

North Shore Line has recently hauled 22 car loads from Great Lakes to Milwaukee for various department stores and a contract to handle 2,000,000 pounds of freight from Great Lakes to a Chicago department store has been recently made.

Baggage from Chicago is handled from the terminal at Congress Street between State and Wabash. Theatrical companies jumping from Chicago to Milwaukee use the North Shore Line almost exclusively for baggage on account of the convenience and service. Through arrangements with Chicago hotels, it is possible for the traveling public to check baggage from any Chicago hotel to any Milwaukee hotel direct without rechecking. The same arrangements for checking baggage from residences have been made.

Arrangements are also being made with the Pere Marquette Railroad to handle through business from points on the North Shore Lines to Ludington and Manistee, Mich., via Milwaukee and the Pere Marquette Line steamers.

#### Passenger Business

In getting passenger business, energetic and unusual methods are employed. For instance, the North Shore Line recently succeeded in getting the Government to authorize the sending of 1,000 men from Great Lakes Station to Milwaukee to a Navy football game when the original intention was to send merely the players and the coach, 19 men. Lists of alumni of Middle Western colleges who live in Chicago, are obtained

and during the football season circular letters are sent them, reminding them of coming games soliciting their patronage for the North Shore Lines.

In speaking of the methods of securing business, Mr. F. W. Shappert says: "I have always been a firm believer in cultivating hotel clerks, managers, porters, as well as prominent club managers, etc. We keep these people supplied with time tables and regularly send them personal letters announcing some new feature to keep the North Shore Line continually before them."

"I firmly believe that all electric lines, regardless of their location can materially increase their passenger business by working up their chartered car business during the slack period. We have vigorously solicited chartered car business from fraternal organizations, singing societies and clubs, etc. This solicitation is handled by a personal call, sometimes a talk before an organization, letter or telephone. We urge the secretaries or ranking officials of these organizations in each town to arrange for reciprocal visits with similar lodges in another city, which frequently results in return and produces two roundtrip chartered car trains."

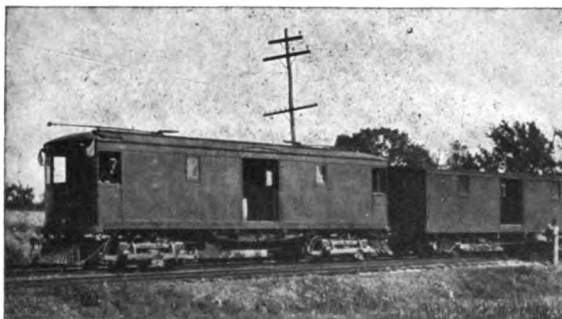
"This office keeps in close touch with conventions to be held in Chicago and Milwaukee, and communicates with the secretary and entertainment committee of each convention, with a view of arranging special trips for delegates and their wives on week days, excepting Saturday, over the North Shore Line. This has produced results."

## Freight Handling on the Scioto Valley Railway

**How the Scioto Valley Traction Company Handles Rush Freight Traffic. Location of War Camp on the Line Brought a Sudden Rush of Freight Business That Taxed the Capacity of the Road to the Limit Until Additional Facilities Could Be Provided.**

The Scioto Valley Traction Company operates a third-rail interurban line from Columbus to Chillicothe, Ohio, with a branch to Lancaster, Ohio. With the establishment of Camp Sherman at Chillicothe, the sudden rush of freight and passenger business was

experienced in acquiring new equipment and providing new facilities to handle this traffic satisfactorily. To the credit of the management, however, it must be conceded that, with the cooperation of shippers and merchants, the rapid handling of freight was accom-



Typical Freight Equipment, Scioto Valley Traction Company



Typical Through Truss Bridge, Valley Route

such as to tax the facilities and equipment of the interurban line to the limit and considerable difficulty was

plished in a very satisfactory manner, and it was soon learned that shipments of foodstuffs, for instance,

could be telephoned for from Chillicothe for shipment from Columbus and delivery made in the afternoon of the same day.

