

Canadian Pacific Railway Construction, Betterments, Etc.

Ontario Division.—Tenders are under consideration for the excavation, masonry and concrete work in connection with the double tracking of the bridge across the Humber River at Lambton. The line across this bridge is the only piece of single track between Toronto and Guelph Jct., and all trains have to stop just before reaching it, in order to obtain a clearance order. Gangs of men have been at work since Mar. 1 preparing for the starting of work on the substructure.

The question when the C.P.R. will start work on the union station for itself and the Canadian Northern Ry. in North Toronto depends very much on what action the Toronto City Council takes with regard to the project for widening Yonge St. The station plans are said to have been completed.

Lake Superior Division.—Press reports state that in all about 120 miles of second track work are being put in hand this season, west of Sudbury, on the Lake Superior Division. The building of second track on this division has been in progress for about three years. The work done to date consists of the building of short stretches of second track at various points along the line; and the improvement of alignment and the reduction of gradients, by the building of short lengths of new double track. This work is being continued along these lines, and in due course the various stretches will be connected up in one continuous second track.

The Board of Railway Commissioners has approved plans for the revision of gradients and alignment between a number of points on the Webbwood and Algoma subdivisions.

Saskatchewan Division.—A contract has been let to Dutton and Timson, Winnipeg, for grading on 13 miles of line, 15 miles southwest from Expanse, Sask. Expanse is about 34 miles southwest of Moose Jaw, at the terminus of a branch. The extension will connect up with the line southeasterly from Swift Current, which now has its terminal at Vanguard. The contract involves about 300,000 cubic yards of earthwork.

Press reports state that engineers are on the field making surveys for a line from Innow to Swift Current.

Tenders were received by the Division Engineer, Moose Jaw, to April 1, for the supply of labor and material and to complete all work in connection with the erection of concrete pier and abutments for two steel spans and trestle approach on the line at 8th Ave. West, Moose Jaw; and for the trenching and back filling 8 in. steel pipe line from sec. 9, tp. 84, range 22, west of the 2nd meridian, to Lanigan, Sask., 4.6 miles.

Alberta Division.—A train service is being operated on the Weyburn-Lethbridge line as far west as Shaunavon, Alta. A service has also been put in operation on the Sutherland-Redlaw branch as far as Blackie, 57 miles; this is an extension of the service previously in operation to mileage 26.

Rogers Pass Tunnel.—George Bury, Vice President, was in New York recently in connection with the proposed electrification of the double track, 5½ mile tunnel which is being driven in the Selkirk Range. Westinghouse, Church, Kerr & Co. have been retained by the company as engineers to investigate and report on the type of system to be installed, the relative economies of steam and water power, and the effect of the electrification upon operating conditions.

Local press reports state that about six miles of the line on either side of the tunnel will be electrified. There are a number of water powers in the vicinity, any one of

which might be utilized to develop power for the operation of the tunnel and approaches.

Kootenay Central Ry.—The Board of Railway Commissioners has approved location plans from mileage 91.85 to 94.81.

Pacific Division.—Press reports state that the company will erect a large storage oil tank at Port Moody, B.C., adjoining which will be a pumping station, that a pipe line will connect the oil tank with the service tanks at Coquitlam, and that a wharf is to be built in connection, so that the oil steamships may lie alongside.

Rapid progress is being made with the erection of the new station at Vancouver, and press reports state that it is expected to have it completed early in May. (Mar., pg. 123.)

Railway Rolling Stock Notes.

The Intercolonial Ry. has ordered 10 Pacific locomotives from Montreal Locomotive Works.

The Canadian Furnace Co. has ordered 2 all steel dump cars, 50 tons capacity, from Eastern Car Co.

The G.T.R. has received 250 box cars from Eastern Car Co., and 61 box cars from Western Steel Car and Foundry Co.

The C.P.R., between Feb. 15 and Mar. 15, received 121 steel frame box cars from its Angus Shops, and 376 steel frame box cars from Canadian Car and Foundry Co.

The Robert McNair Shingle Co., Vancouver, B.C., has ordered a saddle tank locomotive, with cylinders 13½ ins. diam. by 18 ins. stroke, and 70,000 lbs. in working order, from Canadian Locomotive Co.

The Asbestos and Asbestic Co., Asbestos, Que., has ordered a saddle tank locomotive, with cylinders 13 ins. diam. by 16 ins. stroke, and weight in working order 54,000 lbs., from Canadian Locomotive Co.

The Canadian Northern Ry., between Feb. 14 and Mar. 13, received the following additions to rolling stock:—3 first class cars from Canadian Car and Foundry Co.; 25 box cars from National Steel Car Co., and 5 switching locomotives from Canadian Locomotive Co.

