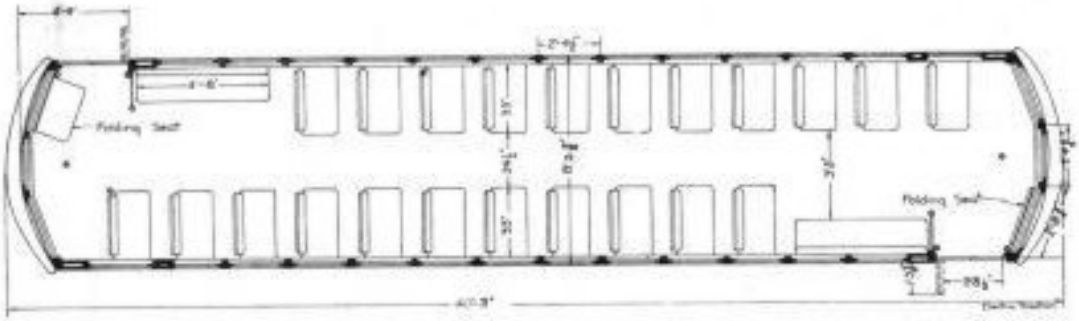
Vestibule top plates, hood rim, hood carlines, posts and ribs, are of white ash, dash of No. 14 sheet steel in three pieces, platform floors of ⅞ in. hard maple, and the bumper is a 3 in.-6 lb. channel.

The roof is of the plain arch type having ½ in. grooved poplar planking laid length wise, and covered with No. 8 cotton duck laid in white lead. The car floor is double, laid bottom half of ⅝ in. clear spruce and top half of ¾ in. hard maple. The aisle flooring is covered with ⅛ in. corrugated rubber matting 18 in. wide extending to the middle of vestibule floor. The steps are the folding type



Floor Plan of New Double Truck Safety Car for Bangor, Maine.

34 in. by 10½ in. by 1¼ in. maple fitted with a 3 in. special safety tread.

Cherry has been used for the interior finish including the mouldings. No headlining was used, carlines and roof boards being in white enamel. The interior of car body below belt rail is lined with ¼ in. Agasote painted to match cherry finish.

There are twenty-two Brill "Waylo" type reversible cross seats having cherry finish, pressed steel ends and pedestals. The longitudinal seat at opposite ends of car are also of cherry.

Painting and Lighting

Body panels and letter board are painted Pullman green; posts, cream color; sash, mahogany. There are ten 23-watt lamps on each side of car, two over each door and two in illuminated signs with 46-watt lamps in headlights.

The lower side windows are fitted with storm sash for winter service and window guards during the summer.

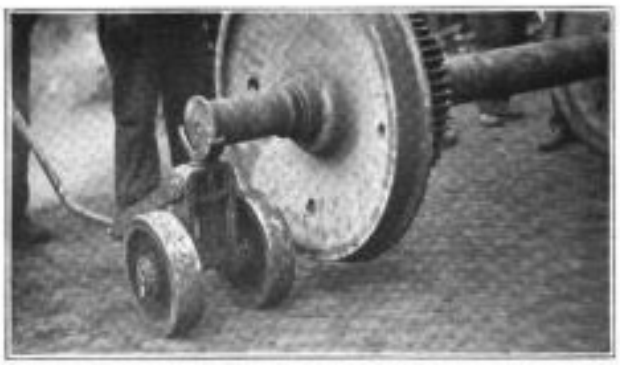
LARGE CARGO OF SILK SENT OVER ELECTRIC LINE

Four million, eight hundred thousand dollars worth of silk, one of the most valuable single cargoes of freight ever transported over an American railway, has just been sent over the electrified lines of the Chicago, Milwaukee & St. Paul Railway. This shipment was contained in the longest exclusively all-steel baggage train ever operated between Seattle and Chicago. The journey of 2,174 miles was made on scheduled time. The train contained fourteen baggage cars and one coach, the latter for employes. The weight of the train was 1,325 tons. This is equivalent to 23 express refrigerators, and made it possible for the shipment to be made in one special train instead of two.

TRUCKS FOR HANDLING WHEEL AND AXLE ASSEMBLIES

Indispensable Device for Indianapolis Shops Designed by Foreman Hoffmeyer

The shops of the Indianapolis Traction Company, being in need of a handy device to transport wheel and axle assemblies from one building to another and between various points around the shops, some time ago developed a set of elevating, pivoting trucks with which to do the work. The trucks are used in pairs, one at each end of the axle. The design of one of these trucks is shown in the illustration. Essentially the conveyors are simply two-wheeled trucks mounted on an axle and carrying an upright frame on the top of which is mounted a grooved circular cradle for engaging the collar of the journal. A long curved handle is attached to the upright frame in such a manner that perfect control of the steering and elevating is secured.



One of a Pair of Trucks For Handling Wheels and Axles in Indianapolis Shop.

The wheels are 12 in. cast iron centers, fitted with malleable steel tires so that trucks can be operated without danger of breaking wheels when transporting trucks over rails, rough floors, etc. The handle is braced as shown with strap iron.

With a truck of this kind on each end of an axle and wheel assembly, sharp corners can be negotiated with ease and wheels can be transported in narrow aisles around pits and almost any ordinary obstruction.

These trucks were designed by F. J. Hoffmeyer,