

CNR

6235 CLASS 4-8-4

total of 99,449,211 tons of revenue revenue freight terminated.  
600,000 tons. Ontario's proportion of revenue freight unloaded thus faring All figures are in tons of 2,000 lb.

## New Locomotives for C.N.R.

Brief mention was made in Canadian Transportation for August, pg. 414, of the delivery by the builder, Montreal Locomotive Works, of locomotive no. 6235, the first of 30 Northern type which were on order. This lot of locomotives follows the lot of 35 of Northern type, with road numbers 6200-6234 inclusive, which were built by Montreal Locomotive Works last year. Those locomotives, of the U-2-g class, were described fully and illustrated in Canadian Transportation for August, 1942, beginning on page 432. The new locomotives, suitable for either passenger or freight service, follow closely in design and construction the principles of the units in the original lot, with modifications suggested after service, which has demonstrated the soundness of the design. Most of the streamlining in these locomotives has been as concerns the flow of steam from the boilers to the cylinders, rather than in exterior appearance.

The following improvements have been made in the locomotives now being delivered.—The two sand boxes and a dome on top of the boiler have been combined under one housing, and sand can now be taken for both sand boxes with the one spotting of the locomotive. Elenco exhaust steam injectors are being applied instead of feed water heaters. The leading and trailing trucks are being equipped with outside crew bearings, instead of roller bearings. In addition, the new locomotives are being equipped with the steel bells which are being manufactured in C.N.R. shops in order to conserve bronze.

Total weight of locomotive and tender in working order is 677,890 lb. Length over all, locomotive and tender,

is 94 ft. 9 1/2 in. Tender water capacity is 11,000 gall. and coal capacity is 18 tons. As in the preceding lot of 35 locomotives, cylinders are 25 1/2 in. diameter and 30 in. stroke, and the driving wheels, of the Boxpok type, are 43 in. in diameter. Boiler pressure carried is 250 lb. per sq. in., and maximum tractive effort is 57,000 lb. Walschaert valve gear is used, with 14 in. piston valves, valve travel being 7 1/2 in. The boiler is of the straight top, taper bottom type, in three courses, the large course being of 26 in. outside diameter and the first course of 30 7/8 in. inside diameter. There are 31 1/2 in. od. tubes and 145 1/4 in. od. flues, the distance over tube sheets being 21 ft. 6 in. The firebox is 125 1/2 in. by 36 1/2 in. and 48 1/2 in. combustion chamber is provided. The grate area is 84.3 sq. ft. The equipment includes two Niro-nolson Thermic Syphons and three 7 in. arch tubes.

The tube heating surface is 416 sq. ft., while that provided by the flues is 2,245 sq. ft., and by the firebox, including the arch tubes and syphons, 415 sq. ft., making a total heating surface of 4,076 sq. ft. The superheating surface provided by the large element type E superheater is 1,835 sq. ft.

The driving wheelbase is 19 ft. 6 in. Locomotive wheelbase is 43 ft. 10 in., and the wheelbase of locomotive and tender is 82 ft. 4 1/2 in.

Upon the occasion of the delivery of locomotive no. 6235, it was inspected by R. C. Vaughan, Chairman and President, C.N.R., and other C.N.R. officers and officials of Montreal Locomotive Works. Following the inspection, the locomotive was operated to C.N.R. lines and began its breaking-in by handling

a light tonnage freight train to Brockville. Accompanying Mr. Vaughan on the inspection were E. R. Battley, Chief of Motive Power and Car Equipment, W. F. Connal, then Chief Mechanical Engineer, J. P. Johnson, Chief of Transportation, and C. H. Lockhart, Mechanical Inspector, C.N.R. Among those from the Montreal Locomotive Works were W. S. Morris, Vice President, and W. Niles, Assistant to Works Manager.

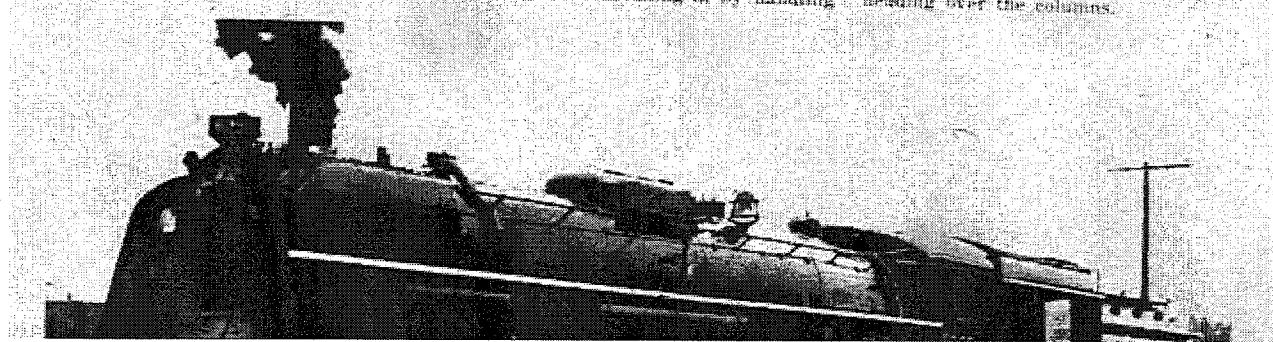
### C.N.R. September Results

Following are the operating revenues, operating expenses and net revenue of Canadian National Ry. (whole system) for September and the nine months ended Sept. 30, 1942 and 1943.

