

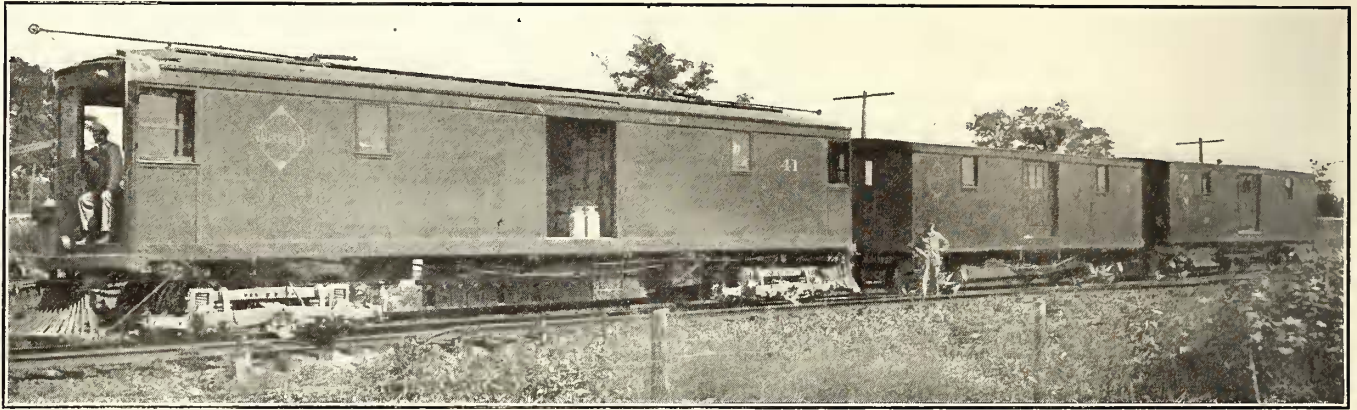
FREIGHT SERVICE OF THE SCIOTO VALLEY TRACTION COMPANY

The Scioto Valley Traction Company established its freight business on Dec. 5, 1905, shortly after the opening of the road for passenger service. When the line was built its projectors had anticipated the development of a freight business, but did not make any such provision for its care as has been found necessary with the increasing appreciation of the value of

be learned. The tariffs of the steam roads were not then open to inspection as at present, but, from his experience, Mr. Bradfield was able to arrive at substantially the same rates. The official classification was used, although a good many exceptions were stipulated and are still provided in the existing tariff.

COMPETITION

The steam railway competition which the Scioto Valley Traction Company has to meet is with the Hocking Valley Rail-



Scioto Valley Traction Company—Freight Motor Car with Two Trailers

the service on the part of residents of the district served. Shortly after the inauguration of the freight business J. O. Bradfield was appointed general freight agent. He was experienced in steam railway practice, but had not been connected with any electric railway properties. He has continued to follow largely existing steam railway practice.

