

portation lines cannot extend the present agreed territory to which the sale of week-end tickets is authorized.

It was generally understood by the lines represented that no special allowance beyond 150 lbs. per ticket should be made commercial travellers presenting ordinary 1st class tickets issued to the public, even though the commercial travellers' certificate is presented in connection with such tickets.

It was decided that a theatrical company numbering less than 10 people would be permitted to check to the extent of 150 lbs., each the same paraphernalia which is generally used in producing an entertainment on the stage of a hall or theatre, under the same restrictions as to release, etc., as applies to theatrical companies numbering 10 or more people.

It was unanimously agreed that theatrical companies of over 25 persons were entitled to have carried free in regular baggage car 150 lbs. of baggage or theatrical property per ticket upon all tickets over 25 in addition to one special baggage car free for 25 persons.

The disadvantage of lines able to supply only small baggage cars in competition with lines offering larger baggage cars was considered, and it was decided to refer the subject to the conference of general baggage agents to be held at Toronto on Dec. 12, with a view to a rule being prepared for submission to general passenger agents that would equalize conditions in such cases.

J. S. Russell, ex-Secretary of the Ontario Curling Association, was heard in support of an application from that association for reduced fares for clubs of 8 or more, instead of 10 or more as provided in existing rules. After careful consideration, during which many reasons were advanced against compliance with the request, it was unanimously resolved not to change the present regulations, and the Secretary was directed to make a suitable reply to Mr. Russell, sending a copy to each transportation line interested.

The following rule of the Central Passenger and Trunk Line Associations, now in force on some of the Ontario lines, was referred to a committee composed of C.P.R. and G.T.R. representatives, the result of their conference to be advised by the Secretary to all interested lines:—The charge for special cars shall not be less than 18 full 1st class one-way limited fares or 25 party fares, provided the revenue therefrom is not less than 18 full 1st class one-way limited fares, or 25 round trip fares for each such car for the distance traversed by it, and for more than 18 persons holding one-way tickets, or 25 persons holding round trip or party fare tickets, an additional fare shall be charged for each adult, or half fare for each child under 12 or over 5 years of age; except that if occupied by parties in excess of 18, special cars may be moved one-way on the basis of authorized fares for each adult and half fare for each child under 12 or over 5 years of age, provided the minimum amount is not less than the value of 18 full 1st class one-way limited fares; and provided further that the minimum earnings from a party shall not be less than \$10 for each movement.

Petitions were read from certain religious bodies in Ontario requesting reduced fares for their members. Attention was called to the efforts being made to curtail and do away entirely with such reductions, and it was agreed unanimously that no reduced fares be granted other than might be necessary to meet local conditions prevailing in a limited territory.

It was unanimously agreed that the same reduced fares apply to deaconesses, in the costume of their order, engaged exclusively in charitable and religious work, as apply to nuns and sisters of charity.

Standard Dimensions of Box Cars.

At the recent fall meeting of the American Railway Association the report of the committee on the standard dimensions of box cars was adopted. The committee met at Mackinac Island, Mich., Aug. 21 and 22, when there were present by invitation several representatives of traffic associations, including J. Earls, Sec.-Treas. of the Canadian Freight Association. Under resolution of the Association passed in April, 1901, the committee was requested to confer with the representatives of the various traffic associations and the recommendations submitted are the result of the action of this joint conference as follows:—

A standard car of the dimensions of 36 ft. in length 8½ ft. in width and 8 ft. in height was originally favored. It was subsequently stated that cars 8 ft. in height could not be transported over certain important lines and the height was therefore made 7½ ft. This was adopted by the Association in April, 1901.

The following principle was approved by the Association April, 1901:—That the essential elements of the standard box car require the height and width be as great as are permitted by the physical limitations of the important railroad clearances and the present established height of loading platforms; that the length be determined by economy in construction, maintenance and operation, and the requirements of economical stowage.

The objections to the car 8 ft. in height have been withdrawn, and in pursuance of the principle above enunciated the following resolution is offered for adoption: That the dimensions of the standard box car be 36 ft. in length, 8½ ft. in width and 8 ft. in height, all inside dimensions. Cross section, 68 sq. ft.; capacity, 2,448 cub. ft. The side door opening to be 6 ft. in width.

