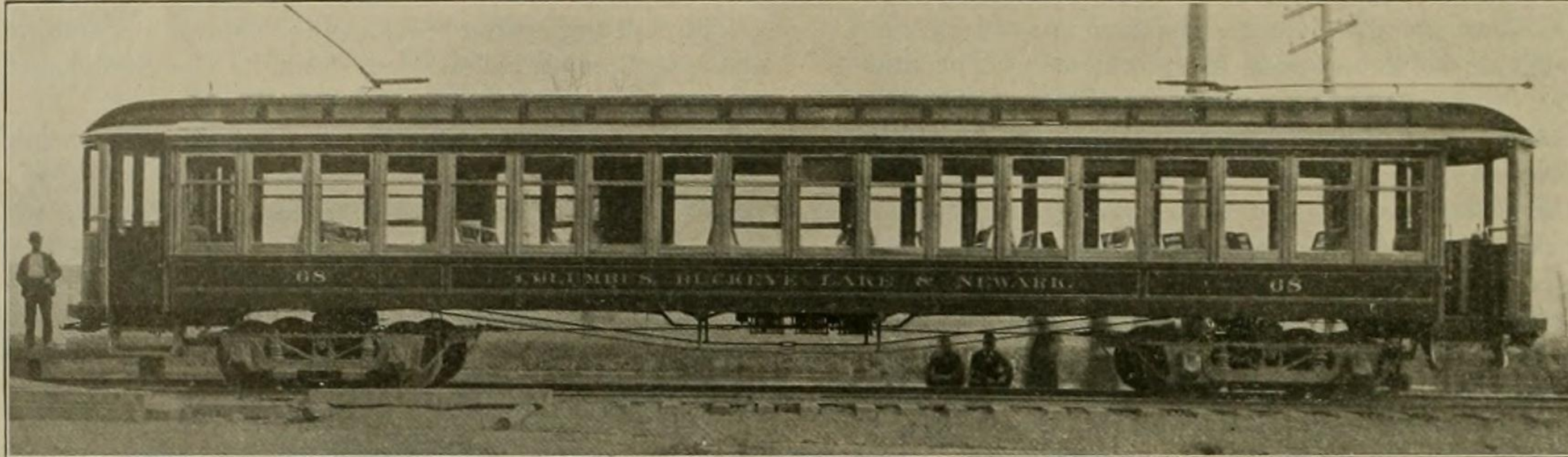


SOME LARGE JEWETT CARS.

The Jewett Car Co., of Newark, O., is building some 60-ft. semi-convertible cars for the Columbus, London & Springfield Ry. and the Columbus, Buckeye Lake & Newark Traction Co. which are said to be the largest electric cars that have been built up to the present time. They are designed so as to make first class winter or summer cars and their general appearance is shown in the accompanying engraving. When arranged for winter service they have double sash as shown, the top one being stationary and the bottom arranged to raise about 16 in., so as to give sufficient ventilation and still not



JEWETT CAR FITTED WITH WINTER SASH.

obstruct the view of the passengers, which is some time the case with this style of window.

When the cars are arranged for summer service the curtains, which are of pantasote, can be pulled down past a suitable moulding at the guard rail so as to completely protect passengers from storms. This protection is accomplished by the curtain material, which is wide enough to extend into grooves in the side posts and by having cross bars in the curtains 10 to 12 in. apart.

The cars are finished in quartered oak throughout and are fitted with solid bronze trimmings. The seats are of the Wheeler type and are unusually long, so that in case of a large crowd three passengers can be comfortably seated on one seat, thus making the seating capacity of the car 108 passengers. The cars are vestibuled at each end, as shown, with double hung doors on each side of the vestibules. The step openings are fitted with double tread Stanwood steps. The bodies are mounted on Peckham M. C. B. type of trucks and are equipped with General Electric 75 h. p. motors and

