

removers for street railways. Preparations for winter are urged, and the fact of the great loss on account of a single day's snow blockade due to lack of efficient equipment of this kind is pointed out. The illustrations and text give the information necessary to order the snow sweepers, snow plows, nose plows for single track, the Littell track scraper and the combination snow plow and construction car. The usefulness of this last mentioned car is increased by its adaptability to construction purposes when not needed in snow service. These builders have made a specialty of this work, and are prepared to furnish equipment that is of great strength and power.

"Routes and Rates for Summer Tours Via New York Central & Hudson River Railroad, Rome, Watertown & Ogdensburg Division."

This is an octavo pamphlet of 228 pages and 150 excellent engravings of noted places and summer resorts. It gives a list of 800 hotels and routes and rates for 600 combination excursion tickets for Niagara Falls, Thousand Island resorts, Saguenay River, White Mountains, Green Mountains, Adirondack Mountains, Halifax, Portland, Old Orchard Beach, and seacoast resorts of Maine, St. John, N. B., St. Andrews, N. B., and the Maritime Provinces. It contains seven excellent maps printed in colors. Those who contemplate visiting these places and those who do not and would like to read about them will do well to send to Mr. Geo. H. Daniels, General Passenger Agent, for a copy, inclosing 10 cents for postage.

#### EQUIPMENT AND MANUFACTURING NOTES.

Bement, Miles & Co. are building several large machine tools for export. Among them are eight gun lathes, which are to go to England and Russia.

The Richmond Locomotive & Machine Works have just closed a contract with the Plant System for 12 locomotives, and with the Georgia & Alabama for 4 locomotives.

The new coaches for the Chicago Great Western's new fast train have been painted a dark green, which suggests that the road is getting tired of brick red as a color for its passenger equipment.

The Safety Car Heating & Lighting Company has contracted with the New York Central & Hudson River R. R. for Pintsch gas lighting equipment for 250 additional coaches, which will bring the total number of Pintsch light coaches on that road up to 807.

The Westinghouse Machine Company and the Westinghouse Electric & Manufacturing Company have a combination order for a complete steam plant for Santiago, Cuba. It consists of a 100-H. P. Westinghouse engine and generator, with boiler, feed pump and piping complete.

The Russell Snow Plow Company has recently received orders for a Russell Wing Elevator Snow Plow, size No. 2, from each of the following railroads: The Michigan Central, the Intercolonial Railway of Canada and the Flint & Pere Marquette. The plow for this latter road is to be equipped with the Russell air flanger.

The Brooks Locomotive Works completed their 3,000th locomotive July 23 and held a celebration in honor of the event. The engine was another of the immense mastodons for the Great Northern. The works were founded in 1869. The 1,000th locomotive was completed in 1884 and the 2,000th in 1891.

Mr. G. Fred Collins, who, for a number of years has been connected with Valentine & Company, has, in addition to continuing with them, been appointed Eastern representative of the Ewald Iron Company, St. Louis, manufacturers of Tennessee Charcoal Bloom Stay Bolt Iron, with headquarters at 57 Broadway, New York City.

Bement, Miles & Co. inform us that Mr. Charles E. Billin has severed his connection with the concern as representative in Chicago. We understand that Mr. Billin will give his attention to business under his own name, and that the firm of Bement, Miles & Co. should be addressed as before, at 1534 Marquette Building, Chicago.

The Chicago Pneumatic Tool Company, Monadnock Building, Chicago, received orders for 78 pneumatic machines in a single day, July 25. Such an order received during the summer season is gratifying, as an example of the increasing popularity of these tools. Four of these are for the Imperial Chinese Railway, and the distribution among the different devices was as follows: 44 pneumatic hammers, 8 pneumatic holders on, 6 riveting machines, 4 Boyer piston air drills, 12 breast drills for wood boring, 2 air hoists, 2 flue welders.

The Sargent Company's open hearth steel plant has been running for the past two months at its fullest capacity on several large contracts, among which may be mentioned the castings for 10-in. gun carriages for the United States Government. The company has been very successful in this class of work, readily meeting the physical tests prescribed by the Government, as well as the prompt delivery which is usually demanded. The good record that they have been making is taken as an indication that they will obtain their full quota of this class of work in the awarding of future contracts.

Baltimore & Ohio engine No. 99, which has just been laid aside at Grafton, W. Va., and will be consigned to the scrap pile, has quite a history. It is one of the Ross Winans camel engines and was built in 1851. There are only four of this class now remaining. During the late war this engine was one of several captured at Martinsburg by the Confederates, and hauled across the country by pike to Staunton, Va., under direction of Col. Thomas R. Sharp. President John W. Garrett, after the war was over, hunted up Col. Sharp and appointed him Master of Transportation, in recognition of the ability displayed in that unparalleled achievement.

Within the past 60 days the receivers of the Baltimore & Ohio Railroad have ordered nearly 6,000 new freight cars, of which the Pullman Company is building 1,000 box and 1,000 drop-end gondolas; the Michigan Peninsular 3,000 box cars, and the South Baltimore Car Works 200 box cars, 500 hopper coal cars and 15 four wheel cabooses, making a total of 22,735 freight cars ordered in less than two years. These cars are all of modern construction, are fully equipped with air brakes and automatic couplers and average 60,000 pounds capacity. It is estimated that fully 85 per cent. of the B. & O. freight cars have air brakes and automatic couplers in accordance with the Interstate Commerce Law.

American street cars are used in Manila, and when Admiral Dewey and General Merritt and their men have occasion to ride in that city they will feel "at home." The entire equipment of the "Tranvias de Filipinas" was furnished by Messrs. J. G. Brill Co. of Philadelphia. These cars number about 25, and seat 20 passengers. They weigh less than 2,700 pounds each, which is very light considering their carrying capacity. They are hauled by horses not much larger than Newfoundland dogs. The gage of the road is 3 feet 6 inches, the width of the cars being 5 feet 6 inches and the length 17 feet 6 inches. The closed cars have 2¼-inch steel axles, 2½-inch journals.

Messrs. Neilson, Reid & Company of the Hyde Park Locomotive Works, Glasgow, report to "The Railway World" that they have on hand a large amount of work for India, aggregating 137 locomotives. These include 90 passenger engines for the East India Railway, 34 for the Nizam State Railway, 10 for the Indian State Railway and 2 for the Calcutta Port Commissioners. Messrs. Neilson, Reid & Company have hitherto had facilities for the production of about 400 locomotives per annum, but we understand that the works are to be greatly enlarged and that the capacity will be nearly doubled. It is satisfactory to note this evidence of enterprise on the part of one of our best-known locomotive makers. Competition from American manufacturers is constantly becoming keener, and during the past year British builders have had several warnings as to what may be expected in the near future if some special efforts are not made to retain the Eastern trade. Quite recently orders for 77 locomotives for China and 17 for Russia were given to American builders, one of the reasons being that quicker delivery could be obtained from them than from British builders.