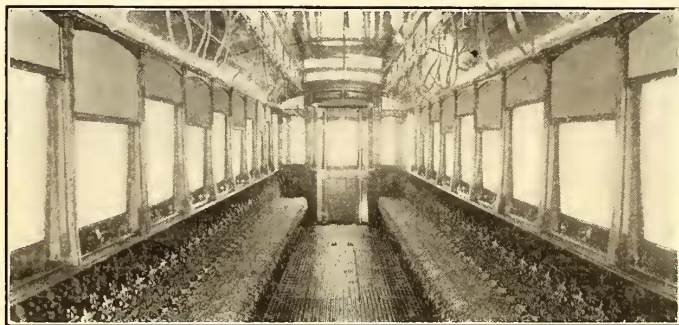


NEW CARS FOR COLUMBUS, OHIO

The Columbus Railway & Light Company has just received ten new cars from the G. C. Kuhlman Car Company, like the one shown in the accompanying illustrations. They are of the standard length used by the company, 28 ft. 8½ ins. The platforms are 6½ ft. long, measured from the end panels over the vestibule sheathing, and have high folding gates, besides folding doors. The trolley boards are trussed to bring the strain chiefly upon the ends of the car. This form of trolley board is used on most of the company's cars. The length over the bumpers is 43 ft. 4¾ ins.; width over sills, 6 ft. 10 ins.; width over the posts at belt, 7 ft. 11¼ ins.; sweep of posts, 6⅝ ins.; centers of posts, 2 ft. 10 ins.; height from floor to ceiling, 8 ft.



LONGITUDINAL SEATING IN COLUMBUS CAR

1½ ins.; height from track to the under side of sills, 2 ft. 9 ins.; height from under side of sills over trolley board at highest point, 9 ft. 5½ ins. The side sills are 4 ins. x 7½ ins., with 7-in. x ½ in. sill plates on the outside; thickness of corner posts, 3¾ ins., and side posts, 2¼ ins. The cars are mounted on "Eureka" maximum-traction trucks, carrying 40-hp motors, and having 4-ft. wheel base, 33-in. and 20-in. wheels and 4½-in. axles.

Besides being an important steam railroad point, Columbus is the operating center of eight large interurban systems. It has a population of over 125,000 and a large transient population, due to its manufacturing interests and the fact that it is the capital of Ohio. The system of the Columbus Railway & Light Company covers the entire city, the lines radiating in all directions from the city's center, with a total trackage of about 100 miles. In addition to the city system, the company operates a 14½-mile interurban road from Columbus to Westerville. Minerva Park, owned by the company, is on this line, and is 9¾ miles from the center of the city. The lines also reach Oletangy Park, which is operated by the company, and which covers 37 acres of ground. It is situated on a branch of the Scioto River and has a large theater. Both parks are popular and secure a large amount of traffic to the lines which reach them. A number of large cars for the Westerville division were furnished two years ago by the American Car Company. Most of the company's standard 28-ft. closed cars were furnished by the J. G. Brill Company.

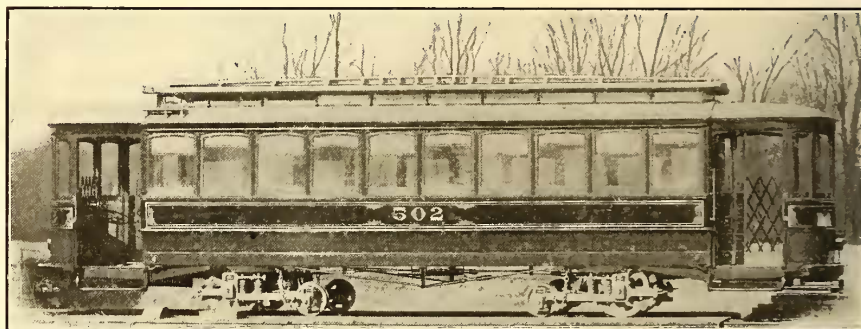
During October, November and December the United Railways Company, of St. Louis, carried 44,241,395 passengers and made 1,235,524 trips. In the months of July, August and September there were 44,435,325 passengers carried and 1,269,032 trips made. In 1904, the last quarter of the year, there were 1,537,150 trips made and 53,695,829 passengers carried. In 1905, 170,009,691 passengers were carried, and in 1904, 201,316,532, a falling off of 31,306,842. There was a gain in 1905 over 1903 of 22,868,262.

ELECTRIC RAILWAY AT SHANGHAI

The Shanghai Electric Construction Company, Ltd., of London, has been organized with a capital stock of £320,000, divided into 320 shares of £1,000 each, to construct an electric railway in the foreign settlement at Shanghai. There will be 23⅓ miles of track, of which 6 miles will be double track. The Shanghai Company will pay the authorities 5 per cent of the gross receipts, and has a perpetual franchise, but with the right reserved to the authorities of purchasing the enterprise as a going concern at the end of thirty-five years. Power will be purchased from the municipal lighting plant. The contract for the construction has been let to Bruce Peebles & Company for £277,000. Among those prominently interested are Sir Alfred Dent, of Dent Brothers & Company, London, and Alfred Dent & Company, of Shanghai; R. S. Portheim, managing director of Bruce Peebles & Company; Col. Thys, of La Compagnie Internationale d'Orient, and the Electric Conversion Syndicate, of London. The consulting engineers are Sir Douglas Fox & Partners, and Harper Brothers & Company, of London.

9700-HP HYDRAULIC TURBINE FOR CALIFORNIA GAS & ELECTRIC CORPORATION

An interesting point in connection with the recent purchase by the California Gas & Electric Corporation, San Francisco, of a 9700-hp, single horizontal, spiral case, reaction hydraulic turbine, is contained in the fact that this turbine will operate under a 550-ft. head at a speed of 400 r. p. m., said to be the highest head under which a turbine of this type has ever been installed. Until recently, manufacturers of secondary machinery have avoided the operation of their apparatus on high



DOUBLE-TRACK CAR FOR THE COLUMBUS RAILWAY & LIGHT COMPANY

speeds. This prejudice, however, has, to a great extent, been overcome, and it is only a question of time when this type of hydraulic turbine will be constructed for still higher heads than the present practice will allow. This turbine and accessories will be furnished by the Allis-Chalmers Company, of Milwaukee, and is destined for installation at Chico, Cal.

The entertainment given to the employees of the Brooklyn Rapid Transit Company by the Brooklyn Rapid Transit Employees' Association at the clubhouse of the association in East New York was concluded on Saturday evening of last week. George W. Edwards, the secretary of the association, said that at each performance the hall was well filled, and that on Thursday evening, which was officers' night, the attendance was very large. At the Saturday matinee a novelty was introduced in the distribution to the little girls present of some thirty dolls. There was on the bill a sketch in which was introduced a baby, and advantage was taken of this to dispose of the products of the "farm." On Saturday evening Newton W. Bolen, superintendent of transportation of the Public Service Corporation of New Jersey, and several of his associates in that company were the guests of the Brooklyn Association.