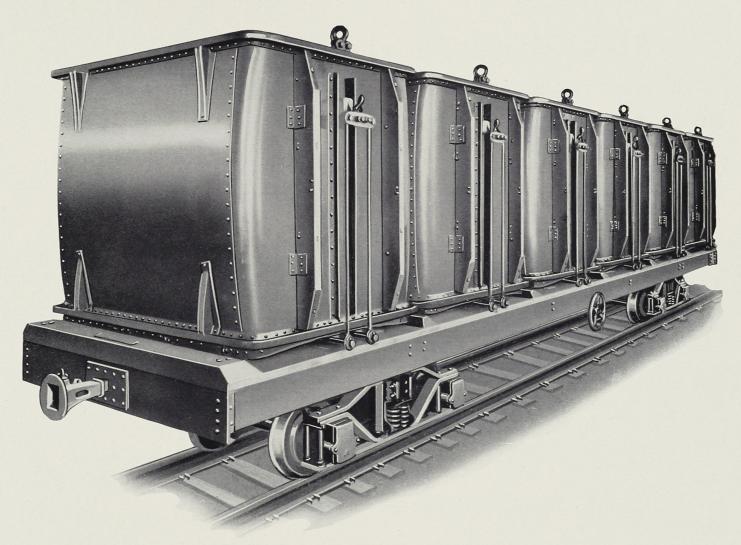
# EXPORT CATALOGUE

# Plants in Canada close to Rail and Water Transportation



Adequate shipping facilities for Canadian Car & Foundry Company's entire output are assured by favourable plant locations. Fort William is a key point on one of the main transcontinental railways and is at the head of the famed Great Lakes-St. Lawrence River water route to the sea. Brantford and Amherst are both on main railway lines while Montreal, site of 5 plants, is the hub of both of Canada's great transcontinental railways and the world's greatest inland water port.





# Steel Underframe Flat Cars

60 tons capacity with 6 Steel Buckets per Car Built for South African Railways and Harbours

# Steel Underframe Flat Cars

# 60-tons capacity with 6 Steel Buckets per Car Built for South African Railways and Harbours

#### DESCRIPTION

Type of underframe — Built-up fishbelly centre sills with 3/8" web plates, each web plate reinforced at top and bottom, inside and outside, by 3" x 3" x 1/2" angles. Two centre sill top cover plates, 7" x 3/8", extending full length of car to end sill gussets and two bottom centre sill cover plates, extending full length of car. Bolster diaphragms of 3/8" steel pressings with 23" x 3/8" top cover plate. Crossbearer diaphragms of 3/8" steel pressings with 15" x 1/4" top cover plate. Side sills of 12" x 25 lb. steel channels. End sills of 12" x 40 lb. steel channels, reinforced at centre with 151/2" x 3/8" plate and 12" x 1/4" gussets at corners.

#### **DIMENSIONS**

Length over end sills — 40′ 0″. Truck centres — 26′ 0″. Truck wheelbase — 5′ 3″.

Width over side sills—7' 0". Over floor boards—8' 0". Track gauge—3' 6".

Height from top of rail — To top of floor — 3' 73/8". To top of side sills — 3' 53/8". To centre line of couplers — 2' 11".

# **DRAWINGS**

General arrangement of body — H-260.

Buckets — F-339.

Truck — F-340.

# **SPECIALTIES**

Journals — 5" x 9".

Journal boxes — Cast iron. CC&F pattern No. T-2173.

Couplers — Link and pin type.

Draft gear — One outer coil of  $\frac{7}{8}$ " diameter bar and one inner coil of  $\frac{5}{8}$ " diameter bar.

Draft lugs — Rolled steel channels.

Floor — Single wood. 2" elm.

Buckets — six. 290 cu. ft. capacity each. Sides and ends of  $\frac{1}{4}$ " plate. Bottom door of  $\frac{3}{8}$ " plate, reinforced at top and bottom with 45 lb. rails.

Hand brake — Screw type.

Wheels —  $24^{\prime\prime}$  diameter. Cast steel center with O.H. steel tires.

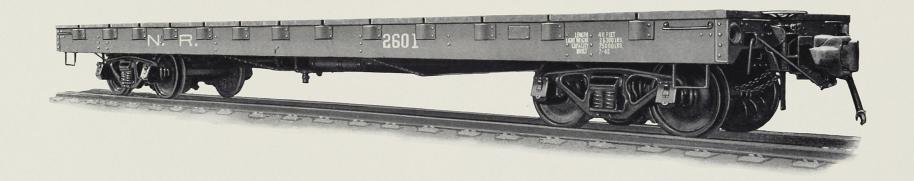
Bolsters — 10" 40 lb. I-beam.

Side frames — Archbar type.

Brake shoes — Cast iron. CC&F pattern No. T-2188.

Springs — 8 per car. 5" outside diameter. 11/8" bar.

Centre plates — Cast steel. CC&F pattern No. TS-2181.



30-ton Flat Cars
Built for the Newfoundland Railway

# 30-ton Flat Cars Built for the Newfoundland Railway

#### DESCRIPTION

Type of underframe — Fishbelly type centre sills with one top outside angle and two bottom angles, rigidly connected by  $\frac{1}{4}$ " steel web plate and  $\frac{1}{4}$ " top cover plate. Side sills, end sills, crossties and diagonal braces of rolled steel channels. Bolster and crossbearer diaphragms of  $\frac{1}{4}$ " steel pressings with  $\frac{5}{16}$ " top and bottom cover plates. Stake pockets of  $\frac{3}{8}$ " pressed steel. Flooring  $\frac{23}{8}$ " thick.

# **DIMENSIONS**

Length over end sills — 40' 0". Over striking castings — 40' 9!/4". Truck centres — 30' 0". Truck wheelbase — 4' 10".

Width over side sills — 8' 6". Over stake pockets — 9'  $4\frac{3}{4}$ ".

Height from top of rail to top of floor — 3' 9". To top of side sills — 3'  $6\frac{5}{8}$ ". To centre line of coupler — 2' 6".

# **DRAWINGS**

General arrangement — F-1522. Truck — F-1521.

# **SPECIALTIES**

Journals — 41/4" x 8".

Brake beams — I-beam section.

Side frames — Cast steel with integral journal boxes.

Truck bolsters —Cast steel.

Wheels — 30" diameter. Cast iron. Chilled tread.

Air brake — Westinghouse combined cylinder and reservoir type.

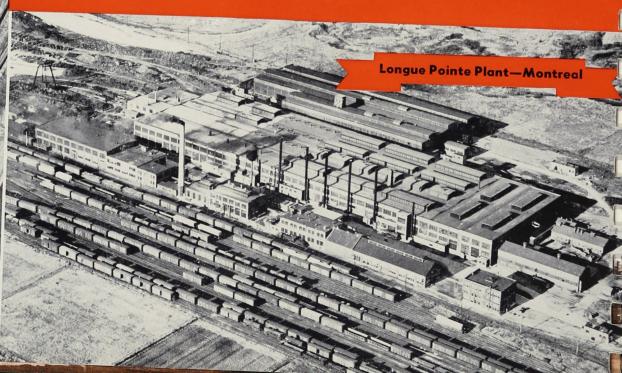
Hand brake — Drop mast type at one end of car.

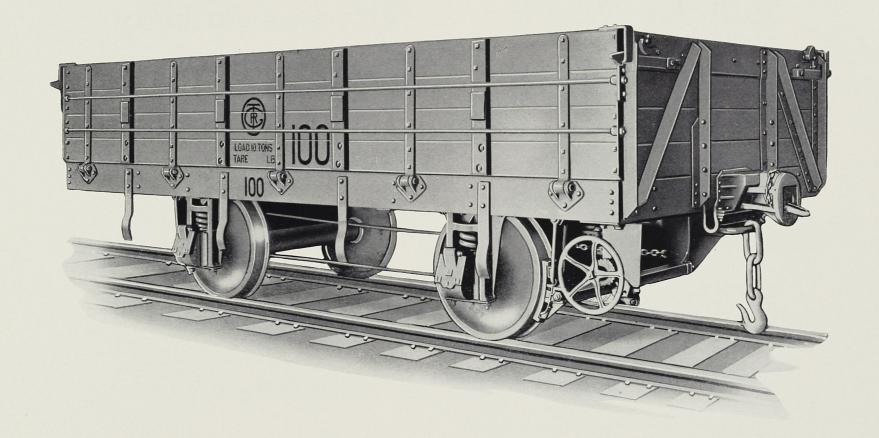
Truck springs — M.C.B. Class A.



Aerial views of some of the modern plants of

# CANADIAN CAR & FOUNDRY CO. LIMITED





10-ton Four-Wheeled Wagon Built for Trinidad Government Railway

# 10-ton Four-Wheeled Wagon Built for Trinidad Government Railway

# DESCRIPTION

Type of underframe — Centre sills, side sills, pedestal sills and end sills of rolled steel channels. Centre sill separators, centre sill and pedestal separators and pedestal and side sill separators of rolled steel channels.

End posts of rolled steel angles. Floor of  $\frac{1}{4}$ " steel plate. Cast steel axleguards bolted to underside of pedestal sills, designed to take helical round bar bearing springs.

The car has two drop doors, one on each side, extending its full length, and two stationary ends with locking fixtures at ends for side doors. Sides and ends are built up of  $1\frac{3}{4}$ " thick T.&G. boards to a height of 2' 6" from top of steel floor.

# **DIMENSIONS**

Length over striking castings — 17' 91/4". Over end sills — 16' 93/4". Inside body — 16' 53/4". Wheel centres — 8' 6".

Width over side sills — 8' 8". Inside body — 8'  $4^{1}/_{2}$ ". Track gauge — 4'  $8^{1}/_{2}$ ".

Height from top of rail — To top of car — 5' 101/4". To top of floor — 3' 41/4". To centre line of couplers —2' 101/2".

# DRAWING

General arrangement — F-1419.

# **SPECIALTIES**

Journals — 4½" x 8".

Journal Boxes — McCord

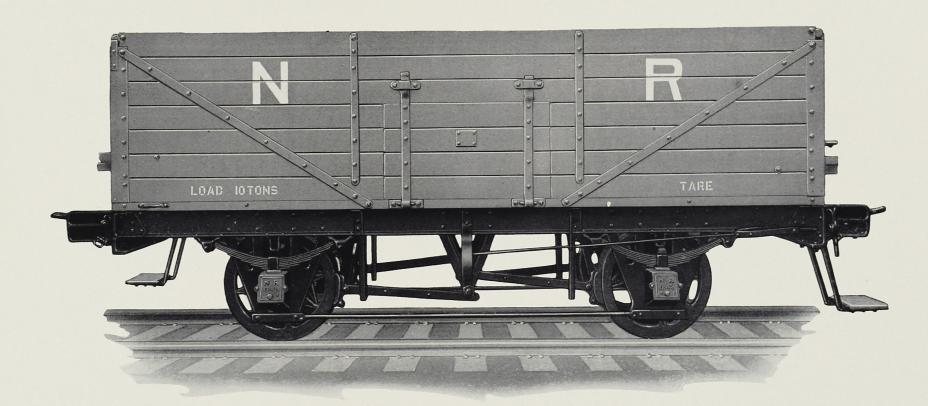
Couplers — Link and pin type.

Wheels — 33" diameter. 650 lbs. Cast iron. Chilled tread.

Draft gear - Friction type.

Hand brake — Ratchet and Pawl. At one end only.

Axle guard — Rivetted to underside of pedestal sills.



End-Tipping Coal Cars
10 long tons capacity
Built for Nigerian Railway

# End-Tipping Coal Cars 10 long tons capacity Built for Nigerian Railway

# DESCRIPTION

Type of underframe — Centre sill is in three sections of  $8'' \times 3^{1}/2'' \times 7/16''$  angles, joined together at crossbeams by angle connections and crossbeam cover of  $9^{1}/2'' \times 1/4''$  plate. Crossbeams of  $8'' \times 21.5$  lb. ship channel and fastened to pedestal sills with angle connection. Pedestal sill or wheel piece of  $8'' \times 21.5$  lb. ship channel, extending full length of car. End sills of  $12'' \times 35$  lb. ship channel. Side sills of  $5'' \times 3'' \times 3'/8''$  angle and extending full length of car. Spring shackle anchors, to which semi-elliptic springs are fixed, are rivetted to underside of pedestal sills.

# **DIMENSIONS**

Length over end sills — 17' 0". Inside — 16'  $71/_4$ ". Wheelbase — 9' 6".

Width over side sills — 7' 0". Inside — 6'  $7\frac{1}{4}$ ". Track gauge — 3' 6".

Height from top of rail — To top of sides — 7' 73/8". To centre line of couplers —2' 10".

# DRAWING

General arrangement — F-348.

# **SPECIALTIES**

Journals — 41/4 x 8".

Couplers — A.B.C. type.

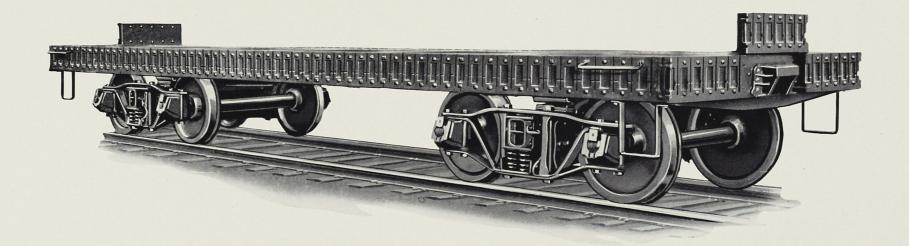
Spring draft gear.

Axle guards — Forged steel, bolted to pedestal sills.

Wheels —  $331/2^{\prime\prime}$  diameter. Cast iron. Chilled tread.

Brakeman's step at each end sill to operate hand brake only.

Springs — Semi-elliptic. Seven leaves 31/2" x 1/2".



Furnace Cars
Shipped to England

# Furnace Cars Shipped to England

#### DESCRIPTION

Type of underframe — Centre and side sills of rolled steel channels. End sills of 1/4" pressed steel plate with rolled steel channel rivetted on top.

Bolster diaphragms of 1/4" steel pressings with 1/4" top and bottom cover plates. Crossbearer diaphragms of 1/4" steel pressings with top and bottom cover plates three per car. Side and end sills are designed to take upright channels and rail chairs, supplied by customer. Automatic couplers.

# **DIMENSIONS**

Length over striking castings — 30'  $11^1/2$ ". Over end sills — 30' 0". Truck centres — 20' 0". Truck wheelbase — 5' 2".

Width over side sills — 8'  $8\frac{1}{2}$ ". Track gauge —  $4^{\circ}$   $8\frac{1}{2}$ ".

Height from top of rail — To top of side and centre sills — 3' 73/4". To centre line of couplers — 2' 101/2".

# **DRAWINGS**

General arrangement — F-1310.

Truck — F-1024.

# SPECALTIES (TRUCK)

Axles -41/4 x 8".

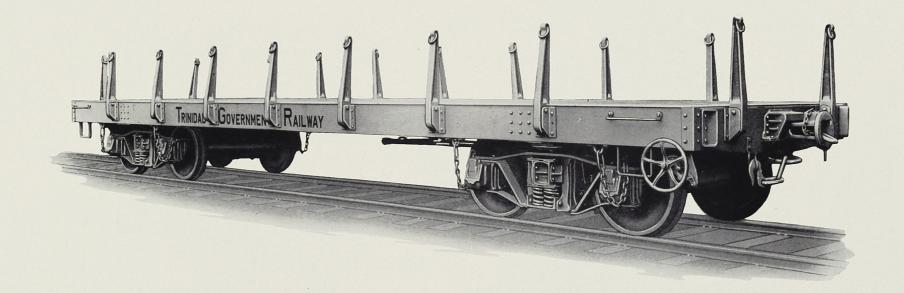
Brake beams — Simplex No. 2 plus.

Brake beam supports — O.H. steel bar. Truck bolsters — Rolled steel channels with top and bottom cover plates.

Truck frames — Archbar type.

Truck springs — M.C.B. Class A.

Wheels — 33" diameter. 650 lbs. Cast iron. Chilled tread.



30-ton All-Steel Flat Cars
Built for Trinidad Government Railway

# 30-ton All-Steel Flat Cars Built for Trinidad Government Railway

# DESCRIPTION

Type of underframe —Centre sills, side sills and end sills of rolled steel channels. Bolster diaphragms  $^{1}/_{4}$ " steel pressings with 15" x  $^{1}/_{4}$ " bottom cover plate. Crossbearer diaphrams  $^{1}/_{4}$ " steel pressings with 8" x  $^{1}/_{4}$ " bottom cover plate. Floor stringers or crossties of rolled steel channel. Floor of  $^{1}/_{4}$ " steel plate. Stake pockets of 4" x 3" x  $^{1}/_{2}$ " angle, securely rivetted to side sills and designed to take cast steel stanchions.

