McADOO'S REPORT ON THE RAILROADS

So Much Interest, Not Only by Railroad Officials and Employes, but by All Citizens, Attaches to the Future Handling of Transportation Lines That The Observer Herewith Prints the Reports on Railroads Made by Hon. W. G. McAdoo. The Report is Long and Will Appear in Daily Installments, Giving Every Observer Reader a Chance to Study Carefully the Contents of a Document Which Promises to Have Deep Bearing on Our Country's Future.

(Continued from Saturday)

Unification of Terminals

It having been shown that bad terminal conditions were proving a serious handicap to the necessary transportation business, terminal managers were appointed at the larger terminals with jurisdiction over the facilities of all lines. Successful efforts have been made to route freight so as to arrive at the specific terminal where it was to be disposed of. Interchange switching in terminals has been largely eliminated. The report on operations and the reports of the various regional directors will give in detail what has been accomplished in this respect, but it is worth noting at this point that at Chicago terminals it has been the practice in the past to reconsign practically all coal after arrival. Under federal control, as a result of co-operation with producers, sixty-six per cent of the coal arriving in Chicago during August was consigned directly to consumer from the mines and cross-hauling between terminal lines was greatly reduced through the same co-operation.

Marked convenience to the public resulted from the utilization of the Pennsylvania Station at New York by the Baltimore & Ohio and Lehigh Valley passenger trains.

Solid Trains

In order to meet the extraordinary war demand, and rush food and other supplies through to destination, arrangements were made early in the year for the forwarding of consolidated trains of export freight, principally war supplies, of food, grain, munitions, etc. Under this arrangement, a total of 5,090 special export trains have been handled from western terminals, containing 124,198 cars of export freight, in the Eastern Region, the trains being filled out with other freight to make the full trainload as required. With the concurrence and co-operation of shippers, plans were made to put into effect in June for assembling live stock, fresh meat, live and dressed poultry, and perishable freight, in solid trains, and forwarding them from Chicago, St. Louis, Cincinnati, Buffalo, and other western points, on specific days of the week, via roads best fitted to handle them, resulting in a reduction in the feeding requirements for live stock and in the number of fast freight trains required to handle. In the eastern region, the decrease in Chicago alone has been 11 trains per day, and the average cars per train of high-class and perishable freight has been increased from 23 to 36. Grain, oil and cotton are being consolidated and forwarded in trainload lots from western ponts, resulting in a large saving in labor, in switching, eliminating cross hauls and facilitating movements. In the eastern region alone, a total of 981 special oil trains have been run since June 1st, containing a total of 25,034 cars.

Elimination of Circuitous Routes

One of the most wasteful practices in railroad opertation in the past has been the use of circuitous routes in the handling of freight traffic, often for competitive reasons. General Order Number One directed that everything possible be done to alter this condition. In order to economize in rolling stock and motive power comprehensive studies were undertaken for the purpose of developing new routes which would not only be shorter but more economical and efficient. As a result, car, engine, and train miles have been saved, and the shipping public has been benefited, because more cars have been available and more expeditious movement of traffic has been secured. Shippers were not responsible for the former extensive use of circuitous and uneconomical routes, as this routing was largely influenced by the agents of the interested railroads. Shippers have gladly responded to what are now the combined efforts of all railroad representatives under Federal control to influence the use of direct and economical routes, and, consequently the original routing as specified by shippers is now, generally speaking, in accordance with the established routing instructions, and extensive diversions are unnecessary. Therefore the increase in efficiency cannot be measured by the car miles saved through diversions of freight in transit. The savings in distance via many of the new routes is so great as to merit special mention. One from Los Angeles to Dallas and Fort Worth is over 500 miles shorter than the one formerly used; another from the oil fields of Casper, Wyoming, to Montana and Washington state points is 380 miles shorter; fruit from southern California to Ogden is hauled 201 miles less; and a new route between Kansas City and Galveston has been developed which is 239 miles less than 1,121 miles previously traversed via one of the lines. The ore traffic moving from Minneapolis and Michigan mines to Lake Superior and Lake Michigan ports was rerouted with gratifying results. During the ore shipping season, a total of 64,770 loaded and empty cars were rerouted with a saving of 2,577,464 car miles.

In a few instances it has been necessary to increase the length of hauls temporarily to avoid accumulations.

Better Operation.

