

National Transcontinental Railway Car Shops at Transcona.

The first instalment of this article in the last issue described the freight car shop and the passenger car shops, as well as giving a general description of the whole plant, including the locomotive department. The second instalment follows:

The Passenger Car Paint Shop is 87 by 340 ft., of an exactly similar type of construction to the passenger car shop, with concrete sub walls, surmounted by brick walls, spanned by steel trusses. There are

tors, one over each section.

A 17 ft. wide building, 15 ft. high, adjoining the main building near the centre, and extending the length of three shop sections, contains the auxiliary shop facilities, including foreman's office, lavatory and wash room, and the indirect heating plant. A 12 ft. fan connects with a 2½ ft. square concrete duct across the shop, with branch concrete ducts along each wall, all these ducts being under the floor. In the wall

color bins, putty mixer, grinder, glass rack and pot racks, the latter to the rear of a counter, separated from the east side of the building by an aisle, over which the supplies are served. This counter has a central flap top. A telfer overhead track enters a door on the north side, making a partial circuit of the building and out on the east through a door on that side.

A platform extends along the east and north sides. At the south end on the east side, the platform is at the level of the stores interior, sloping up near the north end to the platform level along the north

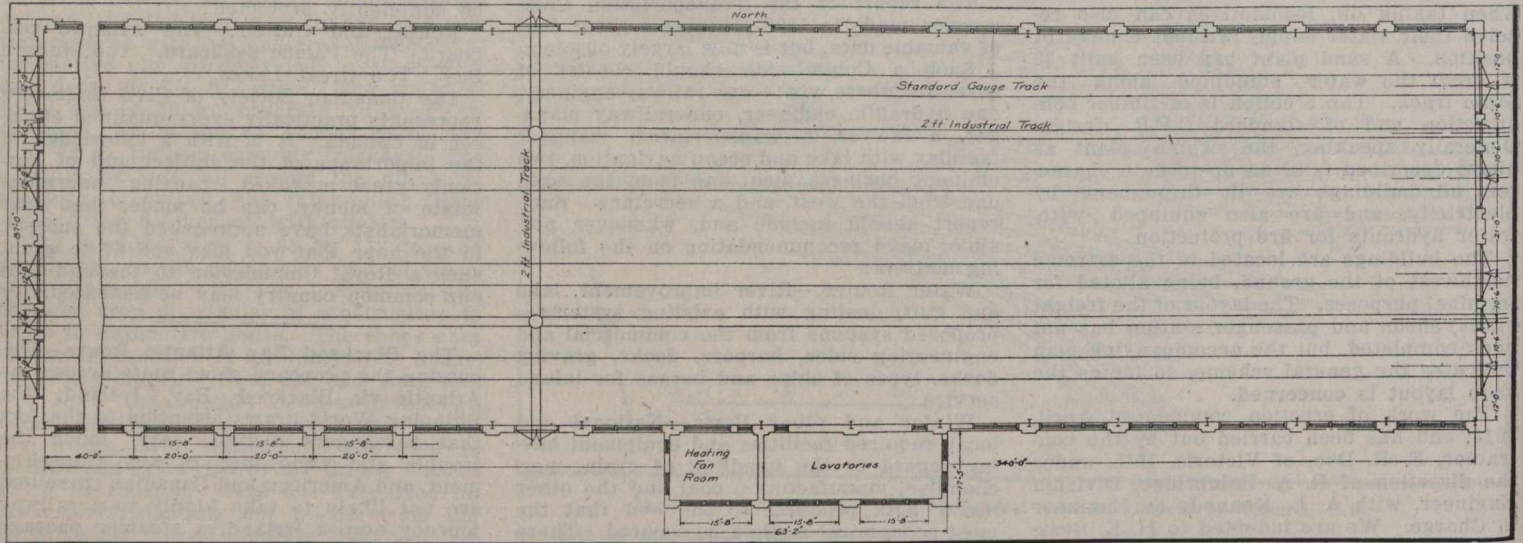


Fig. 6.—Plan of Passenger Car Paint Shop.

four working tracks extending the length of the building, the central ones at 21 ft. centres, and the outer ones 21 ft. centres.

