

Long Double-Truck Cars for Columbus

On this page appears a cut of one of the cars recently built for the Columbus, Grove City & Southwestern Street Railway, by the Laconia Car Company Works, of Laconia, N. H. No expense has been spared in these cars to make them the finest which can be bought, and the Laconia Car Company Works consider them among the finest electric cars ever turned out at their plant.

The cars are of the semi-convertible type, having double sash windows, and both arranged to drop flush with the window-sill, making a very comfortable car for summer use when the windows were dropped. The car body is 29 ft. 8 ins. long, and 39 ft. 9 ins. over bumpers; 8 ft. 5 ins. wide, and 9 ft. 2¼ ins. high from bottom of bolster to top of trolley board. The inside finish is in highly figured Tabasco mahogany in panel work, with carved caps and moldings of special design, and the ceilings are highly decorated.

Company, Glens Falls; Hon. Erastus C. Knight, Comptroller of New York State, Buffalo; William W. Worden, Saratoga Springs; J. Ledlie Hees, president Fonda, Johnstown & Gloversville Railroad and Mohawk River National Bank, Fonda; G. Tracy Rogers, president Binghamton Street Railroad; Thomas O'Connor, lawyer, Waterford; Hon. George E. Green, State Senator, Binghamton; Charles E. Brisbin, president National Bank of Schuylerville, Schuylerville, N. Y.; Hon. Lewis W. Emerson, member of Congress, banker and manufacturer, Warrensburgh, N. Y.; Watson N. Sprague, manufacturer, Greenwich; Thomas S. Coolidge, superintendent transportation department International Paper Company, New York City; Peter McCarthy, capitalist, Troy; John W. McNamara, general manager of United Traction Company, Albany.

The officers are: President, Addison B. Colvin; vice-president, George E. Green; secretary, Thomas O'Connor; treasurer, Frank L. Cowles; executive committee, Joseph A. Powers, Peter Mc-



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The seats are of the Heywood Brothers & Wakefield Company's walk-over pattern, 35 ins. long, and upholstered in figured plush. Pantasote Gold Star pattern curtains are used for the side windows, and also for the end doors and windows in the vestibules, to prevent reflection of light on the vestibule glass.

The cars are wired for electric push-buttons at each post, and are lighted by ten 16-cp incandescent lamps, placed in clusters, and also by ten 8-cp lamps placed between the windows. One end of the car is divided off by a partition, with a swinging door in the center, and a glass top, making a smoking compartment, with seating capacity for ten people. The trucks are of the Laconia No. 9-B high-speed type, with patented, perfectly cushioned swing bolster, which prevents the car from receiving any shock while rounding curves at a high rate of speed. They are fitted with 4-in. steel axles; 33-in. double-plate wheels, with 3-in. tread and 1-in. flange.

Consolidation of Central New York Roads

On Aug. 14 the consolidation of the railways composing the Powers-Colvin system in Central New York was formally accomplished, when a joint agreement of consolidation was filed in the office of the Secretary of State at Albany. The following corporations were parties in the consolidation: Glens Falls, Sandy Hill & Fort Edward Street Railroad Company, Warren County Railway, Stillwater & Mechanicsville Street Railway Company, Greenwich & Schuylerville Electric Railroad, Saratoga Traction Company and Saratoga Northern Railway. The new corporation bears the name of the Hudson Valley Railway Company.

The capital stock of these consolidating companies is \$2,600,000. The directors named in the articles of consolidation are the following: Edwin Langdon, president of the Central National Bank & Merchants' Trust Company, New York City; Joseph A. Powers, Troy; Hon. Addison B. Colvin, president Glens Falls Trust

Carthy, Edwin Langdon, Addison B. Colvin and Thomas O'Connor.

The entire list of appointments for the various departments of the road has not yet been filled, but it is understood the following appointments have been made: Supervisor of freight department, Charles T. Ames, formerly east-bound freight agent of the Boston & Maine Railroad; master mechanic, Frank W. Thomas, formerly in the Roanoke shops of the Norfolk & Western Railroad; superintendent of lines, H. G. Sherer, of Stillwater, formerly superintendent of lines for the American Telegraph & Telephone Company; roadmaster, J. W. Harris, formerly roadmaster of a division of the Louisville & Nashville Railroad; chief engineer, J. H. Armstrong, formerly chief engineer for the McKenzie & Mann syndicate, of Canada, and later of the Niagara Falls, St. Catharines & Toronto Railroad. W. C. Colburn, Mr. Powers' private secretary, will continue in charge of the purchasing department.

The firm of Drake, Breed & Company was incorporated July 24, 1901. Messrs. Drake and Breed are both men of long experience in the electric railway field. F. S. Drake was for years the right-hand man of the late Albert L. Johnson, and at the time of the latter's death was at the head of the great electric railway system centering in Allentown, with the roads projected and building to connect New York and Philadelphia. Before this time he had been for a number of years vice-president and general manager of the Nassau system in Brooklyn, and in an important capacity in the street railway systems of St. Louis. George Breed is a graduate of the United States Naval Academy, and was, from 1890 until the time of the war with Spain, connected with the General Electric and Westinghouse Companies. He was retained by Mr. Johnson to design the power stations and supervise the electric equipments of his projected roads. The new company was formed with a view of completing this work, and to enable the members to push efficiently other large enterprises now in hand. The address is Real Estate Trust Building, Philadelphia.