

# Railway Rolling Stock Notes.

The Timiskaming & Northern Ontario Ry. has received 100 box cars from Canadian Car & Foundry Co.

The G.T.R. received the following additions to rolling stock during February: 3 snow ploughs from Russell Snow Plow Co., and 34 box cars, 80,000 lbs. capacity, from American Car & Foundry Co.

The C.P.R., between Feb. 14 and Mar. 14, received the following additions to rolling stock from its Angus shops, Montreal: 59 steel underframe coal cars, 1 steel underframe stores supply car, and 2 decapod locomotives.

The Timiskaming & Northern Ontario Ry. has been voted by the Ontario Legislature as follows:—\$50,000 for betterments to locomotives, superheaters, brick arches, etc., and \$10,000 for betterments to passenger cars, etc.

New York reports indicate that the U. S. Government will place some large rolling stock orders during the current year, probably covering 300,000 cars, and that the first instalment of about 60,000 will be placed during April. It is stated that master car builders have been devoting their time to the standardization of

bataan or Mexican mahogany. The window screens, sash locks, heating system, trap doors, steel vestibules, platforms, trucks and two-piece berth curtains, are all of the Pullman standard type. Following are other details:—

Length over end sills.....73 ft. 6 in.  
Length between truck centres.....57 ft. 6 in.  
Length over buffers.....82 ft. 4½ in.  
Hoppers.....Dunor Co.  
Lighting.....Electric and gas  
Train connector.....2 finger type, 30 voltage  
Brakes.....Westinghouse clasp type  
Brake beams.....Simplex clasp  
Trucks.....6 wheel  
Journals.....5 x 9 in.  
Journal boxes.....McCord

The illustration on this page shows one of the 10 consolidation locomotives being built for the Canadian Northern Ry., by Canadian Allis-Chalmers, Ltd., Toronto, some details of which have been given in previous issues. Four of these locomotives have already been delivered and the balance is expected to be delivered shortly. Following are the chief details:

Total weight.....220,000 lb.  
Weight on drivers.....195,000 lb.  
Tractive effort.....39,684 lb.  
Boiler, type.....Extended wagon top  
Boiler pressure.....180 lb.  
Firebox.....64¼ by 110 13/16 in.  
Grate area.....49 sq. ft.

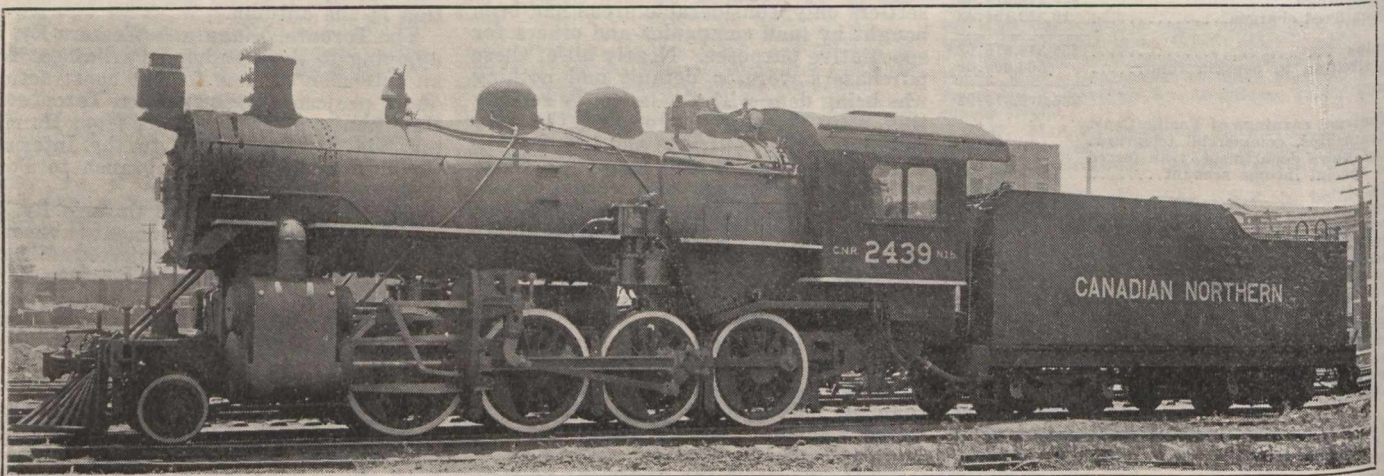
truck with McCord tender boxes, Simplex high speed tender brake beam, Westinghouse ET 6 brake with cross compound air pump and special air strainer. Other details are as follows:—

