

Railway Rolling Stock Notes.

The Fessette Lumber Co. has ordered 10 logging cars from Canadian Car and Foundry Co.

The Dominion Coal Co. has ordered 25 wood hopper cars, 30,000 lbs. capacity, from Canadian Car and Foundry Co.

The Intercolonial Ry. has ordered 200 box cars, 80,000 lbs. capacity, from the Canadian Car and Foundry Co.

The Intercolonial Ry. has ordered 200 steel frame box cars, 80,000 lbs. capacity, from Canadian Car and Foundry Co.

The Grand Trunk Pacific Ry. has received 3 colonist cars, nos. 3040 to 3042, from the Canadian Car and Foundry Co.

The Eastern Car Co., up to Jan. 16, has delivered 1,281 steel underframe box cars, out of an order for 2,000, to the Grand Trunk Ry.

The Cape Breton Coal, Iron and Ry. Co. has ordered 20 steel hopper cars, 80,000 lbs. capacity, and 5 wood hopper cars, 30,000 lbs. capacity, from Canadian Car and Foundry Co.

The C.P.R., between Dec. 1 and 31, ordered 151 steel frame box cars, 35 stock cars and 4 vans, from its Angus Shops, and 15 tank cars from American Car and Foundry Co.

The Alberta Metropolitan Ry., which is building a short line to connect Calgary Jct. with the Calgary Municipal Ry., at Calgary, Alta., has not yet, we are officially advised, placed any orders for rolling stock.

The Confederation Construction Co., which has a contract on the Welland Ship Canal construction, has ordered another 4 wheel saddle tank locomotive from Canadian Locomotive Co., in addition to the one mentioned in our last issue.

The Canadian Northern Ry. has ordered 7 steel underframe first class cars, 5 steel underframe second class cars, and 40 all wood colonist cars, from Canadian Car and Foundry Co., and 15 colonist cars and 5 baggage cars, from Crossen Car Co.

The Board of Railway Commissioners has extended to June 30, the time within which the C.P.R. and the Dominion Atlantic Ry. shall equip their locomotives with ash pans that can be emptied without employees having to go underneath, except in cases of emergency.

The Canadian Northern Ry., between Dec. 13 and Jan. 13, received the following additions to rolling stock:—7 cabooses from its Winnipeg shops; 100 box cars from Canadian Car and Foundry Co.; 125 box cars from National Steel Car Co., and 100 flat cars, from Mount Vernon Car Manufacturing Co.

The Canadian Northern has ordered the following rolling stock,—7 steel underframe first class cars, 5 steel underframe second class cars and 40 all wood colonist cars, from Canadian Car and Foundry Co.; 15 all wood colonist cars and 5 baggage cars, from Crossen Car Co., and 8 baggage cars from Preston Car and Coach Co.

The Intercolonial Ry. has received the following additions to rolling stock:—11 box baggage cars, from its Moncton shops; 2 postal cars and 45 box cars, 60,000 lbs. capacity, from the Canadian Car and Foundry Co.; 4 Pacific locomotives, from the Montreal Locomotive Works; and 5 consolidation locomotives, from the Canadian Locomotive Co.

Sir William Mackenzie, President, Canadian Northern Ry., is reported to have stated recently that the company will make an immediate expenditure of about \$10,000,000 for additional rolling stock for the line

between Toronto and Port Arthur. The orders to be placed will cover locomotives, passenger cars, dining cars, sleeping cars and box cars.

The Canadian Northern will probably place considerable orders for locomotives and cars for both passenger and freight service, in the near future. The orders for the passenger equipment especially are likely to be large, in view of the intended opening for traffic of the line between Ottawa and Toronto, and also of the main line north of Lake Superior.

The G.T.R. has recently received, to Jan. 12, the following additions to rolling stock:—772 box cars from Canadian Car and Foundry Co.; 517 box cars, from Eastern Car Co.; 12 mikado locomotives, 63 in. wheel, from Montreal Locomotive Works; 1,596 box cars, from Western Steel Car and Foundry Co., and 523 gondola cars from Pressed Steel Car Co.

The G.T. Pacific Ry. rolling stock for which contracts were made for delivery during 1913, details of which have been given monthly in Canadian Railway and Marine World, included, 10 second class cars and 5 colonist cars, from Canadian Car and Foundry Co.; 15 sleeping cars, 6 parlor-cafe cars, 6 dining cars, 5 tourist cars, 10 colonist cars and 10 first class cars, from Pullman Co.; 15 express cars and 14 mail and express cars, from Osgood Bradley Car Co.

The C.P.R., between Dec. 1 and 31, received the following additions to rolling stock:—109 steel frame box cars, 9 single track snow ploughs, 1 single track flanger, 5 double track flangers, 3 wedge ploughs, 2 class U3 locomotives, and 1 class D4 locomotive, from its Angus Shops; 3 single track snow ploughs and 9 double track snow ploughs, from Canadian Car and Foundry Co.; 4 class D10 locomotives, from Canadian Locomotive Co.; 3 class N3 locomotives from Canadian Allis-Chalmers, Ltd.; and 15 tank cars from American Car and Foundry Co.

