

Birthdays of Transportation Men in April.

F. G. Adams, Commercial Agent, G.T.R., and Division Freight Agent, G. T. Pacific Ry., Winnipeg, born at St. John's, Nfld., Apr. 6, 1878.

W. H. Ardley, Comptroller, G.T.R., G. T. Pacific Ry., Montreal, born at London, Eng., Apr. 24, 1858.

Jas. Black, Freight Claim Agent, C.P.R., Vancouver, B.C., born near Seaforth, Ont., Apr. 19, 1858.

C. G. Bowker, General Superintendent Eastern Lines, G.T.R., Montreal, born at Medford, N.J., Apr. 21, 1871.

A. V. Collins, Canada Steamship Lines, Ltd., Toronto, born at Island Pond, Vt., Apr. 21, 1868.

R. J. Collins, Chief Dispatcher, District 4, Alberta Division, C.P.R., Edmonton, born at Winnipeg, Apr. 30, 1883.

Sir Henry L. Drayton, K.C., Chief Railway Commissioner for Canada, Ottawa, Ont., born at Kingston, Ont., Apr. 27, 1869.

A. E. Edmonds, General Agent, C.P.R., Detroit, Mich., born at Woodstock, Ont., Apr. 8, 1866.

B. C. Gesner, Moncton, N.B., formerly Air Brake Inspector, I.R.C., now Eastern Sales Agent, Galena Signal Oil Co., born at Cornwallis, N.S., April 23, 1859.

J. Murray Gibbon, General Publicity Agent, C.P.R., Montreal, born at Udwella, Ceylon, Apr. 12, 1875.

V. A. Harshaw, Assistant Superintendent, District 3, Eastern Division, C.P.R., Montreal, born at Mono, Ont., Apr. 26, 1865.

J. M. Horn, Assistant General Freight Agent, Canadian Northern Ry., Winnipeg, born at Allanton Mills, Lanarkshire, Scotland, Apr. 12, 1880.

B. S. Jenkins, ex General Superintendent, C.P.R. Telegraphs, Winnipeg, born Apr. 8, 1859.

J. H. Johnston, Superintendent of Bridges and Buildings, Eastern Lines, G.T.R., Montreal, born at Uxbridge, Ont., Apr. 22, 1866.

G. W. Lee, Commissioner, Timiskaming and Northern Ontario Ry., North Bay, Ont., born at Renfrew, Ont., Apr. 15, 1871.

J. A. Macgregor, Superintendent, District 4, Alberta Division, C.P.R., Edmonton, born at Dufftown, Scotland, Apr. 5, 1873.

B. R. Marsales, District Freight Agent, Canadian Northern Ry., Calgary, Alta., born at Guelph, Ont., Apr. 13, 1887.

J. H. Mills, Master Mechanic, Lake Superior Division, C.P.R., North Bay, Ont., born at Sherbrooke, Que., Apr. 23, 1865.

P. Mooney, General Freight and Passenger Agent, Halifax and South Western Ry., Halifax, N.S., born at St. Catherines, Que., April 19, 1871.

F. L. Nason, General Agent, Passenger Department, C.P.R., San Francisco, Cal., born at Newton, N.H., Apr. 16, 1880.

G. D. Perry, General Manager, Great North Western Telegraph Co., Toronto, born at Whitby, Ont., April 19, 1858.

R. A. Pyne, Superintendent of Shops, C.P.R., Winnipeg, born at Toronto, April 10, 1874.

R. S. Richardson, Superintendent, District 3, National Transcontinental Ry., Fort William, Ont., born at Napanee, Ont., April 9, 1865.

F. Rioux, Assistant to President, Reid Newfoundland Co., St. John's, Nfld., born at Trois Pistoies, Que., April 18, 1867.

W. A. Ritchie, District Superintendent, Pullman Co., Montreal, born at Edinburgh, Scotland, Apr. 13, 1854.

E. W. Smith, Superintendent, Dining and Parlor Car Service, G.T.R., Toronto, born at North Bridge, Mass., Apr. 21, 1869.

G. St. George Sproule, Engineer of Tests, C.P.R., Montreal, born there, Apr. 23, 1885.

W. S. Tilston, Chief of Montreal Board of Trade Transportation Bureau, born at Manchester, Eng., Apr. 14, 1877.

C. H. Towle, Assistant Superintendent, District 1, Atlantic Division, C.P.R., Brownville Jct., Me., born at Enfield, Me., Apr. 13, 1878.

E. D. Toye, Storekeeper, Ontario Division, Canadian Northern Ry., Trenton, born at Dalston, Ont., Apr. 27, 1891.

H. J. White, Supervisor of Car Work, Eastern Lines, Canadian Northern Ry., Toronto, born at Brownington, Vt., Apr. 1, 1871.

