

Trade and Supply Notes.

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The Canadian General Electric Co. has issued bulletin No. 4131 on storage battery, industrial and mining locomotives.

Gold Car Heating and Lighting Co.—Frank A. Purdy, heretofore Manager, Canadian Gold Car Heating and Lighting Co., Ltd., Montreal, has been appointed Sales Manager for Gold Car Heating and Lighting Co., and Canadian Gold Car Heating and Lighting Co., Ltd., with office at 17 Battery Place, New York, N.Y.

The Independent Pneumatic Tool Company, of Chicago, Ill., has arranged with W. H. Rosevear & Son, of Winnipeg, to sell the Thor air tools in Manitoba, Alberta and Saskatchewan. A complete line of air drills and pneumatic hammers, as well as repair parts, will be carried in stock by W. H. Rosevear & Son for delivery direct to users in their territory.

The Ohio Brass Co., Mansfield, Ohio, has issued Construction Details of Some Prominent Catenary Roads, equipped with O. B. catenary materials, either wholly or in part, which contains a number of illustrations, with accompanying construction details. These include the Montreal and Southern Counties Ry., 15 miles of which were installed in 1912.

American Locomotive Co. has issued bulletin 1016, Pacific Type Locomotives, designed to increase capacity without increasing operating costs. It contains a tabular comparison of a large number of this type built by the company, and also a number of illustrations, including the following of locomotives built for Canadian railways:—Canadian Northern, 702; Canadian Pacific, 1,260; Grand Trunk, 199.

The Canadian H. W. Johns-Manville Co., Ltd., has removed its Toronto branch to larger premises at 19 Front St. East, where it has a floor area of about 35,000 sq. ft. in the heart of the wholesale district, which will enable it to carry a larger stock and have ample space for the display of its complete line of J-M asbestos roofings, packings, pipe coverings, building materials, electrical and railway supplies, automobile and plumbing specialties, etc. The entire building will be lighted by its Frink and J-M linolite systems of lighting, and one room will be used for exhibiting these systems.

Titanium Alloy Manufacturing Co., Niagara Falls, N.Y., has issued bulletin 3 of its rail reports, containing sulphur prints and microphotographs showing cross sections of seven standard and seven titanium treated open hearth rails, and claiming that the results of chemical and physical tests show that (1) the treated rails average better ductility, especially in the heads, and strength than the untreated; (2) the treated steel averages an increased shock resistance; (3) treated rails are less easily fractured by fatigue or constantly repeated stresses below the elastic limit, and (4) that treated rails show greater uniformity, indicating freedom from segregation and its attendant evils.

The Canadian General Electric Co., Ltd., has appointed W. G. Gordon, as Transportation Engineer to take charge of all inquiries in connection with electric traction. He

is a son of Rev. D. M. Gordon, Principal of Queen's University, Kingston, Ont. After graduating from Cornell in electrical engineering in 1899 he entered the testing department of the General Electric Co. at Schenectady, N. Y. While in the railway construction department he had charge for the General Electric Co. of the installation of the first electrically operated train on the Manhattan Elevated Ry., New York, and later of the installation of the first multiple unit equipments for the Northwestern Elevated Ry., Chicago, Aurora, Elgin and Chicago Ry. Lake Shore Electric Railway, etc., etc. Later, while in the railway engineering department, at Schenectady, he was closely associated with the further development of multiple unit operation for the New York Central lines and the Interboro Rapid Transit Co. He went to Australia in the G. E. Co.'s interests and was Manager and Engineer of the North Melbourne Tramways and Lighting Co., Ltd., later Engineer for the National Electrical and Engineering Co., Ltd., handling the New Zealand business for the G. E. Co., and finally Engineer for the Brisbane Tramways Co., Ltd., until his return to Canada.

The National Steel Car Co., Hamilton, Ont., has appointed J. G. Baukat as its engineer in charge of its passenger car department and of the design and building of cars. He was born in 1870, and was, from 1887 to 1895 working as a machinist and studying engineering, from 1895 to 1898, engaged in draughting and mechanical engineering on marine work, automatic machinery and general machine work; 1898 to 1899, in Port Chester (N. Y.) Ry. service as Assistant Engineer in charge of power and equipment; 1899 to 1902, Designing Engineer in railway department, General Electric Co.; 1902 to 1905, Chief Engineer, Schenectady Ry., in charge of rolling stock, repair shop, track work, trolley lines and construction work, and during this period supervised the construction of 30 miles of high speed inter-urban railway and the building of new car houses and a power house; 1905 to 1909, Assistant Superintendent of electrical equipment in charge of electrical rolling stock, repair shops and inspection sheds, New York Central and Hudson River Rd.; 1909 to 1910, Chief Engineer, Miami Valley Construction Co.; 1910 to 1911, Mechanical Engineer, Wilmington-Philadelphia Traction Co., in charge of the rehabilitation of rolling stock and equipment; 1911 to 1913, Superintendent of Equipment, Lehigh Valley Transit Co., and latterly connected with a private firm engaged in general electric railway engineering work.