# **DIMENSIONS**

Length over striking castings —  $36'\ 11^{1}/2''$ . Over end sills —  $36'\ 0''$ . Truck centres —  $25'\ 0''$ . Truck wheelbase —  $5'\ 2''$ .

Width over side sills — 8' 7''. Over stake pockets — 9' 3''. Track gauge — 4'  $8\frac{1}{2}$ ''.

Height from top of rail — To top of floor — 3' 7". To centre line of couplers — 2' 101/2".

# DRAWINGS

General arrangement — F-1244. Truck — F-1024

# **SPECIALTIES**

Couplers — Link and pin type.

Axles — 41/4'' x 8''.

Brake beams — Simplex No. 2 plus.

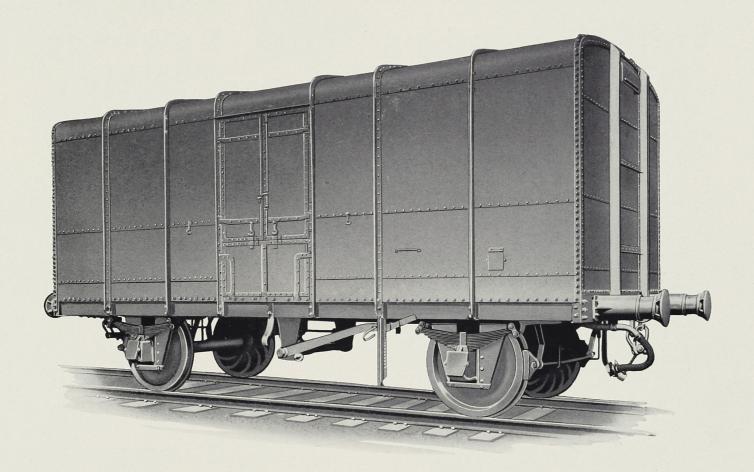
Brake beam supports — O.H. steel bar.

Truck bolsters —Rolled steel channels with  $1/4^{\prime\prime}$  top and bottom cover plates.

Truck frames — Archbar type.

Truck springs — M.C.B. Class A.

Wheels — 33" diameter. 650 lbs. Cast iron. Chilled tread.



Four-Wheeled Covered Wagons Type "CR" Built for Indian State Railways

# Four-Wheeled Covered Wagons Type "CR" Built for Indian State Railways

#### GENERAL DESCRIPTION

Type of Underframe — Centre sills, pedestal sills, end sills and crossties of rolled steel channels. Pressed steel diagonal braces. Crib angles of rolled steel. Pressed steel pedestals, rivetted to pedestal sills.

Superstructure — Sides built up of 3/32" and 1/16" plates, rivetted together with rolled steel angle posts. Side door, on each side of car, consists of two swing doors and one flap door, locked together with a forged steel locking device. Roof of arch type with 1/16" steel plate and rolled steel angle carlines. Ends of 3/32" and 1/16" plates, rivetted together with rolled steel bulb angles and posts. A ventilator is provided at each end of car.

# **DIMENSIONS**

Length over end sills — 23′ 6″. Inside — 23′ 6″. Over buffers — 27′ 8″. Wheelbase — 15′ 0″.

Width over crib angles — 9' 8". Inside — 9' 8". Track gauge — 5' 6".

Height from top of rail — To centre line of buffers —  $3'\ 7^{1/2}$ ". To centre line of screw coupling hook —  $3'\ 6^{1/2}$ ". To top of car —  $12'\ 1^{1/4}$ ". To top of floor —  $4'\ 0$ -11/16".

Clear Door Opening —  $4'\ 0^{1}/2''$  wide by  $6'\ 6''$  high.

# DRAWING

General Drawing — F-1707.

# **SPECIALTIES**

Journals —5" x 10".

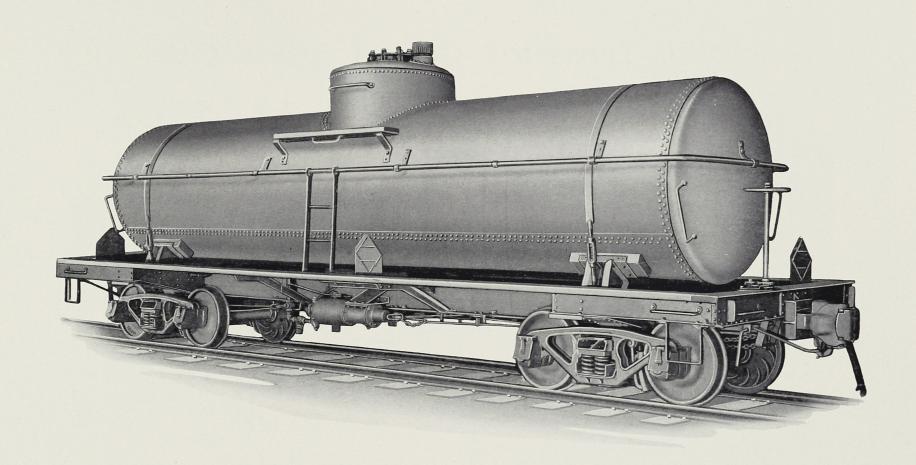
Springs — Semi-elliptic.

Brake — Vacuum.

Couplings — Screw type.

Buffers and Housings — Cast steel.

Wheels — 43" dia. rolled steel.



5,000 Imperial Gallon Tank Car Built for Department of Munitions and Supply (Newfoundland)

# 5,000 Imperial Gallon Tank Car

# Built for Department of Munitions and Supply (Newfoundland)

#### DESCRIPTION

Type of Underframe — Centre sills of rolled steel A.A.R. Z-bar section. Side sills, end sills and diagonal braces of rolled steel channels. Tank shell consists of four longitudinal sheets, extending full length of cylindrical portion of tank. Tank heads are dished and flanged. Tank dome of one cylindrical sheet. Dome head is dished and flanged.

# **DIMENSIONS**

Length over striking castings — 33' 6". Truck centres — 22'  $10^{1}/_{2}$ ". Truck wheelbase — 4' 10".

Width over running boards — 8' 6". Inside diameter of tank — 72". Inside length of tank — 29" 5". Track gauge — 3" 6".

Height from top of rail — To top of car —  $11' 7^{1/2}''$ . To centre line of couplers — 2' 6''.

# **DRAWINGS**

General arrangement — H-1254. Tank — F-1617. Truck — F-1521.

# **SPECIALTIES**

Journals — 41/4" x 8".

Side Frames and Bolsters — Cast steel.

Brake Beams — I-Beam section.

Truck Springs - M.C.B. Class A.

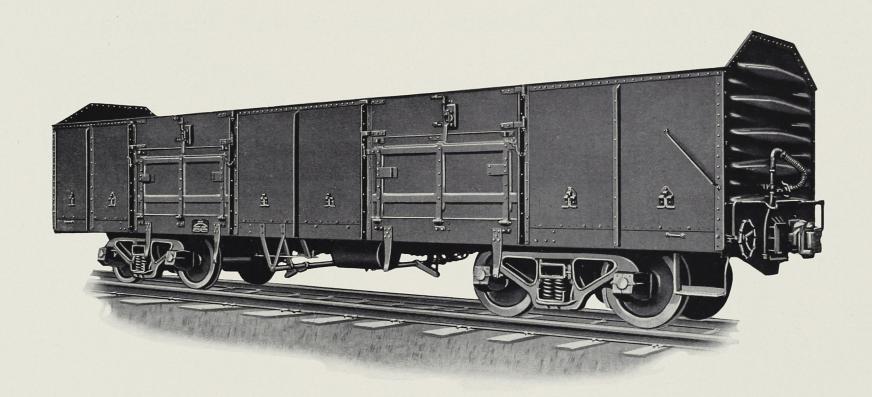
Draft Gear - Friction type.

Couplers — Automatic.

Hand brake at one end of car.

Outlet Valve — Parks.

Air Brake — Westinghouse.



# All-Steel Bogie Wagons

Built for South African Railways and Harbours

# All-Steel Bogie Wagons

# Built for South African Railways and Harbours

#### DESCRIPTION

Type of underframe — Centre sills, of fish-belly type, made up of one outside top angle and two bottom angles, rivetted together with  $5/16^{\prime\prime}$  web plates, and  $1/4^{\prime\prime}$  centre sill top cover plate. Side and end sills of rolled steel channels. Bolster diaphragm of  $5/16^{\prime\prime}$  pressed steel with  $3/8^{\prime\prime}$  bottom cover plate. Crossbearer diaphragms of  $1/4^{\prime\prime}$  pressed steel with  $3/8^{\prime\prime}$  bottom cover plate.

Superstructure — All-steel. Sides of 5/32'' steel with two flap doors and four swing doors on each side of car. Flap doors are pressed from 5/32'' steel plate and are hinged to side sills. Swing doors are of 5/32'' plate, hinged to side posts. The swing doors and flap doors are all locked together by a forged steel locking device. Side posts are double angle posts, rivetted together. Ends are of patented corrugated sheets. Floor sheet — 7/32'' steel plate.

# **DIMENSIONS**

Length over end sills — 37' 0". Over striking castings — 37' 8". Inside — 37' 0". Truck centres — 24' 0". Wheelbase — 5' 9".

Width inside — 7' 93/8". Over side sills — 7' 93/8". Track gauge — 3' 6".

Height from top of rail — To top of ends — 9'  $3\frac{3}{4}$ ''. To top of sides — 7'  $11\frac{3}{4}$ ''. To centre line of coupler 2'  $11\frac{1}{4}$ ''. To top of floor — 3'  $5\frac{3}{4}$ ''. Height inside at sides — 4' 6''.

# DRAWINGS

General arrangement — F-1564. Truck — F-1688.

# **SPECIALTIES**

Journals — 5" x 10".

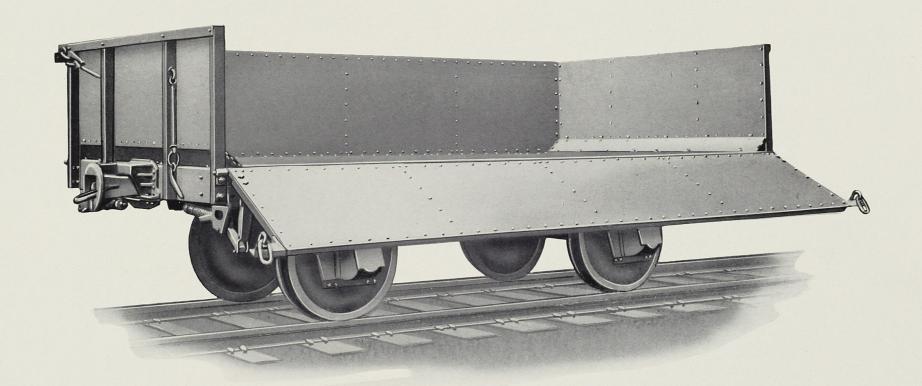
Couplers — Automatic.

Truck springs — Helical round bar.

Side frames and bolsters — Cast steel.

Brakes — Two 18" Vacuum cylinders. Hand brake at end sill at both ends of car.

Wheels — 34" diameter. Rolled steel.



9-Ton Four-Wheeled All-Steel Sugar Cars
Built for Trinidad

# 9-Ton Four-Wheeled All-Steel Sugar Cars Built for Trinidad

# DESCRIPTION

Type of underframe — Centre sills, side sills and pedestal sills of rolled steel channels. End sills of 1/4" steel plate. Centre sill and pedestal separators of rolled steel channels.

Superstructure — All-steel. Sides consist of two doors of 3/16" plate with rolled steel Z-bar at top and rolled steel angle at bottom, all extending full length of car. Ends are built up of 3/16" plate, bent over at top to form a reinforcement. End posts are rolled steel angles. Doors are hinged at side sills and drop down, being locked to stationary ends by a spring-loaded locking device.

# **DIMENSIONS**

Length over couplers — 17' 43/8''. Over end sills — 15' 03/8''. Inside — 15' 0''. Wheelbase — 8' 0''. Width inside — 8' 6''. Track gauge — 4' 81/2''. Height from top of rail — To top of car — 6' 0-15/16''. To top of floor — 3' 3-15/16''. To centre line of couplers — 2' 107/8''. Height inside — 2' 9''.

# DRAWING

General arrangement — E-2540.

# **SPECIALTIES**

Journals —  $3\frac{3}{4}$  x 7".

Couplers - Link and pin type.

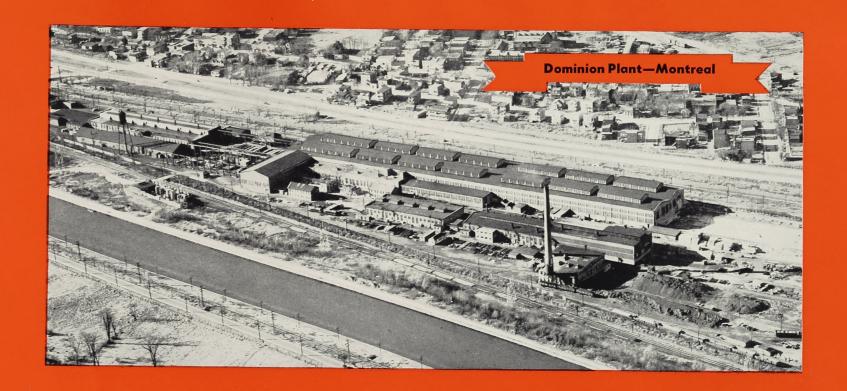
Draft gear — Friction type.

Bearing springs — Semi-elliptic.

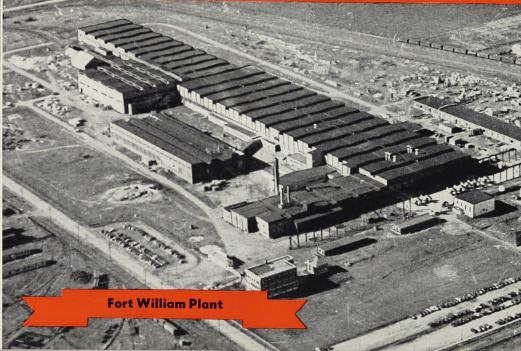
Floor — 3/16" steel plate.

Axle guards — Steel plate.

Wheels — 33" diameter. Cast iron. Chilled tread.









10-Ton Four-Wheeled Sugar Cane Car Built for Trinidad

# 10-Ton Four-Wheeled Sugar Cane Car Built for Trinidad

#### DESCRIPTION

Type of underframe — Centre sills, side sills and underframe ties of rolled steel channels. End sills of 1/4" pressed plate.

Superstructure — Corner posts of 1/4" steel pressings, connected across full length of car by 3/8" pressed steel side plates. Gate built up of rolled steel angles and hinged at top of car to side plates with cast steel hinges. Gates, two per car, swing towards outside of car, one on each side of the centre line; they are locked at bottom of car by a continuous offset locking bar, hinged on one side sill. Gate measures 9' 83/4" x 16' 0".

# **DIMENSIONS**

Length inside — 18′ 6″. Over couplers — 22′ 6 $\frac{3}{8}$ ″. Over end sills — 20′ 2 $\frac{3}{8}$ ″. Wheelbase — 10′ 2″.

Width over side sills — 8' 6''. Inside — 8' 61/4''. Track gauge — 4' 81/2''.

Height from top of rail — To top of car at sides —  $13^{\circ}$  4". To top of floor — 3' 4". Inside at ends —  $8^{\circ}$  6". Inside at sides —  $10^{\circ}$  0". To centre line of couplers —  $2^{\circ}$   $10^{1}/_{2}$ ".

# **DRAWINGS**

General arrangement — F-1529. Side Gate — C-3128.

# **SPECIALTIES**

Journals — 41/4" x 8".

Couplers — Link and pin type.

Draft gear - Friction type.

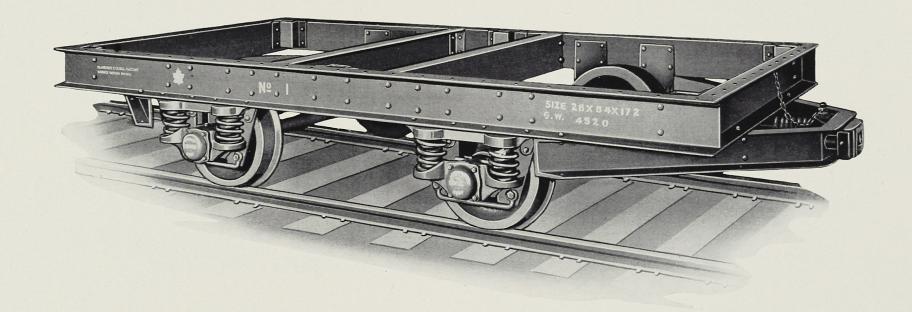
Bearing springs — Helical.

Floor — 3/16" steel plate.

Hand brake — Ratchet and pawl. At one end only.

Wheels — 33" diameter. 650 lbs. Cast iron. Chilled tread.

Safety chains and hooks.