E. M. Wood, Deputy Municipal and Railway Commissioner for Manitoba, born at Brantford, Ont., Apr. 20, 1858.

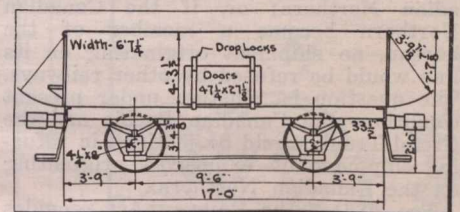
W. Woollatt, Vice President and General Manager, Essex Terminal Ry., Walkerville, Ont., born at Weedon, Hertfordshire, Eng., Apr. 2, 1855.

Freight Cars for Nigerian Railways.

As announced in Canadian Railway and Marine World for January, the Nigerian Ry. in West Africa ordered through the Crown Agents for the Colonies, from Canadian Car & Foundry Co. 100 ten-ton, end tipping coal cars. As they are being built to a typical design of European equipment, so much of which is now being built in Canada, a description of them will be of general interest. The principal dimensions are as follows:

Length over end sills and top frame.....	17 ft. 0 ins.
Length of rigid wheelbase.....	9 ft. 6 ins.
Width over wooden siding.....	7 ft. 0 ins.
Width inside.....	6 ft. 7 1/4 ins.
Height, top of rail to side sill.....	3 ft. 4 3/8 ins.
Height, top of rail to top of side.....	7 ft. 7 1/2 ins.
Height, top of rail to centre of coupler.....	2 ft. 10 ins.
Centre to centre of journals.....	5 ft. 4 ins.
Cubical capacity.....	440 cu. ft.
Capacity.....	10 tons (2240 lbs. each)
Diameter of wheels.....	33 1/2 ins.
Size of journal.....	4 1/4 x 8 ins.

The framing throughout is of composite construction, embodying the use of 2 1/2 in. wooden flooring, 2 3/4 in. thick wooden ends and sides secured to a metal



Nigerian Railway Freight Car.

underframe. The 8 in. rolled steel side sills proper are set back to suit the location of the pedestals, brackets being secured to take the 2 1/2 x 5 in. rolled steel, angle auxiliary, side sill member, with its short leg placed parallel to the outside face of the siding. The main draft members are of 3 1/2 x 8 in. rolled steel, section tied to the end sills by U shaped plates and secured to the bolster by angle plates. Two large hinged end doors 6 ft. 6 3/4 ins. long are located as shown by the accompanying illustration. Two body bolsters located 2 1/2 ft. each side from centre of car are provided and secured by top cover plates. The end sills are of 12 in. rolled steel channel section, being tied at the centre by channel braces secured to the

centre sills. The draft gear consists chiefly in the use of an A. B. C. automatic coupler fitted with a set of coil springs, the round shank of the coupler passing through same and secured at the back by double nuts. The springs are formed in two units, one located in front of the end sill to take buffing shock, and the other placed behind it, taking pulling strains. The brake gear is controlled from a hand screw located at diagonal corners at end of car, and operates a bell crank, secured to a centre cross shaft which connects to the brake shoes and forces them against the treads of the wheels. Very little shoe clearance is provided and the necessary power can be applied from either end of the car. The trucks are of the 4 wheel rigid wheelbase type, with pedestals secured directly to the side sills, having the 7 leaf, semi-elliptic equalizer springs located immediately in front, and resting in a bearing secured to the lower flange of the side sill. The journal boxes are of the double bolted cover type, having equalizer spring seats, and single pedestal jaws fitted to them, the whole being tied at the bottom by through braces. The necessary safety appliances, door locks, brake hangers and guides are provided, and the cars in general have a very neat and serviceable appearance. They are to be shipped with underframe in one package, and the sides and ends crated.

Lights for Cars or Locomotives Obstructing Main Tracks.

The Board of Railway Commissioners passed the following general order 159, Feb. 18: Re application of Brotherhood of Locomotive Engineers and Brotherhood of Locomotive Firemen and Enginemen for an order prohibiting railway companies from placing and leaving cars on main tracks at any point (in yards or otherwise) on any railway during the hours of darkness, without lights placed upon such cars. Upon reading what is filed in support of the application and on behalf of the railway companies, and the report and recommendation of the Board's Chief Operating Officer, it is ordered that the following be added to rule 93 of the train rules designated as the Uniform Code for Canadian Railways, approved by order 7563, July 12, 1909, viz. 'By night or in foggy or stormy weather proper lights must be placed on cars or engines obstructing main tracks within yard limits.'

Track Laid.—The Toronto Globe says: "The amount of new track laid in any calendar year, not being a matter to which the Government statisticians devote attention, is always the subject of controversy. There is more than ordinary diversity of opinion this year, but the statistics just compiled by the Canadian Railway and Marine World would seem to be conclusive. Acton Burrows reports a total new mileage of 714.26 miles, which, while considerably below any one year for the past 12 years, is in excess of estimates at the beginning of 1915."

Freight Bills.—The Interstate Commerce Commission has decided at Washington, that freight bills presented to the ultimate consignees of shipments reconsigned in transit ought not to disclose the name of the original consignors; neither should they show the original point of shipment nor the route of movement to the reconsigning point except in instances where the ultimate consignee is required to pay the through charges.