

C. W. Spencer, Vice-President and General Manager Ottawa, Northern and Western Ry., Pontiac Pacific Ry., Hull Electric Ry., and Kingston and Pembroke Ry., and General Superintendent of Transportation Eastern Lines C.P.R. at Montreal, born at Kemptville, Ont., Oct. 31, 1857.

W. S. Taylor, Treasurer C.P.R. at Montreal, born at Dornoch, Sutherlandshire, Scotland, Oct. 18, 1839.

L. H. Wheaton, ex-Chief Engineer and General Superintendent Halifax and Yarmouth Ry., born at Sackville, N.B., Oct. 5, 1866.

E. A. Williams, ex-Superintendent Rolling Stock C.P.R., now Assistant General Manager Erie Rd., at New York, born at Wiscasset, Me., Oct. 4, 1848.

Railway Equipment Notes.

The Locomotive and Machine Co., of Montreal, is building a 4-wheel saddle tank locomotive for the International Harvester Co., Hamilton, Ont.

The Locomotive and Machine Co. of Montreal is building and has in course of delivery 11 locomotives for the C.P.R., 10 for the G.T.R., and two for the Halifax and Southwestern Ry.

The Record of Recent Construction, no. 48, of the Baldwin Locomotive Works, gives details of a large number of locomotives of different types turned out for various railway companies and for public corporations.

At the close of the financial year, June 30, 1904, the equipment of the C.P.R. consisted of 934 locomotives, 814 first and second-class passenger cars, baggage cars and colonist sleeping cars, 141 first-class sleeping and dining cars, 48 parlor cars, official and paymasters' cars, 28,060 freight and cattle cars, 511 conductors' cars, 993 board, tool and auxiliary cars, and steam shovels.

The Simplex Railway Appliance Co. has purchased a site in Montreal on which it is proposed to erect a new factory. The site lies between the G.T.R. tracks and the Lachine canal. It has a frontage of 3,000 ft. on the canal and a total area of about 40 acres. Plans for the buildings are being prepared and are expected to be ready in Nov. The question of adding to the number of lines manufactured has not been finally decided.

The Canada Rolling Stock Co., which was recently incorporated under the Dominion Companies' Act, will supply rolling stock on the car trust plan. For the present it is intended that the rolling stock will be manufactured by Rhodes, Curry & Co., Amherst, N.S., and the C.R.S. Co. will do the financing. The officials are: President, N. Curry; Vice-President, N. A. Rhodes; Secretary, Treasurer, J. M. Curry; Solicitor, E. N. Rhodes.

The equipment of the Minneapolis, St. Paul and Sault Ste. Marie Ry. on June 30, 1904, consisted of 133 locomotives, 27 first-class passenger coaches, 12 second-class passenger coaches, 8 combination coaches, 16 sleepers, 9 tourist sleepers, 6 dining cars, 1 buffet car, 30 baggage, mail and express cars, 2 official cars, 8,361 freight cars of all kinds and 19 miscellaneous cars. There was added to equipment during the year: 3 second-hand locomotives, 15 new locomotives, 2 steamboats and 2 barges, 3 passenger cars, 3 baggage and mail cars, 49 freight cars and 7 cabooses.

The C.P.R. Car Department's general offices are now located at the new Angus shops, Montreal. The moving from the Hochelaga shops was completed early in Sept., with the exception of the grey iron foundry, which was expected to make the change by the end of the month. The Hochelaga shops will not be abandoned this

winter, but will be operated in connection with the Angus shop. All the passenger equipment will be shipped at Hochelaga for general repairs, and the sleeping, dining and parlor cars and all new work will be done at the Angus shops. It is probable that the Hochelaga shops will be permanently closed in the spring of 1905.

The question of fenders for street railway cars has been brought forward owing to a verdict returned by a coroner's jury in Toronto. In 1901 an act was passed by the Ontario Legislature under which the Provincial Engineer was authorized to approve of a fender or fenders to be adopted by the electric railway companies. Under this act three patterns were approved, and one of these was adopted by the Toronto Ry. Experience showed that some improvements on this fender were necessary, and some alterations were made by way of experiment. An Engineer of the Public Works Department has been directed to look into the matter of the use of the approved fender on the Toronto Ry. and to report to the Commissioner.

