

## CONVENTION OF THE INDIANA ENGINEERING SOCIETY

The final plans are being made for the convention of the Indiana Engineering Society, to be held on Thursday, Friday and Saturday, Jan. 17, 18 and 19, in Indianapolis. The full program of the meeting, however, has not been arranged. The part of it that is now available includes among its papers the following of interest to street railway companies: "Paving Between Street Car Tracks and Rails," by B. T. Jeup, civil engineer, Indianapolis; "Interurban Railway Engineering," by R. P. Woods, chief engineer of the Indianapolis & Western Railway; "Advantages of Electrical Inspection," by R. F. Daniel, chief city inspector for the insurance organizations; "Electric Car Braking," by Prof. R. T. Plumb, Perdue University. Prof. W. F. M. Goss, of Perdue University, also has promised a paper, but the subject of it has not been given out. The social features of the convention include a banquet, smoker and entertainment tendered to the out-of-town members by those resident in Indianapolis, also an excursion to points of interest if time can be found for it on the program. The banquet will be given the first evening of the convention. The society includes among its members civil, mechanical, electrical, mining and chemical engineers in all their various sub-divisions. Charles Carroll Brown, 408 Commercial Club Building, Indianapolis, Ind., is secretary of the society.

### TRANSIT AFFAIRS IN NEW YORK

John B. McDonald, the contractor for the New York subway, has submitted to the Rapid Transit Commission a plan for a loop to connect the Brooklyn, Williamsburg and Manhattan bridges and land passengers from Brooklyn in the financial district by running a two-track subway down Nassau Street to Water Street. In submitting the plan Mr. McDonald said he would guarantee that it would prove to be a thoroughly practical operating system. He said that it would cost about \$10,000,000, and would obviate the necessity of building one of the longer routes. He said that it would take the place of one of the routes the building of which would cost about \$25,000,000. It is understood that the Belmont interests are backing Mr. McDonald. Controller Metz objected to the route because in going from Bedford and Flushing Avenues, it crosses in a straight line to the Williamsburg Bridge Plaza, cutting diagonally through residence streets in old Williamsburg. He has asked that the route be changed so as to take it down Bedford Avenue to Division Street, following streets instead of cutting through private property. Mr. McDonald said that the new subway to Brooklyn would carry not more than 20,000 passengers an hour. That, he said, was about the capacity of any two-track system, and that was about what his proposed new two-track loop system would do. Chief Engineer Rice said that probably 85 per cent of the Brooklynites who came to Manhattan did not go above Fourteenth Street, and he thought that the new loop plan would carry a very large traffic.

The important announcement was made last week that the city authorities and the officials of the Pennsylvania Railroad have come to an agreement as to the terms for the franchise to be granted to the Connecting Railroad, this after three and one-half years of discussion. When the company found its progress blocked by the refusal of the Board of Aldermen to grant the franchise except on impossible conditions, the Pennsylvania publicly announced its desire to obtain a fair hearing by legislation taking the franchise-granting power from the Aldermen and placing it in the hands of the Board of Estimate. On Nov. 16 of last year, after the new legislation had become effective, the company renewed its application before the Rapid Transit Commission, accompanying it, as usual, with voluminous accounts of its plans, together with maps, drawings, etc. On March 1 of this year the plans and contract committee made a report of a form of franchise, under which a flat payment of \$100,000 was to be made to the city, together with annual payments of \$25,000 for ten years and \$50,000 for the next fifteen years. At the end of the twenty-five years the rate of the compensation to the city was to be readjusted. Under other clauses of this proposal the company agreed to assume every charge of any nature arising from the carrying out of its plans, thus relieving the city of all expense. The company felt then, and publicly stated, that the annual rates were too high in view of

the great benefit the building of the road would indirectly confer upon the city, and the risk to the company in its undertaking.

The preparatory work, including the permit from the United States Government to build a bridge to span both the Harlem and East River, and the legislative permit to cross Ward's and Randall's Islands, and the purchase of \$2,000,000 of private property for right of way, have all been completed, and plans and specifications are soon to be ready for bidders. The completion of the work will bring Brooklyn and Queens, by way of Greenville and Bay Ridge, and the car ferry between those points, and by means of the bridge over Ward's and Randall's Islands, in direct communication with all parts of the West and South.

Joseph H. Hoadley, former president of the Manhattan Transit Company, has taken title to the property on the north-west corner of Beekman and Water Streets, New York, and announced his intention of turning it over to the Manhattan Transit Company. This gave rise to a report that the company would bid for the right to build and operate the Fourth Avenue (Brooklyn) subway to Fort Hamilton, part of one of the seven routes approved by the Rapid Transit Commissioners and the Board of Estimate. This report Mr. Sheehan later confirmed. In addition to planning the construction of the Fourth Avenue subway the Manhattan Company, according to Mr. Sheehan, is in the field to construct a tunnel under the East River.

### IMPORTANT ELECTRIC PROJECTS IN JAPAN OFFER OPPORTUNITIES TO AMERICANS

The early construction of three electric tramways in the northern portion of the Japanese island of Kyushu is under contemplation. The first, to be built from Moji to Kokura, a distance of 8 miles, estimated cost \$350,000; the second, from Moji to Yawata, 12 miles in length, at a cost of \$500,000, and the third, one of 23 miles, between the important towns of Fukuoka and Kokura, at an estimated cost of \$1,250,000 gold. Consul C. B. Harris, of Nagasaki, suggests that American electric and railway supply houses send their catalogues, in the English language, to the Mayor and Chamber of Commerce of the cities of Nagasaki, Moji, Fukuoka, Kokura and Kumamoto, with the request that the catalogues be handed to the projectors of the lines under contemplation.

### THE QUESTION OF T-RAILS AT COLUMBUS, OHIO

The question of whether the interurban railway systems entering Columbus, Ohio, shall be allowed to lay T-rails in the city, or be compelled to put up with the grooved rails, will probably be settled in the courts. This is a result of a controversy caused by an attempt on the part of the city engineer to compel the Indiana, Columbus & Eastern Traction Company to replace its T-rails on McDowell Street, an unimproved street, with grooved rails so that the city can proceed with a paving contract.

The matter was threshed out in two open meetings before the Board of Public Service, in which the railway interests were represented by several business and improvement associations of the city and J. L. Adams, general manager of the Western division of the Indiana, Columbus & Eastern, and the advocates of the grooved rail by City Civil Engineer Maetzel and Frederick L. Ford, city engineer of Hartford, Conn., in which city the subject of T-rails was considered in connection with a request for rights from the Consolidated Railway Company. At the close of the second meeting, Mr. Adams handed a written statement to the secretary of the Board of Public Service, which announced that his company refused absolutely to replace the T-rails on McDowell Street with grooved rails.

Fast limited passenger service from Zanesville to Indianapolis has been planned by the Indiana, Columbus & Eastern Company, and to make such a service safe the company will have to put on heavier cars with the standard depth of flange on the wheels, and these flanges cannot be operated over grooved rails. Thus the T-rail controversy is not only an important one to the city of Columbus, but effects improvements and the character of passenger and freight service all over the Schoepf system in Indiana and Ohio.

The company not only agrees to do its part in improving and paving the streets and putting in the special paving blocks next to the T-rail, but is willing to put up a terminal passenger station and make other improvements in Columbus, if its plans are not blocked by the city insisting on the grooved rail.