

Street Railway Park at Columbus, Ohio

THE COLUMBUS CENTRAL RAILWAY COMPANY,
COLUMBUS, OHIO, Dec. 11, 1898.

EDITORS STREET RAILWAY JOURNAL:

The view herewith is a flash-light photo taken of the audience at our theater, Minerva Park Casino, on the evening of Oct. 2, 1898. We consider this picture a strong argument in favor of street railway parks and summer vaudeville, which many of your contributors seem inclined to regard as at least partial failures. Without being posted on the local conditions obtaining, the price paid for artists by these gentlemen would, it seems to us, account for the failures, as performances costing \$200 to \$250 will not draw, while performances costing twice that amount will command in business many times the difference paid for performers.

At Minerva Park Casino we maintain an excellent orchestra of fifteen pieces, which doubles to brass for a short concert before the performance. We pay from \$500 to \$600 for artists, and book all acts separately, thus avoiding anything objectionable or undesirable.

We have in the capacity of amusement manager a competent theatrical man of extended experience, and book without charge attractions for a circuit of street railway parks extending from Pennsylvania to Illinois. The object of this circuit is to enable us to contract with performers for ten or twelve weeks' steady work with short railway jumps and consequent small traveling expense, at a reduction in salary of 25 to 50 per cent to the advantage of those in the circuit.

Regarding fares, we issue an excursion ticket during the summer season for 15 cents, including a coupon for admission to Minerva Park. Five cents is credited to the park for every coupon taken at their turnstiles. No ad-



AUDIENCE IN CASINO, COLUMBUS

mission is charged to the Casino, but we reserve 1200 seats at 10 cents and 100 box-seats at 25 cents. The balance of the house is free. The total seating capacity is about 3000. Reserved seats are on sale at the principal hotels ten days in advance.

Minerva Park covers 156 acres, and contains all the usual amusements. The stimulus given to business by

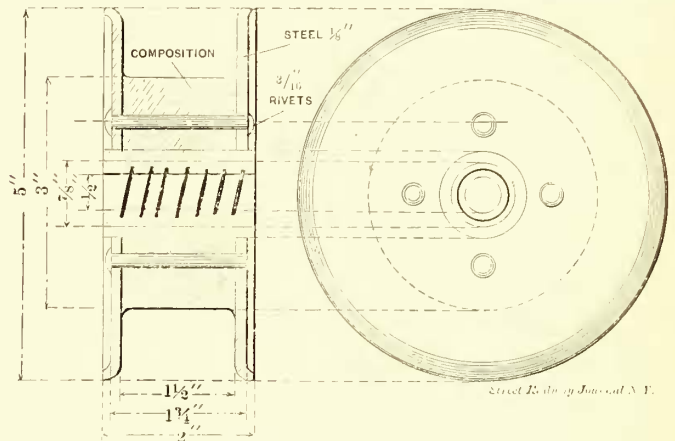
the addition of the vaudeville greatly increases the value of the numerous concessions on the grounds.

As a further argument that summer vaudeville can be successfully run in street railway parks, we can point to Minerva Park as a railway park that is self-sustaining, and which brings in considerable traffic to this road.

F. N. BENDELARI, Agent for Receiver.

Trolley Wheel for High Speed Roads

In the early experiments in high-speed heavy electric railroading with overhead construction carried on by the New York, New Haven & Hartford Railroad Company on its Nantasket Beach and New Canaan branches, con-



TROLLEY WHEEL FOR HIGH SPEED ROADS

siderable difficulty was experienced in getting a satisfactory form of trolley wheel. As explained by Col. Heft in the issue of STREET RAILWAY JOURNAL for November, 1897, it was found that as soon as the speed of the cars was increased beyond a certain point the ordinary trolley wheels would jump the wire very frequently, particularly at curves. Many trolley poles were broken in this way in addition to the damage done to the overhead construction. It was also found that the wheels were very often destroyed by the almost continual arcing when taking from the wire the heavy currents required in starting and during acceleration as well as the smaller currents taken at the maximum speeds.

In order to overcome these difficulties the form of trolley wheel shown in the accompanying illustration has been devised and is now the standard type on all the overhead electrical divisions of the New York, New Haven & Hartford Railroad. The wheel is made up of a cylinder of composition metal 3 ins. in diameter, and with curved edges, which fit against 5-in. steel flanges which are 1/2 in. thick and riveted through the body of the wheel. The tread for the wire is 1 1/2 ins. wide, this large gage being employed in order to give to the wheel more play upon the trolley wire and thus prevent it from jumping at high speeds. The tread can be easily replaced when worn out without renewing any of the other parts of the wheel.

The New York Auto-Truck Company is the title of a corporation recently organized in New York to build automobile drays, operated by compressed air motors. Joseph H. Hoadley and Henry E. Knight are largely interested.