

# ELECTRIC RAILWAY JOURNAL

CONVENTION DAILY

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*for* **BUS TRANSPORTATION**

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**WESTINGHOUSE TRACTION BRAKES**  
**AUTOMOTIVE DIVISION**

# ELECTRIC RAILWAY JOURNAL

## CONVENTION DAILY



CHICAGO, ILLINOIS, OCTOBER 5, 1922

### PAST PRESIDENT'S DAY AT AMERICAN MEETING

Seven Former Heads of Association Introduced by General Harries, Who Said: "We Have Reverence for Those Who Preceded Us in Honorable and Honored Service"

AT the conclusion of Judge Warwick's address yesterday at the American meeting, Mr. Todd said that he had now reached the part on the program known as "Past Presidents Today." He himself might perhaps use the salutation of the old Roman gladiator: "About to die, I salute you." Nevertheless, this was not the actual situation. When a president

the way up the ladder by his ability, and now was first vice-president of the Chicago Railways Company, a part of the Chicago Surface Lines. At the time that he was president of the association he was president of the Chicago Union Traction Company.

Mr. Roach in his address said first that he was greatly pleased to welcome the association to Chicago, in

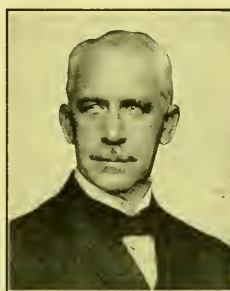
"Mere suggestions of a reunion of past presidents prompts premier thought of those who, with the golden key of death, opened the palace of eternity. An old world cynic of the long ago said that 'a dead man has neither relations or friends.' With such an utterance we can have no sympathy. We have reverence for those who preceded us in honorable



CHAS. L. HENRY



JOHN M. ROACH



GEN. G. H. HARRIES



L. S. STORRS

returned to the ranks there was much that he could do of great value to the association, as shown by the services of the past presidents. He then invited the past presidents of the association present to take seats on the platform. Those who did so, with their terms of office, were:

John M. Roach, (1899-1900)  
Walton H. Holmes, (1900-1901)  
Arthur W. Brady, (1910-1911)  
Thomas N. McCarter, (1911-1912)  
George H. Harries, (1912-1913)  
Charles L. Henry, (1915-1916)  
L. S. Storrs, (1916-1917)

Mr. Todd then introduced Mr. Roach as the senior past president, and said this year he was commemorating his fifty years of service in street railroading. He had worked himself all

behalf of the Chicago Surface Lines. He referred to the city as containing the most wonderful park system of any city in the world, and at the same time it was a tremendous commercial center and railroad terminal. He then explained that General Harries would be in charge of the remainder of the session and he eulogized the services of General Harries in the army during the late war and also his ability as an electric railway operator. He said: "He has brought honor to the association, and he honors us today with his presence."

General Harries then took the chair and asked the audience to stand as a mark of respect to those who had passed beyond. He then spoke impressively as follows:

and honored service, and 'deem them sacred who have entered the immortal state.' There be several such—of whom I have no roster—but they will be, here and there, reached throughout this audience. Who among us that knew Caryl Ely can visualize him without emotion or deny the existence of the friendship which persists despite the intervening and immeasurable space? Other names will move you to thought—and to gladness because you knew their bearers in this world of work and play during days when the shadows of ever-approaching dissolution were cheerfully disregarded. As we are here assembled to enjoy mutual greetings and laud the living, let us pay at least brief homage to those of equal merit who—

## PROGRAM FOR TODAY

### All Meetings on the Municipal Pier

#### CONVENTION MEETINGS

- 10 a. m. to 1 p. m.—Final meeting of American Association, American Room, Congress Hall.
- 2 p. m. to 4:30 p. m.—Final meeting of Accountants' Association, including past presidents' day, Accountants' Room, 3rd floor Pier Head Building above registration booth.
- 2 p. m. to 5 p. m.—Final meeting of Engineering Association, Engineering Room, Congress Hall.
- 2:30 p. m. to 5:30 p. m.—Final meeting of Transportation & Traffic Association, including presentation of badges to past presidents, Transportation & Traffic Room, Congress Hall.
- 2:30 p. m. to 5 p. m.—Meeting of Claims Association, Claims Room, Congress Hall.
- 5 p. m.—Executive Committee, American Association, Drake Hotel.

#### ENTERTAINMENTS

- 2 p. m. to 5 p. m.—Music by Benson's Orchestra. Tea service for the ladies. Informal reception and light refreshments at Reception Room, Municipal Pier.
- 8 p. m.—Grand Ball at the Drake Hotel.

keepers of the faith—have passed out of sight of men."

After the audience had become again seated, General Harries said:

"Those whom you this day delight to honor are of as many sorts as there are individuals; they differ 'as one star differeth from another star in glory.' Each, during his term of office, did that which seemed unto him best—if he could persuade the executive committee to vote that way. Some represent administrations long gone and bring to you suggestions of that now imaginary aroma of the stables and barns (that really were barns) and reeking harness which was as frankincense and myrrh and precious spices to the nostrils of aforesaid presidents; presidents in those distant days when pine tables served for presidential desks and drivers were paid a dollar for a fourteen hour day; when the books of account were kept by a bright boy who labored after school hours for two dollars a week—and deemed himself to be well on his way to great riches.

"Others will bring you later—and maybe less interesting—news, for reminiscences have fascinating value. All must necessarily be brief—most of the total time allotment is reserved for the introductions though I will tell you who and what the living relics really are."

General Harries then referred to the previous speaker, Mr. Roach:

"It's a long stride from the day of the Slawson-box bell punch, the odorous non-illuminating lamps, and the straw-bedded passengers, but some of us have made it. John M. Roach was naturally a president for two reasons—first, because he is and always has been worthy of the highest honor the industry can bestow and, second, because he was born in the state which shares presidential parental glories with Virginia. Virginia claims to be the mother of presidents, but her youngest child has long been dust. Ohio is the father of presidents—but not with Virginia as a partner—and still rejoices in the sturdiness of example.

"It's none of your business at all when Mr. Roach was born, but it will interest you youngsters of fifty or sixty to know that he's a transportation man through and through—yet by no means through. He began where some folk who once were presidents have finished—as a conductor. That was in 1872, in the employ of the North Chicago Street Railway Company. Because he understood the basic things—his job, his fellow employees, and the human beings who reluctantly handed him their fares—there were promotions; assistant superintendent, superintendent, vice-president and general manager of the West Chicago Street Railway Company; vice-president and general manager of the system embraced in the United Traction Company and president of three other Chicago companies; then President of the Chicago Railways Company for six years, when in 1913 he concluded he had worked long enough. Then he became a mere director of the Chicago Surface Lines. His fiftieth anniversary of Chicago railway service occurred this year. We shall remember him as one who earned the distinction of our presidency in 1899 and who made good."

The first past president introduced by General Harries was Walton H. Holmes, now vice-president Kansas City, Leavenworth and Western Railway. General Harries said that Mr. Holmes when president of the association was also president of the Metropolitan Street Railways of Kansas City, and that the industry would never forget the Holmes brothers. He paid Mr. Holmes the compliment of saying that he looked younger than he did twenty-two years ago when he was president of the association.

Mr. Holmes, in replying, explained that he had always been in the railway business and that his father, Nehemiah Holmes, had built the first street railway west of the Mississippi River. This was the Kansas City & Westport Street Railway, and franchises were as difficult to obtain in

1859, when this road was built, as today. He said that under the direction of his brother this railway was electrified in 1884-85 by John C. Henry, a pioneer electric railway engineer. He had seen three changes in motor power—horse, cable and electricity. Cable had been considered essential in Kansas City and has been used on roads having as high as a 19½ per cent grade. He referred to other past presidents who were not now living and particularly Captain McCulloch and Calvin G. Goodrich. He conveyed the greetings of his brother to the association.

General Harries then introduced Arthur W. Brady, president, 1910-1911, in the following way:

"Mr. Brady filled—I mean just that—our presidential chair in 1910-1911. Also, while he is only five years my junior in life, he unintentionally distributes an impression of perennial youth; nothing frisky—far from it—but nevertheless youth; finely-balanced, well-rounded, cultured and capable youth. He has overcome whatever disabilities may have resulted from being born in Indiana, which commonwealth is not much in the production of political presidents; indeed it has even been deprived of the glory of being a pivotal state in presidential years.

"Mr. Brady's route to the association's throne was not hampered by early experience as a conductor or motorman. He approached it by way of the Universities of Yale and Michigan and a Muncie law practice. He got into our game as counsel for the Citizen's Street Railway Company of Muncie and for the Muncie, Hartford & Fort Wayne Railway; both now among the companies merged into the Indiana Union Traction Company. As counsel he was evidently a brilliant success. He so attended to the merger terms and legalities that the stockholders promptly made him vice-president and president in rapid succession; in which latter executive position he could advise himself without fear of a conflicting opinion. As a logical result, the Indiana Union Traction Company has, after twenty years of Brady leadership, an ideal chief and an operating organization of the first class. We see what the business can do even to a lawyer.

"As association man and officer, Mr. Brady fills the measure—the liquid measure—to overflowing. His interest is ever active; his energies always at our disposal; his judgment sound. A good man to have at your side in a fight—for he never fails. A constant friend. He rings true."

Mr. Brady, in his address, explained that, in point of service, he was the oldest president of the association in its reorganized form. He paid a strong tribute to Mr. Ely, who he said was largely responsible for the exist-

(Continued on page 45)



Thank the Lord, Jupiter Pluvius didn't attend the Convention.

Well, there is only one more day left in which the question can be asked: "Who is Parnassus on the Pier?"

Our aptronymic spotter points out that the name of the assistant treasurer of the Chattanooga Railway & Light Company is C. Wright.

We know now why the column conductors in the daily papers are paid a king's ransom each week for the stuff they write. They don't get half enough at that.

Roy Holden received an enthusiastic vote of thanks from visitors at the lunch counter on the pier yesterday. He started something by climbing inside and introducing some real service.

A loyal T. & T. man and rooter for President Seely was heard to say yesterday after the installation of officers: "Well, Garrett may be an Attic philosopher, but he has no bats in his belfry."

Parnassus nearly slipped from his heights when he saw H. W. Carlisle's world's largest map in Marsh & McLennan's hooth. A New Yorker saw it and exclaimed: "My land, I didn't know the country was as big as that."

Budd Evins brought his spike tails, but forgot his dress tronsers. Mrs. Evins telegraphed to the janitor to break in and send them on for the Ball tonight. When Budd has his pants, he is vice-president of More-Jones.

Books are books to the hotel chambermaids. Thus one of the *Journal* editors who brought with him on the train a copy of "Brann's Iconoclast" found on returning to his room that the girl who cleans up had put Brann atop the Gideon Bible.

A lady stepped up to W. P. Hunt, president Northern Granite & Stone

Co., Cleveland, in the Drake lobby and asked where she could find Mr. Black. Mr. Hunt told her to ask at the desk.

