CPR EQUIPMENT

st to which expansion of rail-
lities in Canada may become
; that, it is said, is a matter
d largely upon postwar con-
he immigration policy which
adopted by Canada and the
n policies which may be
by other countries, and also
tariff and monetary conditions
ll affect international trade.
d, however, that there is room
for construction of consider-
n and branch railway line
o tap the mineral, forest and
al wealth of the country, the
ious areas for this develop-
g the Peace River and Mac-
iver basins and Northern
lumbia. Also, it is said, there
in Northern Quebec and
Ontario presenting distinct
s, and there remains con-
territory in Manitoba and
an which could be developed
line construction. It is said
ot possible to submit at this
deferred schedule of pro-
eage. Therefore, the sums
new lines and diversions are
ded as only indicative. The
informs the committee
however, that it would cost

Depressed Center Flat Cars on C.P.R.

REFERENCE was made in our August issue, pg. 411, to the depressed center flat cars owned and operated by Canadian Pacific Ry., and an illustration of one of them appeared. In the accompanying illustration, two of these cars are shown carrying unusual loads, viz., corvette boilers. These were transported from Toronto to Quebec City. As loaded they were 17 ft. in diameter, 13 ft. 6-7/16 in. wide, and their tops were 21 ft. 5 in. above the top of rail. They were built up by blocking 2 ft. 1 in. from the car platform, which is 2 ft. 4 in. above top of rail. This elevation to 4 ft. 5 in. above top of rail was to get the boilers high enough to clear the half-deck girder spans on some bridges which would have interfered with them otherwise. However, at some places, this provision, necessary to pass half-deck girder spans, made the load too high to pass under bridges. In such cases the train had to be stopped and the boilers held up by jacks while the blocking was removed and the boilers eased right down on the car platforms, so they would clear the bridge.

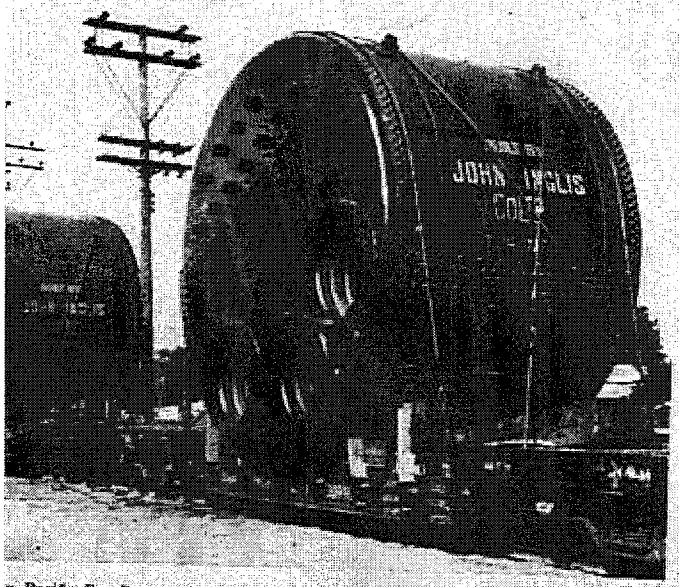
Another load of unusual character and quite difficult to handle was a transformer which was hauled from Toronto to Milton, Ont. It weighed over 134 tons, was 18 ft. 4½ in. high, 11 ft. 6 in. wide and 14 ft. long. As loaded, the top of the transformer was 21 ft. above the top of rail.

As stated in our August issue article, these cars were the only ones in Canada able to handle a 150-ton tank, 105 ft. long and 12'6" ft. in diameter, from Lachine, Que., to a synthetic rubber plant in Southwestern Ontario.

The depressed portion of each of these flat cars takes up 22 ft. 5 in. of the car length, and places the loading platform 2 ft. 7¾ in. above the top of rail, which confers an advantage of importance in handling very large or irregularly-shaped war shipments, which cannot be handled on ordinary cars and provide the necessary clearances as concerns bridges, tunnels, signals, telegraph wires, etc.

The cars are 53 ft. 8 in. long and 8 ft. 4 in. wide, and can carry a maximum load of 135 tons. The body is made of a single steel casting and all-steel floor sheets provide extra strength. The cars are fitted with six-wheel trucks instead of the 4-wheel ones common to most freight equipment, and journals are 12 x 6½ in. Clasp brakes are employed, and there are two brake cylinders and hand brakes at each end of the car. At 4 ft. intervals on the depressed platforms, provision is made for securing the cables and braces required to strap special loads in place.

Many Unusual Shipments Handled—The depressed center flat cars described constitute, of course, only a small percentage of rolling stock with which the C.P.R. is doing its magnificent war transportation job, in addition to handling its civilian traffic. According to H. J. Main, General Superintendent of Transportation, there are 77,719 units of rolling stock in C.P.R. freight service, including the 4,853 important but non-revenue maintenance and crew cars.



n Pacific Ry. Depressed Center Flat Cars Transporting Two Corvette Boilers.

