

Car Building and General Repair Shops

THE SHOPS

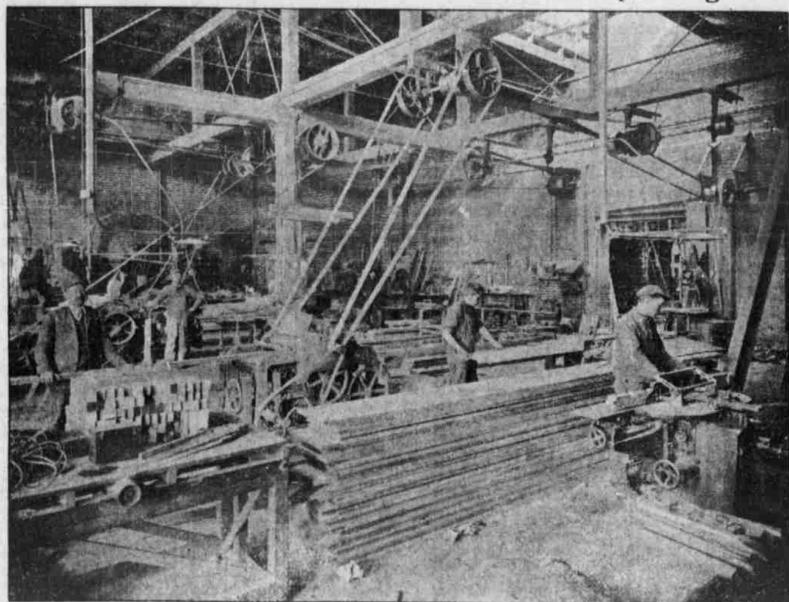
A feature of the street railway system of which the Company feels proud is the new car-building and general repair shops at Twenty-sixth and Lake Streets.

The shops of the Company are entitled to consideration by themselves as an industrial and wage paying factor. Permanent employment is made possible for about 100 men comprising the highest and best paid kinds of artisans. As the work done at the shops is constantly growing with the expansion of the Company, the payroll will show a steady increase.

The shops and large storage yards are located on a tract of ground two blocks square, giving ample room both for present and future needs. The buildings were erected in 1905, are semi-fireproof, adequate and roomy from a practical standpoint and present an ornamental exterior appearance.

Construction is of light pressed brick with buff stone trimming. The main building is 245 feet long by 120 feet wide. The offices and drafting room are housed in a separate building 35 by 50 feet in size and fitted with a fireproof vault for the storage of maps, plans and records.

The shops are separated by heavy brick fire walls into six separate departments, as follows: Machine Shop; Forge Shop;



One Corner of the Woodworking Shop.

Truck Room; Armature Room. Mill or woodworking Shop and the Paint Shop.

All of the many expensive machines, apparatus and devices used are thoroughly modern and capable of performing far more work than is required of them at present. All mechanical power is electric, and so far as practicable the various machines have their individual motors, ready for the most economical operation at all times. The natural lighting facilities are excellent and the entire building is fitted with incandescent lamps.

Compressed air is used for operating hoists and certain tools. The hoists are portable and are employed when it is desired to lift anything which would tax a man's strength upwards to the 20-ton cars.

No foundry has been installed up to the present time, it having been found advisable to purchase most of the castings required from local institutions which specialize in that class of work.

A fire at the shops or in any of the car barns at night would put many cars out of commission and interfere with the service. To guard as far as possible against accidents of this kind the shops and car houses are fitted throughout with automatic sprinkling fire extinguishers operating on the usual thermostatic principle.

It does not lie within the scope of this article to attempt a complete or technical description of the shops. A person interested in machine tools would find much to interest him and excite his admiration, including a number of devices originated by the Company's officers and employes. Noticeable among these are the elevated inspection pits in the truck room, with concrete piers and a specially designed electric lighting system.

Particular attention has been given to the welfare of the men, who have individual lockers, commodious lavatories and other conveniences.