	Sept. 30, 1942	Sept. 30, 1943
Operating revenues	\$ 24,348,000	\$ 24,348,000
Operating expenses	21,221,000	21,221,000
Net revenue	\$ 3,127,000	\$ 3,127,000

### Correction

In the table near the top of page 50, in the October issue, in the article dealing with the Canadian National Ry. submission to the Special Committee of the House of Commons on Reconstruction and Re-establishment, the figures in the second and third columns of figures were preceded by the dollar sign, through an oversight. The dollar sign should not have appeared, of course, as the figures relate to man-days of employment, as stated in the heading over the columns.



CNR 6235

November

1943

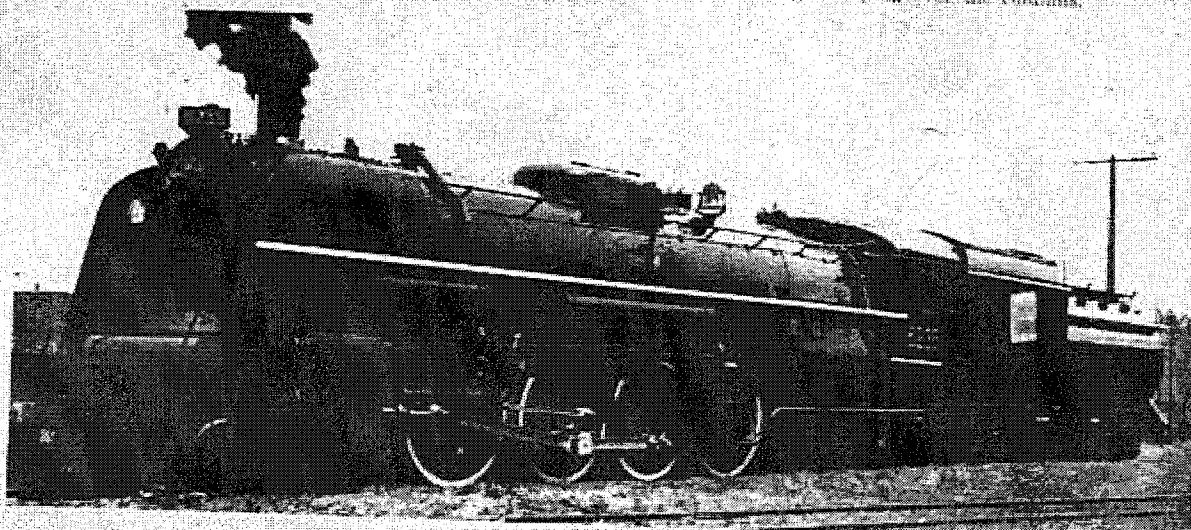
are being applied instead of feed water heaters. The leading and trailing trucks are being equipped with outside-crown bearings, instead of roller bearings. In addition, the new locomotives are being equipped with the steel bells which are being manufactured in C.N.R. shops in order to conserve bronze.

Total weight of locomotive and tender in working order is 67,890 lbs. Length over all, locomotive and tender,

Locomotive wheelbase is 43 ft. 10 in., and the wheelbase of locomotive and tender is 82 ft. 4 $\frac{1}{2}$  in.

Upon the occasion of the delivery of locomotive no. 4228, it was inspected by R. C. Vaughan, Chairman and President, C.N.R., and other C.N.R. officers and officials of Montreal Locomotive Works. Following the inspection, the locomotive was operated to C.N.R. lines, and began its breaking-in by handling

in the October issue, in the article dealing with the Canadian National Ry. submission to the Special Committee of the House of Commons on Reconstruction and Re-establishment, the figures in the second and third columns of figures were preceded by the dollar sign, through an oversight. The dollar sign should not have appeared, of course, as the figures relate to man-days of employment, as stated in the heading over the columns.



The First Northern Type Locomotive Delivered to the C.N.R. Out of Lot of 22 Ordered from Montreal Locomotive Works.

