

erties. On the basis of the net operating income earned during the average November of the test period, the loss was \$59,556,501.

Most, if not all, of this deficit would have been avoided but for the loss in revenue and the extraordinary operating difficulties incident to the coal strike.

The results for the eleven months ended on November 30 were as follows:

	CONDENSED INCOME ACCOUNT.		Inc. or Dec. Amount
	Eleven months to Nov. 30 1919	1918	
Op. rev.....	\$4,666,926.490	\$4,419,129,444	\$247,797,046
Op. exp.....	3,940,122,848	3,560,788,512	379,334,336
Net op. rev....	726,803,642	858,340,932	*131,537,290
Taxes, etc....	225,120,118	201,531,063	23,589,055
Net op. inc....	501,683,524	656,809,869	*155,126,345
11-12 annual rental.....	\$18,075,687	\$18,075,687	
Op. loss.....	316,392,163	161,265,818	155,126,345
Op. ratio....	84.4	80.6	3.8

*Indicates decrease.

It must be remembered that the comparison between the eleven-month periods is substantially affected by the fact that the rate increases, approximately 25 per cent, which were in effect this year, became effective for passenger and freight traffic, respectively, the middle and latter part of June, 1918, and also by the fact that numerous important wage increases which were effective for all of 1919 were effective for only part or none of 1918.

AUTOMATIC TRAIN CONTROL.

Following more than a year of investigation, during which time many actual tests on railroads were made, the Automatic Train Control Committee has reported that on lines of heavy traffic, fully equipped with automatic block signals, "the use of train control devices is desirable, but that the relative merits of the various types of automatic train control cannot be determined until further tests have been made," also that "more extended service tests, including complete reports of performances, are necessary before a decision can be reached on the availability for general practical use of any of the devices that have been brought to the attention of the committee."

The committee recommends that it or a similar committee be continued to the end of federal control and that therefore the work of the committee should then be continued under the American Railroad Association, with a representative of the Bureau of Safety of the Interstate Commerce Commission on the committee, also that arrangements be made for the further practical test of such devices as may be available for that purpose. In its report the committee, without implying endorsement, found seventeen appliances available for further test.

"Train control devices will not prevent collisions due to brake failures, which are infrequent and comprise only a small percentage of such accidents," says the report. "Failure of signals to perform their functions is a comparatively rare occur-

rence. Track circuit control block signal systems are so designed that, when any part fails, the signal should display the stop indication. In some cases of failure, however, the signal indicates 'proceed,' even though it should indicate 'caution' or 'stop.' Such failures, known as 'false clear' failures, contain a serious element of danger, but their infrequency makes the possibility of collisions from this cause exceedingly remote.

"Collisions due to the failure of employees to comply with rules form a large portion of the total number reported, and many of these could not have been prevented by an automatic train control device.

"Automatic train control devices may be expected to prevent only such accidents as are due to the failure of employees to observe, understand and obey signal indications. Failure to see or understand signals may be due to smoke, fog, snow, absence of the night signal indications, complexity in the scheme of indication, unfamiliarity of the engineman with the route over which the train is running, the division of his attention, or his physical incapacity, etc. Failure to obey signal indications that are seen and understood are rare and include only those cases where enginemen in their anxiety to make time take chances or where they use poor judgment in the interpretation of rules which permit them to exercise some discretion.

"There appears to be a popular misconception as to the number of fatalities that might be prevented by automatic train control devices. Statistics show that train collisions have been the cause of less than six per cent of the fatalities to persons other than trespassers.

"All fatalities resulting from train collisions average, per year, 296, or 15.6 per cent of the fatalities to non-trespassers, and of this number many result from collisions occurring on yard tracks or at other places where they would not have been prevented by an automatic train control device."

The committee points out, however, that the foregoing should not be taken as minimizing the seriousness of the situation. However, the limitations of automatic control devices should nevertheless be clearly understood.

"The cost of the automatic train control system is an undetermined item which involves not only the original expense of installation but the cost of maintenance and the effect of its operation upon the capacity of existing facilities," continues the report. "Its installation where heavy traffic is handled may necessitate further expenditures for additional running tracks. The service, to meet such conditions satisfactorily, must therefore be one which will interfere as little as possible with the capacity of a rail-

road, and this requirement may necessitate the condition of speed control apparatus at an increased cost for its installation and maintenance."

