

Disastrous Collision at Bellows Falls

In a butting collision on the Rutland Railroad near Bellows Falls, Vt., on the 14th of March, between a northbound express and a southbound freight, four passengers and six trainmen were killed, and a number of persons were injured. Both engines, ten freight cars, two milk cars and a baggage car were wrecked.

25 Per Cent Rate Increase Predicted

Walker D. Hines, director general of railroads; Max Thelen, director of the Division of Liquidation Claims of the Railroad Administration, and C. A. Prouty, formerly director of the Bureau of Valuation of the Interstate Commerce Commission and now director of the Division of Accounting of the Railroad Administration, were the guests at a dinner of the University Club at Washington, D. C., on March 10, and gave addresses regarding the work of the Railroad Administration. Mr. Hines declared that greater increases in rates will be necessary under private operation of the railroads than under government operation. Judge Prouty expressed the opinion that a 25 per cent increase will probably be necessary for the railroads, whereas a 10 per cent increase would have been sufficient under government operation.

Coal Commission Submits Divided Report

The commission appointed by the President to investigate the question of wages of bituminous coal miners has failed to reach an agreement. Commissioners Henry M. Robinson, representing the public, and Rembrandt Peale, representing the operators, have submitted a report recommending a general wage increase of 25 to 26 per cent, including the 14 per cent already allowed, without change in hours or working conditions, and John P. White, representing the miners, has submitted a minority report recommending, it is reported, a 35 per cent increase in wages and a seven-hour day. The President asked the commissioners to confer with him before making any announcement. It is understood that the commission has attempted to devise a plan to induce railroads and other large consumers of coal to purchase and store the larger part of their coal supply during the dull season in order to even up the production during the year and to meet the problems of unemployment and congestion and shortage of transportation facilities which result from seasonal increases in production.

Wage Conference to Be Resumed

Conferences between the committee representing the railroads and the committee representing the railroad labor organizations that are transferring their general wage demands from the Railroad Administration to the railroad companies are expected to be resumed in Washington on March 22. An adjournment was taken after the first meeting on March 10 to enable the committees to obtain further information as to the extent of their authority and on other matters before proceeding further. At a meeting of the standing committee of the Association of Railway Executives in New York on March 11 the committee representing the railroads in the wage conference was enlarged by the appointment of C. H. Stein, of the Central of New Jersey; J. H. Dyers, of the Southern Pacific; E. C. Wills, of the Missouri Pacific; W. M. Jeffers, of the Union Pacific; J. H. Foster, of the Chicago, Milwaukee & St. Paul; J. R. Gould, of the Chesapeake & Ohio; G. R. Loyall, of the Southern, and B. M. Starks of the Louisville & Nashville. E. T. Whiter of the Pennsylvania was appointed chairman in place of C. B. Lardo, who retired from the committee on account of pressure of other work.

Plumb Plan League Has a Research Bureau

The Plumb Plan League has announced the establishment at its Washington office of a Research Bureau under the direction of O. S. Beyer, Jr. One of the important functions of the bureau will be the keeping of accurate records of all members of Congress for the benefit of their constituents. The speeches, attitudes and votes of Senators and Representatives will be carefully indexed and recorded so that a complete digest of the

record of any member of Congress may be secured on short notice. From time to time the bureau will publish special pamphlets, documents, booklets, studies, periodicals and investigations on matters requiring particular illumination. These publications will deal, for instance, it is said, specifically with such subjects as the following: industrial democracy and the railroads; evidence of organized workers' ability to help manage industries under democratic control; economies accomplished in railway operation during Federal control; the co-operative movement and the railway worker; the cost of living and the wages of railway employees; a digest of the new railroad law; the wastes of private railroad ownership and operation. When legislation is pending, or when railroad rate and wage questions are under consideration, the Research Bureau will endeavor to be of help in compiling statistics, arguments and data "for the purpose of proving the justice and soundness of labor's contentions."

Storekeepers' Annual Meeting

Section VI American Railroad Association—Department of Purchases and Stores—will hold its first annual meeting at Atlantic City, N. J., on June 14, 15 and 16. Headquarters will be at the Marlborough-Blenheim Hotel and business sessions will be held in the Hippodrome on the Million Dollar Pier.

Members and all persons attending are asked to reach Atlantic City by Saturday, June 12, if possible, in order to see the exhibits and not be obliged to take time from business sessions for that purpose. Badges must be secured, on arrival, from the committee at the pier.