The two motor cars which the Pacific Great Eastern Ry. has placed in service on its line in the neighborhood of North Vancouver, are similar in type to those in use on the Southern Pacific Rd. in California. They are divided into four compartments, and are of the usual railway style. The engine is six cylinder and of about 150 h.p., developing a speed of 50 miles an hour. They are finished in mahogany, with floors of maple. Separate compartments are provided for smokers, and baggage, the seats are upholstered in rattan, and the cars are heated by steam.

The G.T.R. has ordered the following additions to rolling stock:—40 steel underframe first class cars, and 15 steel underframe suburban cars, from Canadian Car and Foundry Co.; 5 all steel postal cars, from Pressed Steel Car Co.; 4 steel underframe dining cars and 5 steel underframe parlor cars, from Pullman Co.; 10 steel underframe first class cars and 5 steel underframe combination second class and baggage cars, from American Car and Foundry Co.; 17 steel underframe first class cars, 10 steel underframe baggage cars and 5 steel underframe express cars, from Osgood Bradley Car Co.; 200 steel flat cars, 100,000 lbs. capacity, and 300 steel flat cars, 80,000 lbs. capacity, from Western Steel Car and Foundry Co.

In locomotive construction, the noticeable developments in 1913 were the increased use of superheaters and the tendency to regard the simple, superheated locomotive as the best all round machine for future use. Great interest was aroused by the

production in Europe of the first Diesel engine locomotive, a powerful engine, built for express service, containing a driving engine coupled to the driving axles, and an auxiliary engine working independently of these. The trials are being carried out, and it is said that the locomotive has fulfilled all expectations as to its hauling ability. It is too early, however, to make any definite statement as to the permanent usefulness of this type. With the increasing size of the locomotive has come a corresponding demand for mechanical stoking, the work of feeding the fuel to the huge modern boilers being more than one man can accomplish. Several types are being tried and in some cases good results have been secured. Undoubtedly, mechanical stoking has come to stay.

J. D. McArthur and Co., contractors, Dominion Government railway to Hudson Bay, have ordered four mogul locomotives from Canadian Locomotive Co., and not six, as reported in our last issue. Following are the chief details:—

Weight in working order	112,800 lbs.
Weight, total	129,500 lbs.
Wheel base, rigid	12 ft. 6 ins.
Wheel base, total	20 ft. 6½ ins.
Wheel base, engine and tender	49 ft. 3¾ ins.
Heating surface, firebox	133 sq. ft.
Heating surface, tubes	1,301 sq. ft.
Heating surface, total	1,434 sq. ft.
Driving wheels, diar.	50 ins.
Driving wheels, centres	Cast iron
Driving journals, diar. and length	8½ by 12 ins.
Cylinders, diar. and stroke	19 by 26 ins.
Boiler, type	Extended wagon top
Boiler, pressure	180 lbs.
Tubes, no. and diar.	240—2 ins.
Tubes, length	10 ft. 5¼ ins.
Brakes	Westinghouse
Weight of tender, loaded	115,400 lbs.
Capacity, water	5,000 imp. galls.
Capacity, coal	9 tons
Tank	U shape
Truck, type	4 wheeled, arch bar
Wheels, diar.	33 ins.
Wheel, type	Cast iron
Journals	5 by 9 ins.
Brake beams	Steel

The G.T.R., during a portion of 1912, and in 1913, contracted for the following rolling stock, for delivery during 1913. All of the equipment mentioned has been dealt with in Canadian Railway and Marine World, from month to month, and practically the whole of it was delivered during the past year. From Montreal Locomotive Works, 41 superheater Pacific locomotives and 50 mikado locomotives; from Canadian Locomotive Co., 15 switching locomotives; from American Locomotive Co., 25 mikado locomotives; from Baldwin Locomotive Works, 50 mikado locomotives; from Canadian Car and Foundry Co., 2,000 forty ton box cars; from Eastern Car Co., 2,000 forty ton box cars; from Pressed Steel Car Co., 2,000 thirty ton box cars and 1,000 fifty ton gondola cars; from Western Steel Car and Foundry Co., 3,000 forty ton box cars. During 1913, the following rolling stock was ordered, for delivery during 1914, all of which has also been previously mentioned. From Canadian Car and Foundry Co., 40 first class cars and 15 suburban cars; from National Steel Car Co., 10 baggage cars, and 500 stock cars; from American Car and Foundry Co., 5 postal cars, 10 first class cars and 5 second class and baggage cars; from Pressed Steel Car Co., 5 postal cars; from Pullman Co., 4 dining cars and 5 parlor cars; from Osgood Bradley Car Co., 17 first class cars, 10 baggage cars and 5 express cars; from Western Steel Car and Foundry Co., 200 fifty ton flat cars and 300 forty ton flat cars.

False Bills of Lading.—The Quebec Legislature has under consideration a bill to amend the Railway Act, by providing for the imposition of a penalty not exceeding \$1,000 on shippers making false bills of lading in order to secure lower rates for merchandise.