The Train Control Committee was created on January 14, 1919. Its first chairman was C. A. Morse, assistant director of the Division of Operation, now chief engineer of the C., R. I. & P. Its present chairman is A. M. Burt, assistant director of the Division of Operation. The other members are W. P. Borland, chief, Bureau of Safety, Interstate Commerce Commission; C. E. Denny, assistant federal manager, New York, Chicago & St. Louis Railroad; H. S. Balliet, assistant terminal manager, Grand Central Terminal, New York; Henry Bartlett, chief mechanical engineer, Boston & Maine Railroad; J. H. Gumbs, general superintendent, Pennsylvania Railroad, and R. W. Bell, general superintendent of motive power, Illinois Central Railroad.

Since beginning its work the committee has inspected thirty-seven different devices either in laboratory form or in actual service on the railroad, and in addition has examined plans and specifications of three hundred train control devices.

In its report the committee lays down clear-cut definitions of automatic train control and outlines the requisites for the design and construction of such devices. It discusses extensively all the mechanical elements of the problem. Automatic train control is popularly regarded as a panacea for railroad accidents. Persons who are not familiar with railroad operating requirements generally fail to understand fully the factors which must be taken into account in the practical use of train control devices.

The committee believes that any comprehensive study of automatic train control must begin with the block system, as the principle of the block system is fundamental to the subject and must be the foundation of any automatic train control system.

The superiority of the block system, as compared with other methods of train operation, is generally recognized. It is in use on practically one hundred thousand

miles of railroad, including the busiest parts of practically all railroads.

The first step, therefore, which should be taken on lines which are not operated on the block system is not experimentation with, nor the adoption of, some form of train control device, but the adoption of the block system itself.

The committee states that from a practical viewpoint automatic train control devices are still in the development stage and that many problems in connection with their practical application remain to be solved.

CANNOT BUY FREIGHT SOLD.

Instructions have been issued that no officer or employe of any railroad under federal control will be permitted to purchase, directly or indirectly, over, damaged, refused or unclaimed freight from any representative or agent authorized by the Railroad Administration to dispose of such freight by sale. These instructions have been in effect on certain railroads heretofore, but it is desired to have them effective on all railroads under federal control.

OVERDONE DEFENSE.

The visitor to the lawyer's office stood in amazement.

"I say, old man!" he exclaimed. "Whatever has happened to you? Had a motor smash or what?"

The lawyer shook his head wearily as he gingerly touched his bruised and bandaged face.

"No. You remember that case the other day when I defended a man charged with assault? Well, I made a strong plea for him on the ground that he was a fool rather than a criminal."

"Yes, but—"

"I did it so well that he was acquitted and he waited for me outside the court."
—San Francisco Argonaut.



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WIT AND HUMOR



Was the Milk Train.

A farmer was milking a cow in a field adjacent to the track of a railroad.

A train came along and the engine whistled. The cow was not frightened, and didn't even look around.

A bystander noticing the complacency of the cow, remarked: "I should think that shrill whistle would frighten the cow."

To which the farmer replied, "The cow doesn't mind it, she knows it's the milk train."

Conundrums.

What time makes everybody glad? Fortune.

Why ought Ireland to be rich? Because its capital is Dublin.

Why is U the gayest letter in the alphabet? Because it is always in fun.

Why is a peacock like the figure of 9? Because it is nothing without a tail.—Sunday Afternoons.

Over the Top.

"Did you see where two army men escaped from a station house by getting out on the roof and dropping down?"

"Well, that was all right. They were practicing going over the top."—New York Globe.

Subtle Reasoning.

My little grandson is quite a hand for "reasoning from analogy," and the other day was asking what his family name was. I told him his father's ancestors came from England, Wales and Scotland, while his mother's were English and Irish.

He then asked: "Grandma, what was your name before you were married?"

"I answered 'Lyon'."

He considered a moment, and then said: "So I suppose you came from Africa?"—Chicago Tribune.

Color Blind in a Way.

An Irish trainman was called to be examined for color blindness.

His examiner, pointing to an American flag, said: "What color is this flag?"