Baldry, Yerburch and Hutchinson, St. Catharines, Ont., who have a contract on the construction of the Welland Ship Canal, have ordered a saddle tank locomotive, with cylinders 15 ins. diam. by 22 ins. stroke, and 80,000 lbs. weight in working order, from Canadian Locomotive Co.

With reference to the recent press reports that the G.T.R. was about to place gas electric cars in service on its Galt and Elmira Branch, Ont., we are officially advised that no such decision has been arrived at. Residents of the district are agitating for a more frequent service and have suggested that the branch be electrified.

The C.P.R., between Feb. 15 and Mar. 15, ordered the following additions to rolling stock:—18 steel frame box cars, 2 vans, 1 stock car, 1 freight refrigerator car, 2 all steel mail and express cars, 60 ft. long, from its Angus Shops; and 40 all steel Otis ore cars from Hart-Otis Car Co., which will be built by Canadian Car and Foundry Co.

The Intercolonial Ry. has received 125 box cars, 60,000 lbs. capacity, from Canadian Car and Foundry Co.; 6 vans from Nova Scotia Car Works; 4 first class passenger cars from Preston Car and Coach Co.; 2 switching locomotives from Canadian Locomotive Co., and 3 consolidation

locomotives from Canadian Allis-Chalmers, Ltd.

The Montreal Harbor Commissioners have ordered 15 Otis type all steel general service cars from Hart-Otis Car Co., to be built by the Canadian Car and Foundry Co. Following are the principal dimensions:—

Capacity	50 tons
Length over end sills	38 ft. 9 ins.
Length inside	36 ft. 9½ ins.
Width over all	9 ft. 11½ ins.
Width inside	9 ft. 6 ins.
Height inside	5 ft.
Height from rail	9 ft. 4 13-16 ins.
No. of doors on each side	6

Following are the principal dimensions of the 40 Otis general service ore cars which the C.P.R. has ordered from Hart-Otis Car Co., and which will be built by Canadian Car and Foundry Co.:—

Capacity	50 tons
Length inside	22 ft. 5 ins.
Width over all	9 ft. 11½ ins.
Width inside	9 ft. 6 ins.
Height inside	5 ft.
Height from rail	9 ft. 4 13-16 ins.
No. of doors on each side	4

The Pacific Great Eastern Ry. has ordered two consolidation locomotives, with superheaters, from Canadian Locomotive Co. Following are the chief details:—

Weight on drivers	156,000 lbs.
Weight in working order, total	176,000 lbs.
Wheel base, rigid	16 ft.
Wheel base, total	24 ft.
Wheel base, engine and tender	60 ft.
Heating surface, firebox	188 sq. ft.
Heating surface, tubes	2,500 sq. ft.
Heating surface, total	2,688 sq. ft.
Driving wheels, diam.	57 ins.
Driving wheel centres	Cast steel
Driving journals, diam. and length	9 by 12 ins.
Cylinders, diam. and stroke	21 by 28 ins.
Boiler, type	Extended wagon top, radial stays
Boiler, pressure	180 lbs.
Tubes, no. and diam.	158—2 ins.; 22—5½ ins.
Tubes, length	14 ft.
Injectors	Ohio
Safety valves	Star
Brakes	Westinghouse American
Superheater	Locomotive Superheater Co., Schmidt A
Weight of tender, loaded	144,000 lbs.
Length over end sills	24 ft. 4½ ins.
Capacity, fuel	2,500 imp. galls.
Truck	Equalizer type
Truck wheel, diam.	33 ins.
Truck wheel, type	Steel tired
Journals, diam. and length	5½ by 10 ins.
Brake beams	M.C.B. 2
Capacity, water	6,000 imp. galls.

F. P. Gutelius' Salary, Citizenship, etc.—In the House of Commons, Mar. 4, the acting Minister of Railways, Dr. J. D. Reid, stated, in answer to questions, that F. P. Gutelius, now General Manager Canadian Government Railways, was appointed Jan. 29, 1912, as one of the commissioners to investigate matters connected with the National Transcontinental Ry. construction, that he commenced his duties as commissioner Feb. 1, 1912, his salary being \$65 a day, which was paid up to May 1, 1913, when he was appointed to his present position. He was naturalized as a British subject in Montreal, Feb. 23, 1912. His salary as General Manager, Canadian Government Railways, is \$20,000 a year, his engagement being for two years from May 1, 1913, and thereafter during the Minister's pleasure.

Marker Light Sockets on Cabooses.—The Board of Railway Commissioners has issued a circular drawing railway officials' attention to the fact that several accidents have happened recently whereby trainmen have been injured while in the act of putting up or taking down marker lights on cabooses, and asking whether railway companies have any, and, if so, what, objection to an order being issued requiring that where cabooses are equipped with marker sockets in the lower position, markers be carried in such lower sockets; that all cabooses hereafter constructed be equipped with marker sockets in the lower position; that all cabooses now in use not equipped with marker sockets in the lower position be so equipped on or before Nov. 1.