The expediting of shipments in this manner required real railroading and also the cooperation of consignees, as there was a shortage of freight cars, and in order to handle the immense volume of traffic it was necessary to unload cars immediately upon their arrival at destination. In this manner, combined with the advantages gained from hauling freight equipment behind regular passenger cars, the maximum service was obtained from every freight car on the line and in some instances a car made three loaded trips over the line in a single day.

Some idea of the enormous increase in business enjoyed by the Scioto Valley Traction Company can be gained from figures contained in the 1918 annual report compared with similar figures for the year 1917. The following statement is typical:

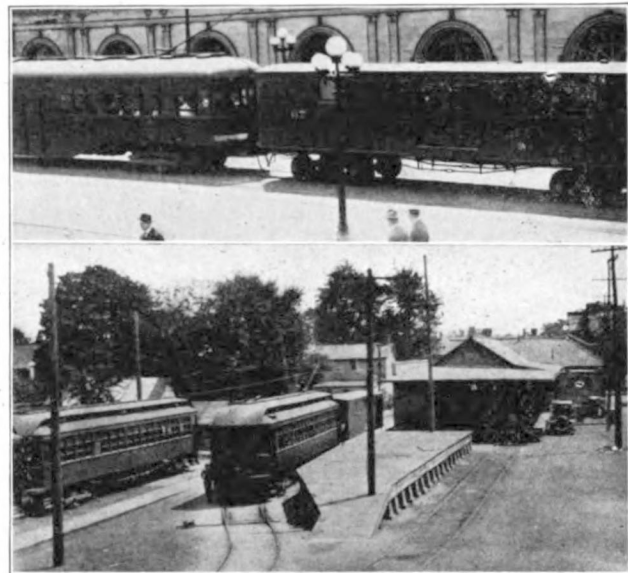
	1918	1917	Inc'se	Inc'se %
Pounds Freight Carried.....	8,223,112	77,798,390	10,424,722	13.4
Freight Car Mileage .....	339,435	267,883	71,552	26.8
Paid Passengers Carried .....	1,797,504	1,394,728	402,776	28.9
Passenger Car Mileage .....	1,272,632	1,040,961	231,671	22.2

**Methods Employed To Handle Rush Traffic**

The Scioto Valley Traction Company hauls no flat cars through the city of Columbus. In order to avoid any criticism which might result from transportation of visible freight on such cars, a long spur and freight car platform was constructed at South Columbus practically at the city limits, and in the very heart of the manufacturing district where such items as machinery, implements, lumber and other bulky materials could

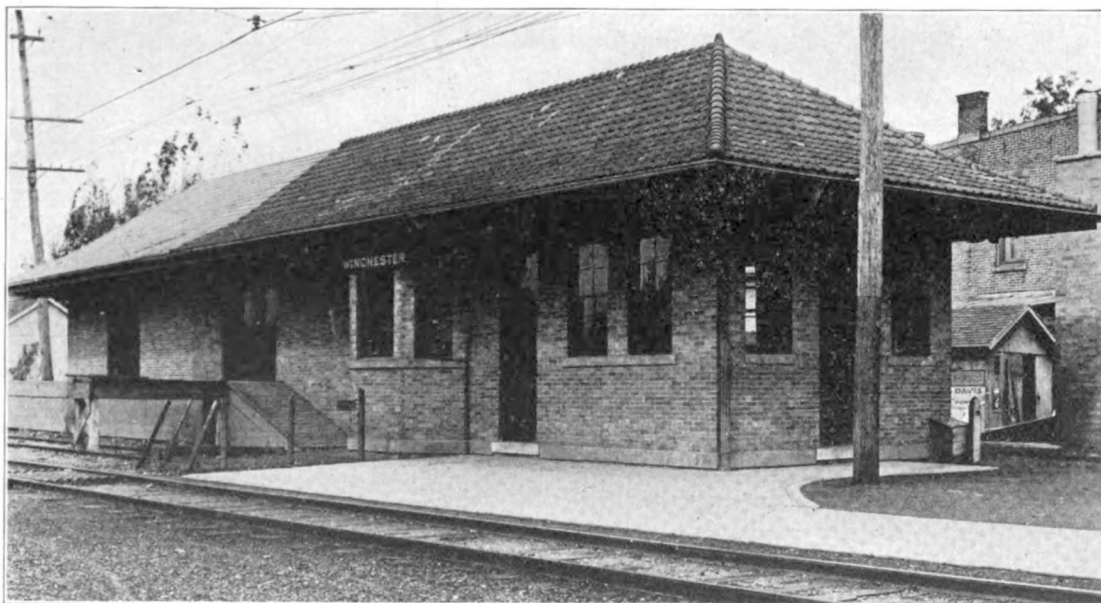
trains consisting of one freight motor and one or more box cars.

