

Electric Railway Journal

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Baltimore and New York

October 4, 1919

Owing to the still unsettled condition of the printing trade in New York we are obliged to go to press this week with a smaller issue than usual. We ask the indulgence of our readers and hope that it will not be long before we can resume our regular service.

"Standards Year" in the Engineering Association

WITHOUT desiring in any way to hamper the incoming administration of the Engineering Association, it is appropriate at this particular juncture to suggest that the chief emphasis be laid next year upon the "selling" of the standards of the association to the industry. The word "standards" is used here as a generic term to cover recommendations as well as official standards. This would be in line with the effort which is to be made at the convention to visualize to the entire electric railway field the concrete work which has already been done. What is the use in piling up standard upon standards, if they are unknown, or, at best, to paraphrase Friend Shakespeare, "damned with slight use"? Let's all pull together now to put the standards over.

Anticipations of Benefits from Atlantic City Convention

THE program for the Atlantic City convention has been drafted to throw light on the pressing questions of the day. This is shown in the titles of the addresses and committee reports of all of the associations. In the foreground of live current topics, of course, stands the question of service-at-cost plans and methods of collecting higher fares and their effect on traffic. To these subjects the American Association has scheduled the greater part of its sessions, outside of the time given to the reports of standing committees, while the Accountants, and the Transportation & Traffic Associations devote their joint discussion on Wednesday afternoon to the collection and registration of fares. Another topic to be considered by two associations, though in separate sessions and from different points of view, is the safety car. The claim agents' experience with this car will be considered by the Claims Association, while the Transportation & Traffic Association will give all of Tuesday afternoon to a discussion of its operating features.

These meetings and the critical condition of the industry combine to make the coming Atlantic City meeting an event which will long be memorable in the history of the industry. In many respects, this is a fortunate time for a convention. Much more can be accomplished than could have been done a year ago. The responsibility of the community to assist in reaching a fair solution of the railway problem is better recognized than ever before, even if that responsibility is limited by the

purely selfish motive of insuring good service. Experience with service-at-cost franchises is wider. The probability of fluctuation in the purchasing power of the dollar is better recognized. There is wider knowledge of the possibilities of the safety car. New systems of fare collection have been tried. In these and in many other ways the industry is in a better position to solve the problems with which it is faced this year than ever before. We are confident that the October convention will be most fruitful in results of benefit to electric railway companies.

What the Purchasing Agents Can Do

WE ANTICIPATE valuable results from the meeting at Atlantic City of the purchasing agents next week. It is a step which has been championed in this JOURNAL for many years. We therefore urge the purchasing agents of all member companies to attend the Atlantic City convention—if for nothing else than that it will give them a chance to get away for a few days from salesmen from whom they would like to buy but can't "just now."

Seriously, however, the purchasing agents have a real job to perform and we want to take this opportunity to make some suggestions. We should be glad, for instance, to see them do something in the direction of advancing the practice of standardization of equipment, treating it from its economic side, just as the Engineering Association takes up the matter from the engineering side. Then there is the matter of the proper stocks of material to keep on hand per mile of road or some other unit; and how most economically to distribute it. Much could be done along this line. Then there are many "inside" topics, such as the best forms of requisitions, invoices, vouchers and the like. There is enough work of this kind alone to keep such a body of purchasing agents busy for some time, and to "pay their way" in increased economies while taking up some of the larger problems of the purchasing department.

Railways Need Public Relations Experts, Not Press Agents

PRINTERS' INK is a means to an end, not an end in itself. Apparently in the past many electric railway managers have made the mistake of confusing the means and the end in this case. The distinction is very important in connection with the selection of men for so-called "publicity" work and in the assignment of duties to them. These men should not be "publicity agents," nor should they be called such. Some such title as "executive assistant in charge of public relations," or the like, looks better, sounds better and more correctly describes the duties performed.

The importance of having the right kind of men, suit-

ably titled, in charge of the dissemination of information regarding the electric railway and of promoting friendly relations with the public by other means is coming to be appreciated. At this year's Atlantic City convention this appreciation will be intensified by the special conferences which are to be held. In connection with the subject, it should be remembered that one short-sighted act by the management or by an employee of a company will garner up more ill-will than can be dissipated in months. When the railway has the goodwill of the public it is not always aware of this fact, but when the public bears ill-will toward the utility, this fact is forced home in a thousand ways.

These are the facts which need constant reiteration: Ours is a monopoly business, and for the great mass of the public there is no recourse if practices grow up that seem to the public to be unreasonable. In nearly every other line of business the public, feeling itself unjustly dealt with, can go elsewhere for service, but not so with transportation in general. In this field it is therefore absolutely essential that the causes of just grievance be removed and the situation clearly explained. The employment of a representative broad enough and big enough to do this is essential; one who will not hesitate to go outside the organization if necessary to learn the reason for such distrust as manifests itself, and who having learned the cause will apply the remedy if one can be found. And if no remedy is available he must be able to tell the public so frankly, courteously and convincingly.

Why University Endowment Campaigns Concern Every Citizen

THE reduction in the purchasing price of the dollar, which has caused such embarrassment to electric railways, has also seriously affected the educational institutions of the country. Most of these derive the greater part of their income from endowment funds, which have a fixed rate of return. In consequence, it has been impossible for them to increase the salaries of their instruction staffs to accord with the higher cost of living, or to maintain the educational work undertaken by them at even the former efficiency. Increase in tuition fees would help but little, unless it were so large as to be practically prohibitive for all except the very wealthy, because in most colleges and technical schools only a small part of the income is derived from the fees paid by the students. This is the earson for the nationwide campaign for funds being conducted for extensive endowments by such institutions as the Massachusetts Institute of Technology, Harvard and Princeton.

There is a greater call to-day than ever before for educated young men, not only because industrial life is more complex than in the past but because of the great losses of young men during the war, particularly by the European nations. This will throw upon America very largely the task of supplying leaders not only in industry but also in professions for the generation, or half generation, whose numbers have been so greatly depleted by the war. The universities are the "factories" from which the finished product of men trained in some profession or branch of learning is turned out. For this reason campaigns to increase the opportunities for usefulness of educational institutions should be supported by every good citizen and should especially appeal to all who have benefited either from a university training themselves or through work done by graduates.

Interests of Employer and Employee Not Antagonistic

IT IS almost impossible to pick up a daily paper without reading at least a dozen articles describing strikes in progress or strikes about to begin. Great Britain, during the present week, has had to return to practically a war basis, so far as the rationing of its inhabitants is concerned, because of a nation-wide strike on its railroads. The steel strike in this country, happily now showing signs of collapse, is characteristic of the same forces at work. The publishers in New York for weeks have been unable to make any definite plans for the future because of the proposed strike of the printers on Oct. 1. A very large number of strikes have occurred on electric railways since the armistice was declared last November.

We do not intend here to discuss possible substitutions for the wage system which has been declared to make the interests of employers and employees opposed to each other. We believe that much can be done with profit-sharing systems, especially by companies where there are profits to share, which is not the case at the present time in the electric railway business. We do wish to point out here, however, that it is improper to assume that even with the wage system, which is the crudest way of all for recompensing labor, there need be any intrinsically different objective on the part of employer and employee.

Under the wage system, it is often assumed, the employee is constantly endeavoring to have his wages increased, but this is not entirely true. Practically he is limited by the wages which other workmen will accept to do the same work, and also by the ability of the employer to pay.

In the same way, the employer's chief object, so far as labor is concerned, is often considered to be to pay as low wages as possible to get his work done, but this is even farther from the truth than the assumption first mentioned about labor. What he does aim for is to produce what he has to make as cheaply as possible, but if this can be accomplished as well by paying high wages as by paying low wages, the former plan is entirely satisfactory to him.

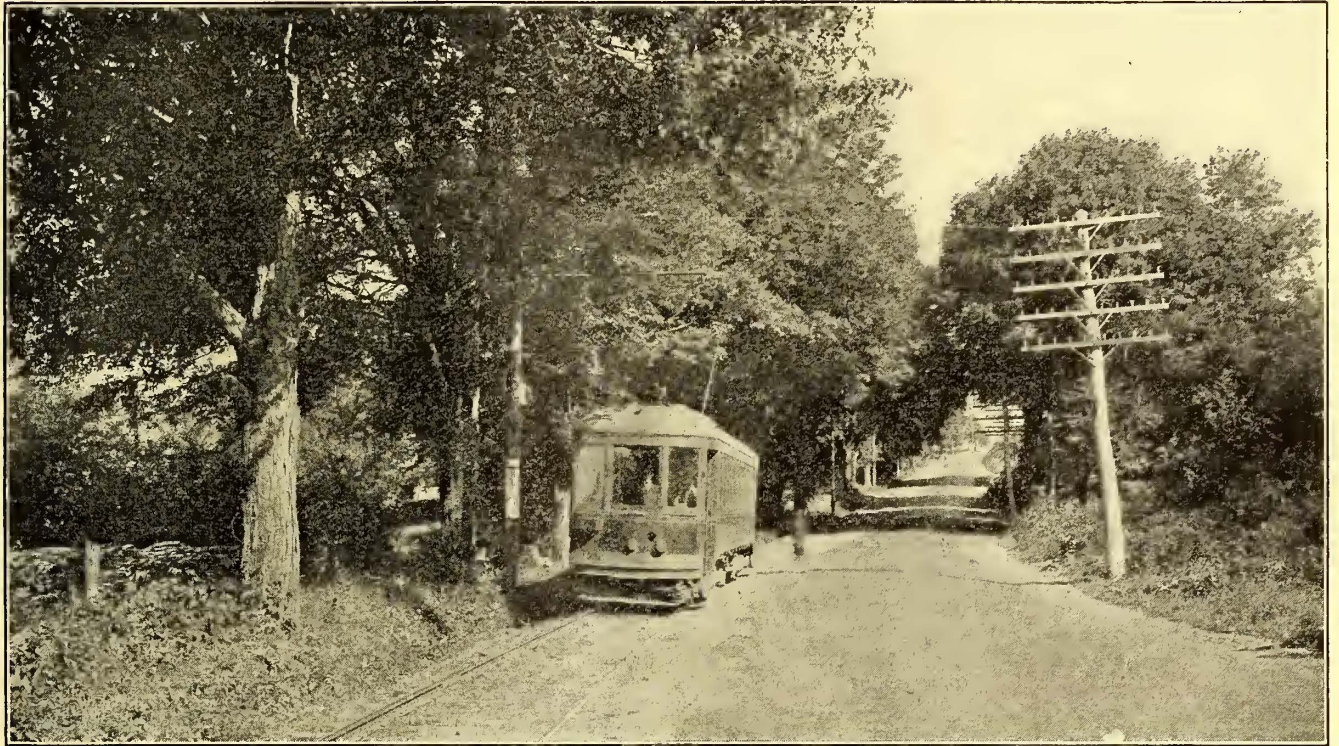
Greater production is often assumed, but incorrectly, to apply particularly to industrial plants. The principle is equally applicable, however, to transportation. If a company can increase the number of passengers carried per employee, it is increasing its output just as truly as if it were manufacturing buttons and by an improved process could turn out more buttons per man per hour.

Wages have increased tremendously in the electric railway field during the past three years, and especially during the past year. Some companies have made an effort to overcome this by increased production per man-hour. More effort should be directed along these lines. The means, of course, are various. Particularly prominent among them are the one-man car and higher schedule speeds. Both not only help to improve the financial condition of the company which practices them, but they add to the wealth of the country by reducing waste.

Much of the program of the Atlantic City convention is closely connected with these two topics. The subjects selected by the Transportation & Traffic Association for discussion relate almost entirely to them. We hope that during the coming year great progress in this direction will be made.

The Zone Plan on the Shore Line

Pole Marking Plainly Designates Position of Any Point on System—Portable Cash Register Being Developed for General Use With All Fares—Zone Rate Lowered on April 1, 1919



TYPICAL SCENE ON THE SHORE LINE

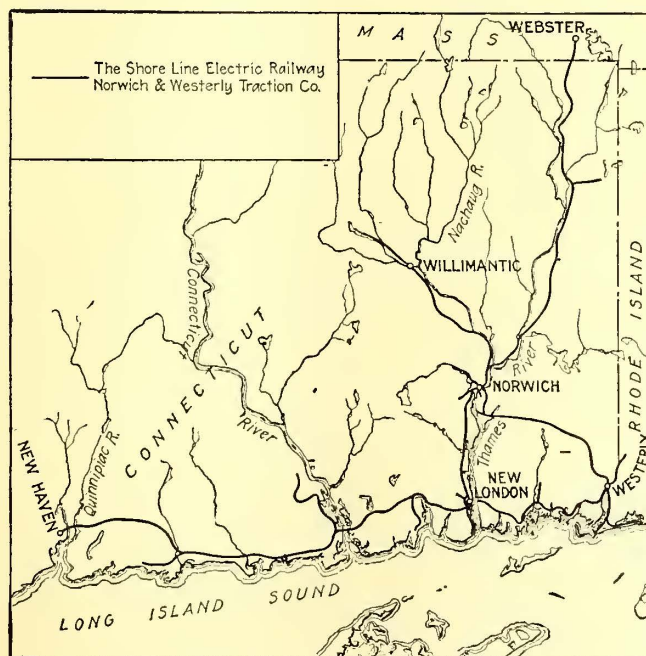
FOR some years the Shore Line Electric Railway—which operates a number of city and interurban lines in eastern Connecticut, reaching over the boundary line into Massachusetts and Rhode Island at a few points—has had in operation a zone system of fare collection which has worked out very well.

The system comprises about 240 miles of track, and includes the cities of New London and Norwich with respective populations of more than 21,000 and more than 28,000. The population of Norwich is somewhat greater than this figure due to the fact that it is somewhat surrounded by the town of Norwich. The general layout of the system is shown by the accompanying map.

Before the zone plan was put into effect the fares on a system were made up of 5-cent units, which failed to produce the necessary revenue.

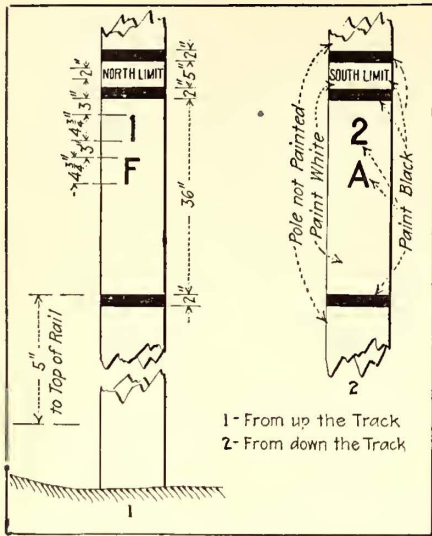
The plan of increasing the unit fare to 6 cents was carefully considered and was approved by the board of directors, but the zone plan with a unit of 2 cents per zone, which was later increased to 3 cents, was considered preferable as a revenue producer.

