

posed to locate on Van Buren street can be set back from Van Buren street to Harrison street, and no portion of the proposed terminal should be permitted to extend north of the south line of West Harrison street widened, excepting such utilization of the property between Van Buren street and Harrison street as can be made below the level of the street grades, and without interfering with the future extension of Congress street. This can be done by the railroad company without impairing the integrity or capacity of its terminal improvements by extending the freight building southward from Harrison street to Polk street, and by using the block from Polk street to Taylor street for its team tracks, in addition to such use as may be made below street grade of the block between Harrison and Van Buren streets, as before mentioned. The two blocks thus to be occupied, from Harrison street south to Taylor street, will be equal in length to the two blocks—Van Buren street to Polk street, proposed in the original plan, and the capacity of the terminal in this location can be fully maintained.

For the proposed elevated structure to carry the freight approach tracks from Twenty-first street and Stewart avenue northward to Taylor street between Jefferson and Desplaines streets, depressed tracks should be substituted west of the Chicago river at a level that will pass under all of the intervening streets. Any disadvantage to the railroad company or shippers that may be caused by this subsurface approach is their contribution towards the future appearance of the city, and the prevention of a structure which it is considered will be unsightly to view and obstructive to the development of the west side. However, this change in track arrangement is a feasible one, and in the interests of the city should be required of the railroad company.

Recommendation.—It is my recommendation in respect of the proposed freight terminal of the Pennsylvania Company, that the plans relating to the elevated approach tracks and the location of the main freight building be modified as herein suggested, and the ordinance, when amended to conform to the changes specified, be granted.

GENERAL FREIGHT FACILITIES.

The question of some improved method of handling the enormous tonnage of freight which is shipped in and shipped out of Chicago is a very important one, when it is considered that this tonnage is largely in excess of the freight shipped into Chicago for consumption in the city. The "shipped-in shipped-out" freight is now largely handled through the streets of the business district in its movement from the railways to warehouses on its inward journey, and is again hauled through the streets from warehouses to the railway stations on its outward journey; much of it in the original form in which it was received. A great deal of the congestion of the streets in the business district of the city is due to the handling of freight which is foreign to the city, and which could with advantage to the community be handled outside of the business district.

The establishment outside of the city limits of a clearing-house for the handling of less-than-carload freight, in connection with universal freight-houses located conveniently within the city, is an advanced method of handling freight, which is worthy of the most careful investigation, as it has possibilities of great relief to the traffic upon the city streets.

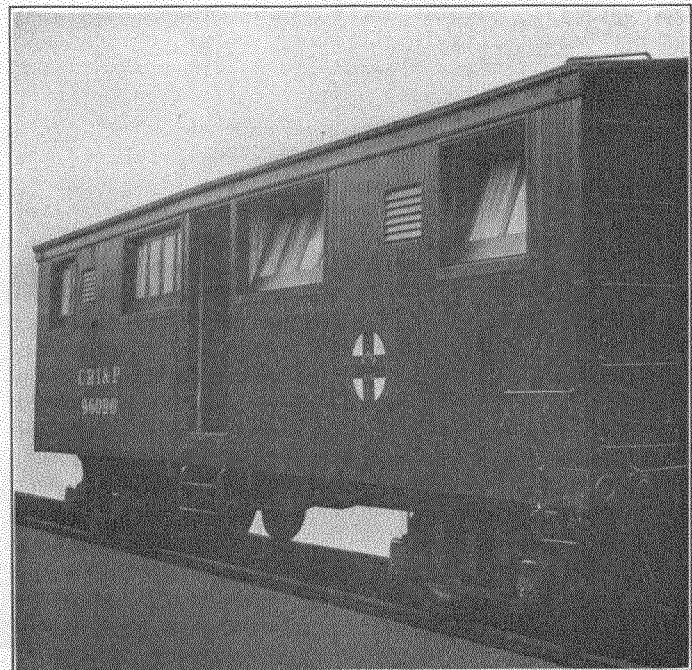
With a definite trend southward of the business district of the city and the consequent advancing real estate values, it would appear reasonable that the enhanced value of the land released from railroad use north of Twelfth street on the south side that would result from the opportunity to make use of such land for the construction of commercial and office buildings, would yield returns more than sufficient to cover the expense to the railroads of moving the freight facilities now there to new locations and adopting improved methods of freight operation.