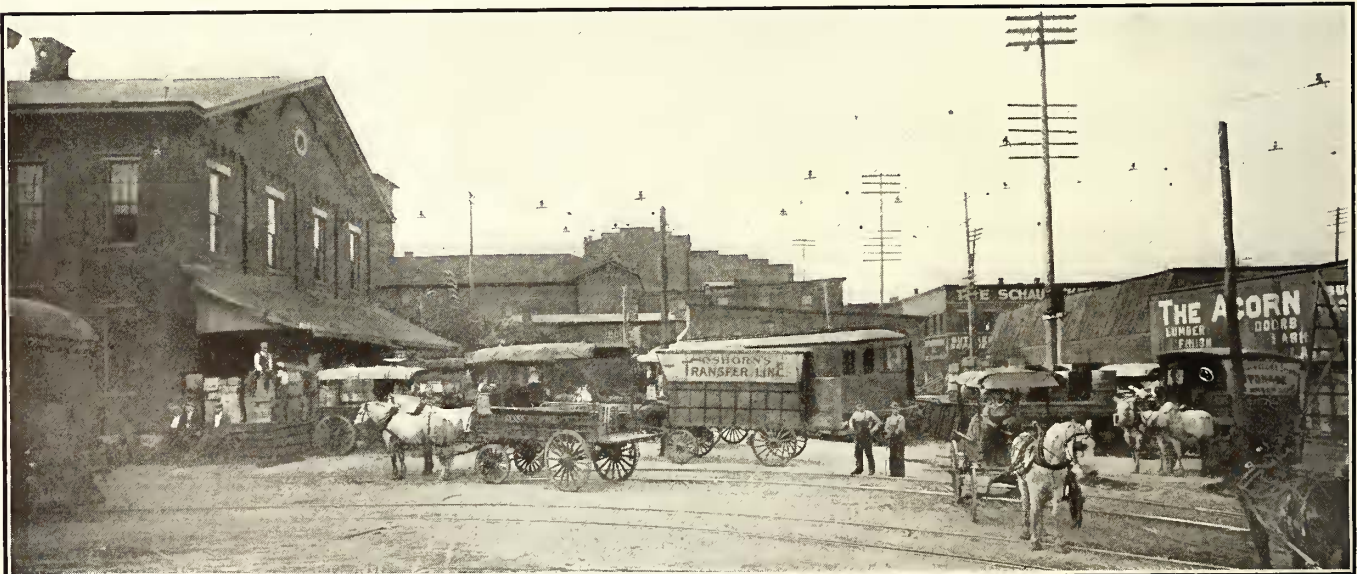
When the freight service was started general merchandise was handled almost exclusively. An advertisement was placed in the newspapers published in the various cities and towns on the line announcing that the service would be started on the date given. In the ensuing six months business was solicited almost continuously, but it was found then to be unnecessary to solicit merchandise business, as the merchants were quick to appreciate how valuable the service afforded by the electric

way, on the Lancaster division, and the Norfolk & Western Railway, on the Chillicothe division. The freight rates still remain practically the same as on the steam roads.

Household goods, for instance, are carried by the steam roads at the first-class rate. The Scioto Valley Traction Company charges three times the first-class rate for less than carload lots of household goods, and its agents are instructed to inform applicants of the lower steam rate, as the business is not especially desired.

The last tariff, effective on June 7, 1909, contains the special instructions to agents shown in the cut published on page 870.

The territory tributary to the Scioto Valley Traction Company is south and southeast of Columbus, Ohio. The line from Columbus to Obetz Junction is double track and from the



Scioto Valley Traction Company—Yard at Columbus Freight Yard

line would be to them and their customers. The work of solicitation since the preliminary period has been confined largely to carload business, although an effort is made to visit once a week all of the seven towns from which the principal business is secured.

The first tariff issued by the company was based on the rates of competitive steam roads as nearly as these rates could

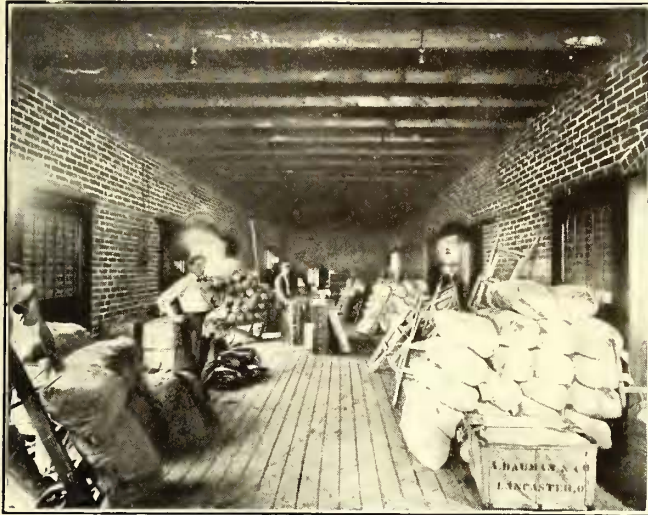
latter point the lines branch, reaching territory which has proved to be favorable for freight development. Lancaster, at the southern terminus of the Lancaster division, has a population of 15,000. Circleville and Chillicothe, on the Chillicothe division, have respectively 10,000 and 18,000 population. Circleville is 27 miles from Columbus and Chillicothe is 50 miles.

