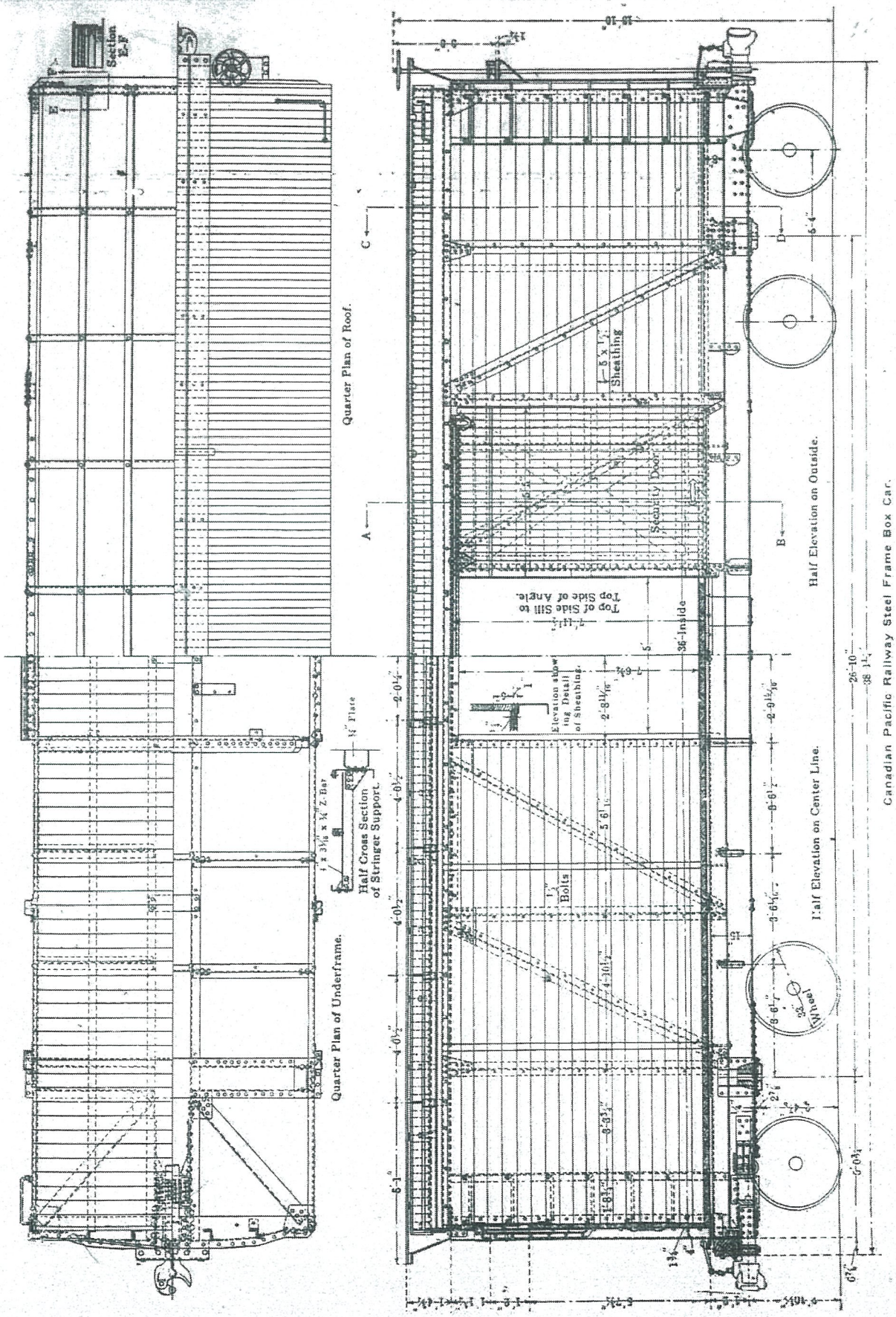
CANADIAN PACIFIC FREIGHT CARS


Section E-F
Quarter Plan of Roof.
Quarter Plan of Underframe.
Half Cross Section of Stringer Support.
Half Elevation on Outside.
Half Elevation on Center Line.
Canadian Pacific Railway Steel Frame Box Car.
Security Door
5 x 1/2 Sheathing
Top of Side Sill to Top Side of Angle.
36 Inside
Elevation showing Detail of Sheathing.
1/2 Bolts
33 Wheel

C.P.R. Steel Frame Box Cars.

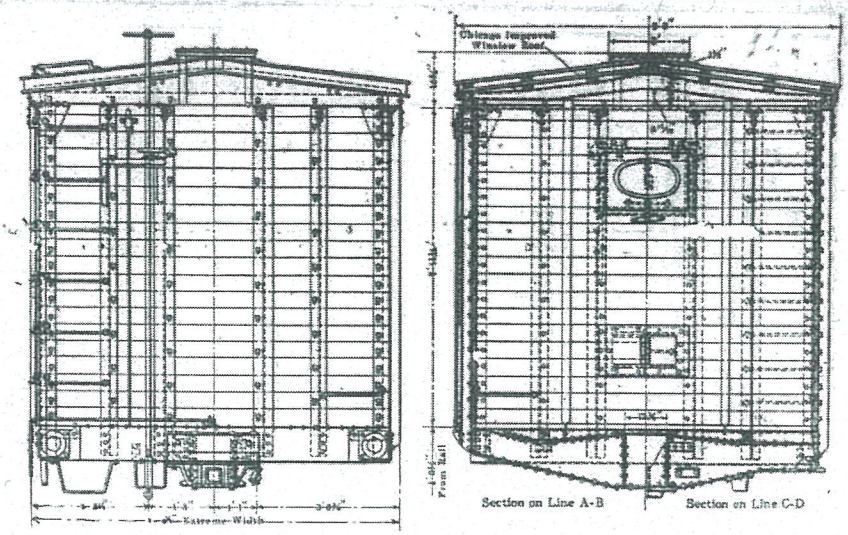
In our issue of January last, we published a description of 500 steel frame box cars built for the C.P.R. by the Dominion Car and Foundry Co. Subsequent orders have increased the number to 2,500, and the following additional information is now available in regard to them.

They are 36 ft. inside length and have a steel underframing and steel side and roof framing, the floor, side sheathing and roof covering being of wood. They weigh 36,700 lbs. Two 15 in. channels set 12⅞ in. apart and continuing from end sill to end sill, form the centre sills. The side sills are 8 in. channels and are set with their top face 1⅛ in. above the level of the top flange of the centre sills. The other longitudinal sills in the first order of 500 cars were 4 in. Z bars located mid-way between the side and centre sills and resting on top of the bolsters and cross bearers. In the next 1,000 cars, a 3 x 4 in. wooden stringer was substituted and in the 1,000 now being built the Z bar has again been used.

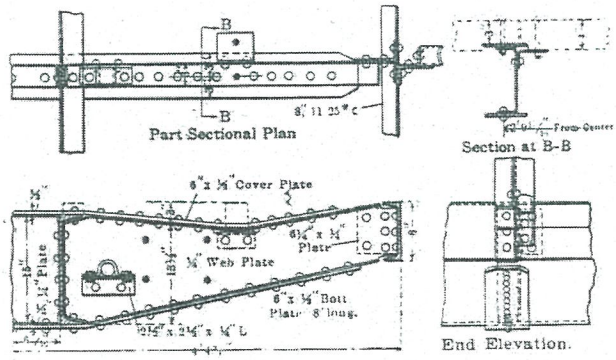
The bolster, which is shown in one of the illustrations, is of the pressed steel diaphragm built up type, having ½ in. cover plates top and bottom. The bolsters extend below and beyond the side sills, which are connected to them by angles and corner brackets, as shown in the illustration. Near the centre of the underframe just below the door posts are two built up cross bearers composed of a pressed steel diaphragm with a 6 x ½ in. cover and bottom plates, neither of which extends all the way to the side sill connection. Both the bolsters and cross bearers are constructed to permit the intermediate sills, 4 in. in depth, to rest upon them. The end sill is a channel pressed out so as to permit the Z bar end post being secured back of it. Between the bolsters and cross bearers are two cross braces consisting of channels secured between the side and centre sills. There is also a diagonal brace from the corner of the car to the connection between the centre sills and bolster.

The wooden floor is nailed to 1 in. wooden stringers secured on top of the centre sill channels and bolted or nailed to the intermediate longitudinal sills. It is not fastened directly to the side sills, but is held down by the side sheathing, the connection at this point being shown in the small detail given in the illustration of general elevation. The side framing is composed of 3 in. standard Z bars secured outside of the side sills and to an angle iron plate, the top connection being reinforced with a gusset plate. The corner posts are 5 x 5 in. angles and the two centre end posts are 4 in. Z's, the intermediate end posts being 3 in. Z bars. These are secured to the steel end carlin, which is of the Z section. The carlins are of pressed steel in U section, being arranged to lip over the side plate and are secured by a rivet through the vertical flange of the plate.

