

Large Fire in St. Louis

A large two-story coal-storage shed belonging to the St. Louis Transit Company, and located at Park and Vandeventer Avenues, was destroyed by fire at 7 o'clock on the morning of July 10. The building destroyed was frame, 300 ft. long, 50 ft. high, and 25 ft. wide. In it was stored 30,000 tons of coal.

The building adjoined the boiler house, and when the heat became so intense that the firemen could no longer feed the furnaces, the following lines had to be shut off: The Vandeventer line, the Chouteau, the Market Street, the Laclede Avenue, the Eighteenth Street, the Park Avenue, and the Compton Heights. All of the other lines drew their power from the other power houses located in various parts of the city. At one time it appeared certain that the large power house adjoining, as well as the car houses and other buildings, would surely be destroyed.



RESULT OF THE ST. LOUIS FIRE

The fire, according to General Superintendent Dupont, was caused by spontaneous combustion, and it spread rapidly. The building was covered with corrugated iron, and this kept the flames confined until the iron became red hot and dropped off, thus giving the firemen a chance to get streams of water where they would have effect.

Mr. Dupont estimates the loss to the storage building and the contents at \$50,000. The loss to the boiler house was trifling. The storage shed will be rebuilt within a few weeks. Traffic was fully restored by evening.

At the time the power was shut off twenty-one cars on the Vandeventer Avenue line were running. On the Chouteau Avenue line there were twenty-six, on the Market Street line thirty, on the Laclede Avenue twenty-eight; Eighteenth Street, twenty-one; Park Avenue, twenty-four, and on the Compton Heights line, twenty-four cars. From 7 o'clock, the time the power was shut off, until 10 o'clock, these cars, 174 in number, would have made four trips. This would make a total of 696 trips that were missed by the cars on these seven lines.

Had the flames secured a start in the boiler house nothing could have saved anything. The loss then would have amounted to about \$3,500,000.

The service on the Boston Elevated Railway lines has proven so popular that the one hundred cars which have been in operation are found to be insufficient for its requirements, and the company has just awarded the Sprague Electric Company a contract for fifty additional multiple-unit equipments.

Opening of the Columbus, London & Springfield Railroad

The opening of the interurban loop at Columbus and the first section of the Columbus, London & Springfield Railroad, the first important interurban road to enter that city, was attended by considerable ceremony on June 29. The first car of the Columbus, London & Springfield Railroad entered the city at the corner of Hague and Broad Streets, passing through a handsome arch which had been erected for the occasion by the Hilltop Association, which is developing that section of the city. As the car passed through the arch it was presented by the association with a large emblematic key to the city. It bore the inscription, "The Hilltop Improvement Association to the Columbus, London & Springfield Railroad—a key to Columbus. June 30, 1901." The key was attached to the front of the first car, which then proceeded

to the center of the city, being greeted with ovations all along the line.

The first car was in charge of General Manager Fisher, of the company, and carried a number of prominent city officials and officers of the company. It was followed by two other cars containing numerous invited guests. The cars made the circuit of the new interurban loop and drew up in front of the new interurban passenger station, which is located at the corner of Gay and Front Streets, where they were greeted by the booming of cannon, the music of bands and the shouts and cheers of thousands of citizens. Addresses were made by city officials, members of the Board of Trade, and officers of the company, after which refreshments were served in the interurban station.

The Columbus, London & Springfield is the first road to be completed into Columbus by the syndicate headed by A. E. Appleyard, of Boston, and H. A. Fisher, of Columbus. The system includes the Dayton, Springfield & Urbana Railway, now in operation to Springfield; the Columbus, London & Springfield Railroad, nearly completed; the Columbus, Grove City & Southwestern, which is partially completed; the Columbus, Buckeye Lake & Newark Traction Company, the Columbus, Delaware & Northern Railway, and the Dayton & Lebanon, which are under construction, besides several contemplated roads.

The cars which entered Columbus on this occasion are among the finest interurban cars ever built. The standard closed cars are 62 ft. long, have smoking compartments, which seat sixteen people, and main body of cars seating forty-six people. They are finished in solid mahogany, have upholstered seats, lavatories,

are heated with electricity, have air brakes, and are capable of making a speed of 65 miles an hour, being provided with four 75-hp motors. The summer cars are 60 ft. in length, with center aisles and the seats upholstered in rattan. The cars will seat sixty-six people, and are equipped with four 75-hp motors. When completed the road will be one of the very finest in the country, being built largely on private right of way, with few curves or grades.

Street Cleaning Service in Cleveland

The Cleveland Electric Railway Company has taken a contract from the city street cleaning department to clean as many as possible of all streets traversed by its lines. For this work the company has improvised a special sweeper, which is herewith illustrated. It is one of the latest pattern of sweepers built by the J. G. Brill Company, of Philadelphia, and it was equipped in the shops of the Cleveland company with an extra sweeper, the two being on the same shaft. The inner sweeper sweeps the devil strip and between the rails, while the outer sweeper can be given a radius of 10 ft. if desired.

When first tried the sweeper shaft was provided with a small outside wheel bearing the weight, but this was found impractical where the dirt or mud was heavy, so that, as it is now being used, the weight rests on the brushes. The brooms at present in use were designed more for snow than for dirt, and they are hardly durable enough for the work. Steel brushes will, therefore, soon be tried. Both brooms are raised and lowered by levers, and they are operated by the motor in the car.