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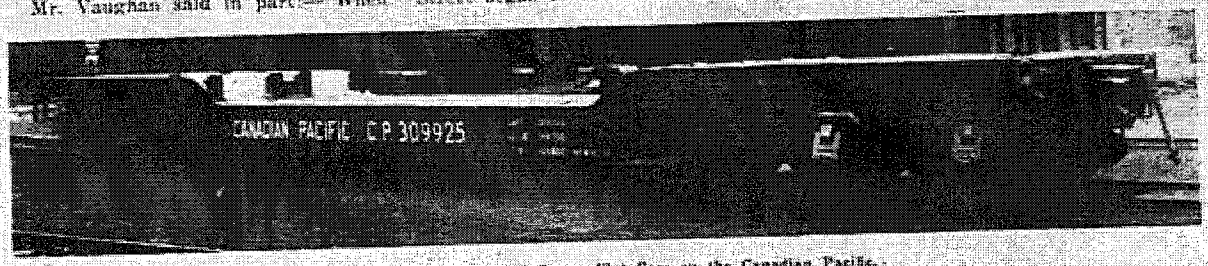
ment which will follow the end of the war."

Mr. Vaughan said in part:—"When the bugles blow 'Cease Fire', there will begin, we are certain, the great development of this property—the use of what we technically call the overhead rights. Imposing buildings will surround the present station building, and probably obscure it. The sites available total some 650,000 sq. ft. of surface above the railway facilities, and are, in our view, the most valuable properties now available in the Dominion of Canada. This is, as you know, situated at the very heart of Montreal, close to the hotels and shopping and other business districts. The site covers an area of 24 acres, about twice as large as Rockefeller Centre, in New York City, where, as you know, are housed some of the greatest businesses and other enterprises to be found anywhere."

Actual use of the new station began after midnight July 14-15, when all through main line trains of the C.N.R. which formerly used Bonaventure Station (with the exception of certain local trains which are temporarily continuing to operate to and from Bonaventure Station) began arriving at and departing from the new central station. Also, the new station is being used by the trains of connecting and associated lines, viz., Central Vermont Ry. and Rutland Rd. The first regular passenger train to use the new station was No. 16, from Toronto, which was brought into the station by electric locomotive no. 9186, as shown in one of the accompanying illustrations. The first outbound train was a local for [illegible] C.N.R. express terminal on St. James Street began to be served in the sub-track area in the new central station, following midnight, July 14-15. Outgoing shipments continue to be accepted at the receiving room in the former tunnel station at Lagauchetiere Street West and Inspector Street.



One of the Depressed Center Flat Cars on the Canadian Pacific.

Depressed Center Flat Cars on C.P.R.

Equipped to handle the ever-increasing flow of war freight, the Canadian Pacific Ry. has in its rolling stock special cars designed for the shipments peculiar to war, all difficult to handle but all vitally necessary to avoid getting there too late with too little. Corvette boilers, transformers for new war plants and welded steel boats are among the shipments which such equipment has carried in Canada, and recently, Canadian Pacific depressed-center flat cars were the only ones in the country which could handle a 150-ton tank—165 ft. long and 12½ ft. in diameter—from Lachine, Que., to a synthetic rubber plant in southwestern Ontario, where it was urgently needed.

These special flat cars used in hauling the rubber plant tank are the largest in Canada, and have seen international service in this global war in helping to take up the slack in shipping, the United Nations' most pressing need. Earlier in the war two of them were on loan to handle marine engines from the American Locomotive Co. in Schenectady, N.Y., to a Portland, Me., ship-

sioners, Feb. 26, 1941, Capital Fruit and Produce Co., of Winnipeg, and G. T. Curry, of Treherne, Man., applied to the Board under section 35, sub-section 6, of the Transport Act, to be brought within the terms of the agreement, representing that their business would be unjustly discriminated against unless they are brought within the agreement, and expressing willingness to comply with the agreement's provisions. In this matter, the Board has issued order 68,709 directing that the agreed charges provided for by order 60,373 are to apply to L.c.l. shipments of eggs by Capital Fruit and Produce Co. from Benito, Pine River and Ethelbert, Man., to Winnipeg, and to shipments by G. T. Curry from Treherne. The agreed charges are to apply as from June 28, the date of the recent order.

C.N.R. June Results

The following figures record Canadian National Rys. operating revenues, operating expenses and net revenue, in June and the first six months of 1943 and 1942:—

	June, 1943	June, 1942	Increase
Operat'g rev.	$ 39,250,000	$ 31,780,000	$ 7,471,000
Operat'g exp.	29,952,000	23,933,000	6,019,000
Net revenue	$ 9,298,000	$ 7,846,000	$ 1,452,000

	Six Months to June 30. 1943	1942	
Operat'g rev.	$210,484,000	$169,015,000	$41,469,000
Operat'g exp.	165,549,000	131,396,000	34,153,000
Net Revenue	$ 44,935,000	$ 38,619,000	$ 6,316,000

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