Following are the general dimensions of the 11 locomotives now being constructed for the C.P.R. by the Locomotive and Machine Co. of Montreal:

Cylinder, type	piston valve, diam. 21 in., stroke 28 in.
Track gauge	4 ft. 8½ in., tractive power 43,326
Wheel base, driving	15 ft. 10 in., rigid 15 ft. 10 in., total 24 ft. 4½ in.
"	total, engine and tender 53 ft. 3½ in.
Weight	in working order 18,000, on drivers 15,800
"	engine and tender 36,000
Heating surface, tubes	2224.4 sq. ft.
"	firebox 146.4
"	total 2370.8
Grate area	43.78
Heating surface superheater tubes	365.39
Axles, driving journals, main	9½ in. x 12 in., others 9 in. x 12 in.
"	engine truck journals, diameter 6½ in., length 11 in.
"	tender 5½ in. x 10 in.
Boiler, type	ext. wagon top, o.d. first ring 70½ in.
"	working pressure 200, fuel bituminous coal
Firebox, type	wide, length 96½ in., width 65½ in.
"	thickness of crown ¾ in., tube ½ in.
"	sides ¾ in., back ¾ in.
Crown staying	1½ in. radial stays
Tubes, material	charcoal iron No. 244.
"	diam. 2 in. x 11 in. Tk. No. 22, 5 in. x ½ in.
"	length 14 ft. 2½ in. gauge
Boxes, driving, main	cast steel, others cast steel
Brake, tender	Westinghouse, air signal Westinghouse
"	pump 9½ in., reservoir 22½ in. x 140 in.
Engine truck	four wheel, swing centre
Exhaust pipe	single, 5½ in. x 5½ in.
Grate, style	rocking
Piston	rod diam. 3½ in.
Smoke stack	diam. 16½ in., top above rail 15 ft. 7½ in.
Tender frame	10 in. and 13 in. channels
Tank, style	U shape
"	capacity 5000 gallons Imperial
"	fuel 12 tons
Valves, type	piston, travel 6 in., steam lap 1 in.
Setting	line and line in full gear ¼ in. lead at 25% cut off.
Wheels, driv., diam. outside tire	57 in., centres diam. 51 in.
"	material, main cast steel, others cast steel
"	engine truck diam. 31, kind
"	tender " 33 " cast iron

The two locomotives now under construction at the works of the Locomotive and Machine Co. of Montreal for the Halifax and Southwestern Ry. have the following dimensions:

Cylinder, type	piston valve, diam. 18 in., stroke 24 in.
Track gauge	4 ft. 8½ in., tractive power 25,084
Wheel base, driving	13 ft. 6 in., rigid 13 ft. 6 in., total 23 ft. 8 in.
"	total, engine and tender, 50 ft. 7 in.
Weight	in working order 13,780, on drivers 10,300
"	in working order, engine and tender 23,800
Heating surface, tubes	1713.11 sq. ft.
"	firebox 159.75
"	arch tubes 21.6
"	total 1894.46 sq. ft.
Grate area	29.5
Axles, driving journals, main	8½ in. x 10 in., others 8 in. x 10 in.
"	engine truck journals, diameter 5½ in., length 10 in.
"	tender 5 in. x 9 in.
Boiler, type	ext. wagon top, o.d. first ring 58½ in.
"	working pressure 200, fuel bit. coal
Firebox, type	on top of frames, length 103 in., width 42 in.
"	thickness of crown ¾ in., tube ½ in., sides ¾ in., back ¾ in.
Crown staying	1½ in. radial stays

