed & 8 are under way.

The Midland Ry. of Nova Scotia has ordered twenty 30-ton flat cars from Rhodes, Curry & Co., Amherst, N.S. They will be

34 ft. long & equipped with Westinghouse air brakes.

The Intercolonial has recently received 30 box cars from Rhodes, Curry & Co., Amherst, N.S., also 6 2nd class passenger cars, & 30 box cars from other works. An order has been given Rhodes, Curry & Co. for 20 Wick's patent refrigerator cars for early delivery. They will be of 30 tons capacity & 36 ft. long.

The Dominion supplementary estimates provide for the Intercolonial railway \$10,000 for changing the draw-bars of cars from the link & pin coupler to the master car-builders' standard coupler, \$13,000 for changing car couplers, \$10,385 for a 1st class passenger coach, & \$30,000 for refrigerator cars. All the foregoing is chargeable to capital account.

The 6 consolidation locomotives for which the C.P.R. recently placed an order, as mentioned in our last issue, will weigh 150,000 lbs. each, & have 21 x 33 in. cylinders. The boilers will be 60¾ ins. diameter, & the working pressure 200 lbs. The fire boxes will be 9 ft. 1¾ long, by 3 ft. 6½ ins. wide, & will have 255 tubes. The steel tender will have a capacity of 4,000 gals. The specifications call for Westinghouse air brakes. The locomotives are to be delivered by Oct. 1.

The G.T.R. has added a new dining-car to its service between Niagara Falls & Port Huron, in connection with the through fast expresses from the east & west. It is known as no. 828, & will be attached to trains nos. 3, 5, 6 & 8. Palatial in its appointments, & containing all the latest improvements that tend to the comfort as well as convenience of the travelling public, the car, it is claimed, is one of, if not the finest, that ever ran over the tracks of a Canadian railway. The interior woodwork is of quartered oak, & the carpets & curtains are of velvet, in a handsome combination of olive & gold. Scores of small bevelled mirrors, between the wide windows, & cunningly enclosed in little nooks around the doors & corridors, add to the attractions of the interior. Both large & individual tables flank the broad centre aisle, & the chairs are all upholstered in leather. The pantries, sideboard and wine closets are magnificent creations in cabinet work. Everything for the holding of glass & silver is lined throughout with plush.



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