Seventeen subjects are on the program for discussion, as follows, the name of the chairman of the committee in charge being given with each subject:

1. Store department book of rules; J. G. Stuart (C. B. & O.).
2. Classification of material; C. H. Rost (C. R. I. & P.).
3. Reclamation of material.
4. Material accounting; W. E. Brady (A. T. & S. F.).
5. Commissary; G. C. Smith (U. P.).
6. Cross ties; J. H. Waterman (C. B. & O.).
7. Stationery; W. D. Stokes, supervisor of stores, United States Railroad Administration, Southern Region.
8. Distribution of material to users; W. D. Stokes.
9. Fuel—purchasing, storage and distribution; S. B. Wight (N. Y. C.).
10. Scrap; handling and sales; G. W. Hayden (N. Y. N. H. & H.).
11. Ice—purchasing, storage and distribution; T. J. Frier (Wabash).
12. Purchasing agent's office records; C. E. Walsh (P. W. P.).
13. Lumber; Wm. Beatty (P. R. R.).
14. Rails; A. A. Goodchild (C. P. R.).
15. Buildings and structures; U. K. Hall, associate manager, stores section, United States Railroad Administration.
16. Supply train operation; A. S. McKelligon (S. P.).
17. Standards; F. D. Reed (C. R. I. & P.).

The chairman of section VI is H. C. Pearce (S.A.L.), Norfolk, Va.; secretary, J. P. Murphy (N.Y.C.), Collinwood, Ohio.

St. Paul Opens New Electrified Section

The electrification of the Coast division of the St. Paul has just been completed in final details. It adds 207.4 miles to the 440 miles previously electrified in Montana on the Rocky Mountain and Missoula divisions, making a total of 647.4 miles of the St. Paul line now operated electrically. The operation of trains by electricity on the Coast division was formally started on March 5. This division extends from Othello, in central Washington, to the shops in Tacoma on the Puget sound end. The Rocky Mountain electrification extends from Harlowton, Mont., on the east, to Avery, Idaho, on the west. Between Avery and Othello is a stretch of 212 miles yet to be electrified.

All of the electric current used in the operation of the trains is generated from water power. The power furnished to the western electrified section is taken from the Snoqualmie plant of the Puget Sound Traction, Light & Power Company at the west end near Seattle, and from the Long Lake plant of the Washington Water Power Company on the Spokane river. Current is delivered to the railroad transmission lines along its right of way at 100,000 volts. There are eight sub-stations between Othello and Tacoma, which step the high tension alternating current down to 3,000 volts direct current for the overhead catenary system. Fifteen new electric locomotives for passenger train service have been added to the equipment of the electrified sections. Five of these, which are of the bi-polar, gearless type, were built by the General Electric Company. A description of them was published in the *Railway Age* of October 24, 1919 (page 819.) The remainder are Baldwin-Westinghouse electric locomotives, which were described in the *Railway Age* of Janu-

ary 16, 1920 (page 233). The gearless type of locomotive will be used in passenger service on the western electrified section. They are designed to haul a train consisting of 12 coaches up a 2.2 per cent grade without a helper at a speed of 25 miles an hour.

Railway Revenues and Expenses for January

The Interstate Commerce Commission's monthly summary of railroad returns for January, covering 189 Class I roads and 15 switching and terminal companies, shows gross receipts of \$500,860,649 and net operating income of \$68,401,109. The details appear in the table:

	REVENUES, CLASS I RAILROADS, JANUARY, 1920		Per milé of road operated	
	Amount		1920	1919
	1920	1919	1920	1919
1. Average number miles operated	235,039.61	234,656.22
REVENUES:				
	Dollars	Dollars	Dolls.	Dolls.
2. Freight	312,030,723	278,375,866	1,328	1,186
3. Passenger	91,886,422	87,055,662	391	371
4. Mail*	60,041,439	4,353,090	255	19
5. Express	13,915,942	6,349,831	59	27
6. All other transportation	10,958,122	9,382,983	47	40
7. Incidental	11,551,264	11,296,023	49	48
8. Joint facility—Cr.	713,969	581,288	3	3
9. Joint facility—Dr.	227,232	163,233	1	1
10. Railway operating revenues*	500,860,649.	397,231,510	2,131	1,693
EXPENSES:				
11. Maintenance of way and structures	57,903,492	58,453,440	246	249
12. Maintenance of equipment	117,613,057	99,692,016	500	425
13. Traffic	4,912,908	3,499,458	21	15
14. Transportation	219,135,677	186,055,639	932	793
15. Miscellaneous operations	4,386,327	3,597,839	19	15
16. General	11,174,207	10,247,055	48	44
17. Transportation for investment—Cr.	336,686	400,782	1	2
18. Railway operating expenses..	414,788,982	361,144,665	1,765	1,539
19. Net revenue from railway operations*	86,071,667	36,086,845	366	154
20. Railway tax accruals (excluding "War Taxes")	17,556,667	15,415,549	75	66
21. Uncollectible railway revenues	113,891	58,095
22. Railway operating income*..	68,401,109	20,613,201	291	88
23. Equipment rents (Dr. Bal.)	2,446,091	835,787	10	3
24. Joint facility rent (Dr. Bal.)	1,807,471	1,335,312	8	6
25. Net of items 22, 23 and 24*.	64,147,547	18,442,102	273	79
26. Per cent of expenses.....	82.82	90.92

*Credit item.

