

Canadian Northern Ontario Railway Supply Car.

Early this year, the C.N.O.R. placed in service a new supply car, which is illustrated herewith. The car is an old Pullman sleeping car, rebuilt under the direction of A. L. Graburn, Mechanical Engineer, to designs evolved in conjunction with L. C. Thomson, Storekeeper, embodying a number of new features that have appeared desirable to the latter through his long familiarity with store cars, both on the C.N.R. and the C.P.R.

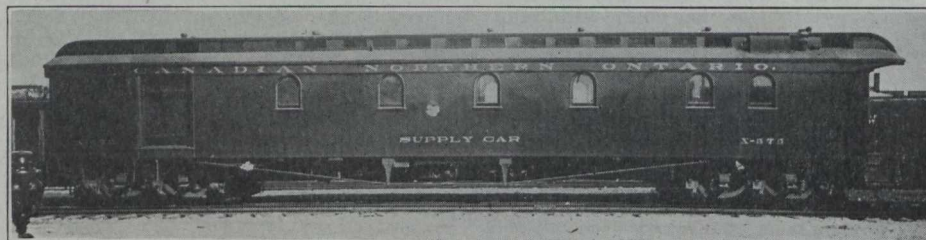
The fact that the car is a piece of passenger equipment, discarded, not on account of being unserviceable, but rather from the fact that for present day equipment it was a little antiquated, made a splendid base on which to construct the store car. While but little of the old body remains, the underframing, car framing, and trucks have been utilized, the whole making for a very solid car. The trucks are six wheel, with 36 in. steel wheels; the underframing is of steel I beams throughout; and it is provided with standard draft rigging. The air and signal arrangement is that of a standard passenger car.

The car was of the old open vestibule type. One of these vestibules, on the store end, has been removed. The overall dimensions of the car body are 66 ft. 2 ins. long, by 9½ ft. wide. As refinished, the window arrangement of the former sleeper has been rearranged with a few higher windows along both sides. The finish of the car corresponds to the C.N.R. standard.

The open vestibule end is the living and business end of the car. To the right on entering from that end is a double berth section for the attendant in charge. Opposite this section, in the corresponding length of the car—6¼ ft.—are three sections, two of which are shelf lockers, with a heater room alongside, containing a Baker heater with its auxiliary apparatus.

Beyond this section of the car is a room 10 ft. 2½ ins. long, designed for the

on each side of a central aisle. These sections are of different shapes and sizes, to accommodate to the best advantage the full range of stores carried. The first section at entering on the right is a set of four vertical compartments above and below, opening into the centre aisle by sliding doors. Across from this section is a double section of tiers of drawers, entered both from the office and a cross aisle. The other store sections take different shape, all opening from the cross aisles with the exception of the end section on the left, which has sliding doors from the centre aisle. The two sections opening on the centre aisle was



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necessitated by the lack of space in the narrow cross aisles.

Beyond these storage sections, the balance of the car is a long open room, except for the lavatory on the left, and a tier of special lockers beyond the latter, for the storage of inflammable material, such as matches, fuses, etc. This section is kept under lock and key, and the interior, both walls and door, is lined with galvanized iron to minimize the fire danger. This is an idea embodied by Mr. Thomson as the result of an experience encountered some years ago in the handling of inflammable stores. The tightness of these compartments makes the possibility of fire very small.