10-ton Four-Wheeled Sugar Cane Trucks
Built for British Guiana

# 10-Ton Four-Wheeled Sugar Cane Trucks Built for British Guiana

# **DESCRIPTION**

Side sills, end sills and crossties of rolled steel channels. Buffer sills of rolled steel channel, bent to form a spring pocket for coupler links. Steel plate pedestals. 20" diameter rolled steel wheels. Timken roller bearings with pipe plug grease fittings. Helical pedestal spring fittings. Helical draft springs. Coupler link only. Steel floor plate.

# **DIMENSIONS**

```
Length over buffers — 14′ 4″. Over end sills — 12′ 0″. Wheelbase —5′ 0″.
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Width over hub caps — 6' 11". Over side sills — 6' 6". Track gauge — 4' 81/2".

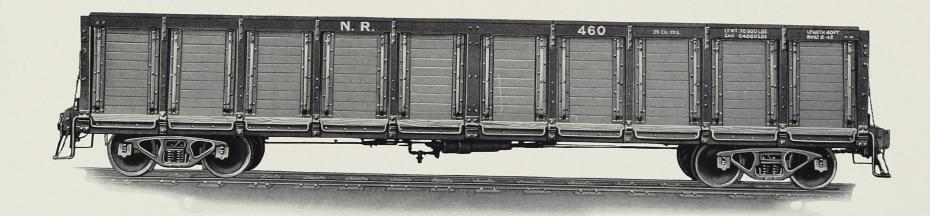
Height from top of rail — To top of floor — 2' 2". To centre line of coupler link — 1' 3".

# DRAWING

General arrangement — E-2755.

# WARTIME PRODUCTS





30-ton Side-Dump Ballast Cars Built for the Newfoundland Railway

# 30-ton Side-Dump Ballast Cars Built for the Newfoundland Railway

#### DESCRIPTION

Type of Underframe — Centre sills A.A.R. section Z-bar shape. Rolled steel. Side sills of wood. End sills of pressed plate. Bolster and crossbearer diaphragms of  $\frac{1}{4}$ " pressed steel with top and bottom cover plates.

Superstructure — Wood through. Twenty doors, ten on each side of car, hinged at top and locked at bottom by means of an offset bar, extending full length of car. Car has a steel bulkhead plate at centre and sloping floor to both sides of car with a steel-plate-covered apex of 3' 51/2'' from top of centre sill to top of apex.

# **DIMENSIONS**

Length over pulling face of couplers — 43' 31/4".

Over end sills — 40' 0". Inside — 37' 1". Truck wheelbase — 4' 10". Truck centres — 30' 0".

Width over side posts — 9' 6". Inside — 8' 6". Track gauge — 3' 6".

Height from top of rail: To top of car 8' 0". To centre line of coupler 2' 6".

# **DRAWINGS**

General arrangement — H-1211. Truck — F-1521.

# **SPECIALTIES**

Journals — 41/4 x 8".

Wheels — 30" diameter. Cast iron. Chilled tread.

Side Frames and Bolster — Cast steel.

Brake Beams — I-Beam section.

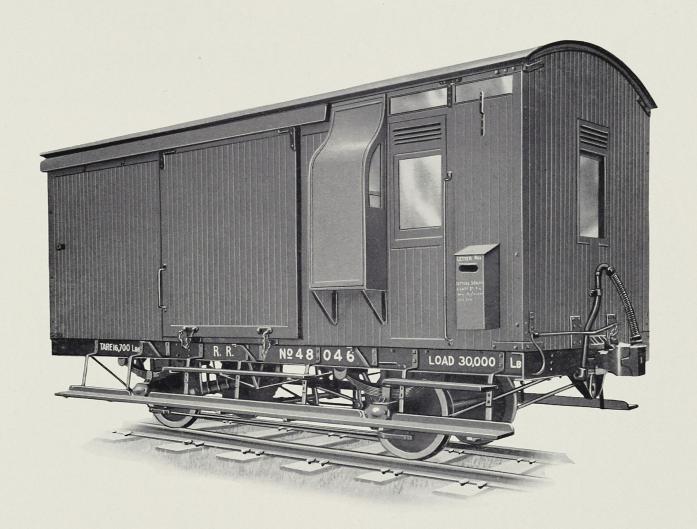
Truck Springs — M.C.B. Class A.

Draft Gear - Friction type.

Couplers — Automatic.

Hand brake at one end of car.

Air Brake — Westinghouse.



Four-Wheeled Brake Vans
Built for Rhodesian Railways

# Four-Wheeled Brake Van Built for the Rhodesian Railways

# DESCRIPTION

Type of underframe — Ship channel centre sills,  $8'' \times 21.4$  lbs., extending full length of car. Wheel pieces, of  $8'' \times 21.4$  lbs. ship channels, extend full length of car. End sills, of  $8'' \times 21.4$  lbs. ship channels, are reinforced at centre sills with  $7'' \times 3^{1/2}$  angle. Crossbearers, of  $8'' \times 21.4$  lbs. ship channels, between centre sills and also between centre sills and wheel pieces are rigidly connected by steel angles. Spring anchors are rivetted to underside of wheel pieces for semi-elliptic springs.

Superstructure — Wood throughout. Corner posts  $3^{1}/2^{\prime\prime\prime}$  x  $3^{1}/2^{\prime\prime\prime}$ . Side doors posts  $3^{1}/2^{\prime\prime\prime}$  x  $3^{1}/2^{\prime\prime\prime}$ . Girths  $2^{\prime\prime\prime}$  by  $3^{3}/4^{\prime\prime\prime}$ . Side top rail  $2^{1}/2^{\prime\prime\prime}$  x  $3^{1}/2^{\prime\prime\prime}$  and roof side plate  $3^{\prime\prime\prime}$  x  $3^{1}/2^{\prime\prime\prime}$  T & G together and fastened with joint bolts. All posts held in position at bottom by angle knees. Sides are further strengthened by  $5^{\prime\prime}$ 8 diameter vertical steel tie rods, secured at top and bottom rails. One guard's compartment with drop-sash side door. Guard's lookout on each side of car. Drop sash at end. Wood partition with sliding door between guard's compartment and luggage compartment. Sliding doors on outside of car at luggage compartment.

#### **DIMENSIONS**

Length over body — 21' 0". Over end sills — 21' 0". Guard's compartment — 5' 9". Luggage compartment — 14'  $5^{1}/_{4}$ ". Wheelbase — 11' 0".

Width over guard's lookout — 9' 6". Over body — 7' 7". Track gauge — 3' 6".

Height from top of rail — To top of roof —  $11' \ 0^{1}/8''$ . To top of inside walls —  $10' \ 1^{7}/8''$ . To top of floor —  $3' \ 6''$ . To centre line of couplers —  $2' \ 10^{3}/4''$ .

# DRAWING

General arrangement — F-415.

# **SPECIALTIES**

Springs — Semi-elliptic. Seven leaves, 4" x  $^{1}/_{2}$ ". Helical springs in draft gear.

Axle guards — Forged steel, bolted to wheel pieces Journals —  $4^{1}/_{4}$  " x 9".

Journal boxes — Malleable iron.

Wheels — 33" diameter. Cast iron. Chilled tread.

Brakes — Vacuum with one 15" cylinder. Hand brake inside car in guard's compartment.

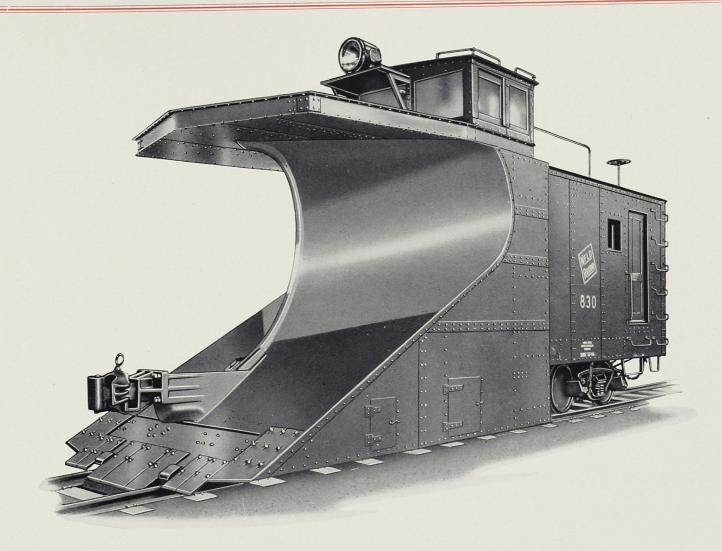
Couplers — Automatic. 5" x 5" shank.

Floor  $-1\frac{1}{2}$ " x 5" face T & G.

Interior Walls —  $\frac{3}{4}$ " x 3" face T&G.

Roofing — No. 6 canvas duck, applied to outside of roof. Roof proper of  $7/8^{\prime\prime}$  x 4 $^{\prime\prime}$  face T & G.

Guard's compartment has locker, which also serves as a seat. Two Ridsdale roof lamps, one in guard's and one in luggage compartment, are mounted on roof.



All-Steel Drop-Nose Single-Track Snow Plows Built for the Newfoundland Railway

# All-Steel Drop-Nose Single-Track Snow Plows Built for the Newfoundland Railway

# DESCRIPTION

These plows are equipped with steel aprons which can be operated either by compressed air or manually from the cupola. The hand brake is arranged to operate inside or outside. Safety handrail applied on roof, extending to cupola.

# **DIMENSIONS**

Length over pulling faces of couplers —  $33^{\prime\prime}$   $97/_8^{\prime\prime}$ . Truck centres —  $18^{\prime}$   $0^{\prime\prime}$ . Leading truck wheelbase —  $4^{\prime}$   $2^{\prime\prime}$ . Rear truck wheelbase —  $4^{\prime}$   $10^{\prime\prime}$ . Truck centres —  $18^{\prime}$   $0^{\prime\prime}$ .

Width over corner posts — 8'  $10^{1}/4''$ . Over nose — 10' 0''. Track gauge — 3' 6''.

Height from top of rail — To top of cupola —  $14'\,10''$ . To top of eave angle —  $11'\,3''$ . To centre line of couplers —  $2'\,6''$ .

# **DRAWINGS**

General arrangement — H-1330. Leading Truck — M-859. Rear Truck — F-1521.

#### SPECIALTIES

Leading Truck — Journals — 5" x 9".

Side frames — Archbar.

Bolster — Simplex.

Wheels — 28" diameter rolled steel. No truck springs.

Rear Truck — Journals — 41/4 " x 8".

Side frames and Bolster — Cast steel.

Wheels — 30" diameter. Cast iron. Chilled tread.

Truck Springs — M.C.B. Class A.

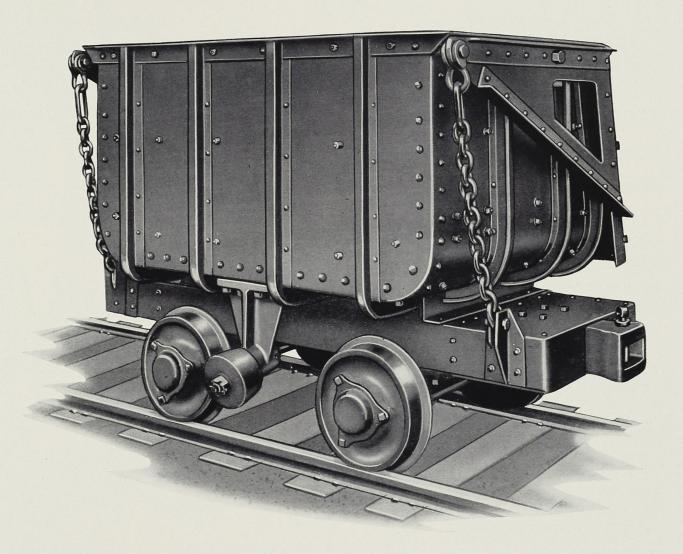
Couplers — Automatic.

Lamps — Electric and oil-burning.

Air brake — Westinghouse.

Cook stove.

Friction draft springs at rear end only.



52 cu. ft. Side-Tip Mine Cars

# 52 cu. ft. Side-Tip Mine Cars

#### DESCRIPTION

All steel. Side sills of rolled steel channel. One side and both ends of steel sheet reinforced with rolled steel rails. Side door of steel plate, angles and rails. Wood floor with steel wear-plate over. Wear-plates at ends. Car is tipped by means of a tipping wheel, located on and fastened to underside of body in such a manner that, when car is brought to an inclined tipping rail, the tipping wheel engages this inclined plane and the body tilts upwards on a slope and at the same time the door moves outwards. The door is anchored to the underframe by a chain and anchor and the body is pivotted to one side of the underframe.

# **DIMENSIONS**

Length over couplers — 7'  $8\frac{1}{4}$ ". Inside — 5'  $2\frac{3}{4}$ ". Wheelbase — 3' 0".

Width inside at top — 3' 6". Track gauge 3' 0".

Height from top of rail — To top of car 4'  $9\frac{1}{2}$ ". To underside of body  $23\frac{1}{2}$ ". Height inside 2'  $77\frac{1}{8}$ ".

# DRAWING

General arrangement — H-883.

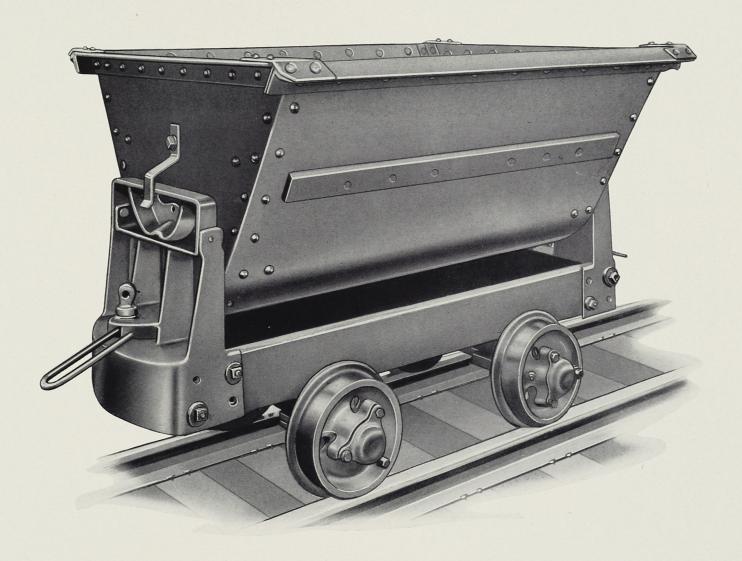
# **SPECIALTIES**

Axles — Axle steel.

Journals — Timken roller with Alemite grease fittings.

Wheels — 16" diameter. Cast iron. Chilled tread.

Couplers — Link and pin type.



27 cu. ft. Rocker-Dump Mine Cars

### 27 cu. ft. Rocker-Dump Mine Cars

#### DESCRIPTION

All steel. Side sills of rolled steel channels, connected at ends by cast steel end frames. Bucket sides formed from one piece, reinforced at bottom with steel plate. Ends and sides reinforced with rolled steel angles. Cast steel rocker device is rivetted on end sheet and rocks on raised portion of end frame. Bucket is locked in position by a locking bar pivotted on end frame and a steel bar hinged on end sheet.

#### **DIMENSIONS**

Length over end castings —  $6' 1\frac{1}{2}''$ . Inside —  $4' 7\frac{3}{4}''$ . Wheelbase — 2' 6''.

Width inside at top — 3' 11-1/16". Track gauge — 2' 0".

Height from top of rail — To top of car — 3' 9-9/16". To top of underframe — 1'  $4^{1}/_{8}$ ". Inside — 2' 3-5/16".

#### DRAWING

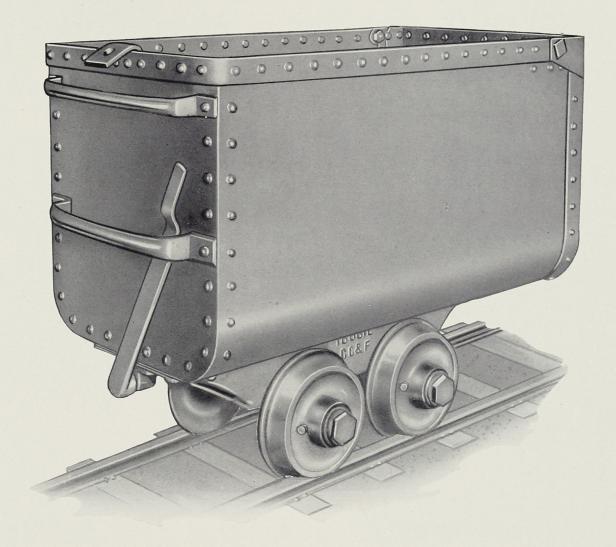
General arrangement — E-1827.

#### **SPECIALTIES**

Axles — Axle steel.

Journal bearings — Timken roller with Alemite grease fittings.

Wheels —  $12^{\prime\prime}$  diameter. Cast iron. Chilled tread. Coupling arrangement — Link and pin.



28 cu. ft. End-Dump Mine Cars

### 28 cu. ft. End-Dump Mine Cars

#### DESCRIPTION

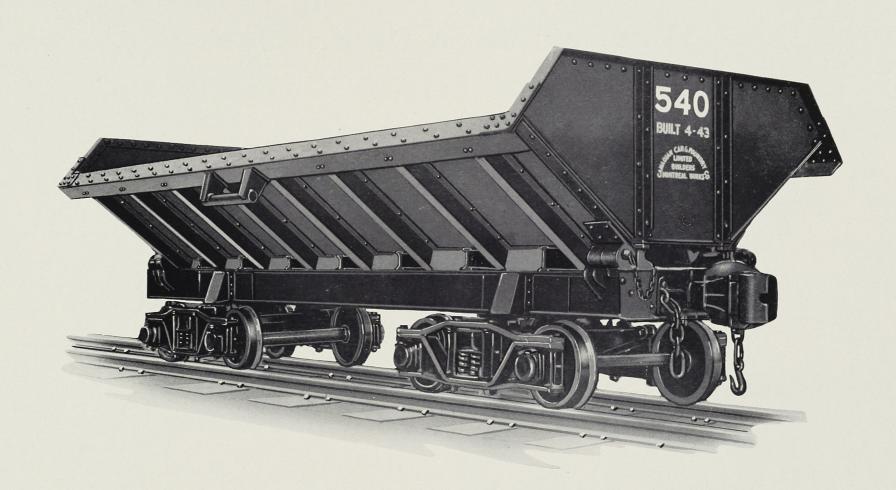
One-piece cast steel underframe. Sides and bottom of two-piece bucket steel plate, welded along bottom and reinforced at top with O.H. steel bar. Ends of steel plate with O.H. steel bar reinforcing at top. Ends and sides rivetted together with rolled steel angles at stationary end door at other end, reinforced all round with O.H. steel bar. End door hinged at top to swing outwards when car is tipped. Suitable grab irons at one end.

#### **DIMENSIONS**

