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Minimum Train Crews and Maximum Length of Trains Legislation in the United States

Compiled by the Library of the Bureau of Railway Economics, Washington, D.C.

GENERAL.

Bureau of railway economics.

Select list of references on train-crew legislation.
(Special libraries, v. 4: 121-55; June, 1913)

List based on an original compilation, added to by Division of bibliography, Library of Congress, and then submitted to state libraries and legislative reference departments.

Commercial and financial chronicle [Editorial]
Labor unions and the extra crew bills.
(Commercial and financial chronicle, v. 96: 984-85; Apr. 5, 1913)

Culberson, Charles A.
Laws relating to the number of men required on railroad trains.
A compilation of state laws.

Dunn, Samuel O.
Government regulation of railway operations.

(EXECUTIVE BOARD)

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Also in Public service regulation, v. 1: 701-10; Nov. 1912.

Full crew laws, p. 127.

Effects of train crew legislation.
(Railway world, v. 67: 924-28; Nov. 1913)

Engineering and contracting [Editorial]
Ferocious "full crew bills."
(Engineering and contracting, v. 39: 537; May 14, 1913)

The Full crew bill. A symposium.
(Mediator, v. 5: 35-37; July, 1913)

Full crew folly.
(Wall street journal, Apr. 29, 1912, p. 3, col. 1)

Full crew legislation.
(Railroad herald, v. 18: 104; June, 1913)

Notgrass, J. D.
A plain talk on the real causes for full crew agitation
(Santa Fe magazine, v. 7: 65-69; Nov. 1913)

Opposition to full crew bills develops in the states.
(National business, v. 1, no. 17: 4; Apr. 30, 1913)

Public opposition to safety legislation.
(Railroad trainmen, v. 30: 535-40; June 1913)
Railroad herald [Editorial]
"Full crews" and freight rates.
(Railroad herald, v. 18: 229-23; Nov. 1914)

Railroad trainman.
Better pay wages to live men than pensions for dead ones.
(Railroad trainman, v. 31: 546-55; June, 1914)
Comment on the full crew laws of the various states

[Editorial]
Fagan barks at the full crew laws.
(Railroad trainman, v. 30: 472; May, 1913)

Railway age gazette [Editorial]
A substitute for the full crew law.
(Railway age gazette, v. 57: 1107; Dec. 25, 1914)

Length of train legislation.

Saunders, William.
Full crew legislation opposition.
(Railroad trainman, v. 30: 840-41; July, 1913)

Special committee on relations of railway operation to legislation.
[Bulletins in regard to "Full crew" laws]
Nos. 1, 2, 3, 5, 7, 39, 55, 57, 61.
Bulletin no. 3 (Memorandum of reasons why a full crew law is unnecessary) reprinted in U. S. Congress. House. Committee on interstate and foreign commerce. Hearings. 1919, p. 208-33.

[Legislation of the states effecting train or switching crews and laws prescribing qualifications for certain employees, Chicago, 1919] 97 p. 4°. (in Bulletin no. 55)
Partially reprinted in Railway age gazette, v. 58: 782, Apr. 3, 1914. Referred to below as "Bulletin 55."

Summary of replies to inquiry as to additional cost entailed by the proposed "Full crew" bill. Chicago, Dec. 31, 1909 6 p. 4°.

Train-crew laws proving costly. Railroads again facing the rising cost of labor.
(Journal of commerce, October 27, 1913, p. 1, col. 5)

Train-length bill alarms railroads. Proposed law would again greatly increase number of men employed. Long trains now being run for economy.
(Trade and transportation, v. 15: January 1915, p. 13-14)

U. S. Bureau of Labor.
Bulletin no. 85.
Review of labor legislation of 1908 and 1909, by L. D. Clark.
Laws of various states relating to labor enacted since January 1, 1908.
Summary of laws passed on full train crews in 1909, p. 471.
See Index for laws of various states

Bulletin no. 97.
Review of labor legislation of 1911, by L. D. Clark.
Laws of various states relating to labor enacted since January 1, 1911.
Summary of laws relating to full crews in 1911, p. 892.
See Index for laws of various states.
Referred to below as Bureau labor Bull. 97.

See Index for laws of states in regard to sufficient crews.
Referred to below as Bureau labor Bull. 148.

