

Electric Service Over the Rockies

A unique method of calling the attention of the traveling public to the electric service over the Rocky Mountains by the Chicago, Milwaukee & St. Paul Rail-



ELECTRICALLY OPERATED OVER THE ROCKIES
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY

way is shown by the accompanying illustration. This is taken from the letterhead of the stationery on the observation car of the "Olympian," which is one of the transcontinental trains operating between Chicago, Ill., and Seattle, Wash., over this route.

Annual Report of National Safety Council

The third annual report of the secretary of the National Safety Council states that 1102 new members have been gained during the past year, an increase of 91 per cent, the present membership being 2020, with more than 10,000 representatives and 3,500,000 employees. The income from dues for the year was \$46,000 and the present surplus is \$4,600. At the present rate the income for the calendar year 1916 will approximate \$70,000.

More than 3,000,000 copies of over 270 different pieces of printed matter have been sent out. Last year the annual congress was attended by more than 1700 representatives, fifteen sections were organized and an instructive exhibit was conducted. The council spent more than \$5,000 on the congress. The information bureau is now well organized and there are two librarians in charge. Among the features of the work have been special and traveling exhibits, safety meetings in the plants of members, a new series of "Safe Practices Information Leaflets," co-operation in establishing a national fire and accident prevention day, etc. A field secretary has been engaged who started work on Sept. 1, and the staff now includes an editor.

The nominating committee has also presented its report. Among the nominations to directorships is that of Edward C. Spring, manager Lehigh Valley Transit Company, Allentown, Pa.

Difficulties of New York Commission in Subway Construction Work

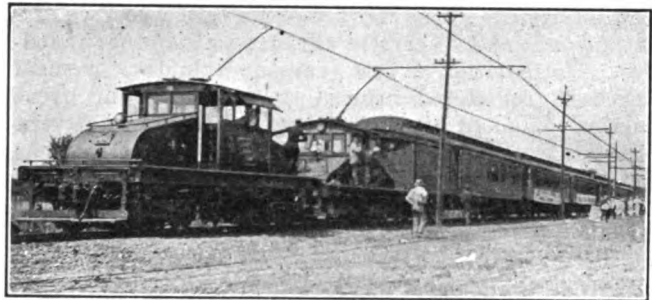
During construction of the new rapid transit railroads in New York City under the dual system contracts, the Public Service Commission for the First District has had to engage in many varied forms of activities. New streets have been laid out, bridges have been built, railroad tracks have been moved, tunnels built, new foundations have been placed under some of the tallest of Manhattan's skyscrapers, buildings have been cut in half, one five-story apartment house has been moved a considerable distance and placed on a new foundation, and in one instance a fire-engine house was floated bodily down the Harlem River and set in a new location. The commission's engineers are now to engage in a new venture, being no less than the changing of the course of a running stream—Downing Brook—which runs through a portion of Bronx Park. At one point the stream crosses the park line three times, and at each of these crossings runs through property which is soon to be used

for a yard for the storage of subway cars of the Interborough Rapid Transit Company. The course of the stream is to be diverted entirely within the park area, at present as an open running stream, but eventually it is to be diverted into a new trunk sewer which is now under construction.

Electric Locomotives on the "Booster Special"

Special Train from Charles City to Cedar Rapids Hauled Over Four Lines by Five Locomotives

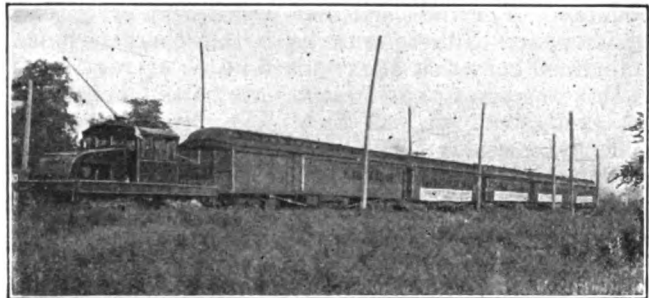
IN connection with a gas tractor demonstration held last month in Cedar Rapids, Iowa, a tractor manufacturer of Charles City arranged to run a special train of four coaches and a baggage car from the latter city to the show grounds in the former for the purpose of transporting a large company of boosters. To enhance the advertising value of this trip, the train was routed over the local electric lines as far



TRACTOR SPECIAL HAULED BY LOCOMOTIVES OF CEDAR VALLEY LINES

as possible, using the steam lines for the remainder of the trip. The total length of the trip was 125 miles.

The train left the station of the Charles City Western Railway in Charles City, Iowa, at 6 a. m., a buffet lunch being served in the baggage car. From Charles City to Marble Rock it was hauled over the Charles City Western Railway, a recently electrified 1200-volt direct-current line for which power is purchased from the Cedar Valley Light & Power Company. An electric locomotive used by the railway for



TRACTOR SPECIAL AT MARBLE ROCK, WITH LOCOMOTIVE OF CHARLES CITY WESTERN RAILWAY

freight service hauled the train. At Marble Rock the train was picked up by a steam locomotive and taken over the Rock Island Railroad to Cedar Rapids, where it was coupled to a steam locomotive on the Chicago, Milwaukee & St. Paul Railway. The last named shifted the train to the lines of the Waterloo, Cedar Falls & Northern Railway, the "Cedar Valley Lines," where two 600-volt electric locomotives were coupled to it and hauled it to the show grounds, which it entered to the music of a forty-piece band brought from Charles City.