

The C.P.R. received the following new equipment between June 13 and July 15: 10 passenger and 6 freight locomotives from the American Locomotive Co.'s Schenectady works; 8 passenger locomotives from Glasgow, Scotland; 2 switching locomotives from the Co.'s Montreal shops; 3 sleeping cars, 5 1st class passenger cars, and 10 fruit express cars, from the Co.'s Hochelaga shops; 104 refrigerator cars, freight service, from the Co.'s Perth shops; 17 refrigerator cars, passenger service, from Rhodes, Curry & Co., Amherst, N.S.; 1 wrecking crane from the U.S.; 86 flat cars, 60,000 lbs. capacity, built in Canada; 144 flat cars, 60,000 lbs. capacity, from the Algoma Central and Hudson's Bay Ry. Co., Sault Ste. Marie, Ont.

The C.P.R. and the Boston and Maine Rd. have had built in Chicago, for joint service between Montreal and Boston, two dining and smoking cars, two first class cars, two first class and smoking cars, four second class cars, and four baggage and express cars, which will replace cars at present in service. The cafe or dining and smoking cars are 65 ft. long over frame and 72 ft. 11 in. over all. The cars have been built to C.P.R. standard dimensions and outside finish of varnished natural mahogany. They will be equipped with six-wheeled trucks, steel axles, Krupp steel tired wheels, Pullman wide vestibules, steel platforms, Westinghouse air signal and brake with American brake slack adjusters, also steel needle beams and queen posts for truss rods. Each car is divided into three compartments, dining, buffet, and smoking, the dining room being equipped with two double and two single tables and leather upholstered chairs with seating capacity for 12 passengers. The buffet or kitchen will be fitted with a range or grilling stove, refrigerator, ice boxes, sink, cupboards and overhead water tanks. The smoking room has seating capacity for 40 passengers, in leather upholstered seats; this compartment is also fitted with buffet tables for convenience of passengers when dining room is full. The women's toilet room is located next the dining room and opposite the heater room; the men's toilet being arranged at the other end of the car and adjoining the smoking room; both rooms are equipped with nickelene washstands and coolers and flushing hoppers. Storm doors are hung at each bulkhead and in kitchen passage to prevent any odors from kitchen and smoking room pervading the entire car; the end doors also have a patent door check. The general finish throughout the cars is of mahogany, with marquetry panels and designs; the ceiling being of Empire style in dining and smoking rooms. The cars will be illuminated with Pintsch gas, with especially selected design of lamps; they are also wired for electric light. An illustration of the floor plan is given on pg. 283.

The M.C.B. Report on Couplers.

The Committee on Couplers of the Master Car Builders' Association recommended at the June convention a number of changes in the coupler specifications. Chief among these were the exclusion of the malleable iron coupler and a change in the contour lines to provide for a larger pin and greater strength in the lugs and in the knuckle hub. The report says that "The present contour was designed for very much lighter service than it is now compelled to stand and there is a limit to the additional strength that can be obtained with the present contour by improving the material in the coupler." If such changes are necessary it is time that the railroads gave some serious thought to the prevention of the abuse to their rolling stock which takes place in the yards and which is the cause of the ever increasing number of failures of couplers and draft gears resulting in serious wrecks and break-in-twins. Couplers

are not broken or draft attachments pulled out as a result of stresses induced by the engine on the road. The damage is done in the yards, although it may not appear until the train is on the road and breaks in two on a stiff grade. Cars cannot be kicked into sidings and brought up sharp against a bumping post or a string of other cars at a speed of 6 or 8 miles an hour without damage, yet this is what occurs daily all over the country. The automatic coupler has done its work too well. The men no longer risk life and limb in coupling cars; they simply open the knuckle and the engineer backs up. No one is killed or hurt when the cars come together just a little too hard, and it seems to the engineer and yard men a waste of time to make easy couplings. This is the reported practice in most yards and it is plain that the use of the humane and economical automatic coupler has developed a new source of loss and danger in careless handling. There is needed as concise a set of rules and as rigid discipline for yard men as has been developed in the standard code for enginemen and trainmen. A large proportion of the wrecks caused by break-in-twins can be prevented by discipline in the yards. To give the men to understand that they are just as likely to lose their jobs if they handle cars recklessly as they were to lose their arms with the old link and pin couplers is obviously a right beginning.—*Railroad Gazette*.

The M.C.B. Report on Tank Cars.