The zones vary considerably in length from $\frac{3}{8}$ mile to $2\frac{1}{2}$ miles, the average being about $1\frac{1}{2}$ miles. The boundaries of each were set with due regard to local conditions, so as to avoid inconsistency, to stimulate short-haul traffic and otherwise to utilize the inherent flexibility of the zone plan. The length was determined according to density of population and volume of business, with due regard to the convenience of the patrons in the various localities. The zone system proper begins at the boundaries of the cities of Norwich and New London, the fare in each of these being five cents.



PRINCIPAL CITIES SERVED BY THE SHORE LINE, WITH THE LINES CONNECTING THEM

On April 1, 1919, in



DETAILS OF ZONE BOUNDARY POLE MARKING

order to stimulate the development of traffic on its New London-Norwich interurban line, the company reduced the fare on this line from 3 cents to 2½ cents per zone, and at the same time introduced some improvements in the marking of zones and in the methods of fare collection.

The zone

boundaries were not materially changed from those in existence before the date mentioned, but some modifications were made to accommodate special groups of patrons. It was a source of gratification to the company management to find that the zone layout which was adopted several years earlier did not require material modification.

Since the new rate was put into effect, the riding has fallen off somewhat, due to the fact that at about the same time jitney service was started along this line. Jitney competition has been very heavy this year although heretofore it has not amounted to much. A recent operating check between Norwich and New London and at other points on the system shows that jitneys are hauling about 25 per cent of the business between the points studied.

In an article printed in the issue of this paper for Jan. 12, 1918, R. W. Perkins, president of the company, explained the plan and operation of the zone system on the Shore Line. It will not be necessary, therefore, in the present article to do more than outline the general plan as modified in the light of experience since Mr. Perkins' article was written.

The new rates of fare were calculated on a basis of 2½ cents per zone for the zone in which the passenger boards the car, the zone or zones through which he

rides, and the zone in which he leaves the car. The minimum charge is five cents for a person riding in one or two zones, and a five-cent flat fare is charged for a ride strictly within the city limits of New London or Norwich.

Fares are registered by means of the Rooke register up to 10 cents, the register a present in use being adapted for nickels and 2½-cent tokens. All fares above 10 cents are for the present registered by means of the MacDonald duplex system. The tokens for use in paying fares which require the splitting of the nickel are purchased from the division offices by the conductors and are sold to passengers at two for 5 cents or one for 3 cents. They are used in making change and receiving fares to the extent of one token in each case. That is, two tokens are not accepted as the equivalent of a nickel, but the token must be used in connection with coins.



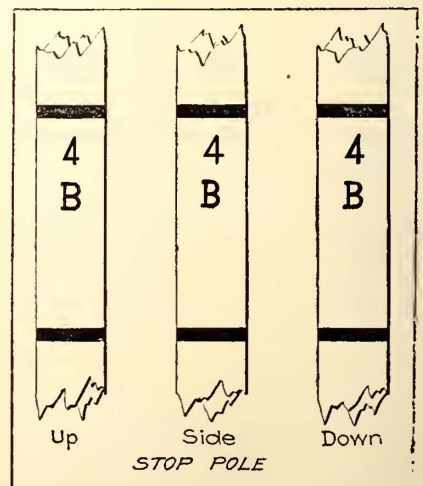
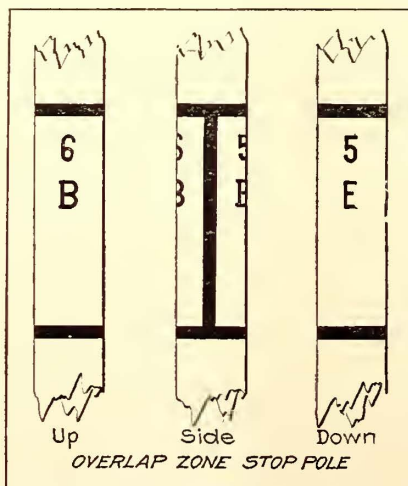
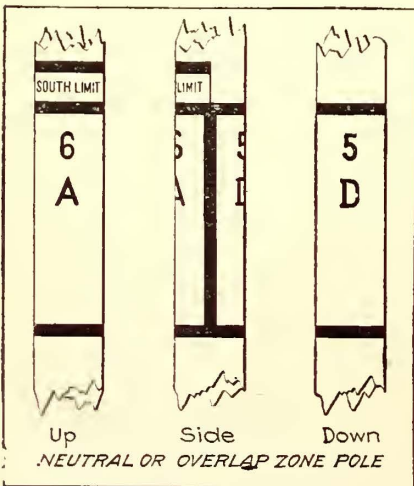
FARE TOKEN, ABOUT TWICE ACTUAL SIZE

As soon as a new type of Rooke register is developed which will register through the same slot four denominations as follows: a 2½-cent token will register once, a nickel twice, a dime four times on one dial and a quarter once on a separate dial, all fares will be collected through the Rooke register.

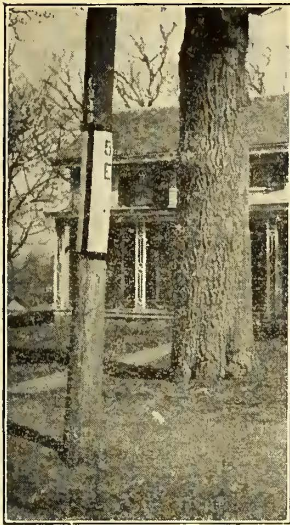
A simple form of identification check is issued to the passenger who is traveling on the interurban line, as shown in the accompanying illustration. On this the conductor punches the direction, the date and the limiting zone number to which the passenger's fare has been paid, unless he has issued the passenger's cash fare receipt described below. The identification checks are collected and destroyed by the conductor when the passenger reaches his designation and before he has left the car.

The passenger's cash fare receipts, referred to above, are for use instead of the identification check employed with passengers traveling from a point in Norwich or New London to one in the first zone outside, or vice versa, or from a point in the first zone outside of one of the cities through the city to a point in the first zone on the opposite side.

These receipts are provided with two coupons, each representing a 2½-cent fare, attached to one end of the



POLE MARKINGS USED TO IDENTIFY ZONES



A STOP POLE IN AN OVERLAP ZONE

body of the receipt, and a coupon at the opposite end used to designate the period in the day during which the receipt was issued.

These receipts are issued for and in connection with the collection of 7½-cent or 10-cent fares through the Rooke register, and the coupon or coupons attached thereto provide means of identification through the different fare-collection zones. When the fare collected is ten cents, both coupons are allowed to remain on the receipt, and when it is 7½ cents one is detached by the conductor. This receipt acts as a transfer between the interurban

and city cars. The coupons and body of the receipt are taken up at appropriate points by the city car conductor or the interurban conductor, as the case may be. For passengers desiring to transfer from city line to city line the company's standard transfer is used.

With the revision of the fare system, a new plan of numbering and lettering zones and stops was inaugurated. The purpose of this was to enable a passenger to know where on the line any stop is located. Each stop is indicated by a white band on a pole, and this pole is lettered and numbered to indicate the zone in which it is located, together with its position in that zone.

The zone boundaries are indicated by "zone poles," which are painted as follows: 5 ft. above the track level is a 2-in. horizontal black band, above which is a 36-in. white field, bounded on the top by another 2-in. black band. Above is a 5-in. white band and above this a third 2-in. black band. In the upper white band, on the south side, is the lettering, "north limit," and on the

north side, "south limit," thus indicating that the pole marks the respective limits of the adjoining zones. At the top of the large white field on the pole is a number designating the zone, and below this is a letter designating the stop.

For example, one pole, which happens to be located at a city limit, is labeled thus: On the north side it is marked "South limit 1 A", showing that the pole is the south limit of Zone 1 and the station stop is A. The next white, or stop, pole is marked "1 B" on three sides, those facing up and down the track and toward the track. The next white pole is "1 C," etc. On the south side of the same zone pole appears the legend, "North city limit."

In justice to patrons it has been necessary to provide for a few overlap zones. To designate the boundaries of such zones and also the position of a stop in an overlap zone, the following procedure was adopted: On all stop poles in the overlap zone, including the zone poles, black stripes 2 in. wide were painted on the side of the pole toward the track. In the large white field, on one side are the number and letter appropriate to one of the overlapping zones, and on the other side those appropriate to the other. On the zone poles, however, the upper white band extends only half way around the pole, and is lettered to indicate the limit of the zone which ends at that point. Drawings of the several standard markings and a photograph of a stop poles in a zone overlap are reproduced on this page and the one opposite.

No. 00023

N. Blvd	N. Bound	1	N. L. C. Cone Coll.
S. Blvd	S. Bound	2	Best View
Corral	Commutation	3	Quaker Hill
Pupil	Page	4	Alexander's
		5	Dr. Fast
		6	Montrose-Cornstocks
		7	Deery Hill
		8	Cookes
		9	Garwards
		10	Trading Cove
		11	Sanatorium
No. 00023			
		13	Greenville Switch
		14	Garwards
		15	Tattnale P. O.
		16	Blackstone Stop
		17	Occum
		18	Lindbridge Road
		19	Battle Inn
		20	Burkes
		21	Lima
		22	Apex Gap
		23	Light
		24	Limit
		25	South Windham
		26	Shelucket Park
		27	Hanna
		28	H. R. Crossing
		29	Columbia Rd.
		30	Ridges
		31	Parsons Corner
		32	Shurtulls
		33	School House
		34	Park
		35	

NEW LONDON LINE

DUPLEX RECEIPTS USED FOR FARES ABOVE TEN CENTS

000005

P.M.

This Coupon denotes that hour punched on body of transfer is **P.M. HOUR** Not Good if Detached

THE SHORE LINE ELECTRIC RAILWAY CO.

Form 237 **CITY TRANSFER**

If no coupon is attached hour punched is **A.M. HOUR**

JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
1 2 3 4 5 6 7 8 9 10 11 12	13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	SUBJECT TO CONDITIONS ON OTHER SIDE									

OLSON HOUSE SO. WESTERLY OPT.	HILL TOWN COR.	PARADE	WMS.	BRD. & WMS.	RD. AVE.	PA. RD.	THM.	FRANKLIN SQUARE	TO CAR	AT	TO FROM
WESTERLY OPT.	HILL TOWN COR.	PARADE	WMS.	BRD. & WMS.	RD. AVE.	PA. RD.	THM.	FRANKLIN SQUARE	TO CAR	AT	TO FROM

000005

If no coupon is attached hour punched is **A.M. HOUR**

1	15	30	45
2	15	30	45
3	15	30	45
4	15	30	45
5	15	30	45
6	15	30	45
7	15	30	45
8	15	30	45
9	15	30	45
10	15	30	45
11	15	30	45
12	15	30	45

The Shore Line Electric Railway Co.

Passengers' Identification Check

	NORTH	SOUTH	
	FRANKLIN SQ.	PARADE	IOATE
	ZONES		
1	14	27	40
2	15	28	41
3	16	29	42
4	17	30	43
5	18	31	44
6	19	32	45
7	20	33	46
8	21	34	47
9	22	35	48
10	23	36	49
11	24	37	50
12	25	38	
13	26	39	

GOOD ONLY WHEN DETACHED BY CONDUCTOR

CASH FARE RECEIPT COUPON ISSUED FOR 2½¢ FARE. GOOD FOR TRANSPORTATION THROUGH ONE FARE ZONE ON LINE PUNCHED.

THIS COUPON IS VOID UNLESS ATTACHED TO PASSENGER'S CASH FARE RECEIPT.

000016

THE SHORE LINE ELECTRIC RAILWAY CO.

Form 238 **PASSENGER'S CASH FARE RECEIPT**

If no coupon is attached hour punched is **A.M. HOUR**

JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
1 2 3 4 5 6 7 8 9 10 11 12	13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	HOUR PUNCHED IS A.M. HOUR									

Conductor will punch amount collected

10¢	7½¢
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P. M. Coupon, Patented Nov. 21, 1905

000016

P.M.

This Coupon denotes that hour punched on body of transfer is **P.M. HOUR** Not good if detached

000016

TRANSFER AND RECEIPTS USED ON THE SHORE LINE

Electric Railways of New York State

Report of Conference of Executives on the Condition of the Industry Held at Syracuse on September 18 Under the Auspices of the "Committee of Ten,"

N. Y. E. R. A.

THE condition of the electric railways which operate in New York State is now considered so critical that E. A. Maher, Jr., president of the New York Electric Railway Association, called a special conference of executives at Syracuse on Sept. 18 to plan for immediate and aggressive action. The conference was called at the suggestion of the "Committee of Ten," of which Joseph K. Choate is chairman.

The general situation was covered in a carefully prepared paper by Mr. Choate which is abstracted elsewhere in this issue. He was followed by representatives of most of the important railways of the State, who explained their respective local situations. As a result of the conference a committee was appointed to draft resolutions capitalizing the information furnished by the speakers, this committee to report to another conference to be called at an early date. The committee comprises James L. Quackenbush, general attorney Interborough Rapid Transit Company, New York City, chairman; J. W. Killeen, Buffalo; H. B. Weatherwax, Albany, and H. C. Clark, New York City.

COMMISSIONS AND MUNICIPALITIES MUST CO-OPERATE

In opening the informal discussion, Mr. Quackenbush said that the practical question today is, What is going to be done? The jury in the case consists of the Legislature and the Governor. Under present conditions the several municipalities cannot handle the situation. Whatever may have been the thought of the Court of Appeals in rendering the decision withdrawing rate cases from the jurisdiction of the commissions, when contracts as to rates of fare exist between municipalities and railways, the situation now is that the commissions and the municipalities must act together. As the State is constituted, there is no provision for referendum, hence public opinion must act through the constituted representatives of the people. The State authorities lately have seemed to overlook the fact that the State has a representative government. It is essential that the legislative authorities should act, as does the judiciary, upon evidence.

Somehow the public and its representatives, said Mr. Quackenbush in substance, do not appreciate the electric railway situation. For example, the population on the lower east side in New York City could not realize that they were to be deprived of certain storage-battery lines, although they had had warning of this fact for a couple of years. Nothing, however, was done by the representatives of the public, and the railway company showed more concern about the proposed loss of service than did these representatives. The Mayor plans to install bus service in face of the very great vehicular congestion which exists.

The situation in New York is illustrated further by the fact that the Interborough is now running \$8,000,000 a year behind in fixed charges, although but recently this was a profitable property. A new wage scale recently put into effect increased expenses more than \$5,000,000 per year. The only answer in this case is that service

on all lines must be scrimped and service on unprofitable lines discontinued.