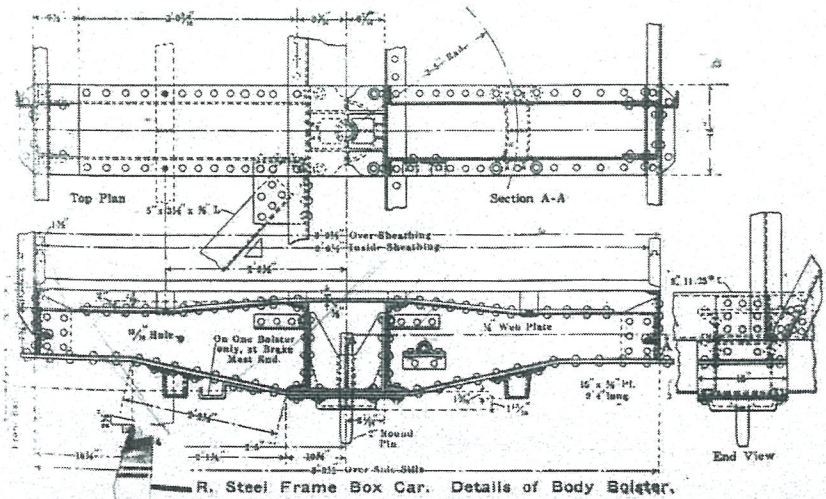
The inside sheathing is tongued and grooved, 1⅛ in. x 5 in. pine being bolted to the framing. The holes in the steel parts are slotted, and there are tie straps hooked over the top of the sheathing, carried down inside through the side sills and secured with nuts. The inside sheathing extends 3 in. above the bottom of the plates, and as it dries out or loosens up the bolts are slacked off and the nuts on the bottom of the tie bars being drawn up will permit the tightening of the sides and ends of the car to the total of 3 in., without leaving an opening at the top. There are two of these tie bars at each end and four on either side. The trucks are of the standard C.P.R. type, equipped with 750 lb. wheels. They have McCord malleable iron journal boxes; Susemihl frictionless side bearings; Simplex bolsters and brake beams, and American Steel Foundries steel back brake shoe. The specialties on the car body are Westinghouse air brakes and Simplex couplers.—American Engineer and Railroad Journal.



C. P. R. Steel Frame Box Car, End Elevation and Cross Section.



C. P. R. Steel Frame Box Car. Details of Cross Bearer.



R. Steel Frame Box Car. Details of Body Bolster.

Dominion Atlantic Ry.—Gross earnings for May $85,800, against $91,623 for May, 1909. Aggregate gross earnings for 11 months ended May 31, $1,076,550, against $1,045,605 for same period 1908-09.

It is said that the "interests friendly to the C.P.R." which have acquired the D.A.R., paid 60 for the preference stock and 20 for the common, which were quoted in the English market at 44 and 13 respectively. The amount of common stock is about £250,000 and the preference about £270,000, to that only a little over £200,000 would be required to secure the whole of both issues.

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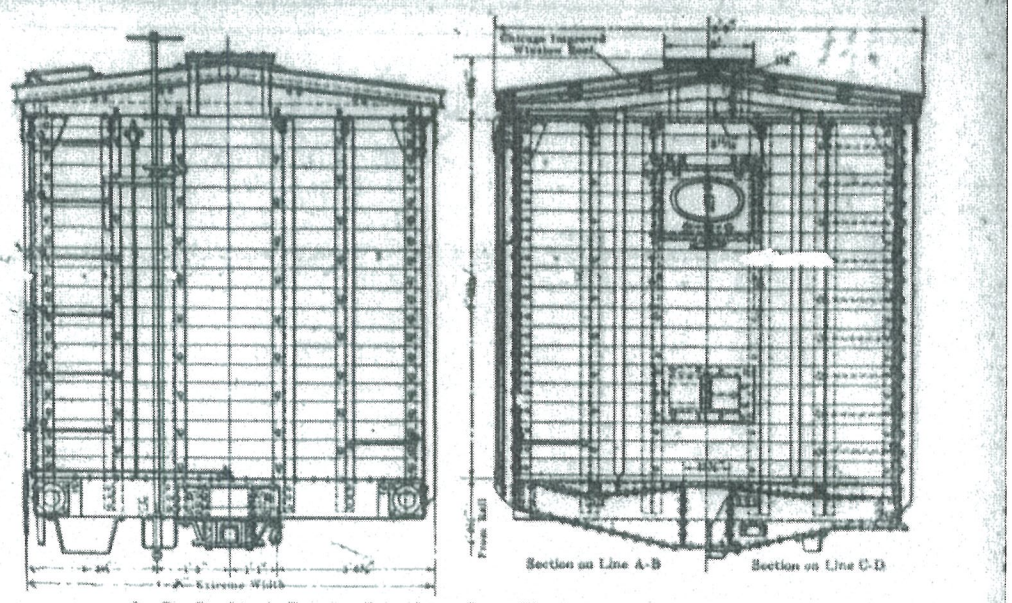

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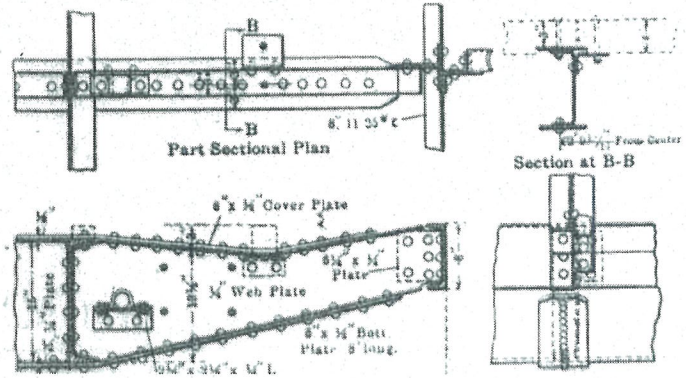

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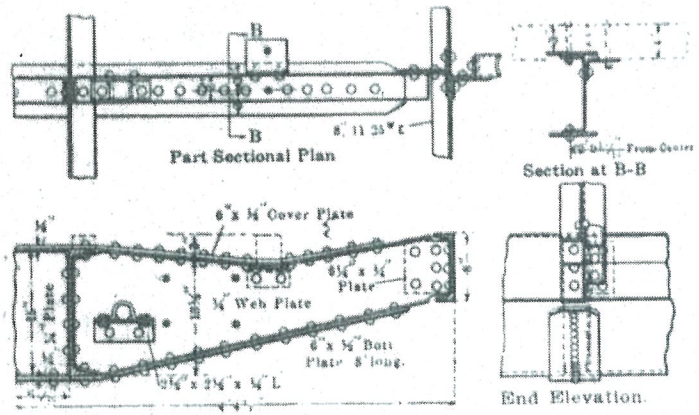

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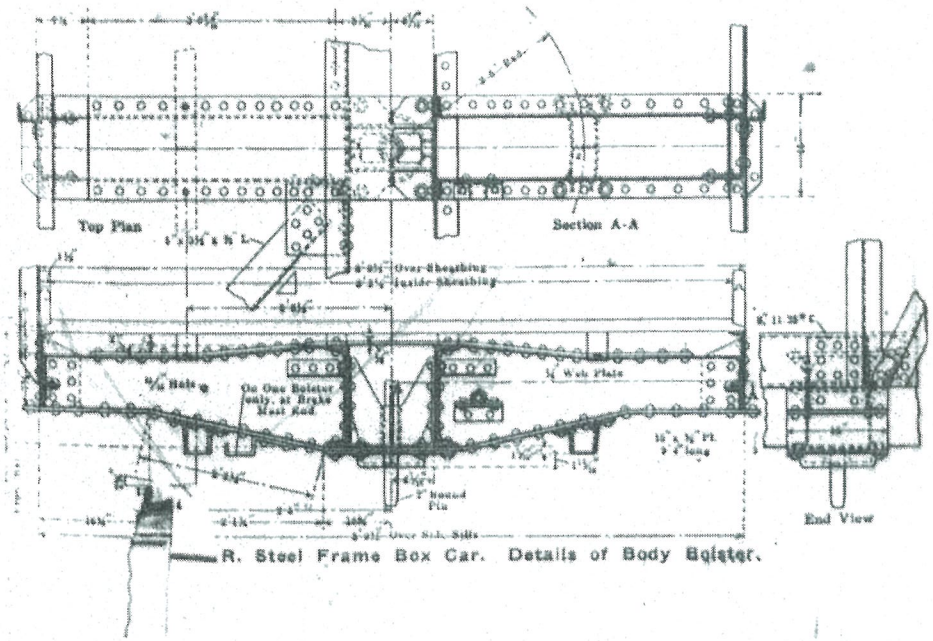

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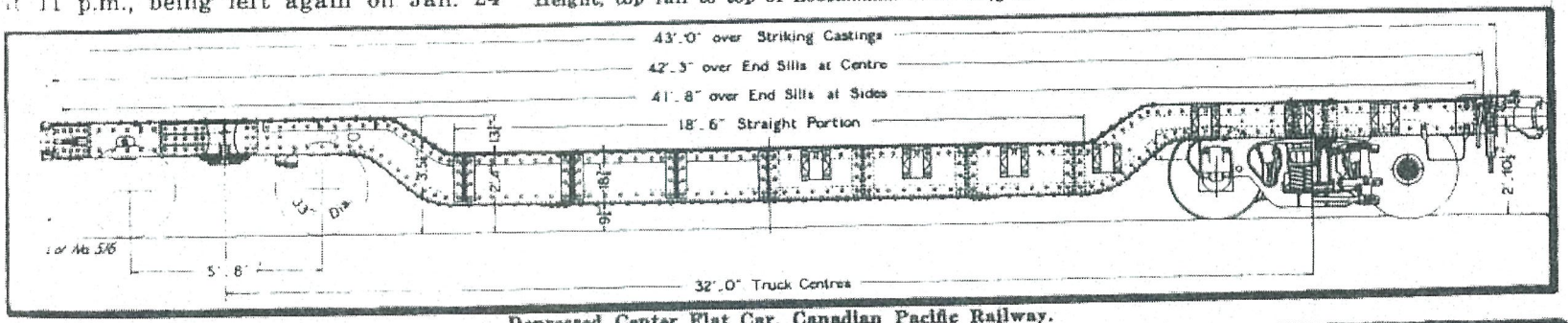
and Jasper was reached on Jan. 22 at 8.30 a.m., a stop being made till 4 p.m. Sir Henry went through Jasper Park, under the Superintendent's guidance, first proceeding towards the base of Pyramid Mountain, and seeing several herds of elk. The Athabasca River was crossed to Lac Beauvert, where the extension being made to Jasper Park Lodge, and which will give a total accommodation for 125 guests, was inspected. Buffalo Park, Wainwright, was then visited. Edmonton was passed through on Jan. 23 early in the morning. A stop was made at North Battleford, from 4.30 to 5.30, and Prince Albert was reached at 11 p.m., being left again on Jan. 24 at 10 a.m. At the hour of Hon. W. C. Kennedy's funeral, the train was stopped for a few minutes, during which Sir Henry addressed the other members of the party, who had assembled in the observation car, and referred feelingly to the Minister's death.

