

grain. The proposition was favorably received, & a committee was appointed to negotiate with the Government for the dredging & with the G.T.R. for the railway facilities asked for.

At a recent meeting of the Eastern Association of Officers in Charge of Car Service, of which the G.T.R. & Central Vermont Ry. are members, & of which W. H. Rosevear, of the G.T.R., is Vice-President, it was announced that about all the members of that Association had agreed to report to one another the receipt as well as the delivery of cars. This is one of the subjects the Association has been hammering at for several years, & it seems that its work has not been in vain. The new plan now only waits for the members to carry it into effect. Once fairly started by any considerable number of roads it will likely demonstrate its superior usefulness, & other roads will recognize its value & join in the agreement. The small amount of labor entailed will certainly repay the effort by vastly reducing the number of errors & avoiding much unnecessary correspondence.—Equipment Register.

Electrical Lighting of Cars.

It has long been only a question of time when electricity should invade the field of pas-

senger cars.—Railroad Car Journal.

Railway Equipment Notes.

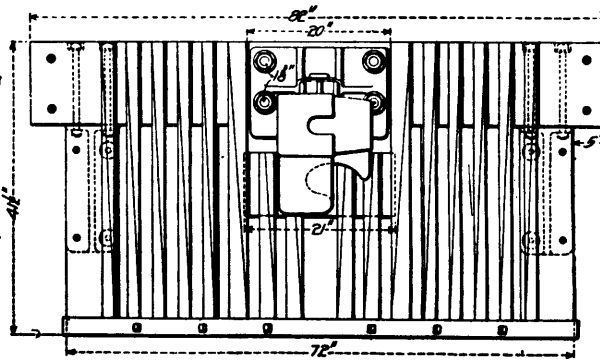
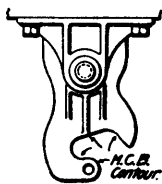
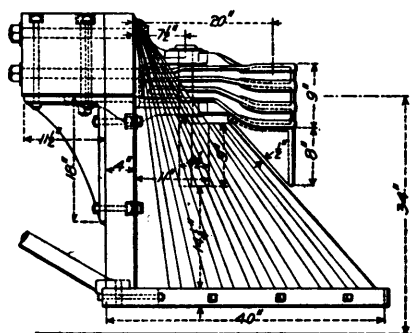
Additional machinery is being placed in the Canadian Northern Ry. shops at Dauphin, Man.

Three locomotives are being built in the M. C.R. shops at St. Thomas, Ont. The shops are overcrowded with work & the men have been placed on a 10 hour a day schedule, which has not been in force since 1893. Additional hands are also being employed.

The Canadian Northern Ry. has recently purchased 100 box cars & 50 platform cars, all of 40,000 lbs. capacity, for its cordwood & sand business. The Co. has also purchased 2 additional locomotives, cylinders 16x24. These purchases are in addition to those mentioned in our June issue, pg. 169.

Following are the general dimensions of the 2 locomotives mentioned in our last issue as being built for the P.E.I. Ry..

GAUGE	3 ft. 6 in.
DRIVING WHEELS	48 in. in diameter
CYLINDERS	15 in. diameter, 20 in. stroke
FUEL	bituminous coal
WEIGHT OF ENGINE	65,000 lbs. in working order
TANK CAPACITY	1,800 Imperial gallons
DRIVING WHEEL—base	7 ft. 9 in.
TOTAL WHEEL—base	38 ft. 6 in.



LOCOMOTIVE PILOT COUPLER, NORTHERN PACIFIC RAILWAY.

senger car lighting. Inventors have for years been working on the problem with more or less abortive results, the principal stumbling block having been the reduction of any system to a point where it would be economical as well as efficient. The progress of electrical development along other lines has been so marked & comprehensive that it would, at any time within the last decade, have been folly to assert the absolute impracticability of the application of electrical power to this purpose. Attention is now being attracted to this matter by the equipment of the better type of passenger cars with apparatus for the generation of electricity from the axle of the car, for illuminating purposes; & a large measure of success appears to have attended the application of a system in which the dynamo is mounted on the axle of the car. In this respect material advantages are gained over a preceding electrical system which used a dynamo in the baggage car operated by an engine, taking its steam from the locomotive, & over a later system of operating a dynamo in the car by a belt from the axle. The mounting of the dynamo itself upon the axle has eliminated expensive & impracticable features inherent to the earlier systems, & has proved itself so satisfactory as to have received the substantial recognition of being placed in service upon several important railroads, including the C.P.R., New York Central, Pennsylvania, B. & O., Boston & Albany, & others. The electrical current, thus generated, is available for use in operating rotary

