

Rush-Hour Problems in New York.—The Interborough Rapid Transit Company, New York, N. Y., has issued a pamphlet giving a "close-up" view of the subway rush hour. Every twenty-four hours the subway carries more than 1,350,000 passengers, 900,000 of whom ride between the hours of 6 and 9 a. m. and 4 and 7 p. m. It is pointed out for the benefit of the public that the trainmaster finds it necessary in running the system to make a constant study of the business habits of the people of New York. He must know approximately how many passengers to expect at each station in the morning rush and at what time. The actual work of getting the rush-hour trains under way starts about 5.30. A reproduction is made in the pamphlet of a card posted in the subway cars which states that in the year just ended the Interborough carried safely 763,574,085 passengers, 79,821,971 more than a year ago.

Coal Movement Helped by the I. T. S.—The Mayors of Danville, Champaign and Urbana, Ill., have given the Illinois Traction System permission to move coal through the streets of those cities at other hours and in larger sized trains than those prescribed in the various franchises held by the company. Under the franchises only eighteen cars of coal a day could be moved through Champaign and Urbana, but by eliminating the provisions which restricted transportation of coal through the streets of those cities to the hours between 11 p. m. and 5 a. m. the company is able to increase its coal delivering capacity to thirty cars a day for Champaign and Urbana alone. Danville had also imposed heavy restrictions inasmuch as not more than two cars of coal, or two freight cars of any description could be transported through the streets in one train at any hour. The period of free movement of coal cars is for the duration of war. The change was brought about by action of the local committee on fuel administration in Danville and Champaign-Urbana.

Metal Tickets Adopted in Kansas City.—Metal tickets of full fare and half-fare denominations will be placed in service by the Kansas City (Mo.) Railways on Dec. 1 to displace the present paper tickets. The first shipment calls for 25,000 full-fare and 15,000 half-fare tickets. The full-fare tickets have a 5-cent value, while the half-fare tickets for use by children have a 2½-cent value. A special use for the half-fare ticket also will develop in connection with the Independence (Mo.) Line. The plan here will be for the passenger to pay a 5-cent fare on boarding the car, and upon reaching the end of the 5-cent zone the conductor will collect another 5 cents and give the passenger a 2½-cent metal ticket in return. On the return trip the passenger will pay a 5-cent fare and turn back the half-fare metal ticket, making the round-trip rate 15 cents. The two classes of tickets to be used will be differentiated both by the size and the legend. The full-fare ticket will have the name of the company, "K. C. Rys. Co.", in raised letters on the bar across the middle of the ticket, and with "full" and "fare" printed on the rim above and below the cross bar. The half-fare ticket has the fraction "½" in large numerals reading vertically down the center bar, with "K. C. Rys. Co." around the rim at the top and "fare" on the rim at the bottom.

New Publication

Unified Accounting Methods for Industrials. By Clinton E. Woods. The Ronald Press Company, 20 Vesey Street, New York, N. Y. 550 pages. Half leather, \$5.

Although this book deals with methods of accounting for manufacturing enterprises, it portrays a unified accounting system that should interest any electric railway accountant who desires to keep his mind in touch with the important developments in his profession. The comprehensive plan for developing the detailed figures of production, sales and finances shows how it is possible for the accountant to measure the efficiency of results in the whole business. The description should inspire the reader to a better appreciation of the accountant's important part in modern business. Moreover, the particular methods advocated would without doubt give valuable suggestions along purchasing, stores, shop and other lines.

Personal Mention

R. B. Kook has been appointed general manager of the American Traction Company, International Falls, Minn., a new position with the company.

K. E. N. Cole, who has been connected with the general offices of the Fort Smith Light & Traction Company, Fort Smith, Ark., has assumed the management of the Van Buren branch of the company.

G. B. Davis, who has been manager of the Van Buren branch of the Fort Smith Light & Traction Company, Fort Smith, Ark., will continue as superintendent of the Crawford County business of the company.

H. F. Ewing, superintendent of construction of the United Railroads, San Francisco, Cal., has been called to the army as captain in the Quartermaster's Corps and assigned to the ambulance section of sanitary trains, Camp Travis, Tex.

J. F. Strickland, Dallas, Tex., president of the Texas Electric Railway, the Dallas Railway, the Dallas Electric Light & Power Company and interested in other utility properties in Texas, has been elected Reigning Jupiter of the Jovian Order.

J. H. Pardee, president, and **J. P. Ripley**, railway engineer, The J. G. White Management Corporation, New York, N. Y., are visiting the Philippine Islands, making a general inspection of the Manila Electric Railroad & Light Corporation and other interests in the islands operated by the Management Corporation. They are expected to return to New York City about Jan. 15.

C. A. Goodnow, vice-president of the Chicago, Milwaukee & St. Paul Railway, who superintended the electrification of the railway between Avery, Idaho, and Harlowton, Mont., has arrived in Seattle, and will superintend the work of electrifying the line from Othello to Seattle. The contracts for locomotives and substation equipment for this branch were referred to at length in the ELECTRIC RAILWAY JOURNAL of Nov. 3, page 819.

Parker H. Kemble, formerly chief of the drafting department, motive power and machinery bureau, of the Boston (Mass.) Elevated Railway, and recently engaged in engineering work for utilities in New York, Toronto and Cincinnati, has entered the Sea Service Bureau of the United States Shipping Board for the duration of the war. Mr. Kemble has lately been engaged in aeroplane photography and special studies of navigation conditions for the government, and has taken special interest in the naval side of the war, besides having taken the Plattsburg course in 1916.

Oscar T. Crosby, assistant secretary of the treasury, it was announced in a dispatch from Paris on Nov. 26, will represent the United States at a meeting of representatives of all the Allies to be held in London soon to discuss the present economic and industrial situation. Mr. Crosby has been assistant secretary of the treasury since early in the present year, when he was nominated for appointment to that post by President Wilson. He was formerly resident manager in Belgium of the work of the American Commission for the Relief in Belgium and northern France. He is well known as a publicist, explorer, engineer and electric railway executive.

F. C. Potvin, for the last year secretary of the Northern Ohio Traction & Light Company, Akron, Ohio, resigned that office and left the service of the company on Nov. 8. He will engage in the drug business in Detroit. Mr. Potvin had been connected with the properties controlled by Hodenpyl, Hardy & Company, New York, N. Y., for about sixteen years. He started as a gas fitter with the Detroit Gas Company and after some years in the mechanical departments was promoted to the accounting department of a Michigan company. He served in this department in a number of places and prior to becoming secretary of the Northern Ohio Traction & Light Company was secretary of the Michigan Light Company, Jackson, Mich.