

The women's lounge is cheery and commodious



TRAVEL BY TRAIN

Safe ... Fast ... Air-Conditioned ... Dust-proof

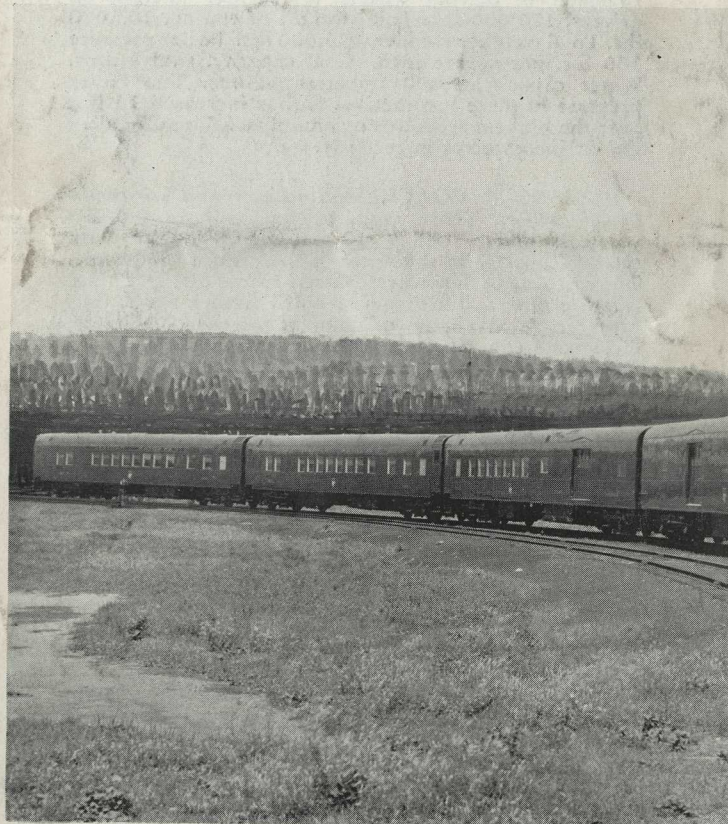


Individually-controlled, reclining chairs are roomy and comfortable



CANADA'S NEWEST TRAINS

Lightweight, Semi-Streamlined Steam Trains



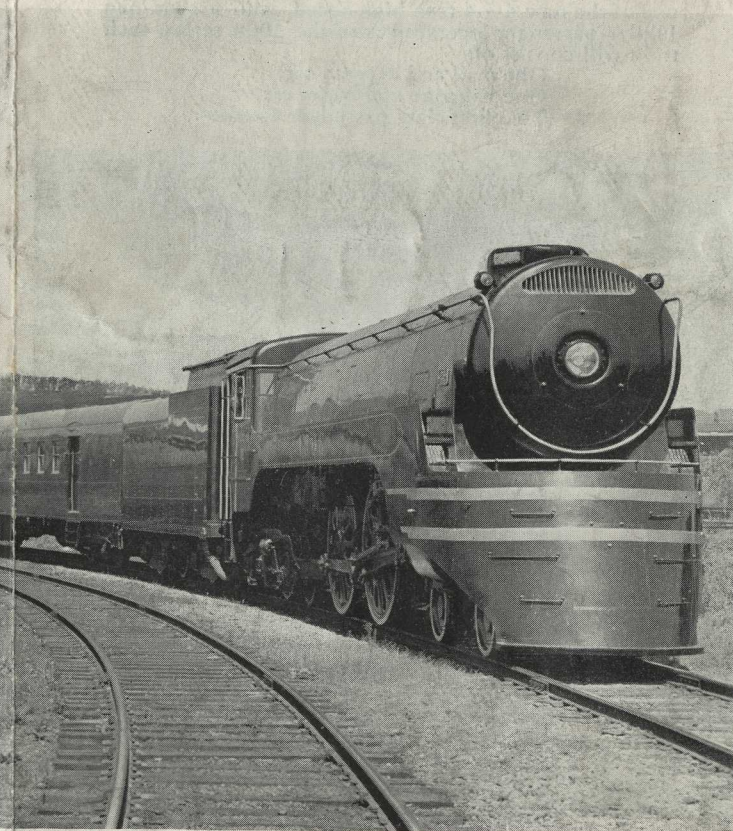
Canadian Pacific

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CANADA'S NEWEST TRAINS



Lightweight, Semi-Streamlined Steam Trains



Canadian Pacific

New Peak in Canadian Train Development—Canadian Pacific Semi-Streamlined Trains

Luxurious travel in air-conditioned coaches drawn by semi-streamlined engines—at no extra cost to the passenger—is the keynote of the service being inaugurated by the Canadian Pacific Railway on the day runs between Toronto and Detroit; Montreal and Quebec; and Calgary and Edmonton. So great is the public interest in the new train that recently when exhibited at Windsor Station, Montreal, it attracted over 60,000 spectators in four days!