The usual arrangement of operation of the freight cars

provides for two cars on each division twice a day. Under the present arrangement four trains consisting of one motor car each leave Columbus daily, two at 9:30 a. m. and two at 5:30 p. m. On the return trips freight is received at Chillicothe until 10 a. m. and 3 p. m. respectively, and at Lancaster until 1 p. m. and 8 p. m.

ORGANIZATION OF THE FREIGHT DEPARTMENT

The organization under the general freight agent may be indicated briefly as follows:



Scioto Valley Traction Company—Interior of Freight House at Lancaster, Ohio

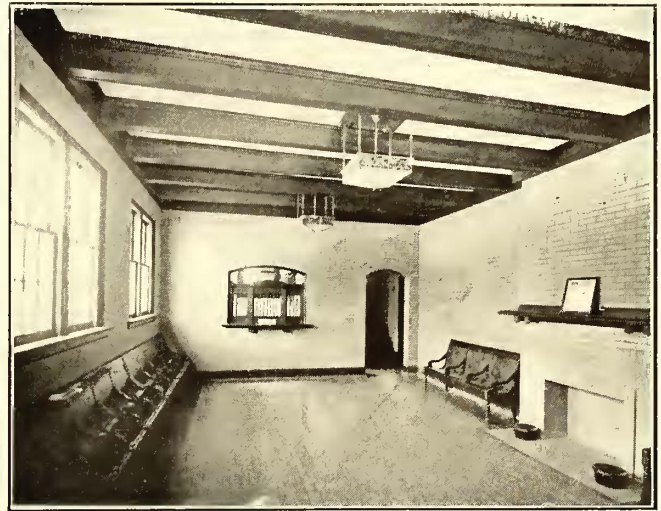
At Columbus a freight agent, freight cashier, bill clerk, one platform receiving clerk, one platform delivery clerk. These men are employed exclusively by the freight department.

Lancaster division: Groveport, one freight and ticket agent combined; Canal Winchester, one freight and ticket agent combined; Carroll, one freight agent, a drayman who meets the train and uses such part of his time as may be necessary to attend to the freight business at that point; Lancaster, one freight and ticket agent, one clerk and one warehouse man.

Where there are no agents freight is handled at the owner's risk, and must be prepaid. Shelter sheds have been built at all passenger stops, and regular shippers have learned that if the shipment is sent from a prepay point it must be prepaid.

