

**Denver Ordinance to Require Heating of Car Vestibules Vetoed.**—Mayor Arnold of Denver, Col., has vetoed the ordinance to require the Denver City Tramway to install heating apparatus in the vestibules of its cars. The veto message to the Council was accompanied by a letter from John A. Beeler, vice-president and general manager of the company. Mr. Beeler explained that it would be physically impossible to comply with the ordinance within the time limit of thirty days. He said that the company was building a stepless car which provides for a system of heating the vestibule as required in the ordinance, and that the company proposes to submit the matter of heating the vestibules to the motormen and to be guided by the opinion of the men as expressed in a vote.

**Increase in Fare up to Patrons.**—The Morris County Traction Company, Morristown, N. J., which operates into Elizabeth over the tracks of the Public Service Railway as far as the station of the Central Railroad of New Jersey, has submitted to its patrons the matter of the fare to be charged by the company in that city. The company is willing to continue the service into the city if the passengers within the city limits will agree to an extra charge of 2½ cents for the service within the city, or it will operate only to the city line, charging a fare of 5 cents from Union to that point. An effort was made to have the Public Service Railway reduce the charge which it exacts for the operation of the cars of the Morris County Traction Company over its Elizabeth lines, but that company did not feel that it could consistently consent to a reduction.

**Employees Before New York Commission.**—Members of the joint conference board of the Amalgamated Association of Street & Electric Railway Employees of America met with the members of the Public Service Commission for the Second District of New York recently and requested the commission to take up with street and interurban railroads in New York State the installation of certain devices to safeguard employees in operating cars and the public using them. These suggestions included equipping double-truck cars in cities with air brakes, vestibuling rear ends of closed cars, uniform location of sand-box levers, placing sand boxes on all cars, substitution of convertible car with aisle through center for the open cars with running boards, stools for motormen and conductors, block signal systems on interurban lines and uniform headlights. The men said that they deemed it advisable to bring these matters to the attention of the commission at this time so that it might be guided in its investigations of conditions in New York State.

**English Inspection Party.**—A party of eight London bankers, including E. Mackay Edgar, the active head of Sperling & Company, London, Eng., left New York on a special train on Jan. 23, 1913, for a two weeks' tour of the country for the purpose of inspecting various public utilities, some of which have been financed in part by banking houses represented by the visitors. James Mitchell, president of the Alabama Interstate Power Company, who came over from London with the party, W. W. Freeman and F. Darlington, vice-president and consulting engineer respectively of the same company, have also gone with the visitors on the tour. The itinerary includes Montreal, Toronto, Niagara Falls, St. Louis, Joplin, Denver, Keokuk, Nashville, New Orleans and Birmingham. Among the properties to be visited are those of the Utilities Improvement Company, the Cities Service Company, the Mississippi River Power Company, the Consolidated Cities Traction, Light & Power Company, the American Cities Company and the Alabama Interstate Power Company. It is understood that after their return to New York the visitors plan to inspect the public utilities of Mexico and Cuba before leaving for home.

**Decision of Commission in Complaint Against Ohio Road.**—The Public Service Commission of Ohio has rendered a decision in the complaint of the Ralston Steel Car Company and others against the Columbus, New Albany & Johnstown Traction Company, Columbus, Ohio. The commission found that the allegations that the rates of fare were unreasonable were not sufficiently definite to justify any order in this connection and that the complaint that the company refuses to sell tickets in Columbus accord-

ing to law and to receive its own tickets between two points going in either direction was not sustained by the evidence. The commission has, however, ordered the company to renew and put in proper repair all bonds which connect its rails from the corporate limits of Columbus to the eastern terminus of the road, and to provide cross-connecting bonds between its rails at intervals of not more than 1000 ft. throughout the entire length of the road. This work is to be completed within ninety days. The company is also ordered to secure and place in service within four months from the date of the service of the order at least one freight car equipped with motors. The commission has also ordered the Columbus, New Albany & Johnstown Traction Company to overhaul and repair two of its passenger cars.

**Aurora, Elgin & Chicago Freight and Express Folder.**—The Aurora, Elgin & Chicago Railroad, Wheaton, Ill., has issued a booklet to acquaint the shipping public with the fact that the company is handling freight in carload and less than carload lots, as well as express matter. Carload freight is received at the Fifty-second Avenue terminal steam track situated at Fifty-second Avenue and Harrison Street, Chicago. Cars also may be loaded on the various steam tracks and private sidings on any steam road in Chicago. In addition to this information, the folder supplies the shippers with information as to belt-line connections, connecting steam roads, steam tracks and industries served by the electric line. It also states that less than carload shipments will be received at the Fifty-second Avenue freight house in Chicago, as well as at the different stations along the line. The express service on the Aurora, Elgin & Chicago Railroad includes two round trips daily between Aurora and Elgin, and one round trip between Aurora and Yorkville. Wagon pick-up delivery service is maintained at Aurora, Batavia, Geneva, St. Charles and Elgin. Traffic agreements have been made with the Joliet & Southern Traction Company, with connections at Aurora, and the Chicago, Ottawa & Peoria Railroad, with which it connects by way of the Joliet & Southern Traction Company at Joliet. It also has a through traffic agreement with the Chicago, Aurora & De Kalb Railroad, the Elgin & Belvidere Electric Company and the Rockford & Interurban Railway.

**Service in Rochester.**—At a meeting held in the office of Mayor Edgerton of Rochester, N. Y., on Jan. 23, 1913, to consider street railway service in the city there were present the Mayor, E. J. Cook, general manager of the New York State Railways, Rochester Lines; Charles R. Barnes, of the Public Service Commission of the Second District of New York, and the members of the law and the railroad committees of the City Council. Mr. Cook said that the company was expending \$8,000 to maintain a department for the sole purpose of learning wherein the service of the company could be improved. All complaints that were received were investigated carefully. Mr. Barnes said that very complete records were kept by the company of the trend of traffic, and that he had verified with the inspectors of the commission many of the data in the possession of the company. It would not be practicable for the commission to go into every city in which it has jurisdiction and attempt to do the amount of checking that has been done by the Rochester company. Mr. Barnes said that after the rerouting was put into effect in Rochester recently the service was checked to determine whether the relief given was sufficient, and this checking revealed that on every line in the city the service was inadequate owing to the irregularity of the car movement. Mr. Barnes continued: "In regard to the steps taken to determine the cause of this irregularity I will say that Mr. Cook and I have made plans to learn the cause of delay to every car, and as soon as this work is done, which will be in two or three weeks, I shall be able to tell just how much added service is needed and at what time of the day it should be given. So far the investigation has shown that there are three main causes of the delay to the running of cars. The first of these is the operation of the carhouse in State Street. The second cause is congestion due to the interurban cars being routed through the center of the city. The third and most important is the fact that the city has outgrown the single-track lines and every single-track line in the city should be double-tracked."