```
Length — Inside 4' 10^{1}/4''. Wheelbase — 16^{1}/4''. Width — Inside 2' 5^{1}/2''. Height — 2' 6-5/16''. Track Gauge — 18''.
```

#### DRAWING

General Drawing — F-1157.



11 cu. yd. Side-Dump Cars Shipped to British Guiana

### 11 cu. yd. Side-Dump Cars Shipped to British Guiana

#### DESCRIPTION

Underframes, centre sills and end sills of rolled steel channels. Pedestal sills of rolled steel I-beam.

Superstructure — Bottom and side sheets of 5/16" pressed plate with reinforcing angle running full length of car on top of side sheets. Body side braces of rolled steel I-beams. End sheets of 5/16" pressed plate with top reinforcing angle and posts.

#### **DIMENSIONS**

Length over couplers — 21' 8". Inside end sills — 18' 8". Inside end sheets — 18' 6". Truck centres — 11'  $101/_2$ ". Truck wheelbase — 3' 10".

Width overall — 8'  $3\frac{3}{4}$ ". At top of side sheet angles — 7' 6". Track gauge — 3' 0".

Height from top of rail — To top of car — 5' 10-1/16''. Inside body — 3' 0''. To center line of couplers — 1'  $11\frac{1}{4}''$ .

#### DRAWINGS

General arrangement —F-1615. Truck — H-1278.

#### **SPECIALTIES**

Automatic couplers.

Friction draft gear.

Timken roller bearings with pipe plug grease fittings.

18" diameter wheels. Cast iron. Chilled tread.



11 cu. yd. Four-Wheeled Side-Dump Quarry Car Shipped to British Guiana

### 11 cu. yd. Four-Wheeled Side-Dump Quarry Car

### Shipped to British Guiana

#### DESCRIPTION

Type of Underframe — Centre sills and end sills of rolled steel channels. Pedestal sills of rolled steel 1-beams.

Bottom and side sheets of 5/16" pressed plate with reinforcing angle, running full length of car, on top of side sheets. End sheets of 5/16" pressed plate with top reinforcing angle and upright angle posts, all rivetted to end sheets.

#### **DIMENSIONS**

Length over couplers —  $20'\ 11^{1}/2''$ . Inside end sills —  $18'\ 8''$ . Inside end sheets —  $18'\ 6''$ . Wheelbase —  $11'\ 10^{1}/2''$ .

Width overall — 8'  $3\frac{3}{4}$ ". At top of side sheet angles — 7' 6". Track gauge — 3' 0".

Height from top of rail — To top of car — 5' 10-1/16''. Inside body — 3' 0''. To centre line of couplers —  $23^{1}/8''$ .

#### DRAWING

General arrangement — F-1509.

#### **SPECIALTIES**

Axles — 4" x 7-11/16".

Axle guards — Rivetted to underside of pedestal sills.

Draft gear — Friction type.

Couplers — Link and pin type.

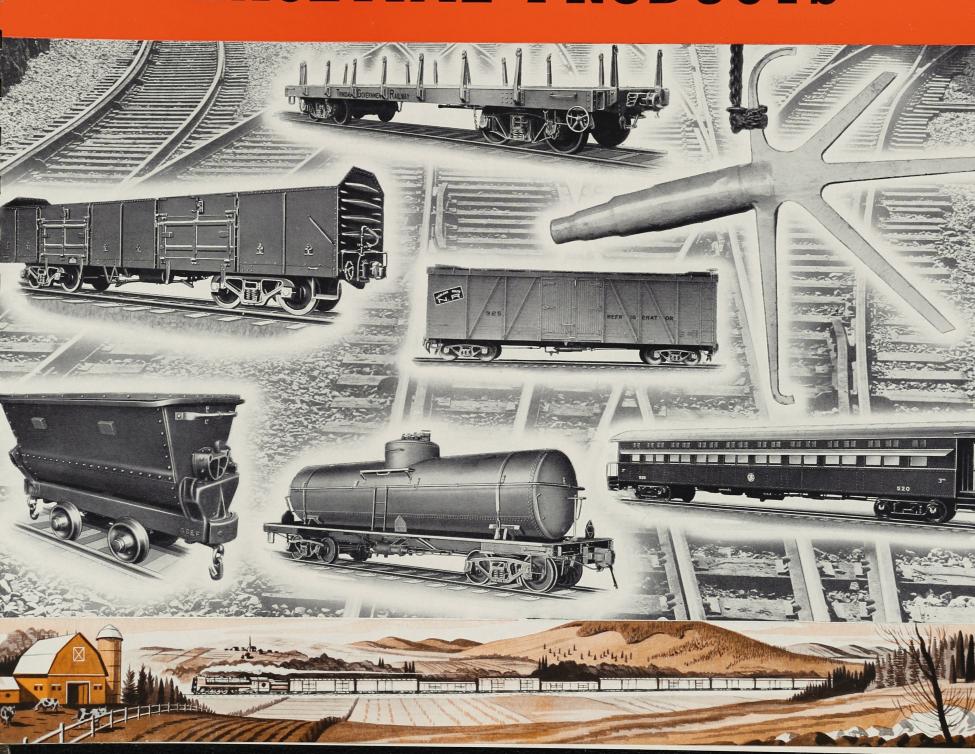
Bearing springs — Helical.

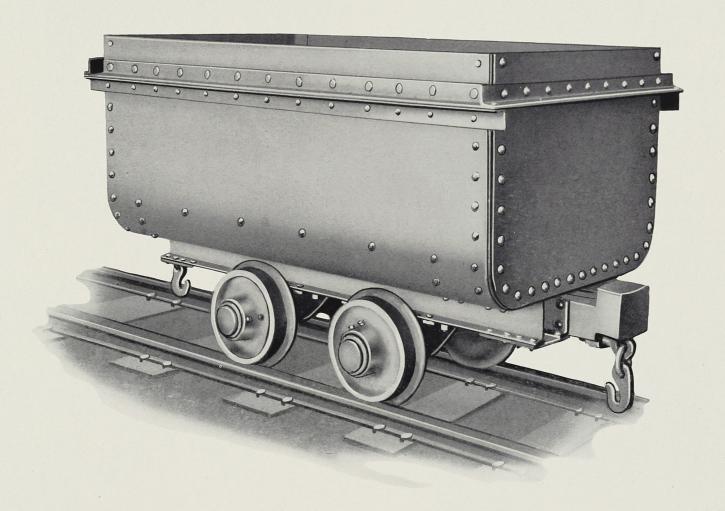
Bearings — Timken roller with Alemite grease cup fittings.

Wheels — 20" diameter. Cast iron. Chilled tread.

Safety chains on end sills.

# PEACETIME PRODUCTS





3½-Ton Mine Car

### 3½-Ton Mine Car

#### DESCRIPTION

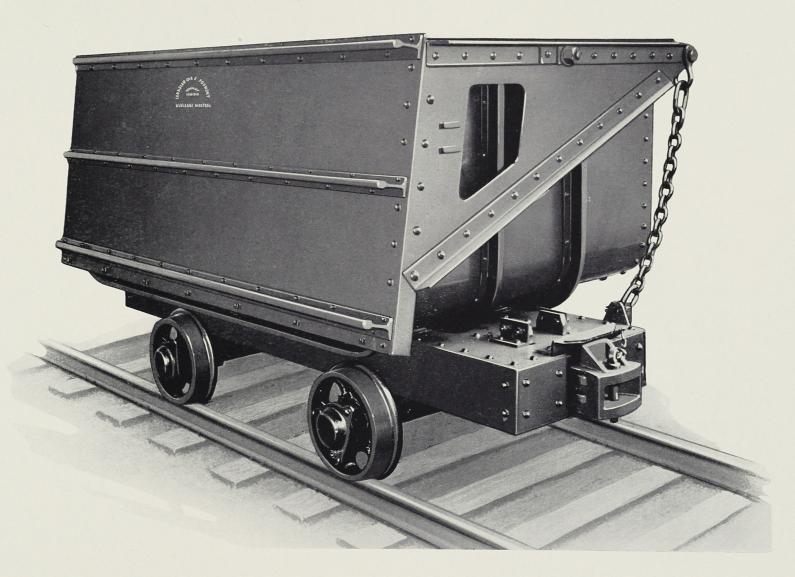
Type of Underframe — Rolled steel channels. Sides and ends of steel plate with rolled steel angle reinforcing at top. Friction draft gear. Helical bearing springs. Steel axles enclosed in cast iron housing. Timken roller bearings with cap screw grease fittings. Hook and link couplers with cast steel drawbar. Wheels — Cast iron chilled tread 14" diameter.

#### **DIMENSIONS**

Length: Over drawbars — 7' 4". Inside — 6' 0". Width: Overall — 3' 115/8". Inside 3' 61/8". Wheelbase — 2' 0". Track Gauge — 2' 0". Height from top of rail: To top of car — 3' 111/2". To top of underframe — 165/8". Inside of car — 2' 65/8".

#### DRAWING

General Drawing — C-2513.



100 cu. ft. Side-Dump Mine Car

### 100 cu. ft. Side-Dump Mine Car

#### **DESCRIPTION**

Underframe of rolled steel channels. One side and both ends of steel sheet, reinforced with rolled steel rails. Side door of steel plate with angle and rail reinforcement. Wood floor with steel wear-plate over. Wear-plates at ends. Car is tipped by means of a tipping wheel, located on and fastened to underside of body in such a manner that, when car is brought to an inclined tipping rail, the tipping wheel engages this inclined plane and the body tilts upwards on a slope and at the same time the door moves outwards. The door is anchored to the underframe by a chain and anchor and the body is pivotted to one side of the underframe.

#### **DIMENSIONS**

Length; Over couplers — 9' 91/4". Inside — 7' 0".

Width; Overall — 5' 85/8". Inside at top — 4' 6". Inside at Bottom — 5' 0". Track gauge — 3' 0".

Height from top of rail; To top of car — 5' 21/2". Inside at Bottom — 5' 21/2".

side 3' 0". To top of underframe — 1' 85/8".

#### **DRAWINGS**

General Drawing — F-1260.

#### SPECIALTIES

Axle — Axle steel.

Journals — Timken roller bearings with Alemite grease fittings.

Wheels — 16" diam. special cast alloy.

Friction Draft Gear.

Couplers — Cast steel with link and pin.

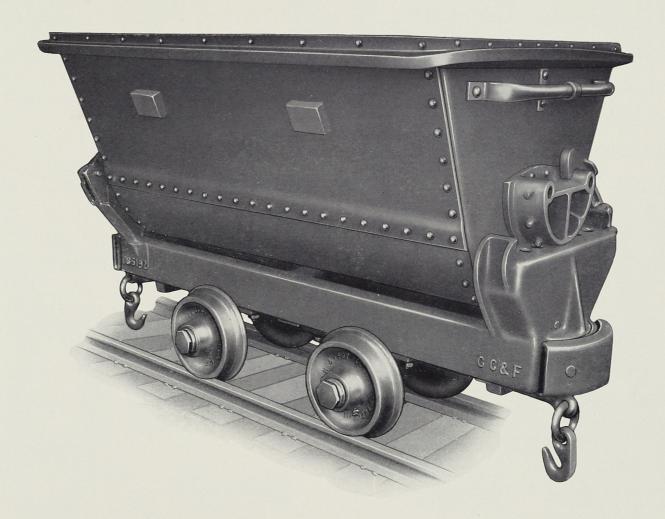
## EXPORT CATALOGUE

## Railway and Mine Rolling Stock and Equipment ...

With traditions dating back to the earliest stages of railway development, Canadian Car & Foundry Company is able to draw on an impressive backlog of experience which includes design and construction work on no less than 1700 different types of cars. On the following pages will be found illustrations and specifications covering a few of the many types of railway rolling stock and mining equipment which have been supplied and illustrations of track layouts, castings, wheels and other miscellaneous products.

Canadian Car & Foundry Co. Limited design and build passenger coaches and freight cars of every description, both of standard and special design. Our experienced design staff and service department are available for consultation.





30 cu. ft. Rocker Side-Dump Mine Cars

### 30 cu. ft. Rocker Side-Dump Mine Cars

#### **DESCRIPTION**

All steel. Cast steel underframes with steel bucket bottom formed to suit radius and steel side and end sheets, reinforced at top and ends with rolled steel rails. Rocker device is rivetted to ends and engages with teeth pockets in raised portion of underframe. Bucket is locked in position by means of a cast steel arm, pivotted on underframe and engaging with rocker gear.

#### **DIMENSIONS**

Length overall — 6' 63/4". Inside — 5' 2". Wheelbase — 2' 3".

Width inside at top — 3' 41/2". Track gauge — 1' 6". Height from top of rail — To top of car — 3' 11". Inside — 2' 51/2".

#### DRAWING

General arrangement — E-2020.

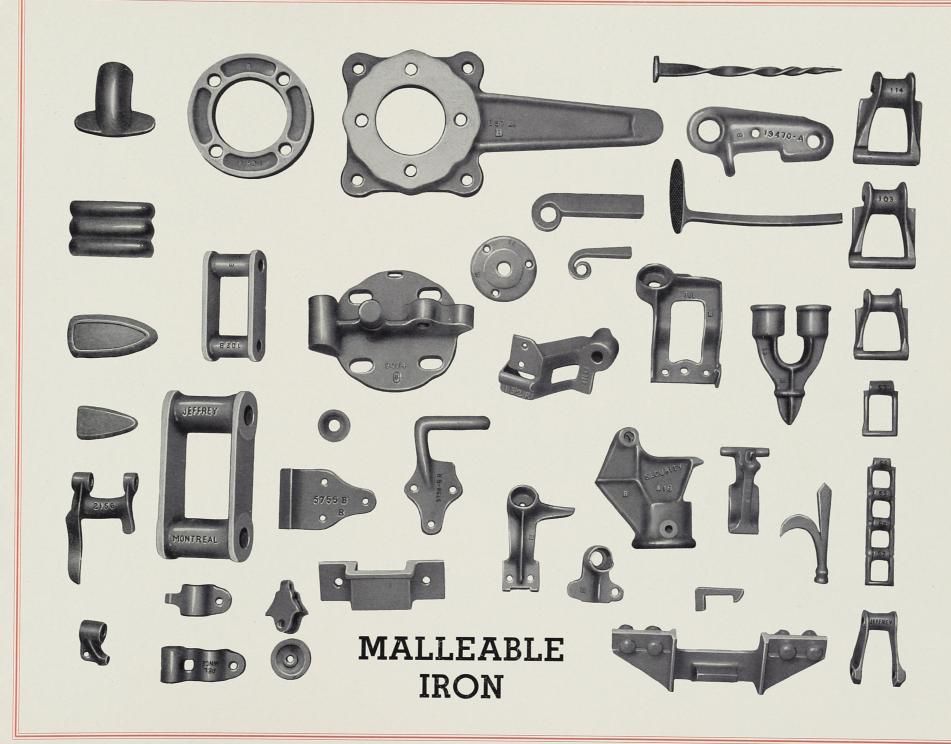
#### **SPECIALTIES**

Axles of axle steel

Timken roller bearings with Aleminite grease fittings in wheel hubs.

12" diameter wheels. Cast iron. Chilled tread.

Drawbar hook and link, fastened at centre of car with O.H. steel pin.

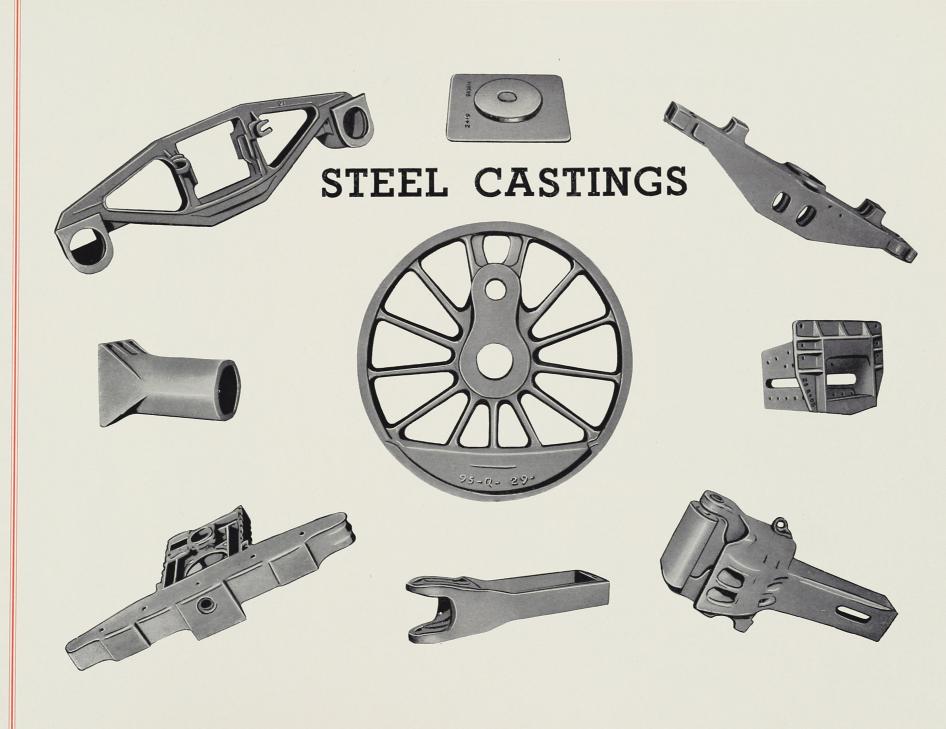


## MALLEABLE IRON

A metal created in early American development by foundrymen searching for a material that could be cast to shape with a wide range of sections and sizes, corrosion resistant, easily machined and combining the properties of wrought and cast iron.

Malleable iron when cast is hard and brittle but through an annealing process it is made tough and ductible. Through engineering research over a period of years, experiments in the processing have increased the efficiency of the castings. Malleables have been substituted and are now replacing certain more expensive non-ferrous metals.

Presently used in the manufacture of railway cars, automotive and farm machinery, it is also in demand for fence castings, marine hardware, electrical fittings, conveyor castings and numerous other miscellaneous castings.



# STEEL CASTINGS

Steel castings are used in all branches of engineering where one or a combination of properties such as great strength, hardness, resistance to impact, corrosion, abrasion, heat etc. are required.

Our steel foundry, which has a monthly capacity rating upwards of 4000 tons produces castings weighing from a few ounces to 175,000 lbs. each, in carbon and alloy steels to suit customer requirements.

Straight Carbon, Nickel, Chromium, Molybdenum, Vanadium steels and those with combinations of these alloys and austenitic manganese steel are regularly produced. Melting of the steel is done in open hearth and electric furnaces.

Well equipped chemical, physical and sand testing laboratories test the materials used in all operations to insure castings being of the required quality and to specification.

#### SOME ITEMS IN WHICH STEEL CASTINGS ARE USED

RAILWAY CARS

LOCOMOTIVES

SHIPS

AUTOMOBILES

MINING MACHINERY

STEAM & ELECTRIC RAILWAY CROSSINGS

HOISTS & DERRICKS

ROLLS FOR HOT ROLLING OF STEELS ETC.

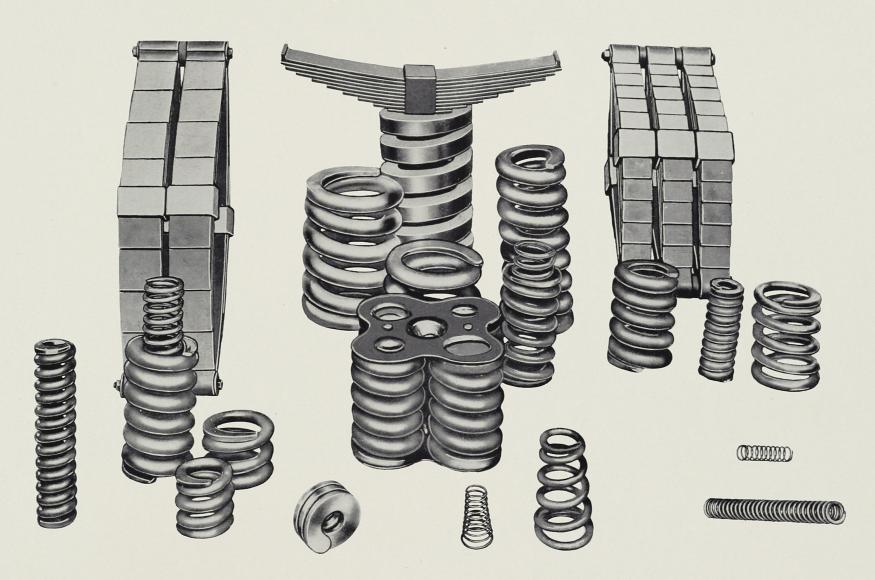
ORDNANCE

STEAM TURBINES



CANADIAN CAR & FOUNDRY
COMPANY LIMITED

## SPRINGS



### SPRINGS

We specialize in coil and elliptic springs of all sizes and capacities, and our up-to-date methods of manufacture ensure high and uniform quality in our products. All material used is tested in accordance with the specifications of the American Society of Testing Materials, and every spring is carefully gauged and tested in excess of requirements. The accompanying photograph illustrates only a few of the many sizes and types we are capable of manufacturing. Inquiries with the following information are solicited.

#### COIL SPRINGS

Number of coils required.

Outside or inside diameter of coil.

Round or square steel.

Diameter or size of bar.

If a certain strength, largest outside and smallest inside diameters.

Free height.

Height or distance to be compressed with stated load.

#### **ELLIPTIC SPRINGS**

Length over centers of eyes — light.

" " " — loaded.

Free Height.

Loaded height.

Size of spring band.

Number of leaves.

Size of steel.

Load in pounds.



TRACK LAYOUT

# TRACK LAYOUT

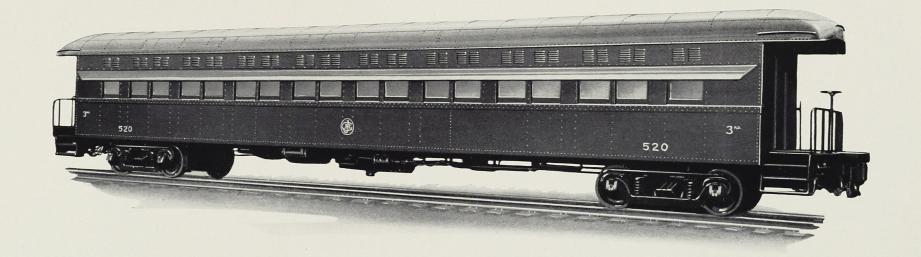