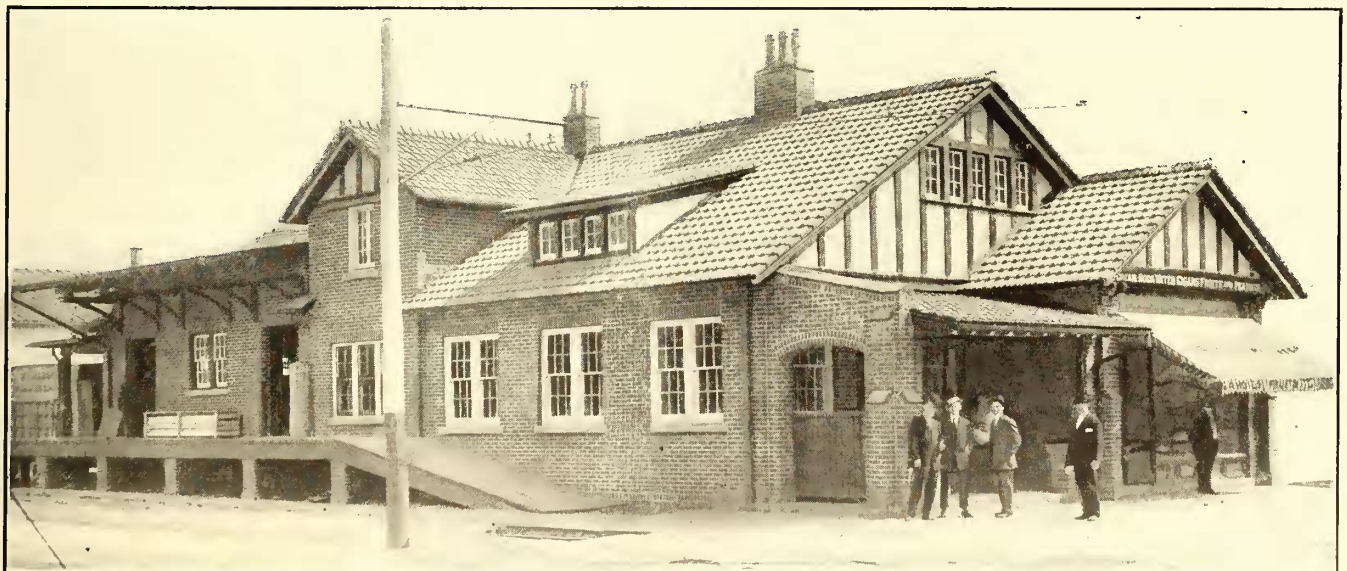
DEVELOPMENT OF INDUSTRIES

Every effort has been made to encourage industries that would add to the freight traffic of the company, and substantial results have followed from the efforts of the company in this direction. A typical instance is that of the Jefferson Spring



Scioto Valley Traction Company—Interior of Waiting Room, Circleville Station

Water Company. The water in Columbus had caused trouble, and with the encouragement of the officers of the company certain interests in Columbus located a fine spring of water near Jefferson, 19 miles from Columbus. This spring was leased and a bottling station was built adjacent to the spring. Directly after this company had started operation it began to ship, in less than carload lots, 25 carboys at a time, and the business developed rapidly with the sale of water in carboys and later of half-gallon bottles in cases, until the company



Scioto Valley Traction Company—Exterior of Circleville Freight and Passenger Station

Chillicothe division: Lockburn and Duvall, one man at each point to give part of his time, as at Carroll, on the Lancaster division; Asheville, a freight and ticket agent; Circleville, freight and ticket agent combined and one clerk; Kingston, freight and ticket agent combined; Chillicothe, freight and ticket agent combined and one clerk.

Freight is handled at all of the regular passenger stops.


started to ship full carloads. In 1907 two cars were used exclusively for the water service. During the summer of that year, when the water situation in Columbus aroused particular agitation, the shipments aggregated 6 or 7 carloads a week. Each carload contained 500 to 800 carboys or the equivalent. These cars bear the name of the water company, and are run with regular freight trains as trailers. The company has

enlarged its business by shipments to more distant cities than Columbus, and by manufacturing ginger ale and carbonated waters.


Strawberries, melons and other fruits have been handled with advantage to the company and the producers and the consumers. When the freight service was started and traffic possibilities were under consideration, it was apparent that some business would be secured from fruit growers if the proper service was afforded. Farmers in the territory had been in the habit of picking berries in the afternoon and traveling all night in order to have their produce in the markets in Columbus early in the morning. After trips over the dusty roads, however, the condition of the berries was frequently impaired. Because of the improved facilities offered by the traction company, it is believed by Mr. Bradfield that an increase of 100 per cent has taken place in the acreage of tributary country devoted to the cultivation of small fruits. During the first season the company handled 3500 bushels of berries, the ma-

day six or seven trips would be made. If the car is kept longer than the time specified \$3 an hour extra is charged, and a fraction of an hour is considered as one hour. The peas and beans are handled in a passenger car from which the seats have been removed in part, enabling it to carry improvised holders by the use of which both the car and the vegetables are protected. The corn is handled in ordinary gondola cars at carload rates. A further extension of this character of service has been made possible by the development of farms for the cultivation of tomatoes at Canal Winchester. Last year 50 carloads of tomatoes were hauled at carload rates from Canal Winchester to Circleville. Fifteen or 20 carload lots of pumpkins were hauled between the same towns.

