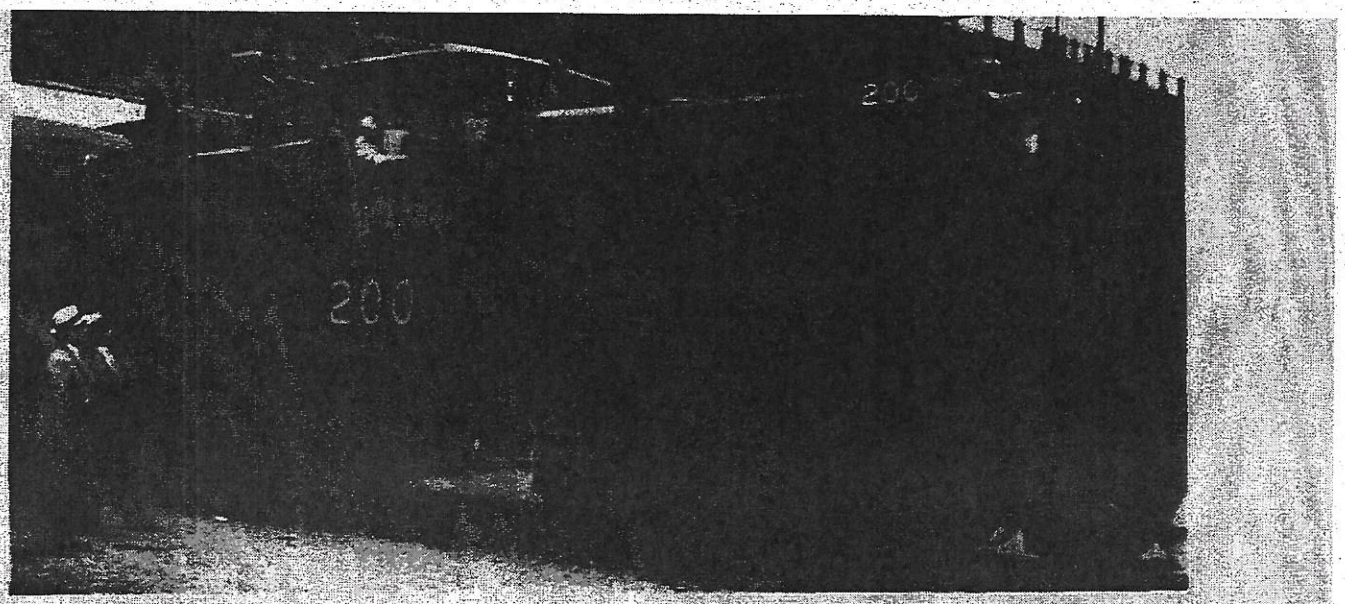
CNR
ELECTRIC
EQUIPMENT
MONTREAL
1950



One of the Three 1,200 h.p. Pantograph-equipped Electric Locomotives Received by the C.N.R. from Canadian General Electric Co. Ltd.

betterment of $2,140,814 in net.

In the first seven months of this year, C. P. R. gross was up by $5,995,095, compared with that for the first seven months of 1949, while operating expenses in the period this year were reduced by $2,305,425. The result was that net earnings increased from $4,689,836 in the 1949 period to $12,990,356, or by $8,300,520.

On the Canadian National (whole system), gross earnings in July this year were $8,953,000 greater than those for the 1949 month, while operating expenses were up by $3,048,000, with the result that net earnings were increased by $5,905,000.

In the first seven months of this year, C.N.R. system gross was $28,132,000 greater than in the same part of 1949, while operating expenses were increased by $6,683,000, with the result that the net earnings for the period this year, $22,795,000, were $21,449,000 greater than in the 1949 period.

C.N.R. Canadian and U.S. Lines

Figures from the Bureau of Statistics recording the gross earnings, operating expenses, net earnings and

C.N.R. New Electric Locomotives

It was noted briefly in our August issue that the C.N.R. had received from the builder, General Electric Co., three 1,200 h.p., pantograph-equipped electric locomotives for commuter train service out of Central Station, Montreal. These units, an illustration of one of which appears herewith, were received in Montreal on July 28, and an official statement in regard to them, issued July 29, was as follows:—

"Three new electric locomotives were received yesterday by the Canadian National Railways for service on commuter trains operating from Central Station to Mount Royal, Val Royal, Cartierville and St. Eustache, and to Ahuntsic and Montreal North. This additional motive power is required to handle the continued increase in commuter traffic.

"The locomotives were placed in service almost immediately following a brief inspection by S. F. Dingle, Vice President in charge of Operations, C.N.R. and E. R. Battley, Chief

C.N.R. Electric Cars

Attention was called in our August issue to an announcement by E. A. Bromley, Vice President, Purchases and Stores, C.N.R., that an order had been placed with Canadian Car and Foundry Co., Ltd., for six self-propelled coaches and 12 trailers for operation on the C.N.R. electric lines into Central Station, Montreal, serving communities between Montreal and St. Eustache, as well as Ahuntsic, Montreal North and Cartierville. Some information in regard to these cars was given, and is supplemented by the following. The cars are to be operated in units of three — one motor car and two trailing cars — semi-permanently coupled. Trains will be made up with these units to a total of three, six, nine or twelve cars.

The motorcar will be 70 feet in length over the couplers and 71½ tons in weight. The trailing car will be 70 feet in length over the couplers and 50½ tons in weight. The motorcar will seat 88 passengers and each of the trailing cars will seat 64 passengers, making a total seating capacity for 256 passengers for each 3-car unit. The seats and aisles are designed for comfort and ease of entraining and detraining suburban passengers.

The engineman's control position will be at one side of the vestibule at one end of the motor car and at one end of each trailing car. The control end at the motor car will be facing forward and the control end of the trailing car will be facing backward, so that each unit can be operated from either end. The unit in turn will have multiple unit control, so that the engineman can control the complete train of any number of units from any one end.

The acceleration will be automatic,

motorcar will seat 88 passengers and each of the trailing cars will seat 84 passengers, making a total seating capacity for 256 passengers for each 3-car unit. The seats and aisles are designed for comfort and ease of entraining and detraining suburban passengers.

The engineman's control position will be at one side of the vestibule at one end of the motor car and at one end of each trailing car. The control end at the motor car will be facing forward and the control end of the trailing car will be facing backward, so that each unit can be operated from either end. The unit in turn will have multiple unit control, so that the engineman can control the complete train of any number of units from any one end.

The acceleration will be automatic, similar to the present modern street cars, i.e., the controller is placed in full position and the train as a whole picks up speed at a predetermined fixed rate. Each motor car will have traction motors on each of its four axles, totalling 1,000 h.p.

These cars will be equipped with modern lighting, and heating will be by electric heaters underneath the passenger seats, with automatic temperature control. Each trailing car will have one dry toilet hopper.

The equipment, as a whole, is particularly well suited for fast suburban service, which is becoming more and more of a necessity in the Montreal area with the ever-increasing passenger traffic trend.