

CHICAGO, MILWAUKEE & ST. PAUL WILL EXTEND ELECTRIFICATION TO SEATTLE

The Chicago, Milwaukee & St. Paul Railway will electrify its lines between Seattle and Othello, a distance of 200 miles, as soon as the work can be begun, following the survey by its electrical engineer. This will give the Milwaukee a total of 640 miles of main line track under electrical operation. The company has had the plan under contemplation for two years, but had not reached a final determination until after certain traction and endurance tests on the electrified lines of Montana had been made. The improvement, together with locomotives, wires and poles, will cost between \$7,000,000 and \$8,000,000. The Montana and International Power Companies, from which the Milwaukee takes its power on a commercial basis for electrified lines in Montana and Idaho, have secured adequate sites in the Cascade mountains and along the St. Joe river and in the vicinity of Spokane to supply the new unit. The work of electrification to Montana was based on units of one freight division each. The same course will be pursued in regard to equipping the line between Seattle and Othello. Operations will be carried on from the Seattle end of the system eastward. There will be one link in the chain from Othello, Wash., to Avery, Idaho, that will be operated by steam for an indefinite time, the company having made no plans under the present appropriation to electrify the 200-mile gap between these points.

The position of the Milwaukee in delaying electrification of the line west of Othello was predicated on the fact that the freight tonnage would not justify the expenditure. This obstacle has been overcome and it has been found necessary to push the work. The electrification of the Montana-Idaho lines, consisting of four units, required a year to each unit. Efforts will be made by the company to crowd the work ahead and complete the Seattle-Othello lines in eighteen months, if possible, from the beginning of actual construction. The work on the first unit will be begun from Seattle eastward.

B. R. T. ADOPTS STANDARD COURTESY CODE

Courtesy has been made the basis of a standard code of phrases adopted by the surface transportation department of the Brooklyn Rapid Transit Company, of Brooklyn, N. Y., for the conductors and motormen to use in their relations with the public on the cars. Each situation which the conductor may experience in collecting cash fares or transfers, protecting passengers when boarding and alighting and directing passengers on the car, are listed in the code and opposite each case is given the exact words a conductor may use in that connection. A fifth division of the code is for motormen in giving instructions to persons in the street in boarding cars and to passengers alighting by the front platform or those who wish to stand on the front platform. In connection with this code of phrases, each week the department will issue a bulletin devoted to one of the subjects. The phrases of the code are to be memorized by the employes and it is pointed out that three phrases, "Please," "Excuse me," and "I am sorry" will carry them through almost any situation and they are therefore fundamental in the code.

SUBWAY PLANNED FOR ST. LOUIS

An \$8,000,000 subway for St. Louis, Mo., is being planned by Alderman Barney Schwartz and the city will be asked to grant permission for such an improvement. It is planned to have the subway, extending from the downtown district to Vandeventer avenue, turned over to the United Railways Company, the firm to repay the city for the improvement from all earnings over 6%. The journey in the subway would be made in eight minutes. An elevated railway is impossible for St. Louis, but a subway would mean much toward expanding the city.

JITNEY REGULATION AT VANCOUVER

The city of Vancouver recently revised its jitney regulations to the extent that the jitneys declare they will now only be able to make a mere living. At a late date in January the license inspector's department had issued licenses for 160 jitneys, as compared with 300 issued last year. Approximately 100 of these were for operation in the city of Vancouver and the balance on the interurban route between Vancouver and New Westminster. The new regulations provide for the inspection of all drivers, adherence to a fixed route, illumination of covered vehicles at night when the top is up, increase of license fee from \$25.00 to \$30.00, and the driver's license from \$2.00 to \$5.00 a year. The vehicles are also required to stop not less than 20 feet behind a safety zone and 75 feet from a crossing. The majority of the jitney operators claim that the rule laid down in the new by-law limiting the passenger carrying capacity of larger cars to only one more than the designated seating capacity has taken all the cream off the business. They continue in it, however, in the hope that with the coming of better weather and improved business conditions, they will be able to make a living. Besides the better control of the jitney, the street railway company feels that the regulations will have the further effect of removing some of the unfairness against the street railway.

NEW BUILDINGS FOR PACIFIC ELECTRIC RAILWAY

Work is being rushed on the new car shops which are being erected by the Pacific Electric Railway Company, at Torrance, Cal. Material is on the ground and a large force of men are working. The early consummation of the project is made necessary by the removal of the present shop buildings at Seventh Street and Central Avenue, Los Angeles, to make way for the new terminal warehouse buildings for which permits amounting to \$2,500,000 have just been issued by the building department. The construction of new buildings for the Pacific Electric Company had been contemplated for some time before the terminal project was launched and the property at Torrance was purchased several years ago with that purpose in view, it is said. The site consists of 125 acres. It is planned to erect 14 buildings which will cover an area of approximately 30 acres. Four buildings, namely, the erecting plant, the armature and heavy machine shop, the finishing shop and the plant shop, will each be 180 ft. wide and 450 ft. long. The construction is to be fire-proof, of brick, steel and concrete. The plans were prepared in New York under the supervision of J. D. Isaacs, consulting engineer of the Harriman interests. The work will be carried on under the supervision of the local engineering department of the Pacific Electric Company. The cost of the buildings is estimated at \$500,000.

USES SUNDAY COMICS IN SAFETY CAMPAIGN

Sunday is not a day of rest for the Kansas City Railways safety campaign. In fact, probably one of the most effective means used by the Kansas City company, both from the standpoint of the child as well as its parents, was used in the Sunday edition of the *Post*. The railways company used the lower half of the back page of the colored comic section, wherein they reproduced in colors eight ways in which a child is careless around street cars. These pictures were the same as those used on the company's safety calendar. Not only do all children read the comics who are able to do so, but the adults read and explain the pictures to the younger ones. The effectiveness of this publicity may be readily seen. The pictures are in no way blinded so that the child is lead into reading the matter if he does not wish to do so. To the contrary, however, it asks the reader to "Look at these pictures and see why it always pays to be careful."