"But he told me to ask the doorman," she replied.

The Smith family is well represented at the convention this year, twenty-three being listed in the official registration list out yesterday morning. The unlucky character of this number is shown by the fact that no Mrs. Smith is present.

On seeing the young lady in the far corner of the *Electric Railway Journal* booth powder her nose out in the open the other day, we remarked that the work was one of superogation; like painting the lily or gilding gold. That was all the good it did us.

The Californians are looking out for their Bacon. Frank Bacon, who is appearing at a local theater in his play, "Lightnin'," is a Californian and the California electric railway men entertained him at lunch at the Blackstone yesterday. Californians surely do boost each other.

Thomas E. Crossman was the recipient yesterday of a gold watch fob from the association in appreciation of his forty years' endurance in recording the proceedings of the A. E. R. A. Mr. Crossman knows more about this business than many railway men.

J. F. Edward, master mechanic of the Indianapolis Street Railway, says that his company has found a way of "foxing" the motormen who improvise foot rests by kicking holes in car vestibule linings. His company now uses Plymetl instead of the composition lining previously used.

Indiana seems to have the call on presidents in the American Association, with Mr. Todd, Mr. Henry and Mr. Brady, all in recent years. Mr. Emmons of Maryland, the only candidate for president during the coming year, may appear to be an exception, but he also was manager of an Indiana road for a number of years.

Sam Greenland: "How did you ever get this fine weather for the convention?"

Hiram Kenfield: "I prayed for it." Sam: "You certainly were greatly blessed for one prayer."

Hi: "Oh! I prayed for a whole week for warm weather."

Sam: "Well, you prayed too long."

The two big events of the fall to electric railway men are the World's Series Games and the Convention. This is the order of their importance, but fortunately this year the convention had the jump on the baseball games by a couple of days. If you have any bets to place, see Harry Donecker.

After their Tuesday's session, the accountants moved out of the hall near the end of the pier because of the noise made by adjoining exhibits of car gongs, air whistles and circuit breakers. So Secretary Welsh gave the use of this hall yesterday to the publicity men. After this meeting the gong and whistle exhibitors declared they wanted new locations.

#### YOU CAN'T BEAT THE GENERAL

General Harries in his genial and inimitable way wrote a few items for this page yesterday when he introduced some of the past presidents. Narsassus—or is it Parnassus?—was present and cribbed a few, to wit:

John M. Roach is a transportation man through and through, but he is not through. He celebrated the fiftieth anniversary of his connection with the Chicago Railways yesterday.

Arthur W. Brady, a Yale-Michigan legal light, is a good example of what the railway business can do even for a lawyer.

Lucius S. Storrs was a geologist of note before becoming a railway president. Probably this is what has enabled him to keep his property off the rocks.

In responding to the General's "dubious" introduction yesterday, past President Thomas N. McCarter said: "While Brady was studying devilry at Yale, I was learning Calvinism at Princeton."

Since the last convention we have lost one handsome bachelor in the shape of Martin Schrieber, who was well known to all the railway fraternity as a confirmed benedict. There is still another chance or two, however, for the winsome young lady, as we still have in our midst Smiling Matt Brush and Bonnie Bennie Lyon.

**YES, YES! GO ON!**

Last night I was TODDLING along the Lake Shore Drive WHITE WAY HOLDEN my own the best I could and trying to PIERCE the gloom which overhung Lake Mich., while a COLLIER was at anchor in the offing. Its crew was trying to catch some FISH when a society BUDD approached me for a subscription toward a fund for the education of the heathen in GOULD, TONTRUP, FINIGAN and SIAM. Twould have been a HECKER of a note to let her think I was trying to WELSH on her and I was afraid she might make a NOYER about it to a policeman, as I hadn't had time to TRAINOR better or have friend LABERT do the job in his own way. Swat me for a ROACH if I didn't think she was a KIDDER and I was just about to tell her that I'd rather spend my money to PALMER or else send her FLOWERS. Just then sweetie spoke up and said: "Haven't I SAWYER before?" Says I: "Yes, maybe you have in some BLACKHALL over on the WEST side.

**Roll Call**

- |              |            |
|--------------|------------|
| S awyer      | T. retton  |
| E mmons      |            |
| E step       | A llen     |
|              | S hannahan |
| T odd        | S awtelle  |
| H arton      | N achod    |
| E ntwise     | S chreiber |
|              |            |
| S preckles   | E rwin     |
| A rnoId      | S exres    |
| F lowers     | H elmuth   |
| E theridge   | I mhoff    |
| T urner      | B rill     |
| Y oung       | I rwin     |
|              | T. ontrup  |
|              |            |
| C herry      | B arnes    |
| O hmer       | I ngram    |
| M cpherson   | L amb      |
| M erriwether | L ambert   |
| I ves        |            |
| T hirlwall   |            |
| T hompson    | B lair     |
| E vans       | O rde      |
| E wing       | Y ost      |
|              | C lifford  |
| T. rainer    | E nright   |

Conducting a column looks easy, but ain't. Sometimes the stuff just won't come. You blow the police whistle for traffic to start, but there isn't any traffic. As R. H. L. said yesterday morning in the *Tribune*: "This is one of the days when the last line seems almost impossible."

**Registration**

The registration at 5 o'clock last night was 3,891.

**Notice—Executive Committee Meeting American Association**

Attention is called to the fact that the first meeting of the newly elected Executive Committee of the American Association is to be held at 5 o'clock this afternoon, Thursday, Drake Hotel, in one of the parlors. See bulletin board for number of room. Particular attention is called to the fact that this meeting is Thursday afternoon and not Friday morning as originally announced.

**Notice—Engineering Executive and Subjects Committee Meeting**

A meeting of the Executive Committee and of the Subjects Committee of the Engineering Association will be held at 9 a. m. Friday at the Drake Hotel. (See bulletin board for room number.)

**Notice—Executive and Subjects Committee Meeting Transportation and Traffic Association**

A meeting of the Executive Committee and of the Subjects Committee of the Transportation and Traffic Association will be held at 9 a. m. Friday at the Drake Hotel. See bulletin board for room number.

**Do You Want to Go by Bus to Detroit?**

The American Motor Bus Company plans to run its large low-center-of-

gravity Ace bus over the road to Detroit. It will leave Chicago Sunday morning early. This company extends to the delegates an invitation to go along. Those interested should communicate with Mark Smith at the exhibit of this company. Space E 43 and 44.

**Muscle Shoals to the Front**

Those interested in Muscle Shoals will be glad to learn the views on this great national question of C. G. Adsit, vice-president and executive engineer, Georgia Railway & Power Company. Mr. Adsit is quoted in the special Chicago issue of "Two Bells" as follows:

"I think some of the things printed about Muscle Shoals are greatly exaggerated. But I do know that at Tugalo we have the greatest success if we use oak boards, charred on one side and bound together securely by iron bands. The longer potential power is stored, the better the voltage. Sometimes peach seed charcoal helps. But be sure to have them charred in Louisville instead of Atlanta. Power generated by the Louisville process is far preferable, particularly for lighting purposes."

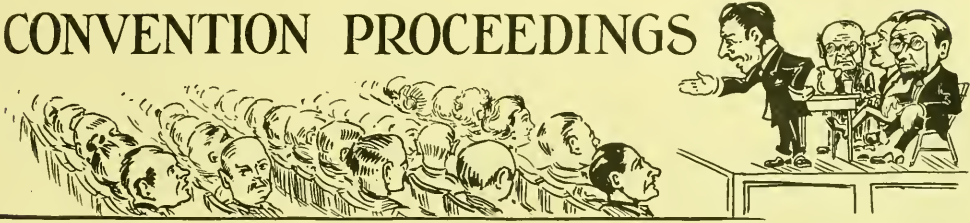
**Where Is John Stanley?**

Past President John J. Stanley, the genial president of the Cleveland Railway, left Cleveland at 9 a. m. Sunday morning in the conveyance pictured here. Three hours later he was safely landed at Rice Lake, Ont., at Field Lodge Farms. Having made up his mind to abandon all care this week for a fishing and hunting trip, an 18-hour train trip was altogether too slow to take him to his play. En route he flew directly over Niagara Falls.



JOHN J. STANLEY GOES IN FOR SPEED

# CONVENTION PROCEEDINGS



## American Proceedings

YESTERDAY morning's session of the American Association was opened promptly at 10 o'clock, even though there were but a small number in the hall. President Todd is trying to get things off on schedule. A large number of committee reports were presented during the morning. A report of the constitution and by-laws committee was approved and an amendment passed providing that there shall

Budd, President of Metropolitan West Side Elevated, Chicago, Ill.

Second Vice-President—J. N. Shannahan, President Newport News & Hampton Railway, Gas & Electric Company, Hampton, Virginia.

Third Vice-President—F. R. Coates, President Community Traction Company, Toledo, Ohio.

Fourth Vice-President—W. H. Sawyer, President East St. Louis & Suburban Railway, East St. Louis, Ill.

Treasurer—Barron G. Collier, President Barron G. Collier, Inc., New York City.

Members at large, representing railway companies, terms expiring 1925—Paul Shoup, President Pacific Electric

made by financial institutions, but that they were not applicable in rate or reorganization cases before public service commissions when they were to be contested, nor when court review was probable. W. H. Sawyer, East St. Louis, and W. H. Maltbie, Baltimore, both disagreed with Mr. Perkins, stating that as a business proposition railways should approach the yardstick method as a matter of good business. True, said Mr. Maltbie, a certain type of court does not now adopt this method and a certain type of cross examination may seem to undermine it, but that is a temporary condition and railways must carry on the work so that finally this method



C. D. EMMONS



B. I. BUDD



J. N. SHANNAHAN



F. R. COATES

be nine in place of twelve regular meetings of the Executive Committee.

Reports from the company membership, individual membership, publicity, committee of one hundred, co-operation with State and Section Association, were all received and approved. In presenting the report of the publications committee Mr. Storrs made an appeal to executives for advice to help the publications committee and the editor of *Aera* to find the one best and most useful place in the field for the publication's service.

A feature of the morning was the report of the committee on nominations and the election of the following officers:

President—C. D. Emmons, President United Railways & Electric Company of Baltimore.

First Vice-President—Britton I.

Railway Company, San Francisco, Cal.; J. P. Barnes, President Louisville Railway, Louisville, Ky.

Representing manufacturers' companies—H. D. Shute, vice-president Westinghouse Electric & Manufacturing Company, East Pittsburgh, Pa.

A. A. Hale, New England representative, Griffin Wheel Company, Boston, Mass.

The report of the valuation committee was presented largely supporting the further extension of "yard-stick" methods of valuation. In a written discussion presented by A. T. Perkins of St. Louis, it was emphasized that yard-stick methods must be applied with care—that they were useful when valuations were being made by corporations and commissions with no third party to examine into the results, or when valuations were being

of valuation may be recognized by commissions and eventually by statute.

