

actual service conditions. These proofs were forthcoming as soon as the first few installations of telephone and selector equipment had been given a practical trial."

The New York Central was the first to install equipment of this nature, and in October, 1907, a section of the main line between Albany and Fonda, a distance of forty-four miles with sixteen way stations, was completed.

The installation on the New York Central was closely followed by a number of installations on the Chicago, Burlington & Quincy, where in December, 1907, the main line between Aurora and Mendota, Ill., a distance of forty-six miles with eleven stations was equipped. After this a section from Aurora and Galesburg, Ill., a distance of 125 miles with sixteen stations was equipped, and another section between Aurora and Clyde, the end of the Chicago Terminal, a distance of twenty-eight miles with fifteen stations. Closely following these installations, the Canadian Pacific Railway installed a circuit from Montreal to Newport with the despatcher located at Farnham. These installations produced the proof for which many had been waiting, and these railroads can justly be called the pioneers in telephone train despatching.

The proof was conclusive and the results obtained so satisfying that the subject became at once one of world-wide interest. The extent to which the telephone has been adopted by the roads in Canada is best shown by the following: A train can



FIG. 1—"DESPATCHER'S OFFICE."