

URGES CARE IN SMOKE SURVEY BY WPA CREW

Abatement League to Help Pick Ten Qualified Workers for Study.

Meeting in full view of dozens of stacks pouring out clouds of black smoke, the Indianapolis Smoke Abatement League yesterday urged care in selection of Works Progress Administration employees who are to conduct a survey on the smoke nuisance.

The project is on file and League members said they are confident that it will be approved.

Dr. Herman C. Morgan, league president and city health board secretary, said the organization has been invited to help select 10 men who are to work during the winter months.

Roy Johnson, league secretary, warned members that anything less than the most efficient work on the smoke survey would be disastrous to the cause. Party lines must be forgotten in selection of workers for the project, he said.

Training to Be Given

About 35 prospects for the 10 positions are to be submitted by the Works Progress Administration. After a "merit system" examination, following several weeks' training, the most suitable are to be selected, according to George R. Popp Jr., building commissioner in charge.

Commenting on the City Council action eliminating salaries for two city smoke inspectors from the 1937 budget recently, John White, a League member, said the organization should educate public opinion until the council next year will be forced to include the item. He characterized it as "a provision to provide for smoke inspection as a product of the smoke system."

The school for firing and smoke abatement work is to be continued this winter, it was decided, but no date was set for the start.

Mr. Popp was elected to fill the vacancy on the board of directors.

LOAN FIRM HEADS CITED IN 71 SUITS

Max and Phillip Sacks, operators of Sacks Bros. Loan Co. and Sacks Bros. Auto Loan Co., were named defendants in 71 receivership complaints on file today in all five Marion County Superior Courts.

The Sacks firms violated the state petty loan act, the complaints alleged, by making loanees pay insurance on property that was mortgaged. The plaintiffs further alleged that the defendants did not keep proper records, or inform loanees of interest limitation provisions of the state statute.

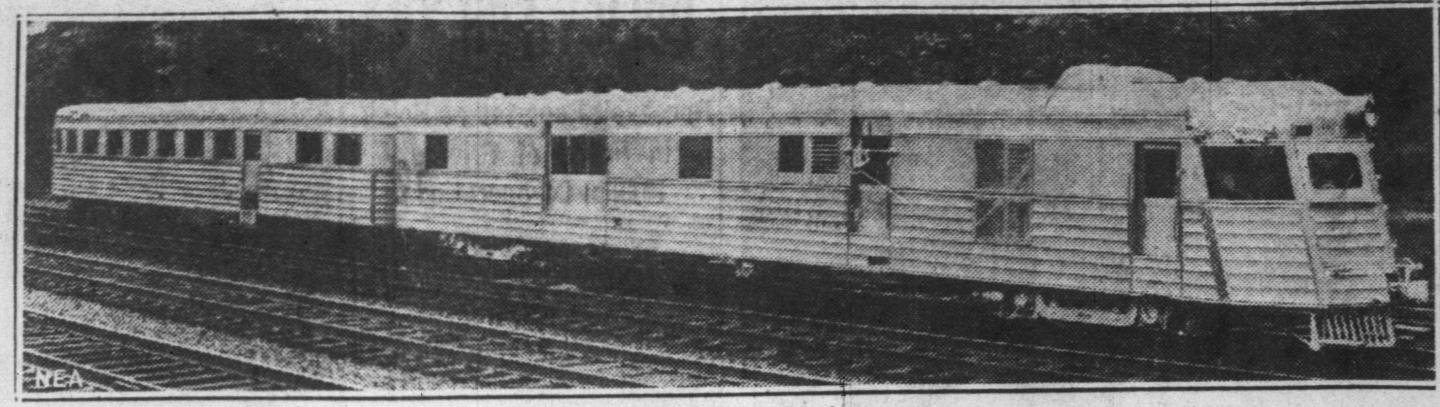
O. H. and D. A. Mendenhall and Forrest P. Helms are attorneys for the plaintiffs. The suits demand that a receiver be appointed for the companies.

2 SUSPECTS GRILLED IN ATTACK ON GIRL

Times Special
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They are Dennis Nebbia, 29, and Ingram Reid, 34, both of Evansville. The young woman walked into police headquarters in an hysterical condition early yesterday and told of being attacked.

Nation's Railroads Speeding Up Passenger and Freight Trains in Modernization Drive to Recover Lost Business, Revenues



A two-car streamlined train.

Rates Cut, Accommodations Improved in Battle for Traffic.

(Last of a Series)

BY NED BROOKS
Times Special Writer

WASHINGTON, Sept. 11.—Passenger trains capable of streaking at 120 miles an hour and freights that make overnight runs of 400 to 500 miles, typify the railroads' drive to recapture lost traffic.