See Index for laws of the states in regard to train crews through 1907.


This testimony is reprinted in Bulletin no. 7 of the Special committee on relations of railway operation to legislation.

Wall street journal [Editorial]
Heading off the annual hold-up.
(Wall street journal, Nov. 20, 1913, p. 1, col. 2)

The full crew legislation of the states.

Short train foolishness.
(Wall street journal, Jan. 8, 1915, p. 1, col. 2)
Watkins, Edgar.
Shippers and carriers of interstate freight.
Full crew law is valid, p. 246.

Alabama.
House 201. Full crews for switch engines.
House 203. Minimum crew for freight trains.

Arizona.
1908. Law specifying number of brakemen. Approved March 18, 1908.
Acts of 1908, no. 34, Sec. 5, p. 53.
Bureau labor Bull. 148, p. 310.
Culberson (Senate Doc. 632, 60th Cong., 2d sess.), p. 1.
1912. Law requiring sufficient crews for trains. Approved May 7, 1912.
Acts of 1912, chap. 16.
Bureau labor Bull. 148, p. 214.
1912. Law limiting trains to 70 cars. Approved May 16, 1912.
Arkansas.
1907. Law requiring 2 brakemen on freight trains of 25 or more cars. Approved March 28, 1907.
Bulletin 55, p. 15.
Bureau labor Bull. no. 148, p. 248.
Culberson (Senate Doc. 602, 60th Cong., 2d sess.), p. 1-2.
The constitutionality of this Act was tested in cases brought by the state against the Chicago, Rock Island and Pacific railway in one of the state courts. The railway lost the cases, appealed to the Supreme court of the state and lost (111 Southwestern reporter 456). Case came before Supreme court of the United States, which in decision of Justice Harlan, February 20, 1911, affirmed the judgment of the lower court (219 U.S. 453; 31 Sup. Ct. 575). This decision was used as basis of decision in Indiana full crew law case.

The opinion was reprinted in Railroad trainman, v. 25: 652-95; Aug. 1908, under title: Arkansas full crew bill is constitutional. Reviewed in Bureau labor Bull. 95, p. 317.

Comment:
Arkansas full crew law.
(Railway and engineering review, v. 47: 1023)
"Full crew" cases before the Supreme court.
(Railway and engineering review, v. 50: 1061; Nov. 10, 1913)
Arkansas and New York full crew bills.
(Railroad trainman's journal, v. 24: 556-61; June, 1907)
Railroad trainman [Editorial]
United States Supreme court decisions favor railroad employees.
(Railroad trainman, v. 28: 327-31; Apr. 1911)

Bureau labor Bull. 148, p. 249.
Comment:
Railway age gazette [Editorial]
Full crew legislation in the various states.
(Railway age gazette, v. 52: 943; Apr. 20, 1912)
Comment on legislation in Arkansas, Pennsylvania, New York, Massachusetts and New Jersey.

(Senate 4)
Bureau labor Bull. 148, p. 254.
Comment: Full crew law.
(Commercial and financial chronicle, v. 99: 1425; Nov. 14, 1914)
Full crew law upheld [by Supreme court].
(Public service regulation, v. 3: 625, Nov. 1, 1914)
[Full crew law passed in Arkansas.]
(Railway age gazette, v. 54: 551; Apr. 11, 1913)


California.

1911. Law prescribing sufficient crews.
Amended by Chap. 180, Acts of 1913.
Bulletin 56, p. 15-17.
1913. Law prescribing sufficient crews. Approved May 24, 1913.
Bulletin 55, p. 16-17.

Colorado.
1913. Bills introduced.
Senate 25. Requires railways of 50 miles or more to supply certain crews.
House 41. Same.
Senate 286. Prescribes minimum crews for freight and passenger trains.
House 452. Minimum crews for all trains.

Comment:
Railway age gazette [Editorial]
The train crew bill pending in the legislature of Colorado.
(Railway age gazette, v. 54: 823-24; Apr. 11, 1913)

Connecticut.
1902. Law requiring number of brakemen.
Culberson (Senate Doc. 692, 60th Cong., 1st sess.), p. 2.
This law of 1902 was a revision of an earlier act. See General statutes of Connecticut, revision of 1887. Sec. 3366, p. 783. Revision of 1902, Sec. 3737, p. 942. See also Connecticut. Railroad commissioners. Twenty-second annual report, 1875. (Number of brakemen on train, Sec. 80, p. 242.)

