

Terminal Passenger Car Cleaning.

By T. R. Cowan, Master Painter C.P.R.

To a car foreman this subject is of more than passing interest, day by day he strives to keep the equipment, under his charge, in a creditable condition, often with the poorest of facilities at hand, and little encouragement from those around him. First impressions are generally lasting. The travelling public care little as to what enters into the construction of a coach, but they do appreciate a clean, sweet smelling one. Some railways paint and varnish the outside of their cars; others varnish only in the natural wood, but which is the better method is not in the province of this paper to decide. When cleaning cars for the first few times after they come from the shops, the general method is to wash down the outside with cold water. This works all right for a while, but the soot and grease from the engine accumulates until you might just as well throw the water on a duck's back, for all the good it does. Cars in this condition are generally washed down with soap, or "soap washed" to cut the dirt and grease, but if you have inexperienced men on the job, they will let the soap burn into the varnish, killing the lustre. When soap washing in the sun, the soap will dry into the varnish, and there being a certain amount of caustic soda or potash in soaps, it eats into the varnish. This is one of the causes why new varnish often looks dead a short time after it is applied. Water washing in winter is one of the causes of varnish peeling off, by the dampness getting into the wood through bare spots or loose joints. In summer this would not happen, as the heat dries the water off quickly. Then the man with the brush does not scruple to break the corners off the stops, with the wooden part of his brush, nor does he get at the resting places of the dirt as he ought to.

Emulsion cleaners are very good if you can get a good cleaner, and have experienced men to use it. After cars have been washed down for two or three weeks after leaving the shops, thus hardening the varnish, they should be wiped down for a month or more, according to the condition of the car, with dry waste. The emulsion cleaner should now be used, by coating one side of the car at a time with it. Then use a painter's scrubbing brush to rub the dirt off, and if there are any dirty corners, use a piece of curled hair with a stick to clean same. The car should be then wiped down with cotton waste, great care being taken to see that the surface of the car is clean and dry. After each trip it should be wiped down with dry waste until such time as the car requires another cleaning with emulsion. Of course, some cars will run a great deal longer than others after each emulsion cleaning, so that the foreman will have to use his judgment as to when each car requires this cleaning. Cars that have been cleaned with emulsion have come into shops in better condition than those cleaned with soap and water, and do not require the same amount of labor to prepare them for re-varnishing. Cleaning cars with emulsion costs more than it does with brush and hose, unless there is a fixed place where you can do the work, and have scaffolding, etc., where the men can work from, but in the long run I am sure it would be found that emulsion, after all, was the cheaper of the two.

Inside cleaning should be faithfully attended to at each end of the run, as not only the health of the passengers, but that of the public at large is endangered if cars were allowed to go dirty. The use of compressed air has worked a revolution in car cleaning. Some use it to blow out all dust in car, especially back of steam pipes where a broom cannot be used, but it is thought by a great many that a too free use of air in the body of the car is apt to spoil the varnish. Carpets, seats and seat backs should all be blown out

with air as often as possible. A wide flat nozzle with 70 lbs. of air is the right thing to use. Floor washing is a matter that should not be neglected, and I would advise a slight disinfectant be used in the water, to kill any germs that it would come in contact with. All cars need a soap washing from ceiling to floor at times, and the better class of cars should be afterwards rubbed down with a good varnish feeder and polisher. The exit of oil in favor of gas or electric light, has lightened the cost of cleaning considerably, but as the old adage reads "What is worth doing at all is worth doing well," so in car cleaning, if each end of the road would do its work well, the burden would be lighter and one foreman would not be blamed for the fault of the other.

Locomotive drivers on the C.P.R. western division have been notified that when unfavorable conditions exist on road and engines cannot handle full tonnage, they can reduce according to allowances governing bad rails or weather conditions, but on doing so must wire superintendent reasons for reducing. When winds are severe enough to prevent reasonable progress of train, they are to telegraph conditions to superintendent and he will advise.

The Rideau, Beverley and Charleston lakes, on the Brockville, Westport and Sault Ste. Marie Ry. are becoming so popular with fishermen and campers that the Co. has decided to put a new train on next summer to accommodate and give close connection for passengers arriving by the New York Central trains and the R. and O.N. Co.'s boats each morning.

The most northerly railway in the world has its southern terminus at Lulea, on the Gulf of Bothnia, Sweden, and runs to a point 52 miles within the Arctic circle. This is about 450 miles north of Whitehorse, the northern terminus of the White Pass and Yukon Ry., and 200 miles north of Nome city, where the "Wild Goose" railway is in operation.

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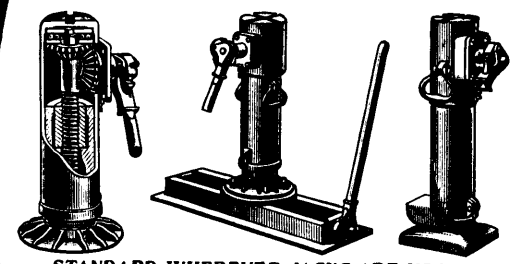
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