The Tech

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Price One Cent

PLenty of material for technology crew

Several experienced men among candidates—officers elected

Frank M. Kanaly

Tech Track Coach

The outdoor track season has commenced. Yesterday afternoon the field was open for the first time this season and six men hurled the heavy mace in running. The track promises to be better than ever before. The jumping lanes, which have been lately made satisfactory, have been fixed up; a new goal post has been put on the maces; the hokers, which were sent out from the Gym last fall, will be kept permanently at the field, and hokemen will be employed regularly in keeping the field in condition. The soft places will be kept straight and the track will be repaired at once.

Coach Kanaly was at the field yesterday and will be there nearly every day until the classes are dismissed in the Gym, when he will devote his time almost entirely to outdoor work. Until the mercury climbs a few degrees the oil stove in the hoker building will be lighted every afternoon and help make dressing a little less frigid operation.

(Continued on page 4.)

Lecture on New York Terminal of Penn. R.R.

Mr. Joseph H. O'Brien, Resident Engineer to Address G. E. Society

On Wednesday afternoon, at 4:15 o'clock, the Civil Engineering Society will give its annual lecture, in charge of the very large attendance which has characterized the meetings this year, it has been found necessary to change from the regular meeting place, Room 13 Engineering B., to Room 6 Lowell.

The speaker of the afternoon will be Mr. Joseph H. O'Brien, Resident Engineer in charge of the new terminal of the Pennsylvania Railroad in New York City. This terminal when completed will be the largest in the world, being one and one-half times as large as the station in Boston. The station takes up four large blocks, bounded by 34th and 35th Streets and Seventh and Ninth Avenues, and covers an area of twenty-eight acres. From this point tunnels extend westward under the Hudson and East Rivers, thus making direct connection from New England to New Jersey and the West through New York City. The tracks at the station are forty feet below the level of the street and in the area which is covered by the building there are sixteen miles of track. It is estimated that with this equipment it will be possible to accommodate over one hundred thousand passengers arriving and departing per hour, many times the number which would be liable to crowd the station at maximum traffic.

Mr. O'Brien as Resident Engineer for the contractors, Westinghouse, Church, Kerr & Co., has been in charge of all the terminal construction since work was started about a year ago. The lecture will be illustrated with stereopticon views of the work. It is estimated that with this equipment it will be possible to accommodate over one hundred thousand passengers arriving and departing per hour, many times the number which would be liable to crowd the station at maximum traffic.

The lecture at Minnesota University is to spend a portion of the spring at Fort Snelling in order to show them the new facilities of the West through New York City. The station takes up four large blocks, bounded by 34th and 35th Streets and Seventh and Ninth Avenues, and covers an area of twenty-eight acres. From this point tunnels extend westward under the Hudson and East Rivers, thus making direct connection from New England to New Jersey and the West through New York City. The tracks at the station are forty feet below the level of the street and in the area which is covered by the building there are sixteen miles of track. It is estimated that with this equipment it will be possible to accommodate over one hundred thousand passengers arriving and departing per hour, many times the number which would be liable to crowd the station at maximum traffic.

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