The track layout on the reverse page was fabricated by the Canadian Car & Foundry Co. Ltd., Montreal, Canada. We are especially equipped to produce all types of track work for Steam Railway, Street Railway and Industrial, in Manganese Steel or Built up Construction. Where rolling stock and traffic are extremely heavy, Solid Manganese Steel or Rail Bound Manganese Steel Frogs are recommended.

In addition to the experience gained in co-operating with the various Railways, our Company make many types of Switches and Frogs, to meet the requirements of mines and quarries, fabricated from lighter rail sections up to and including 45 lbs. per yard.

We are always ready to meet any special conditions and are prepared to submit designs for complete or partial layouts. When ordering Switches and Frogs, it is necessary to specify the design, overall length, section of rail and track gauge.







Third-Class Coaches
Built for Jamaica Government Railway

# Third-Class Coaches Built for Jamaica Government Railway

#### DESCRIPTION

Type of underframe — Centre sills of rolled steel channels with bottom cover plate. Side sills of pressed steel, Z-bar section, rivetted to pressed angle section. Bolster and cross-bearer diaphragms of pressed steel with top and bottom cover plates. Car has a seating capacity of 76 passengers with a dry hopper and wash basin at one end and continuous parcel rack. Continuous steel sun shades and louvres are located on sides below roof.

#### **DIMENSIONS**

Length over buffer tread plates — 65'  $2\sqrt[3]{4}$ ". Over body corner posts — 55' 10". Inside — 55' 5". Truck centres — 44' 0". Truck wheelbase — 6'  $2\sqrt[3]{2}$ ".

Width over side posts — 9'  $11^{1}/8$ ". Inside — 9'  $4^{1}/2$ ". Over sun shades — 10' 3". Track gauge — 4'  $8^{1}/2$ ". Height from top of rail — To top of roof — 12'  $0^{1}/2$ ". To top of floor — 3'  $8^{1}/4$ ". To centre line of couplers — 2'  $10^{1}/2$ ".

#### DRAWINGS

Floor Plan — M-846. Cross Section — H-1302. Truck — H-1316.

#### SPECIALTIES

Journals — 41/4" x 8".

Wheels — 33" diameter. Rolled steel.

Trucks—Cast steel.

Truck springs — Elliptic, with helical equalizer springs.

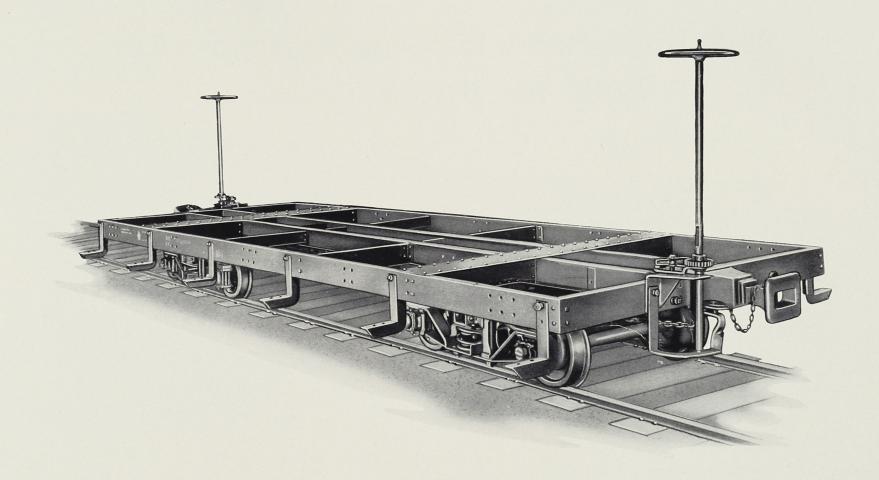
Draft Gear — Friction type.

Hand brake at both ends of car.

Lighting system — Electric with generator and batteries.

Couplers — Automatic.

Air brake — Westinghouse.



Steel Underframe for 5-ton Passenger Car Built for British Guiana

### Steel Underframe for 5-ton Passenger Car Built for British Guiana

#### DESCRIPTION

Centre sills, side sills, bolsters, crossbearers and end sills of rolled steel channels. Link and pin type couplers. Hand brake at both ends of car.

#### **DIMENSIONS**

Length overall — 22' 11". Over end sills — 20' 0". Truck centres — 12' 6". Truck wheelbase — 3' 8". Width over side sills — 7' 0". Track gauge — 3' 0". Height from top of rail — To top of underframe — 1' 107/8". To centre line of couplers —1' 77/8".

#### **DRAWINGS**

General arrangement — H-1331. Truck — H-1336.

#### **SPECIALTIES**

Journal Bearings — Timken roller, with pipe plug grease fittings.

Wheels — 16" diameter. Cast iron. Chilled tread.

Side frames — Archbar type.

Brake beams — Steel bar.

Channel bolsters — Rolled steel.





All-Steel First Class Coaches
Built for the Newfoundland Railway

# All-Steel First Class Coaches Built for the Newfoundland Railway

#### DESCRIPTION

Type of underframe — Centre sills of A.A.R. rolled steel Z-bar section. Side sills of rolled steel angle and pressed steel Z-bar section, rivetted together. Bolster and crossbearer diaphragms of  $\frac{1}{4}$  pressed steel with top and bottom cover plates.

Superstructure — Steel throughout. Main posts 1/8" steel pressings. Post stiffeners 1/8" steel pressings. Sash rests — 1/8" steel pressings. Girder plates, pier plates and letter plates — 1/8" steel sheet. Carlines 21/2" x 2" x 1/4" angles, pressed to contour of roof.

Roof sheets —  $\frac{1}{8}$ " steel sheets at sides and 1/16" steel sheets at centre. Roof sheets reinforced by 2" x 2" x 3/16" angle purlines.

#### **DIMENSIONS**

Length over couplers —  $62'\ 0^{1}/2''$ . Over corner posts —  $54'\ 6''$ . Main room —  $27'\ 8''$ . Smoking room —  $13'\ 7''$ . Truck centres —  $44'\ 0''$ . Truck wheelbase —  $6'\ 0''$ .

Width over side posts — 8' 9". Between posts — 8' 2". Track gauge 3' 6".

Height from top of rail — To top of roof —  $12' 2\frac{3}{4}''$ . To centre line of couplers — 2' 6''.

#### **DRAWINGS**

Floor plan — L-737. Truck — E-2624

#### **SPECIALTIES**

Journals — 41/4 x 8".

Couplers — Automatic.

Truck springs — Elliptic with helical equalizer springs.

Side frames and bolsters — Cast steel.

Draft gear — Friction type.

Air Brake — Westinghouse.

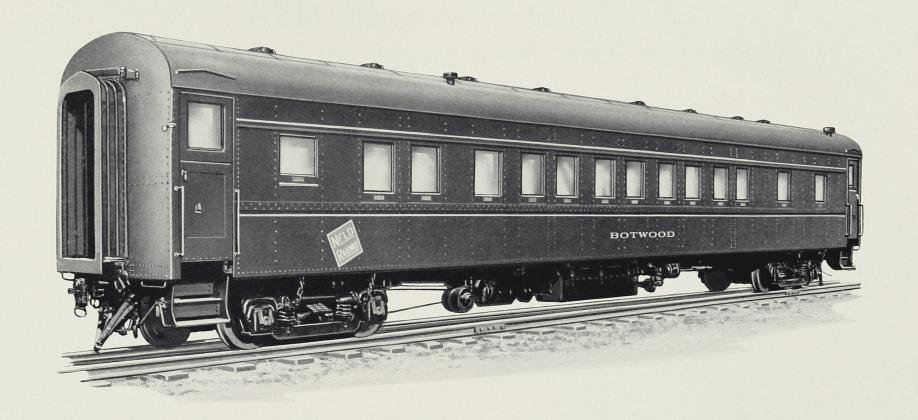
Hand brake at end of car.

Wheels — Rolled steel. 30" diameter.

Electric lighting system with generator and battery.

#### GENERAL

The car has a seating capacity in the main room of 34 and in the smoking room of 16, making a total of 50 passengers. Men's saloon and women's saloon are equipped with single-bowl wash basins and hopper. Water cooler at both ends of car. Both main room and smoking room have a continuous parcel rack.



All-Steel Sleeping Cars
Built for the Newfoundland Railway

# All-Steel Sleeping Cars Built for the Newfoundland Railway

#### DESCRIPTION

Type of underframe — Centre sills of A.A.R. rolled steel Z-bar section. Side sills of rolled steel angle and pressed steel Z-bar section, rivetted together. Bolster and crossbearer diaphragms of  $\frac{1}{4}$  pressed steel with top and bottom cover plates.

Superstructure — Steel throughout. Main posts 1/8" steel pressings. Post stiffeners 1/8" steel pressings. Sash rests — 1/8" steel pressings. Girder plates, pier plates and letter plates — 1/8" steel sheet. Carlines 21/2" x 2" x 1/4" angles, pressed to contour of roof.

Roof sheets —  $\frac{1}{8}$ " steel sheets at sides and 1/16" steel sheets at centre. Roof sheets reinforced by 2" x 2" x 3/16" angle purlines.

#### **DIMENSIONS**

Length over couplers —  $62'\ 01/2''$ . Over corner posts —  $54'\ 6''$ . Main sleeping room  $24'\ 91/2''$ . Truck centres —  $44'\ 0''$ . Truck wheelbase —  $6'\ 0''$ .

Width over side posts — 8' 9". Between posts inside — 8' 2". Track gauge — 3' 6".

Height from top of rail — To top of roof —  $12'\ 23/4''$  To centre line of couplers —  $2'\ 6''$ .

#### DRAWINGS

Floor plan — L-740. Truck — F-2624

#### SPECIALTIES

Journals — 41/4 x 8".

Couplers — Automatic.

Truck springs — Elliptic with helical equalizer springs.

Side frames and bolsters — Cast steel.

Draft gear — Friction type.

Air Brake — Westinghouse.

Hand brake at end of car.

Wheels — Rolled steel. 30" diameter.

Electric lighting system with generator and battery.

#### **GENERAL**

The car has eight sections. There is a state room at ladies' end with upper and lower berths and annex with wash bowl and hopper. At the other end the smoking room has a chair, two wash basins and dental bowl and the men's toilet contains one hopper.



All-Steel Baggage Cars
Built for the Newfoundland Railway

# All-Steel Baggage Cars Built for the Newfoundland Railway

### DESCRIPTION

Type of underframe — Centre sills of A.A.R. rolled steel Z-bar section. Side sills of rolled steel angle and pressed steel Z-bar section, rivetted together. Bolster and crossbearer diaphragms of 1/4" pressed steel with top and bottom cover plates.

Superstructure — Steel throughout. Main posts 1/8" steel pressings. Post stiffeners 1/8" steel pressings. Sash rests — 1/8" steel pressings. Girder plates, pier plates and letter plates — 1/8" steel sheet. Carlines 21/2" x 2" x 1/4" angles, pressed to contour of roof.

Roof sheets —  $\frac{1}{8}$ " steel sheets at sides and 1/16" steel sheets at centre. Roof sheets reinforced by 2" x 2" x 3/16" angle purlines.

### **DIMENSIONS**

Length over couplers —  $62'\ 01/2''$ . Over corner posts —  $59'\ 91/2''$ . Inside —  $59'\ 11/2''$ . Truck centres —  $44'\ 0''$ . Truck wheelbase —  $6'\ 0''$ .

Width over corner posts — 8' 9''. Inside — 8' 01/8''. Track gauge — 3' 6''.

Height from top of rail — To top of roof — 12' 23/4''. To centre line of couplers — 2' 6''.

### **DRAWINGS**

Floor plan — L-743. Truck — E-2624.

### **SPECIALTIES**

Journals — 41/4" x 8".

Couplers — Automatic.

Truck springs — Elliptic with helical equalizer springs.

Side frames and bolsters — Cast steel.

Draft gear — Friction type.

Air Brake — Westinghouse.

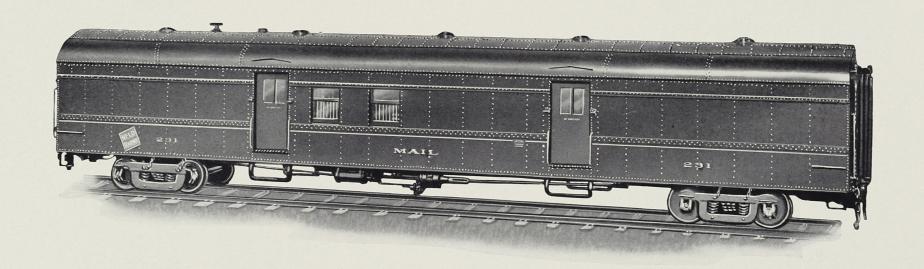
Hand brake at end of car.

Wheels — Rolled steel. 30" diameter.

Electric lighting system with generator and battery.

### GENERAL

The car has agent's locker and toilet with hopper only with overhead tank above. An overhead shelf at centre of car, 5' 0'' wide, is also supplied.



All-Steel Mail Cars
Built for the Newfoundland Railway

# All-Steel Mail Cars Built for the Newfoundland Railway

#### DESCRIPTION

Type of underframe — Centre sills of A.A.R. rolled steel Z-bar section. Side sills of rolled steel angle and pressed steel Z-bar section, rivetted together. Bolster and crossbearer diaphragms of 1/4" pressed steel with top and bottom cover plates.

Superstructure — Steel throughout. Main posts 1/8 '' steel pressings. Post stiffeners 1/8 '' steel pressings. Sash rests — 1/8 '' steel pressings. Girder plates, pier plates and letter plates — 1/8 '' steel sheet. Carlines  $2^{1}/2$  '' x  $2^{1}$  '' angles, pressed to contour of roof.

Roof sheets — 1/8" steel sheets at sides and 1/16" steel sheets at centre. Roof sheets reinforced by 2" x 2" x 3/16" angle purlines.