After a thorough discussion of all phases of the question as affecting both the transportation and traffic departments, the following resolution was approved and recommended for adoption: That the standard 36 ft. car be considered the unit for the establishment of minimum carload weights; and that where necessary in any classification territory to recognize cars under 36 ft. in length, it shall be by a reduced minimum of 2½% for 35 ft. cars and 5% for cars 34 ft. or under, inside dimensions.

In the opinion of the conference committee cars exceeding the standard dimensions are uneconomical and undesirable vehicles of transportation and they ought not to exist. As they do exist, minimums are recommended which will permit of the use of such cars until they shall be worn out. The rate of increase of the minimum is slightly greater than the increase in the capacity of these cars, and will therefore tend to discourage their further construction. These figures have been embodied in the following resolution, which is recommended for adoption: That for cars over 36 ft. in length the percentage of increase of the minimum weights shall be as follows:

For cars of 37 ft. and 38 ft., 10% over the minimum for the 36 ft. car. For cars of 39 ft. and 40 ft., 25% over the minimum for the 36 ft. car. For cars of 41 ft. and 42 ft., 40% over the minimum for the 36 ft. car. For cars of 43 ft. and 44 ft., 55% over the minimum for the 36 ft. car. For cars of 45 ft. and 46 ft., 65% over the minimum for the 36 ft. car. For cars of 47 ft. and 48 ft., 70% over the minimum for the 36 ft. car. For cars of 49 ft. and 50 ft., 80% over the minimum for the 36 ft. car. For cars of over 50 ft., 150% over the minimum for the 36 ft. car.

As the alterations in the minimums above recommended may affect the revenue the committee suggests the passage of the following: That any diminution of revenue in-

cident to the minimum proposed in the accompanying schedule shall be adjusted in the rate.

With improved methods of construction, the carrying capacity of freight car equipment has been constantly increasing. It is therefore recommended: That the minimum carload weights of heavy articles, such as iron, brick, lumber, minerals, etc., should as fast as practicable be advanced to the stenciled capacity of the car.

In order that the growth of the evil now under consideration may be effectually checked, the following resolution is recommended for adoption: That no box cars of larger dimensions than those prescribed for the standard car shall be hereafter constructed and all owners and builders of cars be officially notified of the adoption of this resolution.

American Association of Railway Passenger Agents.—The 29th annual convention met at Los Angeles, Cal., Nov. 12, 1906 delegates being present. The Secretary's report showed a membership of 747, with 107 applicants for membership since the last meeting. Philadelphia was selected as the place for the next meeting. J. C. Clair of the Illinois Central R. R. at Boston was elected President; T. F. Fitzgerald of the Texas Pacific at Los Angeles, Vice-president; and L. W. Landon of the Hocking Valley, Secretary-Treasurer.

Railway Equipment Notes.

The Cuba Co. recently placed an order in the U.S. for 100 cars.

The Duluth, South Shore and Atlantic Ry. has ordered 4 locomotives.

The Inverness and Richmond Ry. (N.S.) has recently received a postal car.

The Prince Edward Island Ry. recently received 2 additional locomotives.

The C.P.R. shops at Winnipeg are exceedingly busy, 750 men being employed.

The Salisbury and Harvey Ry. (N.B.) has added another locomotive to its equipment.

The Canadian Northern Ry. has received 5 locomotives from the Baldwin Locomotive Works.

The Central Vermont Ry. has built at its shops at St. Albans, Vt., 13 cinder cars, 5 cabooses and 1 box car.

The Michigan Central Rd. has commenced the construction of 80,000 lb. flat-cars in its shops at St. Thomas, Ont.

The C.P.R. has rented 25 locomotives from the G.T.R. to help out during the movement of the Northwest grain crop.

The Lake Erie and Detroit River Ry. has added a pay car to its equipment; also a number of passenger coaches.

The C.P.R. has built a business car for Supt. Downie, of the Kootenay and Boundary districts of the Pacific division.

The rolling stock at present in use on the Algoma Central and Hudson's Bay Ry. consists of 16 locomotives and 500 cars.

The Cape Breton Ry. Extension Co. has placed an order for 100 platform cars with Rhodes Curry & Co., of Amherst, N.S.

The Canada Atlantic Ry. is reported to be building at its Ottawa shops 2 parlor cars for use between Montreal and Ottawa.

The Bruce Mines and Algoma Ry. has purchased a locomotive and ten flat-cars which the contractors are using for track laying and ballasting.

The South Shore Line Ry. (N.B.) has had its locomotives overhauled and some of its passenger cars renovated by Rhodes, Curry & Co., of Amherst, N.S.