Looking at the matter from the standpoint of public interest, disregarding the investment altogether, the pertinent question to-day is, What are the people and the Legislature going to do to improve matters? The people are fair, as is indicated by the willingness with which the 2-cent transfer charge has been paid by the patrons of the surface lines in New York City. This was in spite of the fact that a charge for a transfer is more liable to cause friction than any other form of fare increase. The company has actually received no complaints as to this charge. However, the newspapers and the public officials do not correctly represent the public, claiming that the people resent the increase in fare. The Governor of the State is a man well qualified to handle situations of this kind, and when the facts of the traction utility are brought to his attention forcibly, he will undoubtedly take the proper course. It is the business of the railway executives to see that he and other representatives of the people know the facts. They must see also that public representatives are not carried off their feet by pre-election pledges and that they are in a position to act on the evidence at the proper time.

Mr. Quackenbush expressed the belief that the situation is now at its worst and that a reaction is coming. "The people's best friends," he said, "are those who will make the situation clear to the public's representatives."

FACTS AND FIGURES FROM SEVERAL QUARTERS

Following Mr. Quackenbush, E. J. Dickson, vice-president International Railway, Buffalo, explained how the so-called Milburn agreement has operated to complicate the local situation. However, the Court of Appeals has decided that the Public Service Commission has jurisdiction in the Buffalo case, the case has been presented before the commission and a decision is now awaited. He said that the explanation of the recent replacing of a small surplus by a large deficit is clearly seen in the fact that since 1914 wages have advanced 81 per cent and materials 118 per cent in cost.

James F. Hamilton, vice-president New York State Railways, Rochester, said that Toronto was often referred to in discussions of fare matters, and the question is asked why Rochester needs 6 cents when Toronto has a 5-cent fare or six tickets for 25 cents. What the critics fail to realize is that, as the Toronto franchise expires in 1921, very little money has been spent on the property recently, while the city maintains the pavement. Further, there are no unprofitable lines into the suburbs. These facts, he thought, should be given publicity. Mr. Hamilton quoted data for his property among other items showing the rise in operating ratio by irregular steps from 60.7 per cent in 1914 to 77.69 per cent in 1918. Labor now costs as much as the entire operation in 1914. He traced the history of the Rochester fare situation, leading up to the Quimby decision of the Court of Appeals, and explained that as far as

the people in the city are concerned, there is every reason to expect justice, but the City Council refuses to concede that the company is losing money. In Utica and Syracuse a 6-cent fare was allowed, although the commission stated that these lines were earning as much money as those in Rochester.

PUBLIC IS BECOMING MORE REASONABLE

H. B. Weatherwax, vice-president United Traction Company, Albany, said that in the capital district the public is taking a fairer view of the trolley situation, as is evidenced by the fact that the inauguration of the 7-cent fare caused very little comment, while a clamor was raised when the fare was made 6 cents. In general, Mr. Weatherwax believed that the present unhealthy condition of the industry will continue until the franchise situation is cleared up. Municipalities have on the whole been fair, but the trouble is with the divided authority. An act must be passed by the Legislature to clarify the language of the law. He favored representation of the industry at Albany, reinforcing the recommendations which he had made at the June meeting of the association. Another bill is needed for the purpose of relieving the railways of paving taxes.

The situation on the Brooklyn Rapid Transit System was explained by B. F. Williams, who said that the disintegration of this property is threatened, with consequent increases in fares. This prospect should impel the people to get back of the movement for relief. The situation is such that the company cannot now pay even taxes due the federal government, and the only solution is in getting the proof forcibly expressed to the people. The present passive attitude of the public should be changed to one of active insistence upon the provision of needed relief. The actual discontinuance of operation of certain lines in New York City has been an eye-opener to the people.

CONDITIONS IN SCHENECTADY ARE IMPROVING

J. P. Barnes, general manager Schenectady Railway, sounded a note of encouragement by telling how successful the results of the endeavor to get the co-operation of the public had been in Schenectady. He traced the history of the increase in fare to 6 cents in that city, stating that after the decision had been handed down in the Rochester case, the company withdrew its application to the commission and went before the city authorities for relief. At about the same time the employees struck for higher wages. The City Council informally took up the matter with the Federal Commission on Conciliation, with a view to permitting an increase in fare if an examination of the books showed that this was necessary. The report of the city's accountants showed that a 6-cent fare would not be high enough, but the Council was reluctant to grant any increase and the matter hung fire for several months. The company then went into a publicity campaign and in April, 1919, secured a waiving of the franchise restriction. The 6-cent fare was soon thereafter allowed. Mr. Barnes pointed out that in the primary elections just concluded the aldermen who voted for the increase in fares were all nominated for re-election, showing the tenor of the public mind.

H. J. Clark, treasurer Empire State Railroad Corporation, Syracuse, discussed principally the interurban situation. This corporation has about 10 per cent of its property in city streets. Some city tracks have been

abandoned and a proposal is being made to give up all local service in Oswego. The principal interurban problem, in Mr. Clark's opinion, is to reduce operating expenses. Competition is very severe from the steam roads, and highways are being constantly improved. Mr. Clark agreed with other speakers as to the salutary effect of abandonments in bringing the facts home to the public.

In addition to the speakers mentioned above a number of other representatives of roads gave statistics regarding their own incomes and expenses, or spoke in general terms of the condition of their properties. Among these were: T. C. Cherry, president Syracuse & Northern Electric Railway, Syracuse; W. O. Wood, president New York & Queens County Railway, Long Island City; R. L. Rand, vice-president Richmond Light & Railroad Company, New Brighton; A. W. Loasby, president Rochester & Syracuse Railroad, Syracuse; Charles A. Brooks, local manager Poughkeepsie & Wappingers Falls Railway, Poughkeepsie; H. D. Swain, assistant treasurer Peekskill Lighting & Railroad Company, Peekskill; W. J. Harvie, general manager Auburn & Syracuse Electric Railroad, Auburn, and others.

After the adjournment of the general conference a meeting of the "Committee of Ten" was held at which it was decided to arrange for another conference to consider the recommendations of the committee mentioned earlier in this article.

A Consistent State Policy Is Needed*

BY JOSEPH K. CHOATE

Vice-President J. G. White Management Association
New York City

THE condition of the electric railways of New York State is no longer, if it ever was, the sole concern of the owners and operators of the properties. It is imperative that measures be taken by the public to provide some means whereby these utilities may continue to provide local transportation for the communities of the State.

A large part of the mileage of the State is bankrupt; more than a fifth being actually in the hands of receivers. Credit is gone; investors will not loan the funds for renewals, extensions and improvements, and the present creditors and owners are prepared to sacrifice present investment rather than "send good money after bad."

It is no longer a question of dividends, in many cases not even one of fixed charges, but rather one of securing money to pay operating expenses. Under present conditions it is impossible for the electric railways to continue to operate unless in some way they receive for their services revenue sufficient to provide for their expense.

These facts are not apparent to a large part of the public. The true picture has in many instances been obscured by the efforts of self-seeking politicians and agitators, who see in the present plight of an essential industry only an opportunity to further their own fortunes.

It is our duty both to the owners of the properties intrusted to our care, and to the public itself, to see that the roads are operated safely and efficiently. If, owing to causes which we can correct, this cannot be

*Abstract of address, as chairman of "Committee of Ten" of New York Electric Railway Association, to electric railway executives, Syracuse, N. Y., Sept. 18, 1919.

done, we must remove those causes or stand convicted of a breach of trust. If, on the other hand, safety and efficiency of operation are prevented by causes over which we have no control, it is our manifest duty to bring such a situation to the attention of those who are in position to supply the remedy.

To-day we, the operators of these properties, are in most cases helpless to correct the conditions which are sending this service upon the rocks of destruction. We are confronted by a chaotic condition in regard to public utility regulation in New York State which is the result of badly drawn laws and of the seeming lack of constructive policy upon the part of these public officers who control our destinies. In 1907 the State, by the enactment of the public service laws, committed itself to the policy of state regulation of its local transportation systems, and apparently assumed jurisdiction over all matters of finance, rates and service. Charles E. Hughes was Governor when these laws and the 1910 amendments thereto were enacted. It was through his efforts that they were passed. He may, therefore, be presumed to speak with authority as to the intention of their framers. Justice Hughes said to a joint committee of the Legislature on March 12, 1919: "It was supposed that by the amendments of 1910 the Public Service Commission had been endowed with the requisite authority for the purpose of establishing just and reasonable rates in any contingency where that inquiry was necessary and that action required."

LEGISLATURE HAS BEEN SLOW TO ACT

The electric railway operators of the State thus had warrant for assuming that the State had erected a tribunal that would permit measures to be taken for the correction of conditions which threatened the usefulness of the utilities. Accordingly, in 1917, the committee often, acting under instructions of some thirty-five companies, presented their situation to the commissions of both districts and applied for relief. In every case decided by the commissions relief was granted. Such cases, however, were few. Before the more important cases were reached, the Court of Appeals handed down the decision in the Quimby case and declared that the Legislature had in the Public Service Commission law failed to give the commissions jurisdiction over rates named in franchises.

This was, as Justice Hughes pointed out in his argument, clearly an oversight and should have been at once corrected. Two Legislatures in succession have, however, failed to make such correction in the regulatory laws, in so far as they concern the preservation, extension and improvement of service. Moreover, the State has been left without any sufficient policy covering these utilities. This is, perhaps best illustrated by the case of the city of Buffalo and its street railways. The State refuses to assume complete authority and at the same time refuses to allow the local communities to assume such control.

It is apparent that unless conditions are so corrected as to restore the confidence of investors the result will be disintegration and final collapse of the industry, with resulting loss not only to those whose money has been honestly invested in the public service but to those to whom electric railway transportation is a necessity of daily life.

It is not the time to talk of over-capitalization, which does not enter as a factor in the condition of a corpora-

tion unable to pay its operating expenses, or fixed charges. The cases are rare indeed where the bonded indebtedness of a company does not equal the lowest valuation that may be placed upon its property. Nor is it the time to talk of punishing these corporations for alleged crimes of the past. The trouble as far as the public is concerned will not be avoided by attempting to take away from the present owners any part of their property as a penalty for what the enemies of the industry are pleased to call its past misdeeds.

The forcing of these utilities into bankruptcy accomplishes nothing in the public interest; it is against the public interest. We have but to turn to the City of New York to see what happens when a railway, denied a just return, is forced into insolvency. Abandonments are taking place, service is lessened, systems are being split apart because of defaults in rentals and the result is an increase in fares to a large number of people unfortunately situated in respect to their dwellings.

The electric railway industry is at the present time passing through a period of readjustment. Not only has the cost of operation mounted to an unprecedented height, but the full force of automobile competition is being exerted, and the functions which the electric railways were created to perform, are, to a very large extent being changed. As operators we realize that the lowest fare consistent with the demand of operating expense and reasonable return upon investment is as advantageous to the roads as to the public. But it is necessary that we be allowed the greatest latitude in devising ways and means for bringing service into proper relation with the cost and cost into relation with the service—that we be allowed to experiment with modifications of service with various systems of charges and fare collection and in many ingenious devices which have been suggested for reducing the cost of operation and consequently lessening the burden of fares imposed upon the car rider.

Electric railway men are consistently striving to meet the crisis forced upon them by the new conditions. They are entitled to public support in this endeavor. The present policy, or lack of it, imposes upon them the impossible task of meeting the vast increase in expenses with no commensurate increase in revenue.

The individuals with whom I come in contact, no matter in what walk of life, readily accede to the logical arguments of the present case. Their intelligence enables them to grasp the fact that simply because their public service is furnished by a corporation it cannot be furnished at the same rate under present as under former conditions. Properly informed this individual view will be the collective view, but it is manifestly impossible to inform so large a body of citizens as to the intricacies of such a service as is performed by electric railways. For that reason it is necessary that the duty of regulating, of assisting and fostering these utilities be lodged in some responsible body equipped with proper power to which the troubles of the companies may be taken and a readjustment made.

Proper regulation means regulation in the interest of the public whose chief demand is service, and properly so; and the State should decide upon the policy to be pursued and adhere strictly to that policy so that operators of those roads and persons whose capital is being sought for investment therein may know what they can expect and may have a tribunal from which they can receive proper adjudication of their complaints.

The Street Railway Outlook

Further Regulation for the Jitney, Coupled with Improved Service of the Railway, Recommended for Dealing with that Competition—Suggestions Also Made for Building Up Traffic in Other Ways

BY H. C. EDDY

Traffic Engineer, Board of Public Utility Commissioners,
State of New Jersey

Watchman, tell us of the night,
What its signs of promise are.

THESE sentiments expressed in the old familiar hymn seem to fit those applied directly or inferentially by many today to the electric street railway industry. Every now and then some one is heard to say that the industry is "doomed," that for urban and interurban traction purposes at least the electric motor will soon be supplanted by the gasoline motor. The optimist, however, takes an entirely different view of the situation, and with good reason. Let us see if this may not be true.

Admitting in the first place that the gasoline engine has become a formidable rival of the electric motor for traction purposes, it seems reasonable to suppose that there is a field for both, and this without serious curtailment of the service now being supplied by the latter.

Named in the order of their importance, the jitney and the privately owned and operated motor vehicle are the two principal forms in which the competitor of the trolley car has appeared to date, and the question now arises: How shall we treat these competitors?

HOW TO TREAT THE JITNEY

Let us first consider the jitney.

No industry of whatever character can justly complain of fair and proper competition. However, is the jitney, as generally operated, a competitor of this character?

The trolley lines are practically all subjected to stringent State and many of them to Federal regulation. Such regulation pertains not only to rates and speed but also to methods of operation and character and maintenance of equipment, track and overhead; also to the installation and maintenance of the paving between tracks, much of the wear of which is directly due, in many cases, to the operation of the trolley's comparatively unregulated competitor, the jitney! The enactment of State legislation subjecting the jitney to the same regulation as the trolley car and the enforcement of such legislation by the State Commissions would go far toward eliminating the unfair and unjust competition which is found in much of the jitney service of today.

Again—Who is the patron of the jitney?

A little study will convince anyone that he is the one who desires, and through the jitney usually secures, three things.

First, frequency of service; second, rapid transportation from origin to destination of journey; and, third, low rate of fare for such transportation. If he can secure these three requisites it is safe to say he would rather not be jammed in a small vehicle, standing in a stooping position because of lack of head room, jostled over rough pavements, subjected to tobacco smoke and generally poor ventilation and to many other inconveni-

ences, to say nothing of the danger from careless operation, than ride, also jammed, if you please, in a trolley car where he can at least stand upright, which he can at least get out of without compelling half the occupants to get out before him if he happens to be in the rear, where he can at least have breathing space and where he can have a smooth and comparatively comfortable ride, which is possible on any even fairly well maintained trolley property and under crowded rush hour conditions.

The next question which naturally arises is: How shall this individual be recovered as a patron of the trolley service? And the answer naturally is: Give him what he wants.

