

AMERICAN CONCERN GETS BIG SOUTH AMERICAN RAILWAY CONTRACT

**Electrification of First Main Line Road In South
America Goes to American Concern, For
Nearly \$2,000,000**

The International General Electric Company has secured a contract amounting to nearly \$2,000,000 for the electrification of the first mainline railway in South America. The electrification is the line between Jundiahy and Campinas, Brazil, a distance of 45 kilometers or about 28 miles. But since the road is of double track construction, the total mileage including switches and extra track amounts to 76 miles.

The equipment to be supplied by the International General Electric Company consists of 12 locomotives, 8 freight and 4 passenger engines, material for the transmission line and sub-station and a 3,000 volt overhead, of the twenty-century type construction. It is one of the largest railway contracts received since the C., M. & St. P. electrification. This project anticipates further extensions amounting to 100 additional miles of route which may eventually bring the total electrification up to 128 miles, extending between Jundiahy and San Carlos.

Power for the operation of the lines will be supplied by the San Paulo Light & Power Company at 88,000 volts, 60 cycles. The locomotives will be of the geared type, 3000-volt, direct current. The freight locomotives will weigh 100 tons each, all weight on driving axles, and the passenger engine 120 tons, equipped with two axle guiding trucks at each end. They will be built at the Erie Works of the General Electric Company. All of them will be equipped with regenerative braking apparatus. The design of the new equipment in fact will parallel closely the Chicago, Milwaukee & St. Paul electrification, while the locomotives will be almost the duplicates of those used so successfully on the Butte, Anaconda & Pacific Railway, except for slightly increased weight and the addition of regenerative braking.

It is expected that the new line will be in operation in July, 1921.

PUBLICITY COMMITTEE OF RAILWAY EXECUTIVES

On June 5 a conference was held in New York City in the interests of better publicity for electric railways. The meeting was called by J. H. Pardee, president of the American Electric Railway Association, who outlined a scheme for co-operation between publicity men and the railway executives. The publicity men were represented by the committee appointed last Fall at Atlantic City and constituted as follows: Leake Carraway, E. R. Kelsey, Luke Grant, W. P. Strandborg, and A. D. B. Van Zandt.

A new committee of executives was selected to work in conjunction with the publicity men. This commit-

tee is as follows: Barron G. Collier, chairman; Horace Lowry, president, Twin City Rapid Transit Co.; L. S. Storrs, president, The Connecticut Co.; B. I. Budd, President, Chicago Elevated Railways; C. D. Emmons, President, United Railways & Electric Co. of Baltimore; W. A. Draper, Cincinnati Traction Co.; C. B. Buchanan, general manager, Virginia Railway & Power Co.; and Frank Hedley, president, Interborough Rapid Transit Co.

WELFARE WORK OF THE NEW YORK RAIL- WAYS COMPANY

**This Work Was Considered of Such Importance That
It Was Continued When the Road Went Under
a Receivership**

The various welfare activities of the New York Railways Company have been continued under the policy in effect at the date of the receivership, upon clearly defined lines of helpfulness and with the purpose of strengthening the human relations between the company and its employes. The bureau of nurses, the sunshine committees, in conjunction with the New York Railways Association, the loan fund, and pension system are all forces which promote the welfare and happiness of employes on this road.

The work of the bureau of nurses, under the supervision of Mr. H. H. Vreeland, director of welfare, is a very important feature. This bureau which is in charge of a head nurse and several assistants, not only cares for the sick, but gives advice as to home making and economics, sanitation and prevention of disease, care of infant children, etc. A so-called sunshine committee has a member from each department whose duty it is to carry on charity work. All activities of a social nature are taken care of by the New York Railways Association, including such sports as baseball, bowling, dances, and outings. The loan fund has been in successful operation since 1911, and although there has been loaned \$25,459.50 since it was started, only \$284.94 has been uncollectible. The pension system inaugurated a number of years ago has increased in members until there are now 65, and the amount paid for pensions during 1919 was \$19,624.27. The cost of the various features of the welfare work undertaken is borne by the company, and amounts in the aggregate to a very substantial sum per annum.

ELECTRIC MONORAIL TRAMWAY PROPOSED FOR TOKYO

With a view to relieving the congestion of traffic in Tokyo and as an auxiliary to the municipal electric car service, it is proposed to build a monorail electric tramway over the rivers and canals in Tokyo. The scheme is to introduce cars capable of accommodating fifty persons and running at an average speed of about twenty-five miles per hour. The estimated cost of such a line is \$815,000 per mile.