The milk business of the company has increased month by month. When this was started it was a very slight factor in the total business, but it has improved to such an extent that it is believed now that the company will be justified in starting a special milk train in a year or thereabouts. Revenue

		Pro. No. _____			
		Dr. To THE SCIOTO VALLEY TRACTION CO.			
For Transportation of Freight					
FROM	W. B. No.	DATE	IS	CONSIGNOR	
MARKED	ARTICLES		WEIGHT	RATE	FREIGHT AND CHARGES
Orig. Point Shipment 1 RECEIVED PAYMENT.					

Scioto Valley Traction Company—Part I. of Expense Bill

		Report of Uncollected Freight Bills.				
		Station at close of Month of 191....				
Way Bill	Number	Pro. No.	From	Consignee	Amount	Why Uncollected
Date						

Scioto Valley Traction Company—Form of Report for Uncollected Freight Bills

jority of which were strawberries; in the following season, that of 1907, about 6500 bushels were carried, and in 1908, about 10,000 bushels. In 1909 and 1910, owing to weather conditions, the crop of berries was not as good. During the berry season last year a trail car was sent to Canal Winchester, which is in the center of a good berry district, attached to the regular freight car leaving Lancaster at 8 p. m. The company has had the same experience with cantaloupes, and hauled to Columbus last year 3000 or 4000 barrels of these melons.

On the Chillicothe division there are several large canning factories which put up mostly tomatoes, corn, peas and beans. In June and July special service is furnished by the company for this business, and this has been developed by the consignment of special cars during the season when the peas are picked and shelled and also later when the sweet corn and the beans are gathered. These cars are operated between Kingston, where vegetables are grown, and Chillicothe, where the canning plants are located. This special service enables the canning companies to shell the peas and beans before shipment, and the quick service afforded by the special car is an advantage that could not be secured by wagon service or any service that would be afforded by a steam line. For this car the company has a minimum charge of \$25 a day for 6 hours. During this

Special Instructions to Agents.

No. 1—All freight received for points where no Agents are maintained must be prepaid and will be handled at owner's risk only, which will be noted on bill-of-lading.

No. 2—Household goods and perishable freight must be prepaid or guaranteed.

No. 3—All shipments must be accompanied by proper shipping bill or bill-of-lading and receipted for at owner's risk of damage by fire, water, leakage, etc.

No. 4—Where shipments are unclaimed for twenty-four (24) hours, Agent at destination will so notify Agent at original point of shipment, who should notify consignor.

No. 5—Shipments for unknown consignees at Columbus, Lancaster, Circleville, and Chillicothe should bear the street address on the package. Such address should appear on billing covering same.

No. 6—In billing shipments to prepay points, bill on the next station beyond where Agent is maintained, but show the proper destination on the body of the manifest.

No. 7—Freight for prepay points will be handled on day trains only unless special arrangements are made between the forwarding Agent and consignee.

No. 8—Memo way-bills must not be issued except in cases of absolute necessity.

No. 9—Way-bills covering car-load shipments must be made on separate bills and hard copies of each sent to this office.

No. 10—No freight will be forwarded on passenger trains without authority from this office except cut flowers and moving picture films. They may be forwarded on any passenger car, exclusive of No. 111.

No. 11—Agents will not deliver any shipment billed "To the order and notify" without the surrender or original bill-of-lading, properly endorsed, unless authority is received from this office.

No. 12—Agents will not accept shipments for transportation billed as merchandise. The contents of all packages must be ascertained and billed accordingly.

No. 13—Agents will accept no shipment for transportation, charges collect, unless in their judgment it is worth more than the freight charges; otherwise, it must be guaranteed by responsible shipper.

J. O. BRADFIELD,
General Freight Agent.

Scioto Valley Traction Company—Instructions to Agents

from the milk business is not included in the statement of gross earnings from freight, published elsewhere.

