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Head-On Collisions Are Not Unavoidable

THE distressing head-on collision on the Shore Line Electric Railway in Connecticut last week, in which passengers were killed, emphasizes again the necessity of electric railways taking every precaution against accident. The hearing to determine the causes of this disaster, conducted by the Connecticut Public Utilities Commission, is now in progress, and we do not consider it proper for us to anticipate its verdict. We trust in the interests of electric railway travel that the inquiry will be searching and will demonstrate conclusively that on single-track roads head-on collisions as well as any other kind can be prevented. This means proper equipment, supplemented by the maintenance of discipline and obedience to orders on the part of the trainmen; but these things the public has the right to expect on the part of those who solicit passenger travel. If the road is a high-speed interurban line greater precautions are necessary than on a city or suburban railway. The first requisite of travel is safety, and the public should be convinced that every step has been taken to this end.

Reducing the Power Peaks Means Lower Cost

OF late much thought and no little publicity has been focused on the matter of energy consumption of electric cars. Devices for improving the efficiency of the motormen, personal instruction of motormen, rerouting and rescheduling of runs and new designs of cars and car equipment, all have done their share in cutting down the number of watt-hours necessary to carry a passenger a mile. Naturally the advantage of decreased energy consumption which has received most attention is the direct saving of energy—the saving of something which has a fixed and tangible dollars and cents value. Another advantage which we think has not been sufficiently emphasized is the actual reduction of the peak load which obtains when the energy consumption of a system as a whole is reduced either by energy saving methods on the platform or by changes in the scheme of operation. Ordinarily this advantage is not of so much moment, but in times such as these it may become of paramount importance. If power is purchased, a reduction of the maximum demand means lower rates; if it is generated by the railway itself, a reduction of 10 or 15 per cent may be the total of the difference between carrying the peak with present plant and buying new peak load equipment. Nowadays, even when one can afford to pay the price, both in first cost and fixed charges, and buy new equipment, long time deliveries of

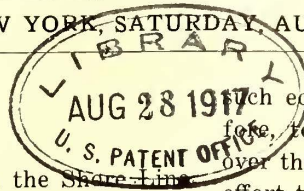
which equipment are the rule. It is interesting, therefore, to know that some of the companies are raking over the energy consumption field very thoroughly in an effort to hold down the peaks until new equipment now on order can be received and installed.

Foresight Shown in the Proposed Philadelphia Lease

A FEW months ago, in commenting upon the negotiations for operation of the new city rapid transit lines by the Philadelphia Rapid Transit Company, we said the idea that the city should go to any length in order to maintain a 5-cent fare limit was neither farsighted nor public-spirited. We added that we hoped the question of an adequate electric railway fare would be faced squarely in Philadelphia. According to the abstract of the revised lease printed last week, we are glad to say that this has really come to pass. Under a partnership agreement modeled along up-to-date lines it is now proposed that fixed charges on city capital be paid before company dividends and that no company dividends be guaranteed by the city. If the gross revenue for any six months, however, is not sufficient to meet all prior charges and pay a 4 per cent dividend on the agreed capital stock, the city shall join with the company in asking the Public Service Commission to determine a just and reasonable fare. In other words, the proposed lease expressly recognizes the undesirability of holding the undertaking down by contract to a fixed fare until 1957. This is most commendable. The old idea of a fixed fare to last a generation or two is bound to be unfair to one or the other of the contracting parties, but the large cities have not been quick in recognizing this. Philadelphia, however, is seriously thinking of taking the step forward. It is to be congratulated upon its foresight in planning; we hope we shall be able also to congratulate it upon its wisdom in acting.

Is Skipping on Maintenance Justifiable?

THERE is naturally an antipathy among operating men to spending the unprecedented amount of money necessary to maintain electric railway property in the same condition that would prevail in normal times. The evidence of a skimping policy on many roads in this work is readily noticeable to the trained eye and ear. It is especially discernible on the rolling stock, for this bemoans its neglect audibly as well as visibly. Then, too, the track and overhead maintenance can be pinched for a time without serious deterioration, but the cars



ROLLING STOCK

Colorado Springs & Interurban Railway, Colorado Springs, Col., has purchased ten one-man cars which will be placed in service on Nov. 15.

