

head lines through substations at Antjol, Meester-Cornelis, Depok, and Kedoengbadak from 70,000 volt alternating current to 1,500 volt direct current. The transformation output in 1929 was 65 per cent.

ROLLING STOCK

The rolling stock of the electric railways has been purchased from several companies. It is reported that the servicing of the various makes of locomotives in operation necessitates the carrying of large stocks of spares. It is evident that the Government purchased several makes for experimental purposes, and if further extensions to the electric railways are planned an effort will probably be made to standardize.

The present rolling stock consists of the following:

Make	Number	Horse-power
LOCOMOTIVES		
Brown, Boveri & Co.....	4	1,200
A. E. G.....	2	1,500
An American make.....	1	900
	6	1,100
MOTOR CARRIAGES		
Q. E. C.....	18	460
An American make.....	5	500

All of this equipment has overhead contacts. The Government also owns 2 battery locomotives and 23 trailers for the motor carriages. The locomotives are capable of pulling ordinary railway carriages at a maximum speed varying from 70 to 85 kilometers per hour.

The motor cars and trailers, first and second class, have seats across on each side of the car, with a central passage in the middle. The seat backs can be drawn either backward or forward. The combined folding-sliding door of car design is used, and passengers alight from both sides of the car at the middle. The third-class cars have three straight bench seats, lengthwise in the car. Passengers alight from both sides of the car at the middle and from the ends. The cars run on trucks and have American brakes and covered gangways. The length over all is 16.95 to 17.92 meters.

The trains are composed of one motor carriage with one trailer. The service is also maintained by trains composed of ordinary railway cars drawn by electric locomotives, running between Batavia and Tandjong Priod and between Manggaray and Buitenzorg.

ELECTRIC TRAMS

Only two towns in Java have electric-tram service. Batavia and the adjoining township Weltevreden are connected by a single-track tram line. All of the equipment and the rolling stock of the Batavia Electric Tram Co. is antiquated, but there is little likelihood that any new equipment will be purchased in the near future, particularly since competitive means of transport are available. The electric railway described above parallels the electric tram line, and the trams also suffer from bus competition.