The tank car has gradually assumed the character of the tramp and outcast in the car family—ragged, down at the heel and dirty. It has little respect from owner or carrier and is a menace to its associates wherever found. It is surprising that the railroads have continued to haul tank cars in such bad condition without more emphatic protest. This indifference is perhaps responsible for their present weak construction, and for the failure of the tank line companies to keep up with the procession in the use of modern designs in the maintenance of their equipment. The American Railway Association is now awake to the situation. It finds that the tank cars are the weak link in the chain of a freight train. At the same time they are loaded with inflammable and explosive materials, which cause wrecks to be doubly destructive.

The report on tank cars presented at the Master Car Builders' convention was made by request of the American Railway Association, and although the committee was appointed only in May, it has presented a report which explains the situation fully from a mechanical standpoint. It also suggests remedies which should not be difficult to apply, and which should rapidly improve the strength and safety of tank cars. This report and the one on "Steam Lines for Passenger Cars" are good illustrations of the effective work which can be done for the associations when the task is placed in the hands of someone who can take time to make it his special business, without the interruptions of regular routine work, with which all officers have been loaded down. The committee recommends the use of center sills only 18 inches apart instead of 48 inches, as heretofore. This will make the car much stronger in resisting buffing blows, and it will admit of the usual form of draft timbers, instead of the very weak form which has been used heretofore. The wooden bolsters, body and truck, are to be replaced by metal ones of modern design. It is surprising to find that many tanks are not equipped with air brakes, and these are now to be required for all cars, so that tank cars may occupy a central position in a train and thus be protected from both head and rear collisions. The trucks of the older tank cars should be entirely replaced by stronger ones, as they have become decrepit by long service.

They hardly admit of repairs which will make them adequate to present service. The experiments made by the Union Tank Line Co. on safety valves for tank cars have thrown new light upon the subject. They show that in order to carry off the vapors from a tank of naphtha and prevent pressure from accumulating when the tank is heated from below, two 5-inch safety valves are necessary for the large cars. They should be provided with a lip encircling the outer edge of the valve chamber at the top to prevent the vapor from the valve from igniting from a fire below.

The recommendations of the committee should be commenced promptly and immediately placed in effect. Their enforcement will be instrumental in insuring a much greater degree of safety to trains containing tank cars.—*Railway Age*.

Fast Run on the Canada Atlantic Ry.

The Canada Atlantic Ry. has from time to time made some very fast runs in connection with its express service between Montreal and Ottawa. The latest and the fastest was made recently; the train consisting of five cars, including the private car of C. M. Hays, Second Vice-President and General Manager, G.T.R., left the Central station, Ottawa, at 8.20 a.m. for Montreal. The cars were hauled by engine no. 618, with an engineer named Ferguson in charge. This engine is probably the finest and fastest passenger locomotive in Canada, and with her mate, engine no. 620, comprise the most interesting pair of locomotives in America to-day. Very little is said or even known to the general public as regards the great running powers of these engines, but their work on the eastern division of the line is conclusive evidence of their speed and endurance. After leaving Ottawa the train clipped along at an exceptionally fast pace, but owing to unforeseen delays at crossings, due to other trains and certain connections, the express arrived at Coteau Junction about seven minutes behind its schedule time. A short stop was made at Vaudeuil, and it was at this point that the engineer determined to make extra fast time. In a minute the train was under full steam, and from Vaudeuil to a point a little west of Dorval the express flew along at the record speed of exactly one hundred miles an hour or a mile in thirty-six seconds, arriving at Bonaventure station, Montreal, on time. When the train was stopped Mr. Hay, Senator Cox and other gentlemen who were on the train, made a minute inspection of the engine and the party incidentally congratulated Ferguson on his splendid run.

In conversation with a press representative Engineer Ferguson said that he felt certain that there was a speed of one hundred and ten miles an hour in his engine if he had occasion to put her to the test, and that he could make the run from Ottawa to Montreal, a distance of a hundred and sixteen miles, in one hour and fifty minutes without any great effort. The engine, which has driving wheels 7 ft. 6 in., was built at the Baldwin Locomotive Works two years ago.

The Canadian Westinghouse Co. (Ltd.) has been incorporated under the Dominion Companies' Act with a capital of \$2,500,000 to manufacture and deal in all kinds of machinery, engines, air brakes, etc., to acquire factories making such machines, etc. The company's offices are to be in Hamilton, where factories are to be constructed. The incorporators are: H. H. Westinghouse, of New York city; G. Westinghouse, G. C. Smith, F. H. Taylor, L. A. Osborne, of Pittsburgh; T. Ahearn, W. Y. Soper, of Ottawa, Ont.; and P. J. Mylor, of Hamilton, Ont.