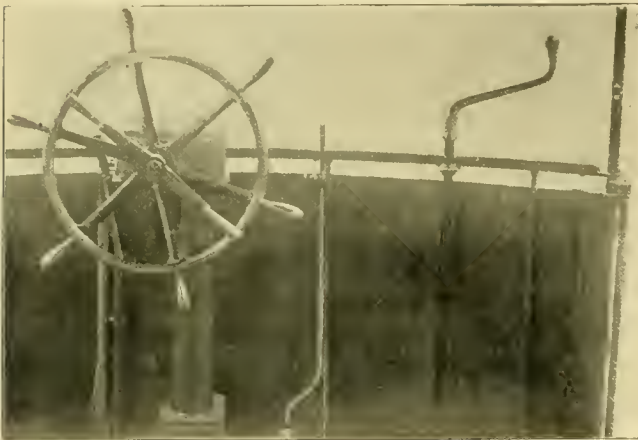


GRIP FOR THIRD AVENUE, NEW YORK.

The accompanying engraving shows the grip and brake arrangement which has been adopted as standard by the Third Avenue Railroad of New York, of which J. H. Robertson is superintendent. It makes the mechanism of a grip car nearly as condensed as that of an electric car as far as the car platform is concerned. The



NEW GRIP AND BRAKE.

large hand wheel operates the grip. The handle in front of the grip is for the train friction brake. The handle on the left between the wheel and dash, when thrown down breaks the connection between the wheel movement and the grip. The small lever on the right, coming about to the top of the dash, operates the cable throw-out on the grip.

PEOPLE'S PARK AT PHILADELPHIA.

The People's Traction Company, of Philadelphia, will lay out a park at the suburb of Mermaid, the Chestnut Hill project having failed owing to the opposition of residents.

Family parties, picnics and larger gatherings will find ample room to disport themselves on the 21 acres, for which an option has been obtained by W. W. McKee, I. Prowtain and James Moore, Jr. Exclusive of the grounds \$100,000 will be expended on improvements, which will include a hotel of 150 rooms, artificial lake, merry-go-rounds, shooting chutes and the various accessories that go to make up a popular street railway pleasure resort.

PROFIT SHARING AT GLENS FALLS.

Last winter the Glens Falls, Sandy Hill & Ft. Edward Street Railroad began an experiment in profit sharing with its conductors and motormen, a part of which J. A. Powers, general manager, reports is a decided success. Under this plan the conductors receive one per cent of their gross receipts in addition to their regular wages. The results, Mr. Powers says, are fewer complaints from passengers and more careful collection of fares. Another benefit to the company is that the larger wages come dur-

ing the summer months when the receipts are largest. It is during these months that there are the most chances for employment elsewhere and the men would under ordinary circumstances be more likely to leave. Moreover by leaving for a time under the new arrangement they forfeit their percentage for at least a month. The plan of profit sharing with the motormen by giving them a part of the saving in motor repairs was not found feasible.

PACK IS RIGHT.

C. L. Pack, who is the largest individual owner in the Detroit Railway, has returned from Europe, where he closely studied the graduated fare system. He says: "The Glasgow plan of fares would not prove popular in America. In Europe cars make but one-third the stops they do in this country, and that way the rate of fare can vary with the distance. But it would not do to run cars on the same plan in the United States as people want to ride too fast and are always in a hurry. In European countries cars only stop at stated places, and if you are not at the stopping place when the cars come along, no attention will be paid to you by the driver. It would be a difficult feat to get the American people to agree to the change of the rate of fares, as the man that paid the big fare would think he was getting the worst of it, although he was really paying for what he received. I believe the American plan is the better one."

ELECTRIC FREIGHT ROAD AT BOWLING GREEN, KY.

The Park City Railway of Bowling Green, Ky., is another electric road on which the carrying of freight will be a prominent feature. The company owns the only wharf over which freight is shipped to the city and expects to do a heavy freight and coal business between it and the city, a distance of 2½ miles. The equipment at present consists of one freight motor car and four 16-foot passenger cars. There are four miles of track laid with 54-pound rail. Two 115-horse-power Commercial Electric generators furnish the current.

CHICAGO HAS FUNERAL CARS.

The plan so long advocated by the REVIEW of utilizing street cars for funeral purposes has at last become an accomplished fact in this city. A regulation winter car appropriately draped contained the casket, bearers and nearest relatives and other cars followed with friends. The run was made from West Pullman to the gates of Oakwoods cemetery, a distance of 6½ miles, and occupied but a small fraction of the time usually occupied in making the trip with carriages. As the cars were chartered at a price per car no greater than one carriage would have cost, the saving in expense was very great. An effort will be made to run the tracks inside the cemetery gates. The train was run over the lines of the Calumet electric.