How this can advantageously be accomplished will require much careful study and extended investigation, but the benefits

that would accrue to the city by the vacation of all or even part of the railroad holdings used for freight purposes on the south side between State street and the river, in the opportunity it would give for the opening up of adequate thoroughfares and the expansion of the central business district, would justify a most comprehensive investigation.

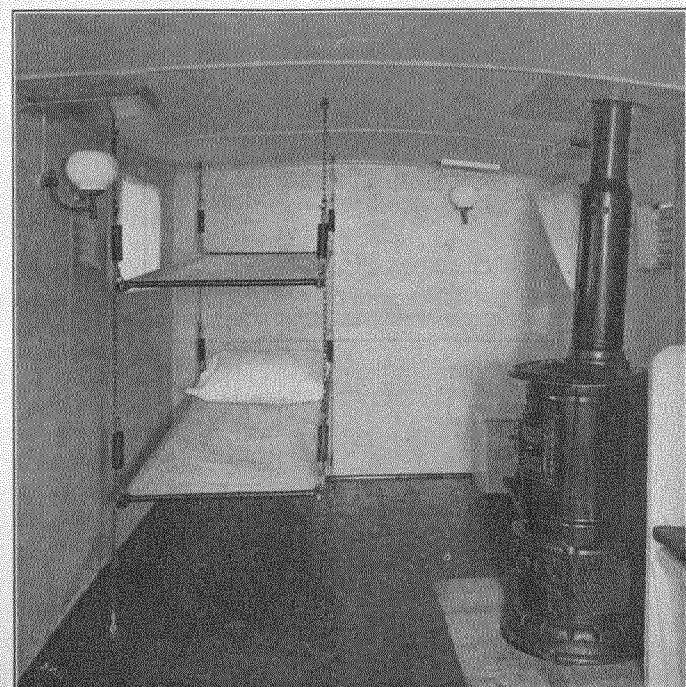
HOSPITAL CAR FOR THE ROCK ISLAND.

A new feature in the safety first movement has been introduced by the Chicago, Rock Island & Pacific in the form of a hospital car, which is to be located at the scene of the track ele-



Hospital Car for the Rock Island.

vation work being done between Seventy-fifth street and the city limits of Chicago. There are some 600 men employed on this work and accidents are bound to occur. The car will be in



Receiving Room of Hospital Car, Showing Spring Cots.

