

THE EVENING TIMES AND STAR, ST. JOHN, N. B., MONDAY, AUGUST 2, 1920

Facts Regarding the Proposed One-Man Street Car in St. John

Webster's Dictionary Says:
A Demonstration means to "Prove beyond doubt"

The New Brunswick Power Company increased the wages of motormen and conductors 10c per hour with time and a half for overtime and holidays, and also 10c per hour extra for Sunday and "snow-work." The company also grants them free transportation and uniforms, representing a total wage of 88c per hour for nine hours per day.

With the agreement covering these wages, there was also an agreement made and signed by the committee composed of F. A. Campbell and Percy Moore, providing for a demonstration of one or two ONE-MAN CARS, so that the city officials and citizens might judge as to the safety, service and convenience, as well as economy of their use on the street railway.

After three trial runs on one line, the committee demanded that if the car went out again the gas, light, power and railway would be tied up, as the demonstration had been made. Later they agreed with the mayor that two trips be made during busy hours, and there were 165 passengers carried on the two trips.

On these trial trips, the one-man car was operated by H. McLean, superintendent of the street railway department, who had no former experience or training on these cars, and although hampered by making change under the present 6c cash fare and in other ways, good time was made and the trial was pronounced a success by the passengers. Then the committee issued an ultimatum, that if the car went out again, all the utilities would be tied up. According to Webster, a demonstration means "proof beyond doubt."

To demonstrate this the car should be put in regular service for sufficient time to permit the citizens to travel on it on all suitable lines, so that the city officials and patrons

for a frequent service with one man. It is said that one man operating a one-man car would be doing two men's work. One man cannot do two men's work unless he works 18 hours per day.

Under the present system, the motorman is idle while the conductor works, and the conductor is idle while the motorman works.

With the one-man safety car, the conductor's present work is so simplified by the use of tickets, sold in bulk that 90 per cent of the passengers do not require any more attention than have doors opened for them, to be sold tickets when required, and to be issued transfers, punched ready at end of lines. Therefore, the former labor required in two positions is combined, creating a good position for one man with more pay, and promoting greater interest for employees in their work.

Ventilation of cars is controlled by one lever at the operator's hand. Cars operate one way only, not requiring turning of fenders or trolley poles, and the heaters may be automatic, controlling the heat in cars without attention.

SAFETY

The safety to passengers lies in the fact that passengers enter and leave at the front end of the car, directly under the observation of the operator, who controls the doors and folding steps, preventing passengers entering or leaving while the car is in motion.

The operator has four means of stopping his car, two brakes at front and rear, and two means of electric control as well as front and rear sand. Should the motorman become ill or dropped dead, there would be no danger of accidents, but such cases are rare.

operated with and without rails to guide them in St. John and surrounding territory by one man.

It is useless to say that the same number of passengers will pay 8c or 10c fares for two men on a car against 6c or possibly less with one man. Eight or ten cents from the average bread-winner to and from his employment is \$25 to \$30 per year and this in addition to family living would make a burden that many cannot afford.

This company is permitted to only make a legal profit for its investors, many of whom are dependent on this investment, and it desires to serve the citizens of St. John with a first-class service as a public utility at as low a fare as possible to provide it operating costs.

Many cities are charging 8 to 10c fares, and asking more. Co-operation will keep your fares within the scope of all workmen's means. All we ask is a fair trial of the safety car, to permit this and give seats to workmen to and from their employment.

LETTERS OF ENDORSATION.

The following are a few extracts from many copies of letters we have received and comments on the proposed type of car that will give service to the citizens of St. John:

From the editor of the Calgary Herald:

Calgary, Canada, April 8, '20.

An important element is safety and in this matter I do not wonder that there ever has been an accident in this city that was due to one-man operation. I may be wrong in this, but I say I do not remember. As a citizen and ratepayer of Calgary I endorse the use of one-man cars.

(Sgd.) J. H. WOODS.



This is the type of one man car The New Brunswick Power Company wishes to demonstrate to the citizens of St. John as a safe, convenient and economical means of transportation. Note the passengers entering and leaving by the front end in and out doors at the same time. The rear vestibule is closed with a swing door, between the body of the car and vestibule. This seats eight passengers and is provided as a smoking and observation room.

of the system may learn of its merit, and judge for themselves its efficiency.

The company does not propose to speak for the public, neither does it believe that its employees should attempt to voice public opinion, neither should the public be stampeded into condemning a utility that will save them money and give them good service.