CANADIAN TRANSPORTATION NOVEMBER 1943

November  
1943

CNR  
EASTERN JUNCTION  
TO BOUT DE I'LL  
1944, QUEBEC

## C.N.R. to Build Eastern Junction to Bout de l'Ile

*Construction of this link, on Montreal Island, will cut 76 miles from the Longue Pointe-Turcot freight haul, will reduce by 24 miles the freight haul from the west end of Montreal to Joliette and points east and north thereof, will enable the routing of additional passenger trains into the Montreal Central Station, and will effect important operating savings.*

R. C. VAUGHAN, Chairman and President, Canadian National Rys., announced at mid-December that the company will make an early start on the building of the 15-mile line from Eastern Junction to Bout-de-l'ile, on the Island of Montreal. Construction of this line was approved by Parliament, but work was deferred because of conditions.

Eastern Junction lies midway between the municipalities of Mount Royal and St. Laurent, and is the point where the St. Eustache-Laurentian Mountain line of the company meets the freight transfer line to the marshalling yards at Turcot. Bout-de-l'ile is situated at the northeast tip of the

Island of Montreal, where the Quebec-Lake St. John district line of the Canadian National crosses Riviere des Prairies to the north shore of the St. Lawrence River.

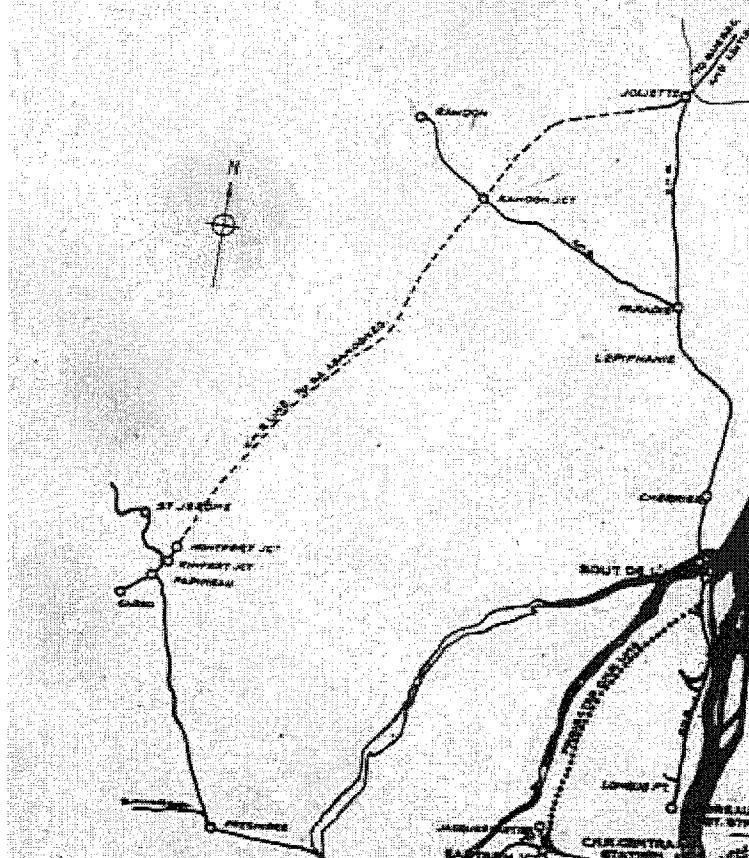
The new line which will be constructed at an elevation providing the most modern type of grade separation, will open a new residential and industrial area in Montreal, and will permit passenger trains operating between Montreal and the Chicoutimi, Lake St. John and Abitibi districts direct access to the new Canadian National Central Station in Montreal. As a further convenience to east end residents, consideration is being given to locating a station on the new line, at a convenient

point between the city and Bout-de-l'ile.

Not only will the new line make additional industrial sites available along the Riviere des Prairies (the Baie River), but it will also provide speedier freight service for industries now located in the Longue Pointe area. It will shorten, by .76 miles, the distance freight has to travel from that area to the Turcot marshalling yards over the existing route via Joliette. It will shorten, by 24 miles, the route covered by freight moving between the west end of Montreal and points on the North Shore east and north of Joliette. These mileage reductions will result in substantial reductions in the operating costs of these services.

The building of the new line will allow the C.N.R. to exercise the authority provided by the Board of Transport Commissioners in 1940, for the abandonment of 32 miles of the Mentfort-Joliette line. The abandonment of this line will result in the recovery of 6,200 tons of steel, compared with the 6,000 tons needed to build the new line.

The route for the Eastern Junction-Bout-de-l'ile line has been surveyed and the land acquired or expropriated. Work will be started at the earliest possible moment, and the job, which it is hoped to complete during 1944, will, it is estimated, cost \$2,570,000.



### Peace River-Pacific Coast Connection

A Victoria press dispatch of Dec. 1 stated that Prime Minister Hart of British Columbia, in addressing delegates at a joint conference of Alberta and British Columbia boards of trade, on the preceding evening, promised construction of a railway connecting the Pacific Coast with the Peace River district in Northeastern British Columbia. Mr. Hart was quoted as having said: "We should give an outlet to the coast to that great empire of the north. Surveyors have been over three routes, and it will be quite a problem which route to take. We are going to take one and tap that great country and give it an outlet to the coast of British Columbia."

