

100 to 150 miles without overhauling. We show herewith the type of steel towers employed by the Great Western Power Company, in connection with its high-tension transmission line, which will indicate the permanent character of the construction work to be undertaken by this company, for the purpose of supplying power for the St. Paul's line.

#### New York Central Extends Electric Service.

**O**N March 2d, the New York Central placed in operation its electrified extension to Croton, New York. Up to this time, the electric zone extended to Tarrytown, where change was made from an electric to a steam locomotive. The new extension brings within the scope of the electric zone a rapidly growing suburban territory.

Vice-President J. H. Hustis, of the New York Central, in charge of the Boston and Albany Railroad, in appearing before the General Legislative Committee on Railroads of Massachusetts, explained the position of the Boston and Albany as regards electrification. He stated that "I am here also to ask whether the Boston and Albany shall be required to assume an annual net loss in its operation of at least \$500,000 per year, as the result in such electrification; and if required to do so, what is to be the effect of such legislation, not only on the property but on the public which it serves?"

#### Interesting Run of Storage-Battery Car.

**A**N interesting trial run of a storage-battery car was made on March 6th, between New York and Boston. The car was equipped with a set of new high-power Edison storage batteries. The purpose of the run was to test the efficacy of these batteries under operating conditions. The car, which was on its way for delivery to the New York Central, to be operated in connection with its suburban service outside of Boston, is interesting in that the wheels are free on the axles, and rotate separately, the motor being attached to each wheel by chain drive. The route selected for the run was over the New York Central, Hudson River division, and thence over the mountains to Boston, a distance of 310 miles. The average speed attained by the car was over 30 miles per hour—considerably faster than the regular steam service between these points. It is estimated that the storage-battery car can be operated at a cost of 16 cents per car mile. The purchase price is \$18,000. The car has a seating capacity of sixty persons, and will run 120 miles with one charge.

#### New Haven's Plans for Electrification.

**O**N or about May 1st, the New York, New Haven and Hartford plans to put into service its new electrified section between Stamford, Connecticut, and New Haven. When this is accomplished, the extent of the electrified zone of this company will be practically doubled, and it will be possible for the New Haven to run through trains from New York to New Haven by electric power. The work of electrifying the new section is in an advanced stage, the iron posts and catenary cross-bridges now being practically installed, and the work of stringing the overhead wires about to be pushed forward.

The yards of the company, at Cedar Hill, New Haven, are being prepared for the stabling of electric engines, as well as for the steam equipment, which will be used to handle trains beyond this point. The completion of the electrification to New Haven will mark the consummation of the plans prepared by President Mellen in 1905. The work has taken longer in execution than it was originally predicted, but this is largely the result of careful experiments on the part of the company before proceeding with large expenditures. The success of this plan is demonstrated by the fact that the plans for the new section differ but slightly from those of the work first constructed. For the present, the power for the new extension will be supplied from the Central Station at Cos Cob. It is planned, however, to construct a new power plant in the near future on the meadow near the Cedar Hill yards, which are situated on the Quinnipiack River. This will allow coal to be brought from the tidewater in barges to the side of the power plant, from which it can be mechanically elevated to the storage bunkers, as is done at the existing power stations of this company.

Already, the New Haven management is planning a further extension to its suburban zone. Surveys have been made for electric service from New York through White Plains, Danbury, Waterbury and New Britain to Hartford. In addition, plans have been made for the four-tracking of the New Haven line between New Haven and Providence. This involves extensive changes of lines in New London, and the construction of a \$4,000,000 bridge at that point. A proposition has been made to the Connecticut Legislature to sell to the State the existing draw-bridge over the Thames for highway purposes. In addition a considerable number of grade crossings must be eliminated. Two commissions have been appointed for the purpose of deciding upon plans to this end, and for making arrangements with the local communities for the apportionment of the cost thereof.

It is anticipated that the next step in the formation of plans will involve the electrification of the line between Providence and Boston. The time is not far distant when a passenger can ride from New York to Boston over the New Haven behind an electric locomotive.

#### Great Northern Not to Electrify.

**T**HE filing of pre-emption claims for hydro-electric and irrigation purposes, of 25,000 inches per second of Columbia River water at Rock Island, where the Great Northern crosses the Columbia, started a series of newspaper statements, that the Great Northern had decided to electrify its line between Puget Sound and Spokane, and that this was the first step in the execution of the plan. President C. R. Gray, of the Great Northern, however, is reported to have said that "we have no present intention of electrifying the line between Seattle and Spokane as reported."

#### Chicago Terminal Electrification.

**C**HICAGO railway terminals have taken the first steps towards electrification by announcing the transfer of all interchange switching to the belt and new transfer yards. The bulk of freight switching will be done outside of the city. It is reported that those in charge of the new union station state that no steam engines will be operated in the depot.