Acts of 1909, Chap. 219, Sec. 1. 2.


1913. Law directing public utilities commission to investigate and order on train crews. Approved June 6, 1913.
Bulletin 55, p. 17.

Comment:
Railway age gazette [Editorial]
Train crews and safety.
(Railway age gazette, v. 58: 51-52; Jan. 8, 1915)
Train crew regulations in Connecticut.
(Railway age gazette, v. 67: 1118; Dec. 18, 1914)
"The Public utilities commission of Connecticut, acting under a law passed in 1913, has investigated the question of the adequacy of train crews, as managed by the railroads of Connecticut, and has issued a code of regulations for passenger trains."

1913. Bill introduced. House. 308. Prescribes minimum crews for passenger, mail or express trains and freight trains.

Delaware.
Prescribes minimum crews for freight and passenger trains.

Florida.
Specifies minimum crews for passenger, freight and work and construction trains.

Georgia.
1912. Bills.
Bill to prescribe minimum number of employees in passenger trains. In House Journal, 1912, p. 301.

House 613. Same.


Illinois.
1911. Bills.
House 10. To insure greater safety to the lives of the traveling public and prescribing the number of employees on passenger and freight trains.
In House Journal, 1911, p. 119.
Senate 380. Similar to House bill no. 10.
In Senate Journal, 1911, p. 360.


1913. House 176, Feb. 27, 1913. In regard to crews for switching engines.

House 169. Minimum crews for all trains.

House 328. Switching crews.

Senate 227. Same as House 169.

Senate 449. Switching crews. Same as House 328.

Senate 285, Mar. 25, 1913.

House 454. Prohibits use of more than 1 locomotive at same time in moving one train.

House 668. Prohibits operation of trains of more than 50 cars.

Comment:

Railway age gazette [Editorial]
The train crew bill and railway accidents in Illinois.

(Railway age gazette, v. 54: 866; Apr. 18, 1913)

Railway and engineering review [Editorial]
The Chicago association has passed a resolution protesting against the passage of the "full crew" bill now pending in the Illinois legislature.

(Railway and engineering review, v. 55: 304; March 20, 1913)

Indiana, Railroad commission. 2d annual convention. Indianapolis, 1911.

Full crew law and its enforcement. Approved Mar. 21, 1911.

(Railway age gazette, v. 51: 485; Sept. 5, 1911)

Comment on opinion of Attorney-general of Indiana relative to prosecutions under the full crew law of 1907.

The full crew act of Indiana.

(Railway and engineering review, v. 51: 1094; Dec. 23, 1911)

"The constitutionality of the 'full crew' act of Indiana, regulating the size of crews, on freight, passenger and mail trains, was upheld by the Supreme court of the United States in a decision handed down December 18th."

1911. Law regulating switching crews. Approved March 2, 1911.

Acts of 1911, Chap. 74, Sec. 1-3.

Bulletin 65, p. 18.

23d annual convention, 1909, p. 494.

Bureau labor Bull. 148, p. 688.

1913. Law regulating employment of pilot engineers. Approved March 8, 1913.

Acts of 1913, Chap. 100, Sec. 1, 2.
1913. Bills.
Senate 178. Prohibits operation of trains exceeding 50 cars.
Senate 362, House 460. Directing Railroad commission to investigate the handling of long and heavy trains and if necessary to reduce tonnage or no. of cars.
Senate 491, House 555. Prohibits operation of trains of more than 3,500 tons.
House 651. Prohibits operation of trains of more than 2,500 feet in length.
House 652. Prohibiting operation of trains of more than 75 cars.
Passed by House.
Senate 497. Same as House 662.

House 165. Prohibiting trains of more than ½ mile.

Iowa.
House 317. Same as Senate 102.
House 654. Prohibits operation of any train of more than 55 cars.
House 655. Minimum crew required on all trains.

Kentucky.
1914. Senate 26. Limiting number of cars to 60 freight cars and 14 passenger cars. Referred to Committee and indefinitely postponed.

Louisiana.
House 55. Similar to Senate 16.

