

been approved for that system. Three other cities in Illinois had previously been allowed to charge 7 cents, and ten cities a 6-cent rate. The outlook is said to be bright for getting relief from the commission, and a petition from the Chicago Surface Lines may be filed at any time.

### Research Council Wants Information on Laboratories

The Engineering Foundation and the National Research Council are co-operating in compiling information about the research laboratories of the country and in promoting industrial research. To do this they request all electric railway and other laboratories which have not yet done so to send to the New York office a brief statement covering equipment, kind of research work, number and classification of men employed; name of person in charge, and research time—all, half, one-third, or other approximation.

### Would Restrain Amalgamated

Action was brought by the Indianapolis Traction & Terminal Company in the United States District Court in Indianapolis, Ind., on Nov. 2, to enjoin officers of Local No. 645 and organizers of the Amalgamated Association from inducing or persuading employees of the Indianapolis Traction & Terminal Company to strike. A ballot was being taken by the union officials on Nov. 2, following the meeting that was held at 1 a.m.

Judge Anderson ordered the United States Marshal to serve subpoenas on the various union officials and the members of the Board of Safety of the city of Indianapolis and superintendent of the Police Department, who are made co-defendants. The hearing was set for Nov. 4.

At this hearing the case was continued until Nov. 8, when the issuing of a restraining order will be considered by the court. An attempt had been made to compel the Indianapolis Traction & Terminal Company to make a contract with the Amalgamated Association. This the company declined to do, as it already had a working contract with its trainmen.

The wages of the men were increased by the company on Oct. 13, following an order of the Public Service Commission establishing a 5-cent fare in the city of Indianapolis, which also called for a 50 per cent increase in the wage budget that would have to be allowed by the company.

The employees were represented by an attorney during the hearing of the fare case, and took part in the hearing, and had expressed no dissatisfaction to the Public Service Commission over the increased wages granted them. They have since contended that the increase was insufficient, and endeavored to compel the company to grant them further substantial increases, and in addition make a contract with the Amalgamated Association.

## News Notes

**Savannah Men Strike.**—The trainmen in the employ of the Savannah (Ga.) Electric Company went on strike on Nov. 1. Both wages and recognition of the union are said to be the issues involved.

**New Fender Presented.**—A new style of fender was presented before the Public Service Commission of Massachusetts, on Oct. 29, by R. B. Stearns, vice-president of the Bay State Street Railway. C. D. Emmons, vice-president of the Boston & Worcester Street Railway, thought the new type of fender was preferable to the old one. There was no opposition to the fender, and the hearing was closed.

**New Fuel Administrator for Virginia.**—R. H. Angell, Roanoke, has been appointed by United States Fuel Administrator H. A. Garfield to be Federal Fuel Administrator for Virginia, in the place of H. F. Byrd, who has entered the military service. Mr. Angell is a well-known banker and business man of Roanoke. At the time of his present appointment he was local fuel administrator at Roanoke.

**New Co-operative Plan in Effect.**—The general committee of the new co-operative association of the Philadelphia (Pa.) Rapid Transit Company as a result of its first meeting on Oct. 21 has submitted to all members a statement showing that of the 7809 employees eligible for membership the applications of 6789, or more than 86 per cent, were on file. The co-operative plan of August, 1918, which has been described previously in the *ELECTRIC RAILWAY JOURNAL*, has therefore been declared operative and in full effect.

**Coal Reserve for New York Companies.**—The Interborough Rapid Transit Company, New York, N. Y., acting in co-operation with the New York State Fuel Administration, has arranged for the storing of 100,000 tons of bituminous steam coal to anticipate any possible delay in securing fuel through weather conditions. This supply of 100,000 tons represents approximately sixty days consumption by the company. Similar provisions have been made by the Brooklyn Rapid Transit and other public service companies.

**Staggered Hours for Cleveland.**—In order to enable the Cleveland (Ohio) Railway to aid in stamping out influenza the Health Department there is regulating the hours of closing commercial houses, office buildings and some classes of factories. All office buildings are required to close at 4.30 p. m.; cloak and suit factories and wholesale houses, 4.45; one-line houses,

such as men's and women's exclusive clothing stores, book stores and shoe stores, 5; department stores, 5.30; groceries and hardware stores, 6, and restaurants and saloons, 8 o'clock.

**St. Louis Settlement Ordinance Killed.**—Mayor Kiel of St. Louis, Mo., has signed the ordinance revoking the franchise settlement ordinance of the United Railways. This action followed the recent rejection of the settlement measure by the railway. The repeal of the ordinance was advised by City Counselor Daues. The matter of a new franchise for the company has been before the city administration of St. Louis for two years. The reasons for the rejection of the franchise settlement measure by the company were reviewed at length in the *ELECTRIC RAILWAY JOURNAL* for Oct. 19, page 711.

**Milwaukee Electrification Progress.**—H. F. Byram, federal director of the Chicago, Milwaukee & St. Paul Railway, recently announced after an inspection of the line that the first electric train over the road will arrive in Seattle on July 1 of next year, unless unforeseen delays occur. The electrification begins at Othello, in eastern Washington, and ends at Tacoma, covering a distance of 220 miles. With the 440-mile electric system through the Rocky Mountains, the Chicago Milwaukee & St. Paul Railroad will have 660 miles of electric railroad.

**Must Grant Common User Rights.**—A telegram received in Seattle, Wash., from the United States Shipping Board, Emergency Fleet Corporation, states that common user rights on the Seattle municipal elevated line must be granted as a condition of the government's loan of \$339,000 for the completion of the elevated and the purchase of new cars. About two months ago arrangements were made for the loan to the city, and it was understood at that time that common user rights would be required. The deal for the purchase of the Puget Sound Traction, Light & Power Company's railway system was under way, however, and it was thought that this would be completed in a few weeks.

**Official New Orleans Award Announced.**—The press dispatches of the award of the War Labor Board to the employees of the New Orleans Railway & Light Company, New Orleans, La., quoted in the *ELECTRIC RAILWAY JOURNAL* for Nov. 2, page 808, are the same as the official award. The company has promised to pay the employees their back pay at the award of the War Labor Board. A conference was held on Oct. 31 between Nelson H. Brown, general manager of the railway, and the representatives of the carmen's union, at which conference no agreement was reached. At this conference President Stadler of the union informed Mr. Brown that the gas and electric employees understand the War Labor Board's decision to mean that the prevailing union scale for carpenters and mechanics should be paid the railway's employees.