Winnipeg was reached again on Jan. 25 at 6 a.m., the principal feature of the visit being a dinner given by the board of trade, at the Fort Garry Hotel. Winnipeg was left on Jan. 26 at 9 a.m., the

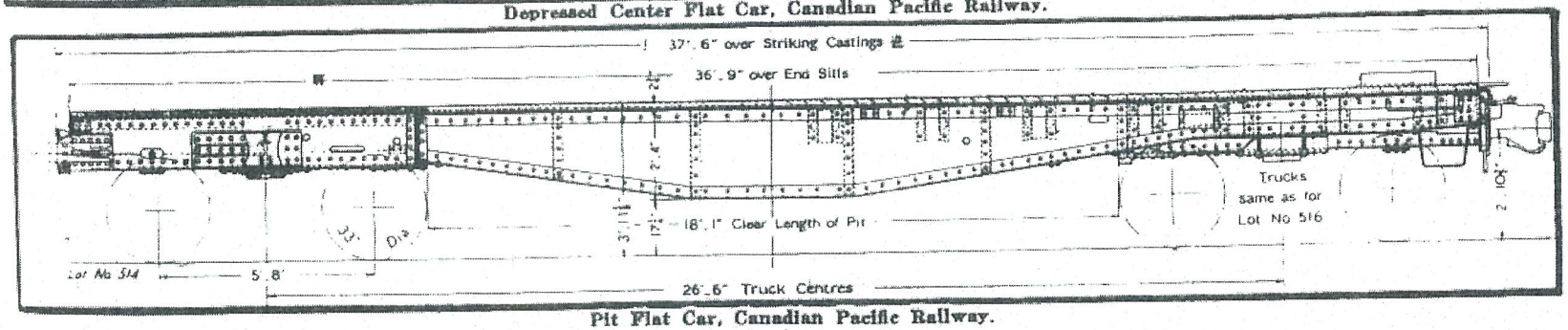
These cars are designed for transportation of large machinery, the depressed center permitting a taller load to be carried within clearance limits of bridges, tunnels, etc. Details of the underframing, flooring, trucks, air brake equipment, etc., were given in the article in the April number.

The C.P.R. also had 5 pit flat cars built by Canadian Car & Foundry Co., a side elevation of one of which is given herewith. Their chief dimensions are as follows:—

Length over striking castings	87 ft. 6 in.
Length over end sills	86 ft. 9 in.
Width over flooring	10 ft. 5⅛ in.
Height, top rail to top of floor	8 ft. 11⅝ in.



Depressed Center Flat Car, Canadian Pacific Railway.



Pit Flat Car, Canadian Pacific Railway.

The underframing consists of box girder side sills, fish belly type, each consisting of ⅝ in. web plates, two 4 x 4 x ⅝ in. top angles, four 4 x 4 x ½ in. bottom angles, and one ⅜-in. top cover plate; built up center sills, with 3½ x 3½ x 5/16 in. top angles, 5 x 5 x ½ in. bottom angles, ¼ in. top cover plate and ½ in. bottom cover plate. The center sill runs from end sill to edge of pit in the floor of the car, 4 ft. behind the body bolster. The body bolsters are built up

drop type hand brakes and [illegible] angle cock holders. When the pit is not in use, temporary covers are placed over it, allowing the car to be used as a flat car. When the pit is in use, these covers are stored at the ends of the car. The tare weight of each of the cars is 47,800 lb., and maximum capacity 162,200 lb.

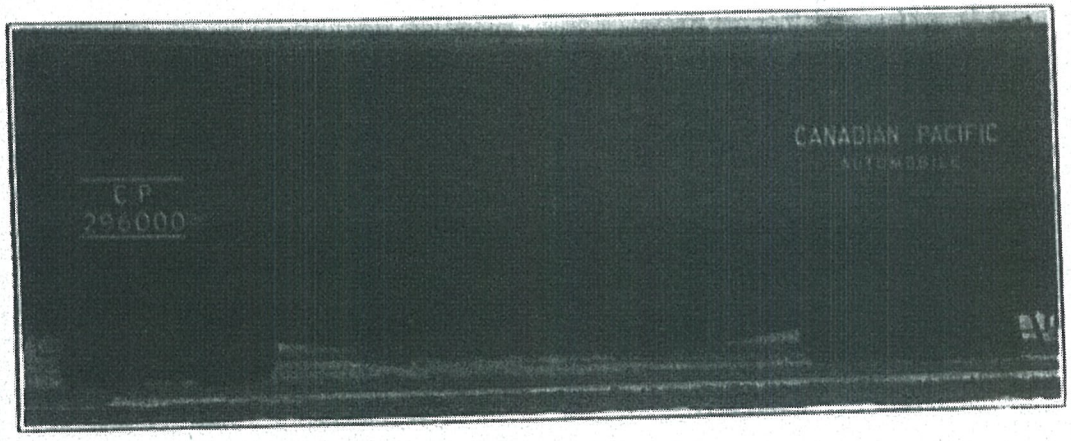
The Canadian Industrial Traffic League and the Transportation Club of Toronto, held a joint dinner on Jan. 10. The League's President, W. R. Dickie, of Imperial Oil, Ltd., presided. J. H. Beek, Executive Secretary, National Industrial Traffic League, Chicago, gave a very interesting address on traffic matters, and the relations which should exist between the shippers and the railways.

Sir Henry Thornton, President, Canadian National Rys., will address the Toronto Canadian Club on Feb. 12. He has been asked to speak before the Buffalo, N.Y., Canadian Club, the members of which want to interest him in the proposed enlargement of the G.T.R. international railway bridge between Bridgeburg and Buffalo.

Double Deck Automobile Cars, Canadian Pacific Railway.

The accompanying illustrations show the first of a series of automobile cars, built at the company's Angus shops, Montreal, and which are said to be the first double deck auomobile cars built or owned in Canada. Their principal dimensions, etc., are as follows:

Height at eaves	14 ft. 1 in.
Width at eaves	9 ft. 9 in.
Inside length	40 ft. 6 in.
Inside width	8 ft. 7 in.
Inside height	9 ft. 6 in.
Inside space	3,300 cu. ft.
Capacity	80,000 lb.
Tare	44,900 lb.



Double deck Automobile Car, C.P.R.

Canadian Society of Civil Engineers.—Members in British Columbia discussed

Freight and Passenger Traffic Notes.

The G.T.R. announces that Acton West station, on its Toronto-Guelph line, has been renamed Acton, to conform to the post office name.

The Great Northern Ry. was reported, Mar. 14, to be arranging to operate a through train service between Vancouver and Nelson, B.C., via Hope and Oroville, Wash.

The G.T.R. has issued a booklet, "Ottawa, Canada's Seat of Government," for circulation in the United States and elsewhere for the promoting of tourist traffic to that city.

The Canadian Northern Ry. started operating a train service over its Lulu Island Branch, Mar. 7. One train a day

The Canadian Northern Ry. is operating two freight trains a day from Vancouver to eastern points, while the westbound requires only one. Each of the three trains comprises 15 cars.

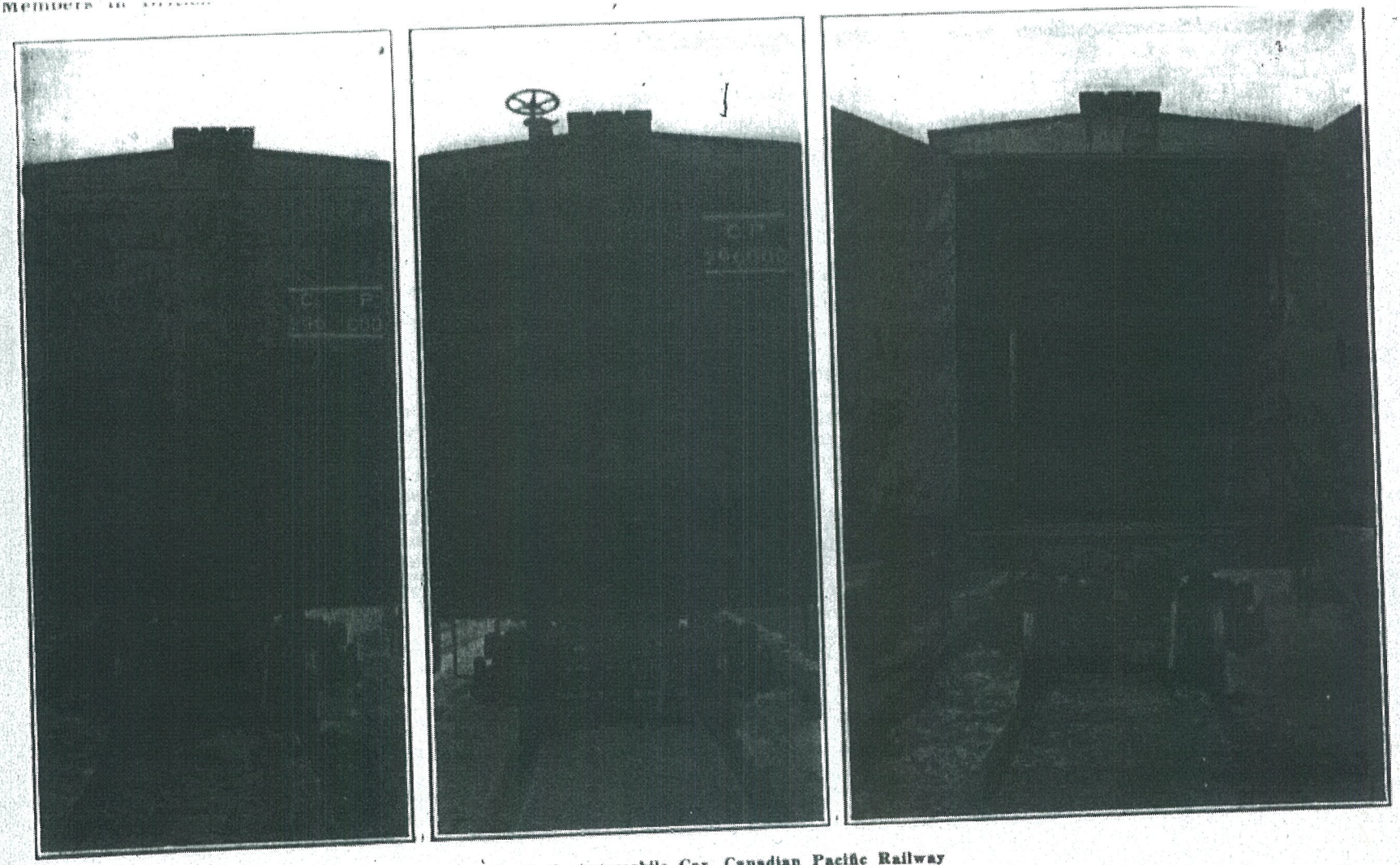
In order to aid in securing labor for farmers in the west, Canadian railways put in operation, Mar. 1, a 1c a mile rate from all points on the United States border in Canada and west of Ontario.