Maine.
1908. Law. Providing one brakeman to every two cars.
Revised statutes, 1903, Chap. 52. Article 23 of Code of Public general laws of Maryland of 1904. Amended by adding sections 300k, 300l, 300m, 300n and 300p.

Maryland.
1908. Law providing crews for freight trains.
Approved Apr. 8, 1908.
Acts of 1908, Chap. 724.
Article 23 of Code of Public general laws of Maryland of 1904. Amended by adding sections 300k, 300l, 300m, 300n and 300p.

Massachusetts.

1906. Law requiring one brakeman to every two cars.
Laws of 1906, Chap. 483.
Culberson (Senate Doc. 652, 60th Cong., 2d sess.), p. 3.

Comment: Governor Foss and the full crew bill. (Railway record, v. 4, May 13, 1912, p. 2)
Massachusetts's governor vetoes full train crew bill.
(Railway world, v. 56: 411; May 10, 1912)
Contains the Governor's message on the subject.

Locomotive firemen and engineers' magazine [Editorial]
Governors veto full crew bill.
(Locomotive firemen and engineers' magazine, v. 53: 491; Oct. 1912)
Bills vetoed in Massachusetts and New York.

Order of railway conductors and brotherhood of railroad trainmen.
Circular sent to the members of Massachusetts House of representatives, 1912. 1 p.

Railroad trainman [Editorial]
Full crew bills passed and vetoed.
(Railroad trainman, v. 29: 531-34; June, 1912)

Railway age gazette [Editorial]
[Full crew legislation in the various states.]
(Railway age gazette, v. 52: 943; April 28, 1912)
Comment on full crew legislation in Massachusetts, New York, Pennsylvania, Arkansas and New Jersey.

[Governor Foss vetoes the full crew bill.]
(Railway age gazette, v. 52: 1029-30; May 10, 1912)

A Trainman (pseud.)
Trainman explains full crew bill vetoed by Foss.
(Railroad trainman, v. 29: 614-15; July, 1912)

1912. Massachusetts railroad commission adds extra man to crew.
(Railroad trainman, v. 29: 928; Sept 1912)

Reported by the Senate March 31, 1913, and referred to next General court.

Law. Empowering Public service commission to judge of and order sufficient crews for trains.
Massachusetts. Laws General laws of Massachusetts relating to railroad corporations, street railroads...Boston, 1914. p. 101
Bureau labor Bull 148, p. 1029.


Michigan.


House 410. Equipment of switch engines with sufficient crews.
Senate 273. Similar to House 410.
None of the above were reported out of committee except Senate 273, which passed the Senate but died in the House committee on railroads.

Senate 36, House 61. Prohibiting operation of any train of more than 50 cars.

Minnesota.

1912. Bills. Senate 19 Minimum crews required on all classes of trains
House 246. Minimum crews specified.
Senate 515. Minimum crews specified.

Comment:
Minnesota full crew bill.
(Locontotive firemen and engineers' magazine, v. 56: 610; Dec. 1913)


Mississippi.


Missouri.

1913 Law providing sufficient crews for trains. Approved April 16, 1913.
Submitted to referendum and defeated November, 1914.
Bulletin 55, p. 20
Bureau labor Bull. 148, p. 1308.

Comment:
Campaign against the extra crew law in Missouri.
(Railway age gazette, v. 57: 804-806; Oct. 30, 1914)