"Green," responded the trainman, without hesitating.

"You're wrong," replied the examiner. "It is not green."

"Well, if it isn't, it ought to be," was the retort.—*Éric Railroad Magazine.*

Tax on Amusements.

"I heard the other day," said Robert L. Luce, former judge of the city court, "of

a man being fined \$1.10 for beating his mother-in-law. After he had paid his fine, he asked the magistrate about the ten cents.

"That," said his honor, "is the regular federal tax on amusements."—N. Y. Tribune.

The Late Ferry Boats.

"Did you hear what they do with the ferry boats when they're late?"

"No, what do they do?"

"Dock 'em."—Wodow.

Some Bird!

Two ladies, one of whom was very deaf, were walking by the railway. Suddenly an express train rushed by, and as it passed the engine gave a shriek that seemed to rend the sky.

One lady's ears were nearly split, but the deaf one turned to her suffering friend and said, with a happy smile, "That's the first robin I've heard this spring."—Transportation News.

Adam and Eve.

A little boy and a little girl were looking at a picture of the Garden of Eden. "Which is Adam and which is Eve?" said one. "I don't know," said the other; "but I could tell you if they had their clothes on."—London Express.

She Knew Railroadng.

An observing little boy was riding in a train with his mother. When it stopped at a station Willie looked out of the window and saw a car with a card attached, on which were the words "Way Freight."

Turning to his mother, Willie asked: "What does way freight mean on that card?"

"It means that that car is going to be sent a long way off," replied the fond mother.

LOOKING FOR GOOD.

By E. B. Rives, Disbursements Dept., St. Louis.

If we noticed little pleasures

As we notice little pains—

If we quite forgot our losses

And remembered all our gains—

If we looked for people's virtues

And their faults refuse to see,

What a comfortable, happy,

Cheerful place this world would be.

A SHIPPER'S LAMENTATIONS.

By A. F. Engberg, Kansas City Terminal.

Sing a song of tracers,
Desk full of kicks—
Four and twenty shippers
In an awful fix.

Tariff rates were equal,
Service—it was bum;
Tried the "Frisco Line"
And things began to hum.

THE MISSING DEACON.

One of the prominent deacons in an Illinois church was seriously ill. As he was popular among the congregation, a bulletin board was posted in front of the church to inform his friends of his condition. It read: "One o'clock. Deacon Jones very ill."

"Two o'clock. Deacon Jones is worse and sinking rapidly."

"Three o'clock. Deacon Jones dead."

A traveling man passing by that evening read the bulletin and, seeing no one in sight, added at the bottom:

"Seven o'clock. Great excitement in heaven. Deacon Jones has not yet arrived. The worst is feared."

NEEDED TO SPEED HIMSELF.

A colored man one day bought a horse, which he afterward found would not go.

He took it to a veterinary surgeon who injected morphine into the animal. The horse bolted down the street, while the astonished owner turned to the surgeon and asked him what the charge was.

"Ten cents," said he.

"Then," said the owner, "I want you to put fifty cents worth of that stuff in my arm."

"Why?" asked the doctor.

"Cause I'se got to ketch dat hoss!"

JOLLYING GRANDPA.

"I was talking to my little granddaughter over the telephone the other day," said an old man recently to a few of his friends at a hotel, "and when I ended I said, 'Here, Dorothy, is a kiss for you.' She replied, 'Oh, pshaw, grandpa! Don't you know that a kiss over the telephone is like a straw hat?' I said, 'Why, no sweetheart, how's that?' 'It's not felt, grandpa,'" she said.

HIS PRIVATE CODE.

First Barber: That was a bad cut you gave that old man while shaving him.

Second Barber: Oh, there's a reason for it. I'm courting his maid, and that cut will let her know that I can meet her this evening.

COULDN'T FOOL HER.

"Change at Bristol," said the booking clerk to a West Country dame who was taking a ticket from a wayside station to London.

"None o' them tricks, my lad," declared the old lady. "I want my change here, before I get into that there train!"

HARD TO REMEDY THIS.

"This is the fourth morning you've been late, Rufus," said the man to his colored chauffeur.

"Where's that clock I gave you?"

"In m'room, sah."

"Don't you wind it up?"