Owing to the necessity of relieving the freight situation, Canadian railways, upon the suggestion of the Board of Railway Commissioners, will not grant any reduced fares nor operate any special trains for the Easter holiday traffic.

M. McD. Duff. Manager, C.P.R. Great Lakes Steamships, has completed a tour of the C.P.R. system in connection with a general plan to promote travel during the navigation season by the rail and lake route rather than by the all rail route.

The G.T.R. has issued a new form of commutation ticket. Instead of a strip of detachable coupons for 10 trips, or a book for the 55 trips, the new ticket has a series of numbers printed along the side, one of which the conductor will punch out on each trip.

The Department of Railways has authorized the fitting up of a car for the exhibition of moving pictures dealing with the grave dangers of taking unnecessary chances in the performance of railway work. The car will travel over the Canadian Government Railways and lectures will be given as part of the safety first campaign.



Double Deck Automobile Car, Canadian Pacific Railway

with members of the provincial government recently matters affecting the status of civil engineers. R. W. McIntyre, past Chairman of the Victoria branch, and D. O. Lewis, District Engineer, Canadian Northern Ry., presented the case for the engineers, and the Premier promised to give the matter consideration.

is being operated each way between Steveston and Queensboro, B.C.

From a comparatively small catch a few years ago the shipments of halibut from Prince Rupert, B.C., over the Grand Trunk Pacific Ry. to Canadian and United States points have grown to about 15,000,000 lb. a year.

The Premier of Saskatchewan, on Mar. 13, promised to consider the question of the appointment of a traffic expert, which was urged by a deputation representing the boards of trade of the province. He stated it might be sufficient to secure one expert to look after the interests of Manitoba, Saskatchewan and Alberta.

and attendant rise in other costs placed on the railways during the past year. Under the circumstances, the only course for the management to pursue, is to reduce operating expenses to the lowest possible notch consistent with safe operation and reasonable service. Action along these lines is sometimes opposed by local interests that consider they are unfairly affected, but the matter must be handled on lines of broad policy in the interest om the owners of the property, who are the Canadian people, represented by the Government of Canada. The management have every reason to believe that the public will appreciate the fact that the steps being taken to make ends meet are in the national interest, and that the campaign of retrenchment will have general support.

Machinery Flat Cars, Canadian Pacific Railway.

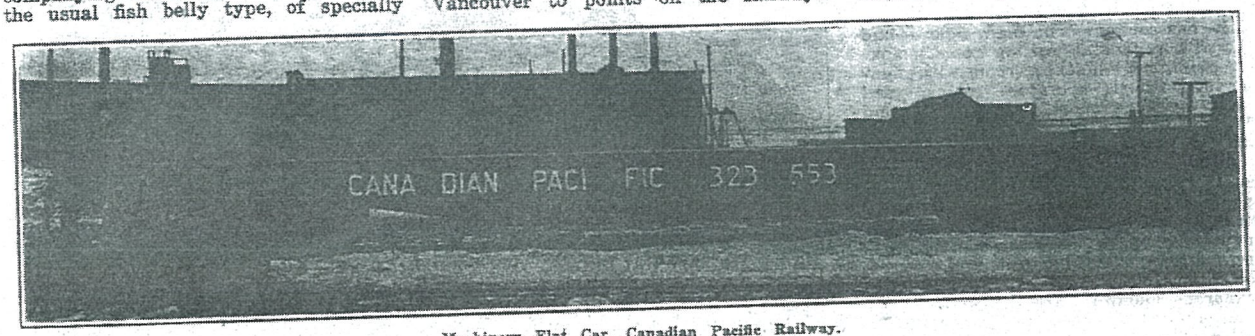
The C.P.R. has had built recently, at its Angus shops, Montreal, five machinery flat cars, designed for special service, one of which is shown in the accompanying illustration. They are of the usual fish belly type, of specially strong construction, to carry heavy concentrated loads.

The end sills are pressed steel, in one piece, and on the top, extending the full width of the car, a piece of timber 6 x 10 in. is fitted to form an end blocking for the load. The end stake pockets pass through this blocking and are flush with the top.

The deck is 2½ in. thick, secured to the underframe by bolts, which pass through longitudinal steel straps laid on top of the wood near the sides of car. The car is equipped with W.A.B. 10 x 12 in. air cylinder and Ureco drop hand brake.

The trucks are of low construction, with Vulcan side frames and cast steel bolsters. The following are the principal dimensions:—

Length inside pulling face of knuckles	45 ft. 5 in.
Length of load platform	40 ft. 0 in.
Width of load platform	8 ft. 10 in.
Width over all	9 ft. 9⅝ in.
Truck centers	32 ft. 9 in.
Truck wheel base	5 ft. 8 in.
Height from rail to top of deck	3 ft. 7 5/16 in.
Height from rail to top of brake shaft	5 ft. 7 in.



Machinery Flat Car, Canadian Pacific Railway.

Freight and Passenger Traffic Notes.

At a grain growers' convention at Moose Jaw, Sask., Feb. 2, it was reported that up to Jan. 21, the C.P.R. had moved 67,157 cars, or 92,335,375 bush. of wheat, and the Canadian National Rys. had moved 40,975 cars, or 49,170,000 bush.

The Quebec Harbor Commission's application to the Board of Railway Commissioners, for an order that export rate on grain from Georgian Bay ports to Quebec be made the same as to Montreal, was heard Feb. 3, and judgment reserved.

Alberta wheat is being moved through Vancouver, B.C., to United States and other ports, a shipment of 2,700 tons having been made to San Francisco, Cal.; and about 7,000 tons have been shipped to continental Europe. The motorship Siam is expected to load a further 5,500 tons for Europe.

The North Vancouver City Council's ferry committee will, it is reported, approach the Pacific Great Eastern Ry.'s management with regard to the possibility of co-operative arrangements for handling of through passengers from Vancouver to points on the railway's North Shore line from North Vancouver to Whytecliffe, B.C., 13 miles.

The Prince Rupert, B.C., News claims that 2,000,000 lb. of halibut, equal to 103 car loads, valued at $200,000, were diverted to Ketchican and Seattle, United States ports, during 1920, owing to a shortage of refrigerator cars to ship east, and that a revenue of about $60,000 was thus lost by the express company operating from Prince Rupert.

The Pacific Great Eastern Ry., a press report states, put in operation on Feb. 21, a new train schedule between Squamish and Deep Creek, B.C. Instead of two trains a week leaving Squamish, Wednesdays and Saturdays, the new schedule provides for only one, leaving Squamish on Mondays, stopping over at Lillooet, and running on to Deep Creek on Tuesday, returning to Williams Lake the same night, resuming the trip on Thursday to Lillooet, and proceeding thence to Squamish on Friday morning.

On the Minister of Agriculture's recommendation the Governor General in Coun- [illegible] made the following regulation, to in that area, and appointed a deputation to co-operate with the Gaspe delegates and to interview the Quebec Government to ask improvements in railway and steamship service to Quebec and Montreal. One of the Gaspe delegates is reported to have stated that it took some of them almost a week to reach Quebec, owing to the inefficient equipment of the railways serving the district.

The Hudson Bay Ry., we are officially advised, has no regular train schedule. The line is being operated by the Canadian National Rys., and since July 14, 1920, a train has been operated on alternate Wednesdays, leaving Pas, Man., at 7 a.m., and running to Piquitenay, mile 214, where the contractor's temporary headquarters are situated. The fare is 5c. a mile, and C.N.R. agents are advised that through tickets to points on the line are not to be sold. The end of track is at mile 332.

The Quebec, Montreal and Southern Ry. is reported to have been fined $20 for not having printed its bill of lading forms in French as well as English, as required by a Quebec statute. Action was taken by a private person in the form of a qui tain action. The company represented that it had forms in both French and English, but that it was not possible to combine them and still keep the bill of lading within the limits of a certain size. The judge held that the law was imperative that the bills of lading and other shipment forms should be printed in both languages and on the same form. Half the penalty goes to the Crown and half to the party bringing the action.

