

Equipment and Supplies

LOCOMOTIVE BUILDING

THE GILCHRIST-FORDNEY LUMBER COMPANY, Laurel, Miss., is in the market for a light locomotive.

THE RICHMOND, FREDERICKSBURG & POTOMAC, which was reported in the *Railway Age Gazette* of July 9 as being in the market for 6 Pacific type locomotives, has ordered these locomotives from the Baldwin Locomotive Works.

CAR BUILDING

THE NATURAL GUANO COMPANY, Aurora, Ill., is inquiring for two flat cars.

THE AMERICAN STEEL & WIRE COMPANY is said to be inquiring for 100 tank cars.

THE NEW YORK CENTRAL is said to be inquiring for 1,000 gondola cars for its own use.

THE NASHVILLE, CHATTANOOGA & ST. LOUIS is building 200 36-ft. box cars in its own shops.

THE CHESAPEAKE & OHIO has ordered 50 eaboose cars from the American Car & Foundry Company.

THE CHICAGO GREAT WESTERN has ordered 500 reinforcing sills from the American Car & Foundry Company.

THE CUBAN CENTRAL has ordered 50 15-ton narrow-gage box cars and 25 15-ton flat cars from the Standard Steel Car Company.

THE GADSDEN CAR WORKS are reported to have ordered 600 center constructions from the Mount Vernon Car Manufacturing Company.

THE CINCINNATI, HAMILTON & DAYTON is said to have ordered 500 center constructions from the Haskell & Barker Car Company. This item has not been confirmed.

MACHINERY AND TOOLS

THE LEHIGH & NEW ENGLAND has issued specifications for 27 machine tools for its new shops at Pen Argyle.

SIGNALING

THE CHICAGO, BURLINGTON & QUINCY is installing automatic block signals between Savanuah and Galena Junction, Ill.

Light Signals on the St. Paul

The Chicago, Milwaukee & St. Paul has placed an order with the Union Switch & Signal Company for material for 130 miles of single-track, automatic block signaling, which will be installed by company forces on the Rocky Mountain division in Montana, the district which is now being electrified. The installation will consist of changing two existing d. c. sections from Lennet to Three Forks, 78.5 mi., and from Piedmont to Butte Yard, 35.5 mi. over to A. C. operation and the addition of 16 mi. of new signaling from Butte Yard to Finlen. Semaphores will not be used, Union model 14, three-position, light signals having been adopted as being more readily adaptable to the adverse conditions due to the propulsion power line, which interferes somewhat with the view of enginemen. The propulsion current will be 3,000 volts, d. c., taken from an overhead conductor. The signal feeder current will be 4,400-volt, single-phase, 60-cycles. The power for the signals will be secured from the electrification sub-stations, which will be located from 28 to 42 miles apart, the system being arranged so that power can be fed between such stations in either direction. Sectionalizing line switches will be installed in the signal power wires at the railroad stations, which are from four to nine miles apart. Impedance bonds of 500 amperes per rail capacity will be used except on the 2 per cent grade, where 1,500-ampere per rail bonds will be installed.

Supply Trade News

W. Van Ausdall, an electrical engineer of Cincinnati, Ohio, has been appointed superintendent of the C. & C. Electric & Manufacturing Company, Garwood, N. J.

The Canadian Car & Foundry Company, which has been working on an \$83,000,000 order for steels for some time is now reported to have received an additional order for \$71,000,000.

S. J. Turreff, heretofore superintendent of construction of the Federal Signal Company, Albany, N. Y., for its western district has been appointed office engineer with headquarters in New York.

Thomas Cantley, vice-president of the Nova Scotia Steel & Coal Company, Halifax, N. S., has been elected president of that company succeeding R. E. Harris who has resigned to become a member of the Nova Scotia Supreme Court. The vice-presidents of the company now are J. D. McGregor and D. W. Ross.

W. E. Moore, vice-president and general manager of the West Penn Traction properties, has resigned his position with the various West Penn companies to go into business under his own name, as consulting engineer, with an office in Pittsburgh. As Mr. Moore's successor has not yet been appointed, he will continue with the company until the staff can be reorganized.

The Spray Manufacturing Company, Boston, Mass., recently incorporated to construct spray cooling systems, gas scrubbers, odor and fume condensers, etc., has changed its name to the American Spray Company, as it will engage in general engineering work involved in the use of spray systems. The management of the company remains unchanged.

TRADE PUBLICATIONS

NATIONAL PIPE.—Bulletin No. 20, recently issued by the National Tube Company, Pittsburgh, Pa., is an index to bulletins 1 to 20 which have been issued by this company. The bulletin represents an index of considerable detail, the idea being to offer pipe information readily accessible to the reader. The last two pages of the bulletin give a detailed list of the bulletins to which reference is made.

CHICAGO GREAT WESTERN.—The passenger department has just issued an illustrated booklet entitled "Modernizing a Railroad," setting forth some of the various improvements effected by the railroad since its reorganization. These include the expenditure of some \$17,000,000 for installing new and heavier rails, double tracks, straightening, regrading and rebalasting the roadbed, building new bridges, purchasing new all-steel passenger cars and larger and heavier locomotives, automatic block signals, telephone train despatching, etc.

FIRE ALARM AND SIGNAL CALLS.—The McFell Signal Company, Chicago, Ill., has issued two folders describing several new types of the McFell fire alarm signal system, which are electrically operated and are designed for a variety of different uses. They also describe the McFell direct signal call system designed for communicating promptly with the members of the superintending force of a large plant or office building, whose duties call them to different parts of the establishment and who by this system can be readily located by the signal sounding in each department.

LOCOMOTIVES FOR PLANTATION SERVICE.—Record No. 80, recently issued by the Baldwin Locomotive Works, is devoted to the subject of locomotives for plantation service. In the booklet there are shown 29 different designs of locomotives suitable for this kind of work. They vary in type and capacity from light, four-coupled engines, suitable for switching service and short hauls, to large engines of the Consolidation type, which are qualified for road service. Information is given covering the hauling capacity of each locomotive illustrated, as well as the other principal general dimensions.