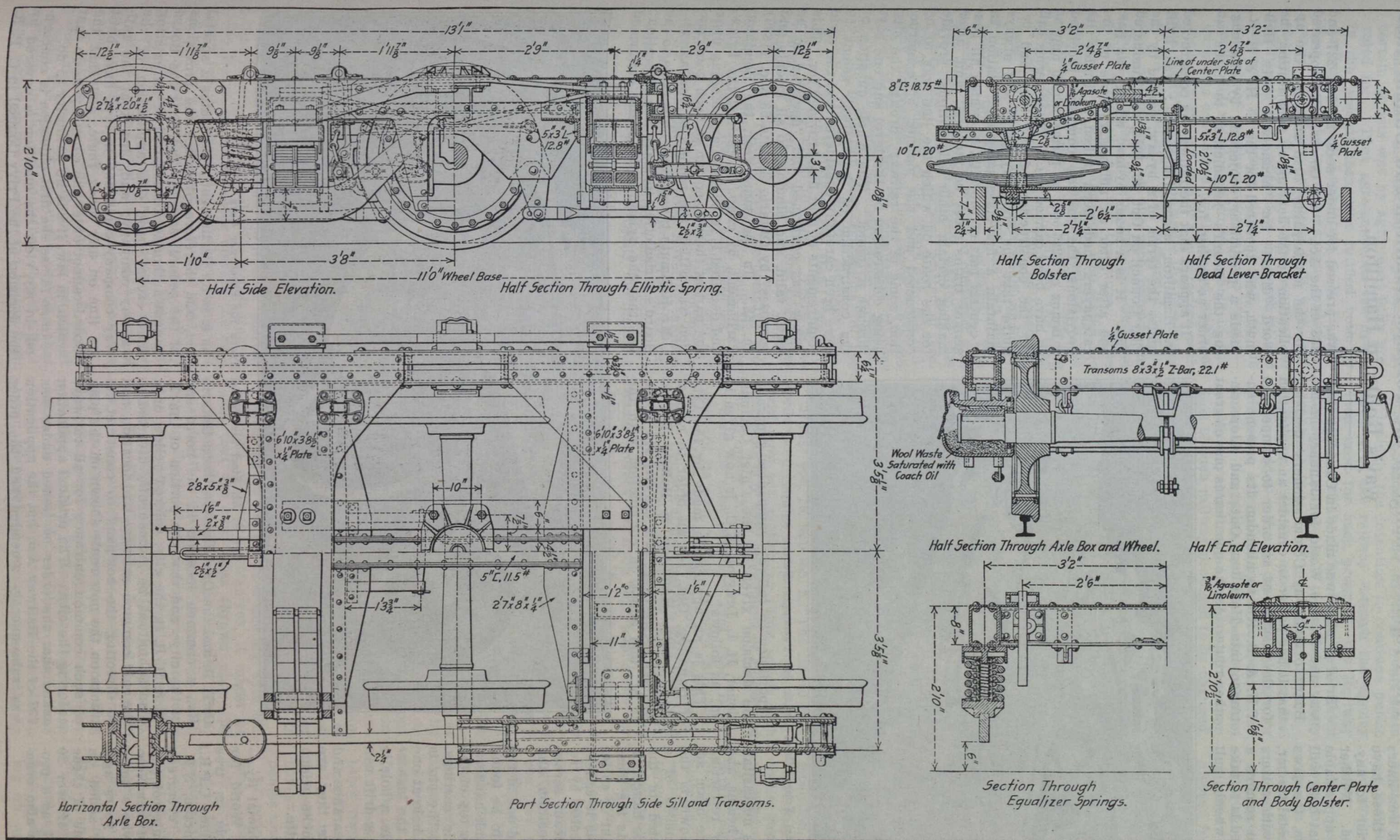




General Arrangement of C.P.R. All Steel Six Wheel Truck for Passenger Cars.

Canadian Pacific Railway's All Steel Trucks for Passenger Cars.

Within the past few years, a number of railways have adopted all steel trucks for service under heavy passenger train equipment. The C.P.R. has in use a type of four and six wheel steel truck that was designed by the General Master Car Builder, R. W. Burnett. The general appearance of the two trucks is clearly shown by the accompanying illustrations from photographs, and the details of the construction of the six

wheel truck are illustrated by the line engraving.

One of the points about the truck that at once attracts attention is the smooth straight line external appearance, with omission of the usual end pieces. The absence of these pieces gives a better clearance for the car steps, and allows a better opportunity not only to strengthen the draft rigging, but to inspect and main-

tain it. On the end towards the centre of the car, there is a better opportunity to install the axle light apparatus.

The side beams consist of two 8 in. channels, with their channels towards each other. They are rivetted together with spacing blocks between, so that they present a smooth surface on the outside. The two beams thus formed are tied together by Z bar transoms, and straight gusset plates extending all the way across the truck of both the top and bottom of the channels. At the pedestals, the lower

flanges of the channels are cut away to admit the equalizers, and are, at the same time, stiffened by the pedestal plates. These are made of flat plates, which are first punched approximately to shape, and then milled to the exact size. In designing the truck, it was expected that these pedestals would bend in case of a derailment, but that they could easily be bent back into shape. Experience, however, has shown that whenever a derailment has occurred, the pedestals have not been distorted, and it has been possible to carry the car body to