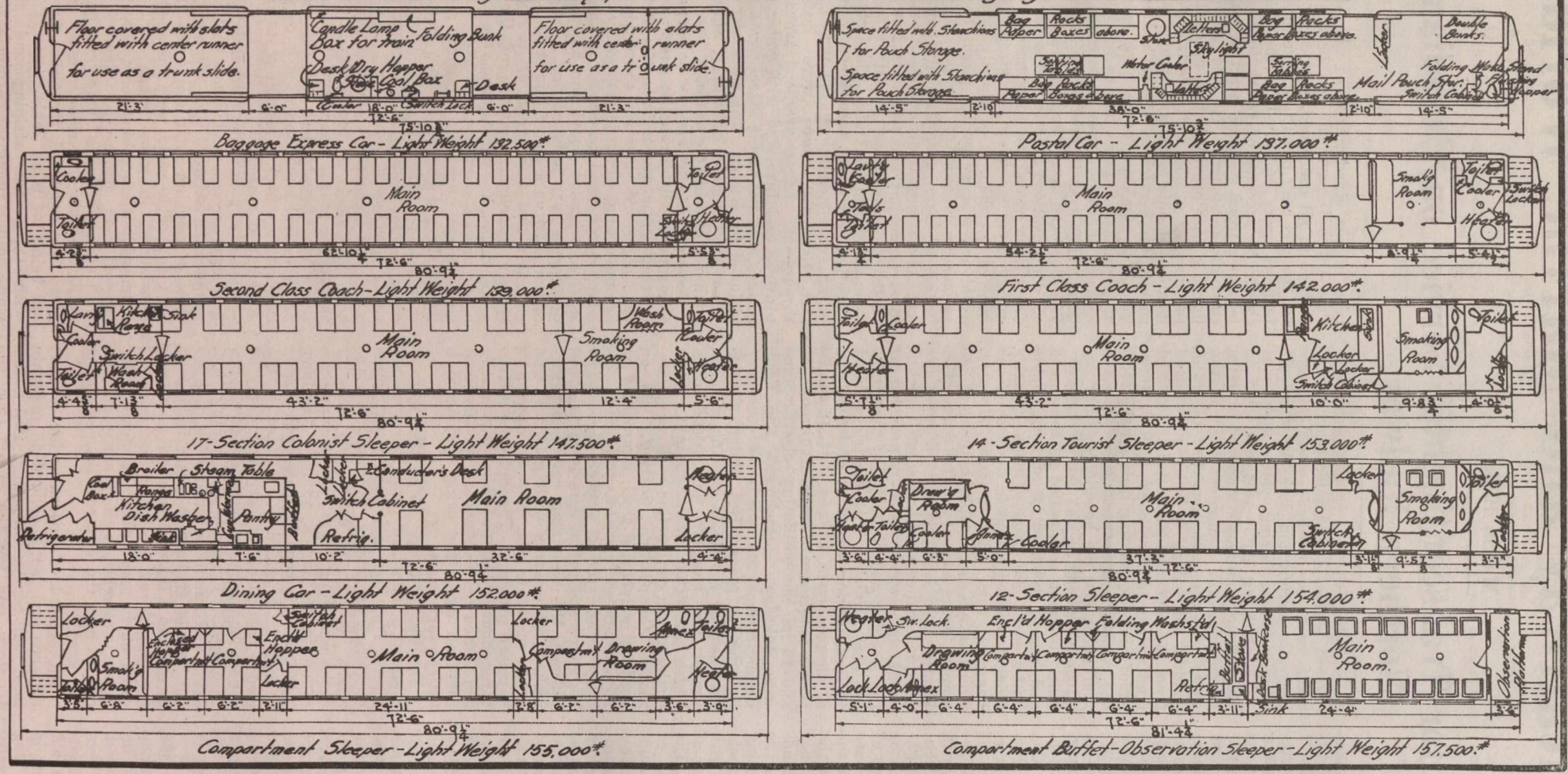


*Steel Framed Passenger Car Equipment for Canadian Northern Railway System Transcontinental Trains.*



Experience gained from service of a large number of colonist sleeping cars, caused the railway company to provide ample facilities for washing and cooking which are absolutely essential for this type of equipment. The usual square deck and finish throughout was employed, the interior being of natural birch. Ample ventilation and large water supply is necessary also for a large smoking room. Extreme judgment is required in the design of tourist sleeping cars, in order not to divert first class traffic, and it is also necessary to provide an arrangement of sufficient merit to meet the severest competition. The railway company

considered it inadvisable to furnish berth lamps for this class of car, this being the only exception as compared with standard sleeping car. The upholstery throughout is executed in pantasote and the finish is of plain mahogany. Annunciators are provided and the usual smoking room arrangement as employed in standard sleeping cars is furnished. Extremely large locker accommodation for bedding and provisions is necessary in a car of this type, as the great volume of travel in this service is that of family groups, journeying from coast to coast, or nearly so. The dining cars are similar to the type

used in the past, having a seating capacity of 30. Square beam ceiling finish in main room and passageways, in conjunction with circular side plate coving, was employed as in previous cars; the interior gothics were changed from leaded art glass to white pressed prism glass with matted back and lamp fixtures to correspond. All inlay marquetry was abandoned, in common with the practice for all other classes of equipment. White enameled steel refrigerators were employed and provided with automatic lighting switches, for use when open. Kitchen table top covering is of nickel-ine, flashed all around and protected on

line, flashed all around and protected on the edges with hard metal moulding. The railway company's standard design of hard coal range was used, also charcoal boiler with coal storage space below, and steam table provided with 2 meat trays, 2 gravy bowls, a soup pot, coffee urn and cup warmer, opening into the pantry. The dish washing machine is hand operated and fed from the overflow line of hot water boiler. An electric exhaust fan set, 2 large globe ventilators and a vanetype range hood deck-ventilator are furnished, and provide extremely good ventilating conditions under all phases of train operation. The kitchen