

LOOKS TO TAKE DISRUPTION

President Took Steps to Keep the Western Traffic Association Alive.

Could May Withdraw the Missouri Pacific—Commissioner Not Re-elected—Position of Traffic Manager Not a Sinecure.

Goosy in railway circles indicates general belief that the Western Traffic Association will soon be a thing of the past. This opinion is based upon such information as has been received concerning the proceedings of the president's meeting in New York. While Mr. Gould did not make the charges against the Burlington, the Atchison and the Southern Pacific, he did demand that the roads in question be dealt with precisely in the manner that they dealt with the Missouri Pacific when Traffic Manager Leeds lost his head.

They had been convicted of racketeering by the commission, and the illegal tariffs produced in proof. It does not appear from any reports received that action was taken by the advisory board looking to the punishment of the defendant companies, and it is admitted on every hand that Mr. Gould is fully justified in giving notice of withdrawal from the association, but no one seems to doubt that the withdrawal of the Missouri Pacific is a serious matter.

Another thing that causes comment is the failure of the president to elect commissioners for the ensuing year. This, in itself, is regarded as ominous, as under the agreement the Missouri Pacific commissioners have expired and a re-election is necessary to continue them in service. All of them, except the Missouri Pacific, are provided for by the several auxiliary associations, but the disruption of the parent organization, or a failure to re-elect, will leave the Missouri Pacific in a position. Commissioner Finley was asked at Chicago, yesterday, what the specific charges were against the Missouri Pacific, and he declined to speak of the matter at all. In the case of the Burlington it is expected that the charges will be made at the meeting of an irregular tariff on wool.

Jay Gould was seen yesterday at New York and was reported to have returned from the Western Traffic Association. Mr. Gould replied that he was there for no other reason than to see Mr. C. P. Huntington, of the Southern Pacific railroad, said in reference to the same story that he was not there for any other reason than to see Mr. C. P. Huntington, of the Southern Pacific railroad, said in reference to the same story that he was not there for any other reason than to see Mr. C. P. Huntington, of the Southern Pacific railroad.

So common is the belief that the position of traffic manager of a railroad is one of ease, to which a big salary is attached, that what the traffic manager of one of our largest systems did in three days, will be read with interest. Said the stenographer: "After a big day's work, the traffic manager left Cincinnati for Chicago at 8:30 P. M. Before going to bed the traffic manager dictated eighteen letters which had been left over to be answered at his office. These letters I had written and ready to drop in to the postoffice-box on arrival at Indianapolis. We reached Chicago at 7:30 A. M. and went to our rooms in a hotel, which the traffic manager characterized as his office when in Chicago. We began work at 8:30 A. M. During the forenoon thirteen large shippers came to the traffic manager, he having previously notified them that he would be in Chicago that day. These were through with by 1 P. M. The traffic manager then went to a meeting of the Central Traffic Association and was absent from his office until 2 P. M. On returning he found six business men awaiting him to talk over, in each case, some important matter. After taking a 2 o'clock dinner he went to his office and attended to the wants and grievances of the several persons awaiting him; he then looked up his mail, signed telegrams and letters, getting off the telegrams, which numbered fourteen, first. These telegrams are in most cases rightly ones in answer to telegrams received from other offices. This done, the traffic manager dictated twenty-two letters, some short, others lengthy, and signed them. He then had promised to do through the day, or to the office of some connection on some business matter. He then retired at 12:30 midnight and retired an hour later. Dropping in at the hotel office in the morning, a half dozen men were waiting the traffic manager, he then ate breakfast he then called in the head officials of both the freight and passenger departments at Chicago, talked over the situation there and made some suggestions. After their departure he dictated to me several telegrams and answered a number of telegrams. At 1 P. M. he started out, leaving me to write the letters, to visit the several managers and traffic managers of several roads which his system does business, returning at 5 P. M. After dinner he returned to his office and dictated a number of telegrams. At 8:30 P. M. we took a train for St. Louis, getting into our berth about 11 P. M., after more telegrams were dictated and telegrams received late. At St. Louis we stopped one day, but that city being a terminal of our system, it was a quiet day. On the 13th we arrived in St. Louis, until 7:55 P. M., when we took a train for Cincinnati, the train being a through train. Arriving there at 7:30 A. M. we found a bushel basket full of letters to be answered, which had accumulated during the three days, and which subordinate officials could not answer. Telegrams of importance had been forwarded during our trip. It took three days to get the delayed work done, and meantime we had to keep up the daily routine of business. The traffic manager then left for New York, and was gone four days, going through the same routine as on his Western trip, yet there are thousands of people who envy the man who holds the reins of the Western Traffic Association, a position of honor and authority, and a salary of \$38,235 a year, the system striking many of the most important business centers of the country."