FREIGHT EQUIPMENT

The equipment in use for the freight service exclusively consists of three baggage motor cars and nine freight trail cars. The freight trail cars are used for general merchandise. They are attached to the motor cars, and are also used generally for the carloads. The amount of business usually justifies the shipment of about six fully loaded trail cars a week to Lancaster, and about the same number in this period to Circleville. The company has five gondola cars, which are used for construction, but are employed occasionally for freight service to and from the smaller stations on the lines. Regular platform scales have been provided at Columbus and Lancaster and Circleville, and portable scales are used at the other stations. Proper sidings are provided at all stations for handling carload and less than carload business. Each freight train is operated by a conductor, a motorman and a brakeman. The company up to the present time has not developed any extensive interchange of traffic with other electric lines, but this class of business is constantly increasing. A considerable volume of carload business has been handled. This has consisted of shipments of grain, household goods, hay, straw, lumber, mill

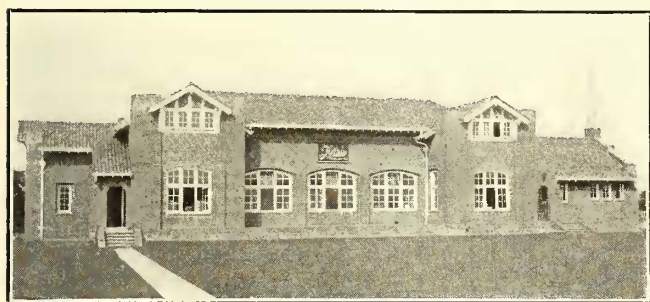
work, brick, sand, gravel, drain tiles, etc. No coal has been hauled, but the carload business has included several shipments of horses and other live stock.

The forms used for reports to the general freight agent and F. K. Young, the auditor, are practically identical with those in use by steam lines. The practice in billing is substantially the same as that followed by steam lines, but carbon copies are made of nearly all reports, instead of tissue copies. The form of expense bill in use at the larger stations is indicated in the

OPERATION OF FREIGHT SERVICE OF THE SCIOTO VALLEY TRACTION COMPANY.

	Gross freight revenue.	Gross freight pounds.	Freight car miles.	Freight revenue per car-mile.	Aver. daily freight car-miles.
December, 1905.....	\$1,121.91	923,697	6,835	\$0.1641	262.88
June, 1910.....	5,082.21	4,947,055	14,628	.3474	562.6
Year ended—					
Dec. 31, 1906.....	31,228.78	28,512,909	103,897	.3006	340.64
March 31, 1907.....	34,412.59	32,641,429	105,025	.3276	343.22
June 30, 1908.....	43,764.89	39,715,104	128,836	.3396	419.66
June 30, 1909.....	48,033.57	52,209,835	137,957	.3482	450.55
June 30, 1910.....	50,934.27	57,129,759	151,882	.3353	496.34

accompanying illustration. Of the three copies made for each shipment, No. 1 is issued for the receipt for the consignment, No. 2 is the receipt for the shipment as filed with the local office, and No. 3 is issued as the delivery ticket for the drayman. Mr. Bradfield has also inaugurated the practice of having the agents telephone the general freight office systematically regarding goods that are over or short. At a certain period of the day all the agents on the lines telephone the general freight office at Columbus regarding all discrepancies of this



Scioto Valley Traction Company—Plant of Jefferson Spring Water Company

nature. If there are no discrepancies a note to that effect is made. A record of the report from each station is kept, and rapid comparison of the reports in each case makes it possible to straighten out mistakes of this nature immediately. Where goods are carried over or cannot be found the regular form following the steam railroad standard is provided for the report.

The form of way-bill used by the company provides that three copies shall be made at one time by the use of carbon paper, comprising respectively the original, the auditor's copy and the agent's copy.