The operating results may be summarized briefly: The railroads, during the first ten months of federal control, produced 1.9 per cent more ton miles with a decrease of 2.1 per cent in train miles and a decrease of 5.8 per cent in loaded car miles. The average rainload increased from 655 tons to 682 tons, a gain of 4.1 per cent; and the average carload increased from 26.8 tons to 29.0 tons, a gain of 8.2 per cent.

The increase in traffic in 1918 was was accomplished by the use of approximately 3.4 per cent more freight and approximatly 1.4 per cent more freight locomotives than in 1917. Compared with 1916, the 1918 increase in freight cars was 6.9 per cent and the increase in freight locomotives was 2.4 per cent.

It should be explained that the total ton miles handled are much less than they would have been in the past for a corresponding volume of traffic by reason of cutting out circuitous hauls. The general statement may be made that the actual transportation production is greater than is indicated by ton-mile statistics. In whatever degree the actual performance of moving tons from one place to another place as required accomplished by the use of approximately 1.4 percent more freight cars tonnage over shorter routes, to that degree the ton-mile statistics understate the real performance when they are compared with a period when the shorter routes were not used.

The Permit System.

Probably it would not have been possible to meet the enormous demands made upon the transportation system during the past year without the utilization of the permit system, which prevents the loading of traffic in the absence of assurance that it can be disposed of at destination. This is a reform which under government control would succeed in peace times as well as in war times and is one of the most important means of preventing transportation stringency or congestion. It means controlling the traffic at the source, in the public interest, instead of letting the traffic choke the public interest at destination.

War Changes

Some of the means used to bring about the desired result were strictly war measures and probably could not or should not be utilized in time of peace. For instance this is true with regard to the elimination of many passenger trains, although passenger trains run merely for competitive reason are often wasteful and do not give the needed service to the public.

The Exports Control committee, which has played a vitally important part in the proper handling of supplies for overseas shipment, probably could not be operated under peace conditions, although under unified control an important adjustment of traffic to port capacity will be practicable, even under peace conditions.

Should Continue Reforms.

Many of the changes in railroad operation inaugurated during the period of the last year should prove of permanent value and should continue if possible whatever form of control is decided upon for the railroads. Such reforms include:

1. The maintenance of the permit system so as to control the traffic at its source.
2. The maintenance of heavy loads for cars.
3. The pooling of repair shops.
4. The elimination of circuitous routes.
5. The unification of terminals.
6. The maintenance of the "sailing day" plan.
7. The consolidation of ticket offices.
8. The utilization of universal mileage tickets.
9. The standardization of equipment.
10. The maintenance of the uniform freight classification introduced by the United States railroad administration.
11. The maintenance of common time tables between important points.
12. The maintenance of high demurrage rates and uniform rules.
13. The establishment of through waybilling freight from point of origin to destination.
14. Rendering unnecessary the rebilling by connecting or intermediate routes.
15. The elimination of the old practice of paying in mileage or per diem rental for the use of freight or passenger cars of one carrier by another.
16. The simplification of the old practice of apportioning inter-line revenues.
17. The utilization of water routes for the relief of crowded rail lines.

Wasteful Competition.

Some of these reforms can be continued should the roads be returned to private operation; others cannot. Competition and self-interest dictate that when roads are under private control, each carrier gets as much business as possible and keeps it, regardless of the fact that the aggregate result may be wasteful and uneconomical. For instance, where two important cities the convenience of the public can best be served if alternating trains be operated at short intervals over the different roads. Competition, however, always results in each of the roads bunching their trains at the time when the demand for transportation is the heaviest. Competing lines can hardly be expected to route freight over the lines of competitors even though these competing lines may have the shorter route and be able to handle this particular traffic more economically. Lines with advantageous terminal facilities cannot be expected under private control to place such facilities at the disposition of competitors operating under less favorable circumstances. One company will not forego loading and hauling traffic, even though this seriously embarrasses the general situation, because its connections cannot conveniently receive and dispose of the traffic. Private carrier may not enforce rules which, although designed to bring about efficiency and economy, might drive business away from their lines. All the waste resulting from these practices and running into huge costs is paid for by the public in the form of increased rates.

Public-Service Freight Bureaus

Under private control of railroads, and for competitive reasons, practically all railroads maintain so-called off-line agencies, the original function of which was solicitation of traffic. These off-line agencies were abandoned by the Railroad administration for the reason that the competitive causes which gave rise to their establishment no longer existed. It was found, however, that in some measure these agencies had performed real service to the public, and therefore the establishment of public-service freight bureaus has been begun with a force trained to handle for shippers matters which were formerly handled by the off-line agencies.