The Imperial Privy Council's Judicial Committee, a London, Eng., cable of Feb. 4 states, has refused the Canadian Northern Ry.'s application for leave to appeal against the Quebec High Court's judgment in the action brought against it by Messers. Greenshields of Montreal, which involved a matter of about $300 and represented the value of a consignment of goods given to a firm of carriers, who acted as the company's agents, and from whose wagon the goods were stolen. Two Quebec courts found against the railway company, which was barred from [illegible] Supreme Court of Can-

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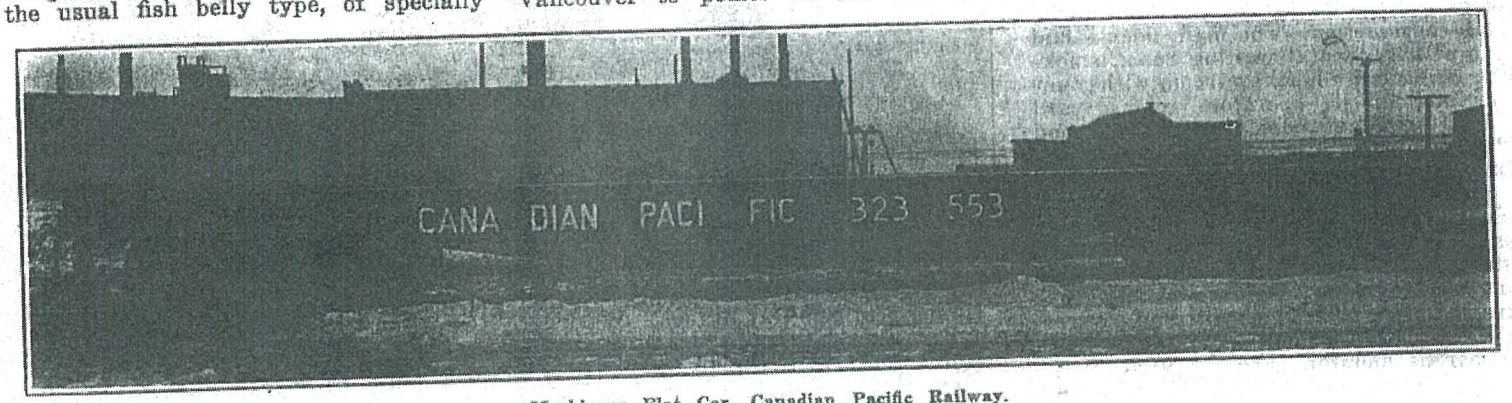

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Length of load platform	40 ft. 0 in.
Width of load platform	8 ft. 10 in.
Width over all	9 ft. 9⅝ in.
Truck centers	32 ft. 0 in.
Truck wheel base	5 ft. 8 in.
Height from rail to top of deck	3 ft. 7 5/16 in.
Height from rail to top of brake shaft	5 ft. 7 in.
Couplers, type D, shank	5 x 7 in.
Diameter of wheels	33 in.
Size of journals	6 x 11 in.
Tare weight	44,200 lb.
Limit load	165,800 lbs.

The through traffic between Vancouver and the Okanagan and Kootenay districts via Kettle Valley Ry., is reported to have been suspended for the winter owing to snowslides in Coquihalla valley extending for about 14 miles. The Kettle Valley trains will, it is said, connect with the C.P.R. at Spence's Bridge, with the main line trains 3 and 4.

Vancouver to points on the railway's North Shore line from North Vancouver to Whytecliffe, B.C., 13 miles.

The Prince Rupert, B.C., News claims that 2,000,000 lb. of halibut, equal to 103 car loads, valued at $200,000, were diverted to Ketchican and Seattle, United States ports, during 1920, owing to a shortage of refrigerator cars to ship east, and that a revenue of about $60,000 was thus lost by the express company operating from Prince Rupert.

The Pacific Great Eastern Ry., a press report states, put in operation on Feb. 21, a new train schedule between Squamish and Deep Creek, B.C. Instead of two trains a week leaving Squamish, Wednesdays and Saturdays, the new schedule provides for only one, leaving Squamish on Mondays, stopping over at Lillooet, and running on to Deep Creek on Tuesday, returning to Williams Lake the same night, resuming the trip on Thursday to Lillooet, and proceeding thence to Squamish on Friday morning.

On the Minister of Agriculture's recommendation the Governor General in Council has made the following regulation, to be added to those made Nov. 30, 1909, under the Animal Contagious Diseases Act: "The agent of any railway or common carrier receiving cattle or other live stock for shipment shall attach to the waybill accompanying such shipment the district health cerificate relating to such cattle or other live stock, whenever the owner or shipper possessing such certificate requests him so to do."

The Quebec Board of Trade recently heard representatives of the Gaspe peninsula explain transportation conditions

Action was taken by a private person in the form of a qui tain action. The company represented that it had forms in both French and English, but that it was not possible to combine them and still keep the bill of lading within the limits of a certain size. The judge held that the law was imperative that the bills of lading and other shipment forms should be printed in both languages and on the same form. Half the penalty goes to the Crown and half to the party bringing the action.

The Imperial Privy Council's Judicial Committee, a London, Eng., cable of Feb. 4 states, has refused the Canadian Northern Ry.'s application for leave to appeal against the Quebec High Court's judgment in the action brought against it by Messers. Greenshields of Montreal, which involved a matter of about $300 and represented the value of a consignment of goods given to a firm of carriers, who acted as the company's agents, and from whose wagon the goods were stolen. Two Quebec courts found against the railway company, which was barred from appealing to the Supreme Court of Canada, because of the statutory provision that there can be no appeal to the Supreme Court in cases involving less than $2,000. The presiding judge in the judicial committee asked if the company would pay the costs of an appeal whichever way it went, but the railway's counsel was not prepared to assent. The court held that the case did not involve any intricate or delicate problems about which Quebec judges needed any further direction.

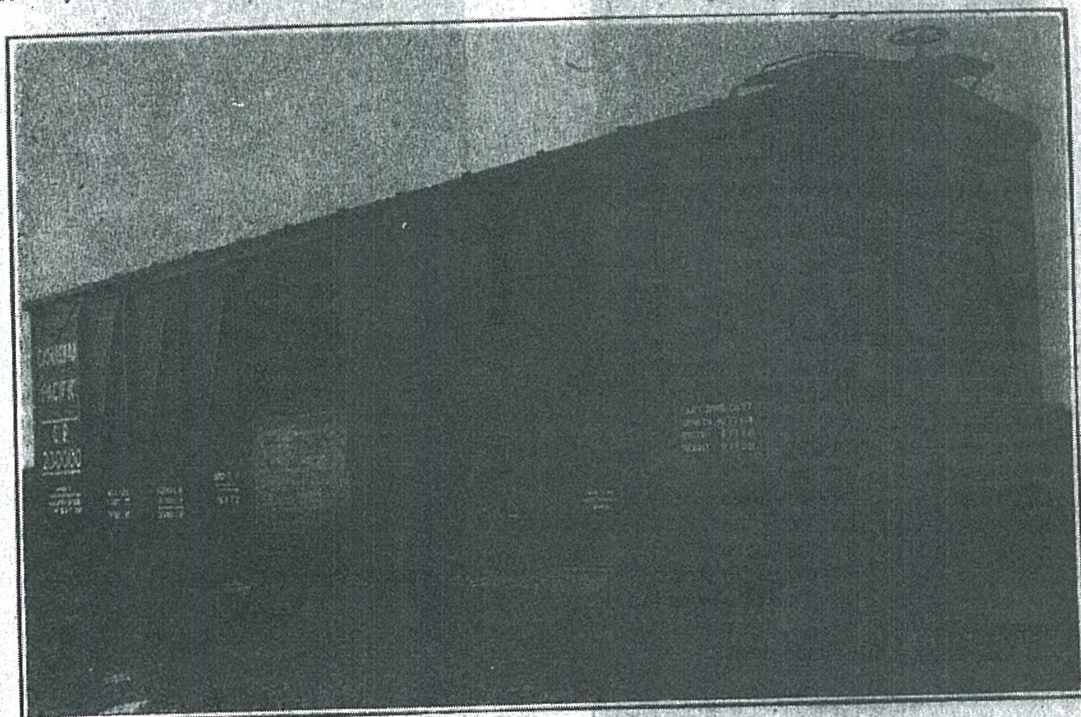
Sixty-Ton Hopper Bottom Cars, Canadian Pacific Railway.

Canadian Railway and Marine World for August contained a description of the 3,500 sixty-ton hopper bottom box cars which the C.P.R. is having built, the orders having been given last spring, viz., for 2,000 to Canadian Car & Foundry Co., which are being built at its Fort William, Ont., plant; 500 to Eastern Car Co., New Glasgow, N.S., and 1,000 to National Steel Car Corporation, Hamilton, Ont. Up to the time of our last advice, Canadian Car & Foundry Co. had only 231,000 to 232,499, by Canadian Car & Foundry Co.; 232,500 to 232,999 by Eastern Car Co.; 233,000 to 233,499 by Canadian Car & Foundry Co.

