

New Standard Dining Cars, Canadian Pacific Railway.

A departure in dining car design has been made in the latest ones for this service built by the C. P. R. It has been realized for some time that the principal weak point in dining car service lay in the kitchen, where the cooks, through lack of space, were unable to fill orders as promptly as passengers frequently considered necessary. Before the order could be prepared, in the event of the dining car being well filled, the accumulation of orders unavoidably caused a delay in the preparation of the late order. From the company's standpoint, this involved a direct loss, as on the heavy runs the number of passengers desiring to avail themselves of dining car accommodation is enough to fill a car at several sittings. As nearly all desire their meals within a short period of time, the problem resolved itself, from the company's viewpoint, in either providing additional dining cars to handle the extra passengers quickly, or else so arranging the facilities that one car would meet all requirements in the limited meal period. As the kitchen had proved itself the weak point, it was to it that attention was concentrated in an endeavor to increase the car capacity.

A step in the right direction was made in dining cars some time ago, and has been quite generally adopted, viz., the utilization of one of the vestibule ends for interior purposes, leaving only one end with a vestibule, the body at the other end extending out to the buffer. In the C. P. R.'s latest design, a further step has been made in the elimination of the vestibule at the other end also, as it was realized that the dining car, being always used in conjunction with other cars, required no side vestibule entrance for passengers, and that for the employees, the side provision door would meet all requirements.

In the new cars, the dining room section, and the lockers at the end of the car are left as in the former standard design, the additional space available at the other end of the car by the elimination of the second vestibule, being added to the kitchen, leaving room for an additional range, with ac-

kitchen proper is now 14½ ft. long, sink section, 6 ft. 5 ins., and pantry 6¾ ft.

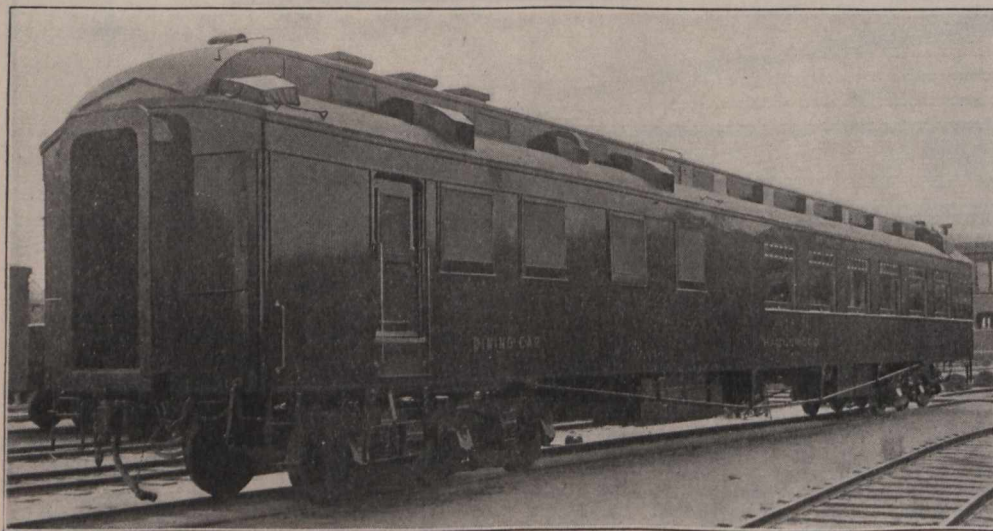
From the diaphragm end of the kitchen, there is a low door into the passage for an emergency exit for the dining car employees. In place of the usual provision door in the blind vestibule of the usual dining car, there is a side door near the diaphragm end



Enlarged Kitchen of Canadian Pacific Railway Dining Cars.

of the kitchen, as shown in the view of the car exterior, which is very similar, only narrower, to that of a baggage car. It is entered by a metal ladder.

The main part of the car is the same as in former designs, containing 6 tables for 4 and 6 for 2, giving a seating capacity of 36. With the increased kitchen accomo-



Canadian Pacific Railway Dining Car Without Vestibules.

modation for increased kitchen employees. The increased kitchen accommodation is shown in one of the accompanying illustrations, looking from the car end towards the dining section. The length of the range in the foreground has been increased by the length of the standard vestibule, the car length over buffers being as before. The

dation, the meal serving capacity has been considerably increased, as the operation of the cars has already proved.

Calendars for 1914 have been received from American Steel Foundries, Chicago, and Taylor and Arnold, Ltd., railway supplies, Montreal.

Interchange of Traffic With Canadian Northern Railway at Toronto.

Announcement was made in Canadian Railway and Marine World for February that there is to be a complete interchange of passenger traffic at Toronto between the Grand Trunk and Canadian Pacific on the one hand, and the Canadian Northern Eastern Lines on the other. For a number of years there have been restrictions in this interchange at Toronto that have prevented passengers coming from points on other lines travelling by Toronto, to a number of points reached by the Canadian Northern Ontario, because tickets could not be issued through. By the arrangement now entered into, passengers will be able to obtain through tickets and the benefit of the through fares to all points reached on Canadian Northern Eastern Lines.

To the East, passengers will be able to go by Toronto through to the Rideau Lakes, Ottawa, Montreal and on to Quebec and the Lake St. John country north of Quebec. North of Toronto they may go to Sparrow Lake, and to the Muskoka Lakes, where the Canadian Northern passes through the centre of the district with wharf side stations on Bala Park Island and on the shores of Lake Joseph where they have a marine railway at Lake Joseph station for the handling of motor craft direct from the cars into the water. The line runs into Parry Sound and follows the Hinterland to the Georgian Bay, crossing Bolger Lake, the Maganetewan, Pickerel and French Rivers to Sudbury. At Capreol the line from Toronto is joined by the one from Montreal now nearing completion; the steel is laid all the way to Port Arthur. At present the line is only being operated to Ruel; but when opened through shortly, it will link the eastern and western lines of the system.

Minneapolis Railway Stations.—Several plans have been prepared for a municipal railway terminal at Minneapolis, Minn., which all railways entering the city would use. Three separate stations are now in use. Three years ago the State Legislature passed a law authorizing cities of the first class, of which Minneapolis is the only one, to build union stations and to force all railways to use it. A year ago the law was amended to cover a defect, and last November the City Council ordered the city engineer to prepare plans. By the law the city can condemn property, relocate stations, design and force railways to use the municipal terminal at a rental charge which will pay interest on the bonds and create a sinking fund. The city will submit the plan to the Railway Warehouse Commission, from which body the railways may appeal to the courts in case of disagreement. The nearly completed union station for the Chicago & Northwestern Ry. and the Hill roads may or may not be utilized in the new scheme.

The Great Railway Tunnels of the World.—The world's greatest tunnels are in Europe. The greatest is the Simplon, which is 12¼ miles long. Two, the St. Gothard and Lotschberg, are over 9 1-3 miles long. The Mont Cenis is a little over 7 miles long. The Arlberg, in Austria, is 6¼ miles long. There are four tunnels between five and six miles long, five between four and five miles long, seven between three and four miles, and 16 tunnels that are over two miles long. The longest tunnel in the United States, the Hoosac, is four and one third miles long. The C.P.R. tunnel at Rogers Pass, B.C., now under construction, will be 5 miles long, and the Canadian Northern Ry. Mount Royal tunnel will be 3 1-3 miles.