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**C. M. & St. P. ELECTRIFICATION SHOWS 10% PROFIT, SAYS MGR.**

The electrification of the Chicago, Milwaukee and St. Paul Railway was the subject of a talk given Wednesday afternoon before the Electrical Engineering Society by A. H. Armstrong, Chairman of the Electrification Committee of the General Electric Co., one of the men who have had charge of the work both in detail and as a whole.

The scope of the electrification comprises 440 miles of continuous main line track on the divisions of the St. Paul over and immediately adjacent to the Continental Divide where the ruling grade is two per cent. The traffic on these divisions is typical heavy trunk line transcontinental service in a region encountering severe storms during the winter months.

The type of electrification decided upon was high voltage direct current service, using a voltage of 3000 and an overhead catenary for getting the power to the locomotives. Electric power is supplied to the railroad from the lines of the Montana Power Company, an hydro-electric development which has in operation plants totalling 170,000 Kw., in addition to which there are auxiliary steam plants of 6000 Kw. The standard transmission line voltage used for the railroad work is 100,000 volts, the frequency being sixty cycles. Conversion is made in substations to 3000 volts direct current.

All the motive power for both passenger and freight is furnished by electric locomotives. For both classes of service the motive power unit is identical except for size of the gearing between the motor and the traction wheels. The present equipment utilizes 30 freight and 12 passenger locomotives for main line service.

The main line locomotives weigh 288 tons and have an overall length of 112 feet, developing a tractive effort of 71,000 pounds. This motive power will maintain schedule speeds of 15 or 16 miles per hour for 3500 ton freight trains and 20 to 30 miles per hour with 600 and 700 ton passenger trains. This represents nearly twice as good service as was possible to obtain from the Pacific Type Mallets, and the best type of oil burning passenger locomotives.

The expense of electrifying this section of the St. Paul has increased the capitalization 50 per cent—from \$60,000 a mile to \$90,000 a mile. In spite of this added financial burden the results of a year's operation have shown a net income due to electrification from this increased investment of a little better than 10 per cent. And as a direct result the railroad's board of directors have authorized, only last January, the electrification of additional divisions west of the Rocky Mountains comprising about eight hundred miles of main line.

In regard to the subject of trunk line electrification in general in this country, Mr. Armstrong made the statement that the General Electric Company has on file now, or is in process of development, plans for the electrification of nearly every important railroad in the United States.

**U-BOAT ACTIVITY DETAINS BIG TESTING MACHINE ABROAD**

In line with the policy of the Institute to have the equipment of the laboratories as complete as possible, a new million-pound Amsler-Laffon press has been ordered for the Testing Materials Laboratory. This machine is typical of the kind used in Germany, France and Switzerland for big powers on compression and will be a large addition to the Institute's laboratory equipment. It will be used by third and fourth year students and others doing research work for testing of compressive strength.

Although the machine has been completed it has not been shipped as yet, as it has been held up in Schaffhausen, Switzerland, on account of the impossibility of getting shipments through France, and it is possible now that it will not be shipped until there is a let-up in Germany's ruthless submarine warfare.



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**NEW ENGLAND COLLEGE WRESTLERS MEET TOMORROW**

Technology May Win Despite Lack of Heavyweights

The second annual New England Intercollegiate Wrestling Meet will be held tomorrow afternoon and evening at the Harvard Gymnasium. Yale, winner of last year's meet, and Harvard are picked as the probable winners, but the management of our team considers Technology in the running also, especially after the close meet with Harvard last week.

Bone of the Institute and Gardner of Yale will probably fight it out in the 115 lbs. class, as Bone recently secured a decided victory from Ettlinger of Harvard. Davidson, the colored wrestler from Harvard, will probably win the 125 lbs. match, while Bretsmieder of Springfield Y. M. C. A. College, Kremlin of Harvard, and Hoffman of Technology are the strongest men in the 135 lbs. class. Captain Kreider of Yale and Giles of Institute will contest the 145 lbs., and as neither of these men have ever been defeated in wrestling against New England colleges, it should be a very interesting bout.

A pretty battle is expected between Potter, Yale, and Wirt, Technology, for the 158 lbs. championship, for, although Potter won it last year, Wirt did not wrestle at that time, and since then has been doing very good work.

Unfortunately, Technology will not be represented in either of the heavy-weight bouts, so that her chances of winning the meet are lessened considerably. Yale and Harvard, however, are both very strong in the same classes, and there is a chance for the points to split up so that by winning the 115, 145 and 158 lbs. classes, Technology can win the meet.

**PROM SIGN-UPS START FAST**

The sign-ups for the Junior Prom started today with a rush. The committee reports that over one hundred have signed up. Since only 250 are to be accepted, all those who desire to attend will have to sign-up quickly or take the chance of being disappointed. The campaign will only last through Saturday, March 17, and no canvas of the school will be made, as the limited number of sign-ups renders this unnecessary. If the limit is reached before this date the books will be closed immediately and without warning. The campaign closes the seventeenth because the committee will have to know by that time just how many will be present in order to notify the companies making the programs, etc. A member of the committee will be in the Caf every day from 1 to 2 o'clock to receive subscriptions.

The price of the Prom is six dollars, as it was last year. One dollar is to be collected at the time of signing and the remaining five dollars will be due before April 2. The committee was able to keep the price at six dollars in spite of the increase of some of the expenses only because the hotel managers have been induced to reduce some of the largest expenses through the influence of several Alumni.

**INTERCLASS TRACK MEET**

While the pick of the track men of the Institute are at the Intercollegiate Meet in Philadelphia tomorrow, the Interclass Track Meet will be held on Tech Field. The ruling that the winners of first places will be awarded the "aTa" insignia makes this meet of considerable importance. Moreover, the meet is absolutely open, making any man in the Institute who is not taking track regularly as eligible as those who are. The 60-yard dash will be run on a straightaway, leaving sufficient space in which to stop before reaching the corner. The high and low hurdles will each be 70-yard events, the former containing five and the latter three flights of hurdles. The 440-yard dash is within ten yards of three laps. The half-mile consist of five laps and 130 yards, while the mile requires eleven and a half trips around the track. The high jump will take place either at the end of the straightaway or in the basement of Building 1. The location of the shot-put will probably be in front of the stands. Four places will be scored, counting 5, 3, 2 and 1. for first, second, third and fourth places respectively.

**MRS. CHARLES M. SPOFFORD DEAD**  
Mrs. Charles M. Spofford, wife of Professor Spofford, the head of the department of Civil and Sanitary Engineering at the Institute, died last Wednesday morning at her home, 61 Colbourne Crescent, Brookline, after an illness of almost three years.

Mrs. Spofford was born in Middletown, N. Y., and was known to a large circle of friends in New York and Boston, while before her illness she entertained a host of Technology graduates and students in civil engineering and allied subjects quite extensively. She is survived by her husband and one daughter, Christine.



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