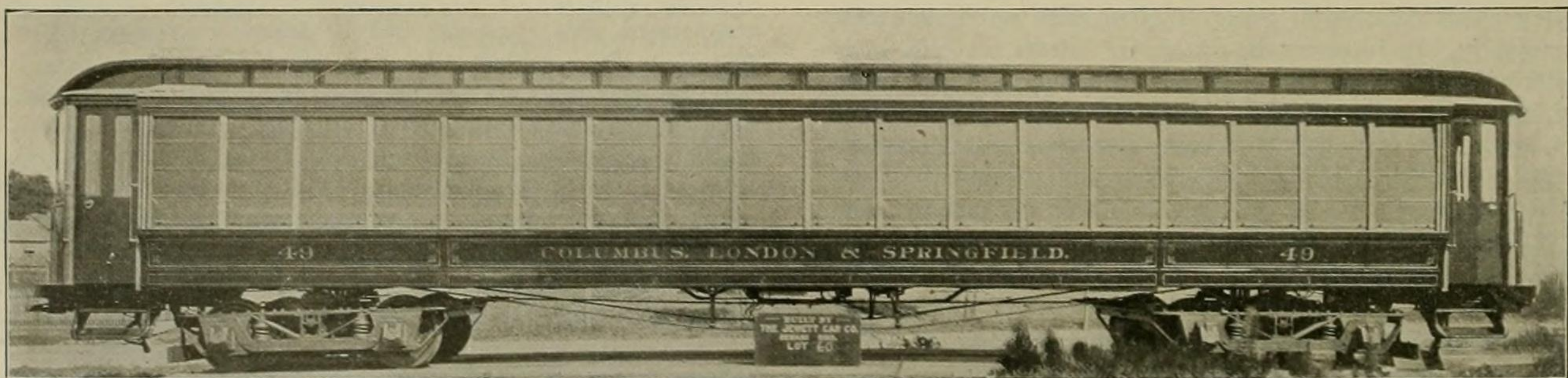
George W. Wilson, of Pittsburg, and his associates who are interested in the Pittsburg & Washington Street Railway Co., which plans to tunnel Mt. Washington and to build a traction line 30 miles long extending to Washington, Pa., has secured franchises for five miles running through the thickly settled portions of Mt. Washington and Duquesne Heights. These lines are to serve as feeders for the tunnel line and will also bring the residents of these districts into communication with both the Monongahela and the Duquesne Heights inclined roads. The capitalization of the new roads is

given as about \$30,000 in all, and the incorporators state that the new roads have nothing to do with any of the existing traction lines.

Another company, called the Duquesne Heights Street Railway Co., has secured a charter to build three miles of traction line, the incorporators of both of these companies being the same parties which constitute the board of directors of the Pittsburg & Washington Street Railway Co. The tunnel and line to Washington involve an expenditure of about \$1,000,000 for construction. The route has been practically selected, but information in regard to it is being withheld until the plans of the company have been more fully matured.

BERKSHIRE RAILWAY EXTENSION.

The Berkshire Street Railway Co. has applied for a franchise to extend its lines from Pittsfield, Mass., to the New York state line. The company expects to have its through line from Ches-



JEWETT CAR WITH SASH REMOVED FOR SUMMER.

Christensen air brakes. These cars are models of the latest design and equipment in street car building.

ROME-NAPLES ELECTRIC LINE.

The project for an electric railway between Rome and Naples, Italy, which has been undertaken, is to be supported by the government. Power is to be furnished from the Tiber and Volturno Rivers, on which water power plants are to be located which it is expected will furnish 8,000 h. p. The company expects to operate 12 trains daily, each of which will have a capacity for 140 passengers. It is stated that the distance will be covered in three instead of six hours as at present.

shire to Great Barrington completed this fall, in which case cars will be run on a portion of the road before January 1st. The Berkshire company has entered into negotiations with the Albany & Hudson Railway & Power Co., which runs cars between Albany and Hudson to connect at the New York state line. This connection would give the Berkshire company through trolley connections with central New York.

The Albany & Hudson Railway & Power Co. is very desirous of meeting the Berkshire company at the state line. The former company has stated that it will have its road completed to the state line as soon as the western branch of the Berkshire line is finished.

The Chicago Union Traction Co. has received two new compressed air cars from Rome, N. Y..