(b) Please also bear in mind that it may frequently happen that projects which might be regarded as highly meritoritous and necessary when viewed from the separate standpoint of a particular company may not be equally meritorious or necessary under existing conditions, when the government has possession and control of the railroads generally, and therefore when the facilities heretofore subject to the exclusive control of the separate companies are now available for common use whenever such common use will promote the movement of traffic.

The budgets submitted in response to this called for expenditures chargeable to capital account—that is exclusive of large sums chargeable to maintenance—amounting in the aggregate to $1,329,000,000 which, upon careful revision was reduced to $975,000,000. This amount has been increased from time to time by new and unforeseen requirements, and particularly by large orders for locomotives and freight cars, until the improvements definitely authorized to December 1, 1918, amounted to $1,254,396,158. Of this amount $551,925,525 is for Addition is and Betterments; $656,048,745 for the equipment, and $46,421,888 for contruction of Extensions, Branches and other lines.

(To be continued)

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Margaret was desperately afraid of dogs. As she saw one approaching, the other day, she ran to her father, trying to hide beside him, saying: "Papa, let me hide by you till doggie passes; he's afraid of me."

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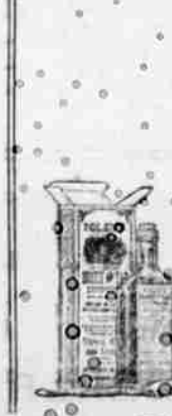

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FOR SALE—14 cords of wood. Inquire La Grande Pharmacy. 1-14-tf

FOR SALE—That monument you want Decoration day for immediate delivery. B. M. M. & G. Co., 1502 S avenue. 1-17-tf

FOR SALE—White Leghorn cocks, Lancard strain. Ethel Kerns, Allcel P. O., phone Cove, Ore. 1-18-3tp

WANTED—Miscellaneous.

WANTED TO RENT—Modern house, close in, either furnished or unfurnished, wanted at once. Phone Main 26. Dave Stoddard. 1-17-tf

WANTED—Five-horse electric motor. B. M. M. & G. Co., 1502 S avenue. 1-17-tf

WANTED—Woman by hour for housework. Call Black 481. 1-16-4tp

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FOR RENT—Modern two-room furnished house. Phone Black 3902. 1-10-tf

FOR RENT—Furnished rooms Phone Red 3171. 11-29-tf.

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FOUND—Gold watch between Island City and La Grande. Owner can have same by paying for ad. Call Observer. 1-16-3t

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LOST—Two-year-old bay colt branded with C W and bar on right shoulder. Reward. Farmers 25x, H. R. McKennon. 1-15-tf

LOST—Initial bar pin, initials R. H. C. Leave at Observer. 1-14-tf

LOST—Bunch of keys between post-office and depot yesterday. Please inform J. R. Oliver. 1-14-tf

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J. J. MURCHISON, C. C
R. J. KITCHEN, Clerk

MODERN WOODMEN OF AMERICA—La Grande Camp No. 7703 meets on the first and third Thursday evenings of each month in the K. of P. Hall. Visiting neighbors welcome.
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W. F. ASHMAN, Clerk

O. E. S.—Hope Chapter No. 13, O. E. S. holds stated communications the second and fourth Wednesday of each month. Visiting members cordially welcomed.
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K. of L. of Security—Mt. Emily Council, No. 246, meets the second and fourth Monday evening at 8 o'clock at Eagle hall. Visiting members are welcome.
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A. F. & A. M.—La Grande Lodge No. 41, A. F. & A. M. holds regular meetings first and third Saturday at 7:30 p. m. Cordial welcome to all Masons.
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F. O. EAGLES, AERIE NO. 259.—Meet every Friday night, at Eagles Hall. Visiting members welcome.
J. F. STACEY, W. P.
LEE BELLINGER, Secretary

REBEKAHS—Crystal Lodge No. 50 meets every Tuesday evening in the I. O. O. F. Hall. All visiting members are invited to attend.
ROSA GLASS, N.G.
LUCIA HALEY, Rec. Sec.

L. O. O. M.—La Grande Lodge, No. 850, Loyal Order of Moose holds regular meetings every Wednesday night at 8 p. m. In Eagle hall next to Elks' Bldg. on Washington Ave. Visitors always welcome. Dues payable at Young's Sweets.
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