Tacoma (Wash.) Municipal Railway has purchased at a cost of \$26,000 four motor cars, four trail cars and an electric locomotive for use on the Tideflats line.

Shenandoah Traction Company, Staunton, Va., has purchased four featherweight one-man cars. They will be equipped with 25-hp. Westinghouse motors, 24-in. wheels, and will weigh approximately 5 tons. The seating capacity will be twenty-four. These cars will replace the ordinary single-truck cars which weigh 9 tons.

Tampa (Fla.) Electric Company, noted in a recent issue as having placed an order with the American Car Company for fifteen double-end pay-as-you enter light-weight safety cars, has specified the following details for this equipment:

Number of cars ordered.....15	Curtain material.....Pantasote
Builder.....American Car	Designation signs.....Hunter
Type.....Light-weight safety	Hand brakes,
Seating capacity.....34	American Car with Pitts-
Length over bumpers,	burgh ratchet drop handle
27 ft. 9½ in.	Headlights.Golden Glow S-M-95
Length over vestibule,	Journal boxes.....Brill
26 ft. 9½ in.	Sanders...Keystone air sander
Width over all.....8 ft. 0 in.	Sash fixtures...O. M. Edwards
Rail to trolley base...12 ft. 6 in.	Seats, style..Heywood Bros &
Body.....Semi-steel	Wakefield 57-S.P.
Interior trim...Statuary bronze	Seating material...Mahogany
Headlining...None, rafter finish	wood, steel and canvas lined
Roof.....Archrattan
Air brakes,	Springs.....Brill
Safety Car Devices Co.	Step treads.....Feralun
Axles.....Brill	Trolley catchers.....Keystone
Bumpers,	Trucks, type,
American Car-Channel Iron	Brill 78-M-1 special
Car trimmings.....Brill	Ventilators...Utility Ventilator
Couplers...None, pull bars used	Wheels...24 in. diam. x 2½ in.
Door mechanism,	tread x ½ in. flange
Safety Car Devices Company-	Special devices...Faraday high-
air-operated	voltage push button system

Hodenpyl, Hardy & Company, Inc., New York, N. Y., have received the majority of the 101 cars ordered from the St. Louis Car Company early in the year. A part of the thirty-five cars which were to be delivered to the Northern Ohio Traction & Light Company have been received and the remainder have been held at St. Louis awaiting the arrival of the gears. The fifteen double-truck four-motor cars for Grand Rapids, Mich., are nearing completion. The northeast division of the Michigan Railway Company has received five interurban passenger cars and two freight trailers. One freight car and one line car for this division are yet to come. The Northern Ohio Traction & Light Company also has four motor freight cars yet to come. The Public Utilities Company, Evansville, Ind., has received its quota of ten new passenger cars, and the Rockford (Ill.) Interurban Railway has received thirteen.

TRADE NOTES

T. H. Garland, president of the Garland Ventilator Company, died at his home in Chicago on Aug. 20, after an illness of six months.

M. J. McCormick, formerly manager of the machine tool department of the Canadian Fairbanks-Morse Company, Montreal, has become associated with the McCormick Machinery Company, dealer in machinery and supplies.

F. J. Page, who for many years has been connected with the sales department of the Whiting Foundry Equipment Company of Harvey, Ill., has been appointed representative in the Pittsburgh district for this company and will be located at 411 Fulton Building, Pittsburgh.

Railway Equipment Company, Portland, Ore., announces that, due to increasing business, it has become necessary to move into new and larger quarters at Second and Stark Streets. A line of mechanical tools will be added to the railway supplies now handled by this company.

