

D. L. & W. Remodels Day Coach

Sample car equipped with rotating two-passenger chairs for through train service

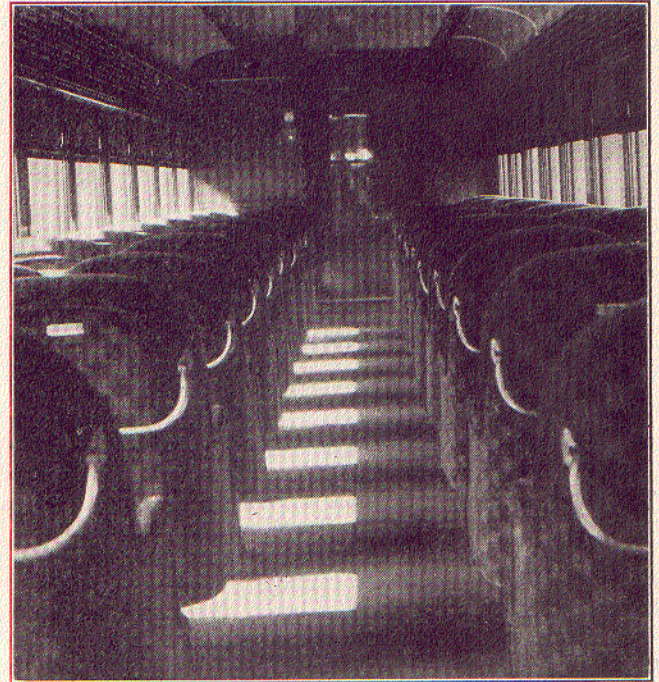
THE Delaware, Lackawanna & Western recently remodeled one of its all-steel, wide vestibule coaches by redecorating the interior and installing Hale & Kilburn No. 900, rotating two-passenger chairs. The car, which was built new in March, 1926, has an overall length of 75 ft. 1½ in. and a length over the body of 65 ft. 9 in. The outside width is 9 ft. 8 in. with an inside width of 8 ft. 10½ in. It has a seating capacity with the new chairs for 80 persons.

This car, which was remodeled primarily to ascertain the reaction of the day coach passenger toward a car thus equipped, has been placed in service on the Lackawanna Limited between Buffalo, N. Y. and Hoboken, N. J. According to reports, it has received many favorable comments from passengers who have ridden in it.

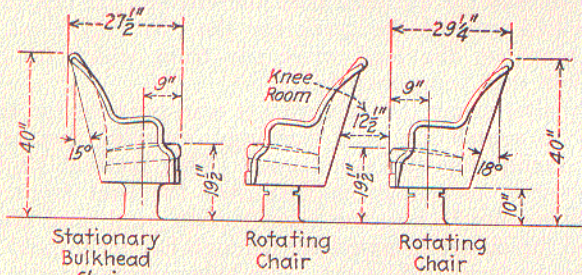
The interior is tastefully finished in basic colors of green, brown and cream. The head and side linings of the deck are cream colored, relieved with ¼-in. stripings of gun metal blue and 1/16-in. stripes of tan. The clerestory is similarly treated. Beaver brown with sage green for panels are the colors used for the side and end finish. This is relieved by corner ornaments appropriately placed and striping of gold leaf and Tuscan red, together with lines of cerise. The entire interior surface has been varnished and rubbed to a smooth, dull

They are spaced 35 in. from the center of the pedestals to suit the present window spacing of the car. This arrangement allows 12½ in. knee room.

The chairs are covered with green freize plush which harmonizes with the general scheme of interior decoration. The rear of each chair is equipped with nickeled



Each Seat is Provided with a Coat Holder and Foot Rest



Drawing Showing the Seat Dimensions

satin finish. The exterior of the car is finished in dark olive green with lettering done in gold leaf.

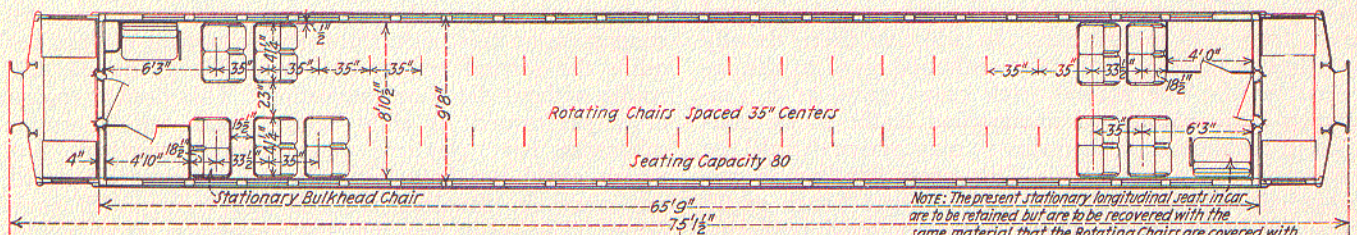
Chairs Have High Backs and Are Equipped with Foot Rests

The feature of this car is the design of the chairs with which it has been equipped. The detail dimensions of the chairs and spacing are shown in one of the drawings. The overall height from the floor to the top of the back is 40 in. with a distance of 19½ in. from the floor to the front edge of the seat. The backs of the rotating chairs have an 18-deg. slope, while the stationary bulkhead chair has a slope of 15 deg. Each chair has a total width over the arm rests of 41¼ in.

coat and robe holder, ticket holders, umbrella loops and a foot rest.

