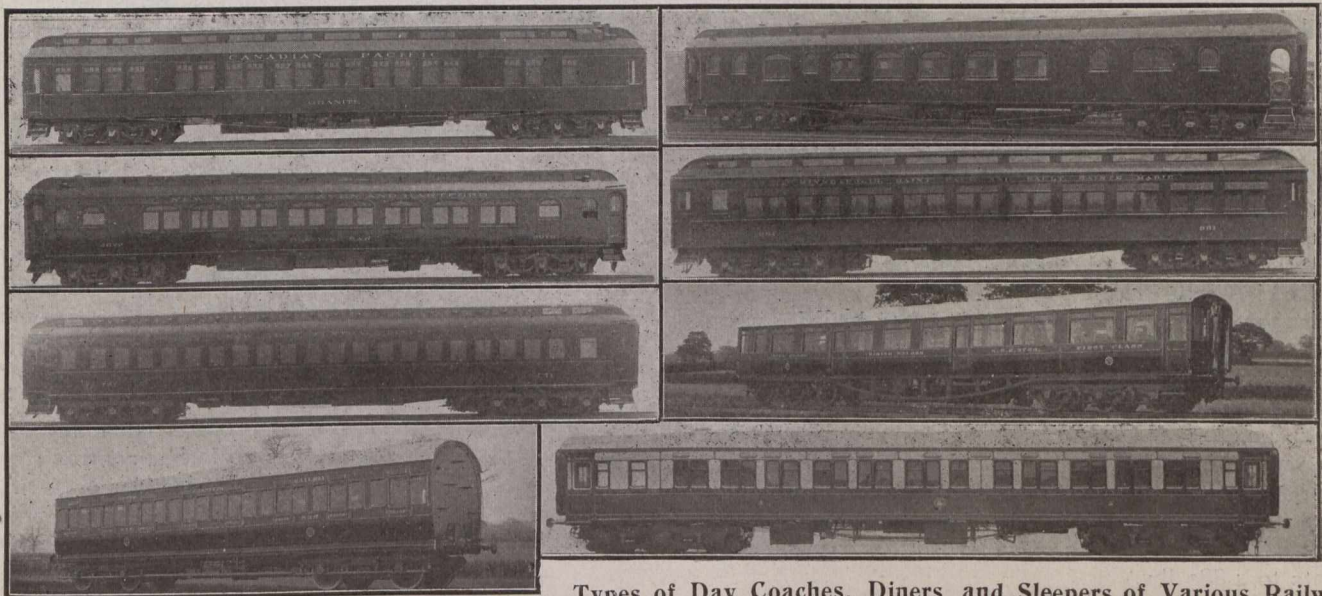


are considered as practically equal and one dollar as good as another. The relative seating capacity, when compared with dead weight, varies with each coach and in each country. The "value" of each traveller in terms of "pound-miles" is not anything like as uniform a method of rating as the distance passed over or the "dollar-equal-dollar" system would seem to indicate. In other words the dead weight hauled per passenger becomes an important item when the mileage of each coach comes to be made up for a year of continuous service. There are certain things done by railways which cost money and weight and space, which have for their sole object the hope of attracting business, such as the observation platforms on certain coaches or the introduction of library cars on trains. From a purely transportation point of view these things are useless, but as "business-getters," they may be very effective adjuncts.

New York, New Haven & Hartford sleeping car No. 2070 is all wood. The body weighs 99,600 lbs., and the trucks together weigh 44,000 lbs., or a total of 143,600 lbs. There are 16 sections and at night there is accommodation for 32 persons. As a day-coach, which is its maximum load, 64 persons can be carried, and taken this way, a dead weight of 2,243 lbs., for each passenger, is hauled over the road.

The Canadian Pacific Railway sleeper "Granite" is all wood and has two six-wheel trucks, which taken together weigh 40,400 lbs. The body weighs 90,800 lbs., making a total of 131,200 lbs. There are twelve sections, each capable of carrying four persons when the car is used in the day time. Allowing for four persons in the drawing room, the dead weight per passenger is 2,523 lbs. Intercolonial railway sleeper "Sydney" has ten sec-



Types of Day Coaches, Diners and Sleepers of Various Railways.

- (1) C.P.R. sleeper "Granite"; weight, 131,200 lbs; carries 52 day passengers.
- (2) N.Y., N.H. & H.R.R. sleeper; weight, 143,600 lbs.; carries 64 day passengers.
- (3) N.Y.C. day coach; weight, 142,600 lbs.; carries 84 passengers.
- (4) N.E.R. (English) bogie, third-class carriage; weight, 64,400 lbs.; carries 80 passengers.
- (5) Intercolonial sleeping car "Sydney"; weight, 130,000 lbs.; carries 44 day passengers.
- (6) M., St. P. & S. Ste. M. day coach; weight, 126,500 lbs.; carries 76 passengers.
- (7) N.E.R. (English) corridor composite dining saloon; weight, 91,840 lbs.; carries 26 passengers.
- (8) G.W.R. (English) sleeper; weight, 93,632 lbs.; carries 12 night passengers.

As a typical example of a modern day-coach, first-class, New York Central Lines (Big Four) No. 751 may be considered. This car is an all-steel vehicle, mounted on two six-wheel trucks. The body of the car by itself weighs 98,500 lbs. and the trucks weigh together 44,100 lbs. The total weight on the track is, of course, 140,600 lbs., and seating capacity is provided for 84 persons. There is, therefore, 1,697 lbs. dead weight for each passenger, supposing the car to be full. Another day-coach, No. 991, on the Minneapolis, St. Paul & Sault Ste. Marie, is a coach with steel exterior and wooden finish, seats, etc., inside. The car body weighs 84,000 lbs. The pair of six-wheel trucks together weigh 42,500 lbs. and the vehicle stands on the track weighing 126,500 lbs. and can carry 76 persons. The dead weight per passenger in this case is 1,664 lbs., which is very close to that of the Big Four coach just mentioned. The average, when the weight of the two cars are added together, for the 160 passengers carried by them, is 1,680 lbs.

tions and a drawing room. As a day-coach, i.e., with all available space filled, there is comfortable room for probably 44 persons, and estimating the total weight of the car at 130,000 lbs., a dead weight of 2,954 lbs. per passenger is hauled.

The sleeping cars here enumerated have together a gross weight of 404,800 lbs., and carry, when each is full up to maximum capacity, an aggregate of 160 persons. The average dead weight per passenger then becomes 2,523 lbs. This is practically equal to the Canadian Pacific sleeper "Granite," which thus represents a typical case.

British passenger rolling stock presents some interesting varieties, though comparison with Canadian and United States coaches is difficult, owing to a variety of circumstances. The Pullman car has been introduced into Great Britain but has never been popular. This is not due to any idea of inferiority of design, equipment or