STEAM VS. ELECTRICITY THE SUBJECT AT THE NEW YORK R. R. CLUB

The next regular meeting of the New York Railroad Club will be held at the building of the United Engineering Societies on Friday evening, Sept. 20. Max Toltz, of St. Paul, Minn., vice-president and general manager of the Manistee & Grand Rapids Railroad, will present a paper on "Steam Locomotive versus Electric Locomotive." Invitations to formally discuss the same have been accepted by Samuel Vauclain, Baldwin Locomotive Works, Philadelphia, Pa.; C. A. Seley, Chicago, Rock Island & Pacific Railroad, Chicago, Ill.; George Gibbs, chief engineer Pennsylvania Tunnel & Terminal Railroad, New York City; J. E. Muhlfeld, superintendent motive power Baltimore & Ohio Railroad, Baltimore, Md.; H. H. Vaughan, assistant to the vice-president, Canadian Pacific Railroad, Montreal, Quebec.

OHIO ELECTRIC RAILWAY PURPOSES ANNOUNCED

Official announcements have been made regarding the Ohio Electric Railway Company, which set at rest the rumors regarding the purpose of the company. As stated in the last issue of the Street Railway Journal, the company on Aug. 27 increased its capital stock from $100,000 to $25,000,000, half of which is preferred. It was this announcement that caused the circulation of the rumors. The official announcements are as follows:

THE OHIO ELECTRIC RAILWAY COMPANY.

Cincinnati, Ohio, Aug. 31, 1907.

General Order.

To Officers and Employees The Indiana, Columbus & Eastern Traction Company, The Lima & Toledo Traction Company:

You are hereby notified that the property formerly owned and operated by the Lima & Toledo Traction Company and the Indiana, Columbus & Eastern Traction Company has been acquired by the Ohio Electric Railway Company, and beginning on midnight on this date, will be operated by said company.

Until further notice all officers and employees will be retained in their present positions.

The property will be operated under the following districts:

Western District: Consisting of the lines between Dayton and Richmond and between Dayton and Union City.

Central District: Consisting of the lines between Dayton and Columbus and between Springfield and Lima.

Eastern District: Consisting of the lines between Columbus and Zanesville and between Columbus and Morgans, and that portion of the lines in the City of Columbus as far west as the Big Four crossing.

Northern District: Consisting of the lines between Lima and Fort Wayne and between Lima and Defiance and between Lima and Toledo. Herbert McNulta, President.

THE INDIANA, COLUMBUS & EASTERN TRACTION COMPANY.
THE LIMA AND TOLEDO TRACTION COMPANY.

Cincinnati, Ohio, Aug. 31, 1907.

General Order.

To Officers and Employees The Indiana, Columbus & Eastern Traction Company, The Lima & Toledo Traction Company:

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W. Kesley, President.

STREET RAILWAY PATENTS

[This department is conducted by Rosenbaum & Stockbridge, patent attorneys, 140 Nassau Street, New York.]

UNITED STATES PATENTS ISSUED AUG. 20, 1907

863,580. Underframe for Cars; Enton Becker, Columbus, Ohio. App. filed May 10, 1907. Provides means whereby the underframe can be adapted to trucks of more than the usual height so that the coupling devices will be made to properly align with the coupling devices on cars having trucks of standard height.

863,587. Rail Supporting Device; John W. Carraway, St. James City, Fla. App. filed April 13, 1907. Stringers having rail seats therein are mortised to the cross-ties.

863,609. Electrically Signaling from Moving Trains; Alva D. Jones, Louisville, Ky. App. filed Dec. 3, 1906. An apparatus actuated by the steam or smoke issuing from a locomotive for completing an electrical circuit to operate signals, etc., by chemical means, as the train passes.

863,615. Metallic Car; Joseph L. Levy, New York, N. Y. App. filed May 18, 1903. Details of construction of a hopper car.

863,667. Relay; Jacob B. Struble, Wilkinsburg, Pa. App. filed Feb. 18, 1907. A relay for use in railway signaling in which sectional track rails are charged by an alternating current and connected by inductive bonds are used.

863682. Railway Tie; Samuel H. Warren, Hurricane, Tenn. App. filed May 6, 1907. A metallic rail having adjustable rail-chairs thereon.

863,690. Trolley Device; Samuel E. Belcher, Los Angeles, Cal. App. filed Jan. 10, 1906. Pneumatic means to aid in repositioning the trolley wheel on the wire when it has left the same.

863,694. Car Mover; George Bolinger, Neodesha, Kan. App. filed Dec. 31, 1906. Details.

863,699. Extension Car Step; James H. Cameron, Paris, Texas. App. filed April 29, 1907. A temporary extension step for the car which may be readily folded and pushed back to a position beneath the platform or lower step.

863,744. Air Brake Coupling; Edward D. Nelson and William L. Brown, Altoona, Pa. App. filed Feb. 20, 1906. In an air brake system, an air pipe connection including a coupling hose having metallic end couplings and a flexible body, said body having an inner rubber tube surrounded by an outer fabric tube permeable to air through the interstices of the fabric and entirely disconnected with, but supporting the inner tube, and of sufficient strength to prevent a serious deformation and rupture of the inner tube on the formation of an initial leak therein, thereby preventing said leak from causing an emergency application of the air brakes.

863,746. Air Brake Apparatus; Edward D. Nelson and William L. Brown, Altoona, Pa. App. filed May 21, 1907. A special construction of hose designed for the train pipe and line connections of air brake systems.

863,755. Controlling Apparatus for Railroad Signaling; Petrus J. Portman, Amsterdam, Netherlands. App. filed June 8, 1906. Signal system operated by magnetic induction by which the engineer is kept informed of the condition of the trolley conductor both ahead and behind his train.

863,785. Automatic Air Brake System and Engineer's Valve; Fred B. Corey, Schenectady, N. Y. App. filed May 25, 1904. Means controlled by the engineer's valve for breaking the connection between the train-pipe and the triple valve on the locomotive when said engineer's valve is moved to connect the train pipe for releasing the brakes.

863,788. Rail Joint; Robert A. Dinsmore, New Athens, Ohio. App. filed March 29, 1907. The fish-plates have hook-shaped lugs which pass through the webs of the rails and engage one another.

863,318. Rail Bond; Ben Willard, New Orleans, La. App. filed March 31, 1899. The bond consists of a single strand conductor provided at its ends with a plurality of contacts flexibly connected to each other.

863,823. Combined Automatic and Straight Air Brake; Edward A. Wright, Edgewood Park, Pa. App. filed Dec. 19, 1904. An independent brake valve adapted to control a supply of air from the main reservoir to the driver brake auxiliary reservoir, whereby the brakes on the locomotive may be controlled independently of the automatic train brakes.

863,835. Rail Joint; George R. Clifford, Chicago, Ill. App. filed April 9, 1906. The fish-plates and bolts are of heavy construction and the object of the invention is to provide rigidity of the joint.

863,849. Load Brake Apparatus; Herbert T. Herr, Denver, Col. App. filed Dec. 1, 1904. Provides for the application of an increased braking force by fluid under pressure from a supplemental reservoir acting on the piston of a supplemental brake cylinder, when an increased or additional braking force is required.

863,865. Railroad Signal Device; William Michel, Columbus, Ohio. App. filed April 8, 1907. A lever or stop located adjacent to the rail to operate a valve located on the locomotive whereby a signal is actuated.

863,866. Rail Joint; William B. Michel, Buffalo, N. Y. App. filed April 27, 1907. The abutting rail-sections have reinforced webs to form shoulders, and the fish-plates have reinforced ends