On both divisions of the line the company operates two freight trains each way daily. In addition to this



Above—Valley Route Train Leaving Columbus Terminal, Showing Type of Freight Equipment Used in City Streets and Make-Up of Rush Freight Traffic Train. Below—Rear of Chillicothe Terminal, Showing Machinery Platform and Mixed Freight and Passenger Train

service it has been found profitable and well to haul certain merchandise and some perishable goods in box cars attached to regularly scheduled time-table passenger trains. Little or no criticism has reached the com-



Typical Freight and Passenger Station Showing Addition to Building for Freight Facilities, Scioto Valley Railway

be conveniently loaded. All other freight is received at the Company's joint freight and passenger terminal in the heart of the city at Third and Rich streets, from where it is transported to its destination in closed box cars. Most of this freight is handled by regular freight

trains. The policy of the company is to keep its freight equipment well painted, clean and attractive in appearance, and it is believed that this policy has in a great measure helped to reduce any criticism which

might arise from combined freight and passenger operation.

This method of handling rush freight traffic is a feature which is responsible in a large measure for the phenomenal success with which the enormous quantities of foodstuffs were handled from Columbus to Chillicothe during the rush at Camp Sherman. As a factor of safety and also to expedite loading and un-



Upper View—Passenger and Freight Terminal, Chillicothe, Ohio.  
Lower View—Mixed Freight and Passenger Train Showing Method of Handling Rush Freight Traffic on Regular Passenger Run

loading at way points, each of such freight cars attached to passenger trains carries a messenger who is also qualified to act as a brakeman and a flagman. It has been the experience of this company that transportation of freight in this manner does not materially interfere with passenger schedules, and in general, trains arrive at their terminals on time.

The company was put to its severest test during the construction of Camp Sherman at Chillicothe. The regular freight equipment, while entirely adequate to handle its normal business previous to that period, was taxed to its very utmost by the flood of building materials and food supplies delivered to it at this time. To facilitate the handling of this traffic the company immediately placed an order for six new forty-foot freight box cars and even after their arrival it frequently happened that a large percentage of freight equipment made two full round trips over the road in a day. At the beginning of the rush of freight and passenger traffic to and from Camp, temporary help was secured from the Ohio Electric Railway through the lease of a number of their passenger trail cars.

Additional help and storage facilities at Chillicothe were, of course, imperative in order that freight cars might be readily unloaded and hurried back to Columbus for reloading. Accordingly a fifty-foot extension