"Oh, yes, sah. I winds it up, sah."

"And do you set the alarm?"

"Ev'ry night, sah, I set de alarm, sah."

"But don't you hear the alarm in the morning, Rufus?"

"No, sah. Dere's de trouble, sah. Yab see de blame thing goes off while I'm asleep, sah!"

UNION MAN TO THE LAST.

Reilly: You'll be sorry to hear that Pat Donovan was drowned yesterday.

"But I thought he was a good swimmer?"

"Yes, but he was a staunch union man. He swam for eight hours, then gave it up—on principle."

REVENGE IS SWEET.

The druggist chortled and danced until the bottles rattled on the shelves.

"What's the idea?" inquired the soda clerk. "Have you been taking something?"

"No. But the plumber who fixed our water pipes when they were frozen last Christmas, has just come to have a prescription filled!"

HE OUGHT TO BE QUARTERED.

"Look here!" cried an excited man to a chemist. "You gave me morphine for quinine this morning."

"Is that so?" replied the chemist. "Then you owe me a quarter."

REPROOF.

Magistrate (to prisoner): I hope I shall not see you here again.

Old Reprobate: Not see me 'ere again! Why, yer ain't goin' ter chuck yer job, are yer?

Policeman (to prisoner leaving dock, who had just been sentenced to six months): Excuse me, but do you want to let your house?

Of Interest to Women

AMONG the newest models are over-dresses and over-skirts, of various lengths and outlines. One also sees waists with outstanding lower edges. The length and width of skirts are regulated by the taste of the wearer. The new styles conform to the natural lines of the figure.

Choice of materials, beautiful embroideries and trimmings afford variety. In tricolette and heavy silks there will be new crepe weaves for summer wear. Hand loom embroideries in white crepe de chine and lingerie fabrics will be popular for spring and summer gowns.

Blouses and smocks of wool Jersey are embroidered in wool, silk and chenille. One pretty blouse in gray crepe de chine has chenille embroidery in taupe.

White silks and black and white will be popular.

Navy blue, tan, taupe and gray serge suits for spring wear are shown with plain skirts and coats a little shorter than those worn during the Fall.

All over embroidery on Georgette and meteor blouses is attractive in Oriental effects.

Some of the new skirts show triple effects. Evening dresses of tulle, lace or plaited chiffon or Georgette and afternoon dresses of silk, satin and cloth show this style feature.

The new one-piece over-dress is much in vogue. It is made with its lower edge longer on one side than on the other.

Some of the new street dresses are made with one-piece unbelted fronts and two-piece backs, giving a sort of Princess effect.

Waistlines are both normal and lengthened this season.

A very interesting feature of this season's style is the sleeve line of gowns and waists. One sees the drop shoulder and some waists cut with back and sleeve in one. There is also

the regulation armscye and the large armscye. Some sleeves are short, others in wrist and others in three-fourth length.

Widened silhouettes are obtained on coats by adding godets, bands or borders.

With a bodice very much bloused one requires no waistband.

Girdles of cord or beads are tied loosely in front or at the side of a one-piece blouse or overblouse. Sometimes these overblouses have narrow belts over the sides and front and back unbelted.

Bronze colored tulle and brown satin will make a smart dinner gown.

A brick colored wrap of velvet has a deep border and collar of sable fur.

Black satin and lace will be very effective for an evening costume.

Blue satin and matched Georgette crepe will be nice for an afternoon dress.

A one-piece dress made with tie on fronts in surplice style is of dark brown suede cloth; a ripple peplum is added over the hips and back to give the outstanding effect to the dress.

Silk voile and charmeuse combine to make a pretty gown.

Putty color wool velours was used for a chemise dress braided in dark brown and piped with brown satin.

Bright blue cloth and midnight blue tricotine combined to make a smart calling gown. Wool embroidery in bright colors is used to decorate small motifs on vest and sleeve.

Wisteria colored chiffon and crepe in a matched shade makes a smart frock. The chiffon could be embroidered with beads. A brown cloth dress is unique with a vest of plaited taffeta.

Navy tricotine was combined with black satin for a street dress. A dress of dark blue serge has bands of embroidery for trimming on skirt and waist.

(Continued on page 44.)