

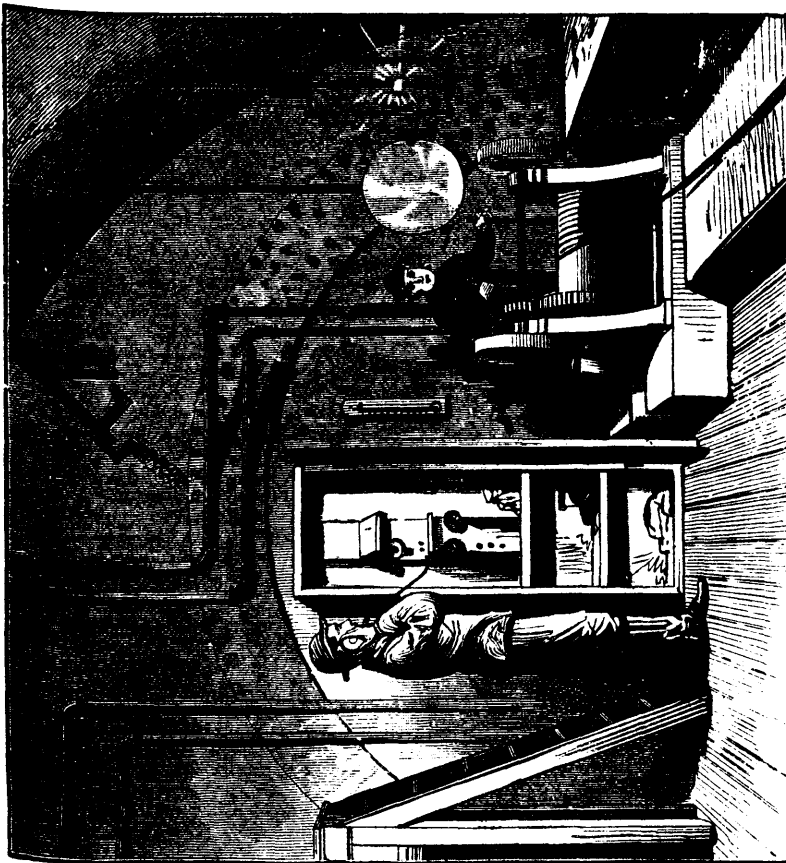


FIG. 4. TELEPHONE AND WINDLASS IN CAISSON.

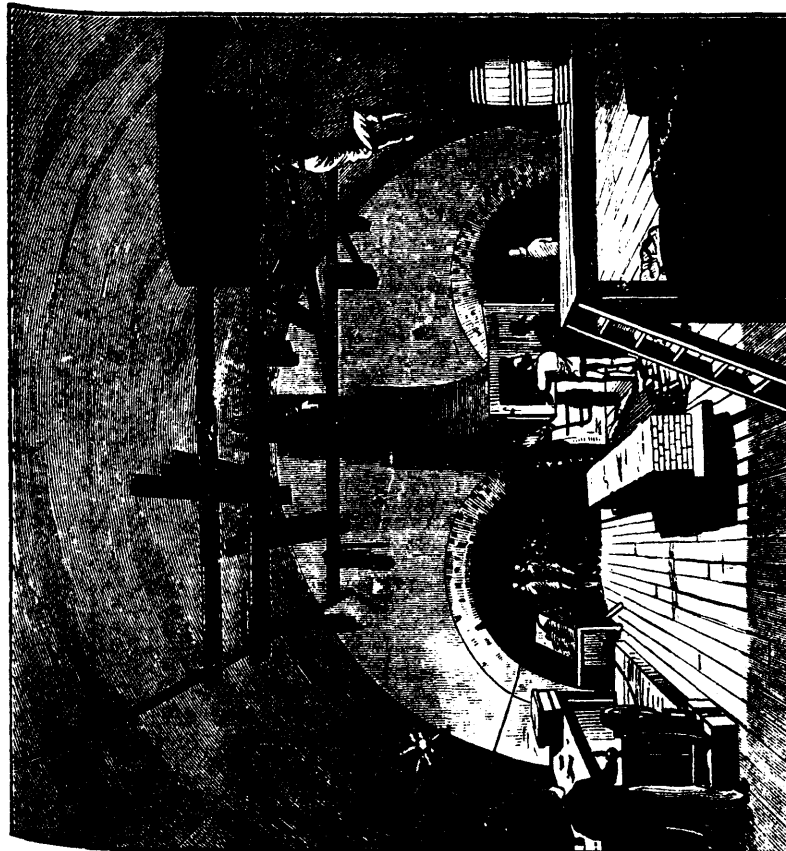
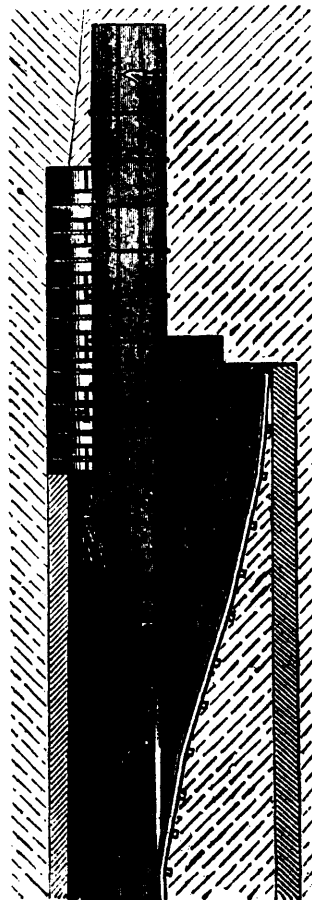


FIG. 3.—SHORE END OF TUNNEL.



SECTION OF END OF TUNNEL AND PILOT TUNNEL.

PROGRESS OF THE HUDSON RIVER TUNNEL.

The larger of the three engraved illustrations on this page shows very clearly the manner in which the work of excavation and construction is carried on in each of the two parallel drifts of the double tunnel under the Hudson River between Jersey City and New York. The smaller cut on page 356 shows a section of the same working for about 80 feet of the advanced end of a tunnel, including the entire length of the pilot tunnel. Fig. 3, is a view of the shore ends of the tunnels from the working chamber of the caisson, looking toward the river. On the right is the entrance to the upper air lock, reached by a safety shaft extending to above the level of the river. The lower air lock, communicating with the bottom of the open shaft, is at the side of the caisson near the foot of the ladder leading to the