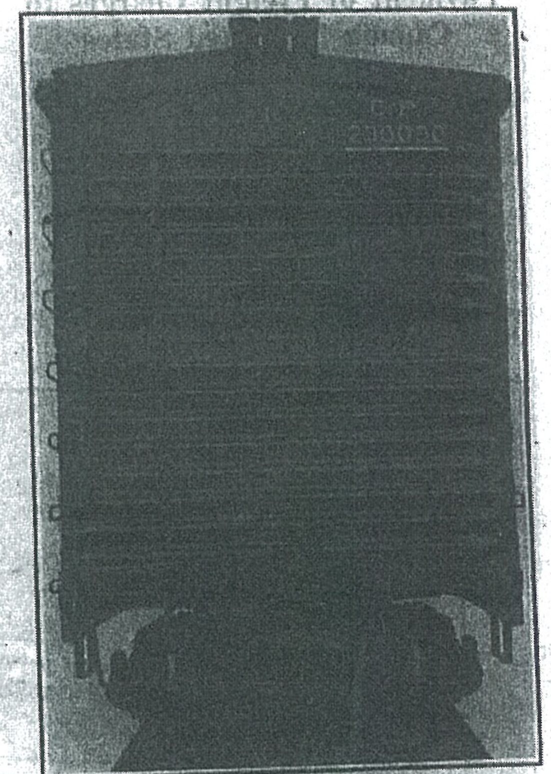
Since the data referred to was published we have received an outline drawing and some additional photographs, illustrations from which are given on this and on pages——

Some additional information has also been furnished us as follows:—

Type of underframe, 12 in. 32.7 lb. channel cen-



60-Ton Hopper Bottom Box Car, C.P.R. Hopper door open.



60-Ton Hopper Bottom Box Car, C.P.R. End view.

eaves, 12 ft. 10 7/16 in.; inside (clear), 9 ft.

Side doors opening 6 ft.

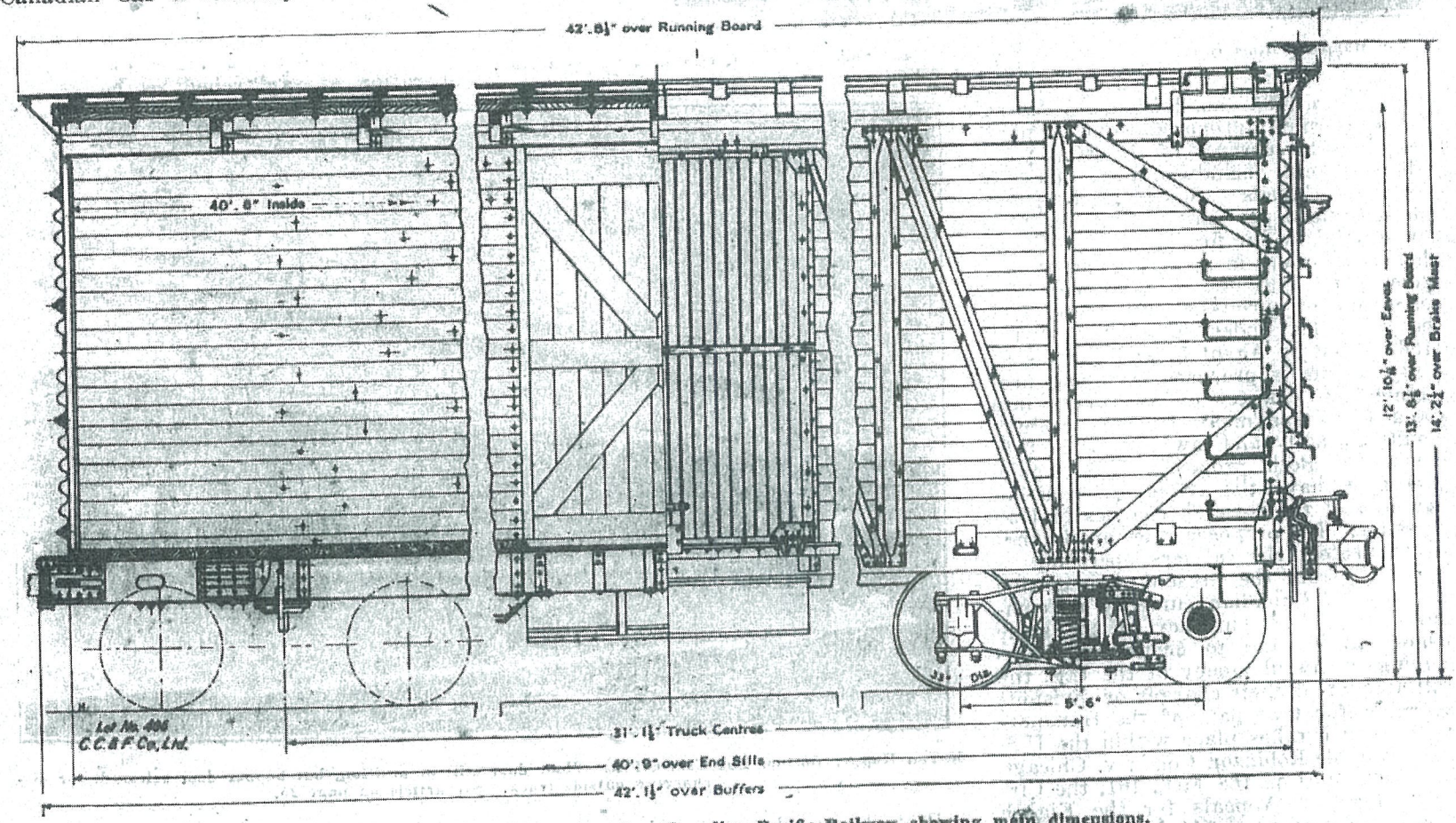
Axle capacity, in accordance with latest A.R.A. recommendations, is 169,000 lb. From this the tare weight of 48,300 lb. is deducted, giving a total carrying capacity of 120,700 lb.

Air brakes, Westinghouse, K.C. 1012.

Angle cock holder, Western.
Axles, A.R.A. 5½ x 10 in. journals.
Bolsters, Simplex.
Brake beams, Simplex.
Couplers, A.R.A. type D. 6 x 8 shank, with 6½

42' 8½" over Running Board

Ont. Up to the time of our last advice, Canadian Car & Foundry Co. had only



Sixty-Ton Hopper Bottom Box Car, Canadian Pacific Railway, showing main dimensions.

delivered 199 cars, neither of the other car building companies having delivered any.

The serial numbers of these cars are as follows:—230,000 to 230,999, being built by National Steel Car Corporation;

been furnished us as follows:

Type of underframe, 12 in. 32.7 lb. channel center sills; 9 in. 17.5 lb. channel side sills; 6 x 4 x ⅜ in. angle end sills.

Length, over end sills, 40 ft. 9 in.; over buffers, 42 ft. 1½ in.; inside, 40 ft. 6 in.

Width, over side sills, 8 ft. 9 in.; over eaves, 9 ft. 8¾ in.; inside, 8 ft. 6 in.

Height, from top of rail to top of brake mast, 14 ft. 2¼ in.; from top of rail to top of car

Couplers, A.R.A. type D. 6 x 8 shank, with 6½ x 1⅝ in. slot.

Door fixtures, Camel; with starters.

Draft gear, Murray friction, type H., class 25.

Draw bar yoke, Universal cast steel.

Draft springs, Special 8-coil to suit Murray friction gear.

Drop doors, Burnett hoppers, with grain doors.

Ends, Murphy, all steel, in 2 pieces.

Journal boxes, McCord, 5½ x 10 in., with pinless type lid.
Roof, single boards with outside metal roof, Murphy type X.L.A. flexible no. 2.
Side bearings, Stucki on 500 cars, Woods on 1,500 cars.
Truck frames, arch bar type, A.R.A. standard.
Truck springs, A.R.A. class D.
Uncoupling arrangement, Imperial, type B.
Wheels, 33 in., 725 lb., cast iron, chilled tread.

Payment of Freight Charges to Canada in United States Curreney.

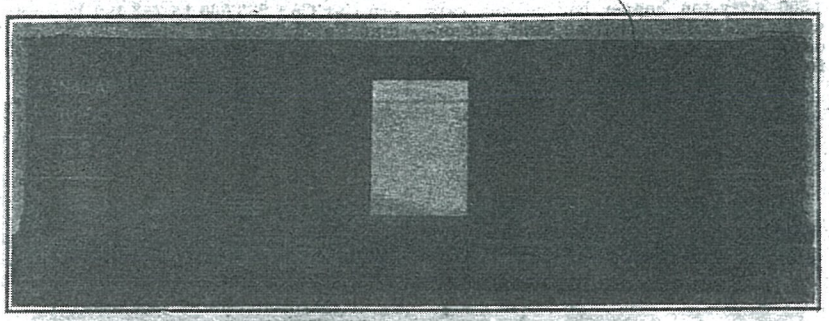
Commissioner Hall, of the U.S. Interstate Commerce Commission, gave the following decision Nov. 17, 1920, re payment of charges on shipments to Canadian points:—These proceedings have been consolidated because they involve the same general subject matter, and will be disposed of in one report. By the schedules under suspension in no. 1191 and no. 1191—no. 2, issued by Agent Gomph, a rule is proposed requiring payment in U.S. currency of the rates published therein, including joint rates to points in Canada. Since the hearings the suspended portions of the schedules enumerated in our first and second supplemental orders in no. 1191, and in our order in no. 1191—no. 2, have been cancelled under permission from us. By the schedules under suspension in no. 1196, issued by Agent Leland and Agent Kelly, a rule is proposed requiring prepayment of charges on shipments into Canada. Prepayment in this country would normally and lawfully be in U.S. currency. Both proposed rules would, therefore, have the effect of requiring payment of the through charges in U.S. currency. The proposed rules are intended to protect the carriers operating in the U.S. from the present depreciation in value of Canadian currency as compared with U.S. currency of the same denomination, and to ensure their receiving in lawful money of the U.S. the full amount of their charges or divisions accruing for that part of the transportation which takes place within the U.S.

In Gamble-Robinson Com'n v. Chicago for such charges to other persons or corporations similarly situated. That act left common carriers free to exercise to their full extent all the rights and privileges they had under the common law, as far as these rights and privileges and their exercise were not rendered unlawful by the provisions of that act."