It is the function of the trolley company, therefore, to furnish more frequent and rapid service on lines where jitney competition exists. This may perhaps be done, in many cases, by speeding up the line with existing equipment and by operating more units, especially during the rush hour. But it is more especially the non-rush hour traveler that is lost through infrequent and slow service. This problem has been solved in no small degree by the use of the one-man safety car. A more general use of this type of equipment on the lines to which it is adapted, and they are many, will take care in large measure of the jitney competition with respect to frequency of service and running time.

As to the question of fares, a reduction of the rate for the short haul rider at least would doubtless, in many cases, result in a material increase in traffic which might easily in time be reflected in an increase in net earnings. However, each case must be considered by itself on its own merits in this matter. A proper system of zone fares combined with frequent and proper service will doubtless do more to combat the jitney competition than anything else.

OTHER THINGS WHICH CAN BE DONE

Turning now to the private automobile as a competitor.

This rival, while perhaps not quite so formidable as the jitney, is yet an exceedingly potent factor in the problem and is also the most difficult to deal with. No one denies that the private auto has come to stay, and the man who owns it will usually ride in it in preference to the trolley car. So will also one or more of his friends in many cases.

None of the remedies suggested for relief from unfair jitney competition could very well be applied to this class of competition with any very satisfactory results, in the majority of cases at least, although each if applied to the greatest practicable extent would have a tendency to reduce this class of riding, under certain conditions, and turn them to the trolley car.

But there are other remedies which may be adopted which would tend to save the industry.

The burden of paving, as applied to both new construction and maintenance, might well be lifted in a large degree. This is a relic of horsecar days when the pavements, such as they were, were subjected to the greatest wear through the operation of the service. Now more of the wear is occasioned by vehicles other than those operating on the rails. The only deterioration of pavement which may be attributed to street car operation is incident to vibration and to the settling of the pavement resulting from settled track. The former has been practically eliminated by laying blocks, or "stringers," adjacent to the rail and the latter may be eliminated through proper maintenance. Pavement which has by any chance been damaged through either of the above causes should, of course, be restored by the trolley company.

The operation of one-man safety cars, which has already been referred to, is another means whereby the future of the industry can undoubtedly be materially aided, aside from assisting in battling with the competition of jitneys. The one-man car has proved to be a success on many lines in the building up of traffic, and this, together with its comparative lightness and general economy in operation, has helped and will continue to help to an even greater degree in solving the problem.

This brings us to the question of building up traffic in general which, if it can be accomplished, especially in non-rush hours, will obviously be an advantage to the future of the industry.

How may this be accomplished?

The one-man car and possibly a reduction of fare for at least short haul passengers in some cases have already been suggested. But there are other ways of doing this, as for instance:

(1) Furnish the very best possible service which is consistent with economical operation. The average patron wants service; good, clean, dependable service, and he is usually willing to pay what it is worth if he is sure to get it. If all increases in rates requested were accompanied by a guarantee of first class service, there would be a great falling off in the present popular opposition to such increases.

(2) The good will of the public. This is the most valuable asset which any trolley company, or any other public utility for that matter, can possess. Doubtless many a jitney rider today is such solely because of his antipathy for some reason, fancied or real, to the trolley company whose cars pass his very door.

(3) Proper rate of fare. It appears to have been recently demonstrated generally that a decided increase in the flat rate of fare does not bring in the additional revenue which is claimed to be necessary to allow many of the existing trolley companies to continue doing business. The decrease in traffic, especially of the short haul character, accompanying increased flat rates has offset in a large degree on many systems the increased revenue desired from those who continue to ride. Here again the jitney and privately owned auto have come into more popular favor, and it is here they must be reckoned with if the trolley company would retain his best friend, the short haul rider.

It would seem, therefore, that while an adjustment of fares may be necessary in order to meet the increased costs of operating and maintaining the industry such adjustment should, in the light of recent experience, be made chiefly with the view of redeeming and reining the short haul passenger. This can perhaps

best be done through a proper system of zone fares.

The application of these and other remedies which doubtless exist or will develop give promise for a profitable and lasting future for the industry which is today so indispensable to the interests of modern civilization.

The Vicious Postal Zone Law

SENATOR ARTHUR CAPPER of Kansas, who is Chairman of the Senate Committee in the Department of Agriculture and a former Governor of Kansas, recently expressed his opinion of the present postal zone law. His words so clearly express certain facts which every citizen should know that they are given below:

It has been argued that the postal zone increases apply only to the advertising sections of magazines. This is perfectly true as a statement of the mere words of the postal zone law.

It is not true as a statement of facts.

For a periodical or a newspaper is a unit from cover to cover. It is one unit of bulk that is never broken. The argument that the increased postage merely affects advertising is virtually the same as if it were argued that the postal zone legislation had provided that the upper half of a magazine should pay postal zone rates and the lower half flat rates. It would be a mere bookkeeping separation that would not in the least affect the postage cost to the reader, for the reader—who is the ultimate consumer—takes the magazine as it comes, and the cost of the magazine is its cost as a unit, and its postage cost to him is its entire cost as a unit, no matter how ingeniously or intricately one may subdivide the component parts.

There is one other important factor, also, which I feel many sincere and ordinarily keen-minded citizens have overlooked, and that is, that the magazine and newspaper differ from every other commodity—if you wish to consider newspapers and magazines as merely commodities—in the fact that it is the only "commodity" that is sold to the consumer at less than its actual cost of manufacture!

Now as to the advertising and whether it should pay a higher rate than the body of the magazine. I think I have answered half of that question when I point out that the periodical and newspaper is the only product that is sold for less than its cost of manufacture, and that this fact is made possible by the advertising. Advertising is nothing but a bulletin board—the bulletin board of our economic, wealth-producing, business life.

Advertising is the one great factor in modern wealth production that enables wealth to be distributed almost instantaneously; a generation or so ago the same result could not have been accomplished without years of hand-to-hand selling and expensive, slow, personal salesmanship. You, as a thinking citizen, know what any restriction upon advertising would do to the wealth production of this nation. Congress itself saw this, and when means of war taxation were being carefully discussed and every channel was being developed, it was deliberately decided that the destructive economic effects that would follow the taxation of advertising would be too great and too dangerous to attempt.

Now, then, as to the allegations of the cost of transmission of this second-class matter through the mails.

The figures upon which the absurd allegations of second-class deficits are made were compiled by the Post Office Department in 1908 and 1909—eleven years ago! So unreliable were they even then that when the U. S. Postal Commission, headed by the Hon. Charles E. Hughes, investigated them two years after their compilation, they were officially discredited as being no indication of what the costs were for the various divisions of second-class matter! Moreover, the Post Office Department since that date has taken pride in stating that it has in enormous and basic ways cheapened the postal cost of second-class matter.

The most unfortunate part of this postal zone legislation is that it is an insidious and dangerous attempt to set back postal history seventy years and re-establish the universally condemned principle of postal cost determining the postal rates. It abolishes the sound postal principle of equal postage to all parts of our nation. The rural free delivery—one of the most vital and important postal functions—is conducted at almost a total loss, and if this vicious and unsound cost principle is once established the demoralization of our splendid postal principles is only a matter of logic and time.

Accident Hazards on Electric Railways

At Eighth Annual Safety Congress Held at Cleveland, Ohio, Oct. 1 to 4, Two Electric Railway Section Sessions Were Held—Abstracts of Two Papers Are Given

AS THIS ISSUE of the ELECTRIC RAILWAY JOURNAL goes to press the Eighth Annual Safety Congress is being held at the Hotel Statler, Cleveland, Ohio, under the auspices of the National Safety Council. It is impracticable this week to report the discussion of the six papers read before the sessions of the electric railway section, but abstracts of two papers are appended. In later issues the story of the congress will be given and attention will be directed to other papers and to reports which have some bearing on electric railway practice.

Electric Railway Hazards—Causes, Effects, and Remedies*

BY R. E. McDOUGALL

Claim Agent, New York State Railways, Rochester, N. Y.

ON ELECTRIC railways there are three main classes of accidents; accidents to employees, accidents to passengers and accidents to pedestrians and others using streets and highways.

Investigation of accidents to electric railway employees show a part caused by defective equipment or conditions over which the employee has no control, but the most of them are chargeable either to carelessness on the part of the injured employee, his co-employee or foreman, or the failure to make and enforce safety rules for safeguarding conditions.

An employees' accident record quickly demonstrates who is the careless and chance-taking man. This record is of value in making the employee more careful. A reckless employee or one willing to take chances in regard to his own safety or that of a co-worker, is dangerous on any property. In the selection of employees some thought should be given to this phase of a man's character.

Failure by an employée or his foreman to give proper care and attention to slight personal injuries often results seriously, and is followed by infection and blood poisoning, and may be the cause of losing a limb and often a life. A first aid kit with disinfectants and bandages should be procured and kept easily accessible, and the foreman and men impressed with the necessity of giving minor injuries attention.

Sometimes small things lead to serious accidents. A recent distressing case of this kind was due to a faulty trolley retriever which could have been repaired in five minutes. Two men were on the top platform of a line tower truck, which was standing to allow the car to pass. The wind swung the trolley rope so that it caught in the top of the tower and threw both the men to the pavement, badly injuring them, one probably permanently.

Investigation shows that the most prominent three causes of accidents to passengers are: (a) Improper operation of car by employee; (b) run-down condition of equipment, track, etc.; (c) carelessness on the part of the injured person.

Improper operation often leads to collisions, derailments and premature starting with consequent injuries to passengers in the cars, or while they are boarding and alighting; to collisions with other vehicles at street intersections; to the striking of passengers who have alighted from cars going in the opposite direction, etc. In overcoming this trouble the big thing is to secure the co-operation of the trainmen. If a trainman is making an undesirable record, the use of an itemized record in pointing out to him the number and cost of accidents for which he has been responsible will generally be of great assistance. High-class men can be afforded to do this work properly.

A high standard of maintenance for equipment, track, leading platforms and other portions of the property with which the public comes in contact can do much in preventing accidents. For example, the elimination of holes and depressions in the pavement and especially at points where cars stop to take on and let off passengers may prevent serious accidents. Co-operation between the municipality and the company will prevent many accidents of this nature and at a comparatively small cost.

Sometimes it pays to make things "fool-proof." As an illustration, on the New York State Railways for some years prior to 1913 there were every summer from five to ten cases of broken arms because passengers on closed cars with the windows up, rested their arms on the window sills and allowed them to project between the iron bars. The bars, in some cases, were four inches apart. In 1913 and 1914, at an expense of about \$4,000, the bars and screens were so fixed that it became almost impossible for a passenger to get his arm outside the car. As a result only one accident of the kind has since occurred. Again, it was not until folding steps and doors came into common use that any reduction was made in boarding and alighting accidents. These are not necessary to the transportation of passengers, but no manager could be found to say they have not reduced accident cost.

One-half the passenger accidents on cars are caused by the passenger's own carelessness or contributory negligence. They will if permitted get on or off a moving car, and in doing so will almost invariably face the wrong way. Without looking they will step from a car directly in front of a moving vehicle. Tight skirts and high heels cause more women to be thrown from cars than the operation of the cars themselves.

The accidents in which the public (not including patrons) are involved come within the following classifications: (a) Pedestrians struck by cars; (b) pedestrians falling into excavations or over defective track and materials left in street, hit by falling poles and wires, etc.; (c) occupants of vehicles in collision with cars.

Many of the individuals struck by cars are children playing in streets and their injury is due largely to thoughtlessness. They rely upon others for their safety, as do their elders also in many cases.

Motormen at times are responsible for injuries to

* Abstract of paper presented before the Eighth Annual Safety Congress, Cleveland, Ohio, Oct. 3, 1919.

pedestrians, but most of such accidents are chargeable to the injured party. They could be avoided generally by the use of a little judgment or common sense. The railway's problem is to impress this fact.

Most accidents coming under the head of improper guarding of openings are caused by employees leaving materials and excavations improperly guarded and lighted. Fortunately, at present most municipalities have ordinances requiring proper guarding and lighting of excavations, and in the event of neglect or oversight on the part of employees their attention is soon called to it by the police.

The increase in the number of motor vehicles in the past few years has resulted in an enormous increase in automobile accidents. The most serious occur at grade crossings, which are familiar to the auto drivers, where there is every opportunity to see and know of an approaching car or train. Early this summer within a three-week period, fifteen people were killed within a radius of fifty miles of Rochester in three grade crossing accidents. Fatalities of this kind will continue as long as high-powered automobiles are permitted to be operated by irresponsible or reckless drivers.

To reduce the number of street accidents education is necessary; education that will reach employee, passenger, pedestrian and auto driver. Particular attention should be given the young child, and the school boy or girl, regarding the value of life and limb, the wastefulness of unnecessary haste and neglect. Education of men and women must be provided by the passage and strict enforcement of reasonable ordinances, and the drunken driver and persistent chance-taker must be forcibly educated by straight jail sentences.

Co-ordination of Safety Between Transportation and Equipment Departments*

BY GUY K. JEFFRIES

General Superintendent, Terre Haute, Indianapolis & Eastern Traction Company, Indianapolis, Ind.

THE first requisite for safety, where two or more departments of a transportation company each have a measure of responsibility in avoiding accidents, is harmony. No business, whether it be mercantile, manufacturing, banking or transportation, can be successfully conducted unless there is harmonious co-operation for the objective point, which must be "for the good of the business," and it will surely follow that good will come to each individual member.

Too often one department head, instead of acknowledging an error tries to blame another, with the result that complaints and "knocks," which become chronic if allowed to continue, are evidence that the organization is constructed along improper lines. Organizations have come under my observation where each department was absolutely separate, while in others all departments worked together as one compact well-oiled machine. No one will question but that the latter are greatly to be preferred. The question is, how can this better condition be made an effective reality?

I recall one case, where a chief inspector was located at a large terminal together with his repairmen, all under the equipment department. There was also a division superintendent who had no specific authority whatever over the chief inspector or his men at this same

terminal. The equipment men would not obey any orders or follow any suggestions from the transportation superintendent, and as a result the two departments were at loggerheads all the time. The traveling public and the reputation of the line naturally suffered. A superintendent should have absolute authority over every department of the organization as far as his territory extends, for he is responsible to the general manager or general superintendent. It may be said that this arrangement is not essential because different department heads can report to the general manager. Experience, however, proves that heads of departments are not usually in as close touch with every-day details as the division superintendent and unless his authority extends beyond the carhouse door and similar places in other departments he is not regarded by other employees as having much more standing than a clerk or a go-between.

Constructive suggestions or criticisms, eliminating all personalities, by employees of one department of their own work or the work of other departments should be encouraged. These criticisms, however, must never be allowed to become ill-natured, to show jealousy, or to be in the form of a "knock." They should be made only to the employee's immediate superior, who in turn should refer them to the general manager to be taken up by him with the head of the department criticised. When one employee of a department criticises constructively or otherwise another employee, ill feeling is always engendered.