The next report was that of the committee on co-operation of manufacturers presented by E. F. Wickwire, its chairman, with the usual Wickwirian witticisms. This report indicated a very greatly increasing co-operative activity on the part of manufacturers and there was a note of prediction of more to come. C. E. Morgan, Brooklyn, in discussion of this report, said that railway companies should take the initiative in this public relations work so as to make the co-operation of the manufacturers less difficult.

President Todd then introduced as the next speaker, Hon. Walter W. Warwick, assistant director of the budget, United States Treasury. Judge

Warwick gave an account of the budget system in the United States and said that in his opinion within a few years the annual message of the President on the budget would be considered the most interesting official document published. He then said that the connection between government financing and electric railway financing was closer than one might think. He said he recalled the opinion of the Federal Electric Railways Commission and did not think the public as a whole realized the burdens of the railways. Those who did probably considered those burdens just retribution for the sins of the pioneers thirty years ago. Nevertheless, the public, now, is coming to realize that whatever the conditions thirty years ago, they have an interest in good present street car service. The railway is, and will remain, the chief means of local service, and the speaker said that he does not expect to see the cars replaced by buses, though the latter may be all right for light traffic.

nounced the remainder of the session would be taken up with addresses from the past-presidents of the association present. The account of this portion of the session is given in another column.

## Engineering Proceedings

THE meeting of the Engineering Association yesterday afternoon was opened by a short address on Safety Work by H. H. Buckman of the United Lead Company. Mr. Buckman stressed the importance of getting suggestions from employees as to how to prevent accidents and he said that even though these cannot be acted on immediately, frequently circumstances occur later where they will be found of great value.

The report of the committee on this subject of curved wheel and tread contours was accepted with the provision that the recommendations made by the standards committee regarding it be carried out.

Subject No. 3, dealing with girder rail specifications, was discussed by H. H. George, who gave a comparison of the recommendations made by the way committee with existing specifications of the American Society for Testing Materials. Mr. George also explained and elaborated the way committee's report on subject No. 6 relating to wood preservation. The last two recommendations of the way committee in regard to this subject were adopted and the first was adopted with the provision that this subject be assigned to a special committee for consideration in the future.

In discussing subject No. 7, H. A. Johnson reported that the subjects committee had decided that this subject should not be reassigned to the way committee for future study. The



W. H. SAWYER



PAUL SHOUP



H. D. SHUTE

The question at present was, how is the railway to get the new capital necessary. The public has been educated during Liberty Loan campaigns to understand investments, and as people acquire capital, many can be induced to purchase utility issues. But they must have something more definite than mere promises. They will want to know all about the business in which they are expected to invest, and they will want to see their money go into good service. Railway companies desiring to reach this class of investor must be able to talk their language. The statements must not be too complex. With such a body of stockholders, the utility will be in much better position. But the management must not be of the absentee class. The board must contain local men of character, and the financial institutions at home must be able to recommend the security. Then the situation of the railway is secure.

At the conclusion of Judge Warwick's address the president an-

nounced the remainder of the session would be taken up with addresses from the past-presidents of the association present. The account of this portion of the session is given in another column.

The report of the committee on way matters was presented by W. F. Graves, chairman. The various subjects assigned to the way committee for consideration this year were taken up individually and the discussion completed on each before proceeding to the next. On subjects Nos. 1, 1A, 3, 5 and 12 there was no discussion and the recommendations of the way committee were adopted by the association. Subject No. 2 was discussed by H. Fort Flowers, who said that the way committee favored the use of a compound fillet rather than a curved contour for the tread of wheels. When two wheels differing in diameter by  $\frac{1}{32}$  in. are mounted on the same axle, if the wheels had a standard taper of one in twenty-five they would have to move endwise  $\frac{3}{8}$  in. in order to find a point of equal diameter. As there is but  $\frac{1}{8}$  in. difference between the standard wheel gage and the standard truck gage such unequal-diameter wheels will hug the rail.

way committee accordingly withdrew its recommendation that the subject of specifications for sundry track materials be assigned to the ensuing committee for the purpose of compiling additional specifications in this field, in view of the fact that this work can be more economically handled through the A. E. S. C. The recommendation that the specifications submitted this year be adopted as "recommended specifications" and included in the *Engineering Manual* was adopted. The dimensions of frogs for crossings and turnouts as given by the committee were adopted as "standard design."

As recommended by the committee, the subject of track construction in paved streets was assigned to the ensuing committee with instructions to continue the joint study of this subject with the A. S. M. I. H. H. George explained that W. R. Dunham and he had attended the A. S. M. I. convention in Cleveland this week. There is likelihood that public utility men



will be admitted to active membership in that society. If so, it will be easy to promote co-operation with that society. On account of the lateness of the hour, the report of the standards committee was put over to Thursday. Mr. Johnson, however, reported for the subjects committee, the recommendation of which will go to the incoming executive committee.

#### JOINT SESSION WITH AMERICAN WELDING SOCIETY

Chairman Kimball yielded the chair to C. A. McCune, president American Welding Society, who briefly explained the organization of that society. Mr. McCune then called on Mr. Sparagen, secretary American Bureau of Welding, to tell of the work of that organization.

E. M. T. Ryder next read a paper on "Welded Rail Joints Problems" in which the activities of the A. B. of W. committee on welded rail joints were covered. In the absence of J. S. McWhirter, his paper on "Welding for the Maintenance of 1,600 Cars" was read by G. C. Hecker. J. H. Deppeler, chief engineer Metal & Thermit Corporation, opened the discussion with some remarks on thermit welding, and a communication by Mr. Gillespie on oxy-acetylene welding was read by title.

## Accountants' Proceedings

THE meeting of the Accountants' Association yesterday afternoon was held in the new quarters, which proved to be much more satisfactory than the room originally assigned to the association. After being called to order by President Webster the report of M. W. Glover, chairman of the committee on relations with other associations, was read and approved. This report outlined the work of the committee since its organization in May, 1922, and suggested the desirability of co-ordination of association work insofar as the accounting branches of the various industries might be interested. Plans were made for representation of the railway Accountants' Association at the conventions of the other national organizations and this will likely result in a much better general understanding between the accountants in the various industries.

After Mr. Glover's report was read Henry W. Snow delivered a very comprehensive and interesting address on the preparation and administration of budgets. This address brought out some very important points in connection with budgets. This subject is of particular interest at this time on account of the financial problems which the industry has been meeting during the past few years.

In his address Mr. Snow suggested that the budget work be handled by a separate organization reporting to an executive officer and that the scope of its work should include the forecasts necessary in construction, revenue and material requirements, these features to be summarized in a general statement of cash requirements.

#### BUDGET PREPARED

The preparation of a budget covering a specified term, while reflecting some advantages, appeared to be less desirable than the preparation of a continuous budget subject to revisions from time to time on account of changes in financial situations and other unforeseen problems.

It was also suggested that the continuous budget be subjected to a careful check with the records of the Accounting Department and this factor should be of considerable interest to the accounting officers present, as it will give them an opportunity to study and anticipate future requirements.

While it is considered desirable to prepare budgets along very definite lines Mr. Snow emphasized the flexibility of his system and stated that no company should attempt to fix its budget requirements in a way that changes could not be made from time to time. The circumstances under which the companies are operating are continually changing and it would be manifestly impossible to prepare a budget which would be of any value without taking this factor into consideration.

After the conclusion of Mr. Snow's address a number of accountants present requested further information as to certain points contained therein, and a general discussion resulted therefrom. He was given a rising vote of thanks for his work in connection with the address and it was also moved and seconded that copies of his paper should be sent to the various members of the Accountants' Association in advance of the regular proceedings.

#### OPEN DISCUSSION

At the conclusion of the regular program, the meeting was thrown open to the discussion of matters of general interest to the accountants and some very interesting subjects were brought up. It was felt by the members present that these informal discussions were of material advantage to the association and that they should be continued from time to time.

Jack Sprat could eat no fat; his wife could eat no lean. You see, they spent their money for the jitney's gasoline.—*Fresno Republican*.

A man stepped off the sidewalk,  
In a hurry for his chow;  
He didn't look to right or left—  
He's with the angels now.

—*The Buzzcr*.

## Claims Proceedings

AT the third meeting of the Claims Association yesterday afternoon, G. T. Hellmuth, Chicago, North Shore & Milwaukee Railroad, read a paper on "Exorbitant Contingent Fees of Attorneys and Doctors, Their Effect and Legal Aspects." This paper had been prepared by W. W. Smithers, of the firm of Squires, Sanders and Dempsey, Philadelphia. A legislative bill concerning ambulance chasers had been prepared by Mr. Smithers and was submitted for record in the proceedings.

Joseph S. Kuhn, formerly secretary of the Claims Association, and now with the Cleveland Railway, read a very comprehensive paper exposing the "Methods Employed by Ambulance Chasers." He outlined methods employed by these "shysters," from the securing the names and addresses of the injured, to the supplying of medical experts and the securing of attorneys upon a contingent fee basis. Mr. Kubu pointed out the small percentage of money verdicts these ambulance chased victims eventually received, and called attention to the substantial fees raked off by the unscrupulous doctors and lawyers. Several specific cases were outlined and commented upon, and one or more pamphlets as used by ambulance chasers were submitted for record.

John W. Yenson, Third Avenue Railway, New York, supplemented Mr. Kubu's paper by an equally excellent one which outlined the methods and procedure of ambulance chasers in the East. Mr. Yenson suggested as relief from the pernicious activities of these parasites, appeals to the various bar associations and publicity.

Albert E. Powell, of the law firm of Squires, Sanders and Dempsey, of Cleveland, read a fair and unbiased paper which treated from an attorney's viewpoint the subject introduced by Mr. Smithers, and referred to above. He talked at some length upon champerty and maintenance and contingent fees.

Letters from the president of the American Medical Association and the president of the American Bar Association were read and placed on file. These letters were in response to letters sent them by President Rice and contained no special messages.

Attorneys from various cities spoke briefly in a personal way upon the caption, "Our Experiences and Opinions." Among these speakers were B. J. Kernan, of New Orleans; Mr. Herold, of the Pacific Coast Liability Insurance Association; E. A. Neel, of

Kansas City; Roane Waring, Memphis, Tenn., and George E. Crosse, of La Crosse, Wis.

Time was not available for the papers on "Women Jurors" and "Jury Systems, and the Need for Their Revision."

## T. and T. Proceedings

THE first item on the program of the Transportation & Traffic Association was the presentation of the report on one-man car operation by C. E. Morgan, chairman. He stated that the committee had brought the rules up to date, changing only in minor details to adapt them to one-man or two-man operation. The report was adopted.

S. P. Pope read his paper on "The Light-Weight Interurban Car," after which V. E. Duffy read for himself and H. S. Sweet, their paper on "The Turnstile Car."

Mr. Duffy, in closing his paper, said that the chief engineer of the New York Public Service Commission, which has just approved of the operation of the turnstile cars, says that this type of car is as safe as any operated in the State of New York. In Rochester the company is also operating two or three routes using this turnstile type of car.