The backs of each chair are of the double bucket design with soft spring upholstery and with a well-defined division between the two seats. The two individual air spring cushion pads which are placed separately on top of an auxiliary spring cushion, form a 10-in. depth of cushioned comfort similar to that found in fine home furniture. A well upholstered arm rest is provided on each end of the seat, of a design that harmonizes with the entire structure of the chair.

The chairs can be conveniently reversed by tripping a releasing and locking device, located in the aisle side of the steel base on which the chairs are supported. This device is arranged to permit the chair to swing away from the wall a sufficient distance to escape any con-



Floor Plan of the Remodeled Day Coach

tact with the side finish when turned to the reversed position. In applying the double rotating chairs, the original seating capacity of 80 passengers has been



The Chairs are of the Double Bucket Shape and the Backs are of Sufficient Height to Provide a Rest for the Head

maintained. There are 36 revolving chairs, 2 stationary bulkhead chairs and 2 stationary longitudinal seats, which are shown on the drawing and also in the photographs.

Capacity of a Flat Switch Yard

TO overcome difficulties occasioned by suddenly increased flows of traffic, the general yardmaster of the Burr Oak yard of the Chicago, Rock Island & Pacific at Chicago, has devised an interesting way to distribute his forces and power so as to enable him to handle as many as 570 freight cars over a single-track lead in eight hours, an average of 71 cars an hour.

Burr Oak Yard is a flat receiving yard where all inbound Chicago and connecting line deliveries of the Rock Island are made. Ordinarily the first assignment from 12:01 a. m. to 8 a. m. handles the heavy receipts of live stock, perishable and merchandise for Chicago delivery, and places merchandise at the freight houses, and perishable freight on team tracks for early morning delivery. Non-perishable and dead freight from inbound trains is stored for classification after the perishable, live stock and merchandise traffic has been handled. This results in turning over to the second trick from 100 to 150 cars. In addition there usually is a heavy turnover from the outbound yard to the inbound yard. The second trick crew starts at 8 a. m. with a large volume of unclassified traffic to be handled in addition to such trains as may arrive during the hours of this assignment. This crew handles an average of 250 cars over the lead in eight hours or 31 cars per engine hour, which is a very good performance when it is understood that all inbound trains use this lead, tying up the engine while passing over it, also that the transfers dispatched from this yard are

shoved out by the lead engine, and the merchandise transfer house platform is kept supplied by this crew with cars to unload.

At 8 a. m. on the date checked, however, 270 cars of unclassified traffic were in the receiving yard, five of the tracks being full and only one track having room for additional cars. In addition, three tracks were filled with empty automobile cars of different lengths and capacities and one track held 50 cars from the outbound train yard. Before a train arrived, this crew, with one engine, had 390 cars ahead of it to switch in eight hours and four trains in sight to arrive before 3 p. m. with one track open to the extent of 30 cars on which to receive these trains. These trains actually arrived as follows: 57 cars at 12:15 p. m., 48 cars at 2:25 p. m., 39 cars at 2:45 p. m., and 36 cars at 2:50 p. m., a total of 180 cars.

The regular crew on this assignment consists of an engineman, a fireman, a foreman and two helpers. An additional engine was ordered for this lead on this date and an additional helper for the regular crew; this gave the crew one foreman and three helpers. No switching was performed by the second engine, except when it was in charge of the full crew for the assignment, a foreman and two helpers, the only departure from the usual procedure being that the crew had a different engine for each track that was switched. The third helper marked up a track for switching while the remainder of the crew switched a track on the lead. When this track was switched, the engine was backed into the next track to be marked by the field man who had worked on the lead with the engine, the field man who had marked the track for the idle engine taking his place on the lead while the train which he had marked was being switched.

By alternating the field men it was possible for each man to switch his own markings, avoiding confusion and facilitating the operations. This method kept a continuous movement of cars over the lead from the receiving tracks into the classification yard, and eliminated the delays to switching through having to hold the engine and crew while cars were being marked for track identification, as there was always a track chalked for lead switching and an engine moving its cars to the lead as soon as the lead was clear. This was exactly the same process as is carried out in hump yards, where, while one engine is putting cars over the hump, the other engine (with one helper) is moving another cut from the receiving yard to the hump, the only difference being that the third helper in the Burr Oak yard did not have to take the engine as far to get a cut as in the hump yard. Not only did this one crew handle 570 freight cars over the lead in eight hours, but it also switched out and placed seven cars of merchandise to the transfer platform, "shoved" the platform three times, shoved four transfers out of the yard and switched out and placed on the repair tracks one car of gasoline and two manifest loads.

By the prompt handling of the situation in providing a means of keeping the yard open, and cleaning up the congestion on this trick, the next assignment did not require the second engine and was able to handle the traffic without delay or congestion. This double engine crew performed in eight hours, work which would otherwise have required two crews to perform, but which could not have been done as two crews could not work on the lead without interfering with each other. The result was that the congestion which might have lasted indefinitely was cleared up in eight hours with the additional expense of but one engineman, one fireman and one additional helper on the crew.