Probably the most effective method of promoting a feeling of friendliness and co-operation between departments is that of having periodical meetings of heads of departments and of the rank-and-file employees as well. This gives a chance for discussion of individual problems and the presentation of helpful suggestions from others. On a large property, division or section meetings have to be held but the results will be the same. The safety-first organization has such meetings, but all organizations in which co-operation is promoted should have them, whether they are called safety first or something else.

The personality of the general officers and various heads of departments has much to do with the question of a harmonious working organization. If these men cannot instill in the minds of their employees that they belong to a happy family, each one working toward a common end, there will be constant friction. An official does not have to lose his self respect, or power of effective discipline, to enjoy the good will and respect of his employees.

The fundamental principles necessary for a smooth working organization have been spoken of in a general way. However, co-ordination between transportation and equipment departments will work itself out if the fundamental basis is correct.

Last May the Ontario Safety League announced a series of cash prizes for compositions from school children in Ontario on the subject "How Children May Help Avoid Motor Accidents." The prizes, totaling \$100, were donated by the Ontario Motor League. The prizes were divided into two classes: (a) Children of 12 years and under (b) children of 13 years and over. The prizes have now been awarded and the prize-winning compositions have been printed for circulation by the Safety League.

*Abstract of paper presented before the Eighth Annual Safety Congress, Cleveland, Ohio, Oct. 2, 1919.

The Future Fare System for Small Cities

Adoption of a Zone System Is Recommended for Cities Having a Population of Less Than 100,000 Inhabitants

By J. A. EMERY

Ford, Bacon & Davis, New York

FARE SYSTEMS are properly based upon:

1. Cost of service.
2. Principles of merchandising.
3. Public policy.
4. Facilities for collection.

In the small city, principles of merchandising are much more important, relatively, than in large cities. This primarily makes the fare problem in the small city a question by itself.

There are probably over 250 cities in the United States with less than 100,000 population, having local street railway lines whether independent or belonging to larger systems. According to estimates of the U. S. Census Bureau, there were in 1915 only sixty-two cities having a population of over 100,000.

Therefore, as smaller cities having street car service are four times as numerous as larger ones, and as the fare problem is different in small cities from that in large ones, it should be worked out independently and without undue reference to the experience and experiments of larger cities.

The street railway merchandising problem in cities of under 100,000 is entirely different from that in larger centers of population. The ride is short and the density of traffic low. From 25 per cent to 75 per cent of the population live within walking distance of their principal daily objectives. Whereas, on a large system practically one-half of the traffic moves in the rush hours, the small city rush period is short and comparatively unimportant. Except for this short period, the service is entirely a question of reasonable headways, and therefore there is always plenty of room in the cars. The virtue of frugality is a characteristic of the residents of smaller cities to be reckoned with. The one-man car is here an absolute essential of the future.

The first qualification of the fare system is simplicity so that it will be usable with one-man cars.

Next it must be so cheap, consistent with cost of service, as to:

- Keep walking to a minimum.
- Induce shoppers and pleasure seekers to ride more frequently.
- Limit the use of the automobile.
- Induce home makers to locate beyond walking distance from the traffic centers.

A population of 100,000 can be comfortably housed within a radius of 2 miles from the business center. It is fair to consider that practically all the population within one-half mile walk, and that practically all ride beyond 1½ miles. The business that the street railway manager in the small city must cater to especially, therefore, lies between one-half and 1½ miles of the center and largely in the first half mile of this distance.

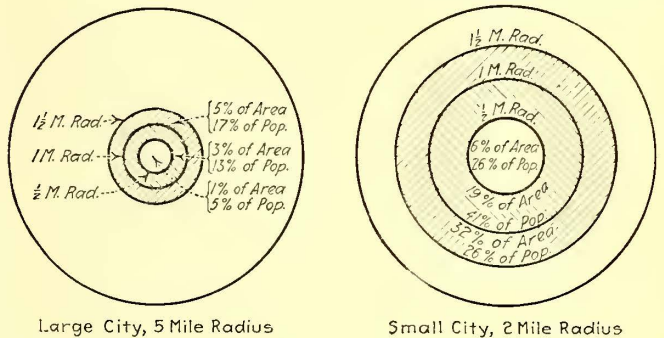
With a flat fare system, the rider in this area is greatly overcharged. It is the area most fertile for the development of traffic because its population is densest of any outside the central walking zone of one-half mile radius. There is practically always room in the cars operated to maintain reasonable headways. Thus all considera-

tions of cost of service, of principles of merchandising and of public policy point to a zone fare as particularly desirable in small cities.

The great importance to the small city road of the business in the zones within walking distance of the traffic center is illustrated by the diagram which compares the relative sizes of the walking zones in a large city of 5 miles radius and a small city of 2 miles radius.

In this illustration it is assumed that the city extends in all directions from the center. The population is distributed so that the density varies inversely as the square of the distance from the center. Neglecting the central one-half mile radius, 30 per cent of the population of the larger city live where the sidewalk competes with the trolley, while in the smaller city 67 per cent live in such area. If the street railway now gets two-thirds of the business in these competitive zones, then by catering to the other third the small city road has a chance to increase its traffic 22 per cent with little increase in expenses.

In a city of 2 miles radius the first zone point is naturally at one mile. To produce the full benefits of



COMPARATIVE IMPORTANCE OF WALKING ZONES
Outer circle represents 100 per cent city area.
Shading shows areas where walking competition is encountered.

the system, the man in the next half mile should not be overcharged and thus encouraged to walk, and therefore the second zone should be one-half mile. This brings us to 1½ miles from the center which is the practical limit of walking and to the outer areas of cities of the size under consideration.

Is such a system practicable from the standpoint of fare collection, and would such short zones cause confusion on lines which extend beyond the limits of the community proper? The writer believes that such a system is practicable in small cities even with one-man cars. One solution would be by the use of colored tickets with prepayment inbound, and postpayment outbound. The short zones could be combined two in one, on lines extending beyond the community.

Commutation privileges are of doubtful value as revenue producers, except where they relieve overcharge in the competitive zones. The experience of the past two years has substantially proved that if the fare be increased 20 per cent, the traffic will fall off about 10 per cent, and the revenue will be increased by only about 10 per cent. Conversely, if the fare be reduced 20 per cent, the traffic will only be increased by about 10 per cent and the revenue decreased by about 10 per cent. In the competitive zone of a small city, the proportion of walkers to riders is so large that this rule should not apply therein. The regular rider is not entitled to much, if any, reduction in fare on a cost of service basis, as the diversity factor equalizes the cost of hauling the more infrequent rider.

The problem of making the most out of the street railway situation in small cities must be attacked not with a big city traffic and conditions in mind, and it must be approached with a realization that the stakes are worthy of an effort to surmount difficulties and to get out of beaten paths.

Letters to the Editors

How National Advertisers Can Help

THE BEAVER VALLEY TRACTION COMPANY
NEW BRIGHTON, PA., Sept. 23, 1919.

To the Editors:

I may be out of order, but your editorial "Publicity Campaign Needed More Than Ever Now" in the Sept. 6 issue, prompts me to this:

Why do not manufacturing companies, who do a large general business and are national advertisers, give the public service companies aid? If in their national advertising campaigns they would work in with their regular advertising, information and statistics, such a plan would be of inestimable value to the public utilities throughout the country. It would seem that the publicity directors and sales managers of these companies should be vitally interested and should do all they possibly could to save the life of a very sick patient—the electric railway. This patient, sick or dead, is bound to cause these manufacturers to lose a large portion of their income. To my mind, they should do all they possibly can to aid recovery.

W. H. BOYCE, Superintendent.

Status of Swiss Electrification

OERLIKON NEAR ZURICH, Aug. 25, 1919.

To the Editors:

Your JOURNAL contains in No. 5, Vol. 54, dated Aug. 2, 1919, page 227, a short article on the above subject, which is not quite correct in some of its details.

The Federal Railways have already electrified their two sections, Brigue-Sion and Berne-Thun. These sections are, however, not part of the Berne-Lötschberg-Simplon Railroad, but have common terminal stations with this road at Brigue and at Thun. The section Brigue-Sion can be considered as an extension of the Simplon tunnel electrification, made in order to permit the use of the same locomotives as are used in the tunnel. The new section has been electrified with three-phase current, which presumably will be changed later on to single-phase.

The other section, Berne-Thun, is using single-phase current, and takes its current from the same source as the Berne-Lötschberg-Simplon Railroad. The locomotive service is mainly taken care of by locomotives of the Lötschberg Railroad and by four electric locomotives which are to be used in the end on the Gothard line of the Federal Railways. Of these four locomotives the electrical equipment for only two of them was furnished by Brown, Boveri & Company, Baden. The remaining two locomotives, which were furnished and put in service before the others, were built by the Ateliers de Construction Oerlikon, as far as the elec-

trical parts are concerned, while the mechanical parts were built by the Swiss Locomotive & Machine Company of Winterthur, as in the case of the other two.

It may further interest your readers to know that the Federal Railways have ordered forty-seven electric locomotives of different types for their single-phase electrifications, of which twenty-two are being built jointly by the Oerlikon Company and the Locomotive & Machine Company of Winterthur. This number is the highest that has been ordered by the Federal Railways from any manufacturer. There is yet to be placed this year an additional order for locomotives.

There should also be mentioned the Bernese Railways, which are gradually being electrified. Of the fourteen locomotives already under construction for this service, seven are being built by the Oerlikon and Winterthur works.

ATELIERS DE CONSTRUCTION OERLIKON.

Association News

ATLANTIC CITY CONVENTION, OCT. 6 TO 10

Committee on Federal Legislation

CHAIRMAN C. L. HENRY of the sub-committee on federal legislation has called a meeting to be held in Atlantic City on Tuesday, Oct. 7, to consider further proposed federal legislation as it affects electric railways. One of the important topics coming under this committee is the question of the future status of the interstate interurban electric railways which were taken over with the steam railroads by the government soon after the opening of the war.

The position of the committee on this subject is summed up in a letter sent on Sept. 23 by Chairman Henry to Senator Cummings, chairman of the Senate Committee on Interstate Commerce. An abstract of the letter follows:

Only 5 per cent of the gross earnings of all electric railways is derived from the interurban traffic, and 60 per cent of the total trackage is strictly in the cities. Interurban electric railways are dependent on local communities served for revenue earned and are affected to a greater extent than city companies by motor vehicle competition and must therefore be considered in a class by themselves. To attempt to fix general rates of fare for all common carriers would result disastrously to this industry. These roads are now under the control of the I. C. C. in all things relating to interstate business.

Wages and working conditions of electric railway employees should not be under the jurisdiction of and fixed by a body that passes on similar questions affecting steam railroad employees. To do so would be disastrous to the electric railway companies, for the ideas of such a body would be dominated by steam railroad practice.

"The Nation's Business" for September, 1919, contains a popularly written article on the electric railway situation, entitled "What's Ahead of the Trolley?" A number of quotations are given from the testimony presented before the Federal Electric Railways Commission in Washington, particularly that of General Tripp.

Recent Happenings in Great Britain

Ministry of Transport Created—Legislation Growing Out of Other Reconstruction Problems

(From Our Regular Correspondent)

The ministry of transport act, as it now is (formerly called ministry of ways and communications bill), having passed through all its stages in both Houses of Parliament, received royal assent on Aug. 15. As was intended, Sir Eric Geddes is appointed Minister of Transport. The act was not materially altered in its later stages in Parliament, though there was a good deal of dispute as to composition and method of appointment of a committee to be set up to advise the minister on questions connected with the revising of railroad rates. The public is now waiting to see what the new ministry will do. The powers granted in the act are so wide and general that sweeping changes may speedily be made. It seems probable that tramways will be less affected than railways.

SESSIONS TO RESUME THIS MONTH

The Parliamentary recess began on Aug. 19, and no more progress can be made with the electricity supply bill (which concerns tramways intimately) till after the recess ends on Oct. 22.

Lloyd George, the Prime Minister, in a speech in the House of Commons on Aug. 18 dealt at great length with the industrial and economical situation of the country. He outlined numerous proposals which the government will bring forward, and announced various changes to be carried out by administrative action. Of interest to American manufacturers was the announcement that restrictions on imports, with certain exceptions, would be removed as from Sept. 1. The exemptions do not include electric railway material. Legislation will, however, be introduced to prevent "dumping" of foreign goods in this country, the object being to protect home manufacturers against unfair competition. Other legislation will schedule a number of unstable "key" industries the products of which will be prohibited from importation except under license. The only item in the schedule connected with the electrical trades is magnetos. Legislation in these directions has long been called for by British manufacturers.

WATER POWER CONTROL PLANNED

Two other important announcements which affect traction interests were made. The government will after the recess introduce a bill for the control and development of water power. It will also set up at the Board of Trade a department of standards to promote and co-ordinate standardization generally and to establish and administer such testing institutions as may be found necessary, and authorize and so far as may be required supervise the testing work carried out by technical institutions, trade organizations, or private concerns.

Just before Parliament adjourned two government bills were introduced which if passed will produce a great effect on industry. One will introduce a statutory forty-eight-hour working week and the other will set up a commission to fix minimum rates of wages. There are numerous exceptions to the former bill and overtime in certain cases will be allowed. Both measures are the outcome of recent national industrial conference of employers and employed, and they are to be accompanied by the formation of a National Industrial Council. It is difficult to say what the effects of these revolutionary proposals will be on industry. Traction undertakings will no doubt come within the net.

In the latter part of August a new and serious situation arose in the British tramway labor field. It is not many months since a settlement was reached under which hours of work were materially shortened and the difficulties of the tramway undertakings correspondingly increased. The new trouble arose from demands addressed to the two tramway associations which represent all the undertakings in the country for an increase of wages of 12s. a week, for the merging of the war bonus into permanent wages, and for the reduction of the qualifying period for the payment of the maximum rates of wages from seven to six months. The employers refused the first two demands, but expressed willingness to negotiate on the question of qualifying period for the payment of the maximum. A conference between representatives of the parties was, however, arranged and was held on Aug. 27. At this gathering the men's representatives suggested that their demands should be referred to arbitration. It was agreed that this proposal should be submitted to conferences of the employers, both municipal and company, and that a reply should be given by Sept. 4.

On that date various conferences were held. The Municipal Tramways Association decided that if there was to be arbitration it should not be a general one, but should be by districts, in view of the different conditions in various areas. The Tramways & Light Railways Association agreed on a statement which it sent to the Transport Workers' Federation (representing the employees). In this it pointed out that the advances in wages which had already taken place, coupled with the extra cost of every commodity necessary for the running of a tramway, were such that many of the company-owned undertakings were faced with the prospect of insolvency. The company employers therefore were not in a position to entertain any proposal which involved increased expenditure.

They, however, would consider arbitration provided that it was by districts. The Transport Workers' Federation retorted by resolving to send a deputation to the Minister of Labor to say that they would not accede to the principle of arbitration by districts, and the arbitration must be on a national basis or not at all.