The sweeper operates best when running at a speed of about 6 miles an hour; a sprinkler precedes the car and does away with

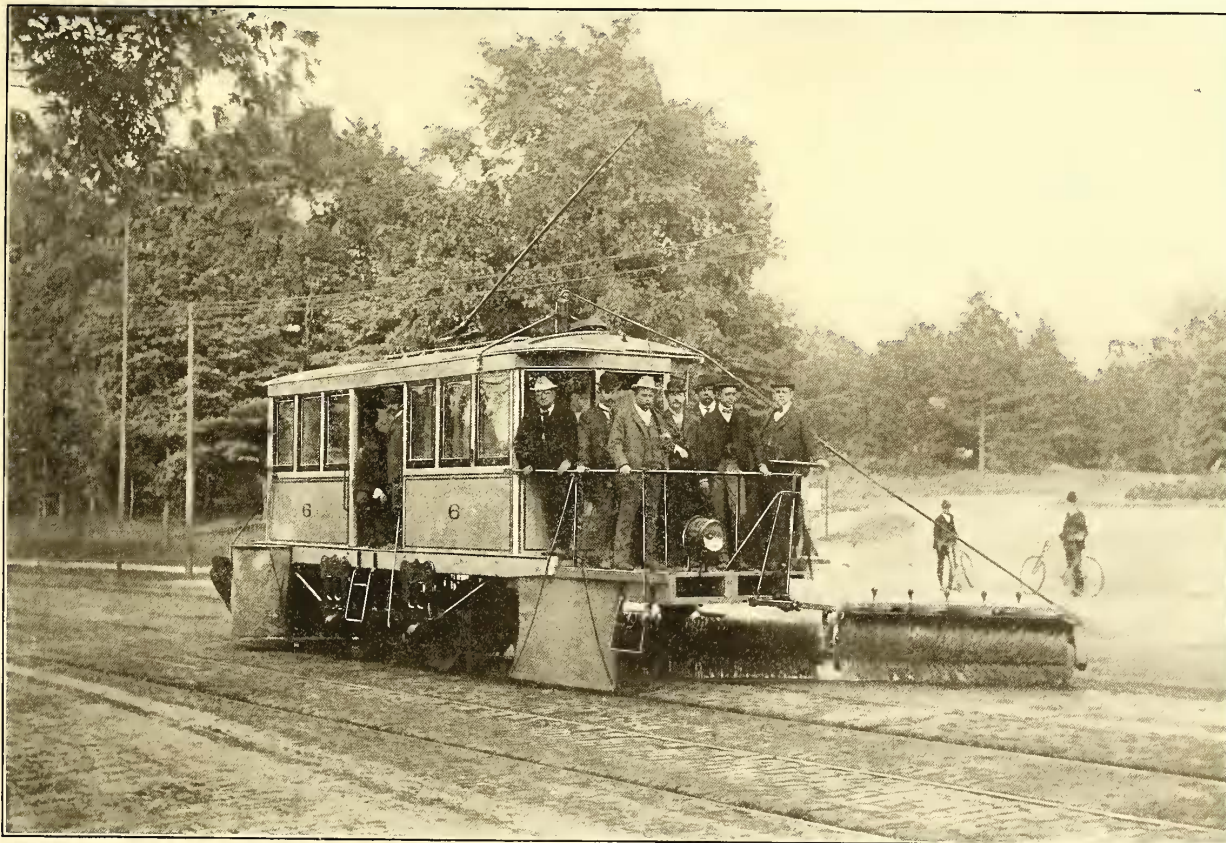
More Pan-American Exhibits

The Pan-American Exposition, though small as compared with a world's fair, yet may be considered as almost a world's fair so far as its departments of electricity, machinery and transportation are concerned. In these departments of the world's industry, America is so far ahead of other nations that an exhibit of American ap-



EXHIBIT OF THE H. P. CAMP CO.

paratus shows practically the best apparatus available. To be sure, if he compares the Pan-American with the Paris Exposition in these branches, the visitor to Buffalo will miss a good many



THE NEW SWEEPER AT CLEVELAND

much of the dust. The car is followed by several wagons, which gather up the dirt as it is thrown in the gutters. It is proposed to clean all the streets in the city which are traversed by car lines at least twice a week, and it is believed the service will effect a great saving for the city street cleaning department.

In the illustration, General Manager McCormack stands in the further corner. Next to him is Director of Public Works Salen. The other gentlemen are city officials. The figure in the side door is D. F. Carver, engineer for the company.

It is reported that the abandoned steam railroad between Garden City and Flushing, L. I., the right of way of which is owned by the Long Island Railroad, is to be regraded and an electric line built.

exhibits of foreign made cars, which to our eyes appear clumsy, of machine tools and motors which seem heavy and inconvenient as compared with American standards, and some electrical apparatus which would undoubtedly be of considerable interest. Whatever may be the local advantage of such cars and machinery, they must be admitted in general to be entirely unsuitable for American uses, so that a tour of inspection through the different departments mentioned at the Buffalo Fair will reveal the American electrical and railway industry at its best.

The street railway exhibits at the Pan-American Exposition can be logically divided into three classes, one of which, that pertaining to transportation, is contained in the Station Exhibit Building, and has been fully described in previous issues. There remain to be described, however, the exhibits of street railway interest which