Weight on drivers.....213,500 lb.  
Weight, total.....283,000 lb.  
Wheel base of engine, rigid.....16 ft. 6 in.  
Wheel base of engine, total.....35 ft. 1 in.  
Wheel base of engine and tender.....68 ft.  
Heating surface, firebox.....242 sq. ft.  
Heating surface, tubes.....3,398 sq. ft.  
Heating surface, total.....3,640 sq. ft.  
Driving wheels, diar.....63 in.  
Journals, main.....11 x 20 in.  
Journals, others.....10 x 20 in.  
Cylinders, diar. and stroke.....27 x 30 in.  
Boiler, type.....Extended wagon top, radial stay  
Boiler pressure.....180 lb.  
Tubes, no. and diar.....240—2 in.; 32—5½ in.  
Tubes, length.....166,000 lb.  
Grate area.....56.5 sq. ft.  
Weight of tender loaded.....9,000 U.S. gall.  
Water capacity.....12 tons  
Coal capacity.....12 tons  
Tank, type.....Water bottom with vestibule connections

Truck wheel diar.....34 in.  
Journals.....6 x 11 in.  
Brake beam.....High speed, M.C.B. heads

## Dominion Government Orders for Rolling Stock.

The Minister of Railways has been devoting considerable time recently, to se-



Consolidation Locomotive for Canadian Northern Railway

freight cars, and that eight different types, known as M.C.B. cars, have been agreed upon, with a view to evolving one standard type of car suitable to all roads. The average price of the standard types agreed upon at present, is given as \$3,000 each.

The Canadian Government Railways dining cars, 7 of which have been ordered from the Pullman Co., will be of steel, underframe, superstructure and exterior, and the interior finish will be of quarter cut oak with steel plates in the pantry and kitchen, and there will be seating capacity for 30 persons. Following are the chief details:—

Length over end sills.....73 ft. 6 in.  
Length between truck centres.....57 ft. 6 in.  
Length over buffers.....81 ft. 10½ in.  
Heating system.....Pullman standard  
Lighting.....Electric and gas  
Platforms.....Pullman standard  
Brakes.....Westinghouse clasp type  
Brake beams.....Simplex clasp  
Trucks.....6 wheel Pullman standard  
Journals.....5 x 9 in.  
Journal boxes.....McCord malleable

The Canadian Government Railways sleeping cars, 14 of which have been ordered from the Pullman Co., as mentioned in our last issue, will contain 10 sections and 2 drawing rooms. They will be of steel, underframe, superstructure and exterior, and the interior finish will be of

Tubes, no. and diar.....262-2 in.; 26-5½ in.  
Tubes, length.....15 ft. 3 in.  
Heating surface, firebox.....180 sq. ft.  
Heating surface, tubes.....2,946 sq. ft.  
Superheater type.....Locomotive Superheater  
Co.'s top header  
Driving wheel base.....16 ft. 6 in.  
Wheel base, engine and tender total.....60 ft. 2½ in.  
Length, engine and tender over all.....68 ft. 7½ in.  
Cylinder, diar. and stroke.....24 x 32 in.  
Driving wheels, diar.....63 in.  
Journals, main.....10 x 20 in.  
Journals, others.....5½ x 10 in.  
Coal capacity.....10 ton  
Water capacity.....6,500 imp. gall.

Canadian Government Railways have recently received 34 Mikado (2-8-2) locomotives from Canadian Locomotive Co. These are a portion of an order for 50 placed in the autumn, and some of them are being rented to the C.N.R. and G.T.R., to relieve the pressure on these companies motive power. The illustration given on pg. 145 is from one of those recently delivered, and the type built includes a number of the latest devices, covering the Locomotive Superheater Co.'s latest type of superheater, Tate flexible staybolts, brick arch, vanadium steel frames, metallic packing, Walschaert valve gear, power reverse gear, Franklin hard grease cellars, Franklin fire door, radial buffers, extended driving box, vestibule cab, detroit lubricator, incandescent headlight, side boiler checks, pedestal type tender

curing extra rolling stock necessary, not only for the Canadian Government Railways, but also for the Canadian Northern Ry., which is now owned by the government. The latter road, owing to its financial difficulties, has not been in a position to make any purchases for some time past, and is in fact more in want of rolling stock than the Canadian Government Railways, so that the bulk of the orders placed recently, and to be placed in the near future, are for the C.N.R. Early in March, a series of conferences were held in Ottawa between the Minister and various officials, the Railways Department being represented by G. A. Bell, Assistant to the Minister; A. E. Warren, Chief Operating Officer; and L. Lavoie, Purchasing Agent; the Canadian Northern Ry., by D. B. Hanna, Third Vice President; A. J. Mitchell, Assistant to Vice President; S. J. Hungerford, General Manager, Eastern Lines; and A. L. Grubb, Assistant Superintendent of Motive Power, and the Canadian Government Railways, by W. U. Appleton, Superintendent of Motive Power, and G. E. Smart, Superintendent of Car Department. W. D. Robb, Vice President, G.T.R., also attended, as that company is to lease some of the locomotives to be ordered. Since then, a large number of orders have been