

11,842-Foot Tunnel Through the Cascade Mountains in Washington

AT THE rate of 250 feet a month the Chicago, Milwaukee & Puget Sound Railroad is driving the 2¼-mile tunnel through the Cascade Mountains in Washington which will shorten its transcontinental route four and a half miles and get rid of seven miles of heavy grade and curves.

The tunnel begins at Rockdale, four miles west of the highest point on the present track over the Cascades, and will emerge nearly four miles east of the summit. It will replace with a grade of .04 per cent on an absolutely straight line a stretch of seven miles on a grade of 2½ per cent with 10-degree curves.

The tunnel is being drilled with a heading 16 feet wide and 12 feet high, which is timbered before tracks are

laid for hauling the rock trapped out to the full height of 24 feet. One hundred and twenty men are working in six-hour shifts, doing six hours on and 12 hours off. Four steam and compressed air drills batter the breast of the tunnel continuously.

The present tracks over the summit will be maintained, but will be used only in case of an accident in the tunnel or for routing passenger trains to give travelers the benefit of the scenic beauty of Snoqualmie Pass. A blue print of the present route, with the line of the tunnel shown, would show the tunnel as the base of an isosceles triangle, of which each side would be nearly twice as long as the base. The tunnel will be 11,842 feet long and will be completed in time to handle the traffic in 1915.

LUNCH COUNTER CAR APPEARS

THE Southern Pacific has put into service on its trains running between San Francisco and Los Angeles a "lunch counter car" for the purpose of accommodating a large and growing tourist travel and other travelers of moderate means, and if this car proves to be a success, it will be followed by others similar in arrangement. As described, the counter stretches along one side with an aisle opposite, as in compartment sleepers, and stools in front of the counter are provided; the bill of fare and prices to be the same as in effect at the various lunch counters at depots and in the ferry boats and steamers owned

by the company. As compared with present prices for food in dining cars and the attendant tipping seemingly necessary to insure getting value received for money expended, the lunch counter ought to be the more attractive.

TROLLEY AMBULANCE

An ambulance car is being operated by the Milwaukee Electric Railway and Light Co. The car is equipped with two leather couches, a sink, an electric heater for supplying hot water and warming pads to take the place of hot water bottles. A case containing needed appliances for first aid work are part of the outfit.

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