Commercial and financial chronicle [Editorial]
One full-crew law rejected [in Missouri].
(Commercial and financial chronicle, v. 59: 1230; Nov. 7, 1914)
[Comment of Governor Major relative to need of full crew laws in Missouri.]
(Railway age gazette, v. 54: 965; Apr. 25, 1913)
[Figures showing cost of the referendum campaign against the Missouri full crew law.]
(Railway age gazette, v. 57: 1050; Dec. 4, 1914)
[Figures showing the referendum vote for and against the Missouri full crew law.]
(Railway age gazette, v. 57: 950; Nov. 20, 1914)
[Governor Major has signed the Missouri full crew bill.]
(Railway age gazette, v. 54: 963; Apr. 25, 1913)
Journal of the Switchmen's union [Editorial]
The fate of the Missouri full crew bill.
(Journal of the Switchmen's union, v. 16: 786-97; Dec. 1914)
Labor legislation to be submitted for referendum vote.
(Railroad trainman, v. 30: 647-48; July, 1913)
Missouri full-crew law defeated.
(Railway age gazette, v. 57: 867; Nov. 6, 1914)
Missouri recalls its full crew law.
(Literary digest, v. 48: 594; Nov. 21, 1914)
Missouri's extra crew bill.
(Railway review, v. 55: 600; Nov. 14, 1914)
Reprinted from the New York Evening post.
Nation [Editorial]
[Full crew defeated by referendum vote in Missouri.]
(Nation, v. 99: 570; Nov. 12, 1914)
Railroad trainman [Editorial]
Missouri full crew law defeated.
(Railroad trainman, v. 31: 1128-29; Dec. 1914)
Railway age gazette [Editorial]
A substitute for the full crew law.
(Railway age gazette, v. 57: 1167; Dec. 25, 1914)
Proposed law in Missouri limiting trains to 50 cars.

[SPECIAL LIBRARIES]
[The railways of Missouri have decided to petition for referendum vote on the full crew law.]
(Railway age gazette, v. 54: 1168; May 30, 1913)
[Why Governor Major signed the Missouri full crew bill.]
(Railway age gazette, v. 54: 961; Apr. 25, 1913)
[Railway officers in St. Louis decide to petition for referendum vote on the full crew law.]
(Railway age gazette, v. 54: 1030; May 9, 1913)
Referendum on the full crew law in Missouri.
(Railway and engineering review, v. 53: 518; June 7, 1913)
Spencer, O. M.
The defeat of the Missouri full crew law.
(Railway age gazette, v. 57: 1026; Dec. 4, 1914)
Straight talk in Missouri about full crew law.
(Wall street journal, Nov. 13, 1914, p. 2, col. 6)
To ask referendum on Missouri full crew law.
(Railway and engineering review, v. 53: 425; May 10, 1913)
 Voters in Missouri defeat full-crew law.
(Commercial and financial chron- 
(Commercial and financial chron- 
(Commercial and financial chron-

Montana.


1909. Law requiring crew for passenger and all other classes of trains. Approved March 31, 1909.
Comment:

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Rev. statutes, 1913, Sec. 5901-5996.
Bureau labor Bull. 148, p. 1316.

1911. Law specifying train crews.

1913. Bills, not passed.
Senate 36. Minimum switching crew.
House 58. Amending Section 1006568 of Cobber's 1911 statutes. Specifies minimum crews.
House 125. Prescribes minimum crews on passenger, mail or express trains.
House 832. Crews of freight trains.
House 111. Prohibiting operation of freight trains exceeding 50 cars. Indefinitely postponed, March 17.

Nevada.

1910. Law requiring full train crews. Approved March 5, 1910.
Bureau labor Bull. 85, p. 670
Nevada, Railroad commission. 2d annual report, 1910.
Sec. 1 of full crew law with report, p. 40.

Violation of full-crew law, p. 29-30.

This law is the same as the Indiana law of 1907.

1911. Law specifying train crews on passenger trains. Approved February 21, 1911.
Bulletin 55, p. 23.
23d annual convention, p. 888-9.
This law was amended and superseded by

1911. Law specifying train crews on passenger trains. Approved March 28, 1911.
Acts of 1911, Chap 204, 1-5.
Bulletin 55, p. 23.
23d annual convention, p. 888.
Bureau of labor Bull. 97, p. 1201.

1912. Law prescribing sufficient crews for trains. Approved March 19, 1912.
Acts of 1912, Chap. 74, Sec. 1-7.
Bulletin 55, p. 21-23.
Bureau labor Bull. 148, p. 1346.

New Hampshire.

1912 Bill. House 172. Specifying minimum crews.

New Jersey.


Comment:
New Jersey, Board of public utility commissioners. Report . . . to the Senate of New Jersey upon Senate bill no 83, submitted in compliance with resolution passed by the Senate April 12th, 1911.

Trenton, N. J., 1912. 9 p.
Report adverse to passage of bill.


Full crew laws recommended, p. 6.

Hearings on full crew bills of 1911 and 1912 were held November 1, 1911, November 16, 1911, February 28, 1913.