Enquiry elicits the official informa-

January 1944

ditions.

Eastern Junction lies midway between the municipalities of Mount Royal and St. Laurent, and is the point where the St. Eustache-Laurentian Mountain line of the company meets the freight transfer line to the marshalling yards at Tureton. Bout-de-l'Île is situated at the northeast tip of the

trial area in Montreal, and will permit passenger trains operating between Montreal and the Chicoutimi, Lake St. John and Abitibi districts direct access to the new Canadian National Central Station in Montreal. As a further convenience to east end residents, consideration is being given to locating a station on the new line, at a convenient

distance from that area to the Tureton marshalling yards over the existing route via Joliette. It will shorten, by 24 miles, the route covered by freight moving between the west end of Montreal and points on the North Shore east and north of Joliette. These mileage reductions will result in substantial reductions in the operating costs of these services.

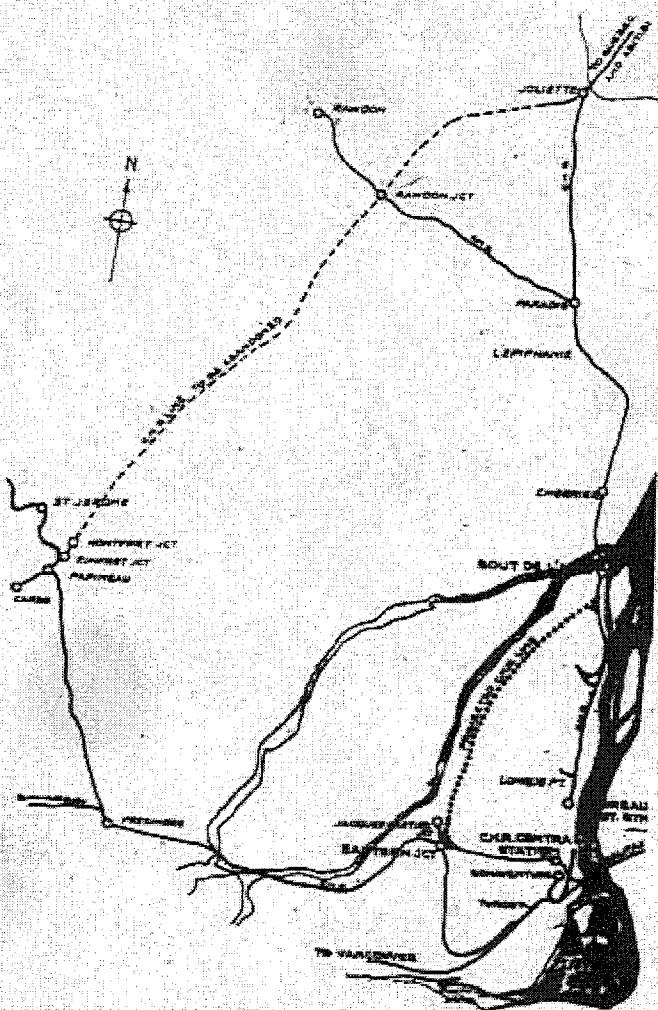
The building of the new line will allow the C.N.R. to exercise the authority provided by the Board of Transport Commissioners in 1940, for the abandonment of 32 miles of the Montfort-Joliette line. The abandonment of this line will result in the recovery of 6,200 tons of steel, compared with the 6,000 tons needed to build the new line.

The route for the Eastern Junction-Bout-de-l'Île line has been surveyed and the land acquired or expropriated. Work will be started at the earliest possible moment, and the job, which it is hoped to complete during 1944, will, it is estimated, cost \$2,870,000.

### Peace River-Pacific Coast Connection

A Victoria press dispatch of Dec. 1 stated that Prime Minister Hart of British Columbia, in addressing delegates at a joint conference of Alberta and British Columbia boards of trade, on the preceding evening, promised construction of a railway connecting the Pacific Coast with the Peace River district in Northeastern British Columbia. Mr. Hart was quoted as having said: "We should give an outlet to the coast to that great empire of the north. Surveyors have been over three routes, and it will be quite a problem which route to take. We are going to take one and tap that great country and give it an outlet to the coast of British Columbia."

Enquiry elicits the official information that, at the joint conference, Mr. Hart made no reference whatever to a railway connection between the Peace River district and the Pacific Coast. He did allude, however, to surveys which had been made with a view to determining a suitable highway connection between the Peace River district and British Columbia's main network of highways.



The C.N.R. Projected New Line on Montreal Island, between Eastern Junction and Bout-de-l'Île, in Relation to other C.N.R. Lines in the Vicinity.

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