DESERET EVENING NEWS: FRIDAY, DECEMBER 1, 1905.





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st. Paul. Nov. 30 .- A. B. Ford will ecome tomorrow the master mechanic f the Minot division of the Great orthern road. He formerly was trav-ng engineer of the Montana Central eling engineer of Waters, transferred to the Montana di-vision of the Great Northern, in sucasion of the Great Normern, in suc-ession to F. M. Freyburg, who had jone to the Montana Central road. Mr. Preyburg's predecessor, C. N. Prescott, has resigned to accept a position on the Oregon Short Line.

Inquiry at Oregon Short Line head-

HARRIMAN'S BIG ORDER.

Is in the

artiman is in the market for 45 tank rs, 1,500 steel under-frame box cars 100,000 pounds capacity each and \$00 seel under-frame refrigerator cars pounds capacity each. It is also that he will soon place contracts 5,000 more freight cars. The new corator cars are wanted, it is said, andle banana shipments to the west from New Orleans and for certain purposes not connected with the California fruit trade.

Oregon Short Line announces Dec, 15 it will run the first on south from Canada to Salt This innovation has been in-ed at the request of a number and at the request of a number mer Utahns who are now resid-a Alberta and who would like to to Salt Lake for Christmas, there have been a number of ions in the past from Salt Lake duada this is the first that has put in from the northern end of

AIR BRAKE SUIT.

ah Francisco, Dec. 1.—The Southern the officials have been served with be of a suit against them by the ernment in the United States dis-t court at Portland, Or., to collect alties for their violation of the elv anniance act percent by Conety appliance act passed by Cond in 1903. Similar suits have also seen brought against other overland reads. The act in question requires every train should have a sufficient or train brakes that the engineer the locomotive drawing such train control its speed without requiring themen to use common hand brakes that purpose.

All passenger trains are properly nuipped with air brakes, so the act re-is more particularly to freight trains. The Southern Pacific has many of the cars so equipped and as many of the cars so equipped and as a rule will not take a car from another road coming in through trains unless it has air brakes. The sult is therefore in the nature of a surprise and is probably the first action of the kind brought in the federal courts on the coast.

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