Note.—The average railway operating income corresponding to item 22 above for the month of January in the years 1915, 1916 and 1917, included in the "test" period of three years ended June 30, 1917, was \$254 per mile of line for the United States.

*The figures for these items are affected by the inclusion of approximately \$50,000,000, representing an estimate of back railway mail pay.

Short Lines to Meet

Several hundred officers of short line railroads from all parts of the United States will attend a special meeting called by Bird M. Robinson, president of the American Short Line Railroad Association, to be held at the New Willard Hotel on April 15 and 16, for the purpose of discussing the relation of the short lines to the new transportation act which became a law by the signature of the President on February 28. The act contains many provisions which vitally affect the short lines, including those for the establishment of rates which will produce a net return of 5½ per cent for the carriers as a whole or by groups, for the determination of divisions of joint rates as between carriers, for a guaranty against deficits incurred by railroads that were not under federal control, for a six months' guaranty to roads that accept the guaranty provisions of the act, for loans to carriers out of a \$300,000,000 fund appropriated for that purpose, and for a plan of permissive consolidation of railroads into a limited number of competitive systems.

Edgar E. Clark, chairman of the Interstate Commerce Commission, will be the principal speaker at the meeting and addresses will also be made by Chairman Albert B. Cummins, of the Senate committee on interstate commerce, Senator Joe T. Robinson of Arkansas, and Chairman John J. Esch of the House committee on interstate and foreign commerce.

The Merchants' Limited

The Merchants' Limited express train of the New York, New Haven & Hartford, leaving New York and Boston at 5 p. m. and making the run in either direction in five hours ten minutes, is now made up of ten cars, so arranged that passengers desiring to reach either the dining car or the smoking car can do so with the minimum of travel; and the make-up of the train affords an unusual variety of accommodations. An officer of the road, describing this new arrangement, says:

"This train is heavily patronized by business men. It consists entirely of Pullman cars. The make-up of the train prior to the war was on the basis of a combination baggage and parlor car ahead, three parlor cars, one of which had a drawing room; two diners, three parlor cars, and an observation car, which also had a drawing room. The observation car was an open car available for the use of everybody in the train and smoking was permitted. It also contained two sections which were in constant demand by passengers desiring to enjoy a game of cards en route. Usually the car was filled, while at the same time the seats which were reserved for these men in the forward cars were empty.

"During the war all of the seats in this observation car were sold; smoking was allowed in the observation car and also in one parlor car. With that arrangement, however, a passenger, if he wished to smoke, had to obtain his reservation in one or the other of these two cars, and all of the other passengers—for instance, a man traveling with his wife—were deprived of any opportunity to enjoy an occasional smoke—except by going into the wash room or to the vestibule platform, or crowding into one of the two rear cars in which smoking was allowed but where the space was all reserved. Moreover, a passenger whose reservation was in one of the forward cars of the train could reach the smoker only by walking the entire length of the train and through the two dining cars.

"Under the new make-up the forward car contains the compartment for baggage, two sections which are reserved and sold in preference for parties of four who desire to play cards, about 25 or 30 club-car chairs which are reserved and sold for those who wish to travel in a car where smoking is permitted; and about 15 chairs that are not reserved. These last are available for the occasional smokers from the three parlor cars following. Two of these three parlor cars have drawing rooms. The two dining cars being in the middle of the train, passengers can reach them without traveling long distances. The three cars following the diners are standard parlor cars. The rear car is divided. The forward portion has 28 club-car seats where smoking is allowed, which are reserved. The rear portion has two sections which are also reserved and sold in preference for card parties of four. The remaining 16 chairs are not reserved and are available for the occasional smokers from the three parlor cars ahead. The club cars at the forward and the rear ends of the train both have small buffets from which cigars, cigarettes and soft drinks are served.

"The train is substantially a double-ender; that is, the forward half and the rear half are duplicates of each other. A passenger may select pretty nearly anything he wants: drawing rooms, regular parlor car accommodations, club car accommodations, sections for card playing, and a number of unreserved seats in both the forward and rear ends for the convenience of those traveling with ladies, or others, who wish to enjoy an occasional smoke. The train usually carries from 260 to 290 passengers."

MUST PAY THEIR WAY.—Inasmuch as in two years of government operation the taxpayers have paid \$700,000,000 in deficits, the increase will undoubtedly be necessary. When the railroad are returned the economies which the government has instituted should and doubtless will be retained; but the economies private operation may introduce, mostly in the line of increased efficiency, will not be great. They certainly will not be sufficient to save \$1,000,000 a day. But this will be accomplished because it must be; the railroads will be given enough revenue to pay their way. The people who ride on the railroads and ship by the railroads will pay the expenses of the railroads. They should pay these expenses. The general public should not be called upon to pay, in taxes, for maintenance of the national transportation system.—*Syracuse (N. Y.) Post-Standard.*