1913. Law requiring full crews. Approved April 7, 1913.

Hearings held April 1, 1913.
Acts of 1913, Chap. 100, Sec. 1-8.
Bureau labor Bull. 148, p. 1426

Comment:
Dexter, W. G.
[Letter to each member of the New Jersey state legislature relative to pending full crew legislation.] New York, Jan. 16, 1913, 3 typewritten leaves.

Commercial and financial chronicle [Editorial]. Labor unions and the extra crew bills.

(Commercial and financial chronicle, v. 86: 584-86; Apr. 6, 1913.) Committee of presidents of thirteen railroads operating in Pennsylvania and New Jersey. Statement issued for thirteen railroads in Pennsylvania and New Jersey on the full crew law. n. p. [1913] 3 typewritten leaves.

Jersey railroads up in arms over full crew bill pending.
(Wall street journal, Apr. 2, 1913, p. 8, col. 5.)
New Jersey railroads petition for repeal of full crew law.
(Railway review, v. 54: 349-50; March 7, 1914)

New Jersey state legislature petitioned to repeal full crew law.
(Railway world, v. 88: 285-30; March 1914.)

Cost of full crew laws to its eastern lines, 1913, $850,000 (p. 7).

Compilation of cost of recently enacted legislation governing railroad operation in New Jersey, New York and Pennsylvania. May 16, 1913. Leaflet "For the information of the public".

A Plague of "full crew" bills.
(Railway and engineering review, v. 63: 315-17; Apr. 5, 1913.) The full crew bills of New Jersey and New York.

Railroad train men [Editorial]. Railroads demand repeal of the full crew law.
The "Full crew" laws of New York and New Jersey.

New Mexico.

New York.
1907. Bill, Assembly 465. Senate rep. 1338. Passed and vetoed by Governor Hughes, June 16, 1907
Comment:
Arkansas and New York full crew bills.
(Railroad trainmen's journal, v. 24: 550-56; June 1907.)
The "Full crew" bill [vetoed in] New York.
(Railway and engineering review, v. 47: 541; June 22, 1907.)
Full train crews not essential.
(Railway and engineering review, v. 47: 478; June 8, 1907.)
New York. Governor (Hughes). Message vetoing full crew bill, June 15, 1907
In Public papers of Governor Hughes, 1907, p. 94-95
In Special committee on relations of railway operation to legislation Bulletin no. 3, January 11, 1910, p. 9.

1908. Bill, Assembly 1800. Providing full crews on light engines. Passed and vetoed by Governor Hughes
Comment:
Railway and engineering review [Editorial].
Governor Hughes vetoes [the full crew bill].
(Railway and engineering review, v. 47: 423-24; May 30, 1908.)

Comment:
Locomotive firemen and engineers' magazine [Editorial].
Governors veto full crew bill.
(Locomotive firemen and engine-
ners' magazine, v. 53: 491; Oct. 11, 1912.)

1912. Law providing for full crews for certain trains. Approved March 31, 1913.
Acts of 1913, Chap. 146.
Bulletin 65, p. 25.
Bureau of labor Bull. 148, p. 1554.
Reports of hearings not printed.
Comment:
Brown, William C.
The Full crew bill. Pertinent re-
marks to the Governor by Presi-
dent of the New York central.
(New York Sun, March 19, 1913.)

Commercial and financial chronicle
[Editorial].
Labor unions and the extra crew bills.
(Commercial and financial chron-
icle, v. 98: 735, March 7, 1914.)

[New York full crew laws]
(Railway and engineering review, v. 47: 554; June 22, 1907.)

[New York full crew laws]
(Railway and engineering review, v. 47: 541; June 22, 1907.)
amounts approximately to $560,000.

New York full crew law.

(Railway and engineering review, v. 53: 837; Sept. 6, 1913.)

Olmstead, John B.
The Public service commission and the full crew bill.

(Harper's weekly, v. 57: 5; June 28, 1913.)

Outlook [Editorial].
The full crew bill

(Outlook, v. 19: 788; Apr. 12, 1913.)


Cost of full crew laws to its eastern lines, 1913, $560,000 (p. 7).

Compilation of cost of recently enacted legislation governing railroad operation in New York, New Jersey and Pennsylvania. May 18, 1913. Leaflet, "For the information of the public."

