

FOR TROLLEY PARTIES.

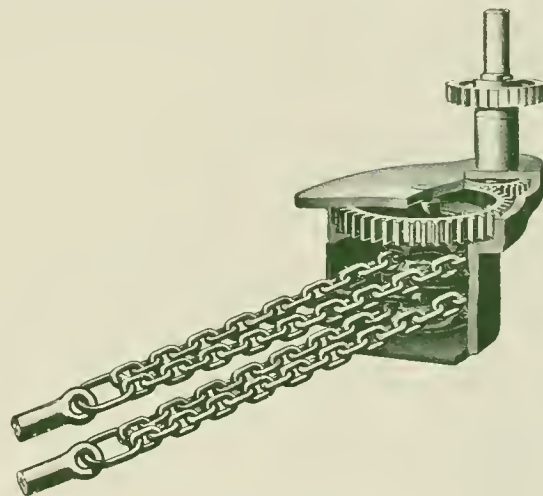
have already signified their intention to patronize the winter car. One feature of the winter trolley party service will probably be a dining car. The moonlight ride across the country is expected to be one of the drawing cards for winter parties. A dance and refreshment hall is made out of the waiting room at West Pullman when trolley parties come down that desire to use it.

Another feature tried in Chicago for the first time is the funeral train. At one of the northern termini is Oakwoods cemetery, the burying ground for nearly all the south side. The distance from South Chicago, Pullman and West Pullman is so great, and the roads are so bad in many places, that the custom of using the electric cars for funeral parties has almost become the rule rather than the exception. The funeral train consists of two or three cars draped in black. The motor car carries the coffin and pall bearers, and is an open car with the seat backs removed. The following cars carry the friends and relatives. At the cemetery gate a small hand cart is brought for the coffin. The funeral train returns to the gate at whatever time specified to take the party back to the starting point or elsewhere, as desired.

The same local conditions which make the funeral trains a success also make advisable the use of cars instead of wagons for emergency wrecking calls, and for much of the line work, especially as such cars were made from old motor cars which were going to waste. Quick work with a wagon is impossible in the Calumet territory. The wrecking car is a short box car on a McGuire truck fitted with an old Rae motor. The car has a full outfit of wrecking tools and repair parts. It is kept standing in front of the car barns night and day, with a crew ready to run it. It has some of the field windings on the motor cut out so that it easily makes 30 miles an hour at full speed. Side by side with this car stands a tower car for line work. It was made over from a similar old car, and, being much more stable and roomy than a wagon, facilitates line work greatly. All of the line tools are kept on this car. Its motor is also wound for high speed.

STERLING SAFETY BRAKE.

A simple but very effective improvement on the common chain and brake staff arrangement is being offered by the Sterling Supply & Manufacturing Company of 97 Bank street, New York. It is the invention of Thomas Millen, master mechanic of the Broadway cable line of



STERLING SAFETY BRAKE.

that city. The engraving makes plain the principle, and operation of the device. The staff carries at its lower end a steel pinion which meshes into a steel gear with a ratio of two and a half to one. The gear wheel carries on its axle two sprockets around which the chains wind, two being provided for safety. The leverage on the chain is $2\frac{1}{2}$ times that with the ordinary arrangement and the brake levers are shortened about one-half. The arrangement permits the brake to be adjusted so that it can be drawn up with less handle movement than the ordinary staff. With the adjustment used on the Broadway road, the handle it is said, only has to be moved half a turn to make an emergency stop.