W. E. Thompson read his paper on "Development of the Turnstile Car on the Third Avenue Railway System, New York City." He told how they had developed a double stream exit using an automatic turnstile for those who had the exact fare and a fare box for those whom the operator had to make change for and issue transfers. The cars have proved somewhat slower in operation than the two-man double-end type of car.

James F. Hamilton, New York State Railways, told how he was not much of an enthusiast at first for the turnstile cars, but now he is convinced that it is the successful solution of one-man car operation and was confident that this type of car was here to stay. He said operation would have been started earlier in Rochester but the company had no money and time. Plans now are to extend operation to practically every line in Rochester and also on a 40-mile interurban line.

H. H. Adams, Chicago, referred to a statement made at one of the Atlantic City conventions that one passageway would not do on the one-man type of car, but that it was essential to have a passageway wide enough so that the passengers could get on and off at the same time. He also told how the Chicago type of car was developed and how the automatic door was controlled. He believed that a barrier of any kind in the passageway slowed

up operation and it was the reason for his development.

G. H. Clifford, Fort Worth, Tex., said that the light weight one-man car had made more frequent headway possible and that one of the fundamental ideas of using it was to improve service. He pointed out also that the cost of rebuilding cars for one-man operation was not justified, and for that reason that they were doing very little of this kind of work at present.

H. H. Brown, Duluth, told how one line had been equipped for the past two years with eight cars having turnstiles and how by means of a railing he had succeeded in eliminating congestion on the rear platform. Registering turnstiles are used and they take care of ticket fares. He said that the turnstile type of car would not be successful unless it had a front exit. E. A. Roberts, New York Transit Commission, said that all economies must be practiced on account of the 5 cent fare in New York and that the turnstile cars in operation there by the two companies were not in use long enough to draw definite conclusion. The attitude of the commission, he said, was to encourage such developments.

John F. Ohmer told how ten years ago the first installation of turnstiles was put on the Riverdale line of the Peoples Railway Company in Dayton and the reasons that led up to their being prohibited. While in operation, though, they had proved successful and had materially increased the receipts.

### Datz To Be Elected Engineering President

UNLESS unexpected opposition develops today the next president of the Engineering Association will be L. C. Datz, of Memphis, Tenn. That is, the nomination of Mr. Datz has been made by the nominating committee and as the election will be held after the last *Daily* is out it is necessary to tell something about him in advance.

Twenty-one years ago he graduated from Tulane University in mechanical and electrical engineering, for a couple of years thereafter working with a contractor in New Orleans designing and building dredge boats and dredging machinery. Then for more than seven years he was chief draftsman and assistant engineer of the New Orleans Railway & Light Co.

After short periods, first with Tulane University as secretary, then with Ford, Bacon & Davis, and finally with the New Orleans property again he took a real job as engineer of Southern properties, United Gas & Electric Corporation, also acting a vice-president of Southern properties of this corporation toward the end of the period of five years. Then for three years he was chief engineer of the American Cities Co. Since April,

1922, Mr. Datz has been acting as chief engineer of the Memphis Gas & Electric Co. and the Little Rock Railway & Electric Co., now under the supervision of the Electric Bond & Share Co.

### Meeting of Public Relations and Advertising Men

UNANIMOUS approval of the proposal to organize a Public Utility Advertising Association was registered in the round-table discussion of the public relations and advertising men yesterday afternoon. W. P. Strandborg, Portland Railway, Light & Power Company, chairman of the committee on organization, presented a prospectus for the organization. This included a tentative draft of a constitution and tentative standards of practice necessary before such an organization can apply for membership in the National Advertising Commission and the technical division of the Associated Advertising Clubs of the World.

The present meeting was the second in taken place at a meeting held in Milwaukee on June 13, 1922. This first meeting was attended by representatives of the electric railway, gas, light and power and telephone utilities and the same interests were represented on the organization committee appointed at that time. The committee on organization was formally continued by action of the meeting to continue the work of organization and those in attendance at the meeting pledged assistance as they are called on by the committee. Among those who spoke in favor of the proposed organization were John F. Gilchrist, of the Commonwealth Edison Company; John Spellman, for the Bell Telephone Companies; Chas. Persons, National Director of the American Gas Association; B. J. Mullaney, of the Illinois Committee on Public Utility Information; George F. Oxley, Director of Publicity of the National Electric Light Association, and L. T. Starr, of the Georgia Railway & Power Company.

### Go Home by Motor Bus

The White Company is going to take its Pennsylvania-Ohio Electric Company's deluxe coach and two of its twenty urban coaches back to Cleveland over the road. They will leave Friday afternoon immediately after lunch. The route will leave via South Bend, where a stop will be made over Friday night, continuing on Saturday to Toledo, where Saturday night will be spent; then via Sandusky to Cleveland on Sunday. The White Company extends an invitation to any one of the delegates present to go along. See F. E. Triebner at the White Company's exhibit on the pier.

(Continued from page 38)

ence of the association as it exists today. There is no question, he said, that there would have been an association, but it was a question how large and how broad its scope would be. There has been considerable doubt as to the advisability of the re-organization and during the few years following that period the association had many trials. Looking back, however, the speaker said he believed it was fortunate that the re-organization had taken place at the particular time that it did. Mr. Brady also made a tribute to the later secretaries of the association, Messrs. Swenson and Donecker.

General Harries then introduced Thomas N. McCarter, president 1911-1912, in the following words:

"When President McCarter sallied forth in 1912—accompanied by a private car, Charley Peirce and sundry other representatives of the so-called 'interests'—predatory interests—he gave to his high office an apostolic air. Not that he journeyed without



THOS. N. McCARTER

scrip or purse, giving no thought to the morrow—(suggesting unnecessary hardships)—but because he went forth to preach our gospel to the end that our wicked traducers be shown the error of their anti-corporate ways. He out-traveled De Soto—for De Soto only got as far as the Mississippi and was not an apostle anyway—and spread abroad the doctrines which sprang from our creed. If Mr. McCarter had never done anything more for the association than to make that voluntary pilgrimage (in such company) we would ever be indebted to him, but he did very much more.

"Like Mr. Brady, Mr. McCarter is a lawyer. I state this without prejudice. He left Princeton (after graduation) for the law and still obeys even the statutes, although what he thinks of some of them is not here of record. If he was on the bench now—as he was four years before the utilities commandeered him—he would probably (in the light of twenty years' non-judicial experience) be a great 'constitutional' justice of the Supreme Court of the United States.

"Mr. McCarter's entrance into the transportation department of daily life strangely parallels what happened to Mr. Brady. Chosen one of a committee of four to devise a plan for the rehabilitation and development of public utility properties in New Jersey, there followed the organization of the Public Service Corporation, with Mr. McCarter as president. What he has done for that great and growing public servant is, among us, common knowledge—a series of magnificent achievements. What some of the duly (or otherwise) constituted authorities in New Jersey have endeavored to do to him would be an all-night story. Having mentioned New Jersey two or three times in my remarks, I should tell you that it is the first place where the zone system was first tried on an extended scale, and where there are now more jitneys to the square inch than any other place on earth.

"Mr. McCarter may well be loved for the enemies he has made. We know him to be a sincere, forceful and fearless personage; a friend to his friends; a redoubtable antagonist, and a tower of strength in the association structure."

Mr. McCarter said in his address that he had been educated under the Calvinism of Princeton college, of which he and Woodrow Wilson were two products. The similarity ceased there, as the education had affected him one way and Mr. Wilson another way. He said he was no optimist in regard to the industry nor a complete pessimist, but that he believed it was wrong to fool ourselves or think that the future of the industry would be free from trouble. One thing to overcome was public hostility. He said that his company was doing everything that it could think of to satisfy the public, such as good service, courtesy of employees, some speechifying and advertising. It is attempting to gain the favor of the public by every legitimate means and that most companies were doing this now, but it doesn't seem always to attain the results sought. For example, the New York electric railway companies were giving the finest service in the world, yet the present mayor was re-elected on the platform of a 5-cent fare. Nevertheless, the work must go on, not that railway officials and stockholders necessarily were to benefit but that the public comfort and convenience be attained.

The next past-president introduced by General Harries was Charles L. Henry, President 1915-1916. Of Mr. Henry he said:

"Full of honors—yet always to be honored more—was Charles L. Henry when he became our official leader in 1915-1916. With him he brought a great store of experience, for he had record of success in the practice of

law, had owned the Indianapolis *Journal*, served usefully as a member of the Indiana State Senate and as a member of Congress (refusing more than two terms) and nationally recognized as one of the notable pioneers of interurban electric railway development. Incidentally, he gave the word 'interurban' to our language; a word which still affects adversely a number of investors who plunged so deeply into the depths of interurban idea that their money is still away below the once-alluring surface.

"For thirty years he has been foremost among the keen-visioned in community building by amplifying rapid transit facilities. He is now president of the Indianapolis & Cincinnati Traction Company—notable as one of the earliest successful single-phase systems in the country.

"Just what the association would do if Mr. Henry took a year's vacation is something I am not going to discuss. The mere thought of such a happening distresses us selfishly. Wherever work abounds, there is he;



A. W. BRADY

calmly industrious; conscientiously productive; a wise counsellor; frictionless, yet very far from offering a merely passive resistance when principles or good practice are at stake. He keeps us straight federally and tries to keep the federal authorities straight—with gratifying success. His personal charm and our gratitude bind us to him, and always will."

Mr. Henry said in reply that it seemed only a few years since he was president, and this shows that the years go swiftly by. The first convention which he attended was that at Niagara Falls. He had seen the association in many difficult ways, but it was here to stay. During the year which he served as president, the most delightful experience which he had was that he received the co-operation of all. An important step taken during that year was that both the manufacturers' companies and the railway companies were united in the organization. The message which he wished to leave was "Strong and United work in service of a United Industry."

General Harries then introduced L. S. Storrs, president 1916-1917, as follows:

MR. STORRS, A GEOLOGIST OF NOTE

"If the encyclopedias of biography do not exaggerate (and I see no reason why, in this instance, they should), Lucius S. Storrs was a geologist of note before he entered the electric railway business. One of his dear friends was moved to say that nothing other than an intimate knowledge of geology could have kept the Storrs' properties off the rocks during the last few critical years. The simplicity of the method by which things were kept afloat will appeal to each one of you. All Mr. Storrs had to do was to convince the commissions and the public in his communities that he needed higher fares, reduction of taxation, and the abolition of all jitneys in his territory. He got what he wanted—with New York and its five cent fare and municipal buses only a few miles away. In spite of this feat he is still president of that New England electrified network known as the Connecticut Company.

"The period of Mr. Storrs' service included most of the year when we belatedly entered the World War. Only those of you who know how the forthcoming past-president served as chairman of our Association Committee on National Defense—having charge of electric railway co-operation—can fully appreciate the value of his willing contribution to the great cause.

"Deeply, liberally, interested in all association problems, engaging of manner and a winner through technical fact and diplomatic logic, Mr. Storrs will probably tell you how much he thinks of you."

