

The C.P.R. intend to make a considerable increase of power at Field, B.C., to meet the growing traffic over the Big Hill. Three new engines will be placed at Field for this purpose & a new & commodious engine house is to be built on the flat at the mile post just west of Field.

The C.P.R. is arranging for rolling stock on the Crow's Nest Pass Ry. Eight engines are being built, also ballast cars with self-couplers & air brakes. The engines are not of the heaviest type, for the grade is only 1%. This rolling stock will be ready within a month or so.

The Canadian Locomotive & Engine Co., Kingston, Ont., is building 3 locomotives for the Intercolonial Ry. of the 10-wheel type, one a Vaucrain compound, & 2 simple; weight, in working order, about 132,000 lbs. Also a saddle tank, 6-wheel locomotive for B.C., connected weight about 60,000 lbs.

In answer to a question in the House of Commons recently, the Minister of Railways said that since Mar. 1, three dining cars had been placed on the Intercolonial Ry. They cost \$7,321, & their equipment \$2,528. From another source it is learned that at one end of each car there will be a lunch room, where lunches may be obtained at a reasonable cost.

The G.T.R. is adding largely to its equipment. In addition to the locomotives, referred to elsewhere, an order has been given to the Pullman Co., Chicago, for 20 1st-class passenger cars. The freight equipment is to be increased to the extent of 1,000 cars, half of which will be built at the Co.'s shops at Montreal & the rest at Detroit.

C.P.R. agents east of Fort William have been notified by Manager Tait that the instructions regarding sealing of cars reading "When a car has been unloaded it must be stripped of all seals," are not being observed. Agents must see these instructions are carried out, that new leads are used for sealing, & that in no case old leads are pressed over.

The first through train de luxe to be despatched direct to Tomask over the Siberian line, which in a few years will run to Port Arthur, is finished. It is composed of 4 splendid cars built at Moscow, an open saloon dining car, bathroom, library, telephones, electric lighting, refrigerators, ventilating apparatus, piano, chess and means for gymnastic exercise. Nothing like it has ever been seen on a Russian railway.

Manager Tait, of the C.P.R. Eastern Lines, has issued the following circular:—Many of our employes use the term "Trojan bars" or "Trojan couplers" for all kinds of vertical plane (M. C. B.) automatic couplers. A vertical plane automatic coupler should always be described by its recognized name; as for instance: Trojan—Gould—Hien—Washburn—Tower—Janney, etc. Vertical plane couplers in general should be called "M. C. B. couplers."

Connecting lines have been notified by Manager Tait, of the C.P.R. Eastern Lines, that after April 1, 1898, that Co. will not accept any car to be hauled in passenger trains on lines east of Fort William unless it is equipped with M.C.B. vertical plane couplers, steel tyred wheels & Westinghouse automatic air-brake & train signal, or air-brake & train signal interchangeable therewith respectively, & during cold weather, unless it is equipped for steam heating.

The Canada Atlantic Ry. has placed an order with the Baldwin Locomotive Works for 16 freight locomotives. Ten will be 10-wheel engines of the Vaucrain compound type with 14 & 24x26 in. cylinders, 56 in. (outside diam.) driving wheels, & weigh in working order about 145,000 lbs., with about 116,000 lbs. on the driving wheels. The tender capacity will be 4,000 gals. The remaining 6 will also be

Vaucrain compounds of the consolidation type, with 15½ & 26x36 in. cylinders, & will weigh in working order about 173,000 lbs., with about 156,000 lbs. on the driving wheels. The tender capacity will be 4,500 gals.

The C.P.R. is adding about 70 sleeping & passenger cars to its equipment, most of which are being built at the Co's works at Montreal & Perth, Ont., & the others by the Crossen Co., Cobourg, Ont. These cars will all have standard platforms & wide end vestibules, which practically provides a guarantee against telescoping. Krupp wheels will be used. They will be fitted with inside Westinghouse air brakes, which were applied for the first time on the C.P.R. about 18 months ago & have given such excellent results that they have since become the standard on the Pennsylvania, Erie & other U.S. roads. Their chief advantages are stopping 10 to 15% quicker & the reduction of jolting to a minimum.

The Minneapolis, St. Paul & Sault Ste. Marie Ry. is getting five 10-wheel compound engines from the Schenectady Locomotive Works. These engines were designed by E. A. Williams, Mechanical Superintendent, & T. A. Foque, Mechanical Engineer of the road. The engines will weigh in working order, without tender, about 130,000 lbs. The boilers are to be of the radial stay type, 55 ins. in diameter at the smallest ring & made for a working pressure of 200 lbs. The fireboxes will be 96 3-16 ins. long, 43¾ ins. wide, 70½ ins. deep in front, & 58½ ins. deep at the back. They will have 245 two-inch tubes. Total heating surface will be 1,902.2 sq. ft., of which 1,763.85 sq. ft. are in the tubes & 138.35 sq. ft. in the fireboxes. The grate surface will be 27.63 sq. ft. The tender capacity will be 4,500 gals. of water & 7 tons of coal.

