

Apprentices for the system. Office, Stratford, Ont.

A. B. OGILVIE has been appointed Road Foreman of Locomotives, Districts 31 and 32 including Ottawa Terminal, vice W. M. Cooper, assigned to other duties.

T. KING, heretofore Agent, Detroit, Mich., has been appointed Superintendent, Detroit Division, Western Lines. Office, Detroit, Mich.

W. R. DAVIDSON, heretofore Superintendent, Detroit Division, Western Lines, Detroit, Mich., has been appointed General Superintendent, Western Lines, vice U. E. Gillen, promoted. Office, Chicago, Ill.

Grand Trunk Pacific Ry.—H. A. WOODS, Assistant Chief Engineer, having resigned, all correspondence and other matters relating to the Engineering Department are dealt with by J. A. HEAMAN, Assistant to Chief Engineer, Winnipeg.

W. E. DUPEROW, heretofore Assistant General Passenger Agent, has been appointed General Passenger Agent. Office, Winnipeg.

Michigan Central Rd.—CARL HOWE, heretofore Manager, New York Central Fast Freight Lines, Chicago, Ill., has been appointed Traffic Manager, M.C.R. Office, Chicago. This is a new position.

NEIL MARPLE, heretofore General Foreman, St. Thomas, Ont., has been appointed Master Mechanic, Canada Southern Division, reporting to Superintendent of Rolling Stock, Detroit, Mich. Office, St. Thomas, Ont.

J. A. MICHENER, heretofore Assistant General Foreman, St. Thomas, Ont., has been appointed General Foreman there, vice Neil Marple, promoted, and his previous position has been abolished.

Pere Marquette Ry.—T. EUSEL has been appointed General Storekeeper, vice W. R. Culver. Office, Saginaw, Mich.

Quebec, Montreal & Southern Ry.—J. B. DICKSON has been appointed General Superintendent of Transportation, vice C. E. Burr. Office, Albany, N.Y.

Canadian Northern Railway Construction, Betterments, Etc.

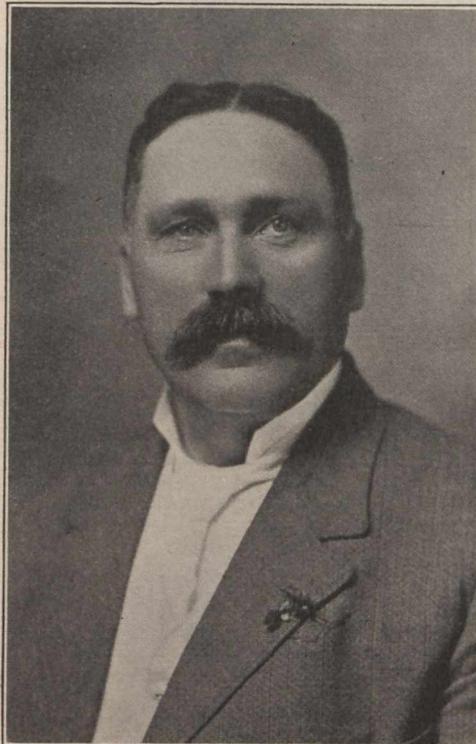
Central District.—M. H. MacLeod, General Manager and Chief Engineer, was in Port Arthur, Ont., Sept. 12, with other officials, looking over the ground with a view of laying spur tracks from the main line to some new elevators now under construction, and to working other track-
age improvements necessary to meet the increasing traffic.

Western District.—The C.N.R. enters Moose Jaw, Sask., by a branch line from Radville, which at present terminates at South Hill, the station being located on Howe St. As originally laid out the branch was to extend through Moose Jaw to connect up with Saskatoon, either directly, or by joining up with another of the company's lines. Provision has been made for the laying out of terminals in the centre of the city, with a station on Athabasca St. In April last work was started at Athabasca St., on the construction of a timber trestle across the river to connect with the existing line at South Hill. The trestle work is about three-quarters of a mile long. Eighty car loads of lumber have been used, and the only part at present unfinished is a short piece at the crossing of the river, where two 30 ft. Howe truss spans have to be placed. It is expected that the work will be completed by Oct. 31. A temporary station will be built on Athabasca St.,

pending the laying out of the terminals. The trestle has been built by the company's own forces under the charge of W. J. Hopewell of the Bridge and Building department.

Vancouver Terminals.—It is reported that construction on the station building at the False Creek terminal is about 70% complete, and that the freight sheds are finished and ready to be taken over by the company. It is reported that orders to commence the train sheds are expected. Everything is said to be in readiness for this work which will take about four months. Tracklaying will be started as soon as the filling is all in. Apart from this work on the terminal itself there is the seawall construction at False Creek, near the station site. The piles have all been driven and the concrete pillars are all in. The wall itself is about half completed.