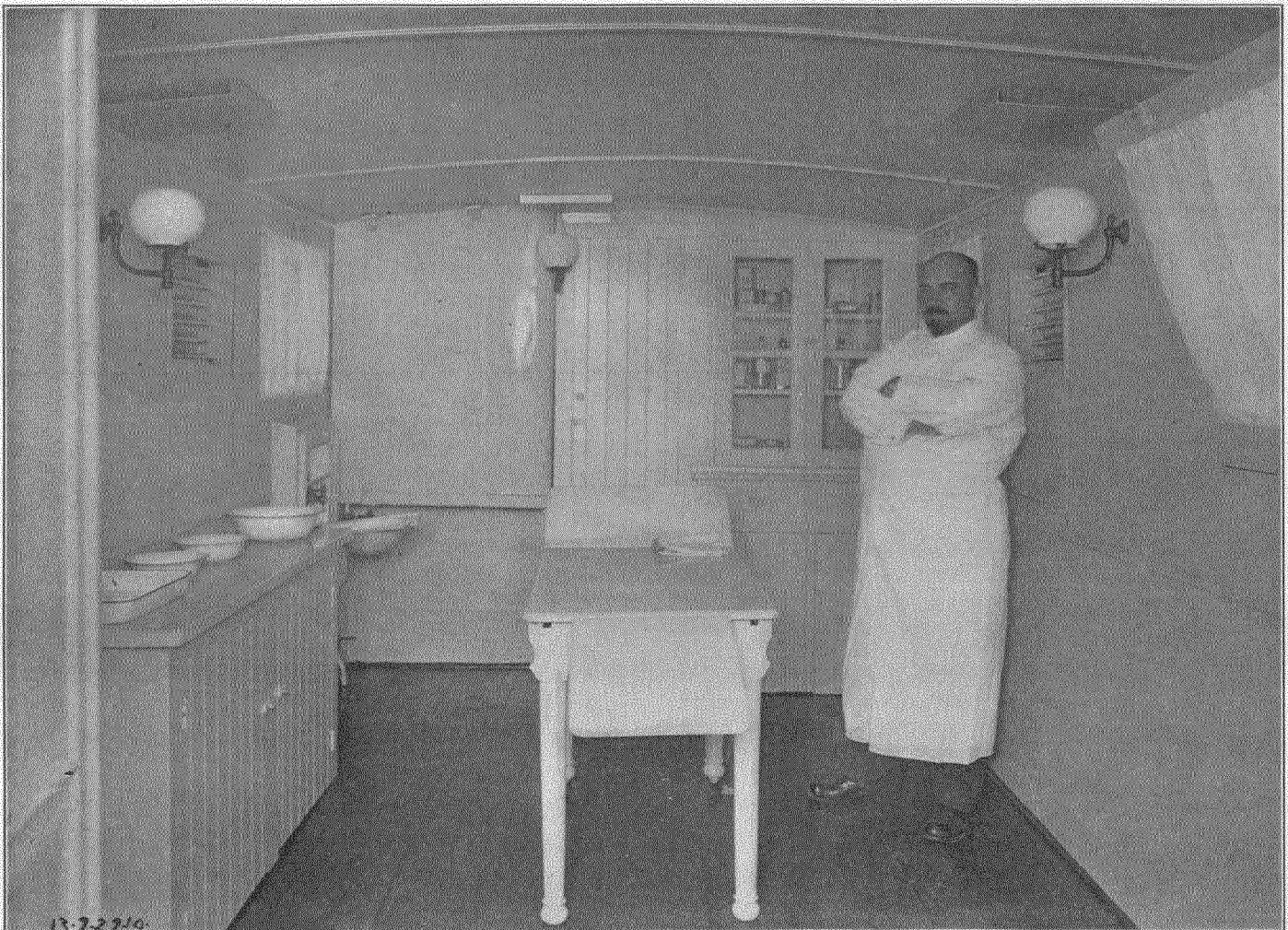
charge of Dr. Anthony T. Weber, the originator of the idea. He will spend some time each day at the car giving lectures on first aid to the injured to a few picked men with a view of educating them for the "first aid" examinations of the American Red Cross Society. After they have successfully passed the examinations they will be provided with first aid kits provided by the Red Cross and assigned to different parts of the work. Each graduate will be in charge of the hospital car for a certain length of time. The lectures will also include talks on safety first, and the men receiving instructions will convey them to the rest of the men on the work and watch for unsafe conditions.

The hospital car is made from a service car 34 ft. long, the inside of which has been covered with a cloth and painted with an enamel paint. It is divided into two compartments by a screen partition. One half is provided with an operating table,

more of these cars will be built by the Rock Island, and stationed at points along the line where any large amount of construction work is being carried on.

REMARKABLE SAFETY RECORD ON THE FRISCO.

During the month of July, 1913, the River and Cape Division of the St. Louis & San Francisco made the remarkable record of not having an employee injured with a disability exceeding three days, and there were only a very few injuries of any character. In July, 1910, there were 19 employees injured on this division; in July, 1911, 24; in July, 1912, 28. The record for 1913 is especially remarkable when it is considered that the division is over 700 miles long, and handles a very heavy traffic.



Operating Room of Rock Island Hospital Car.

wash stand, medicine chests and closets, and the other half with suspended spring beds, and a stove for heating the car. The beds are especially noteworthy, they being free to move in any direction, thereby greatly dissipating any shocks that the car may receive. They are made by the Comfort Spring Cot Company, Chicago, and are especially desirable for this work. They might also be used to good advantage in camp cars, being comfortable and sanitary. In cases of severe injury the patients will be placed in the car and rendered first aid, and the car will be taken into the city by the next ingoing train.

The possibilities of such a car are not limited to construction work. If one was placed at each division point it would be readily accessible in case of wrecks or injuries to workmen along the line who are not accessible to a hospital. It is expected that

Although the passenger traffic for July, 1913, shows a slight decrease, the freight traffic for the month in which this safety record was made shows an increase as indicated by the following table, giving the principal traffic statistics for the two periods:

	July, 1912.	July, 1913.	Inc. or Dec.
Passenger train miles...	85,292	79,660	*5,632
Freight train miles.....	78,188	80,957	2,769
Freight car miles.....	2,107,815	2,262,927	155,112
Gross ton miles	68,015,920	75,299,160	7,283,240

*Decrease.

The River and Cape Division is under the jurisdiction of Superintendent O. H. McCarty, and extends from Turrell to St. Louis, including a great deal of branch mileage.