

ELECTRIC TRAINS TO WHITESTONE OCT. 22

**Long Island Railroad Will Be
Ready to Start Service Under
Winter Schedule.**

WORK PROGRESSING RAPIDLY

**Port Washington Lines Delayed by
Grade Crossing Elimination
and Double-Tracking.**

Electric trains will start running on the Whitestone branch of the North Side Division of the Long Island Railroad when the Winter timetable goes into effect on Oct. 22, if nothing serious occurs to delay the work now well under way. The company has been working on this branch for the last three or four months and the electrification has progressed rapidly.

There are no grade crossings to be eliminated on the way to Whitestone, and much of the work consisted of the laying of longer ties to carry the third rail. This third rail is now laid for the better portion of the route. The electricity for the line will be supplied by two power houses located at Whitestone Landing, the terminus, and at Whitestone Junction, where the tracks leave those of the Port Washington branch of the same division. These power houses have been under construction for some time, and will be in readiness before the date set for the start of the service.

The electrification of this branch will relieve the congestion at Woodside, the present point of transfer between the main line trains which run to the Pennsylvania Station and the steam trains of the North Side Division which leave the old terminal in Long Island City. The Woodside transfer point will still be used after the start of the electric service to Whitestone for certain trains, but the bulk of the transferring to the Port Washington branch will be made at Corona, where the railroad has a large station at present.

The steel cars now in use in the tunnel will be used on the Whitestone branch, and the company has enough of them on hand to start the service to-morrow if it were possible. There will be no appreciable difference in the time at the beginning of the service beyond that saved at the transfer point, but the schedule probably will be reduced some when the line has been tried out.

Soon after the electrification of the Whitestone branch, the road plans to start work on the Woodside-Winfield cut-off, which means the elimination of a bad curve at these points. At the same time it will do away with several of the most dangerous grade crossings on the island by elevating the tracks. To carry on this work the company has secured permission to discontinue the present station at Woodside and to erect another about 1,200 feet further east. In petitioning for the change, the company stated that the station would be erected at Roosevelt Avenue, where passengers could connect with the proposed elevated railroad to be built by the city from the Queensboro Bridge through Roosevelt Avenue to Corona. The cut-off starts at a point near Stryker Avenue, Woodside, and goes to near Maurice Avenue, west of Winfield. With the construction of this cut-off there will be no grade crossings left on the main line from the Pennsylvania Station to Jamaica.

While the electrification of the Whitestone branch is progressing rapidly, that of the Port Washington branch of the same division is moving somewhat slowly just at present. The elimination of the grade crossings from Flushing Creek to the point beyond Broadway, Flushing, is a very big piece of work, and its progress has been arrested somewhat by the necessity of running trains while it is being carried on. There are several property owners, too, who are not satisfied with the offer the railroad company has made to them, and this too has delayed the work. The electrification was expected to be well on toward completion at the end of the year, but it is not likely now that trains will be running for several months to come.

In addition to the elimination of grade crossings through Flushing, this branch will be double tracked. This has been done beyond Flushing, and means a considerably improved service when the electrification is completed. Two power houses will be erected on this branch; one will be located between Douglaston and Little Neck and the other at the terminal, Port Washington.

There is a petition at present before the Public Service Commission to compel the railroad to run through trains from the Pennsylvania Station to Port Washington during the rush hours after the electrification of the Whitestone branch, that is, to have the present electric steel cars drawn by an engine when they reach the transfer point at Corona. The railroad, however, does not think this feasible.

About a month ago the road acquired the Sherwood property, a small triangular piece of land in the centre of the Jamaica improvement. With the acquisition of this property the company has been able to push the work rapidly.

NEW BOGUS \$1 BILLS.

**A Thousand of Them Being Circu-
lated at Coney Island.**

Secret Service men have discovered that counterfeit one-dollar bills are being circulated in profusion—there are at least a thousand of them—around Coney Island. They have also turned up at Bath Beach, Bensonhurst, and other outskirts of Brooklyn.

The new bills are astonishingly like real Government bills, and bear the numbers V361,591,216 and V16,959,121.