A Plague of "full crew" bills.

(Railway and engineering review, v. 53: 316-17; Apr. 5, 1913.)
The full crew bills of New Jersey and New York Planning to stifle "full crew" inquiry.

(New York times, Apr. 5, 1913.)

Press comment on the full crew bill. New York papers criticize it.

(State topics, v. 4: 9-17; May 24, 1913.)

Railroad trainman [Editorial].

Railroads demand repeal of the full crew law.

(Railroad trainman, v. 31: 1116-18; Dec. 1914.)

In New York, New Jersey and Pennsylvania.

Railway age gazette [Editorial].

[Full crew legislation in various states.]

(Railway age gazette, v. 52: 943; Apr. 26, 1912.)

Comment on full crew legislation of New York and other states.

[Governor Sulzer and the full crew law.]

(Railway age gazette, v. 55: 256; Aug. 15, 1913.)

Railway world [Editorial].
The "full crew" laws of New York and New Jersey.

(Railway world, v. 57: 249-50; May 1913)

Rea, Samuel.


(Pennsylvania railroad system. Information for employees and the public, II, 43)

Letter of President Rea to Hon. William Sulzer...relative to the cost to the Pennsylvania railroad of full-crew laws now in force. 21 Philadelphia, March 15, 1913.

Reprinted in Railway age gazette, v. 54: 686; Mar. 21, 1913.

Reprinted in Railway and engineering review, v. 56: 290; Mar. 22, 1913.

Rea, Samuel, and others.

A bill that seriously menaces the interests of the railroads and the public.

(New York Evening post, March 29, 1913)

Sulzer, William.

Why I signed the full crew bill

(Mediator, v. 5: 7-11; July 1913)

Wall street journal [Editorial].
The full crew law.

(Wall street journal, Apr. 4, 1913, p. 1, col. 2)

Here is the evidence [Sulzer and the full crew law].

(Wall street journal, Apr. 18, 1913, p. 1, col. 2)

Something to arbitrate [the full crew law].

(Wall street journal, July 18, 1913, p. 1, col. 2)

Wrecks and their causes.

(Wall street journal, Sept. 6, 1913, p. 1, col. 1)

Cost of the New York full crew laws.


Assembly 26. Amending full crew law, giving Public service commission authority to prescribe methods of operation. Introduced by Mr. Sullivan, January 13, 1915.

House 214. Authorizing Public service commission to determine and prescribe number of men in train crews

Assembly 589. To amend the railroad law in relation to length of trains. Introduced by Mr. Moad, Feb. 5, 1915.

The Train length bill [New York]

Moody's magazine, v. 18: 7, Jan. 1915)
North Carolina.

House 1175. Crews on passenger trains.
House 1342. White flagmen on passenger trains.

North Dakota.

1905. Law providing brakemen.
Acts of 1905, Chap. 94.
Rev. code of 1905, Sec. 4307, 4308.
Compilation of laws of the state of North Dakota governing railroads, warehouses...1911, p. 59.
Bulletin 55.

Senate 334. Similar to Senate 99.

Ohio.

Culberson (Senate Doc. 652, 60th Cong., 2d sess.), p. 4.

Bulletin 55, p. 28.
Full crew law, p. liv-lv.

Bulletin labor bulletin, p. 1600.

1915. Bills. Senate 30. Limits length of freight trains to 60 cars, or 2640 feet.
House 135. Same as Senate 30.

Oklahoma.

Senate 159. Crews on passenger trains.
House 352. Crews on passenger trains.

House 4. Same as Senate 19.
House 327. Same as Senate 80.
A full crew bill was passed and vetoed by Governor Cruce.

Comment:
Current issue [Editorial]
We congratulate Gov. Cruce.
(Current Issue [Austin, Tex.], v. 13: 6; June 15, 1913)
Oklahoma. Governor [Cruce] Governor Cruce's message vetoing Oklahoma train crew bill. (Railway age gazette, v. 54: 848; April 31, 1913)
Editorial comment, p. 823.

Veto of "Full" crew bill. In message rarely heard from state or federal authorities. (American shippers' gazette, v. 1: no. 19, p. 3; June 14, 1913)

Why I vetoed the full crew bill. (Mediator, v. 5: 11-12; July 1913)
Railway Journal [Editorial] Governor vetoed railway bill' (Railway journal, v. 19: 3-4; May 1913)

Oregon.

