

thrown into position by the act of opening the stand. When used as a seat, this basket is underneath and out of sight.

The seat back, containing the two basins, is unique in design. Its front is leather upholstered like the seat, but the rear face of the back contains the basins with the necessary pipe connections ingeniously arranged. In the wall out of which the basins swing, there are

hose connection draws the water off into a sloping drainage pan beneath, passing out of the car from this point in the usual channels. As fig. 2 indicates, the basin, table, and all the fittings are nickeline, and in almost every particular resemble the permanent basins of the C.P.R. standard practice.

At the top of the seat back there is a hinged flap under the mirror which, when lowered on the seat top when the

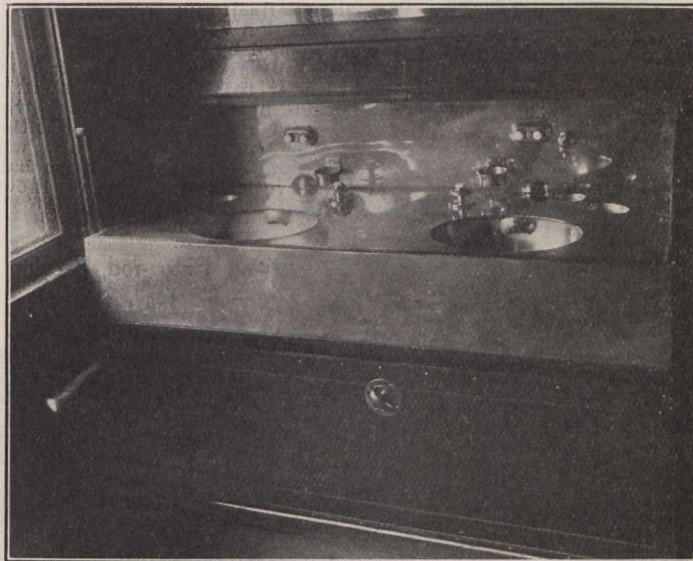


Fig. 2—Folding Washstand Open for Use.

the usual faucets (see also fig. 2), but from the fact that the basins are not permanently located, there cannot be a solid pipe connection from the faucets to the basins. This is taken care of very simply by having a small diameter pipe so located that when the basins are swung into their operative position, this pipe will slip into another pipe of somewhat larger diameter connecting with

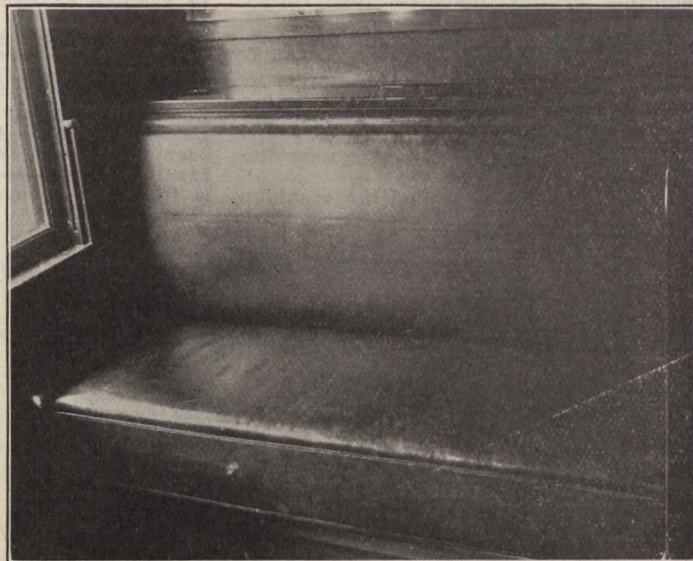


Fig. 3—Folding Washstand as a Seat.

latter is up, finishes off the seat in such a manner as to give it a permanent appearance as fig. 3 shows.

The impression might be gathered that in the construction of the basin in the seat back in this manner the water might leak over into the interior of the leather upholstery and destroy or damage it. However, the construction is such that the water will have difficulty in working through, and any that does manage to find its way through the crevices will quickly be dried up by the heat of the steam in the coils under these convertible seats.

The one permanent wash basin is shown in fig. 4, this basin being the one nearest the smoking compartment entrance, so that the convertible seats are in the desirable location beside the window. An intervening wall between this basin and the seats protects the occupants from splattering water.