### **DIMENSIONS**

Length over couplers — 62'  $0^{1}/2$ ". Over diaphragm posts — 60'  $5^{1}/2$ ". Inside — 59'  $0^{3}/8$ ". Truck centres — 44' 0". Truck wheelbase — 6' 0".

Width over corner posts 8' 9''. Inside 8' 15/8''. Track gauge — 3' 6''.

Height from top of rail — To top of roof —  $12'\ 2^3/_4$ ". To centre line of couplers —  $2'\ 6$ ".

### **DRAWINGS**

Floor plan — L-742. Truck — E-2624.

### SPECIALTIES

Journals — 41/4" x 8".

Couplers — Automatic.

Truck springs — Elliptic with helical equalizer springs.

Side frames and bolsters — Cast steel.

Draft gear — Friction type.

Air Brake — Westinghouse.

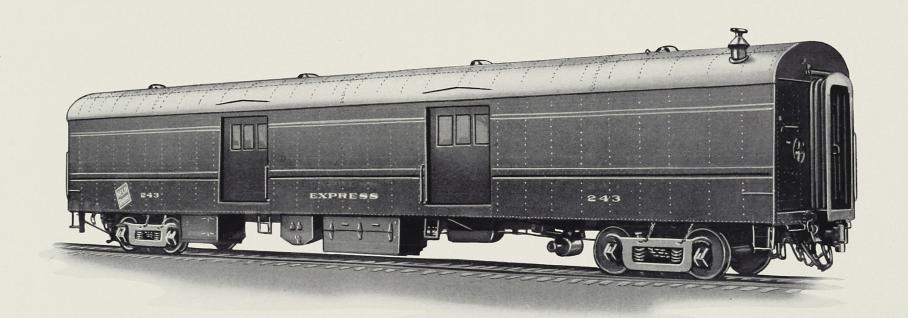
Hand brake at end of car.

Wheels — Rolled steel. 30" diameter.

Electric lighting system with generator and battery.

### GENERAL

The car is an all-mail car with inside fittings and built to U.S. postal authorities' standards, including canvas folding bunk, hopper and wash basin.



All-Steel Express Cars
Built for the Newfoundland Railway

# All-Steel Express Cars Built for the Newfoundland Railway

#### DESCRIPTION

Type of underframe — Centre sills of A.A.R. rolled steel Z-bar section. Side sills of rolled steel angle and pressed steel Z-bar section, rivetted together. Bolster and crossbearer diaphragms of  $\frac{1}{4}$  pressed steel with top and bottom cover plate.

Superstructure — Steel throughout. Main posts — 1/8" steel pressings. Post stiffeners — 1/8" steel pressings. Sash rests — 1/8" steel pressings. Girder plates, pier plates and letter plates — 1/8" steel sheet. Carlines — 21/2" x 2" x 1/4" angles, pressed to contour of roof. Roof sheets — 1/8" steel sheets at sides and 1/16" steel sheets at centre. Roof sheets reinforced by 2" x 2" x 3/16" angle purlines.

### **DIMENSIONS**

Length over couplers —  $62^{\prime\prime}$   $0^{1}/2^{\prime\prime}$ . Over corner posts —  $59^{\prime}$   $9^{1}/2^{\prime\prime}$ . Inside —  $59^{\prime}$   $1^{1}/2^{\prime\prime}$ . Truck centres —  $44^{\prime}$   $0^{\prime\prime}$ . Truck wheelbase —  $6^{\prime}$   $0^{\prime\prime}$ .

Width over corner posts — 8' 9". Inside — 8'  $0^{1}/8$ ". Track gauge — 3' 6".

Height from top of rail — To top of roof —  $12'\ 2^3/4''$ . To centre line of couplers —  $2'\ 6''$ .

### **DRAWINGS**

Floor plan — L-744. Truck — E-2624.

### SPECIALTIES

Journals — 41/4" x 8".

Couplers — Automatic.

Truck springs — Semi-elliptic with helical equalizer springs.

Side frames and bolsters — Cast steel.

Draft gear — Friction type.

Air brake — Westinghouse.

Hand brake at end of car.

Wheels — Rolled steel. 30" diameter.

Electric lighting system with generator and battery.



All-Steel Dining Cars
Built for the Newfoundland Railway

# All-Steel Dining Cars Built for the Newfoundland Railway

### DESCRIPTION

Type of underframe — Centre sills of A.A.R. rolled steel Z-bar section. Side sills of rolled steel angle and pressed steel Z-bar section, rivetted together. Bolster and crossbearer diaphragms of  $\frac{1}{4}$ " pressed steel with top and bottom cover plates.

Superstructure — Steel throughout. Main posts 1/8" steel pressings. Post stiffeners 1/8" steel pressings. Sash rests — 1/8" steel pressings. Girder plates, pier plates and letter plates — 1/8" steel sheet. Carlines 21/2" x 2" x 1/4" angles, pressed to contour of roof.

Roof sheets —  $\frac{1}{8}$ " steel sheets at sides and 1/16" steel sheets at centre. Roof sheets reinforced by 2" x 2" x 3/16" angle purlines.

### **DIMENSIONS**

Length over couplers —  $62'\ 0^{1}/2''$ . Over corner posts — $59'\ 9^{1}/2''$ . Main dining room —  $25'\ 7''$ . Truck centres —  $44'\ 0''$ . Truck wheelbase —  $6'\ 0''$ .

Width over side posts — 8' 9". Between posts — 8' 2". Track gauge — 3' 6".

Height from top of rail — To top of roof —  $12^{\circ}$   $2^{3}/_{4}^{\circ}$ . To centre line of couplers —  $2^{\circ}$   $6^{\circ}$ .

### **DRAWINGS**

Floor plan — L-738. Truck — E-2624.

### SPECIALTIES

Journals — 41/4" x 8".

Couplers — Automatic.

Truck springs — Elliptic with helical equalizer springs.

Side frames and bolsters — Cast steel.

Draft gear — Friction type.

Air Brake — Westinghouse.

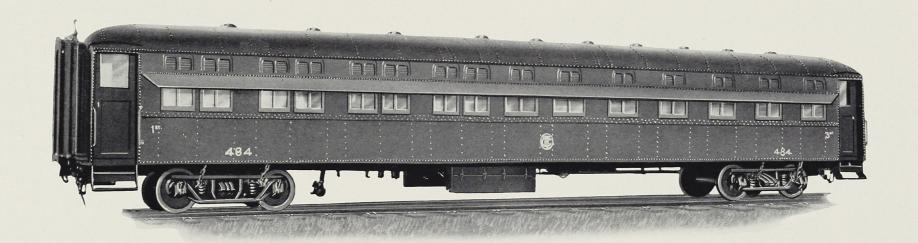
Hand brake at end of car.

Wheels — Rolled steel. 30" diameter.

Electric lighting system with generator and battery.

### GENERAL

Car can seat 24 diners and has kitchen and pantry. A mechanical refrigerator units is mounted under the car, serving three refrigerators inside the car. Overhead tanks are in kitchen and pantry. Pantry has steam kettle and water filter.



Passenger Coaches
Built for Trinidad Government Railway

# Passenger Coaches Built for Trinidad Government Railway

#### DESCRIPTION

Type of underframe — Centre sills of rolled steel channels with  $\frac{1}{4}$ " bottom cover plate. Side sills of  $\frac{5}{16}$ " pressed steel Z-bar.

The car has 1st. class compartment with a seating capacity of 30 and 3rd. class compartment with a seating capacity of 72 passengers. Total seating capacity is 102. Between the 1st. and 3rd. compartments is a compartment containing sink and work bench; also a cupboard and icebox. Continuous basket rack and louvre and sash in 1st. class compartment: louvre only in 3rd. class compartment.

### **DIMENSIONS**

Length over buffer face plates —  $64'\ 3''$ . Over body corner posts —  $55'\ 10''$ . Inside 1st. class compartment —  $24'\ 3^3\!4''$ . Inside 3rd. class compartment —  $27'\ 8^1\!4''$ . Truck centres —  $44'\ 0''$ . Truck wheelbase —  $6'\ 2^1\!2''$ .

Width over steps — 10' 51/2''. Between posts — 9' 51/8''. Inside — 9' 4-9/16''. Track gauge 4' 81/2''.

Height from top of rail — To top of roof —  $12^{\circ}$  0". To top of floor —  $3^{\circ}$   $7^{1}/_{2}$ ". To centre line of couplers —  $2^{\circ}$   $10^{\circ}$ ".

### **DRAWINGS**

Floor plan — M-729. Truck — E-2378.

### **SPECIALTIES**

Axles — 41/4 ' x 8'' journals.

Brake beams — No. 15 trussed. Single shoe brake.

Wheels — 33" diameter. Rolled steel.

Bearing springs — Elliptic.

Side frames and bolsters — Cast steel.

Couplers — Link and pin type.

Ventilators mounted in roof.

Hand brake — Pump handle type at both ends of car.

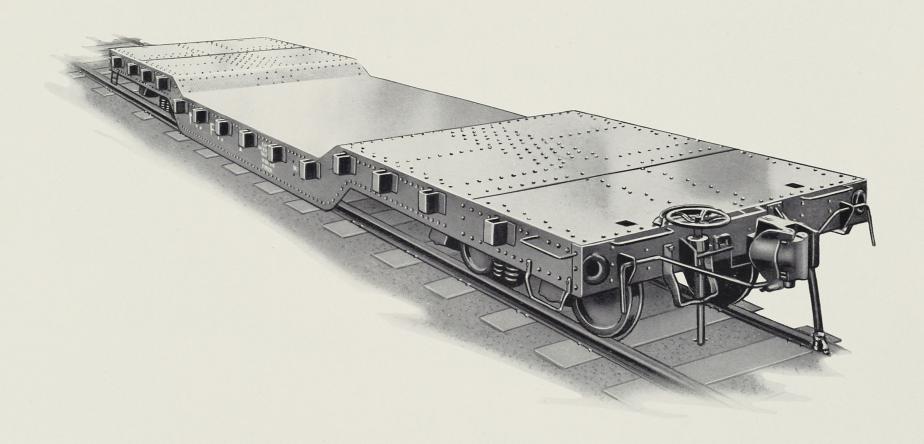
Light weight vestibule diaphragms.

Draft gear - Friction type.

Overhead water tank.

Ice refrigerator.

Electric lighting with generator and battery.



Depressed Centre 40-ton Flat Cars Built for the Newfoundland Railway

## Depressed Centre 40-Ton Flat Cars Built for the Newfoundland Railway

### DESCRIPTION

Type of Underframe — Centre sills depressed between truck centres and built up of two top angles and one bottom angle, connected together by a 1/2" web plate and bottom cover plate. Side sills depressed between truck centres and built up of one top angle and one bottom angle, connected together by a 1/2" web plate and bottom cover plate. End sills of rolled steel channel. Bolster and crossbearer diaphrams of 1/4" plate with bolster top and bottom cover plates. 1/4" floor plate throughout with 1/4" checkered plate at depressed centre. Pressed steel stake pockets.

### **DIMENSIONS**

Length over ends —  $40^{\circ}$  0". Truck centres —  $30^{\circ}$  0". Truck wheel base —  $5^{\circ}$  0".

Width over stake pockets — 9' 43/4". Over side sill webs — 8' 6". Track gauge — 3' 6".

Height from top of rail — To top of side at ends — 3' 1". To top of depressed centre — 2'  $5\frac{1}{2}$ ". To centre line of couplers — 2' 6".

### **DRAWINGS**

General arrangement — H-1212. Truck — F-1645

### SPECIALTIES

Journals — 5" x 9".

Wheels — 30" diameter. Cast iron. Chilled tread.

Side Frames and Bolsters — Cast steel.

Brake Beams — 1-Beam section.

Truck Springs — A.A.R. Class C.

Draft Gear — Friction type.

Couplers — Automatic.

Hand Brake — Drop mast at one end of car.

Air Brake — Westinghouse.

# EXPORT CATALOGUE



# Canadian Car & Foundry Company Limited

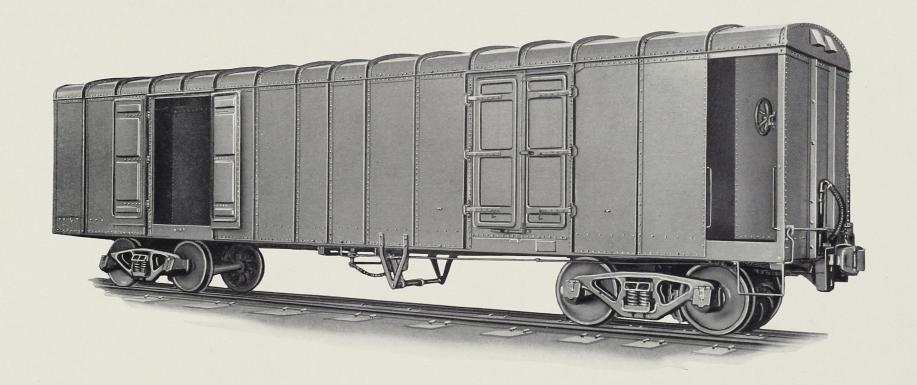
HEAD OFFICE

PLANTS AT: MONTREAL (5)



MONTREAL CANADA

FORT WILLIAM · BRANTFORD · AMHERST



### All-Steel Box Cars Without End Doors

Built for Chemins de Fer du Congo Superieur aux Grands Lacs Africains

### All-Steel Box Cars Without End Doors

### Built for Chemins de Fer du Congo Superieur aux Grands Lacs Africains

### DESCRIPTION

Type of Underframe — Centre sill A.A.R. Section Z-bar shape. Rolled steel. Side sills of rolled steel channels. End sills of  $5/16^{\prime\prime}$  pressed plate. Bolster and crossbearer diaphragms of  $5/16^{\prime\prime}$  pressed plate with bolster bottom cover plates.  $1/4^{\prime\prime}$  steel floor plate.

Superstructure — Sides, ends and roof built of 1/8" steel. Side posts of rolled steel T-bars and angles. Carlines of rolled steel T-bars and angles. Rolled I-beam end posts. Side swing doors pressed from 1/8" plate; eight per car. Brakeman's cabin at one end with power hand brake. Door opening 4' 41/2" x 6' 27/8".

### **DIMENSIONS**

Length over pulling face of couplers — 43' 41/4".

Over end sills — 40' 6". Truck centres — 28' 8".

Truck wheelbase — 5' 3"

Width over side sills — 7'  $10^{1}/_{2}$ ''. Track gauge — 3' 3-19/32''.

Height from top of rail — To top of floor — 3' 7". To top of roof — 11' 4-7/16". To centre line of couplers — 2'  $10^{1}/_{2}"$ .

### **DRAWINGS**

General arrangement — H-1276. Truck — F-1641.

### SPECIALTIES

Journals — 4½" x 8".

Wheels — 33" diameter. Cast iron. Chilled tread.

Side Frames and Bolsters — Cast steel.

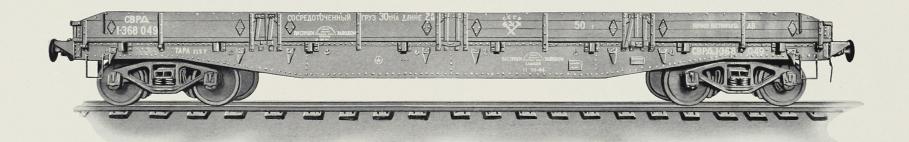
Brake Beams — I-Beam section.

Truck Springs — M.C.B. Class A.

Draft Gear — Friction type.

Couplers — Automatic, screw coupling.

One 18" Vacuum brake cylinder to operate brake rigging.



