

American Railway Association. They are fitted with Simplex trucks and bolsters, and Westinghouse automatic brakes.

The two baggage cars which Rhodes, Curry & Co., Amherst N.S., are building for the Intercolonial Ry. are 65 ft. long, with special platforms for the blind end, I.C.R. standard trucks, Westinghouse automatic brake, and steel-tired wheels. These cars will be finished outside in natural wood.

The Grand Valley Ry. (Electric) has received two new cars. They are larger than those now in use, and are arranged in three compartments, one for the motorman, one for general passengers, and one for smokers. They are fitted similarly to a railway car. They have been named Hiawatha and Red Cloud.

A U.S. paper recently stated that bids were about to be asked for new machinery for the running repair shops now under construction by the G.T.R. at Allandale, Ont. We were advised, Dec. 11, that no specifications for any new machinery had been prepared, and that if any more machinery was required at Allandale it would probably be transferred from some of the Company's other shops.

The C.P.R. received the following equipment between Nov. 14 and Dec. 14: Three freight locomotives from the Saxon Engine Works, Chemnitz, Germany; 14 freight locomotives from Scotland; one Shay locomotive from the U.S.; two first-class cars from Rhodes, Curry & Co., Amherst, N.S.; five first-class cars and three snow ploughs from its Hochelaga shops; and 167 30-ton box cars from its Perth shops.

The equipment used on the Canadian Northern Ry.'s fast train service from Winnipeg to St. Paul, Minn., is that used during the summer on the fast service operated between Winnipeg and Port Arthur, Ont. The floor plan shows that the feature of the cars is the separation of the smoking room from the men's lavatory, etc. A floor plan and a view showing the arrangement of the smoking room are given on pg. 15.

The Winnipeg, Selkirk and Lake Winnipeg Ry., now under construction, will, it is stated, be operated at first by steam. C. D. Warren, President, Toronto, says ample rolling stock has been secured, but declines to give any particulars. We have been informed from another source that two locomotives and some cars have been secured from the New York Elevated Ry., but C. D. Warren stated, when asked respecting this, that it was incorrect.

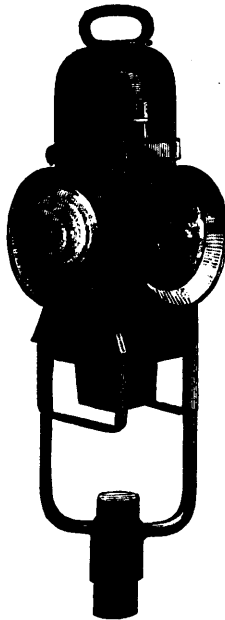
At the C.P.R. shops in Montreal the following plan is adopted for finding flaws in iron or steel: Whenever a pair of wheels is sent to the lathe for tire turning, the axle is first carefully cleaned with naphtha; this removes all the grease; then a thin coat of white paint, in which only turpentine is used, is applied, and the mixture allowed to dry. As soon as the wheels are put into the lathe, the stress in the axle, due to the process of turning, develops any flaw or crack if there is one, and it shows at once, as the grease in the crack comes to the surface. Piston rods and side rods undergo similar treatment, and the result has been that many dangerous defects have been found that would have escaped even a careful examination by the eye alone. —Railway and Locomotive Engineering.

Following are general dimensions of the additional rolling stock ordered by the C.P.R. in Sept., at its Hochelaga shops, and recently completed: The 15 sleeping cars are 72 ft. long, by 9 ft. 10½ in. wide over frame, and are similar in type to the Radnor sleepers. The five dining cars are 72 ft. long by 9 ft. 10½ in. wide over frame; they have six double and six single tables in the dining room, instead of five of each kind, as in previous cars; the kitchen, pantry and other accessories are similar to the Chambord and Warwick class-

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