Mr. Storrs said in reply that the industry was in a critical situation when he served as president, but whether this was a case of cause and effect or of coincidence, he could not say. The same period was marked by a gradual abandonment of the 5-cent fare, and conditions were so bad during his administration that the annual convention had to be abandoned. He said he also had a message to give to the association. It was just the opposite of the motto: "Cheer up, the worst is yet to come," but was: "Day by day, in every way, things are getting better."

Chairman Harris then referred to the fact that W. Worth Bean, one of those who had been present at the original organization meeting at Boston in 1882, was present at this convention, and that he understood that Mr. Bean had maintained his membership connection with the association, first through his company being a member and later through being an individual member since the original meeting in Boston in 1882. He extended the congratulations of the association to Mr. Bean.

Letters were then read from four past presidents who were not able to be present, namely, Julius S. Walsh, president, 1885-86; D. F. Longstreet, president, 1892-93; Joel Hurt, president, 1894-95, and Charles S. Sergeant, president, 1898-99.

Chairman Harries then said that the association had been served for two score years by Thomas E. Crossman, as official reporter, and who was still the reporter of the association. Mr. Crossman had taken down discussions, serious and frivolous, for forty years, and after it was written out, he had so treated it that it was readable. He originally was connected with the Atlantic Avenue Railroad Company, of Brooklyn, N. Y., of which company W. J. Richardson, the first secretary of the association, was the secretary.

Through this connection he undertook the reporting of the first regular meeting of the association in 1883 at the Fifth Avenue Hotel, New York, and continued to report the subsequent meetings, being present at all meetings. He presented to Mr. Crossman, in behalf of the association, a gold watch fob with the emblem of the association.

Mr. Crossman expressed his thanks for the gift, and said that the work had never been a grind, but was fascinating to him, and that he appreciated the opportunity of meeting many friends. He said that he had observed two distinct groups of railway men in attendance at the conventions and that a third group had become active in the affairs of the association, and that in time even this group would disappear, he with it.

The meeting then adjourned.

### Should the Company Pave?

The Missouri Committee on Public Utility Information issues a bulletin which has rather wide distribution. In the issue of July 29 it takes up that everlasting subject of dispute, the justice or injustice of making a trolley company pave in some instances one-third of the roadway on which it has lines and in others the space between the rails and a foot or two beyond the rails. In addition to the paving it does, the trolley company must keep its part of the roadway in repair.

But trolley cars run on steel rails and do not wear and tear the roadway.

Why, it asks, should this paving cost be put on the trolley company and by the trolley be passed on to the trolley rider instead of upon the owners of the motor vehicles and horse-drawn trucks?

For it points out:

'Tis not th' 'eavy 'auling  
That 'urts th' 'osses 'oofis;  
'Tis th' constant 'ammer,  
'Ammer hon th' 'ard 'ighway.

—*Philadelphia Public Ledger.*

## Illinois Central Decides on 1,500 Volts D. C.

Long-Awaited Announcement Made  
After Studies Covering Many Years  
and Involving Advice From  
Leading Experts

A 1,500-volt D. C. system for the new electrification of the Illinois Central Railroad within the city limits of Chicago was announced yesterday by President Markham. The plan was adopted as a result of recommendations made by a committee appointed in 1920 to study the subject. This committee, composed of several eminent heavy traction electrification engineers, made a most thorough study of existing systems in this country and abroad before rendering the decision as to whether direct or alternating current should be used.

### A PRECEDENT ESTABLISHED

The adoption of 1,500 volts D. C. practically determines the system to be used in all future terminal electrification work in Chicago. The announcement of the committee's decision was somewhat delayed by the loss of A. S. Baldwin, vice-president in charge of terminal electrification, who died on his way to Chicago after having made a detailed survey of European installations. His duties have fallen to D. J. Brumley.

The Illinois Central problem involves a heavy suburban passenger service, freight transfers between yards, switching in congested yards and eventually through passenger movements, all within terminal limits only. It is quite different from any electrification so far undertaken either in this country or abroad. The suburban passenger service will cover the main line from Chicago to Matteson 28 route miles, the Chicago branch, 4.5 route miles, and the Blue Island branch, 4.4 route miles. The track miles involved are 125.

### MANY ELECTRIC CARS NEEDED

In a short time after the electrification is completed it is estimated that 240 cars electrically equipped will be required. The Illinois Central has had in operation in its suburban service for over a year a number of steel coaches, which can be converted for multiple unit operation merely by the installation of motors and the other necessary electrical equipment. The number of trains per day will be about 350 and the total suburban train movement will amount to about 5,000 train miles per day.

The freight service north of Roosevelt Road, next on the program will cover more than 40 miles of track, and as this is mainly yard trackage it involves difficult problems to electrify it.

A feature of the system adopted is that overhead trolley will be used rather than third rail.

## Letter from Chas. S. Sergeant

### Former President Points Out How Conditions Have Improved in the Electric Railway Industry

AMONG the letters read by Gen. Geo. H. Harries yesterday at the American Association meeting, the following one from Chas. S. Sergeant, Boston Elevated Railway, is selected for publication because Mr. Sergeant was president when the association last met in Chicago:

"Dear Mr. Emmous:

"Your favor of the 9th inst. has only reached me today and it is possible this letter may be too late for your purpose, which I regret.

#### RECOLLECTIONS OF FORMER DAYS

"It is surely with great regret that I relinquish my expressed intention to be present at the Chicago convention. All the more that it was in Chicago, so many years ago, when I had the honor of presiding over the convention there.

"Those were the simple days of the old association, with no headquarters except at the annual meetings; no allied associations, all the work devolving upon the executive committee. I recollect that a standard classification of expense account engaged much of our attention there; also, that the association had, in the previous year, been rescued by the executive ability of President H. M. Littell from being almost bankrupt and in dissolution. But the vital spirit was there, and the constant efforts of successive managements have developed our feeble beginnings into an effective and useful organization with, I believe, a bright future full of accomplishments and promise; an organization for which I shall always feel a loyal interest.

"I have always regarded attendance upon the conventions and the meetings of the executive committee as a great privilege and cherish delightful recollections of the able men whom I have met at so many of these meetings.

"I question whether any message from me will be of value to the younger men who now attend conventions, and who practice an art far advanced over that of the earlier days, when it was perhaps more of a problem to secure the right to use an overhead trolley than of the use which would be made of the franchise, 'when, and if' obtained.

#### MANY ADVANCES MADE IN RAILROADING

"Advances have been made. Few now protest the overhead trolley. No one growls over the depreciation account. Sound financing has replaced watered stock. Accounts are kept on the uniform, recognized system. Standardized equipment and trades have replaced the early and crude constructions.

"Better service is rendered and more closely adjusted to the traffic

needs. But no catalog is needed. You all know what has been done and are studying further improvement. However, some problems remain the same. The manager still has to consider and to serve that old trinity so often spoken of at your meetings—the public, the employes and the company. The problem still remains almost insoluble. Official and legal recognition has been given to the right of wicked capital to be kept intact and to receive reasonable return from the revenues of the company, but no royal means of doing this has been universally accepted.

"The public is still unwilling to refuse to pay the most of service. The increased cost of labor must be met from the receipts, which continue to suffer decreases from the automobile and other competition.

"Invested capital still requires a magnifying glass to disclose its profits. Adversity has taught managers continually to introduce new economies, so that a highly efficient management is now a commonplace and yet the problem continues unsolved.

#### LABOR PROBLEM DESERVES MORE ATTENTION

"The labor problem becomes increasingly difficult. Has it had sufficient attention? Admittedly it is a problem of essentially local character. Can it ever be solved by dealing with national or international unions? Remoteness from the scene of action surely does not conduce to happy solutions of these local difficulties. The strike is a crudity, damaging to the men as to the employer. Its avoidance by the payment of wages which the industry cannot produce is but temporary in effect and disastrous for all. The apparent success of the Philadelphia plan, enlisting employes in co-operative effort for the good of the public, themselves and their employers, seems to point the direction for future effort. If loyalty to the undertaking for which they have elected to work can be substituted for loyalty to a remote national organization, great may be the gain.

"Local organizations of employes are, I believe, beneficial and likely to bring about real co-operation and interest in the undertaking. Recent events have certainly shown the unwisdom of attempts to regulate these matters by government boards and national craft organizations. Employes want and should have the human man-to-man touch with the business and this can only be obtained by local organizations.

"With apologies for presenting these views at such length, and again expressing my deep regret for my inability to be with you, I may add a hope for the continued success and prosperity of the association.

"Very truly yours,

"CHAS. S. SERGEANT."

## See the A. C. Feeder Automatic and Supervisory Control Apparatus in the G. E. Exhibit.

THE outstanding feature of the G. E. exhibit this year is the wonderful development in A. C. feeder automatic control and supervision from a distance shown in their booth. All railway power representatives should see this equipment and get a detailed explanation as to its operation. Provision is made so that if there is an overload or a short-circuit on the line the feeder circuit is opened automatically and is again closed after a time interval.

Two different types of delays can be used for obtaining this time interval. One provides for the reclosing at short intervals of a maximum of 30 seconds. The other is designed so that the sequence of reclosing can be adjusted for different time intervals. Thus the first can be short, the second long, and the third still longer or any other combination as desired. An A-C feeder notching relay provides for the locking out of the breaker in case the overload or short-circuit still exists after three successive closings. The A. C. motor mechanism for closing the breaker is unique in design and should prove of extreme interest.

#### NON-TECHNICAL VISITOR INTERESTED

Non-technical visitors have shown much enthusiasm in the manner with which their nickels are increased in size apparently so that they can be viewed from a distance as they are dropped into the fare box, which automatically opens the turnstile. The turnstile exhibited is the same as that used in the Interborough subways in New York, and its great feature is the saving in space accomplished by the use of the same turnstile for both entrance and exit. The magnifying of the coins is a safety measure for detecting any slugs or other articles which might be used in payment as fares, and assures the operating company that all fares are collected and an automatic record made. The mechanism is open so that visitors can see just how the turnstile works. All patents for this mechanism are now controlled by the General Electric Co.

#### 62,000 Feet of Space Sold

Secretary Welsh reports that over 62,000 sq. ft. of exhibit space has been sold. This is probably the greatest amount ever sold at any A. E. R. A. convention. This speaks volumes for the excellent work done by the exhibit committee, of which E. J. Blair, Chicago Elevated Railroads, was chairman. It also indicates the returning confidence in the industry and the value of the central location and resulting large attendance at the convention of the association on the pier in Chicago.

## C. D. Emmons Elected President

Able Baltimore Executive Honored With Highest Post Association Can Confer

C. D. EMMONS, the new president of the American Association, was elected to that office on the year of his attaining his majority in attendance at A. E. R. A. conventions, this being his twenty-first. For be it known that Emmons has been as faithful in attendance at conventions ever since he became an electric railway man as he is in everything he does.

