

Committee on Prevention of Accidents at Highway Crossings

At the recent meeting of the American Railway Association, on the recommendation of the executive committee, the president appointed a Special Committee on the Prevention of Accidents at Grade Crossings, consisting of seven members, with James A. McCrea, general manager of the Long Island, as chairman, representing the railroads of the country territorially to consider the whole question. The other members of the committee are J. Q. Van Winkle, assistant to general manager, Cleveland, Cincinnati, Chicago & St. Louis Railway; C. L. Bardo, general manager, New York, New Haven & Hartford; L. E. Jeffries, general attorney, Southern; Howard Elliott, San Pedro, Los Angeles & Salt Lake; W. J. Towne, assistant general manager, Chicago & North Western, and W. R. Scott, vice-president and general manager, Southern Pacific.

St. Paul Electrification Tests

On November 13 the Chicago, Milwaukee & St. Paul made a test of one of the new electric locomotives which has just been received for operation on the Rocky Mountain division. This test was made on the tracks of the Butte, Anaconda & Pacific, as power is not yet available on the St. Paul. This locomotive, weighing 284 tons, took an ore train with 4,660 tons trailing load down a 1 per cent grade from Butte at a maximum speed of 25 miles an hour, reducing to 16 miles an hour on a portion of the line with heavy curvature and to a minimum of 7 miles an hour. Regenerative braking was applied on the descending grade, returning 21 per cent of the current to the line. As there was only 2,200 volts on this line at the time the test was made and as the St. Paul line will operate at 3,000 volts, it is estimated theoretically that on this basis 52.5 per cent of the power would have been returned on the St. Paul line on the 2 per cent mountain grade or 38.1 per cent on a 1 per cent grade. This same locomotive took this train up a 0.4 per cent grade into Anaconda on this low voltage. Three locomotives have now been received. Additional exhaustive tests of the locomotives will be conducted on the 2 per cent grades over the Rocky Mountains next week.

Street Accidents in New York City

The New York State Public Service Commission, First District, reports a marked decrease in casualties to persons on railroads and street railroads in that district [New York City, population about 5,000,000] for the month of October, 1915. Only 12 persons were killed during the month, which is the smallest total in the history of the Commission. The largest number of fatalities ever reported, 67, was in September, 1907. This was within three months after the creation of the Public Service Commission and two years before the Commission issued orders for the installation of efficient fenders and wheelguards on street surface railroad cars. These devices, together with the improved types of cars installed by the companies, the installation of air brakes, and quite recently the establishment of the near-side stop for street cars, have resulted in materially reducing the number of fatal accidents. When the Commission was created the number of persons killed ranged from 500 to 600 a year. This has been practically reduced 50 per cent, though there has been a great increase in traffic. Of the total of 5,395 accidents 3,920 occurred on surface lines, 950 on subway and elevated lines, 509 on standard railroad lines, 12 on railroad terminal [freight] and 3 on motor bus lines. Of the killed 6 met death on the surface lines, 4 on the subway and elevated lines, 1 on railroad lines and 1 on a railroad terminal line.

Strict Discipline

The Altoona Tribune reports, evidently on authentic information, that 28 employees of the Pennsylvania Railroad were disciplined during the week ending November 14 by the superintendent of the Middle division.

For running past a stop signal, a passenger engineer was suspended a week, and another was reprimanded for failing to stop and report a medium-speed signal light out. Overlooking orders brought a trip suspension for a passenger engineer and a reprimand for his fireman. A passenger conductor was suspended two days for failing to look after his train properly, another was suspended two days for failing to notify his engineman of restricted speed. For failing to make proper

car record report, one freight conductor was reprimanded. For intoxication off duty, a yard conductor was suspended two weeks, and another was reprimanded for failing to deliver manifests. A third yard conductor was reprimanded for despatching a train without manifest, while a yard flagman was reprimanded for sitting on rail. A passenger fireman was reprimanded for improper firing and a freight fireman was suspended a trip for collision.

Reprimands and suspensions of brakemen were imposed as follows: A passenger brakeman for starting train before car was loaded; a yard brakeman for drinking off duty and making false statement about the offense; for draft collision, five brakemen reprimanded; leaving work without permission, yard brakeman suspended; and sleeping on duty, one telephone exchange operator demoted to position of extra telephone operator.

The New Haven Trial

Charles S. Mellen, testifying for the government in the trial in the Federal Court in New York on Monday last, said that John L. Billard, the Meriden coal dealer, was such a good friend to the New York, New Haven & Hartford that if "my directors had asked me to take a pound of flesh out of him, he would have willingly gone off bleeding." Mr. Billard, as noted in last week's issue, held a large block of Boston & Maine shares for the New Haven for more than a year and then sold it back to the latter. Mr. Billard, it appears, willingly gave up a nominal profit of \$2,750,000 for an actual profit of \$150,000. The New Haven settled with him, in 1909, for \$450,000, but he gave up \$300,000 of it to Frank Brown, a Connecticut lawyer who had helped him to get the charter of the Billard Company and wanted, according to Mr. Mellen, to give \$50,000 to him. After this settlement, Billard endorsed the stock of the Billard Company to Mr. Mellen and the latter held it for two years when it was turned back to Mr. Billard.

A large part of the session on Tuesday was devoted to a discussion as to whether the government should be allowed to submit testimony concerning the New York, Westchester & Boston. This road is entirely an intrastate road, its mileage all being in the state of New York. The government contends that, under the company's charter, it was projected into Connecticut for the purpose of operating a through line into New England and that control was sought by the New Haven to prevent dangerous competition. R. V. Lindabury, for the defence, argued that the route set forth in the charter was re-located and that not only was the road not built beyond the New York state line, but was not so projected when the New Haven acquired control.

Judge Hunt, after hearing an hour and a half of argument, reserved decision.

On Wednesday the matter of the Westchester evidence was again taken up, Judge Hunt finally holding that all reference in regard to the road must be excluded. This is an important element in favor of the defence.

Government Ownership Too Near Home

(From an Editorial in the New York Commercial)

Once in a while the light breaks in on the most rabid advocates of public ownership. A daily paper of large circulation in New York city essays to occupy the field of champion of public ownership of all public utilities from railroads down to "jitney" cabs, but once in a while its editor receives a slap on the wrist from some federal or municipal clerk and then he talks right out in school. Something of the kind happened over in Brooklyn the other day and the champion of public ownership, of the sacredness of the civil service list and of the irrevocable rights of policemen to hold their jobs, now calls for somebody's head.

Having investigated complaints concerning the attitude of employees in the Brooklyn Department of Licenses this newspaper says editorially, "these superior gentlemen look down contemptuously upon men and women who appear before them," and it reminds them that they are paid and hired by the people and are not occupying hereditary offices. They are reminded that various things might happen to them, such as the discovery of the possibility of reducing their number and getting better work from those remaining by a little judicious discipline. The commissioner is asked to interest himself in this matter, for, as our contemporary very truly says, "the first thing to do is to make the