Maximum travel service; smooth performance; roominess and air-conditioned comfort; low-cost refreshments; Canadian Pacific standard—all these are features of the new Canadian Pacific trains.

THE TRAIN—Maximum Travel Service. Headed by one of the new 4-4-4 type high-speed, semi-streamlined Jubilee passenger locomotives of the 3000 series, each train will consist of:

- One mail and express car,
- One baggage and buffet car,
- Two first-class passenger coaches.



The compact and modern buffet counter offers a wide variety of refreshments

The passenger coaches are of lightweight design and are semi-streamlined. The roof is a round top, the height from the rail to roof being 12 feet, 11 inches, with the width of the car at the windows slightly greater than the present standard cars. The side of the car has a bow which extends from roof edge to window line and from the bottom of the window line to the bottom of the side sills. The coaches have four-wheel trucks in place of six wheels, while the cars are 73 feet, 10½ inches over coupler knuckles.

THE JUBILEE LOCOMOTIVE—Smooth Performance. This new engine can attain a speed of 110 miles per hour, and stops and accelerates with great ease. Diameter of driving wheels, 80 inches. Weight on drivers, 120,000 lbs. Total weight of engine, 263,000 lbs. Total weight of tender, 198,000 lbs. Boiler pressure 300 lbs. per square inch. Coal capacity, twelve tons. Water capacity, 7,000 Imperial gallons. The boiler pressure of these locomotives is thus increased 25 lbs. over the highest pressures commonly used on Canadian Pacific locomotives in recent years.

PASSENGER COACHES—Roominess and air-conditioned comfort. These modern coaches have a 5-seat women's lounge and a 10-seat men's lounge with seating capacity in the body of the car for 36 people. The seats are of the individual, self-adjustable, reclining, rotating type and are spaced much farther apart, thus providing a maximum of comfort for the passengers. Occupants can set the seats to any angle or direction they prefer. The ceiling is painted in light colors to improve the illumination, which is of an entirely new type, having individually controlled lights with prismatic lenses located on the bottom of the basket racks.

These modern coaches have been fitted with an ice-activated, air-conditioning system so that the cars will be at all times well ventilated with clean, fresh air of pleasant temperature. With this system of ventilation the windows can be kept closed, yet the air in the coaches will be constantly renewed and the coaches will be dirt-and dust-proof.

BUFFET CAR—Low-cost refreshments. This coach has a 7-foot, 6-inch buffet counter which opens in the coach end of the car and is designed for the serving of light refreshments at moderate rates. Seats in this car are of the bucket type. The same modern system of air-



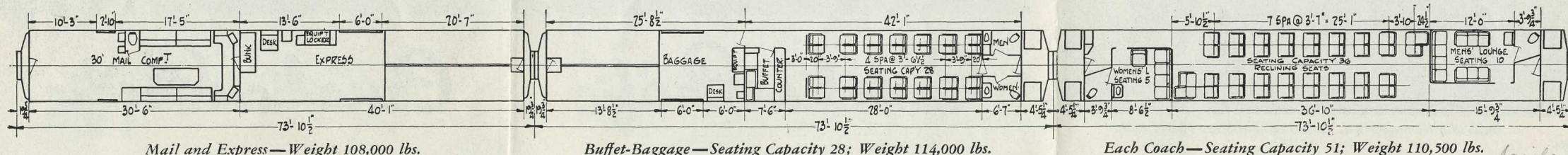
The air-conditioned buffet car and courteous service makes delicious meals seem even better

conditioning available in the passenger coaches is a feature of this buffet car. There is also a 25-foot baggage compartment.

MAIL AND EXPRESS CAR—Fast Service. The mail and express car has a 30-foot mail compartment, and commodious express facilities. It is modern in every respect.

CANADIAN PACIFIC STANDARD—None better. On these new-type trains you will enjoy, too, efficient and courteous Canadian Pacific service. They will give smooth, comfortable performance, and constitute yet another advance in the ever-upward progression of Canadian Pacific facilities. Yet will cost no more—there being no extra fares, or parlor or sleeping car charges. You will be flattered by the over-all beauty of these trains, and their interior attractions, which are a credit alike to the Canadian Pacific and to the Dominion of Canada.

FLOOR PLAN OF EQUIPMENT ON NEW LIGHTWEIGHT SEMI-STREAMLINED TRAINS



Mail and Express—Weight 108,000 lbs.

Buffet-Baggage—Seating Capacity 28; Weight 114,000 lbs.

Each Coach—Seating Capacity 51; Weight 110,500 lbs.

Agenda
Aug 24/93