

Railway Rolling Stock Notes.

The Canadian Northern Ry. received between Dec. 15, 1907, and Jan. 15, 5 snowplows from Rhodes, Curry & Co., Ltd., Amherst, N.S.

The G.T.R. received the following additions to rolling stock between Dec. 14, 1907, and Jan. 11: seven Richmond compound consolidation engines; 2 first-class passenger coaches; 10 baggage and express cars, and 32 cabooses.

The Locomotive and Machine Co. of Montreal, during Dec., 1907, delivered 6 ten-wheeled locomotives to the Temiskaming and Northern Ontario Ry., 7 consolidation engines to the Grand Trunk Ry., 4 consolidation engines to the Canadian Northern Ry., and 1 engine to the Crow's Nest Pass Coal Co.

Following are dimensions, etc., of the 500 box cars of 60,000 lbs. capacity ordered by the C.N.R. from Rhodes, Curry & Co., Amherst, N.S., mentioned in our Jan. issue: length, over end sills, 36 ft. 9 3/4 ins.; width, over side sills, 9 ft. 0 3/4 in.; wheel base of truck, 5 ft. 2 ins., with Westinghouse air brakes and Latrobe couplers.

stock: 10 passenger locomotives, Pacific type; 1 sleeping car, 2 first-class passenger cars, 2 tourist cars, 1 colonist car, 1 baggage car, 2 mail and express cars, 1 flanger, 1 clearance car, 84 box cars, 3 refrigerator freight cars, 16 stock cars, 33 flat cars, 2 Hart ballast cars, at its Angus, Montreal, shops; 4 vans at its Farnham, Quebec, shops; and 7 steel coal cars, 1 steel ore car, with the Dominion Car and Foundry Co., Montreal.

The C.P.R., in addition to the orders enumerated in another item in this column, have ordered from the Dominion Car & Foundry Co. 400 improved steel underframe Hart-convertible cars for April delivery. Capacity, 50 tons; length between end sills, 36 ft. 10 ins.; length inside, 35 ft. 3 ins.; width over all, 10 ft. 2 ins.; width inside, 8 ft. 8 ins.; height, 8 ft. 7 1/4 ins.; truck centres, 27 ft. 10 ins. Special equipment: Westinghouse air brakes, Tower couplers, Simplex truck bolsters and brake beams, Susemihl side bearings. The cars were designed by the Hart-Otis Car Co., Ltd., and will be built under license from them.

The cost of the three motor cars constructed in Canada for the Intercolonial Ry. was

Type of boiler.....radial stay.
Working pressure.....200 lbs.
No. of tubes.....310
Diam. ".....2 ins.
Length ".....14 ft.
Brakes.....Westinghouse.
Weight of tender, loaded.....140,000 lbs.
Tank, style.....hopper.
" capacity.....6,000 imp. gals.
Coal capacity.....12 tons
Truck, style.....4-wheel.
Diam. of wheel.....33 ins.
Kind of wheel.....cast iron, chilled tread.
Diam. and length of journal.....5 1/2 ins. and 10 ins.
Brake beam.....Simplex.

Accidents to Railway Employees.—The Secretary of the Board of Railway Commissioners has issued the following circular to railway companies: "In considering the numerous reports of investigations of accidents, the Board has been impressed with the fact that a large number of railway men employed on wrecking crews are either injured or lose their lives in the clearing of wrecks and the handling of wrecked and disabled engines. The Board would, therefore, urge upon railway companies the advisability of issuing a circular to their employes warning them that more care should



CONSOLIDATION LOCOMOTIVE BUILT FOR THE CANADIAN NORTHERN RY. BY THE CANADIAN LOCOMOTIVE CO., LTD.

The 50 steel hopper ore cars ordered by the Canadian Northern Ry. from the Dominion Car and Foundry Co., as announced in our Jan. issue, will have the following special equipment: Simplex bolsters and brake beams, Susemihl roller ball bearings, McCord journal boxes, Westinghouse air brakes, Latrobe steel couplers.