The C.P.R. is making extensive preparations for the moving of the Northwest grain. Twenty new locomotives have recently been sent west for service west of Fort William. The Perth shops are working night & day, turning out 15 cars a day, each of which has a carrying capacity of 60,000 lbs. The Co. is making every possible arrangement to facilitate the rapid movement of the crop.

The carferry Huron, which prior to the construction of the Port Huron Tunnel ran between Point Edward & Fort Gratiot, is being overhauled at Detroit, Mich. Everything above her deck beams will be torn away & replaced by an iron deck. The new deck will be housed over & her stern will be shaped to fit the landings at Detroit & Windsor. When all these alterations have been completed the Huron will be used to transfer trains between Detroit & Windsor.

The standard pilot of the Northern Pacific Ry. is shown in the illustration on this page, together with the steel coupler as now used, which has replaced the cast iron drawhead, for a long time a standard of that road. The casting seen under the coupler is a guard to prevent stock from being wedged between the pilot & coupler. This guard or shield was cast solid with the pattern of drawhead, but is bolted under the new coupler & swings laterally with it, just clearing the pilot slats. The coupler does not uncouple, having simply the M.C.B. contour lines, but no knuckle. It has a limited lateral movement & is held in the central position by springs.

Passenger Traffic Matters.

The Kingston & Pembroke Ry. has had to put on an extra train to accommodate increased travel.

The latest record in landing passengers at Dawson, Yukon, is 10½ days from Ottawa & 6 from Vancouver.

Excursion & passenger traffic is very large over the Canada Atlantic Ry., especially on the Parry Sound end where the beautiful islands of the Georgian Bay are attracting tourists from every part of Canada and the U.S.

It is probable that the C.P.R. will soon inaugurate a 2-hours service between Ottawa & Montreal, & of course the Canada Atlantic will also reduce its time half an hour. The C.P.R. short line roadbed is in excellent shape for fast running.

The British Columbia-Yukon Ry. Co., under which title the White Pass & Yukon Ry. operates on the Canadian side of the line, has issued a passenger tariff between White Pass Summit & Lake Bennett, which has been approved by the B.C. Government.

The C.P.R. time table shows that the Imperial Limited, the through daily transcontinental passenger train, runs from Montreal to Vancouver, 2,906 miles, in 102 hours 45 minutes actual time, 99 hours 45 minutes apparent time; and on the eastbound trip the train

takes 103 hours 10 minutes actual time, or 106 hours 10 minutes apparent time.

A C.P.R. train that left Vancouver July 26 is estimated to be the richest passenger train that ever pulled out of there. In the mail car alone nearly \$2,000,000 worth of gold reposed, & the 250 miners that occupied the coaches carried many small sacks of dust & good drafts. Many of them were bound for Seattle & other Puget Sound points while others went east to their homes beyond the Rockies.

The G.T.R. is erecting on the Toronto Industrial Exhibition grounds an art gallery, in which will be shown the magnificent collection of photographs which the Co. has been exhibiting in a special car throughout the U.S. The building will be of Grecian design, & will be finished in staff, the white material used extensively at the World's Fair. Its dimensions will be 120 by 50 ft., & it will be one story high.

It is said that previous to July 1 an agreement was in effect in accordance with which passengers for the Kootenay country by the way of the C.P.R. & the Soo line were privileged to return via Spokane by either the Northern Pacific or Great Northern, & that the C.P.R. has just notified the officials of the above mentioned roads of a discontinuance of this exchange of business. The difference arose over the subject of division of receipts, the C.P.R. & the Soo line claiming that under the arrangement they were required to