The work now progressing at Port Mann is the establishment of yards, and track is being laid as rapidly as possible.



L. S. Brown
General Superintendent, Eastern Lines, Canadian Government Railways.

Vancouver Island.—It is reported that about 10 miles of track have been laid on the line from Victoria in the direction of Port Alberni.

The Board of Railway Commissioners has directed the company to construct a transfer track between its railway and the Victoria and Sidney Ry. near Sidney.

Railway Lands Patented.—Letters patent were issued during August, in respect of Dominion railway lands in Manitoba, Saskatchewan, Alberta and British Columbia, as follows:

Calgary & Edmonton Ry.	Acres.
Edmonton, Dunvegan & British Columbia Ry.	629.00
Grand Trunk Pacific Ry.	40.03
Qu'Appelle, Long Lake & Saskatchewan Rd. & Steamboat Co.	2.34
Total	2,865.98
	3,537.38

Hudson Bay Ry.—Notice was given at Pas, Man., Sept. 13, that after construction work ceases this autumn train service on the line will be discontinued.

Box and Stock Cars for Canadian Government Railways.

Following are the general dimensions, etc., of the 5,000 40-ton, steel underframe, single sheathed box cars which the Canadian Government Railways ordered recently from Canadian Car & Foundry Co.:

Capacity	80,000 lb.
Length, inside	36 ft.
Width, inside	8 ft. 6 1/2 in.
Height, floor to bottom of carline	8 ft. 0 1/2 in.
Width of side door opening	5 ft.
Height of side door opening	7 ft. 8 7/16 in.
Length, between end sills	37 ft. 1 1/2 in.
Width, over side sills	8 ft. 9 1/2 in.
Height, rail to top of brake mast	13 ft. 10 in.
Height, rail to top of running board	13 ft. 4 1/2 in.
Height, rail to centre of coupler	2 ft. 10 1/2 in.
Height, sill to bottom of side plate	7 ft. 10 3/16 in.
Height, top of rail to eaves	12 ft. 7 13/16 in.
Width, over eaves	9 ft. 3 1/2 in.
Centre to centre of body bolsters	26 ft. 10 in.

These cars will be of the same design as some built two years ago for the C.G.R., but in a number of cases details will be altered slightly to conform to the requirements. One feature will consist in strengthening the end framing. The new cars will have 2 centre 5 in. Z bar end posts and in addition 2 intermediate 3 in. Z bar end posts, which will make a much stronger construction than used on the last cars of this type. The cars will have 15 in. 33 lb. per ft. channel centre sills; 10 in. 15 lb. per ft. channel end sill and 8 in. 11.25 lb. per ft. channel side sills, with the usual Z bar posts and braces common to this type of car.

The 1,000 all wood 30-ton stock cars also ordered from Canadian Car & Foundry Co., will have the following general dimensions:

Length, over side sills	36 ft. 10 1/2 in.
Width, over side sills	9 ft.
Length, inside	36 ft.
Width, inside	4 ft. 4 1/4 in.
Height, top of floor to underside of carline	8 ft.
Height, top of sills to underside of plate	7 ft. 11 1/8 in.
Height, top of sill to underside of girth	3 ft. 10 in.
Outside of end sill to centre of body bolster	.5 ft.
Centre to centre of cross-tie timbers	7 ft. 8 in.
Centre to centre of body bolsters	26 ft. 10 1/2 in.
Door opening	5 ft.
Height, top of rail to centre of drawbar	2 ft. 10 1/2 in.

These cars will be similar to some now in service on the C.G.R., which were built by Canadian Car & Foundry Co. about two years ago, but the new cars will be equipped with the economy cast steel draft arm and will have the following body specialties:

Couplers	Simplex 5 x 7 in. shank
Air brakes	Westinghouse KC-8-12
Body bolsters	Simplex
Draft springs	Class G
Door fixtures	Camel type

The roof will be built up of 2 courses of 13/16 in. pine; one course will be laid longitudinally and the other crosswise on car, with a layer of insulation paper between. Trucks will be of the standard 30-ton arch bar type, 4 1/4 x 8 in. journal, with McCord malleable iron journal boxes, simplex truck bolsters, simplex no. 2 trussed brake beams and Laughlin roller side bearings.

The Minister of Railways is reported to have stated in the House of Commons, Aug. 25, in connection with the vote of \$25,000,000 for rolling stock for the Canadian Government Railways, that the orders included 6,000 cars, 4,000 of which would be required for the government system, the balance being needed for the Canadian Northern Ry., the G.T.R., and other railways; and that 4,000 of the cars would be supplied by the Canadian Car & Foundry Co., 1,000 by the Eastern Car Co., and 1,000 by the National Steel Car Co., deliveries to be made between Oct. 1 and Feb. 1.