The White Pass and Yukon Ry. during the financial year of 1906, the report of which has recently been issued, sold one locomotive to the Klondyke Mines Ry. and one to the Tanana Mines Ry. It also built seven box cars, five stock cars and 10 flat cars, and repaired two cabooses (reported dismantled in 1905) at its Skagway shops.

The Intercolonial Ry., between Dec. 18, 1907, and Jan. 15, received the following additions to rolling stock: 98 box cars, 80,000 lbs. capacity; 36 flat cars, 80,000 lbs. capacity, and 73 hopper cars, 30,000 lbs. capacity, from Rhodes, Curry & Co., Amherst, N.S.; 19 box cars, 60,000 lbs. capacity, from the Crossen Car Mfg. Co., Cobourg, Ont., and 10 other flat cars, 80,000 lbs. capacity.

The C.P.R. between Dec. 16, 1907, and Jan. 19, received the following additions to rolling stock: 2 locomotives, 131 box cars, 27 refrigerator freight cars, 60 flat cars, 10 first-class passenger cars, 5 snowplows, from its Angus, Montreal, shops; 1 rotary snowplow from the Locomotive and Machine Co. of Montreal, and 87 steel coal cars from the Dominion Car and Foundry Co., Montreal.

The C.P.R. between Dec. 16, 1907, and Jan. 19, placed the following orders for rolling

\$18,600 each, and the one constructed in Hungary cost \$16,000. The Minister of Railways stated recently that two of these cars were in operation, one between St. John and Hampton, N.B., and one between Halifax and Windsor, N.S. Tests had not been reported to the Department, as certain difficulties developed in the way of balancing which will take some time to work out. Whether these cars would be adopted for branch lines on the Intercolonial Ry., and for the Prince Edward Island Ry., depended upon the results secured on the report of the tests made. No more of the cars were being built at present.

Following is the specification of the consolidation engines recently delivered to the Canadian Northern Ry. by the Canadian Locomotive Co., Kingston, Ont., one of which is illustrated on this page. Another 40 similar engines, mention of which order was made in our issue of Sept., 1907, p. 655, are under construction for delivery during the early part of this year:

Type of engine.....consolidation.
Fuel used.....bituminous coal.
Weight in working order, drivers.....151,000 lbs.
" " " total.....170,000 lbs.
Wheel base of engine, rigid.....15 ft. 6 ins.
" " " total.....23 ft. 6 ins.
" " " and tender.....56 ft.
Heating surface, fire-box.....176 sq. ft.
" tubes.....2,259 sq. ft.
" " total.....2,435 sq. ft.
Diam. of driving wheels.....57 ins.
Material of driving wheels, centres, main, cast steel:
others, cast iron.
Diam. and length of driving journals, 9 and 12 ins.
" of cylinders.....21 ins.
Stroke of cylinders.....26 ins.

be exercised in the clearing of wrecks, and when coupling or uncoupling of engines which have been injured in wrecks is required to be performed that the employes engaged in such work be placed under the charge of a responsible foreman, who will direct their movements and see that their lives are not needlessly jeopardized."

Freight Rates to Yukon.—The Minister of Railways, replying to a question in the House of Commons recently, said the Board of Railway Commissioners had not made any report or order respecting the freight rates charged on the White Pass and Yukon Ry. The Board held a sitting at Dawson for the purpose of hearing the complaints against the rates charged on the railway, but no evidence was laid before it to form an opinion whether the rates were higher than were reasonable under the circumstances of the traffic. The Board then directed its Chief Traffic Officer to make full enquiries and report upon the subject. This officer investigated the books, accounts and records of the railway company, and subsequently obtained, by authority of the Board, the services of an accountant to assist him in dealing with them. On account of the labor involved and the pressure of work in his department, and on account of his having been obliged to undergo a surgical operation during the past summer, the Chief Traffic Officer had not made any report in the matter. The Board, however, expected to have the report shortly, when it would be in a position to give a decision upon the various points raised.