

ed from the motor by a very simple process. Beside clearing the cars of smoke & foul air, the fans tend to keep the cars cool in summer. The device is said to have originated on this line.—Railway Review.

Canadian Pacific Equipment.

A considerable amount of work is being done in remodelling the older portion of the passenger equipment. In the sleepers the smoking rooms are being converted from open to closed, nickelene washstands are replacing the old style marble washstands, the interiors are being redecorated & the seats covered with new plush, & the cars are being equipped with wide vestibules & steel platforms. Four parlor cars are being remodelled by cutting out one of the observation rooms & making the main room larger, & the interiors are being redecorated & fitted with wicker chairs, with arms covered with plush. A recent press report stated that all buffet cars were being converted into 1st class coaches & smokers. This is incorrect. Four first class coaches, 420 to 423 inclusive, are being remodelled, the buffet compartment being taken out & converted into a smoking room, & the interiors are being redecorated. These are all the 1st class cars with buffets that it is intended to remodel at present.

During Dec. 238 new standard 30 ton box cars were turned out of the Perth shops, & 20 30 ton flat cars were converted into box cars. Orders have been given to build the following cars at Perth, all of which are to be completed by June 1:—100 standard 30 ton flat cars, 200 standard 30 ton box cars, 75 standard 30 ton refrigerator cars for freight service, & 25 standard 30 ton refrigerator cars for passenger service.

Our last issue contained an extended description of the handsome trains recently placed on the Montreal Ottawa run, together with floor plans of the parlor cars & of the combination 2nd class & smoking cars. On this page are floor plans of the 1st class cars & of the baggage & express cars.

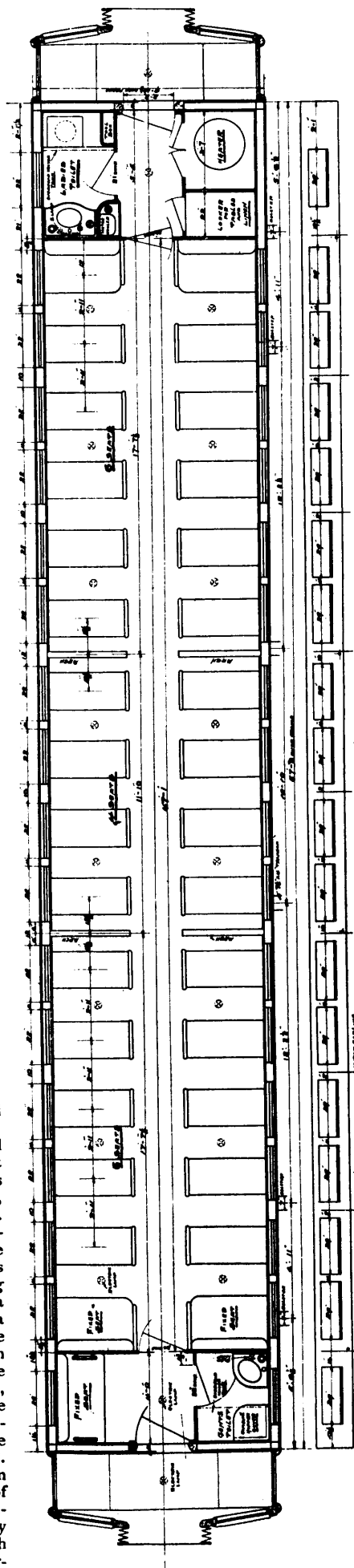
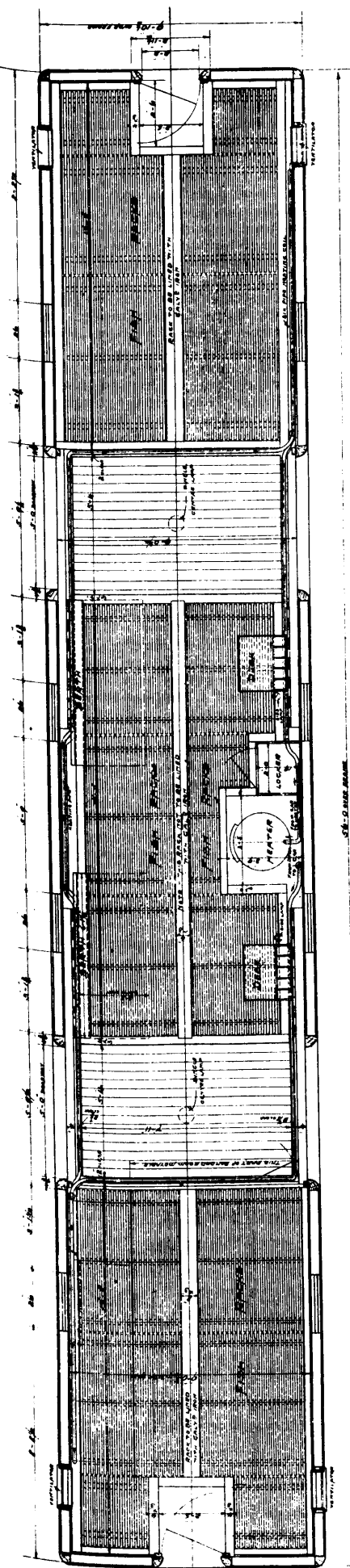
A recent Montreal press item stated that the Co. had placed an order at Dayton, Ohio, for building 200 box cars. We are informed that this is an error, no such order having been given.

It is stated, but not officially confirmed, that the Minneapolis, St. Paul & Sault Ste. Marie is considering ordering 250 ore cars. This Co. has ordered a compound decapod locomotive as a sample from the Baldwin Locomotive Works.

Grand Trunk Equipment.

During Dec. the Co. received 2 compound consolidation locomotives, nos. 956 & 957, from the Baldwin works. The Co.'s Montreal shops turned out 5 1st class passenger cars & 25 standard box cars. The passenger cars form part of what is known as the 800 series, & are of the wide vestibule order, 68 ft. long, with 4-wheeled trucks. They are equipped with Westinghouse quick action triple brakes, & air signals. A special feature is the steel platform, with an adjustable covering over the steps, making the whole platform a vestibule. The vestibule is lighted with a powerful light. The total weight of these coaches is 72,100 lbs. each, & they have each a seating capacity for 72 passengers. There are 20 windows on each side of the cars, finished outside & inside in Gothic architecture in oak & mahogany combination. The interiors are finished in quartered oak, & are extremely handsome. The seats are G.T. standard reversible pattern, upholstered in crimson plush. The other trimmings are of exquisite designs in bronze. A large & comfortable smoking room with seating capacity for 8 is provided. The saloons are fitted with the latest devices to make them as near per-

FLOOR PLAN CANADIAN PACIFIC RAILWAY BAGGAGE AND EXPRESS CARS.



FLOOR PLAN AND ELEVATION CANADIAN PACIFIC RAILWAY FIRST CLASS PASSENGER CAR.