Competition of buses, trucks, vans, cars and airplanes has forced railroads to do more than streamline trains. They have been compelled figuratively to streamline fares, accommodations for travelers and service to shippers.

The modernization impulse is stimulated by rising revenues which put the roads in better position to buy more Diesel-powered locomotives, air-conditioning equipment and car trappings that the movement demands.

During the depression years railroads were forced to cut costs and waste and inefficiencies. M. J. Connelly, executive assistant of the Association of American Railroads, estimates that on a basis of unit costs the annual operating expense is more than a billion dollars under the 1920 figure.

Buy More Wisely

The roads are still willing to spend money when they are earning it, but their expenditures are less haphazard than in the days of transportation monopoly.

To guide them in wiser purchasing, the roads established within their association an equipment research division headed by L. W. Wallace, Chicago.

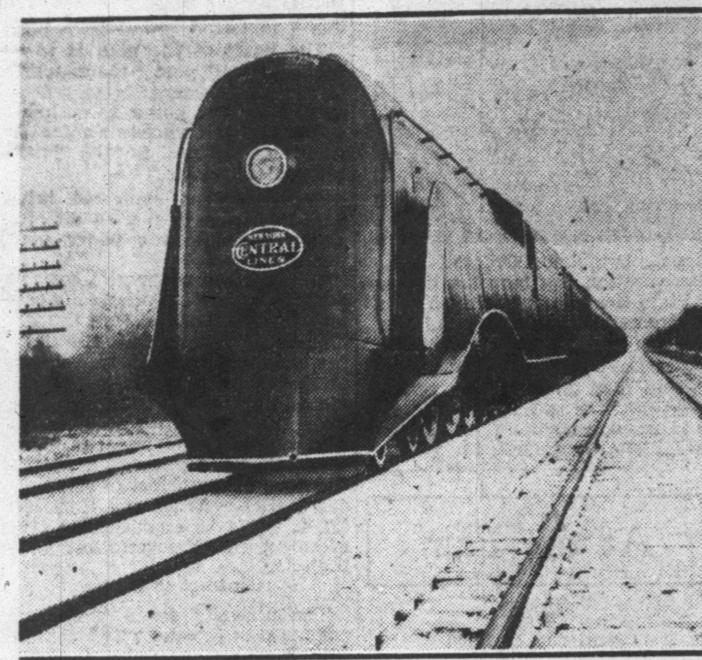
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A stream-lined steam engine of the New York Central.

freight speed, including stops for unloading and remaking trains, has increased to 16 miles an hour against 11 in 1922.

Pickup-and-delivery service, now

before the Interstate Commerce Commission for final approval, is one of the railroads' methods of meeting truckers' competition.

Speedier movement over the rails

is faster loading and unloading, increased capacity of cars and more powerful and efficient locomotives have reduced the amount of equipment necessary for hauling freight and consequently have slashed unit operating costs. A train is hauled today with about 25 per cent less coal than 15 years ago. A ton of freight moves 1000 miles on 122

pounds of fuel.

The more dramatic movement for modernized passenger service sprang up among Western carriers and is spreading into the East, creating new markets for steel and other elements going into rolling equipment.

Offer Super Trains

Super trains of the Santa Fe, Union Pacific and the Burlington, in the West, and of the Pennsylvania, New York Central, C. & O. and B. & O. in the East, mark the course of the railroads' drive to woo back travelers from the highways and the air.

Trade journals of traveling men describe how modern equipment is altering their schedules to spend their nights aboard trains rather than in hotels because of new sleeping car comforts. The reduced fare also has prompted some companies to abandon automobile allowances for their salesmen in favor of railroad travel.

The Santa Fe, whose Diesel-powered Super Chief scorches over

Western deserts at 90 miles an hour, is considering an expenditure of \$500,000 to \$800,000 for a new fleet of four or five trains to fill out its service between Chicago and Los Angeles. The present equipment, capable of 120-mile-an-hour speed, makes the 220-mile run without an exchange of locomotives.

The Zephyrs of the Burlington, with their sleek lines and roomy interiors, and the City of Denver of the Union Pacific, with its famous frontier shack club car and home-like drawing rooms, are pointing the way to luxury in low-cost travel.

Trains Held Safer

In the East, the Pennsylvania's electrified Congressional covers the 225 miles between New York and Washington in 220 minutes and the New York Central's Mercury traverses the 157 miles from Cleveland to Detroit in 170 minutes.

Designers of the new trains insist that, despite higher speed, they are safer than the old equipment. Their light weight permits quicker stops, visibility for the engineer is

improved, locomotives are shaped to resist damage in case of collision. Coupled with the requirements

for new rolling stock is the prospective demand for new and heavier rails to carry the speedier traffic.

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