

1933

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TRAIN LIGHTING AND HEATING

The Locomotive Railway Carriage & Wagon Review

Offices : 3 AMEN CORNER, LONDON, E.C.4

STONE'S



TRAIN LIGHTING INSTALLATIONS

Cooking, Heating and Refrigerating Installations
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J. STONE & COMPANY, LTD, DEPTFORD, LONDON, ENGLAND.

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THE LOCOMOTIVE, RAILWAY CARRIAGE & WAGON REVIEW

OFFICES: 3 AMEN CORNER, LONDON, E.C.4.

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GENERAL CONSIDERATIONS

The rapid advances which have taken place in the application of electric lighting to railway carriages, proves that the system fills an important position in modern railway practice.

The continuous public demand for increased comfort of travelling, necessitates, among other features, that of a good illuminant. The growth of the reading habit in trains has been remarkable, and travellers expect to be able to read as comfortably in a railway carriage as in their own homes. A few years ago, the illumination in an ordinary compartment was restricted to two 8 c.p. lamps; the introduction of metallic filament and gas-filled lamps, however, have enabled railway engineers to be much more liberal in the installation of lamps, as the old carbon filament lamps required the expenditure of from 3.0 to 3.5 watts per candle power.

Among the advantages of electric light, as compared with gas lighting, is the fact that owing to the

flexibility of the source of supply, lamps can be located in any position required, irrespective of the construction of the carriage, as no chimneys or outlets for products of combustion are necessary. Lamps can also be switched on or off from a fixed point, instead of being lit individually and then only at halts, as in the case of most gas lamps.

From a traffic department point of view, the facility of supply is of great importance, as the current is generated as the train proceeds, and is not dependent upon stops at certain charging stations, as required in gas-lighted carriages.

Moreover, the entire absence of fumes or smoke, and the fact that charged gas reservoirs do not require to be carried under the carriage, removes any doubt among passengers as to the safety of the means of illumination.

It has become obligatory in many countries; all new carriage stock in Great Britain is electrically lighted.