### A CIVIL ENGINEER BY PROFESSION

He started life as a Hoosier and then studied civil engineering at the University of Pittsburgh, where he graduated in 1892. His first railroading was in the steam field, on the Pennsylvania Railroad, where he worked for nine years, finally becoming supervisor of signals on the division which includes the Broad Street Station. Then he went to Lafayette, Ind., where he operated, and did some construction work on the Lafayette street railway. From Lafayette he went to Fort Wayne as general manager and then in 1911 to South Bend with the Chicago, South Bend & Northern Indiana Railway.

In 1916 he became vice-president and general manager of the Boston & Worcester and in 1918 went to the Boston Elevated for a few months, only to leave for his present position of president of the Baltimore Company in August, 1919.

The association is deeply indebted to Mr. Emmons for the tireless and conscientious work he has done as the chairman of the meetings and papers committee this year. To him is due much of the success of the midyear conference and of the program of the present convention.

Mr. Emmons has always been active in association work, principally in the T. & T. association in his earlier days. He was also an active member of the C. E. R. A. when he was in Indiana.

Mr. Emmons is one of the soundly progressive executives of the industry. He has sold the Baltimore people on his company and the dependability and completeness of its service to suit their every need.

### IN CLOSE TOUCH WITH PUBLIC

Mr. Emmons is a member of almost every civic and other similar organization in Baltimore. He keeps in touch with his public. And he has as loyal a crowd of officials in his company as can be found in the whole country.

The association may safely look forward to a year of real accomplishment and progress, with Emmons on the job.

## Wilkie and Cast Score Great Success

"AN Interrupted Operation," the playlet written by J. E. Wilkie and presented before some 1,600 railway people last night at the Marigold Gardens was enthusiastically received. The dinner which preceded the play was a hilarious success, but the crowd responded to the persuasion of General Harries and kept quiet so that the play, acted by local railway talent, could proceed without interruption, except for that in the operation on Ellick Traxion.

From beginning to end the playlet was enthusiastically received and thoroughly enjoyed. The work of the characters was excellent—professional, in fact. The insistence of the audience brought Mr. Wilkie to the platform for a curtain speech at the conclusion.

The Marigold show girls entertained part of the evening and dancing completed a most successful "feature night." Great credit is due Frank Johnson, Ohio Brass Company, chairman of the feature festival committee, for his tireless effort in putting this evening over with such perfection. Harry W. Spingold, Chicago, served as producer and contributed materially to the professional character of the play.

## Tenshun

### Pa. R. R. Ticket Holders!

Don't forget that the return Red Special on the Pennsylvania will leave Chicago at 10:30 a. m. Friday. Up to last night some eight carloads had been signed up.

North—Knee length skirts have reduced street car accidents 50 per cent.  
West—Wouldn't it be fine if accidents could be prevented entirely?

THE ENTERTAINING LADY  
WHOSE HIGH-PITCHED  
ACCOUNT OF THE LATEST  
NEIGHBORHOOD SCANDAL  
KEEPS THE WHOLE CAR  
AMUSED



## Major Burpee Here

Major B. P. Burpee, president of the Canadian Electric Railway Association, was in attendance at the T. & T. meeting yesterday afternoon and was much interested in the proceedings.

President L. H. Palmer gracefully called attention to his presence by inviting Mr. Burpee to occupy the platform with him during the session.

The past year or so has shown increasing co-operation and contact with our Canadian associates and we hope this will continue into the future.

## Courtesy Always

The London General Omnibus Company has issued the following circular on courtesy:

### PEBBLES IN THE POND

Do you realize the "broadcasting" effect of one little "please?"

One little COURTESY acts like a pebble dropped into a pond—rings, more rings, and wider rings until the edge is reached.

One little discourtesy—one passenger's "grouse"—one letter to the press.

One million readers, and ONE BIG BUNCH OF MISCHIEF.

Make YOUR pebbles "Pleases."

Courtesy Always.

## W. R. Alberger's Birthday Cake

W. R. Alberger, of Oakland, Cal., had a birthday yesterday and last night at the dinner he had some birthday cake presented to him by some pretty young lady.

And the California delegation presented him with a wonderful sterling silver engraved folding desk clock.

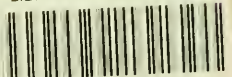
It pays to be loved by your associates.

## Automatic Substation in Operation on the Pier

Besides hot coffee at the Westinghouse exhibit, considerable interest has been shown in the complete automatic substation which is in operation and tied in on the surface lines trolley. An installation of supervisory control is also demonstrated and the machine is repeatedly subjected to short circuit to show the operation of protective devices. Two types of high speed breakers are included in the equipment set up to care for the "fireworks" on the short circuit demonstrations.

That racket that proceeded from Claims Hall on Monday afternoon was not made by the mechanics repairing the floor. C. G. Rice was simply trying out the sturdy gavel presented by his admiring friends in the Associated Bureaus, of which he is the grand mogul.

LIBRARY OF CONGRESS



# THE PLAYLET YOU SAW LAST NIGHT

## AN INTERRUPTED OPERATION\*

A Playlet—In One Act as Produced at the Marigold Gardens

By JOHN E. WILKIE

Vice President Chicago Railways Company

CAST:

- Ellick Traxion, the Victim.  
 Prof. The Peepul, M. D., Superintendent.  
 Dr. Comish, Dr. Borde, Operating Surgeons.  
 Hon. G. D. Politik, O. Lemme Fixit, Visitors.  
 Hortense Horsensense, President Society for the Prevention of Cruelty to Utilities.  
 Miss Dividends, niece to Traxion.  
 Nurses, Attendants, Policemen, Etc.

THE PLAY

Stage empty at raising of curtain. 30 seconds for audience to "get" signs. Orchestra to continue to play during this 25 or 30 seconds interval, pianissimo. Music crescendo to march time, and

Enter Nurses.

NURSES' CHORUS:

The Nursing Staff you see in us  
 Employed by Doctor Peepul  
 Our tasks are quite lu-gu-bri-ous  
 But we are always gleeful  
 We help the Doctors while they cut  
 We handle sponge and lancet  
 You'd think our job a sad one—but  
 We love to sing and dance it.  
 Just before dance closes.

Enters Doc Peepul (watches finish, claps hands).

Peepul: "Very nice! V-e-r-y nice! young ladies. Glad to see you so full of pep. By the way, I suppose you have taken up the usual voluntary collection from the patients, as a contribution to our little political war chest?"

Chorus: "We have."

Peepul: "Let me see, you were paid this morning?"

Chorus: "Yes, sir."

Peepul: "Then don't overlook the receptacle on the right as you go out. (Indicating.) Another thing, don't forget that next Tuesday is election day and that I am a candidate for re-election as Superintendent; and remember that

A vote for Doc  
 Is coin in your sock  
 In Municipal Operation."

Chorus: "We're strong for you, Doc!"  
 (Chorus dances off, repeating last two or four lines of song. As they approach door each makes a swift swoop to the "Lyle National Bank" and as they pass tin pan on pedestal

*It isn't often that a railway executive has such hidden talents as were revealed last night in the production of the playlet by John E. Wilkie at the Marigold Gardens as interpreted by a cast of railway people. It is too good, and too appropriate for the use of any railway company in a show of its own, to be lost. So the ELECTRIC RAILWAY JOURNAL takes this way of preserving it.—EDITOR.*

at door drop metal washers and phoney paper money in same. Peepul follows to door, then picks up pan, goes to desk, empties contents on desk, splits in two piles, puts one in his pockets, locks the other in drawer of cabinet.)

Peepul: "That's 50/50 with Old Man Politik." (Turns to desk, has second thought and turns to drawer, unlocks it and takes a handful of notes, puts them in his pocket, locking drawer again.)

Peepul: "No use overdoing this split thing. I will make it 55/45 with the long end to Peepul. I have troubles of my own and lots of things to look after."

DOCTOR PEEPUL:

Old Doc Peepul in me you see  
 Something more than a plain M. D.  
 For I am the guy with a massive brain  
 Who cures your ills and eases your pain  
 And more than that I'm free to say  
 I'm the Boss of the World today.  
 I settle questions of every sort;  
 I am the court of last resort  
 You know the saying you learned in school  
 "In ev'ry crisis the People rule"  
 Well, I'm the Peepul—my word is law  
 Though some of my words perhaps  
 are raw  
 But fakirs who say they speak for me  
 Are feeding you "bunk" and are all  
 "N. G."  
 Telephone rings. Peepul crosses to phone. Picks it up.

Peepul: "Yes, this is Dr. Peepul. Oh, yes Dr. Comish, how are you. Dr. Labor Borde is with you? That's good. I have been waiting for you. Come right up. One of the attendants will show you the way to the 6th floor. No, I am sorry to say the elevator is not running. We are Municipally operated yon know and

the elevator operator is out with his Precinct Captain, looking after a delinquent contributor to the Campaign Fund, but you will find the circular stairs quite comfortable. All right."

(Comedy circular stair stunt)

Enters Nurse as Peepul hangs up phone.

Nurse: "Excuse me Doctor, patient in 610 is off his nut again. I think you had better look at him."

Peepul: "I am right with you. (Opens drawer of desk. Takes out large S-wrench.) Off his nut, eh? Maybe he is trying to bolt. Just a had turn I suppose."

(The comedy circular staircase stunt continues during the foregoing dialogue and for a second or two after exit of Doctor and Nurse, then

Enter Comish and Borde, shown in by attendant who immediately exits. Business of extreme exhaustion after climbing stairs. Mopping faces and heads, hack of neck, etc.—meantime looking curiously about room.

(Comish discovers skeleton. Articulated skeleton backstage left)

Comish: "Good Lord! Look here!"  
 (Grabs Borde — comedy fright stuff.)

Borde: (Recovering first.) "Say, Comish!"

Comish: "What?"

Borde: "I don't suppose that's Doc Peepul, what? You know they told us when we left for Chicago that Doc was something of a bone-head—not so dusty, eh?"  
 (They laugh, recovering their equanimity.)

Enters Doc Peepul.

Peepul: "Well, here we are. How are we?"

Comish & Borde: (Jump nervously. Turn to meet Peepul as he advances.)

Peepul: (to Borde) "You're Dr. Comish?"

Borde: "I'm Borde."

Peepul: "Not by me I hope."

Borde: "Oh no, you don't understand. This (pointing) is Dr. Comish. I am Dr. Borde."

\*Copyrighted by John E. Wilkie.

Peepul: "Oh yes. I suppose you have both your credentials." Both produce papers from inside pockets. "Here they are."

Doc. Peepul takes papers. Crosses to desk. Seats himself.

Peepul: "You'll excuse our having only one chair. Our chairs were all controlled by members of the Legislature and have been removed until after election day, as they wanted to make sure of retaining their seats."

Comish: "That's all right."

Borde: "We don't mind."

Comish: "We only hope our standing will be good enough to obtain these appointments."

Peepul: (Opening and examining papers.) "I suppose you both understand just what we have in hand. We have opened a surgical department to care for utility cases and you are to do the operating." (To Comish)—"Now Doctor, let me see—what is your regular business?"

Comish: "Well, I am the leading undertaker in our thriving little town."