Bulletin 55, p. 27.

Pennsylvania.

Full crew law, p. liv-lv.
Full crew act, p. 7.


Comment: Committee of presidents of thirteen railroads operating in Pennsylvania and New Jersey.


Wisconsin. Laws. A compilation of laws affecting railroad employees, in effect August 1, 1911. Madison, 1911, p. 34.

Comment:

1913. Law requiring crews on switching engines. Approved April 12, 1913.

Bills. Senate 4. Crews on freight trains of 3 or more cars. Limits trains to 60 cars.
Senate 46. Minimum crews on passenger trains.
Senate 549. Amends Sec. 1809s of Statutes, crew of freight trains.
House 655. To create Sec. 1809s-50 of Statutes, prohibiting operation of trains of more than 60 cars.


United States.

Bills on full crews introduced in Congress.


Wisconsin. Laws. A compilation of laws affecting railroad employees, in effect August 1, 1911. Madison, 1911, p. 34.

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Wisconsin. Laws. A compilation of laws affecting railroad employees, in effect August 1, 1911. Madison, 1911, p. 34.
Comment:

Baltimore Sun [Editorial]
The people pay the bill [Full crew bill of Congressman Sabath]. (Baltimore Sun, March 12, 1913)

Reprinted as Bureau of railway economics leaflet no. 36.

Cost of compliance with proposed federal full crew law. (Railway and engineering review, v. 52, 919; October 5, 1912).

Comment on Bulletin 39 of the Special committee on relations of railway operation to legislation.

New York Times [Editorial]
The national full crew law. (New York Times, April 5, 1912)


Contains text of bill and statement of J. R Sherwood. No more hearings held.

The Switchmen’s full crew bill. (Journal of the Switchmen’s union, v. 16: 27-28; January, 1914)

Text of H.R. 13911 and comment.

Weaver, J. Leroy.
National full crew law. (Railroad trainman, v. 28: 827-28; Nov., 1911)

1914 Bill. H.R. 18988. Prohibiting operation of trains of more than one-half mile in length in interstate traffic and in the District of Columbia and any territory.

CO-OPERATION IN THE DISTRICT OF COLUMBIA.

A long stride in the right direction was taken by the District of Columbia Library association when it devoted its meeting of December eleventh to the all-important subject of “Co-operation.” Close co-operation already exists among the many librarians in the District. The purpose of this meeting was not to stimulate co-operation, so much as systematize it.

Miss Una M. Imhoff and Dr. A. C. Tilton told what Wisconsin has accomplished in this direction. The Association then heard from the following special librarians, each in his turn describing his particular library and setting forth his special collections:

Dr. E. W. Allen, Assistant-director of the Office of the experiment stations and Editor of the Experiment station record.
Miss Alice C. Atwood, Bureau of plant industry.
Miss M. Alice Matthews, Bureau of labor statistics.
Miss Helen E. Stockbridge, Forest service.
Mr. R. H. Johnston, Bureau of railway economics.
Mr. Lewis Barrington, Library of Congress.
Mr. Carlos C Houghton, Bureau of corporations.

A motion from the floor authorized the president to appoint a committee to compile a handbook of special features of District of Columbia libraries, this book to be so arranged as to be of practical use to librarians in the District. All those who attended the last A. L. A convention and saw the handbook of libraries in the District will immediately realize the full value of the proposed compilation.

The following officers were elected to steer the Association through another active year:

President—Mr. H. H. B. Meyer, Library of Congress.
1st Vice-president—Mr. Willard O. Waters, Library of Congress.
2nd Vice-president—Miss Eunice R. Oberly, Librarian, Bureau of plant industry.
Secretary—Mr. Carlos C. Houghton, Librarian, Bureau of corporations.
Treasurer—Miss Emma B. Hawks, Assistant librarian, Dept. of agriculture.

The following, together with the above officers, were elected on the Executive committee:
Mr. Charles Martel, Library of Congress.
Dr. George F. Bowerman, Librarian, Public library.
Father H. T. Shandelle, Librarian, Georgetown university.

CARLOS C. HOUGHTON, Secretary.