This large room, 30 ft. 10 ins. long, contains three oil tanks, two small 280

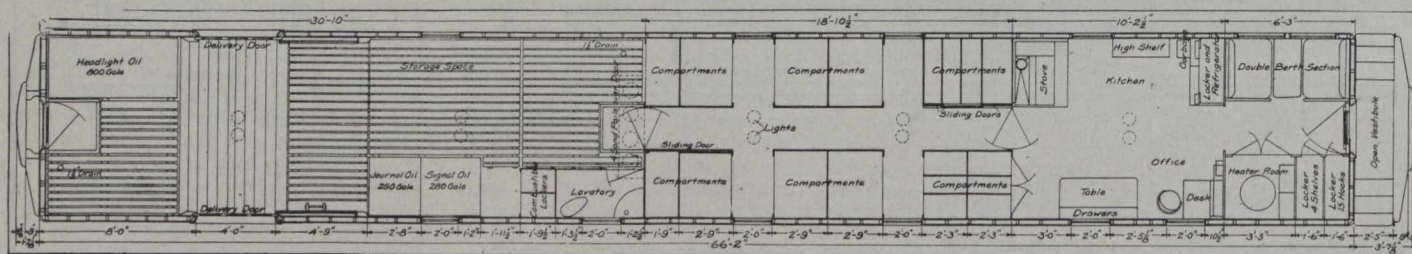
the stations, nobody but the attendant being allowed in the car, he thereby having a closer check on all the stores. The practice in service is to have the stores for delivery at a certain station made up on the run and piled opposite the delivery door ready for serving out without delay. For safety, there is a 1 in. grab iron across the door opening above the door.

The large oil tank room is also the store room for bulk stores, such as tie plugs, which can be heaped in the open spaces at the end of the room or opposite the small tanks.

The lighting is from six pairs of oil lamps suspended from the roof, spaced at even intervals down the centre of the car. There is also a side bracket lamp

over the attendant's desk. Fire protection is provided for by a chemical fire extinguisher above the desk, and four pails of sand on a ledge over the door leading into the oil room.

The factor of operating the car is well looked after in the design. All the oil tanks have connections on the under side of the car through which they are filled, removing that dirty operation from the body of the car. Any oil that does slop out inside the car is drained off as noted. All supplies are loaded into the car at the loading depot through the side doors and distributed to their several locations for redistribution along the line without having occasion to go into the living section of the car at all. The whole arrangement is a considerable improve-



Plan of Supply Car, Canadian Northern Ontario Railway.

attendant's general living quarters, the portion on the right forming the kitchen, and the opposite side the office. In the kitchen portion, at the entry end, is a double locker, cupboards above and refrigerator below, the front of the cupboard forming a kitchen ledge and sink. In front of this is a garbage chute to the outside of the car. The opposite end of the kitchen section contains a small kitchen range, insulated on the two wall sides and floor. The office half of the room contains at the entry end a small desk attached to the wall, with revolving desk chair in front. Over the desk are tiers of pigeon holes for the stores bills, etc. To the rear of the desk, along the side of the car, is a table 4 ft. long, used principally in wrapping up parcels for delivery at the different stations.

Beyond this double utility room, in the centre of the car, is an 18 ft. 10½ in. section containing three storage sections

gal. tanks for journal and signal oils, and the third at the very end of the room of 800 gal. capacity, for headlight oil. All these tanks are equipped with Bowers measuring and drawing apparatus. This whole room, with the exception of the strip across between the two 4 ft. sliding doors near the end of the larger tank, is laid with slatting. Under this, on the underflooring, is a surface of galvanized iron, draining to 1½ in. drain holes at each end of the room, through which all the wasted oil is drawn off from the floor of the room. This idea of slatting on the floor and surfacing underneath is one of the most valuable features of the car.

The side doors are very similar to those found in baggage cars, sliding on wheels into protected door pockets. Across between the doors, the surface is of 2 in. close flooring. All the stores are given out through these side doors at

ment on the former stores car, which was an old caboose, slightly rearranged for this particular service. Everything has been so carefully planned for convenience, that the writer is informed by Mr. Thomson that it is now the practice to frequently place the car near the head end of a passenger train, and while the train is running the order for the next station is being made up, and on arrival, everything being in readiness at the side door, it is unloaded with dispatch and the receipt for the same taken without delaying the train.

The Reid Newfoundland Co.'s employees held their first annual outing at Octagon, Aug. 23.

During June there were 14 fatal and 10 non fatal accidents on railway construction in the Dominion. Thirteen of the deaths were due to premature explosions, and one to a derailment.