Canada Machinery Corporation, Galt, Ont., has supplied 40 radial drills to the St. Lawrence Bridge Co. for its shop at Lachine, Que., in which the Quebec bridge is being fabricated. The drill has a 76 in. arm and round column. Sixteen of the drills are arranged for mounting on a floor plate, and the remaining 24 are provided with trucks, the trucks having wheels to run on a standard gauge track to be moved along as the work requires. Arrangements have been made for clamping the truck rigidly to the rails, and a prominent feature of the design is the ease with which the truck may be unclamped, moved to a new position and quickly clamped in place again. The drills have been provided with a direct connected motor mounted on the arm, and driving the drill spindle through spiral gears and an intermediate shaft. This, it is claimed, gives an exceedingly direct and strong drive and one possessing several novel features. The bearings, with the exception of the guide bearings of the spindle itself, are all of the full ball bearing type, and the spiral gears are made from

high carbon steel and bronze, totally enclosed with a large grease cup for lubrication. The motor is of the variable speed type with a range of speed sufficient for the work required, so that no change gears have been provided in the drive. The feed is of the all geared type, with four changes, and is also provided with a quick return and slow hand motion. The controller handle of the motor travels with a carriage, enabling the operator to start and stop or change the speed without leaving the carriage. The locking of the arm is done by means of the handle travelling with the carriage, this being a great convenience when working at the end of a long arm, as the operator does not need to leave the carriage for each adjustment. The machine, under test, has drilled 1 3-16 in. holes from solid high carbon steel at the rate of 10 ins. a minute, and owing to the ball bearing equipment the very high proportions of the horse power from the motor are delivered to the spindle.

Transportation Conventions in 1914.

Jan. 29-31.—American Electric Railway Association, New York. Midwinter meeting.
May 17-20.—American Railway Engineering Association, Chicago, Ill.
May 18-22.—International Railway Fuel Association, Chicago, Ill.
May 19.—American Association of Demurrage Officers, St. Louis, Mo.
May 20-22.—Freight Claim Association, Galveston, Texas.
May 20-23.—Association of Railway Telegraph Superintendents, New Orleans, La.
May 21-22.—American Association of Railroad Superintendents, St. Louis, Mo.
May 28.—Association of American Railway Accounting Officers, Atlantic City, N.J.
June 10-12.—Master Car Builders' Association, Atlantic City, N.J.
June 15-17.—American Railway Master Mechanics' Association, Atlantic City, N.J.
June 16.—Train Despatchers' Association of America, Jacksonville, Fla.
June 24.—Association of American Railway Accounting Officers, Minneapolis, Minn.
July.—International Railway General Foremen's Association, Chicago, Ill.
Aug. 18.—International Railroad Master Blacksmiths' Association.
Sept. 8-10.—Roadmasters and Maintenance of Way Association, Chicago, Ill.
Oct. 20-22.—American Railway Bridge and Building Association, Los Angeles, Cal.

Transportation Associations, Clubs, Etc.

The names of persons given below are those of the secretaries.
Canadian Car Service Bureau, J. Reilly (acting), 401 St. Nicholas Building, Montreal.
Canadian Electric Railway Association, Acton Burrows, 70 Bond Street, Toronto.
Canadian Freight Association (Eastern Lines), G. C. Ransom, Canadian Express Building, Montreal.
Canadian Freight Association (Western Lines), W. E. Campbell, 502 Canada Building, Winnipeg.
Canadian Railway Club, J. Powell, St. Lambert, Que. Meetings at Montreal, 2nd Tuesday each month, 8.30 p.m., except June, July and August.
Canadian Society of Civil Engineers, C. H. McLeod, 176 Mansfield St., Montreal.
Canadian Ticket Agents' Association, E. de la Hooke, London, Ont.
Central Railway and Engineering Club of Canada, C. L. Worth, 409 Union Station, Toronto. Meetings at Toronto 3rd Tuesday each month, except June, July and August.
Dominion Marine Association, Counsel, F. King, Kingston, Ont.
Eastern Canadian Passenger Association, G. H. Webster, 54 Beaver Hall Hill, Montreal.
Engineers' Club of Montreal, R. W. H. Smith, 9 Beaver Hall Square, Montreal.
Engineers' Club of Toronto, R. B. Wolsey, 94 King St. West, Toronto.
Great Lakes and St. Lawrence River Rate Committee, Jas. Morrison, Montreal.
International Water Lines Passenger Association, M. R. Nelson, New York.
Niagara Frontier Summer Rate Committee, Jas. Morrison, Montreal.
Nova Scotia Society of Engineers, A. R. McCleave, Halifax, N.S.
Quebec Transportation Club, J. S. Blanchet, Quebec.
Ship Masters' Association of Canada, Capt. E. Wells, 45 John St., Halifax, N.S.
Western Canada Railway Club, W. H. Rosevear, 25½ Princess St., Winnipeg. Meetings at Winnipeg 2nd Monday each month, except June, July and August.