Peepul: "Ah, you are the leading undertaker. How many undertakers are there in your thriving little town?"

Comish: "One."

Peepul: "What do you know about transportation?"

Comish: "Well, I personally conduct an excursion to our beautiful cemetery once a month, and sometimes oftener."

Peepul: "That's good! That's good!"

To Borde: "That's your regular business?"

Borde: "My wife runs a boarding house."

Peepul: "Know anything about labor conditions?"

Borde: "Well, we haven't had any trouble yet. The old lady is still able to do the cooking, wash the dishes and keep the place slicked up."

Peepul: "Fine! I notice from the endorsement on here that you have been operating in another jurisdiction in labor and utility cases."

Comish & Borde: "Oh, yes, we know the game."

DR. COMISH  
LABOR BORDE  
COMISH:

My specialty I'd have you know  
Is cutting fares from high to low.

BORDE:

And mine is raising rates of pay  
To every traction employe.

COMISH:

When lower fares and rates I fix  
I please my old friend Politiks.

BORDE:

Through boosts in pay I'm free to  
say  
I hope to win a boost some day.

BOTH:

It's pretty smooth the Game we play  
For lower fares and higher pay  
"How do we get that way" you say?  
Ask-of-the-stars-in-the-milky-way  
But don't hold your breath until they  
answer!

COMISH:

A profit's something quite accursed  
And that is what I look for first.

BORDE:

My sympathy I can't control  
When working on a workman's roll.

COMISH:

I never heed my victim's cries  
I never mourn although he dies.

BORDE:

I cut the hours or raise the pay  
I get results in either way.

BOTH:

It's pretty smooth the Game we play  
For lower fares and higher pay  
"How do we get that way" you say?  
Ask-of-the-stars-in-the-milky-way  
But don't hold your breath until they  
answer!

(R a c k e t outside — Automobile  
horns, ambulance gongs.)

Peepul: "That sounds like an emergency case."

(Voices and shuffling of feet outside, and

Enters Traxion on stretcher, borne  
by two policemen, and accompanied  
by Fixit, Politiks and Nurses.

Fixit: (Running around stretcher  
bearers, and backward and forward).  
"Now boys, bring him right down  
here." (Leading way to center)

Fixit fussily directs exact spot  
for location of stretcher.

(In the meantime Politiks and  
Peepul have shaken hands, Politiks  
pointing to patient on stretcher,  
whispering to Peepul. Business of  
back-slapping, more handshaking  
and laughter. Peepul gets money  
from drawer and slips it to Politiks.)

Peepul: (Addressing first stretcher  
bearer) "Well, Officer, what have  
we here?"

Fixit: (Putting up restraining hand  
to stretcher bearer) "Just a minute"  
(Interrupting, and rubbing  
hands) "this is my case, Dr. Peepul.  
I am bringing this patient  
here. I found him out here in the  
street"—

Politiks: (Interrupting) "Yes, and  
he was occupying the streets without  
any rights or authority"—

Fixit: (Restraining hand again)  
"Just a minute"—

Peepul: (Interrupting) "Pardon me,  
but who are you?"

Fixit: (Astonished) "What, you  
don't know me? Listen"—

FIXIT:

I am Fixit the fixer they say I am  
a pest

Although I assure you I am doing  
my best

My nerve is colossal and great is my  
gall  
For what people say I care nothing  
at all.

To President Harding I give my ad-  
vice  
And keep on advising, though cut-  
ting no ice,

I write to the papers; I speak at the  
Clubs

I'm told I'm a nuisance—the Prince  
of the Dubs  
But I've nothing to do but set every-  
thing right

And that is my job in the show here  
tonight.

Peepul: (Shaking hands with Fixit)  
"Glad to know you Mr. Fixit. I  
suppose you know my old Friend,  
Politiks?"

Fixit: "Oh, yes. I have had quite a  
good deal to do with Politiks. He  
hasn't always known it, but I have  
been responsible for most of his  
successes.

Politiks: "Yes, and listen here—you  
'Fixit guys' are responsible for  
most of my troubles too—but I don't  
see that we are getting anywhere  
with this case. Here's election  
coming along, and we have got to do  
something with this Traxion guy."

G. D. POLITIKS:

I love an operation on a public Cor-  
poration

I like to see 'em bleed by heck!  
And there's heaps of satisfaction  
When the patient's name is "Trac-  
tion"

And they stick their gleaming lancet  
in his neck, neck, neck!  
And they stick their gleaming lancet  
in his neck!

Do you happen to remember how  
along about November

When election time grows nearer  
day by day  
How I show supreme ability  
In slamming some utility  
Without a word of truth in what I  
say, say, say  
Without a word of truth in what I  
say!

To a secret now I'll wise you and  
I'm sure it will surprise you  
When christened I was named Adel-  
bert G

But after years of bossing and  
adroit double crossing  
I'm known throughout the land as  
plain "G. D."—Big D!  
They cuss me with a big "G——"  
D———!"

Peepul: "Let's get busy with this  
operation, boys." (To Comish and  
Borde)—"You will find your operat-  
ing gowns in the hall outside."

(Exit Comish and Borde)

(Directed by Peepul and with Fixit  
fussing around, the operating table  
is moved to stage center and Trax-  
ion is transferred from stretcher to  
table.)

(Re-enter Comish and Borde, with  
long white Butchers' aprons,—  
sleeves rolled up.)

Comish: "We're all ready."

Borde: "Where are the tools?"

(Peepul crosses to desk. Picks  
up telephone.)



Peepul: "Send the tool man in right away."

(Enter comedy attendant with small wheelbarrow. Makes circuit of stage to cabinet, which he opens. Takes out collection of tools, dropping them noisily in wheelbarrow, then retraces to back of operating table, where he leaves wheelbarrow and exits. In the meantime business of getting patient ready for operation. Comish and Borde nervously paw over tools. Borde examines chisel. Tests edge. Crosses to bench. Uses hammer and anvil in adjusting chisel satisfactorily. Then returns to operating table.)

Traxion: (Sitting up on operating table) "Haven't I got anything to say here?"

Peepul: (Soothingly) "Now, now, don't get excited."

Traxion: "I am not excited, but I think I ought to have a chance at least to identify myself before those fellows get busy with their saws and axes."

Fixit: (Interrupting—holding up his hand) "Just a minute." (Takes hold of Politiks, Peepul, Comish and Borde, drawing them to one side for momentary conference, with heads together.)

Traxion: (Hopelessly) "Fat Chance!"

Fixit: "We have agreed that it will be all right for you to identify yourself."

Politiks: (Warningly) "But be v-e-r-y careful what you say."

Traxion: "I don't want to say anything. I want to sing. Let these men push me down where I can have a fair show."

(Politiks, Peepul, Borde, Comish and Fixit take hold of the operating table and run it down stage.)

Traxion: "Thanks!"

MR. ELLICK TRAXION:

Ellick Traxion is my name—business, transportation  
Pretty widely known to fame up and down the Nation  
Once I looked like other guys—normal circulation  
Took my three squares, proper size—never missed a ration  
Then one day some busy nut got an inspiration  
Said I seemed quite healthy but—needed regulation  
Since that day I've pined away—call it inanition  
That's another way to say lacking in nutrition  
Everything I want to do blocked by Politician  
Now I'm down to '82—mighty poor condition  
Here I am, just take a glance—pipe this aggregation  
You'll agree I've not a chance dodging mutilation  
And when they're through this cruel sport—cutting, blasting, sawing  
Old Politiks will go to court and then there'll be more lawing.

(At close of song Traxion resumes position on operating table, which is run back to original location. Business of administering anesthetic. Noisy business with tools back of operating table. Sound of metallic filing, sawing)—then

Comish: "By gosh, here's something!"

(Comish and Borde, after comedy exertion, produce small tin jitney.)

Fixit: "One moment!" (Stepping in and taking jitney from surgeons and crossing to Politiks.) "Say G. D., this may have caused a lot of irritation and inflammation, but do you agree with me that we better let it stay where it was."

Politiks: "Surest thing you know." (Both up to operating table, returning jitney to Doctors.)

Politiks: "Boys, you better put that back."

Fixit: (To Comish) "You can put it back, can't you Doc?"

Comish: "Sure, we can put it back but of course it may cause serious congestion."

Politiks: "Oh, well, that'll be all right. We should worry."

Borde: (Who has been continuing his work on the patient) "Hey, Doc!" (To Comish)

Comish: "What is it?"

Borde: "Darned if I know, but here is something unusual. Where's your glass?"

(Nurse secures large reading glass. Hands to Comish, who, with Borde, comes down front and makes careful examination, Fixit vainly trying to look between their heads over their shoulders.)

Comish: "I give it up."

Borde: "Me too!"

Fixit: (Hands up) "One moment! Allow me!" (Takes small object from between Borde's fingers. Examines it critically. Face lights up with smile of recognition.) "Why gentlemen, I recognize this at once. This is Traxion's surplus."

Comish, Borde )  
Politiks, Peepul ) "What!"  
Nurses, Attendants )  
Everybody. )

Fixit: "That's what it is—unmistakably."

(Politiks, Peepul, Borde, Comish get together Right)

Peepul: "This will never do! Never do!"

Politiks: "All wrong. All wrong. Traxion ought never have been permitted to develop a surplus. (Very sternly to Peepul) "What do you mean by allowing Traxion to develop a surplus, eh?"

Peepul: "I—I——"

Politiks: "You have had enough chance at this fellow in the past to clean him up. I am surprised. Eh-er-er—where's that surplus?"

Fixit: "Here it is, G. D." (Passes small object to G. D., who takes out pocketbook and carefully stows surplus away in it.)

Politiks: "I'll just take care of this for awhile. Go ahead with your operating."

(Comish and Borde return to patient and start in further comedy hammering, sawing tactics, etc.)

Loud noise outside. Confused voices, among them that of a woman is discernible.

Hortense: (Off stage) "I tell you I will go in! I am the President of the Society for the Prevention of Cruelty to Public Utilities, and this officer has warrants for Peepul, Politiks—and all the rest of those highbinders."

(Hortense enters with Officer and Miss Dividends)

Hortense: "There's your Uncle, child."

(Miss Dividends rushes to operating table and throws her arms around Uncle.)

Miss Dividends: "Oh Uncle! Uncle!"

Hortense: (Disengaging Miss Dividends' arms from Uncle, and addressing all.) "Tell them who you are my child."

MISS DIVIDENDS:

I am little Miss Dividends tattered  
and torn  
I often have wished that I'd never  
been born  
You'd scarcely believe that I once  
was quite fat  
And rosy and happy and gay and all  
that—  
But that was before Uncle Ellick  
grew pale  
And old Doctor Peepul got most of  
his kale  
For years I've been living on Bunk  
and Hot Air  
Just waiting the time when the  
fares would be fair.  
(Interruption by Chorus)  
"Them Days is Gone Forever!"

After the song, Miss Dividends crosses over and stands by Traxion at the operating table again.