EMPLOYERS AND EMPLOYEES CONFER

On Sept. 5 Sir Robert Horne, Minister of Labor, convened a joint conference of the employers and employed, when it was agreed on his suggestion that he should refer the claim to the Interim Court of Arbitration under the wages (temporary regulation) act. The minister intimated that the question of arrangements for the hearing, whether it should be as one national case or whether it should be by districts, was a matter within the discretion of the Court of Arbitration. This preliminary point is to be argued before the court on Sept. 15. Thus a very awkward situation has for the time being at least been tided over. It is encouraging to note that on Sept. 5 also the first meeting was held of the recently formed Joint Industrial Council for the tramway industry. This is one of those bodies which it is hoped will in the future prevent strikes by substituting conference and consultation.

Early in September Sir Eric Geddes, Minister of Transport, issued a letter to the chairman of the County Councils of London, Middlesex, Kent, Surrey, Essex and Hertford, asking for the appointment of a nominee on a special committee which he is setting up to deal with the London traffic problem so far as the limited powers of the Ministry in that direction permit. It was explained that the formation of this committee was entirely without prejudice to the recommendation of a recent Parliamentary committee that a separate traffic board should be constituted for London. That recommendation is still before the government. Some people think that instead of such a traffic board it would be better to enlarge the powers of the Ministry of Transport so that they might be able to deal with the whole street traffic problem of London. Municipal tramways do not come within the scope of the Ministry at present.

BUSES MUST PAY FOR ROAD MAINTENANCE

It is established by several private acts of Parliament that when a local authority works motor omnibuses over roads in the area of an adjoining local authority the operators have to pay the latter five-eighths of a penny per mile run for road maintenance. Companies can, however, run buses without statutory powers, and some of the English County Councils before giving consent are now stipulating for a payment of 2d. per mile run. That should about stop the business. It is only recently that local authorities have had such powers.

News of the Electric Railways

FINANCIAL AND CORPORATE • TRAFFIC AND TRANSPORTATION
PERSONAL MENTION

Completing Detroit Audit

Will Be Ready by Nov. 15 if Disagreement as to Access to Records Is Settled

The audit of the books of the Detroit (Mich.) United Railway, as far as completed by the city's auditors appointed shortly after Judge Marschner's court order of June 11 had ended the railway strike, shows a profit for the company amounting to more than \$54,000 for the month of July, 1919. A report covering the period of three months was decided upon for determining the validity of the company's claim for increased fare. It will probably be completed and ready to submit to the board of arbitration about Nov. 15.

William H. Maybury, the city's representative, has tendered his resignation to the City Council. Mr. Maybury, who is also a member of the health board, gave as his reason for resigning the fact that he was connected with the construction of Detroit's Tuberculosis Sanitarium, which will be built at Northville. The other members of the three-man board, which will have authority to grant the company the right to collect the 1-cent charge for transfers in case they think the audit of the books justifies this charge, are John J. Stanley, president of the Cleveland Railway, representing the Detroit United Railway, and Frank H. Goddard, who was agreed to by the first two members named.

COMPANY AND CITY DISAGREE

It is not anticipated that Mr. Maybury's resignation will complicate matters greatly, as the report of the auditors is not complete, and the Council upon acting favorably in regard to accepting his resignation, will appoint his successor.

Certain information in the form of records has been withheld from the city's auditors by officials of the Detroit United Railway. These records are of transactions prior to July 1, 1919. The company maintains that they have no bearing on the three months' trial period. Corporation Counsel Clarence E. Wilcox maintains that it had been an absolute understanding that the auditors could have access to these records. He will insist on examining them, claiming that the city is vitally interested if the company is now using material in maintenance work which was contracted for five months ago and charging for these items on its books at prices which would have to be paid at the present time.

It is intimated that the city officials will not consent to a hearing before the

board of arbitration to determine the railway's right to increased fares unless free access to all records, accounts and contracts pertaining to the period either before or after July 1 is allowed the city's auditors.

Emergency Grant at Pleasant Ridge

The City Council of Cincinnati, Ohio, will be asked to pass an emergency ordinance securing for the Cincinnati Traction Company immediate authority to operate cars on Montgomery Pike in accordance with the extension of the North Norwood line. The ordinance will repeal a former ordinance granted the Interurban Railway & Terminal Company by the villages of Kennedy Heights and Pleasant Ridge, in which the company was authorized to operate its cars on the section of the Montgomery Pike now involved in the extension.

Agreement as to the extension of the North Norwood line was made recently, but actual operation of cars over the new route could not be commenced because of the franchise held by the Interurban Company.

An ordinance will also be introduced giving the Cincinnati Traction Company the right to operate its cars over 700 ft. of track south of Montgomery Pike from Kennedy Avenue, the present terminus. Although it is not proposed to change the present terminus, it was felt that such an ordinance would be necessary so that the Cincinnati Traction Company may extend its route when occasion to do so should arise.

Boston Carmen Remain at Work

Danger of a sympathetic strike of carmen on the Boston (Mass.) Elevated Railway in the present police difficulty appears to have passed for the time being. At a mass-meeting of union employes on Sept. 20 H. B. Endicott, Boston, former chairman of the Massachusetts Committee of Public Safety and third arbitrator in many electric railway wage disputes, urged the men not to quit work. Mr. Endicott pointed out the fact that a sympathetic strike would be a threat from which nothing would be gained and that such a course would injure union labor.

About 1000 police struck, and the places of these former officers are being filled, chiefly by ex-service men. Traffic in Boston has resumed normal proportions, with the State Guard on police duty; while a large volunteer police force is assisting in the maintenance of order and direction of vehicular and pedestrian movement through the streets.

Prospective Legislation

Fate of Massachusetts Roads Depends Largely Upon Legislation During the Coming Extra Session

Whether the electric railways of Massachusetts are to remain in private hands under public regulation or control, or whether they are to be operated under a policy of public ownership will in no small degree be determined during the coming extra session of the State Legislature, called by Governor Coolidge to give "first aid" to the trolley systems. A comprehensive article outlining the problem before the Legislature and reviewing the recent history of traction lines in Massachusetts appeared on Sept. 24 in the Boston *Transcript*. Within the last two years eleven companies have abandoned service and on parts of one other system operation has ceased. It is estimated that the investment in the remaining lines totals about \$200,000,000.

NINETEEN ROADS WITH DEFICITS

The 1918 deficits on nineteen roads in the State, including the Boston Elevated and Eastern Massachusetts (then the Bay State) systems, totaled more than \$5,700,000. The issue this coming winter will unquestionably be sharply drawn between the electric railways and the jitneys, and if, in the mind of the public, the latter are unable to handle the traffic at all hours and under all weather conditions as well as the electric railways the permanence of electric-railway service even in many of the smaller communities of the state would seem to be assured.

The trustees of the Eastern Massachusetts company have thrown down the gauntlet to the jitneys, and in the representative case of Quincy announced their determination to abandon service on the Hough's Neck line on Oct. 1, in view of the unresponsiveness of the city authorities relative to permitting unfair competition to continue.

LOW FARE EXPERIMENTS

A wide latitude of choice regarding service and fares to be applied has been accorded the Eastern Massachusetts trustees, and the results of the low-fare experiments now being tried at Fall River, Lowell and other points, to which reference has been made previously in the *ELECTRIC RAILWAY JOURNAL*, will be watched with great interest.

No recent figures have been made public relative to the effect of increased fares upon some of the other larger systems, but it is known that gross revenues are showing excellent totals, in some cases at least.

Subway Dips Approved

Detroit Council Committee Goes on Record in Favor of \$8,000,000 Expenditure

After agreeing upon minor changes in the original plan, the Council of Detroit, Mich., in committee of the whole, has approved the plans for subway dips in Woodward Avenue and Fort Street and has recommended the plans for adoption.

The plans as they now are provide for a loop at the Jefferson Avenue terminus of the Woodward Avenue subway instead of the portal below Woodbridge Street with a surface loop through Atwater Street and the private right-of-way as originally proposed. The substitution of the underground loop for the portal and surface loop would not add materially to the cost according to the advice of the engineers. The dip under Woodward Avenue will probably start at Adelaide Street on the north.

The extension of the Fort Street subway to First Street in order to cross Cass Avenue under ground was considered advisable since Cass Avenue is being widened to make it a north and south thoroughfare for vehicular traffic and traffic conditions will be improved still more with the electric railway crossing eliminated. The Fort Street subway is planned to dip under the Woodward Avenue subway at Cadillac Square, and terminate in an underground loop at the eastern side of the square.

The proposed subway through Adams Avenue for Crosstown lines was considered unnecessary under present conditions and was not included in the final plans. The total cost of the subways as approved is estimated at about \$8,000,000.

Discussion of the rerouting of surface lines and parking regulations for the congested downtown section have been postponed to a later date. At the next meeting the question of financing the subway system and the distribution of the cost will come up for consideration.

Bus Proposal in St. Louis

A proposal to establish three motor bus lines with fifty-two buses in operation in St. Louis, Mo., has been presented to Mayor Kiel by the St. Louis Motor Bus Company, a subsidiary of the National Motor Bus Corporation, New York. The fare proposed is 10 cents. The company agrees to pay the city 3 per cent of its gross earnings.

An amendment to a bill regulating the business of taxicabs and service cars, now pending before the Board of Aldermen, will be submitted to the committee in order to include the regulating of motor bus lines. The amendment provides that any vehicle whose capacity is ten or more seated passengers shall be considered a motor bus and gives the Board of Public Service authority to grant permits to motor bus companies.

News Notes

Men in Gadsden Strike.—Traffic on the Alabama City, Gadsden & Attalla Railway, Gadsden, Ala., was suspended at midnight on Sept. 18 following calling of a strike by union employees. The men declare they will remain out until arbitration is granted.

Service-at-Cost Up in St. Paul.—At the direction of the City Council of St. Paul, Minn., one of the commissioners will begin at once to get together names of men and firms familiar with electric railway matters to select therefrom an expert on valuation to prepare for consideration a cost-of-service franchise for the St. Paul City Railway, included in the system of the Twin City Rapid Transit Company.

No Strike at Pueblo.—A threatened strike in Pueblo, Col., on the lines of the Arkansas Valley Railway Light & Power Company has been averted. The employees of the company voted to accept the offer of the company for half of the proposed 25 per cent wage increase now and the other half on Nov. 10, when the city ordinance granting the company a 6-cent fare in Pueblo becomes effective. The strike was to have gone into effect on Sept. 16.

Men in Elkhart Strike.—Officials of the Chicago, South Bend & Northern Indiana Railway, South Bend, Ind., refuse to grant two demands of their Elkhart men, one the reinstatement of two employees and the other the recognition of the union. The men say they will hold out for a nine-hour day and a wage of 50 cents an hour. So far the company has made no attempt to operate with non-union men. It is said that the city trainmen of South Bend may join in the strike.

French Commission Recommends Direct Current.—It is announced that the French Ministry of Public Works has received a preliminary report from the commission sent to America to study railway electrification. The report recommends that the high-tension direct current system should be adopted. In the beginning of September members of the commission on the electrification of the Belgian State Railways visited England and inspected the equipment of various electrified railways in the country.

Electrification Progressing.—Further progress in the complete electrification of the Chicago, Milwaukee & St. Paul's transcontinental railway was made in the connecting and energizing of three transmission lines between Long Lake and Snoqualmie Falls. The operation of electric trains over the road between Tacoma and Othello will be under way within the next two months, while freight trains are now being drawn over breaking even.

the Saddle Mounts with electric locomotives. It is expected that the freight service of the Milwaukee will be handled by electric locomotives entirely on the Atlantic division by Jan. 1.

Municipal Railway Losing.—The municipal railway on the tideflats at Tacoma, Wash., according to report, had a deficit of \$2,424 from the operation of its freight business since Jan. 1, and the City Council has under consideration an offer from the Chicago-Milwaukee Railway to take the entire freight business off the city's hands. The company would pay all expenses of upkeep on the entire trackage of the lines, amounting to more than \$8,000 thus far this year; it would furnish all freight equipment, and the city would devote its energies entirely to passenger handling.

Columbus Arbitrators Chosen.—The three arbitrators who will settle the dispute between the Columbus Railway, Power & Light Company, Columbus, Ohio, and its platform men have been selected. Norman McD. Crawford, vice-president and treasurer of the company, will represent its interests. J. C. Daugherty, a barber, has been selected by the employees, and the third man, selected by the other two, is S. D. Hutchins, Columbus agent of the Westinghouse Electric & Manufacturing Company. The first meeting of the board was held on Sept. 22.

No Service Yet at Muscatine.—Muscatine, Ia., is still walking. In spite of the interference of the courts to compel operation of the lines of the Clinton, Davenport & Muscatine Railway, there has been little progress in the direction of re-establishing service, which has been cut off ever since the city of Muscatine refused to grant the company a 7-cent fare following a wage increase to 60 cents an hour. As reported in last week's issue of the ELECTRIC RAILWAY JOURNAL, page 674, the system has been placed in the hands of the sheriff by court order. The sheriff has so far proved a failure as a general manager. He has applied to the court for detailed instructions, but has received no answer.

Conciliation in Clinton Dispute.—Electric railway service was resumed at Clinton, Ia., on Sept. 19 after a strike lasting a week. The men went back to work after the Clinton Street Railway had discharged them. The company reconsidered this action. The men have been drawing a 50-cent scale for more than a year. They asked that an eight-hour day replace the previous 9½-hour shift. The men, recently unionized, voted unanimously to go back to work pending a settlement of the wage and hour demands by conference, with arbitration as a last resort. The men wanted a 90-cent scale. One-man cars are operated in Clinton. Public sympathy was with the railway. It is owned in Clinton and the company has not asked any increase over the 5-cent fare which is charged. The company stated it is

Financial and Corporate

Asks Receiver for Interurban

The appointment of a receiver for the Union Traction Company of Indiana, Anderson, Ind., has been asked by John F. Anderson, Philadelphia, Pa., a bondholder of the company.

The complainant alleges that the company failed to pay the principal of the bonds when it fell due on July 1, 1919, and that the Equitable Trust Company, New York, trustee for the bondholders, had failed to act.

The bond issue which fell due on July 1, 1919, amounted to \$4,623,000. Before it became due the company asked the Public Service Commission for consent to an extension of the bonds for three years, the interest for the extended period to be 6 per cent, instead of the previous 5 per cent.

The commission approved the extension and the matter was then taken up with the bondholders. This plan has been satisfactorily agreed to by 90 per cent of the bondholders and the work of obtaining further consents is still under way. The company holds that under the mortgage a majority may extend the bonds and the minority will be bound to abide by the rule of the majority. Of all the bondholders of the company, only one has opposed the extension of the bonds.