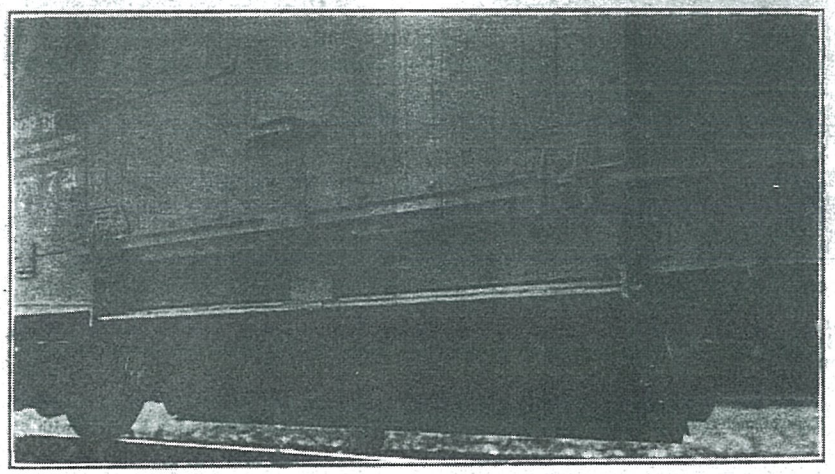
ential of others, but on the ground that they would result in the carriers receiving an overpayment for that part of the transportation which takes place in Canada to the extent of the difference in the exchange values of U.S. and Canadian money. Our jurisdiction over transportation to or from a foreign country is limited to that part of the transportation which takes place within the United Sates. Interstate Commerce Act, section 1, paragraph (2); International Paper Co. v. D. & H. Co., 33 I. C. C., 270. We cannot, therefore, undertake to pass upon the proposed rules in so far as they affect charges for transportation beyond the borders of the U.S., but will leave their validity and propriety to be determined under the laws in force where the transportation takes place.

We find that the proposed rules have been justified in so far as they affect the charges for interstate transportation wholly within the U.S., and the charges or divisions accruing for that part of the transportation between the U.S. and a foreign country which takes place within the U.S.

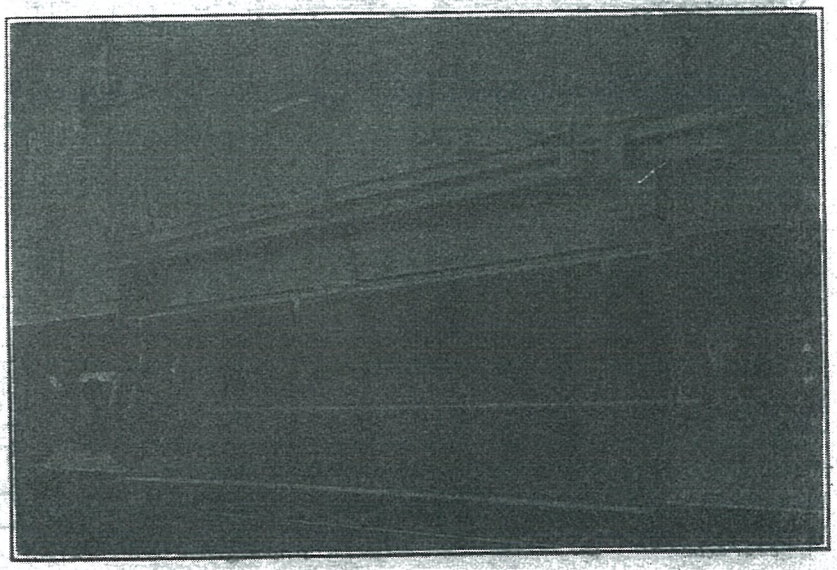
It is ordered, that the order heretofore entered in this proceeding suspending the operation of said schedules be vacated



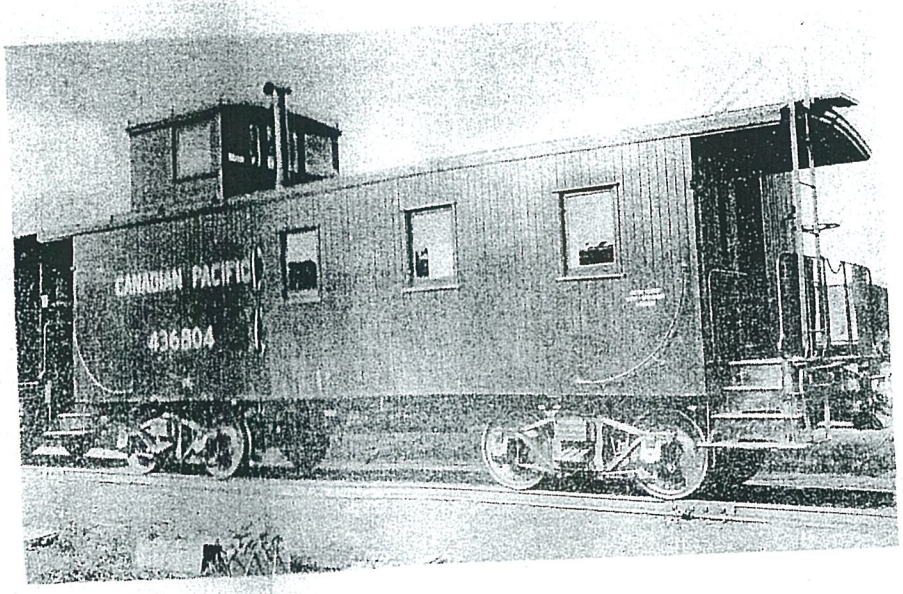
60-Ton Hopper Bottom Box Car, C.P.R. Hopper door closed.



60-Ton Hopper Bottom Box Car, C.P.R. Floor door in place, and hopper door closed, to receive lading. See article on page 25.



60-Ton Hopper Bottom Box Car, C.P.R. Floor door still in position, but hopper door released, for discharging outside track. See article on page 25.