The one car equipped has been so successful that others with this installation are planned, and cars being remodelled are having the smoking compartment changed to meet this new arrangement. The seating capacity is nearly doubled, making the arrangement particularly desirable on such runs as that taken by the Sicamous, which operates on the Montreal-Chicago run, the sleeping car running through partly in the daytime for the convenience of through travellers.

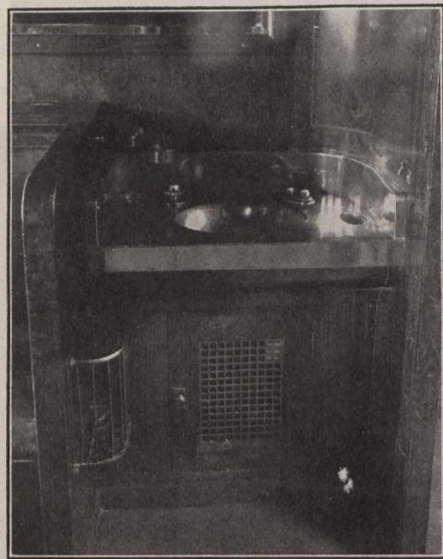


Fig. 4—Permanent Washstand Adjoining the Folding Ones.

the basin. The fit between the two pipes is of necessity very loose, but splashing is prevented by having the smaller pipe enter the larger as far as the swinging construction will permit. Both hot and cold water connections are handled in this manner—the faucets stationary with intermediate loose joint. The waste stopper is in the swinging basin table, the waste pipe leading back from the centre of the basin to the rear of the swinging part, where a rubber

Leaky Roofs of Box Cars.—To determine the facts of a common complaint that considerable damage is caused from leaky box car roofs, two Atchison, Topeka and Santa Fe Ry. officials at Springfield, Mo., made an inspection of a number of such cars recently during a severe rainstorm. Of 52 cars examined, 38 were found to be leaking through the roof and 7 through the sides. In all there were 152 leaks, an average of 4%. The cars examined were representative of most of the leading roads, indicating that this trouble is quite general. It is estimated that not much more than 10% of the box cars in service are proof against leaks.

Delaware and Hudson Co's. Annual Report.

The annual report of the Delaware and Hudson Co., which owns the Québec, Montreal and Southern Ry., and the Napierville Jct. Ry. in Canada, for the year 1911, shows a net revenue of

\$116,710.26 from its coal mining department, and a net revenue from the operation of its railway department of \$8,663,647.35. After providing for bond interest, etc., the net income carried to profit and loss is \$5,237,680.87, equal to 12.32 per cent. on capital account. Dividends at the rate of 9 per cent. are provided for the current year out of profit and loss.

The report contains the following information relative to the Canadian lines:—

The Québec, Montreal and Southern Ry. shows an increase in operating revenues for 1911 of \$73,435.58 as compared with 1910. The operating expenses show an increase of \$108,632.73, making a decrease in net operating revenues of \$35,197.15. The net income, independent of interest charges due the D. and H. Co. was \$136,819.80, a decrease of \$41,736.94. The decrease in net operating revenues is due largely to the extraordinary charges for maintenance during the year, there being an increase of \$14,878.81 in ties and \$22,198.54 in bridges, trestles and culverts. The Frappier bridge burned twice in Aug., making necessary heavy temporary repairs. Maintenance of equipment shows an increase of \$14,519.35 due to repairs and renewals of steam locomotives and freight train cars. The Napierville Junction Railway shows an increase in operating revenues for 1911 of \$1,386.28 as compared with 1910. The operating expenses show an increase of \$5,821.45, making a decrease in net operating revenues of \$4,435.17. The net income was \$21,910.09, or 3.65 per cent. on the capital stock outstanding. The decrease in net operating revenues is due largely to an increase in amount paid for injuries to persons.

The total assets of the company are \$17,198,620.23, the Canadian lines being valued at \$6,308,139.79. The stocks owned by the company include \$1,000,000 common stock of the Québec, Montreal and Southern Ry., \$600,000 common stock of the Napierville Jct. Ry.

No separate statistical figures are given for the Canadian lines.