The New Brunswick Power Company desire to introduce the safety or one-man operated car, which means more service, better service, cheaper service and safer service, if satisfactory to the city and the citizens.

The type of car is similar to those operated on the largest exclusive one-man car system and other smaller street railway systems for over three years, where they are giving excellent service to the public at low fares.

Street railways cannot provide new cars for changes in fashion any more than can the motor owner his auto, or the householder his furniture, etc.

To purchase new rolling stock the car-rider would have to pay the extra cost in higher fares instead of a reasonable fare on the present cars reconstructed as a more convenient car than the new so-called Birney car with only one door to enter and leave by.

It is said that fares were raised in Halifax with one-man cars. Halifax paid \$250,000 for new cars and therefore has to charge the car-rider approximately \$24,000 per year more to pay interest on the new fashion.

This may appear to some, but the car rider generally would prefer a comfortable safe car at a low fare rather than pay for unnecessary style, that is not even as convenient. The car is the workmen's means of transportation and their families' means of taking an outing; it is a public convenience until the fare increases to a point where it necessarily becomes a commercial proposition for those who have to ride long distances.

There is only one way of keeping it a public utility for the short distance rider, and that is by a frequent service at low cost, and that can only be done through its operation by one man or two men each operating a car instead of two men on one car. St. John cars are too small to require two men, but the correct size

fully stop, or any passenger may stop it by pulling a cord or lever. Grades are no obstacle to these cars as they are operating on grades of 18 per cent and under worse conditions than in St. John where the worst grade is only 9 per cent.

Motormen at present are closed in the front vestibule by darkened doors and windows from the body of the car, so that passengers would not know if motorman was disabled. There is no accident has happened on account of the motorman dropping dead. Men hold many positions in life where if they dropped dead there would be no danger of accidents, but such cases are rare.

This company is the sole guardian of its passengers, and would not consider for a moment the operation of that which is unsafe or liable to cause injury, as accidents are costly. All it requires to protect the public is that employees observe simple rules. Records show that one-man car accidents are less than half in proportion to passengers carried than those happening with two men on a car, but when an accident does happen on a one-man car it is published broadcast, whereas with two men it is published as a consequence on the part of the injured or company.

Evolution must take place, and improvement usually has been criticized, notwithstanding the fact that the condition of the masses have been bettered thereby.

The farmers' help of England went on strike when the reaper was produced, the weavers when the weaving machine was installed, typists when the typewriting machine was brought out, etc., etc. Would these same employees return to the old working methods or would they consider the conditions that then existed?

The automobile industry, the competitor of the street railway, which has developed at the expense of the railway and its workers, employ 60 men to one engaged on street railways. Therefore, it is the duty of employees of the street railway to assist the street railway companies in the inauguration of a service that will combat the auto and give patrons service of the railway transportation at utility prices, which can only be done by one-man cars, more service and better service. Auto trucks, busses and carriers of all kinds are

Board of Railway Commissioners of Canada.

From J. G. Rutherford, Commissioner

I have no hesitation in heartily endorsing the one-man car, not only from the standpoint of economy but from that of safe, convenient and efficient service. It was an unquestioned success in Calgary from every point of view, and although the public of St. John being probably as elsewhere averse to change of any kind, may not take kindly to the innovation for the first week or two, the new system will, I am sure, rapidly grow in favor.

(Sgd.) J. G. RUTHERFORD.

Calgary, July 16, 1920.

Re one-man cars, I beg to state that after making careful inquiries, and also being a frequent patron of the cars, I find that they are no more liable to accidents than the two-men cars; also that there has been no increase in the number of accidents by street cars since their inauguration here.

The public have now become used to the one-man car service and would say that the service is satisfactory. It relies entirely on the motorman as to the comfort of the car in the winter. If he pays attention to his drive, the cars can be kept warm.

"With the present improved facilities for handling fares there is no detriment to the cars keeping schedule time."

Yours truly,

(Sgd.) T. B. RILEY,

President Calgary Trades and Labor Council.

On behalf of the Street Railway Men's Union, Local Division No. 583, Calgary, operating all one-man cars, W. B. Robinson, president, says in an address to T. H. McCauley:

"We are very grateful to you for having provided us with the best wages and conditions of any street railway in America."

W. M. Davidson, editor Morning Albertan, Calgary, says:

"As you know, I was skeptical about the one-man car, and when they were first placed in operation in this city I feared that the risk to the passengers might be greater and the strain on the operator too great, but I have now no hesitation in saying that the one-man cars in every respect have been a success."

The N.B. Telephone Company, Ltd.