Tubes, material	char. iron, no. 248, diam. 2 in.
"	length 13.2½ in., gauge No. 12
Boxes, driving, main	cast steel, others cast steel
Brake, tender	Westinghouse, air signal Westinghouse
"	pump 9½ in., Westinghouse reservoir 31½ in. x 36 in.
Engine truck	four wheel, swing centre
Exhaust pipe	single
Grate, style	rocking
Piston	rod diam. 3½ in.
Smoke stack	diam. 15½ in., top above rail 14 ft. 9 in.
Tender frame	U shape
Tank, style	capacity 5000 gallons U.S.
"	fuel 10 tons
Valves, type	piston, travel 5½ in., steam lap 1 in.
Setting	line and line in full gear ¼ in. lead at 25% cut off.
Wheels, driv., diam. outside tire	62 in., centres diam. 56 in.
"	material, main steel, other steel
"	engine truck, diam. 33 in., kind C. I. spoke steel
"	tender " 33 " cast iron

The G.T.R.'s 10 locomotives which are under construction at the works of the Locomotive and Machine Co. of Montreal have the following general dimensions:

Cylinder, type	slide valve, diam. 20 in., stroke 26 in.
Track gauge	4 ft. 8½ in., tractive power 27,211
Wheel base, driving	15 ft. 8 in., rigid 15 ft. 8 in., total 26 ft. 11 in.
"	total, engine and tender 56 ft. 6 in.
Weight	in working order, 17,772, on drivers 13,260
"	engine and tender 31,770
Heating surface, tubes	2206.46 sq. ft.
"	firebox 173.11
"	arch tubes 23.95
"	total 2403.52
Grate area	33.30
Axles, driving journals, main	9½ in. x 12 in., others 9 in. x 12 in.
"	engine truck journals, diameter 6½ in., length 10½ in.
"	tender 5½ in. x 10 in.
Boiler, type	ext. wagon top, o.d. first ring 62½ in.
"	working pressure 225, fuel bit. coal
Firebox, type	on top of frames, length 119½ in., width 40 in.
"	thickness of crown ¾ in., tube ½ in., sides ¾ in., back ¾ in.
"	water space, front 4 in., sides 3½ in., back 4 in.
Crown staying	1½ in. radial stays
Tubes, material	char. iron no. 283, diam. 2 in.
"	length 15 ft. 0 in., gauge .125 in.
Boxes, driving	main, cast steel, others cast steel
Brake, truck	Westinghouse
"	tender, Westinghouse, air signal Westinghouse
"	pump 9½ in., Westinghouse, reservoir 20½ in. x 90 in.
Engine truck	four wheel, swing centre
Exhaust pipe	length 5 in.
Grate, style	rocking
Piston	rod diam. 3½ in.
Smoke stack	diam. 16½ in., top above rail 15 ft. 1½ in.
Tender frame	G.T.R. std.
Tank, style	Hopper
"	capacity 7000 gallons
"	fuel 10 tons
Valves, type	travel 5½ in., steam lap 1 in.
Setting	line and line in full gear ¼ in. lead at 25% cut off.
Wheels, driv., diam. outside tire	73 in., centres, diam. 66 in.
"	material, main steel, other iron
"	engine truck, diam. kind, C. I. spoke steel tires
"	tender truck, diam. 43 in., kind, C. I. spoke steel tires

The locomotive shops of the C.P.R. at Delorimier Avenue, Montreal, have been practically closed, the only shops open on Sept. 26 being the bolt and nut shops and the brass foundry, the whole of the machines, together with a staff of operators, as well as the office staff, having been removed for some time to the Angus shops. The office staff moved on Aug. 9, the shop machinery and the shop staff having been moved gradually group by group, in fact, on April 1 a temporary group of machinery was started up in the Angus shops composed of new machines purchased for the new plant, thus forming a nucleus of the present plant, 10 locomotives being taken into the shop for repairs. While the repairs were going on with this temporary group of machinery, the machines, tools and operators were gradually removed from Delorimier Ave. and placed in position in the new shops; and this system was carried on until the Angus shops were able to take care of the whole of the repairs, when the company stopped sending locomotives into the Delorimier shops and sent them to the Angus shops, simply holding sufficient machines to keep a few locomotives left at the Delorimier shops going. By this means the work was so gradually transferred from the old shops to the new, that, outside of the men working in the shops, it was hardly known on the road gen-