Hortense: "No, 'them days have not gone forever.' I'm on the job and things are going to be different, or my name is not Hortense Horse-sense."

HORTENSE HORSESENSE:

I am using all my energy, combined  
with some ability  
Preventing any cruelty to any sick  
utility  
I've kept a watchful eye upon this  
bunch of busy fakirs  
Who seek to do a Doctor's job with  
butchers and with bakers  
If someone doesn't stop their work  
the patient's booked for paradise  
And I'm the Jane to block the game  
of this misguided pair 'o' guys  
There's been too much of rank  
abuse of cutting and of cursing  
While what the patient really needs  
is good old-fashioned nursing.

(At the close of song Hortense opens handbag and extracts large bottle, and crosses to operating table.)

Hortense: (To Officer) "Officer, serve your warrants." (Busties herself with patient.)

Officer: "Now then, youse guys, line up!" (Reading from list)—"Doc Peepul"

Peepul: "Here."

Officer: "Come across." (Peepul crosses to point indicated by Officer.)

Officer: "Hon. G. D. Politik's."

Politik's: "That's me."

Officer: "Come across, Dr. Comish, Dr. Borde"

Comish & Borde: (Together) "That's us."

Officer: "Come across. Theyse an additional charge of false pretenses against youse guys, and you'll get yours!"

Fixit: (Who has been moving about restlessly, watching proceedings.) "I suppose I'm next."

Officer: "What's your name?"

Fixit: "O. Lemme Fixit."

Officer: "Not with me. Not with me. Tell it to the Judge!"

Fixit: "Isn't my name on the list?"

Officer: "I don't see it."

Fixit: "Well there's going to be lots of publicity about this case and I must get in on it somehow." (Pause, Fixit in deep thought—hand up) "One minute." (Crosses to operating table to Hortense) "One minute, lady, one minute. I'd like to fix this thing up, if I can."

Hortense: "I'm busy. Talk fast. What's your proposition?"

Fixit: (Traxion begins to show signs of life) "I see the patient is coming to. Now, if he recovers, and I can fix it with old G. D. here to restore his surplus and allow him a little something for that poor niece of his, won't you withdraw your charges and give us a fair chance?"

All: (Leaning tensely toward Hortense.) "Oh Lady." (Pleadingly) "Lady!"

Hortense: "Well, you don't deserve any consideration, but wait a minute and if I can pull poor Traxion around I'll consider it."

All: (With a long sigh and soft expiration.) "Thanks!"

Hortense: (As Traxion shows signs of reviving.) "Take another dose of this. It's doing you good."

(Business of drinking contents of bottle. Complete return to consciousness. Stretching. Feeling body. Stretching legs, arms, etc.)

Traxion: (Sitting up and swinging around sideways on the operating table.)

All: (Murmurs) "He's coming to."

Traxion: (Expression gradually changing from extreme dejection to happiness, throwing up arms and kicking legs.) "Gee! Wow! Say that stuff's got a kick in it. What is it?"

Hortense: "Just a little 110 Proof Extract of Fair Play." (Solicitous-ly) "You're feeling all right now?"

Traxion: "You said it."

Hortense: "Do you think you could walk?"

Traxion: (Sliding off the operating table and taking a few little steps.) "Walk! I can do better than that—I can dance."  
(Dance—Hortense and Traxion)

Fixit: (After dance) "Pair play is a great thing."

#### ENSEMBLE FINALE:

Pair play! Hoorah, Hooray—better by far than political bluff!  
We'll say that's the way—cut in the decency, cut out the rough!  
Play fair—play square—We'll drop all our hammers and get us a horn  
And boost for old Traxion as sure as you're born  
Drop all our hammers and blow Traxion's horn!

Fixit: (Moving out in front of assembled Company and lifting hand.) "One moment. We seem to be forgetting our hosts tonight. Let's tell them what we think of the American Electric Railway Association."

#### FINAL SONG:

A. E. R. A. to thee  
We pledge our loyalty  
Thy name we praise  
We love thy sturdy fight  
Valiant for Traxion's right  
Dark days will soon be bright  
A. E. R. A.

A. E. R. A. tonight  
Let every heart be light—  
Joy unconfined  
Let music's magic fill  
Each human soul until  
All hearts with rapture thrill  
A. E. R. A.

A. E. R. A. we hope  
You've liked our brand of dope  
Soup, fish and play  
We of the Middle West  
Gave you our honest best  
Now let our players rest  
A. E. R. A.

(The words to this song should be reproduced on a slide, and after the company on the stage have sung the first verse, the words should be thrown on a screen, or some point visible to the audience, and)

Fixit: "Now then,—Everybody!"

(THE END.)

(CURTAIN)

#### NOTE:

In producing "An Interrupted Operation," there were displayed on the back drop the following signs on cards approximately 20" x 40":

"Cutting Out Competition, \$100."

"Getting Into a Purchasing Agent, \$250."

"Reducing Expense Accounts, free."

"Stimulating Consumption (Performed for Supply Agents Only), \$500."

"Opening the Public's Eye (Very Difficult), \$1,000."

"Grafting—Special Rates by Arrangement," etc.

At the upper-right of the stage was an articulated skeleton. Upper-left, an operating table. Left-center, a table and chair. Right-center, a pedestal holding a metal receptacle, and right-center, down-stage, another table.

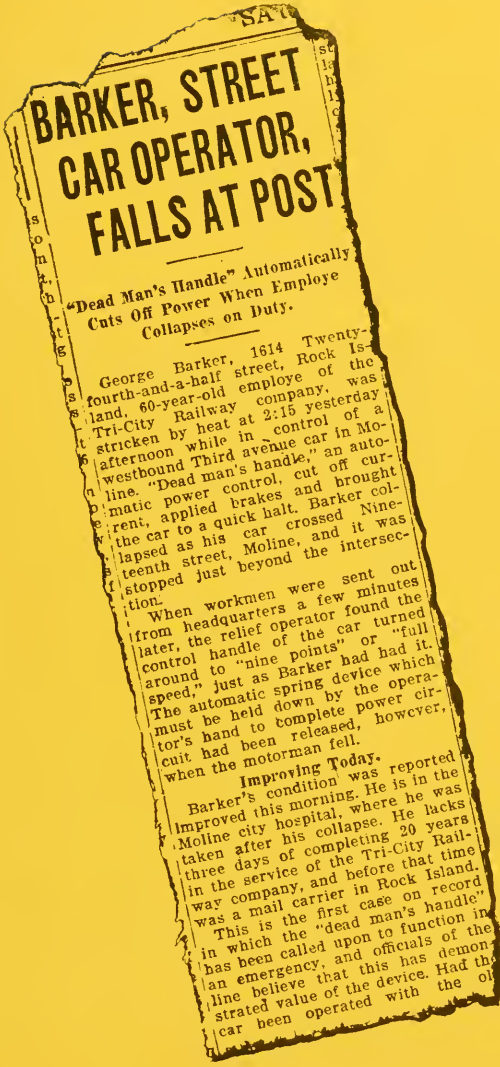
Center, right and left entrances and exits were used.

The other essential "props" were a stretcher; a wheel-barrow for the tool man; miscellaneous collection of tools; large monkey wrench, or S-wrench for the use of Dr. Peepul in looking after the patient in 610; an ambulance gong; automobile horn; telephone set for table, L; one of the sausage-shaped balloons to be used in anesthetizing the patient; a tin jitney; a reading glass; a collection of stage money—both paper and metal disks, etc.

Of course if we had had the facilities it would have been better to have set the stage completely as an operating room, with white furniture and all the other conventional hospital appliances.

If by chance any clubs or dramatic branches of utility companies throughout the country wish to produce this playlet, locally, it is suggested the request for permission to produce it should be forwarded to the author at 105 South LaSalle Street, Chicago, who will be glad to act favorably without delay, and without charge, in answering all requests made to him.

Mr. Yagle, the composer, has been asked to have the music of the songs published in sheet form. In case those wishing to produce the skit wish also to have the music, and they will so indicate in their letter to Mr. Wilkie, he will see that Mr. Yagle is properly advised. It is understood that there will be a nominal charge for the music, if it is furnished, by Mr. Yagle.



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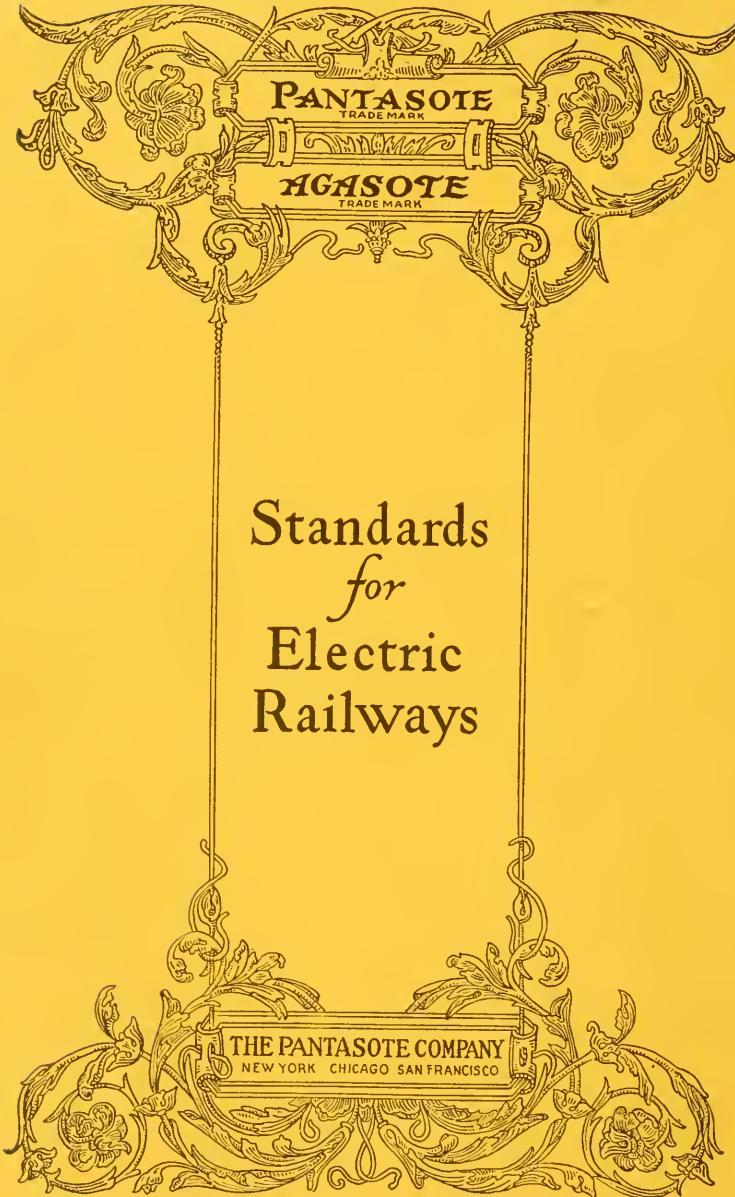
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