Between each of the outer pairs there is a 2 ft. industrial track. The working tracks have 12¾ ft. doors in each end of the building, with 5 ft. doors for the service tracks. The two service tracks have a cross connection through small turntables, 130 ft. from the west end, leading across to the planing mill, which is immediately to the south.

under each truss there are outlets. The shop is kept thoroughly drained by traps in the floor, which is of 6 in. concrete. These traps are located at 40 ft. centres along the centre line of each of the working tracks, a 3 in. wrought iron down pipe, connecting with a longitudinal pipe of the same size, to cross pipes, each of which cares for a quarter of the shop. The floor from the wall has a 1 in. drop to the traps, and from the service track to each side, and also from the centre there is a ½ in. drop to the traps.

side, which is at 4 ft. above the ground level, with a 3 in. drain slope towards the outside. The platform width on the east side is 5 ft., and on the north 6 ft. The north side platform adjoins the yard track, and on it will be unloaded all the supplies to be brought into the building through the north door over the projecting overhead track.

The Upholstering Shop is situated in the larger gallery of the east passenger car shop, and is reached from the lower level either by the stairs or by a hoist, as mentioned in the description of that building in the February issue. It contains the following equipment:

Machine for washing bunk curtains, etc., with benzine. Diameter of drum 36 ins., and 50 ins. high.

Extracting machine, with benzine tank and fittings complete, for extracting benzine. Rotary drum 30 by 14 ins.

Washing machine for blankets, etc., 50 by 36 ins.

Rotary extracting machine, with soap and water fittings, 30 by 14 ins.

Soap tank with fittings complete with steam heating coil to boil soap water for washing and extracting machine. Drum 3½ ft. by 30 ins.

Steam box, 18 by 11 by 7 ft., with steam coil at back, and sliding doors at front, for drying blankets.

Steam table to steam edges of blankets, with copper steam pipe attached to one side of 9 by 6 ft. table.

Frames to stretch blankets, 9 ft. by 6 ft. 8 ins.

Stretching tables for frames, operated by compressed air.

Feather renovating machine, to renovate and clean feathers in connection with two feather bunks, 8 by 6 ft.

Hair picking machine.

Benzine tank for 500 gals. Bowser equipment.

Electric cutter.

The Planing Mill, 100 by 300 ft., is of the

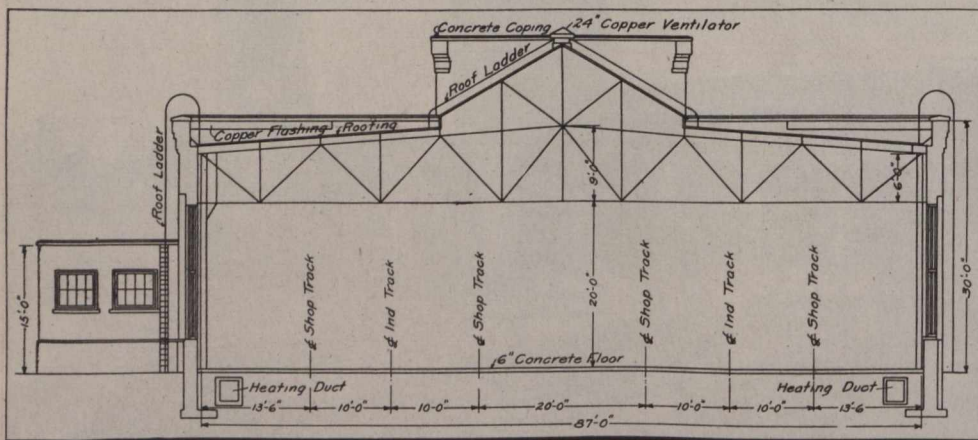


Fig. 7.—Cross Section of Passenger Car Paint Shop.

The shop is divided into 20 ft. sections, cross wise of the shop, by the roof trusses, and in each of these sections there is a large window, providing excellent illumination, in conjunction with the skylights in the monitor roof. The steel roof trusses have a clear 87 ft. span across the shop, and the bottom chord is 20 ft. above the floor. The central depth of the spans is 9 ft., sloping to 6 ft. at the side walls. A monitor, 28 ft. wide, with a depth of 10 ft. above the truss, extends the length of the shop, surmounted by a row of 24 in. copper ventila-

The Paint Storehouse, 40 by 30 ft. is of the standard construction, with concrete lower walls, carrying brick upperwork, and spanned by steel trusses. It is situated to the rear of the passenger car paint shop, to the north of the lumber sheds. Inside, there is a clear height to bottom of truss of 12 ft. The floor of the building is raised above that outside about 2½ ft. by a gravel fill, surfaced with 3 in. planking. Along the west and south sides there is a 3½ ft. wide platform, raised 2 ft., for a tank and oil storage stand. In the centre are the dry