Chicago Results Promising

The Chicago (Ill.) Surface Lines appear to be making a satisfactory showing under a 7-cent fare. This outlook is indicated in the first monthly report made to the Illinois Public Utilities Commission by President L. A. Busby. In brief, the figures show an increase in passenger receipts of 24.45 per cent and a decrease in traffic of little more than 10 per cent.

The report sets forth the increase in earnings as \$864,000, as compared with an increase in operating expenses of \$467,000, making the residue receipts show an increase of \$397,000. The net return to the company for the month, after allowing 55 per cent to the city, showed an increase of \$217,547 over August, 1918.

It is explained, however, that the month of August was not a fair standard to judge by. First of all, the strike held up the renewal of service until Aug. 2 and the increased wages did not become effective until Aug. 6. The strike of track workers lasted until Aug. 11, when they also returned after an increase of 17 cents an hour. The increase in fare did not go into effect until Aug. 8. Cost of operation will be further augmented by rewriting more than 200 time-tables. Fifteen of the new schedules have already been completed and put into effect. One of these

time-tables carried five additional cars, twenty-one additional crews and ninety-seven extra service hours—an increase of 20 per cent. The usual allowance for renewals—8 per cent—was cut to 6.09 per cent during August at the request of the commission.

Revenue passengers, compared with August, 1918, showed a decrease of 1.81, due to non-operation on Aug. 1. The period from Feb. 1 to July 28—the last day before the strike—showed an increase in passenger receipts of 13 per cent over the same period in 1918. The average fare per passenger was 3.9 cents.

Total wages paid in August amounted to \$1,961,034, as against \$1,536,060 for August, 1918. It is explained in the report to the commission that cost of operation will be further increased to the extent of about \$300,000 a month by additional allowances for track maintenance, carhouse and shop maintenance, increased expenditures for overhauling cars, damages and similar items, as well as bonus and overtime expenses which will follow the reduction of time-tables to the eight-hour basis as required by the new agreement with the trainmen.

Financial News Notes

Seattle Sells Railway Bonds.—Bonds in the sum of \$790,000 have been sold by the City Council of Seattle, Wash., to be used for municipal street railway extensions and improvements. The bonds were voted on May 21, 1919. Of the issue, \$500,000 has already been appropriated by the Council.

Wants to Abandon Service.—The Sacramento (Cal.) Northern Railroad, claiming that it is operating its West Sacramento service at a heavy loss, has asked the Railroad Commission for authority to discontinue the service it is giving between Eighth and J. Streets, Sacramento, and Headquarters station, West Sacramento, Yolo County.

Certificate Proposed Before Commission.—The issue of \$2,300,000 of receiver's notes to be used in paying what remains of a loan the United Railways, St. Louis, Mo., obtained from the War Finance Corporation, is now before the Missouri Public Service Commission for approval. The issue has been approved by the Federal Court in St. Louis

Swansea-Seekonk Line May Be Saved.

—Interests represented by A. H. Barney, Swansea, Mass., have made an offer for the property of the Swansea & Seekonk Street Railway of Massachusetts, which has been tied up since the employees struck about two months ago. Recently the directors voted permanently to discontinue the operation of the road. Mr. Barney stated last week that he had offered to take over the road, pay its debts and give a bond to operate it for two years.

Railway Lines Only in Receivership.

—G. A. Estabrook, treasurer of the Chattanooga Railway & Light Company, Chattanooga, Tenn., denies the recently published statement to the effect that the receivership of the Chattanooga railway lines had been extended to include the light and power department. The Chattanooga Railway & Light Company is operating the light and power lines and the receivers who were appointed to operate the railway lines have nothing whatever to do with the operation of the light and power business. The railway bondholders are making serious attempts to have this action taken, but up to the present it has not been done.

New Interborough Directors.—At the annual meeting of the stockholders of the Interborough Rapid Transit Company, New York, N. Y., G. M. P. Murphy and Mortimer N. Buckner were elected members of the board of directors, succeeding A. D. Juilliard, deceased, and Daniel G. Reid, resigned. Mr. Murphy represents the protective committee for the Interborough-Metropolitan 4½ per cent bonds and Mr. Buckner the Interborough Consolidated stockholders' protective committee. The vacancy on the board created by the death of Theodore P. Shonts, president of the company, was not filled at the meeting, owing to the requirement of the by-laws that ten days notice must be given the stockholders before a new director may be elected.

Purchase Payments Being Made.—William Trautmann, receiver of the Southern Traction Company of Illinois, has announced that \$75,000 of the \$400,000, bid for the railway by H. D. Mephram, St. Louis, Mo., has been paid. A payment of \$45,000 was made on Sept. 10 and \$30,000 had been paid prior to the public sales, held on July 10. The amount still due must be paid before Oct. 10, according to terms fixed at the sale by P. P. Schaeffer, master in chancery of the Eastern Illinois, Federal District, the auctioneer. The Southern Traction Company was promoted by Mr. Mephram, but he lost control when bankruptcy proceedings were started. Now that he has regained possession, he intends operating the line as originally planned, extending its tracks to Cairo, Ill. He recently inspected the property to ascertain how far it would be available to fit in with his plans for developing the line. Tracks are laid between East St. Louis and Belleville.

Traffic and Transportation

Fare Increases Blocked

New York Supreme Court Prohibits Granting of Increase in Manhattan & Queens Traction Case

In a decision handed down on Sept. 26 by Justice Finch of the State Supreme Court it was held in effect that the Public Service Commission of New York had no power to grant higher rates in the face of existing franchise provisions.

The decision had specific reference to the application of the receivers of the Manhattan & Queens Traction Corporation, New York City, for permission to increase fares. Justice Finch set aside the order of Public Service Commissioner Lewis Nixon of the First District for a hearing in the case and issued a writ of prohibition restraining him from taking any further action in the matter.

Supreme Court Justice Wagner had previously ordered Commissioner Nixon to show cause why a writ of prohibition should not be issued. Commissioner Nixon will carry the case to the Court of Appeals with a view to obtaining an authoritative definition of his powers.

OTHER INCREASES STAYED

Mr. Nixon has frequently said he desired to have the question of the right of the Public Service Commission to advance fares cleared up, and that he would be willing to assist in any way possible a final adjudication of the subject. An immediate effect of the decision will be to stop further applications to the commission by railroads for concessions.

In his brief William P. Burr, representing the city of New York, referred to the privilege given to the surface railroads to charge 2 cents for transfers, and said that because of this act and Mr. Nixon's attitude a repetition of "this illegal action was threatened and feared." The decision of Justice Finch calls attention to the contention of Corporation Counsel Burr that the contract between the city and the company fixed a 5-cent fare with the provision that any increase in the fare should result in the forfeiture of the franchise.

Justice Finch held that the granting of stays was impracticable as a means of preventing fare increases. On this point he said:

If the decision of the commissioner should be in favor of an increase in fare, the nature of the controversy is such that it would be extremely difficult, if not almost impossible, to obtain a stay pending appeal, and if it should finally be determined that the commissioner had no jurisdiction to increase the fare, those who had paid such increased fare might find it impracticable to recover the increase.

Justice Finch referred to the decision of the Court of Appeals in *Quimby vs. the Public Service Commission* and in

other cases, declaring that the commission had no authority to increase fares. The decision says that the alternative granted should only prevent action permitting an increase of fare, and should not prevent any action over which the commission has jurisdiction.

RAILWAYS' CONTENTION OVERRULED

Replying to the contention of counsel for the receiver of the New York Railways that the procedure was improper, because if the city later gave its consent to a modification of the company's charter which would permit the commission to increase the fare, a decision restraining the commission from acting in the case would be unfair, the court said:

Leaving out of consideration the fact that the city is here strenuously objecting to any modification of the contract as to the rate of fare, a complete answer is that it has already been decided that where there exists a contract such as exists in the case at bar, the Legislature has not delegated to the Public Service Commission jurisdiction to increase fares.

Omaha Continues Skip Stops

The State Railway Commission of Nebraska has authorized the Omaha & Council Bluffs Street Railway, Omaha, to continue indefinitely the "skip-stop" system of service, following a temporary order issued on Oct. 8, 1918, for six months.

Before the expiration of the six-months' period, the railway filed an application for authority to continue the skip-stop plan, contending that it afforded "greater public convenience, as well as pronounced economy of operation over the old system."

In its finding and order the commission held that:

The public advantages appear to be quicker transit, greater regularity of service, a more comfortable movement of cars, less dangers to passengers getting on and off cars, and less dangers to pedestrians and vehicles on streets, and also less blocking of other traffic.

The commission found that, based on the experience from Oct. 8, 1918, to April 8, 1919, there is a saving of approximately \$60,000 a year in cost of coal and operating expenses, in addition to a saving of repairs and replacements, by reason of the skip-stop plan. The finding reads:

The plan commends itself as a conservative measure of first importance in these days of advancing rates. It also appears to be in the direction of progress. Slow and uncomfortable travel in these days is a nuisance, and the people are willing to forego some convenience if necessary to the abatement of the greater evil.

The skip-stop system in Omaha has resulted in the reduction of stops from 1,856 to 1,246. The company has adopted a standard form of sign which indicates the stopping places. These signs read "Car Stop," and are of black letters on yellow background, painted on poles.

Buses Replace Electric Cars

Operate on Routes of Four New York Electric Lines Abandoned by Court Order

Four electric lines operating throughout the lower east side of Manhattan Island, New York City, suspended operation on Sept. 20 by order of Federal Judge Mayer. Judge Mayer's order was referred to in a recent issue of the *ELECTRIC RAILWAY JOURNAL*. The abandoned roads were storage-battery routes and formed part of the system of the New York Railways. They are the Madison Street, the Sixth Avenue Ferry, the Avenue C and the Spring and Delancey Street lines.

BUS SERVICE PROVIDED

The lines traversed a densely populated district. The cutting off of the service deprived thousands of persons of railway communication. Soon after it became known that the railway lines were to suspend, steps were taken to provide service with motor buses. The Board of Estimate, on Sept. 18, issued a permit to the Stewart Motor Corporation to operate sixty buses over the storage-battery routes. The permit will expire on Dec. 30, 1919, and is revocable on ten days' notice. The fare is 5 cents.

Thirty buses were placed in operation on Sept. 21. They are in the nature of an emergency service, furnished by independent operators, the holder of the original grant having failed at the last moment to exercise the rights awarded to him. It is said that the emergency cars now in use represent an investment of only \$250,000. The greatest distance any of them will run for a 5-cent fare is about 2½ miles. The buses are in the sole charge of the chauffeurs. There are no conductors. Passengers pay as they enter.

1,000,000 PASSENGERS A MONTH

Figures prepared by men interested in the new service show that if the buses carry 1,000,000 passengers a month, the number carried by the car lines, each bus will earn \$800 a month.

Lewis Nixon, Public Service Commissioner for the First District, announced that he would recognize the permit issued by the Board of Estimate. Mr. Nixon was incensed at a statement made by Mayor Hylan that the commissioner might interfere with the operation of the bus lines. In replying to the Mayor, he said in part:

You knew beyond doubt that I publicly stated that no interference would be exerted by me and, further, that I would take every possible short cut to aid you in your experiment. I should be very reluctant to interfere with any official in the exercise of what he considers his duty under the law.

This commission will do all it can to perform its lawful duties in the matter. Of course, your substitute service does not cover the convenience of existing transfers, but any relief that you can supply will aid in reducing the burden so suddenly placed upon the public which uses these lines.

Your attention is called to Section 53 of the public service commission law, as I must assume that you wish to conform with such legal steps as are required.

Six Cent Fare for Providence

Commission Orders Plan "B" for Lines of Rhode Island Company— Present Zones to Be Retained

Six-cent fares with a charge of 2 cents for transfers were authorized for the lines of the Rhode Island Company, Providence, R. I., in an order handed down by the State Public Utilities Commission on Sept. 23. The commission set Sept. 28 as the date on which the higher fares should become effective. This is an increase of 1 cent in the unit fares and of 1 cent in the charge for transfers. The existing zones, 2 miles in length, in the initial or central zone, and 1½ miles in the outlying zones, are to remain under the new tariff. The increased rates are expected to yield \$672,300 in gross income during the coming year.

The city of Cranston and the towns of Warwick, West Warwick, and Johnston, through their solicitors, have announced that they will appeal from the decision of the commission and carry the fight to the Rhode Island Supreme Court. Under the law, an appeal from the decision of the Utilities Commission operates as a stay of its order, and will prevent the Rhode Island Company from putting the new rates in effect, unless the Supreme Court otherwise directs. In the two previous fare increase orders of the Utilities Board, the Supreme Court has ordered that the appeals should not operate as a stay, and the rates were allowed to become operative pending a full hearing upon the merits of the appeal.

WILL WAIVE FRANCHISE TAXES

The Utilities Board, by its order, has adopted Plan B, so called, favored by the receivers of the Rhode Island Company and the Providence City Council. The commission's decision was influenced by the fact that the Providence City Council agreed to waive its franchise tax against the trolley company amounting this year to approximately \$138,000, and for the year 1920, to \$150,500. The commission favors Plan B, it says, as the best of the four plans suggested to meet the requirements of the company in its present emergency, until a proper consideration is given by the State and municipal authorities to some suitable plan for reorganization of the properties.

The new rates are to remain effective during the life of the receivership of the company, or until otherwise ordered by the Public Utilities Commission, or until changed by the Legislature. The commission, in its findings, emphasizes the fact that it retains full power to revise and change the fares at any time when in its opinion the conditions warrant.

The total operating revenue for the year 1920 is, under the new rate, estimated at \$8,022,320. The operating expense and reserve for displacements, charged against this income is \$7,129,000. The amount of taxes for the same period is fixed at \$765,000, mak-

ing a total for operating expenses and taxes of \$7,894,000. This leaves a net operating revenue, less taxes, of \$128,320. This does not take into account the annual saving of \$300,000, which the company's expert, James A. Emery, said could be made by a proper re-routing of cars.

COMPANY'S EXPERT SUSTAINED

The commission sustains the testimony of the company's expert, James A. Emery, that the amounts he recommended to be set aside and expended under the replacement reserve fund of \$959,750 in 1919 and \$1,125,200 in 1920, are substantially correct and should be immediately expended upon the property in order to keep it in reasonable operating condition.

The commission finds that wage increases totaling \$2,213,900 annually, are primarily responsible for the company's predicament. The company voluntarily granted increases in May and June of this year amounting to \$300,000. On July 19 the War Labor Board ordered another increase in wages amounting to \$1,250,000. In August, the receivers entered into an agreement with the men to end the 19-day strike, which added another wage increase of \$663,900.

As illustrative of the effect of the increased cost of operation the commission points out that the cost of operation per car-mile increased from 26.07 cents in 1917, to 36.05 cents in the first six months of the present year. This cost in 1920 is estimated at 40.9 cents. The cost of operating a car per hour jumped from \$2.29 in 1917, to \$3.30 during the first six months of the current year and for 1920 the cost per car per hour is estimated at \$3.69. The proportionate increase for operating 18-hour cars is even larger. In 1917 it cost \$15,045 per car for eighteen hours, and for the first six months of this year it cost \$21,680. The estimated cost of 18-hour cars in 1920 is given as \$24,240.