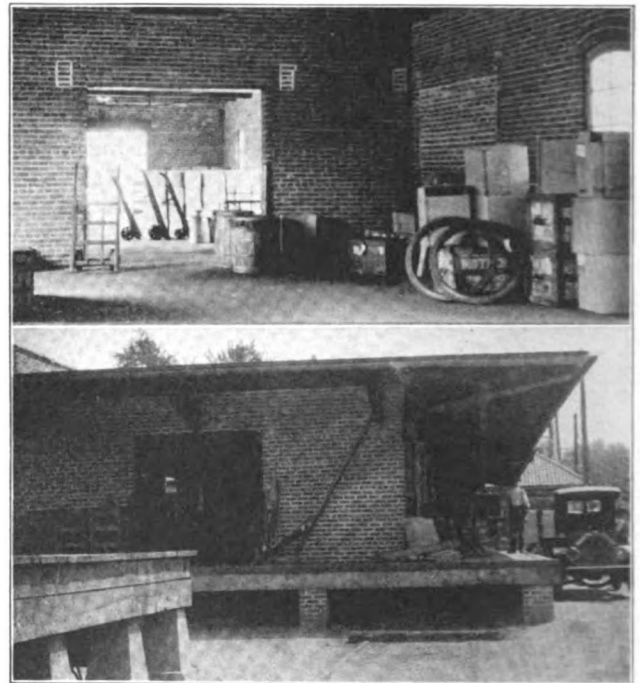
was built to the freight house at this point as soon as material and labor could be secured.

Following the advent of the 83rd division at Camp Sherman and the establishing of various post exchanges, the company was successful in getting a considerable amount of business by designating certain passenger runs to carry freight cars, some cars being loaded solid with bread, some with milk and cream, some with ice cream, etc. In most cases these shipments were ready for delivery at Chillicothe within two hours from the time of loading at Columbus, fifty miles away.

#### Features of Regular Freight Service

The company, through its freight department, at all times endeavors to bring about pleasant relations between farmers and gardeners located on its lines and commission and produce men at Columbus. A fairly liberal policy is maintained in the matter of building sidings at places convenient to these farmers and gardeners and with ample teaming space, and this policy has caused a considerable development in handling of carload quantities of that class of freight.

The dispatch freight, which is really an express business, has grown by leaps and bounds until now very few passenger cars leave their terminals without



Above—Interior View of Chillicothe Freight House. Below—Exterior View of Freight House and Platform at Chillicothe Terminal. Note Concrete Pedestal Foundation for Heavy Machinery Platform on Left

a considerable number of such dispatch parcels and packages. The company also operates a freight motor as a newspaper train on Sunday morning.

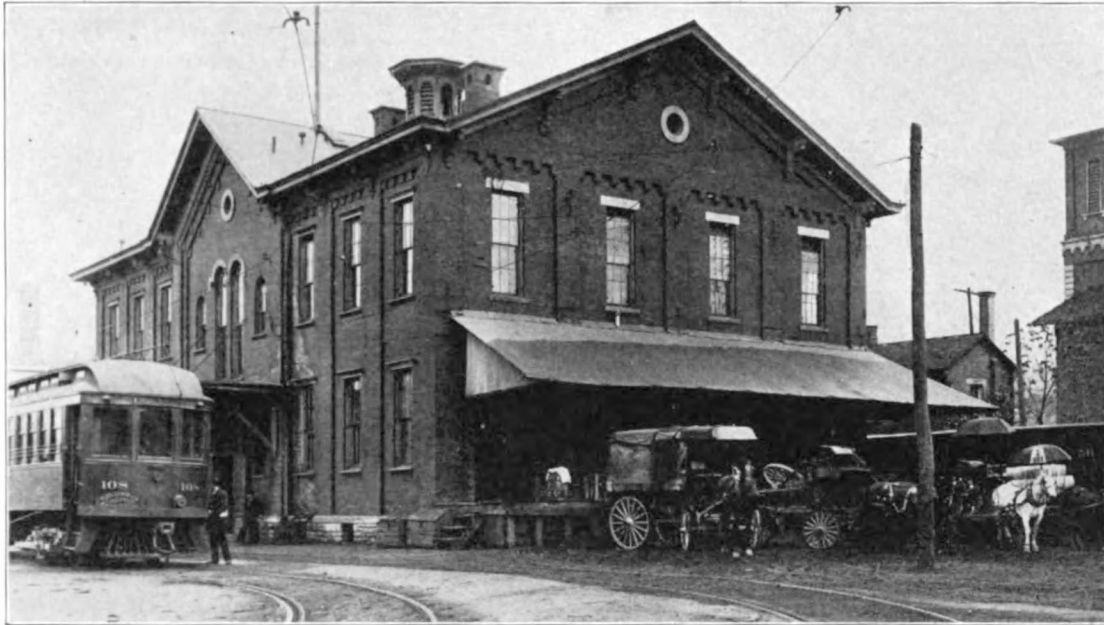
#### Methods Used to Produce On-Time Passenger Service