# 50 Metric Ton Flat Cars Built for the Union of Soviet Socialist Republics

### 50 Metric Ton Flat Cars

### Built for the Union of Soviet Socialist Republics

### GENERAL DESCRIPTION

Type of Underframe — Centre sills of fish belly type with one top outside angle and two bottom angles, rivetted together with steel web plates and top cover plate. Side sills of fish belly type with two top angles and one inside bottom angle, rivetted together with steel web plate.

Superstructure — Consists of 8 wood side doors, four on each side of car, which are hinged on side sills and drop down. Two end wood doors, one at each end of car, are hinged on end sills and drop down to form a continuous platform between two cars. Doors are locked by means of a locking device attached to doors and side sills. Roping rings, pressed steel stake pockets and spring bumpers are located on side sills.

### **DIMENSIONS**

Length over pulling faces of couplers — 50' 0" Over buffers — 49' 10". Over end sills — 46' 0". Inside — 45' 8". Truck centres — 35' 53/4". Truck wheelbase — 5' 11".

Width over stake pockets -10' 5". Over side sill webs -8' 9 $^3/_8$ ". Inside -9'  $2^1/_4$ ". Track gauge -5' 0".

Height to top of doors — 5' 9-9/16". To top of floor — 4' 2-9/16". To centre line of couplers — 3' 5".

### **DRAWINGS**

General arrangement — H-1306. Truck — E-2721.

### **SPECIALTIES**

Journals — 5.7" x 10".

Side Frames and Bolsters — Cast steel.

Brake Beams — Trussed type.

Wheels — 36" diameter. Cast iron. Chilled tread.

Truck Springs — Helical.

Draft Gear — Friction type.

Air Brake — Westinghouse.

Couplers — Willison automatic.

Buffers — Drop forged, with cast steel buffer casings.

Hand Brakes — Drop mast.

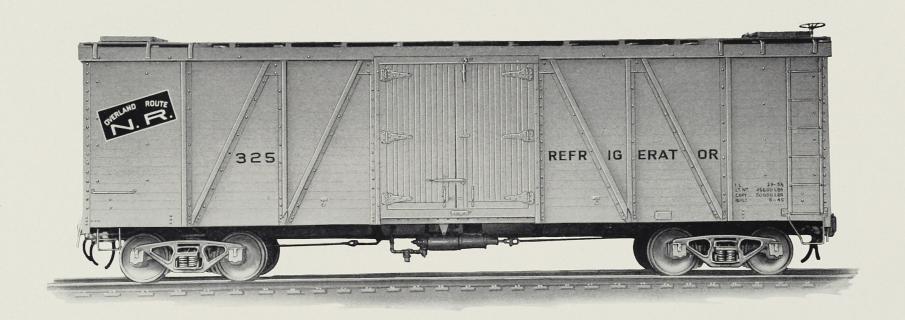
## EXPORT CATALOGUE

- Canadian Car & Foundry War Effort developed greatly enlarged plants and modernized facilities...
  - Design Engineering and Manufacturing Services for Rolling Stock and Equipment for Railways and Mines are now available on a wider scale.

At the urgent call of war Canadian Car & Foundry Company at once stepped into a leading role in Canada's assignment as a major arsenal of democracy. Existing plants were converted and enlarged; new plants built to assure an ever-mounting output of railway rolling stock, ship castings, gun parts, shells and aircraft. Every operation from rough forging to precision machining was stepped up to new performance peaks. Our roster of skilled supervisors, technicians and workers grew to amazing lengths.

Today this wealth of plant, methods and trained personnel brings added experience to the designing and construction of railway rolling stock and railway and mining equipment, with every emphasis on meeting the specialized needs of the Export Trade.





25-ton Freight Refrigerator Cars Built for the Newfoundland Railway

## 25-ton Freight Refrigerator Cars Built for the Newfoundland Railway

### **DESCRIPTION**

Type of Underframe — Centre sills of rolled steel A.A.R. Z-bar section. Side sills, end sills, crossties and diagonal braces of rolled channels. Bolster and crossbearer diaphragms of pressed steel plate with top and bottom cover plates.

### **DIMENSIONS**

Length over striking castings — 36'  $11\frac{1}{2}$ ". Between bulkheads — 29'  $5\frac{1}{2}$ ". Truck centres — 26'  $11\frac{1}{2}$ ". Truck wheelbase — 4' 10".

Width inside — 7' 93/8''. Track gauge — 3' 6''.

Height from top of rail — To top of brake mast — 12' 93¼". To top of running boards — 12' 35½". To top of underframe — 3' 67½". Inside height — 6' 11-1/16".

Door Opening — 6'  $10^{1}/_{2}$ " wide x 6'  $8^{3}/_{4}$ " high.

### **DRAWINGS**

General arrangement — H-1342. Truck — F-1521.

### **SPECIALTIES**

Journals — 41/4" x 8".

Wheels — 30" diameter. Chilled tread.

Side Frames and Bolsters — Cast steel.

Brake Beams — I-Beam section.

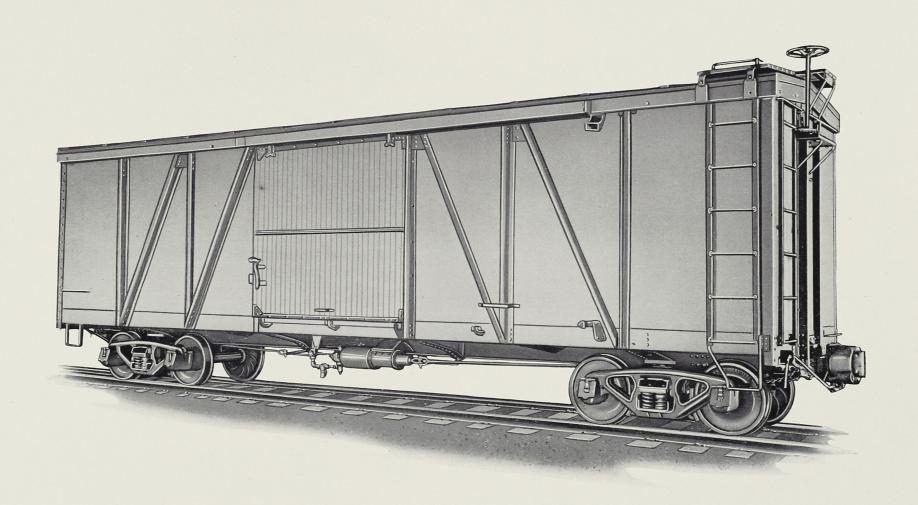
Truck Springs — M.C.B. Class A.

Draft Gear - Friction type.

Couplers — Automatic.

Hand brake at one end of car.

Air Brake — Westinghouse.



30-ton Wood-Sheathed Box Cars
Built for the Newfoundland Railway

# 30-ton Wood-Sheathed Box Cars Built for the Newfoundland Railway

### **DESCRIPTION**

Type of underframe — Centre sills of A.A.R. rolled centre sill section. End sills, side sills, cross ties and diagonal braces of rolled steel channels. Bolsters and crossbearer diaphragms of 1/4" pressed steel with 3/8" top and bottom cover plates. Superstructure — Steel Z-bar side frames with wood side sheathing.

### **DIMENSIONS**

Length over striking castings — 36'  $11\frac{1}{2}''$ . Over running boards — 37'  $10\frac{1}{4}''$ . Inside — 35'  $10\frac{3}{4}''$ . Truck centres — 26'  $11\frac{1}{2}''$ . Truck wheelbase — 4' 10''.

Width over side sills —  $8' 5\frac{1}{2}''$ . Inside — 8' 2''. Track gauge — 3' 6''.

Height from top of rail — To top of running board —  $12'\ 35\%'$ . To top of floor —  $3'\ 9''$ . To top of brake mast —  $12'\ 93\%''$ . To centre line of couplers —  $2'\ 6''$ .

Door opening — 7' 6" wide by 7' 11/4" high.

### DRAWINGS

General arrangement — H-1176. Truck — F-1521.

### **SPECIALTIES**

Journals — 4½ ' x 8".

Couplers — Automatic.

Truck springs — M.C.B. Class A.

Side frames and bolsters — Cast steel.

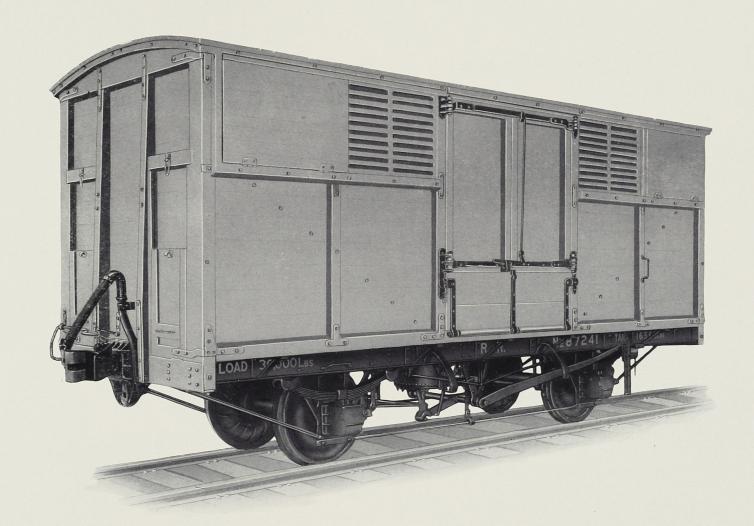
Air brake — Westinghouse.

Hand brake — Ratchet & pawl type A.A.R. standard.

Brake beams — I-beam section.

Wheels — 30" diameter. Cast iron. Chilled tread.

Draft gear — Friction type.



Four-Wheeled Cattle Wagons 30,000 lbs. capacity

Built for Rhodesian Railways

# Four-Wheeled Cattle Wagons 30,000 lbs, capacity Built for the Rhodesian Railways

### DESCRIPTION

Type of underframe — Centre sills, extending full length of car, of 8" x 21.4 lb. ship channel. End sills of 8" x 21.4 lb. ship channel, reinforced at centre sills with 7" x  $3\frac{1}{2}$ " x  $1\frac{1}{2}$ " angle. Crossbearers of 8" x 21.4 lbs. ship channel; they extend between centre sills and also between centre sills and wheel pieces and are connected to wheel pieces by  $24\frac{1}{2}$ " x 5/16" plate gussets and angles. Wheel pieces, extending full length of car, of 8" x 21.4 lb. ship channel. Spring anchors, to which semi-elliptic springs are fixed, are rivetted to the underside of the wheel pieces.

Superstructure — Wood throughout. There are two swing doors and one flap door on each side of the car. When open, these give a clear opening 5' 57/8" wide and 6' 5" high. Sides of car are of solid boards, 1" x 7" T.&G., to a height of 4' 2" from top of floor; above them are louvred openings, two on each side of car, with lifting screens fitted on inside. There are also four sliding doors, located above the solid boards, two on each side of car. Ends of car have sliding lift doors, two at each end of car. There is a double swing door partition, 4' 6" high from top of floor, on one side of main swing doors.

### **DIMENSIONS**

Length over pulling faces of couplers —  $23^{\circ}$   $2^{3}/_{4}^{\prime\prime}$ . Over body —  $20^{\circ}$   $10^{\prime\prime}$ . Inside —  $20^{\circ}$   $3^{\prime\prime}$ . Wheelbase —  $11^{\circ}$   $0^{\prime\prime}$ .

Width over eaves — 8'  $5\frac{1}{8}$ ". Over body — 8' 0". Inside — 7' 5". Track gauge — 3' 6".

Height from top of rail — To top of roof —  $10'\ 11''$ . To eaves —  $10'\ 0$ -1/16''. To top of floor —  $3'\ 7$ -1/16''. To centre line of couplers and draft gears —  $2'\ 10^3/\!\!/_4''$ .

### DRAWING

General arrangement — F-417.

### **SPECIALTIES**

Journals —  $4\frac{1}{4}$ " x 9".

Couplers — Automatic 5" x 5" shanks.

Springs — Semi-elliptic. Seven leaves  $4'' \times \frac{1}{2}''$ .

Axle guards — Forged steel. Bolted to wheel pieces.

Journal boxes — Malleable iron.

Wheels — 33" diameter. Cast iron. Chilled tread.

Draft gear — Helical spring type.

Foot-operated brake on one side of car.

One 15" Vacuum brake cylinder.



Four-Wheeled Sheep Wagons 30,000 lbs. capacity

Built for Rhodesian Railways

# Four-Wheeled Sheep Wagons 30,000 lbs, capacity

## Built for the Rhodesian Railways

### DESCRIPTION

Type of underframe — Centre sills of ship channel,  $8'' \times 21.4$  lbs., extending full length of car. Wheel pieces,  $8'' \times 21.4$  lbs., extending full length of car. End sills,  $8'' \times 21.4$  lbs. are reinforced at centre sills with  $7'' \times 3^{1}/_{2}'' \times 1^{1}/_{2}''$  angle. Crossbearers.  $8'' \times 21.4$  lbs. ship channel, between centre sills and between centre sills and wheel pieces, are connected to wheel pieces by  $21^{1}/_{4}'' \times 5/16''$  plate gussets and angles. Spring anchors are rivetted to underside of wheel pieces for semi-elliptic springs.

Superstructure — Wood throughout. The car is an open-top wagon with sides  $2^{\prime\prime}$  thick and  $3^{\prime}$   $0^{\prime\prime}$  high from top of floor. Car ends are  $2^{\prime\prime}$  thick and  $4^{\prime}$   $3^{5}/_{8}^{\prime\prime}$  high from top of floor with a net pole  $3^{\prime\prime}$  x  $4^{\prime\prime}$ , extending full length of car and fastened to top of each end of car by bolts and gusset plates. There are two flap doors, one at each side, which, when down, give a clear opening to side of car  $6^{\prime}$   $3^{\prime\prime}$  wide.

### **DIMENSIONS**

Length over end sills — 20' 10". Inside — 20' 6". Over body at top — 21' 4". Between coupler horns — 21' 83/4". Wheelbase — 11' 0".

Width — Over sheathing — 7' 6". Inside — 7' 2". Over check springs — 7' 8". Track gauge — 3' 6".

Height from top of rail — To top of net pole —  $8'\ 1^3\!/4''$ . To top of sides —  $7'\ 9''$ . To top of floor —  $3'\ 5^3\!/8''$ . To centre line of couplers and draft gear —  $2'\ 10^3\!/4''$ .

