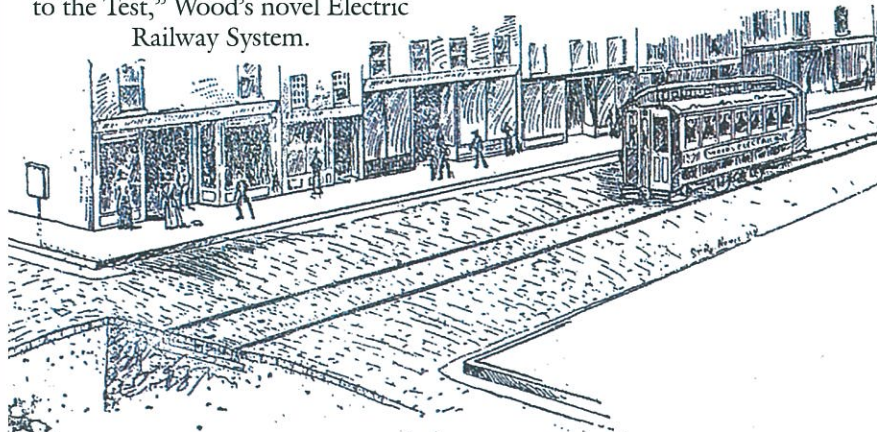


G R A N V I L L E T W O O D S

THE BROOKLYN CITIZEN®

BROOKLYN, SUNDAY MORNING, FEBRUARY 14, 1892—SIXTEEN PAGES

Sunday, February 14, 1892 "Putting it to the Test," Wood's novel Electric Railway System.



RELIEF AT LAST.

THE TROLLEY CAN
BE DISPENSED WITH.

An Experiment on the Slocum Road with Splendid Results—A Car Full of Interested Spectators See Wonders with Their Own Eyes.

that Superintendent Martin, of the bridge, calls the nonpareil, or the non plus ultra. This new method of electrical traction was operated successfully yesterday.

Before alluding to the experiments on the Slocum Road, a succinct description of the system will not be out of place. Between the tracks, twelve feet apart, are arranged iron heads, called contact spots, and they project three-quarters of an inch above the surface of the street. There are not exposed wires and no portion of the line is alive, except

Register Thomas J. Kenna; Bridge Superintendent Charles C. Martin; Clerk of the Board of Alderman William Price; Superintendent D. W. Sullivan of the Coney Island and Brooklyn Railroad; and civil engineers and newspapermen. Upon arriving at the park circle they were met by the New York contingent including the president of the American Engineering Company, C. C. Bowen; Vice-President Henry Keim; Secretary and Manager James Zerbe; Joseph Sachs, the company's electrical engineer; C. O. Rockwell, the millionaire; W. H. Harvey; James A. Gill; W.P. Thompson; Matthew Anderson; N. de Royallieux; Captain J. C. Summers; T. L. Hayes; J. W. Dickerson; H. S. Ashford; and a host of New York engineers and newspaper representatives.

The guests of the company were then invited into the Ocean Hotel where dinner was served. All hands went into the ladies' parlor, where Manager Zerbe expounded [on] the possibilities and working of the new system; he said that the propulsion was the same as the trolley, with the exception of exposed wires, a suppressed insulated wire with the distributing station connected [at]