

The per-diem plan is forcing the smaller line to purchase more cars, and more orders are being received by the car-builders from this class of roads than from the larger systems.

The Westinghouse Air Brake Co.'s gross receipts for the past fiscal year were \$8,550,503; expenses, \$5,621,808; net earnings, \$2,928,695; dividends, \$2,634,468; surplus, \$294,227.

The Canadian Northern Ry. placed in service during Nov. one first-class passenger car, one dining car, 21 cabooses, 34 flat cars, 40,000 lbs. capacity; and 317 box cars, 60,000 lbs. capacity.

The C.P.R. day car Cornwall, which was part of the Duke and Duchess of York's train, is being changed into a private car. A state-room with bath attached is being added, and the pantry is being made into a porter's room.

The C.P.R. has ceased building freight cars at its Hochelaga shops, Montreal, which are now entirely engaged on passenger coaches, 30 1st class, 6 sleepers and 2 parlor cars being under construction.

The G.T.R. placed the following additional equipment in service during Nov., 10 cool-air cars, 212 box cars, 60,000 lbs. capacity; 36 flat cars, 60,000 lbs. capacity; 26 coal cars, double-drop bottoms, 60,000 lbs. capacity.

The Canadian Locomotive Co. is continually enlarging and improving its shops. It has just installed a triple-headed frame slotter, built by the John Bertram & Sons Co., Dundas, Ont., which is the largest tool of this character in Canada.

The G.T.R. has placed in service five more of the 2,000 series of coaches which were built at its Montreal shops. They are 62 ft. long, accommodate 68 passengers and have a smoking-room with accommodation for 14. They are lighted by Pintsch gas.

Motor and trailer trucks for electric railways are dealt with in the Record of Recent Construction, no. 38, issued by the Baldwin Locomotive Co. The Co. has built both motor and trailer trucks for the heaviest electric cars in service up to the present time.

The Kingston and Pembroke Ry.'s passenger coaches have been overhauled in the C.P.R. Montreal shops and fitted with Westinghouse air brakes. The locomotives have also been equipped with the brakes, and the coaches are now heated with steam from the locomotives.

The Cape Breton Electric Co. has received 4 motor cars, 30 ft. long, with double trucks, for main line traffic; 4 motor cars, 24 ft. long, for town traffic; and 4 trailers, 30 ft. long, each with capacity for 100 passengers. They are handsomely fitted up, have rattan seats, and are heated by electricity.

The Michigan Central Rd. has recently placed on its Canadian division five Atlantic type locomotives from the American Locomotive Co.'s Schenectady works. They weigh, exclusive of tenders, 176,000 lbs., of which 95,000 lbs. are on the drivers. The driving wheels are 72 in. diameter.

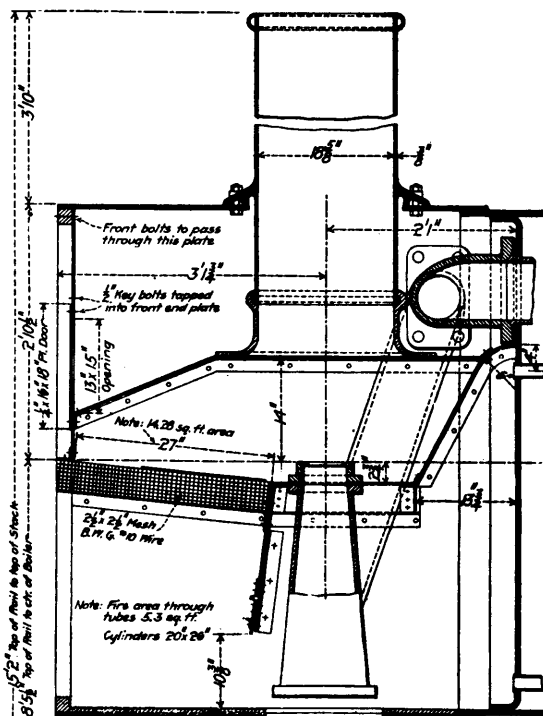
The Canadian Northern Ry. has bought the two locomotives which were built some years ago for the Chignecto Marine Ry., but which were not used owing to the failure of the project. They are being changed by the builders, the Canadian Locomotive Co., so as to be suitable for fast service.

The C.P.R. has recently added to its rolling stock 11 baggage cars, 60 ft. long, with 6 wheel trucks, having steel-tired wheels, built

at its Hochelaga shops, and 54 conductors' vans of the ordinary type, 33 ft. overend sills, built at its Farnham shops. Both baggage cars and vans are equipped with Westinghouse air brakes.

The Canadian Locomotive Co. has purchased a block of land on each side of the tract occupied by its works at Kingston, Ont. The purchase consists of about four or five acres, and, as business warrants, will give room for the expansion of the works to a capacity of about a locomotive per day. Six hundred men are now employed in the works.