### DRAWING

General arrangement — F-414.

### **SPECIALTIES**

Springs — Semi-elliptic. Seven leaves,  $4^{\prime\prime}$  x  $2^{1}\!/_{2}^{\prime\prime}$ . Helical springs in draft gear.

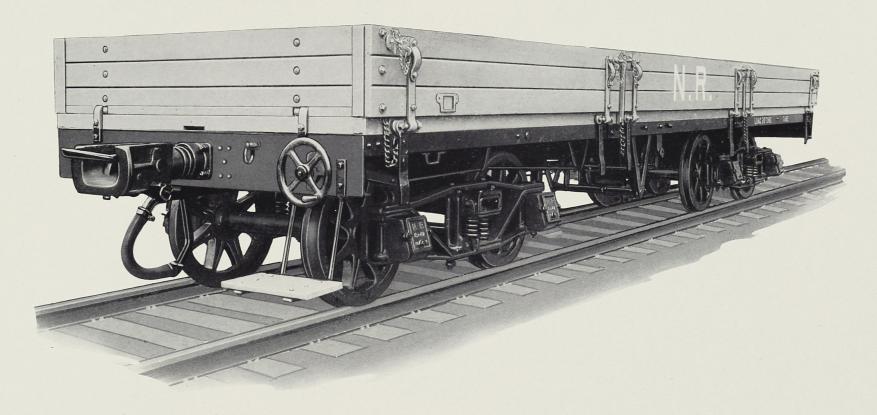
Axle guards — Forged steel, bolted to wheel pieces. Journal boxes — Malleable iron

Journals — 41/4" x 9".

Wheels —  $33^{\prime\prime}$  diameter. Cast iron. Chilled tread.

Brake — One 15" Vacuum cylinder, which operates brake rigging.

Hand brake — Foot-operated. On one side of car. Couplers — Automatic. 5" x 5" shank.



# Steel-Underframe Low-Side Gondola Cars 20 long tons capacity

Built for Nigerian Railway

# Steel-Underframe Low-Side Gondola Cars 20 long tons capacity

### Built for Nigerian Railway

#### DESCRIPTION

Type of underframe — Centre sills of 12" x 30.2 lb. channel. End sills of 12" x 30.2 lb. channel, reinforced with 12" x  $^{1}/_{4}$ " plate at centre of car. Bolster top members are of 4" x 7.25 lb. channel and bottom members of 6" x 12.5 lb. channel with top cover plate 12" x  $^{1}/_{4}$ " and bottom cover plate 12" x  $^{3}/_{8}$ ". T-section top and bottom members with 12" x  $^{1}/_{4}$ " top and bottom cover plates.

Superstructure — Composed of door stanchions 4" x  $2^{1/2}$ " x 3/8" T-section. Wood side doors of  $1^{3}/_{4}$ " red pine, reinforced at top with  $1^{1/2}$ " x  $1/_{4}$ " capping. Floor completely covered with  $1^{1/8}$ " steel plate.

### **DIMENSIONS**

Length over end sills — 30' 7". Inside — 30' 31/2". Truck centres — 20' 0". Truck wheelbase — 5' 6".

Width over side sills — 7' 93/4". Inside — 7' 101/2". Track gauge — 3' 6".

Height from top of rail — To top of doors — 5'  $2^{1}/_{8}$ ". To centre line of couplers — 2' 10".

### **DRAWINGS**

General arrangement — H-263. Truck — F-343.

### SPECIALTIES (TRUCK)

Journals — 41/4'' x 8''.

Couplers — A.B.C. type with helical spring draft gear.

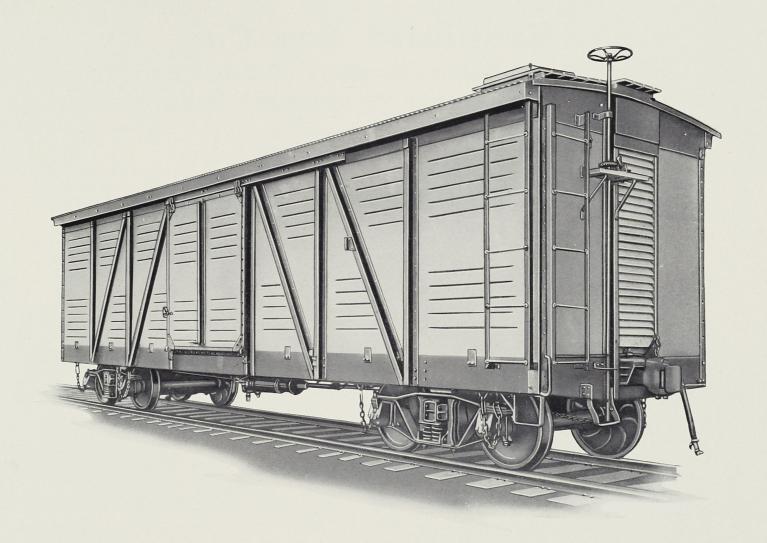
Truck springs — 16 per car.  $4\frac{1}{8}$ " diameter. 1" bar.

Side frames — Archbar type.

Centre plates — Cast Steel.

Bolsters — Built-up plates and bars.

Wheels — 331/2" diameter. Cast iron. Chilled tread.



### Ventilated Box Car

Steel-Frame Single Sheathed 30-Ton Capacity Built for Jamaica Government Railway

### Ventilated Box Car

### Steel-Frame Single-Sheathed 30-Ton Capacity Built for Jamaica Government Railway

### DESCRIPTION

Type of underframe — Centre sills of two 15" rolled steel channels, running full length of car. Side sills of 12" rolled steel channels in one length. Crossbearers, two per car, of 1/4" O.H. steel with top and bottom cover plates. End sills of 1/4" O.H. steel, pressed to shape. Cross ties, two per car, of 5" rolled steel channels. Body bolsters of O.H. steel, pressed diaphragm 1/4" thick with top and bottom cover plates 15" x 1/4". Jacking plates applied.

Superstructure — Bolster side posts, intermediate side posts, side door posts, intermediate end posts and side braces are of O.H. steel,  $3^{\prime\prime}$  x 6.7 lb. Z-bars. Side plates of rolled steel angles,  $5^{\prime\prime}$  x  $3^{\prime\prime}$  x  $5/16^{\prime\prime}$ , reinforced at doorways with  $4^{\prime\prime}$  x  $1^{3}\!\!/_{4}^{\prime\prime}$  x  $1^{1}\!\!/_{4}^{\prime\prime}$  rolled steel angle door track. End plates,  $1^{1}\!\!/_{4}^{\prime\prime}$  pressed steel.

### **DIMENSIONS**

Length over end sills — 37' 0". Inside — 36' 91/2". Truck centres — 26' 8". Truck wheelbase — 5' 2".

Width over side sills — 8' 7". Track gauge — 4'  $8^{1}/_{2}$ ".

Height from top of rail — To top of running board — 11' 81/4". To top of hand brake mast — 12' 41/4". To top of floor — 3' 71/2". To centre line of couplers 2' 101/2".

### **DRAWINGS**

General arrangement — H-901.

Side doors - E-1812.

Truck — F-1024.

### SPECIALTIES (BODY)

Air Brake — Westinghouse. Schedule KC-812 with KI triple valve and 15 lb. pressure-retaining valve.

Body centre plates — Cast steel. CC&F pattern No. TS-78.

Couplers — Sharon. Cast steel. 5" x 7" shank.  $6\frac{1}{2}$ " end. Top-operating.

Draft gear — A.A.R. twin spring type. Class H, 61/4" x 8" with cast steel yoke.

Door fixtures — CC&F Co's standard

Flooring — Single wood. 2" thick B.C. fir, ship lapped. Bolted to centre and side sills.

Hand brake — A.A.R. standard staff type with malleable iron hand wheel.

Roof —  $13/16^{\prime\prime}$  T. & G. boards. Covered with No. 20 gauge galvanized sheets with  $2^{1}/_{2}^{\prime\prime}$  corrugations, extending across the car in one piece and supported by steel angle carlines.

### SPECIALTIES (TRUCK)

 $\text{Axles} \longrightarrow \text{A.A.R.} \ 4^{1}\!/_{\!4}{}^{\prime\prime} \ \text{x 8}^{\prime\prime}$  journals with long wheel seats.

Bolsters — Built up.

Brake beams — Simplex type. CC&F Co'.s drawing No. R-121.

Brake shoes — A.A.R. standard. Cast iron with steel back

Dust guards — Thornburg.

Journal bearings — A.A.R. standard. Lead lined.

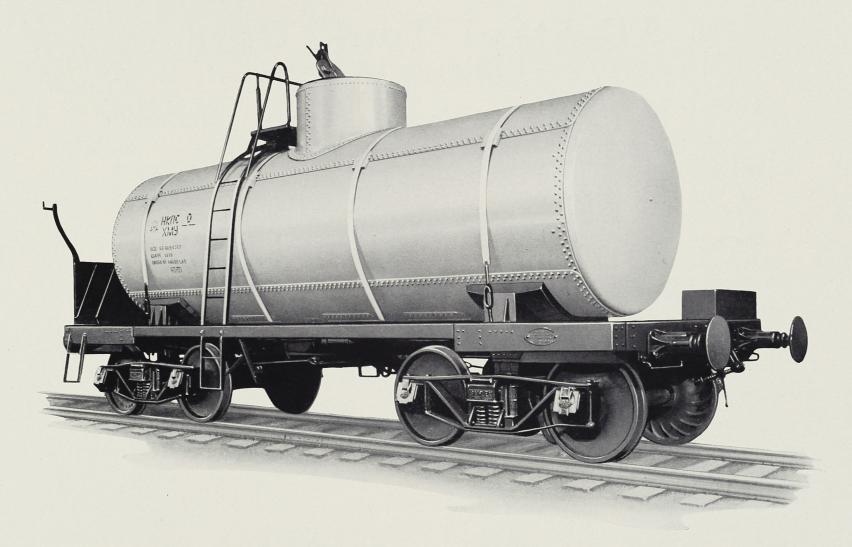
Journal boxes — McCord with pinless lids. Card No. 255-B.

Side bearings — Laughlin roller.

Truck frames — Archbar.

Truck springs — A.A.R. standard. Class A.

Wheels — 33" diameter. 650 lbs. Cast iron. Chilled tread. Pattern No. W-132



All-Steel Tank Cars 8,000 Wine (U.S.) Gallons Capacity
Built for the Union of Soviet Socialist Republics

## All-Steel Tank Cars

8,000 Wine (U.S.) Gallons Capacity

### Built for the Union of Soviet Socialist Republics

### DESCRIPTION

Type of underframe —  $15^{\prime\prime}$  x 33.9 lb. steel channel centre sills.  $9^{\prime\prime}$  x 15 lb. channel stub side sills  $5^{\prime}$ - $113^{\prime}$ 4 long.  $3^{\prime}$ 8 O.H. steel pressed end sills.

### DIMENSIONS

Length over buffers — 34'  $5\frac{5}{8}''$ . Between end sills 30'  $6\frac{3}{4}''$ . Truck centres — 19' 7''.

Width over side sills 9' 0". Track gauge — 5' 0".

Height from top of rail — To top of dome manhole cover handle — 14' 41/2''. To top of tank — 11' 6-15/16''. To centre line of drawbar hook — 3' 53/4''.

Tank — Inside diameter 7' 23/4". Inside length —  $26'\ 10^{1}/8$ ". Inside diameter of dome — 4' 6". Thickness of top and side sheets — 3/8" Thickness of bottom sheet — 1/2". Thickness of ends — 1/2". Thickness of dome plate — 5/16".

Tare weight — 46,400 lbs.

### **DRAWINGS**

Side elevation — D-665.

Plan - D-666.

End view and section — C-1452.

General arrangement of tank, side elevation—D-682. Plan and section—D-683. Truck general arrangement:—side elevation—D-695, plan—D-696, section and end view—D-697.

### **SPECIALTIES**

Air brake — Westinghouse 10". Russian style equipment, complete with Q.S.H.U. improved triple valve.

Axles —  $5\frac{1}{2}$ " x 10". A.A.R. standard journals. Length to suit 5' gauge.

Brake beams — Simplex to suit 5' gauge. CC&C Co's drawing No. D-704.

Buffers — Forged steel plungers. Cast steel housing. CC&F Co's drawing No. D-669.

Couplings and drawbar hooks — Forged steel. CC&F Co's drawing No. D-492.

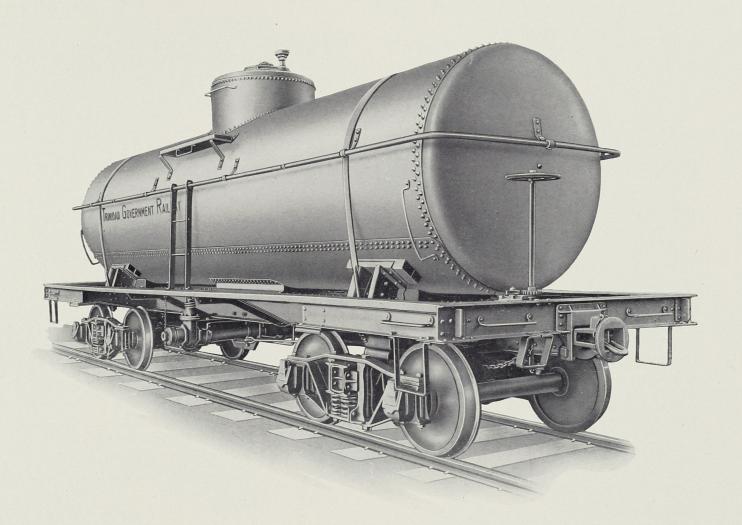
Journal boxes — National.

Truck bolsters — Simplex.

Truck frames — Archbar type.

Truck springs — A.A.R. Class D.

Wheels — 393/8 '' diameter, 950 lbs. Cast iron. Chilled tread.



### Molasses Tank Car

6,500 U.S. Gallons Capacity
Built for Trinidad Government Railway

## Molasses Tank Car

# 6,500 U.S. Gallons Capacity Built for Trinidad Government Railway

### **DESCRIPTION**

Type of underframe — Centre sills of two 13" by 52.5 lb. rolled steel channels, extending full length of car and provided with 22"  $\times$  5/16" top cover plates. End sills of 9"  $\times$  13.4 lb. rolled steel channels. Side sills of 7"  $\times$  9.8 lb. rolled steel channels.

Tank—Shell of one longitudinal bottom sheet, 7/16" thick, extending full length of cylindrical portion of tank, and two top sheets, 3/8" thick. Boiler steel plate to latest A.A.R. specification. Tank heads of 1/2" boiler steel plate, flange quality, dished to a radius of 10". Dome and dome head of 5/16" boiler steel plate, flange quality.

### **DIMENSIONS**

Length inside  $\tanh - 28' \ 1^1/2''$ . Over striking castings  $-31' \ 2^1/2''$ . Truck centres  $-21' \ 7''$ . Truck wheel base  $-5' \ 2''$ .

Width over running boards — 9° 0°. Inside diameter of tank — 76°. Inside diameter of dome 48°. Track gauge — 4° 81/2°.

Height from top of rail — To top of car overall —  $12'\ 7^{1}/_{2}''$ . To top of running board —  $9'\ 0^{1}/_{4}''$ . To centre line of couplers —  $2'\ 10''$ .

### **DRAWINGS**

General arrangement —H-1012. Tank — F-1168. Truck — F-1024.

### SPECIALTIES (BODY)

Brake gear — Ratchet and pawl hand brake.
Couplers — Link and pin.
Drawbar yoke — Forged steel.
Dome cover — Cast steel.
Draft gear — Cardwell friction. G-11-A.
Hand brake — A.A.R. staff type with malleable iron.
hand wheel.

### SPECIALTIES (TRUCK)

Axles — 41/4" x 8".

Brake beams — Simplex No. 2 plus. CC&F drawing W-294.

Brake beam supports — 3" x 3/4" bar.

Truck bolsters — 9" x 13.4 lb. rolled steel channels with 121/2" x 1/4" top and bottom cover plates.

Truck frames — Archbar type.

Truck springs — M.C.B. Class A. Wheels — 33" diameter. 650 lbs. Cast iron. Chilled tread.

### GENERAL.

The car has a bottom outlet valve, operated by a screw and spring. There is a safety valve in the dome head. The tank proper is anchored to the underframe by O.H. steel plates, rivetted to tank and underframe and bolted together. The tank is supported at the bolsters by pressed steel saddle channels and oak blocks, shaped to fit the tank, which is held on the saddles by two tank bands, bolted through cast steel castings at bolsters for this purpose.