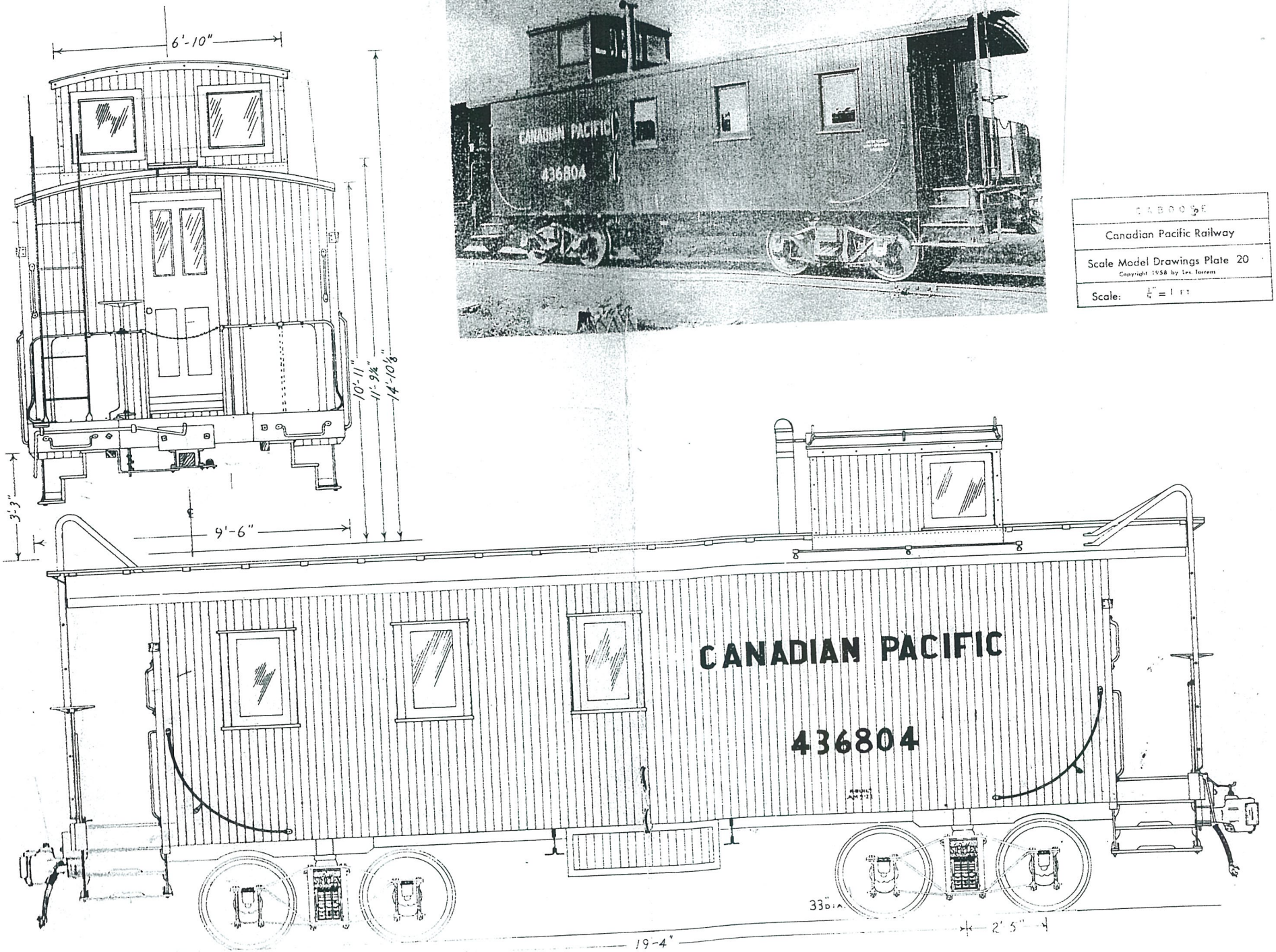
CABOOSE

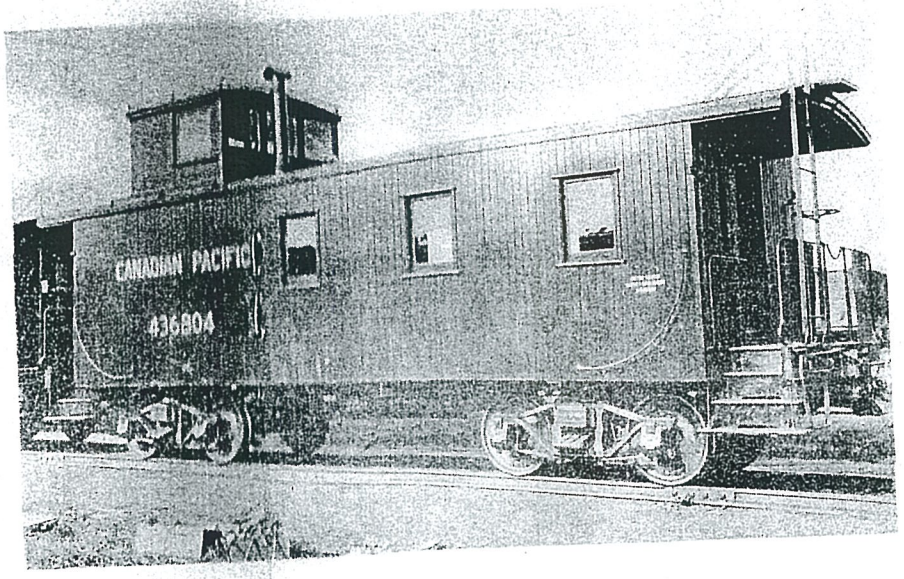
Canadian Pacific Railway

Scale Model Drawings Plate 20

Copyright 1958 by Lee Torrens

Scale: $\frac{1}{4}$" = 1 FT





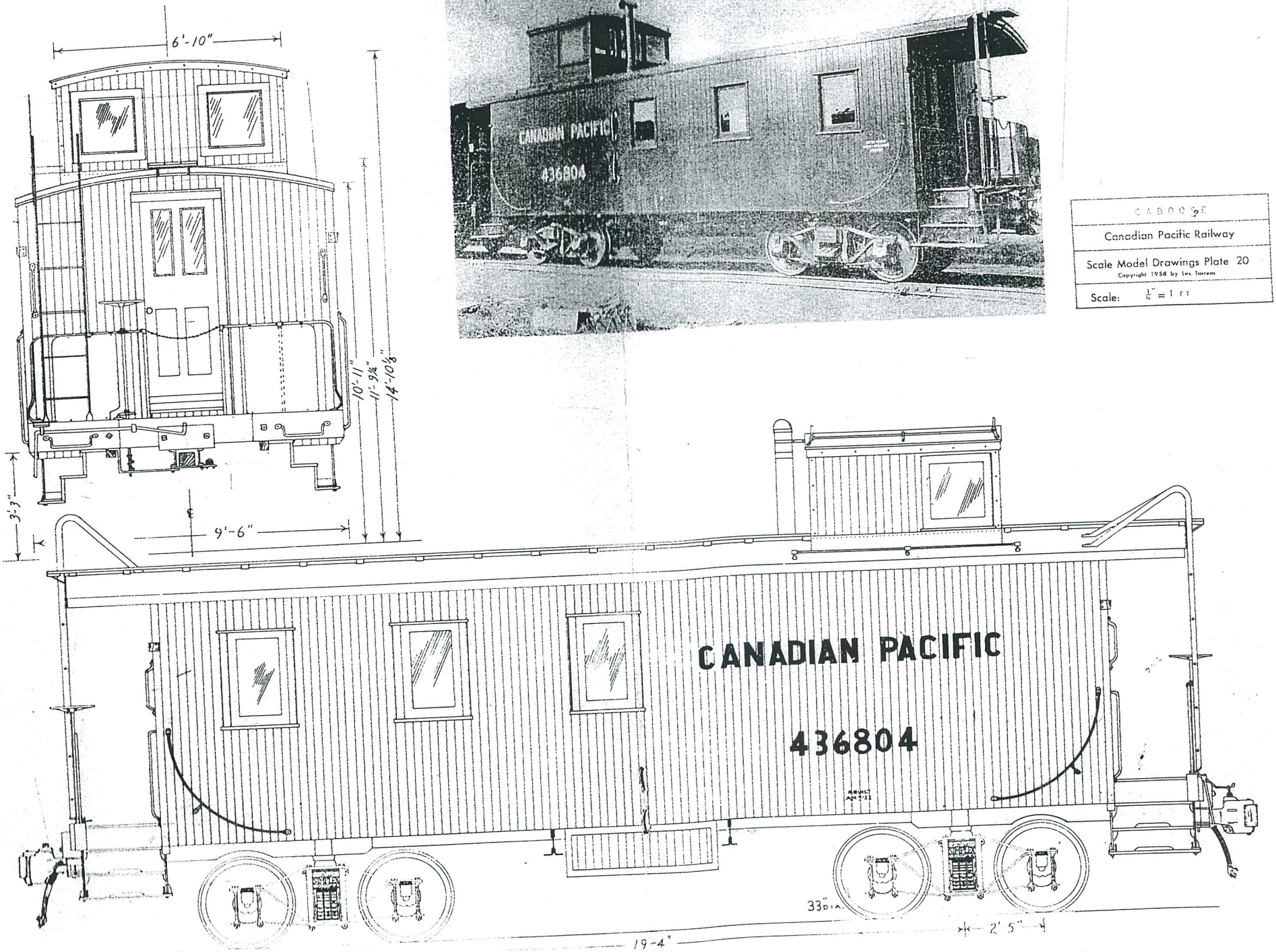
CABOOSE

Canadian Pacific Railway

Scale Model Drawings Plate 20

Copyright 1958 by Les. Turrem

Scale: $\frac{1}{4}$" = 1 FT



sents only one milepost in the history of the railways owned and operated by the Government of Canada. He said that there is room on all sides for enlargement, enabling one to visualize expansion of the nationally-owned transportation system. The Montreal terminal, he said, will develop concurrently with Canadian National Rys. expansion.

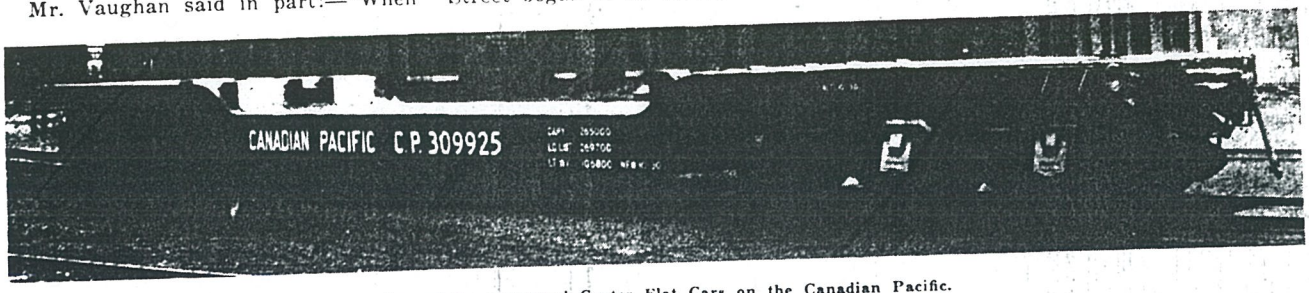
Mr. Michaud read a message from Prime Minister King, who was unable to be present, in which it was stated:—"Our publicly-owned railway system is greatly to be congratulated upon the construction of terminal facilities in keeping with the needs of our rapidly growing country. The new central terminal speaks of the faith and confidence of the people of Canada in the future of our country. It will contribute increasingly to the success of Canada's entire transportation system, so vital today in meeting the needs of war, and certain to be not less essential to the demands of the period of development 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 Sorel and Nicolet. The arrival of train no. 16 was closely followed by that of no. 20 from Chicago and no. 3, the Ocean Limited, from Halifax, and as all of these trains carried capacity loads of passengers, the platforms of the new station were quickly filled with people on the morning of July 15, and routine operation was quickly established. The early outbound trains to leave the station, including no. 5 for Toronto and Chicago were well filled with passengers, and the station services were quickly in operation. The baggage room opened for business at 6.30 a.m. on July 15, and by 9 a.m. more than 300 pieces had been checked.

The trains continuing to use the Bonaventure Station for the time being are suburban trains operating between Montreal and Vaudreuil, Montreal-Brockville trains 25 and 26, and Montreal-Coteau trains 255, 261, and 270-274.

As regards the handling of express matter, shippers and receivers of express who were formerly served at the 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 12⅛ 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., shipyard. At present two others, on loan to the Milwaukee Railway, are getting marine engines to the tremendous Kaiser shipyard development in Vancouver, Wash., where Liberty ships are coming off the ways in a steady stream.

We hope to present, in an early future issue, an illustration showing the handling of marine boilers on these depressed center flat cars, accompanied by further information in regard to the use of cars of this type in the transportation of heavy loads and lading of unusual character.

Agreed Charge on Eggs

In the matter of the agreed charge agreement subscribed to by Canadian National Rys., Canadian Pacific Ry. and Canadian Pacific Express Co., on the one hand, and certain shippers on the other hand, covering the transportation of eggs, l.c.l., from Manitoba and Saskatchewan points to Winnipeg, which was approved by order 60,373 of the Board of Transport Commissioners, 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 63,709 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.	$ 39,260,000	$ 31,789,000	$ 7,471,000
Operat'g exp.	29,892,000	23,843,000	6,049,000
Net revenue	$ 9,368,000	$ 7,946,000	$ 1,422,000

	Six Months to June 30, 1943	1942	
Operat'g rev.	$210,484,000	$169,415,000	$41,069,000
Operat'g exp.	165,549,000	131,396,000	34,153,000
Net Revenue	$ 44,935,000	$ 38,019,000	$ 6,916,000