The Canadian Locomotive Co. recently began delivering 10 locomotives ordered for the C.P.R. Three were delivered in Dec., and the remainder will be delivered during Jan. and early in Feb. After that the C.L. Co. will deliver 5 locomotives to the Intercolonial Ry., 2 to the Algoma Central and Hudson's Bay Ry., and 15 to the Canadian Northern.



FRONT END ARRANGEMENT, INTERCOLONIAL RAILWAY LOCOMOTIVE.

The old double-end locomotives, which hauled the coal from the Reserve mines to Sydney, N.S., before the advent of the Dominion Coal Co., have recently been taken apart at the Reserve, and will be disposed of as old junk. The machinists who took them apart say it was the hardest job they ever tackled, as the engines were very strongly built, and the parts mostly forge-made. They were built in England in 1870, and were known there as Fairlie's patent.

The Minneapolis, St. Paul and Sault Ste. Marie Ry. has ordered 20 locomotives from the American Locomotive Co., including 3 compound consolidation, 3 compound mogul, and 4 passenger locomotives. The others will probably be compound mogul. Orders have also been placed for 200 flat cars, 7 day coaches, 5 baggage, 4 sleeping, 5 tourist sleeping, and 1 dining car.

The Brockville, Westport and Sault Ste. Marie Ry. will add to its equipment 1 locomotive, 2 passenger cars, 1 combination passenger and baggage car, and a number of 34 ft. box, flat and stock cars. The sale of the

line, to take place Jan. 20, may have some effect in delaying purchases. As car builders cannot promise delivery before June, the Co. is rebuilding some of its flat cars.

The Ottawa, Northern and Western Ry. has added one box car 40,000 lbs. capacity, and one flat car, 40,000 lbs. capacity to its equipment. All the other equipment on the line is marked with the initials of the Ottawa and Gatineau Ry. and the Pontiac Pacific Junction Ry., which are now amalgamated under the above title, and the initials O.N. and W. Ry. appear on the new rolling stock.

The Reid Nfld. Co. has recently added to its equipment, or has under order, 2 consolidation locomotives from the Baldwin Locomotive Works, 6 second-class passenger coaches, 150 flat cars, 35 ft. long, 40,000 lbs. capacity, 30 flat cars same length and capacity, and 1 mail and baggage car. The flat cars and the mail and baggage car were built at the Co.'s Whitbourne car shops.

Following are general dimensions, etc., of the 1,000 flat cars for which the C.P.R. recently placed orders, delivery to be made in March and April: capacity, 30 tons; length, 36 ft. 8 ins.; width, 8 ft. 10 ins.; material wood. The special equipment comprises: axles, steel; bolsters and brake beams, Simplex; brake shoes, C.P.R.; brakes, Westinghouse; brasses, St. Thomas Brass Co.; trucks, C.P.R. metal; wheels, C.P.R.

The Preston and Berlin Ry. Co. has purchased the Baldwin compound locomotive, which was built for the Hamilton and Dundas Ry., and only used on that line for a few months. It has also purchased two passenger cars, about 40 ft. long, and is having two more built. The road is built not only for fast electric passenger traffic, but also for freight traffic, with 35 or 40 ton electric motors, which will probably be put on later in the year.

Following are general dimensions, etc., of the 500 box cars for which the C.P.R. recently placed an order at its Perth, Ont., shops, to be delivered by Feb. 14: capacity, 30 tons; length, 36 ft.; width, 8½ ft.; height, 8 ft.; American Ry. Association inside dimensions; material, wood; underframe, wood. Special equipment, axles, steel; bolsters and brake beams, Simplex; brake shoes, C.P.R.; brakes, Westinghouse; brasses, St. Thomas Brass Co.; trucks, C.P.R. metal; wheels, C.P.R.

The U.S. Treasury Department has decided that the G.T.R. must pay \$100,000 duty on 11 Canadian-built locomotives which the Co. has been using temporarily in Maine. Extraordinary shipments of cattle placed too great a strain on the regular locomotives, and an appeal was made to the Treasury Department. The Treasury officials say that while engines might run into the country to a station across the border, it was not possible to interpret laws in a way that would permit foreign-built engines to run between stations within the U.S.

The C.P.R. Co. has placed an order for 12 passenger locomotives and 38 freight locomotives, to be built at the American Locomotive Co.'s Schenectady shops. Twelve passenger locomotives have been ordered in Scotland. The following orders have also been placed: 10 1st class coaches to be built at the Co.'s Hochelaga shops, 10 1st class coaches from Rhodes, Curry & Co., Amherst, N.S.; 10 1st class coaches, 6 sleeping cars and 2 dining cars to be built in the U.S.; 100 40 ton box cars at the Co.'s Perth shops; 100 box cars from Rhodes, Curry & Co.; 1,500 30 ton box cars, of which 500 will be built at the Co.'s Perth shops and 500 by Rhodes, Curry & Co.