The enlargement of Camp Sherman at Chillicothe made necessary the purchase of four additional sixty-foot, steel, passenger motor cars. On Saturdays and Sundays of each week, it has been found necessary to



operate trains consisting of three, four and in many instances five coaches. In most instances schedules were strictly adhered to, but in cases where trains did

Power business has not only been attractive to the company producing the energy but has also been of immense benefit and convenience to the inhabitants of



Main Passenger and Freight Station of the Scioto Valley Traction Company in Columbus. An Old School House Is Being Used Temporarily for This Purpose

get late the company followed the practice of having relief trains departing from their respective terminals on scheduled time and the crews changed when they met the inbound train which was running late.

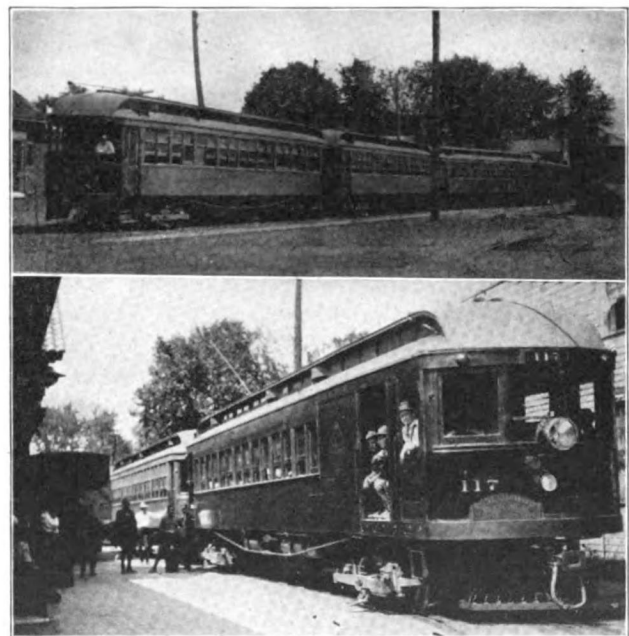
The need for such an abundance of service readily proves the fact that interurbans have been of immense commercial and social advantage to the towns and villages adjacent to Columbus and to Columbus itself. The frequency, reliability and comfort of the service, providing easy access to the city, has made it possible for the laborer, mechanic, business or professional man to follow his occupation in the city and yet live with his family amid the more healthy and spacious surroundings of the more rural communities. He may enjoy all the advantages of schools, churches and theatres, and in fact, a good many of the benefits of the city and still be free from the more confined and crowded limitations of a city residence.

With regard to its passenger traffic the company feels rather proud of its record in handling hundreds of thousands of soldiers to and from Chillicothe without hurt or injury to any one of them.

#### Power and Lighting Business Supplements Railway

The company is making rapid strides in the development of its commercial power and lighting business. Franchises have been secured in nearly all of the municipalities through which its lines operate, and in territory adjacent to them. Solicitors are at work signing up prospective consumers and many new contracts are coming in. A 4,000 k. w. Curtis type turbo-generator has recently been installed and the company is now amply able to take care of the wants of its various departments.

the territories which the company serves. Many of the towns, villages and even hamlets along the line have installed electric street lights; and churches, schools and industrial plants have been anxious to get such service. The individual, too, in his residence, has been quick to contract for current, not only for light-



Above—Four-Car Passenger Train Serving Camp Sherman.  
Below—Two-Car Train Ready to Leave Chillicothe Terminal.