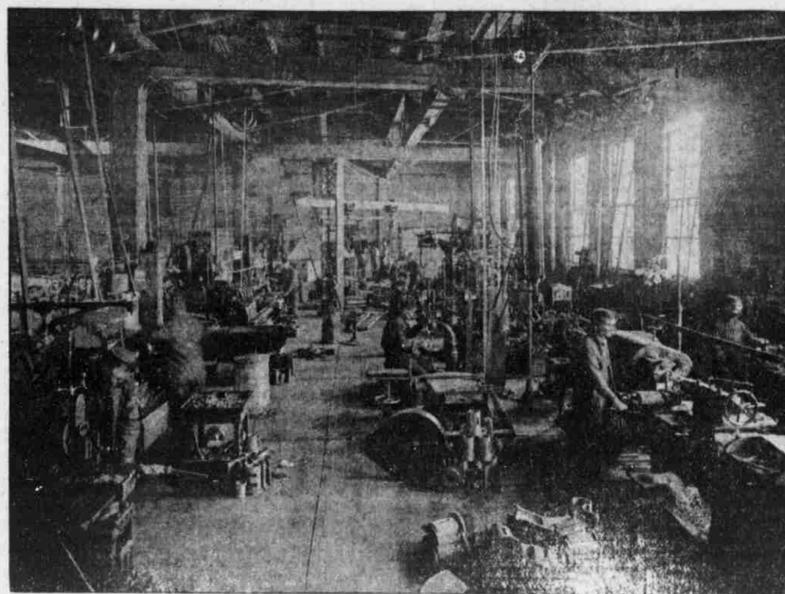
THE CARS

The Omaha and Council Bluffs Street Railway Company has built some of its own cars since 1906.

In deciding to build its own cars the Company was influenced by a number of reasons, one being the wish to add to the industrial growth and welfare of the city. The Company found that it could build its own cars about as cheaply as it could buy them from the manufacturers. By building the cars stronger and better and carefully supervising each bit of construction, it was believed that superior service could be offered and maintenance costs reduced at the same time. Repair parts would be always obtainable and local needs could be studied and specially met as they arose.

The results of the policy have proved gratifying and have produced a larger, better riding, more convenient and handsomer street car than it was possible to buy.

The cars which are turned out at the Company's shops may be compared advantageously with any in regular urban service in the United States. They are 42 feet long, built on heavy double trucks and operated by two 40 horsepower motors. They are heated by hotwater system, with the stove in the motorman's compartment. The seats, affording room for 42



Section of the Machine Shops.

passengers, are covered with cane, the larger proportion being cross-seats with an aisle in the center. Electric push buttons between the windows to signal the motorman.

The motorman is completely enclosed, insuring at all times warmth and freedom from distraction in order that he may give full attention to his duties and the safety of the passengers and public. There is no standing room for passengers on the front platform.

All the large cars are equipped with air brakes and air controlled sanders. The rear platform is large and roomy, the steps are wide and easy to mount and the passageway into the car is protected by a railing. Careful attention is given to ventilation and every effort is made to offer a passenger the safest and most comfortable ride which money and invention can procure.

The Company not only attempts to give its patrons the highest class of car equipment but makes special efforts to keep the cars clean, hygienic and sightly.

At least once a year every car on the system goes through the general shops for a thorough overhauling and revarnishing. Once a week each car remains in the house long enough for a thorough daylight inspection and for any minor repairs which may be needed. Every night all cars and trucks are inspected, oiled and cleaned and if anything is found materially wrong the car is taken out of service.

The cars are cleaned thoroughly each day with soap and water and disinfected twice a week with formaldehyde. Plans are now formulated for making the daily cleaning more efficient so far as it may affect disease apt to be communicated by bacteria.

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Omaha and Council Bluffs Street Railway Co.

(The Jackson Street Power Station will be described in Next Sunday's Article.)