Long Distance Telephone Rates

The new schedule of Long Distance Rates as ordered by the Board of Commissioners of Public Utilities of New Brunswick, will go into effect on August 1st, and in order that the public may understand and take advantage of the different classes of service available, the following information is given:

Station-to-Station Calls—Make your call for the number wanted; or if you do not know the number, give the name and address of the subscriber to the toll Operator and tell her you will talk with ANYONE there.

This is the simplest form of toll call and carries the lowest rate. There will be no charge for it unless connection is established with the TELEPHONE of the subscriber wanted. In most cases, this form of toll call will be found satisfactory and will save about 25 per cent, as compared with the person-to-person rate.

The station-to-station rate is computed on the basis of 5 cents for each six miles, up to 24 miles, and 5 cents for each eight miles beyond that distance, with a minimum charge of 10 cents from 0 to 12 miles.

Person-to-Person Calls—Where it is absolutely necessary that you speak to some particular person, tell the Toll Operator so.

The operator will endeavor to establish direct communication with the person wanted. If the call is completed, it will be charged at the person-to-person rate. If the particular person called for cannot be reached, the Operator will so report to the person calling; and if no further particulars can be supplied which will enable the Operator to locate the called person, and the order is then cancelled, there will be a report charge for the service rendered, approximately, one-fourth the station-to-station rate. If the caller desires, the Operator will continue her efforts to locate the particular person at any one toll center during the same day with but one report charge. If communication is finally established the same day on which the call was filed, the charge will be the regular person-to-person rate and there will be no report charge.

Person-to-Person calls require greater effort and, therefore, are charged for at a rate about 25 per cent. higher than the station-to-station rate. The minimum charge for such a call is 15 cents.

Collect Calls, that is calls on which the charges are to be reversed or paid for by the called party, are charged for at the person-to-person rate. The charges on a station-to-station toll call cannot be reversed.

There are also two special classes of person-to-person calls, **Appointment Calls** and **Messenger Calls**.

(1) **Appointment Calls** are person-to-person calls which provide that communication is to be arranged for establishment at a specified future time. The rates for appointment calls are approximately 50 per cent. higher than the rate for station-to-station messages between the same points or approximately 25 per cent. higher than the corresponding person-to-person rate to provide for the greater operating effort required to complete them. The report charge is applicable on this class of call.

(2) **Messenger Calls** are person-to-person calls on which the called person is not available at a telephone and on which the telephone company undertakes to notify him, by messenger or other means, that communication is desired with him by long distance telephone. Messenger service is furnished at cost on guarantee of payment by the calling person and the charges for such service are, in every case, in addition to the regular rates for messenger long distance calls which are the same as those for appointment calls, as explained in paragraph (1) above. The report charge applies to this class of call.

Reduced Rates for Night Long Distance Calls—Reduced rates for night service apply when the calls are on a station-to-station, person-to-person, appointment or messenger basis and are effective between 8.30 p.m. and 7 a.m. (Atlantic Standard Time). The night rates are approximately one-half of the day rates. The minimum night rate is 25 cents. Day rates apply on calls made at night when the charge is less than the minimum night rate.

EXAMPLES:

	Station to Station Rate.	Person to Person Rate.	Appointment and Messenger Call Rate.	Report Charge.
St. John to Fredericton—Day Rate	.40	.50	.60	.10
Night Rate	.25	.25	.30	.10
St. John to Moncton—Day Rate	.60	.75	.90	.15
Night Rate	.40	.40	.45	.15
St. John to Newcastle—Day Rate	.85	1.05	1.25	.25
Night Rate	.45	.55	.65	.25
St. John to St. Stephen—Day Rate	.45	.55	.65	.15
Night Rate	.25	.30	.35	.15
St. John to Sussex—Day Rate	.85	.45	.50	.10
Night Rate	.25	.25	.25	.10
St. John to Hampton—Day Rate	.20	.25	.30	.10
Night Rate	.20	.25	.25	.10
St. John to Rothesay—Day Rate	.10	.15	.20	.05
Night Rate	.10	.15	.20	.05
St. John to Westfield—Day Rate	.10	.15	.20	.05
Night Rate	.10	.15	.20	.05

These rates are for an initial period of three minutes; overtime per minute is approximately one-third of the initial rate.

The rate for Two-Number No-Delay service from St. John to Rothesay and Westfield is 10 cents for three minutes and 5 cents for each additional two minutes.

If any further information is required as to long distance rates call Exchange Manager.

THE NEW BRUNSWICK TELEPHONE COMPANY, LIMITED