ing purposes but also for the many electric household appliances which have been marketed. The farmer along the line has availed himself of the service and

uses the current for lighting, for driving machinery and implements about the barn and yard and in the modern up-to-the-minute farmhouse of today it is no surprise to find many of the household duties performed



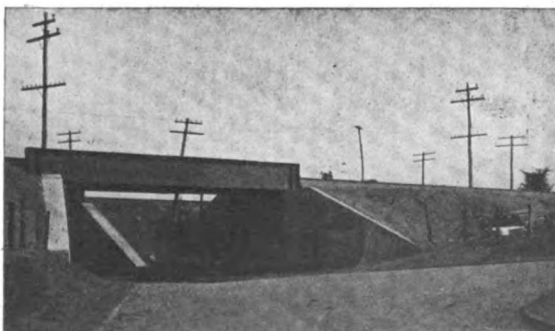
Scioto Valley Railway, Chillicothe Station

with the aid of electricity, even to the point of cooking on an electrical range.

#### Freight Traffic to be a Big Factor in the Development of Electric Railways

It is believed, however, that in the further developments of interurban freight business lies the greater possibilities for interurban railways. During the rush of preparation for our entry into the war, the freight carrying equipment of the steam roads of the country was taxed to the utmost and considerable congestion resulted. Many of the large shippers throughout the central states were forced to resort to the interurban for relief and the very rapid deliveries which were made were so surprising and gratifying to the shipper that in many cases it resulted in a retention of a good portion of the business.

As in the case of passenger travel, the automobile also has made its appearance in the transportation of freight but the frequency and rapidity of traction serv-



Subway With Through Plate Girder Bridge, Scioto Valley Railway

ice has been such that except in the matter of very short hauls the truck has not been a successful competitor in this locality. The interchange of freight shipments between the various companies has reached a more advanced stage of development than the passenger business and interstate shipments of consider-

able size and from distant points are quite common.

#### Development of Through Passenger Traffic

At the present time there are six interurban companies operating trains in and out of Columbus. These are as follows: The Ohio Electric Railways with a total mileage including leased lines of 675 miles; Scioto Valley Traction Company, 78 miles; The Columbus, Delaware & Marion Electric Company, 57 miles; Columbus, Urbana & Western Company, 9 miles; The Columbus, New Albany & Johnstown Traction Company, 9 miles, and the Ohio & Southern Traction Company, 7 miles. While through traffic on electric lines is still in its early stages, the possibilities are such that further development, especially in Ohio, is certain. At the present time it is possible to travel by traction

lines from Columbus to Cleveland, Buffalo, Niagara Falls, Toledo, Detroit, Cincinnati, Indianapolis, Terre Haute and Chicago. A trip to some of the above points now requires one or more changes of cars but the various electric railway associations of the country have committees constantly at work on the standardization of equipment and operating conditions so that eventually a trip of considerable distance may be made without the annoyance and discomfort incidental to a change of cars. At the present time it is already possible to travel from Zanesville, Ohio, by way of Columbus, to Indianapolis, Indiana, without change, a distance of approximately 250 miles, and the entire trip is made in eight hours and thirty minutes.

#### TROLLEY FREIGHT IN NEW ENGLAND

Abstract of a Paper Read At the Afternoon Meeting of the New England Street Railway Club, Thursday, November 6, 1919

By R. E. COSGROVE

From an insignificant beginning in New England the transportation of freight by electric railways has grown to such an extent that trolley freight is an established fact in most cities and towns. Once the *back door* of the street railway, it has now become the *side door* and if the hopes of its friends are realized it will some day be the *front door*.

In the early days of trolley freight many street railway officials questioned the advisability of entering into the freight business. In New York State several companies had embarked in the enterprise by 1900, there being an established freight service from Albany to Schenectady and surrounding towns. Several freight traffic arrangements were made and the movement spread from one company to another until by 1912 most of the present ter-