C. & O. to Be Double-Track. It is stated, and confirmed by Drexel, Morgan & Co., that the Chesapeake & Ohio management propose to issue a long-time consolidated gold bond of a half-percent, bearing a large enough amount to cover all the known future needs of the company and to retire the underlying bonds as they mature, and arrange present preferred stocks. It is desired to develop the property into a double-track system of more commanding importance in the trunk-line business. The preferred stocks are to be exchanged for new bonds on the following basis: First preferred to get two-thirds of the par value in new bonds and one-third in new common stock; second preferred to get one-third of its par value in new bonds and two-thirds in new common stock; and third preferred to get one-third of its par value in new bonds and two-thirds in new common stock.

President Inalls has rejected the proposition of the general auditor to remove the four traveling auditors from the Western Traffic Association to Cincinnati, saying that Indianapolis is much the better point for their location. J. C. Leary, the well-known general livestock agent of the Union Pacific lines, has resigned, to take effect Feb. 1. He will be succeeded by J. D. Schuster, who has held a similar position on the Missouri Pacific for some years.

The Chesapeake & Ohio earned in the first week of January \$167,357, increase over the corresponding week of the year in 1921. Both the Big Four and the U. S. & Mississippi are turning over a larger tonnage of freight than to the C. & O.

Superintendent of the Western Traffic Association, J. D. Schuster, of the Big Four, was in Dayton on Thursday and placed the specifications for the new train which Barney & Smith are to build to run between Cincinnati and Chicago, to be known as the World's Fair train.

The Pennsylvania Railroad has issued notice from the Postoffice Department that on March 28 the weighing of mails would be commenced between New York and St. Louis, and between St. Louis and Chicago. It is customary to give sixty days' notice.

General Manager Bradbury, of the Lake Erie & Western, has returned from Florida. He states that there are large quantities of grain to go forward from that point; elevators are still full, and Western roads are holding back large quantities of awaiting cars to transfer it to Eastern roads.

J. J. Turner, superintendent of the Pittsburgh division of the Pennsylvania lines, is returning to the western division engines he borrowed to help him through the rash. Within the last thirty days he has received from the Altoona shops twenty heavy locomotives, ten-wheelers, weighing 114,000 pounds without the tender.

The Illinois Central will lay with eighty-pound steel its track from Kankakee to Chicago, with the track to be laid on the yard, all of which will be accomplished, says a Big Four official, within the next few months.

P. A. Hewitt, general auditor of the Big Four lines, has commenced moving his offices from Cleveland to Cincinnati, which will be a great convenience to General Manager Bradbury and Treasurer Johnson, as each month since the Big Four consolidation with the Bee-line these officials have been obliged to go to Cleveland to sign pay-rolls, etc.

Chalmers Brown, who for twenty years was a passenger conductor on the old Big Four, yesterday, in looking over some old papers, found the report of the general manager, General Bradbury, in 1871. The fare was then \$4.00 each way, and there were then only two trains a day between Cincinnati and Indianapolis; there are ten each way—five over the Big Four and five over the Cincinnati, Hamilton & Dayton.

An Eastern financial paper expresses surprise that the stock of the Lake Erie & Western road does not advance in price, as the road is making a record for itself and has a light bonded debt. The principal reason is that there is but little of the stock on the market, and the holders are not disposed to sell or bring about an advance in price, it being an investment which will make more than ordinary promise in the future.

It is stated that John Newell, president and general manager of the Lake Erie & Western, will be succeeded by Mr. Stanley, who is now in charge of the road. Mr. Newell is retiring from the general management, turning it over to younger men. The resignation of Mr. Newell is being handled very carefully, and it is expected that he will continue to be of great value to the road in some capacity.

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