The accompanying table gives a record since the establishment of the freight service of the following: Gross freight revenue; gross freight in pounds; freight car mileage; freight revenue per car-mile; the average daily freight mileage. During the 27 days in which business was done during December, 1905, the total gross freight revenue was \$1,121.91 and it has increased rapidly since that time, reaching the maximum for any one month of \$5,481.26 in June, 1909. The record of several other months has reached nearly this total. The largest amount of gross freight carried in any one month was recorded in November, when a total of 7,576,142 lb. was reported. The freight car mileage has varied materially. The freight revenue per freight car-mile has extended from 16.41 cents in December, 1905, to 41.14 cents in September, 1908. No attempt has been made to separate the expense as between passenger and freight, but the management expresses its conviction that the freight business yields its share of the profit required to make the enterprise a success.

* The total number of claims received from December, 1905,

to July 31, 1910, was 404. They were as follows: Claims for loss, \$345.49; claims for damage, \$651.23; claims for switching and drayage, \$275.60; claims for overcharge in revenue, \$224.58; total, \$1,496.90. The total amount of claims which has been declined, reduced or withdrawn was \$259.39. The total amount asked for damage to baggage, one claim, was \$13.75. No claim has been made for loss to baggage.

Mr. Bradfield states that, in his opinion, of the total business in less than carloads between local points on the lines the company handles 90 per cent and the steam roads the balance.

Frank A. Davis, president and general manager, in discussing the results of the freight service in the light of the experience of the company, states that, in his opinion, higher freight rates are justified by the promptness with which a shipment is delivered by the company.

CONSTRUCTION OF PARTIALLY COMPETITIVE LINE APPROVED IN WISCONSIN

The application of the Milwaukee & Fox River Valley Railway Company for a certificate of public convenience and necessity has been granted by the Railroad Commission of Wisconsin. The certificate authorizes the construction of the proposed interurban line in its entirety from Milwaukee to Cedarburg, Plymouth, Chilton, Stockbridge, Appleton, Kaukauna, Menasha and Fond du Lac. During the proceedings before the commission the principal objector to the issue of the certificate was the Milwaukee Northern Railway, which operates an interurban line between Milwaukee, Cedarburg, Port Washington and Sheboygan.

An application for the certificate was filed by the new company on March 13, 1908. It stated that the company was capitalized at \$75,000, of which \$25,000 was common stock and \$50,000 preferred. Of the total stock \$40,200 has been subscribed and \$25,850 paid in. The proposed right-of-way had a width of 66 ft. throughout its entire length. The right-of-way for a distance of approximately 8 miles was owned and construction was in progress.

At the hearing on the application on April 14, 1908, the Milwaukee Northern Railway filed its objections, stating that public convenience and necessity did not require the construction and operation of the proposed line and also alleging certain irregularities. Objection was filed by the Fond du Lac & Northeastern Railway Company on May 5, 1908, to the issue of the certificate. This company charged that its contemplated line would occupy at certain points the same territory as the proposed line of the new company. In a decision rendered on July 3, 1908, the commission denied a motion for an order dismissing the application and ordered the case to a hearing on its merits.

Amended applications and objections were filed and hearings followed. An abstract of the decision, so far as it touches points of general interest, follows:

"Various estimates were introduced with respect to the probable volume of the passenger business. Like all other estimates, more or less uncertainty exists with respect to them. We think the testimony fairly shows that there is great promise of a large development of local passenger business in the territory between Cedarburg and Milwaukee and along the east shore of Lake Winnebago, and that there will be the usual local movement between all other points, especially the points between Plymouth and Cedarburg. Because of the existing facilities on the steam and electric lines in the Fox River Valley south to Fond du Lac and thence to Milwaukee, we apprehend that no great reliance should be placed upon the immediate development of through passenger business between Milwaukee and the Fox River Valley.

"Statements of the amount of grain and other farm products and live stock produced in the various townships at best afford little definiteness in regard to the quantity of these products which the proposed railway may convey to market at a profitable rate. The objector placed much stress upon the relatively great increase in the investment in equipment, stations and