Barrett Company, New York, N. Y., announces the appointment of L. L. Holmes as railroad representative in the Boston branch territory with headquarters at 35 Wendall Street. Mr. Holmes was formerly assistant purchasing agent of the Chicago, Indianapolis & Western Railroad at Indianapolis, Ind.

Diamond Power Specialty Company, Detroit, Mich., has established the first plant devoted exclusively to the production of "Insuluminum" soot-blower units. The process

originated and was perfected in the laboratory of the General Electric Company, the latter company having granted to the Diamond Power Specialty Company the exclusive rights as lessee to its use.

Frank B. Kennedy has resigned as manager of sales for the Dayton Fare Recorder Company to accept the position of general manager of the Bönney-Vehslage Tool Company, effective Sept. 1. Mr. Kennedy was vice-president and general manager of the New Haven (Conn.) Trolley Supply Company before its absorption by the Dayton Fare Recorder Company and has been connected with the electric railway supply business for twenty-five years.

Westinghouse Electric & Manufacturing Company, East Pittsburgh, Pa., announces that W. J. Longmore, formerly purchasing agent of the company at the East Pittsburgh Works, has been promoted to be general purchasing agent of the company with headquarters at Pittsburgh, where he will have supervision of the purchases of the company as a whole, with special supervision over those involving contracts for material used by both the electric and machine works. Mr. Longmore is a veteran in the employ of the Electric company, having begun service at the Garrison Alley plant in October, 1881, and has been purchasing agent at the East Pittsburgh works since 1892. Charles G. Taylor, formerly assistant purchasing agent, has been promoted to be purchasing agent at East Pittsburgh, where he has headquarters, and also of the Shadyside, Cleveland and Newark works. Mr. Taylor has been in the service of the company since 1887 and has acted as assistant purchasing agent since 1895. A. W. Fullerton, formerly purchasing agent of the Westinghouse Machine Company, which is now known as the machine works of the Westinghouse Electric & Manufacturing Company, has been appointed purchasing agent of the machine works at East Pittsburgh, Trafford and Essington, with headquarters at the first-named place. Mr. Fullerton has likewise been in the employ of the Westinghouse Machine Company for a number of years, having begun work in February, 1899, and has been in charge of the purchasing department for the Machine company since 1915.

NEW ADVERTISING LITERATURE

Keppler Glass Constructions, Inc., New York, N. Y.: Bulletin 206 on roof lights for railroads.

Dossert & Company, New York, N. Y.: Catalog 15, describing, illustrating and listing prices of various types of solderless connectors.

Walter A. Zelnicker Supply Company, St. Louis, Mo.: "Blue Streak Special" bulletin 222, listing offerings in second-hand machinery.

Hartford (Conn.) Machine Screw Company.: Catalog descriptive of nuts, screws, special parts and fittings for electrical appliances, instruments, etc.

Nichols-Intern Company, Cleveland, Ohio: Catalog describing and illustrating its selector switches, pneumatic sanders, battery tail lights, indicating tail lights and other products for use by electric railways.

Whitman-Barnes Manufacturing Company, Akron, Ohio: Catalog of twist drills, reamers, wrenches and drop forgings. Much useful data is tabulated. Instructions for grinding drills and ordering special tools, etc., are included.

General Electric Company, Schenectady, N. Y.: Bulletin 46251-B on outdoor metering outfits for use in outdoor substations for measuring the amount of power supplied to the various feeders. The low cost of installation and maintenance, the accessibility for inspecting and testing, as well as the safety of construction are special features mentioned in this bulletin.

The Carborundum Company, Niagara Falls, N. Y.: A very attractive, illustrated catalog printed in colors, 6½ in. x 9¼ in., 224 pages. The first twelve pages are devoted to the progress made by this company since it commenced business in October, 1891, and to the organization of branch concerns in Canada and in foreign countries. A description of Carborundum and Aloxit, their characteristics and uses take up the next ten pages. Then follow descriptions and prices of the various products of this company. A 4¼ in. x 6-in. booklet, printed in one color, and containing the same material as the larger book has also been prepared by this manufacturer.