The commission's order says in part:

Of each nickel received in revenue for the year 1919 there will have been paid for mere operating expenses (including only \$47,000, expended in the year for renewals and replacements), 4.29 cents, leaving .71 of a cent, from which .495 of a cent must go for taxes, leaving .215 of a cent, to which a non-operating income of .085 of a cent (now in default), must be added, leaving a total income of .3 of a cent available for return on capital.

The fixed charges for which the company was liable prior to receivership required 1.1 cents, consequently the estimated results of operation for the year 1919 show that the company, if it paid its obligations, would have to add .8 of a cent to each nickel received in gross revenue, or a total of \$1,078,045, to its total gross revenue of \$6,737,418, and would have forfeited any return upon its own capital investment. At the same time an utterly inadequate expenditure would have been made for renewals and replacements, and the property would have depreciated, to the extent of the difference between the actual and the proper expenditure for this purpose. A slightly worse condition would result for the calendar year 1920, with a deficit of \$1,155,000.

The fact of receivership in no way affects the duty of the commission in this case. The company is entitled annually to sufficient operating revenue so far as the same can be secured through the application of reasonable rates to pay: (1) Operating expenses, including a reasonable allowance to offset the wearing out of the property due to a year's use of the property in its present condition; (2) taxes; (3) a fair return upon the fair value of the property used and useful for the public service. The receivers have not petitioned for revenues sufficient to cover the latter item, although it is clear that they are bound by the decree of the court to pay whatever sum is fixed by the master and approved by the court as a reasonable monthly compensation for the use and occupation of the properties formerly leased.

The commission is further inclined to favor plan "B" because of the indication of the intention by the city of Providence to relieve the company during the period of receivership from the payment of the franchise tax of 5 per centum of the gross earnings within that city, and to co-operate with the receivers in arriving at a proper solution of the trolley problem. Plans "C" and "D" seem to the commission to be inadequate to produce the revenue essential to a continuance of operation and safe and suitable service.

These properties were managed and controlled from Oct. 17, 1914, to Jan. 30, 1919, by a body of trustees, citizens of Providence, of the highest standing. Since Jan. 30, 1919, the properties have been managed and controlled by a receiver or receivers appointed by the Superior Court of this State. For nearly five years, therefore, these properties have been managed and controlled by public agencies. A careful examination by the special commission and by this commission assisted by expert engineering advice indicates that the properties have been as well managed as their financial resources would permit and that their difficulties are fundamental and similar to the fundamental difficulties confronting practically every trolley system in the country.

Transportation News Notes

Another Fare Increase.—The Lowell & Fitchburg Street Railway, Ayer, Mass., has filed with the State Public Service Commission notice of an increase in its single passenger fare from 5 cents to 7 cents, effective Oct. 15.

Seven Cents Cash in Baltimore.—Six and a half cents is the basic rate for fares on the lines of the United Railways & Electric Company, Baltimore, Md., beginning on Oct. 1, with no changes from the rates formerly in effect for children. Four tickets are sold for 26 cents, but the passenger who does not buy tickets will pay 7 cents. This is the decision of the Public Service Commission.

Voters Reject Six-Cent Fare for Des Moines.—The city of Des Moines Ia., has refused to grant the Des Moines City Railway a 6-cent fare. The proposition of a 1-cent increase was submitted to the voters at a special election on Sept. 22, but was turned down by a large majority. The company had asked the higher fare so as to meet the demands of employees for higher pay. The company's predicament is referred to elsewhere in this issue.

Personal Mention

Mr. Bailey in Kansas

Kansas City Railways Appoints Assistant General Manager to Supervise Its Kansas Interests Exclusively

R. W. Bailey, for the last eleven years general superintendent of the Illinois Traction System property at Peoria, Ill., has been appointed assistant general manager for the Kansas properties of the Kansas City (Mo.) Railways. He assumes his new duties, under F. G. Buffe, general manager for the company, on Oct. 1, 1919.

Mr. Bailey was born at Webster Grove, St. Louis County, Mo., on Aug. 22, 1877. After graduating from the St. Louis County public and high schools, he attended Brown Uni-



R. W. BAILEY

versity, Providence, R. I., for one year. He began his business life in the testing department of the Missouri Edison Company, and was with this company until 1897.

In 1897, he went with the Fuller & Tritle Construction Company as superintendent of construction, erecting electric light plants, municipal water-works and pumping stations; and in charge of electric railway construction. He was with this company until the opening of the Spanish-American war, when he enlisted in the Third United States Engineers.

After completing his army service, Mr. Bailey again took up his work with the Fuller & Tritle Construction Company, as superintendent of construction. In 1901 he went to the East St. Louis & Suburban Railway to take the position of electrical superintendent in charge of building and operating high-tension lines, substations and electric light construction.

Mr. Bailey was next appointed receiver for the St. Louis, St. Charles & Western Railway. This was in 1904. After disposal of that property under

foreclosure in 1905 he returned to the East St. Louis & Suburban Railway as superintendent of the Alton, Granite & St. Louis Traction Company and this company's Granite City, Madison, Venice and Alton City properties.

In 1907 Mr. Bailey became general superintendent of the property of the Illinois Traction System at Peoria, remaining in that capacity until called to Kansas City.

Kansas City, Mo., is the dominating city in point of population served by the Kansas City Railways, providing heretofore about 75 per cent of the traffic income. Kansas citizens, however, are proud of their city, and are aggressive in securing recognition of its industrial, commercial and social advantages. Mr. Buffe's purpose in appointing Mr. Bailey is, therefore, to put in Kansas City, Kan., an assistant general manager for the Kansas properties, with authority to handle local matters, and reporting directly to him. Kansas City, Kan., has within its borders by far the largest part of the great industrial plants for which "Greater Kansas City" assumes credit. Mr. Bailey is to study the problems of service in Kansas City, Kan., as a resident of the city and assist the local authorities in reaching conclusions as to adequate care for their interests.

Nathan Wood has been named as auditor of the Alabama Power Company, Anniston, Ala.

H. S. Swan was recently appointed treasurer of the Alabama Power Company, Anniston, Ala.

Walter M. Hood has been appointed secretary of the Alabama Power Company, Anniston, Ala., succeeding Wiley Alford.

Frank Steinhardt, president of the Havana Electric Railway, Light & Power Company, Havana, Cuba, has been elected a director of the Loft Candy Company, New York.

T. M. Cox has been appointed receiver for the Galesburg & Western Railway, a part of the system of Rock Island Southern Railway. Mr. Cox is a business man of Galesburg.

Percey L. Radcliffe, formerly night superintendent of the city lines of the Detroit (Mich.) United Railways, has been appointed supervisor of fare collection and has assumed his new duties. He was succeeded as night superintendent by Malcolm McIntyre.

James A. Duffy, formerly superintendent of equipment of the Hasleton car shops of the Mahoning & Shenango Railway & Light Company, Youngstown, Ohio, has resigned to enter business in Cleveland. He had been with the company for a number of years, and until recently was master mechanic.

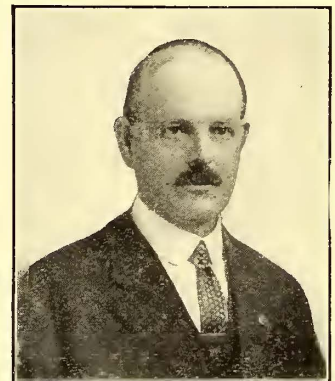
Percy J. Brune has been appointed engineer of way and structures of the Havana Electric Railway, Light & Power Company, Havana, Cuba. Mr. Brune was formerly with the Cuban Central Railroad as chief engineer.

Mr. Butler Promoted

Succeeds Bruce Cameron as Superintendent of Transportation of the United Railways

Henry O. Butler has been appointed superintendent of transportation of the United Railways, St. Louis, Mo., as the successor to Bruce Cameron, resigned. Announcement of Mr. Butler's promotion was made recently by Col. A. T. Perkins, general manager of the company.

Mr. Butler was assistant superintendent of transportation at the time of Mr. Cameron's resignation from the company last June and for the last three months has been performing the duties of superintendent.



H. O. BUTLER

Mr. Butler has been connected with the company for the last thirty years. He was born at Hogansburg, N. Y., in 1868, and entered the company's service when he was twenty years old as a gripman on the Olive Street line. He rose from gripman through the grades of conductor, foreman, supervisor and division superintendent.

He was promoted to the position of assistant superintendent of transportation in January, 1918. Mr. Butler's ability as a transportation manager is recognized by the employees as well as by the officials of the United Railways.

Wilbur C. Fisk has resigned as president of the Hudson & Manhattan Railroad, New York, N. Y., to become chairman of the board. He will devote his attention largely to the affairs of Harvey Fisk & Sons, of which firm he is a partner. He is succeeded in the presidency by Oren Root, whose appointment was announced in the issue of the ELECTRIC RAILWAY JOURNAL for Sept. 27.

Market Slightly Influenced by Steel Trouble

Cast-Iron Wheels Unaffected—Good Deliveries on Cars and Rails— Steel Wheels and Axles Production Slightly Reduced

The present steel trouble is having little effect on railway supplies. In the car-manufacturing line, business is suffering more from a shortage of orders than from any possible results of the strike. With the exception of possibly one or two car-manufacturing plants, little or no trouble has been experienced. Should any serious trouble develop, it would probably cause less inconvenience now than at other times, as it is known that most car builders' plants are not running up to production. In addition, the immediate effects of the strike on railway-car manufactures would not be felt for at least several months. One Middle Western plant, which is concerned more with steam railway than with electric railway business, is affected by the strike at the present time, but it is believed that a settlement is near.

RAIL MILLS SLACK

In the rail market one of the largest mills reports that it can handle more business than it can possibly obtain at this time, and that excellent deliveries can be made on standard sizes and sections on orders as low as 250 tons. In this plant no trouble had been experienced up to Monday of this week when from 5 to 20 per cent of its workers went out. The volume of rail business handled by this company has for some time been at a low ebb. Another large mill reports that it is accepting orders on all standard and special sections, but that not enough orders are being received at the present time. Good deliveries can be made in these products.

A third plant in the western New York region is having some labor trouble but the delay will be mostly on fabricated steel, such as bridge and building steel, plates and shapes, and on pressed sections for the automobile trade. Future orders on rails will not be affected, officials state, as there is not enough business on the books.

PRICES ARE STEADY

The volume of work going through the mills eight months ago was considerable, but this consisted of uncompleted orders, some of which had been on the books two years or more. The railways have received a great amount of steel in the early part of this year, but this is only a small per centage of what is needed in the field. There has been practically no change in the prices on rails and no appreciable change is looked for before the end of the year. There is a possibility, however, of higher prices for first quarter 1920 deliveries, although it has frequently been reported that steel executives will make every effort to prevent increases as far as possible.

There is a small demand for cars,

wheels and axles. The requirements on this line are usually heaviest toward the first of the year and during the spring. The manufacturers expect to be able to take care of all requirements by that time. There is a scarcity of work at the present time, and especially on new orders. It is generally felt that this condition will exist until peace is signed, after which a firmer tone of confidence will be apparent. Unless the labor leaders are able to enlist the sympathy of the railway unions and prevent shipments, which at this time looks unlikely, no trouble in making deliveries on wheels of the cast-iron variety is anticipated. Plants manufacturing steel axles are well supplied with raw material, and no shortage is looked for from the standpoint of the railway buyer although deliveries on both steel wheels and steel axles may be held up if the strike should prove to be a long-drawn-out affair. It is believed that if good order prevails for the next week, most of the plants will be working at a fairly good rate by that time.

Good Demand for Jacks

Sales Show Favorable Increases—Deliveries Fair, With Advance in Prices Expected

The market in jacks is quite active. Sales in the electric-railway field for the first six months of this year show a very favorable increase over the corresponding period last year. In other fields, especially the automobile, telephone and telegraph, still greater increases have been made.

PROSPECTS GOOD

It is hardly possible to estimate what the conditions will be during the coming fall and winter, but everything points to a continuation, or even an increase, in buying. Prices have not advanced recently, but it is probable that there will be an increase before the first of the year. There is every reason to believe that the price will then become stable, with no further increases.

Raw material is and has been extremely hard to get, and this condition apparently will continue for some time. The labor situation is serious, not so much because of the scarcity of labor or due to high wages, but because of the irresponsibility of labor that is everywhere manifest. There seems to be a general "don't care" attitude, which results in less production and higher cost.

The policy of at least one manufacturer is to turn out a definite number of each type of jack per month, based upon the average demand and the plant capacity. In some instances stocks of certain types might become exhausted early, while at the end of the month

there might be a surplus of another type. In the latter case, immediate delivery might be possible, depending upon the size of the order, while in the former case thirty days would probably be the maximum time necessary for the manufacturer to make delivery on any normal order.

Des Moines Labor Matter Thrown Open

The city of Des Moines, Ia., has refused to grant the Des Moines City Railway an increased fare. At a special election held on Sept. 22, by a majority of 1266 out of a vote of 6600 the voters refused to accept the proposed increase of 1 cent which was to be used in granting the employees an increased wage.

The election was the result of a compromise which ended the eight-day strike of the railway employees late in August. By the terms of the proposed change in the franchise the additional cent would have gone into a special fund to be used exclusively for the increased wage and it was for a specified and limited time, but the voters refused to endorse it. Trouble between various union organizations is said to be at the bottom of considerable opposition on the part of some unions and the business interests of the city did not make an active campaign for the increased fare other than to use advertising.

It is impossible to tell just what turn the Des Moines situation will take. The union men have called a meeting and Judge Wade, of the Federal Court, was expected in Des Moines on Wednesday, Oct. 1, to take a hand in the affairs.

Plans for Warren Avenue Extension, Detroit

The City Council of Detroit, Mich., has adopted a resolution authorizing the Corporation Counsel to draw up a day-to-day agreement with the Detroit (Mich.) United Railway providing for the construction of an extension of the Warren Avenue line. Although, as pointed out by the Corporation Counsel, this new line will be an extension of the Pingree line, the franchise for which provides that the company pave between the tracks, the city will in this case do the paving between tracks. E. J. Burdick, assistant general manager for the railway, emphasized the fact that it was against the policy of the company to add to the existing 3-cent lines.

Work is being rapidly rushed to completion on the new Twelfth Street extension. Excavation on Twelfth Street is under way and the steel and other necessary materials for the construction for the new line are on hand. The new tracks will be an extension of the Trumbull line, and cars of that line will operate over the new extension, Oakman Boulevard and Metzger Avenue tracks to Woodward Avenue opposite the Ford plant.