#### Car Building at Cobourg.

The Crossen Car Mfg. Co. writes us that it is building the following cars:—For the C.P.R., 20 tourist cars with Pullman wide vestibules & standard steel platforms, automatic couplers, hollow brake beams, steam heating. Body of car, smoking room & kitchen, 14 berths, 28 seats upholstered in corduroy. Kitchen contains improved wrought iron range. The women & men's toilets are furnished with Tennessee marble washstands & overhead tanks. The berths are supplied with headboards, curtain rods, brackets, etc. Each car is lighted with 5 double-centre lamps besides the necessary side-bracket lamps. Double windows, with upper lights of bevelled plate glass, monitor lights, flowered glass. The cars are equipped with Westinghouse quick action air-brakes, & air signals & Krupp's 40-in. steel wheels. Exterior finished in cherry & varnished, & interior in birch-stained mahogany. The interior trimmings are the latest design, finished in Persian brass.

For the Esquimalt & Nanaimo Ry., 10 Lehigh Valley Railway hopper gondola coal cars with C.P.R. standard trucks, 60,000 lbs. capacity.

For the Intercolonial Ry., fifty 33 ft. box freight cars, 40,000 lbs. capacity, with Westinghouse air-brakes, automatic couplers & Intercolonial Ry. standard trucks.

For the Canadian Copper Co., Cleveland, Ohio, ten 33 ft. platform cars, 40,000 lbs. capacity, C.P.R. standard pattern, with automatic couplers. 10 ore dump cars, 8 tons capacity.

THE WESTINGHOUSE MANUFACTURING CO., Hamilton:—"We have received the first issue of THE RAILWAY & SHIPPING WORLD, & beg to say that our advertisement, & also the article on our works are entirely satisfactory; in fact, we think that as a whole the first issue does you considerable credit."

#### OPERATING.

##### Grand Trunk Time Inspection.

General Superintendent McGuigan has issued the following circular, dated April 1:—To insure improved efficiency in train service & provide an additional safeguard against accident, affording greater security to life & property, this Co. will inaugurate a system or watch inspection, effective May 1, 1898, & employes designated below are required, on & after that date, to submit their watches for quarterly examination & for weekly comparison with standard time to the various inspectors, who have been appointed for the purpose, & will be under the general supervision of Prof. C. H. McLeod, of McGill University, Montreal, who has been appointed Superintendent of Time Service & Watch Inspection, with office at Montreal. All train & enginemen must submit their watches to local inspectors as required by this rule.

The minimum standard of excellence adopted by this Co., for watches, is of a grade equal to what is known among American movements as 17 jewel, patent regulator, adjusted to temperature, the variations of which must not exceed 30 seconds a week.

Each employe designated will apply immediately, & every 3 months hereafter, to his superior officer for a blank certificate & order for examination, which he must take, together with his watch, to the local inspector, who will, if the watch is satisfactory, sign the certificate & forward the same to the officer under whom the person is employed, free of charge to such employe. If the watch is below the required standard it will be rejected, & the officer in charge promptly advised. Any watch so rejected cannot be used in service, nor passed upon by another inspector except upon order of the Superintendent of Time Service. Employes, where no inspector is located, may send their watches, together with blank certificate, to the nearest local inspector.

In addition to the quarterly examination, trainmen & enginemen must submit their watches to local inspectors weekly for comparison with standard time, as must also other employes who have the opportunity for doing so, that a record of the rating of their watches may be made. Employes in the train service who fail to submit their watches for weekly comparison & quarterly inspection, in accordance with the terms of this circular, will be considered as having violated the rules of the service, for which satisfactory reason must be given.

When watches need cleaning or repairing they may be left with the inspector if the owner so desires, or they may be taken to such watchmaker as the owner may select; but the watch carried in the meantime, & his own watch, after the same has been repaired, must be submitted to the Co's Inspector for examination & approval before such watch can be carried in service.

When watches are left with the inspectors of the Co. to be cleaned or repaired, a standard watch will be loaned to the employe until his own is returned.

Employes who so desire can obtain standard watches, guaranteed to give the required performance, from the inspectors on monthly payments, as may be agreed upon, not, however, exceeding 4 in number, or \$20, the amount of such monthly payments to be deducted from the pay-roll.

The officers having direct charge of employes, who are subject to the above provisions, will see that certificates of the quarterly examination of watches are filed with them for watches of employes under their charge, who are subject to the rules of watch inspection, & such officers in all departments will be held responsible for the collection & filing of watch certificates.