Because the running time in each direction is slightly more than an hour, the company thought that it would be undesirable to try to operate an hourly headway with only two buses. For that reason three buses are now in service all day, with fairly long lay-overs at the ends of the line. By starting the trips from Lowell on the even hours and from Boston on the half-hours the lay-over time has been divided equally between the two places.

Five Fageol coaches are available for this service. On Saturday afternoons, however, when important football games were being played in Boston, it was necessary to augment the service by the use of street car type buses, borrowed from other routes operated by the railway. A plan is under consideration at present to increase the seating capacity of the Fageol coaches from 24 to 30.

The buses are maintained in a space specially set aside for that purpose in the carhouse at Lowell. An experienced automobile mechanic is employed to take care of them. Ordinarily each bus is inspected every third day, or at the end of approximately 600 miles of operation.

Part of the route, which is shown on the accompanying map, is on streets where the Boston Elevated Railway operates surface cars. Another part is on streets where the Eastern Massachusetts company operates. This will simplify the problem of snow removal in winter because the railway snow-fighting equipment can clear a considerable portion of the bus route. The stretch of road where the railway plows cannot operate is only a few miles in length. This being a state highway it is expected that the state will keep it clear. In an emergency, however, the railway is prepared to clear a path for its buses by means of snowplows on its heavy motor trucks.

In accordance with the laws of Massachusetts, the permit for the operation of this line is of only one year duration. Such short term license, however, is not the serious disadvantage to a bus line which it would be for a rail line. The company feels that there may be room for the establishment of similar routes in this territory. In general, however, it is thought that the replacement of railway lines by bus lines has already proceeded in Eastern Massachusetts about as far as it is likely to go.

**Giving the Riders Somewhere to Go**

Charleston Consolidated Railway & Lighting Company

Leased an Amusement Park and Made a Profit of Nearly 120 per Cent in Two Months

At one time the comment was often heard concerning the street railway in Charleston, S. C., that "It doesn't take you anywhere." In other words, the various routes linked the business and residence districts together but they reached practically no amusement resorts. There are two parks for white people, but in spite of the great natural beauty which they possess, they have not attracted many pleasure seekers.

The railway considered the possibility of converting these parks into sources of traffic for itself, but it was felt that a large majority of the frequenters of the parks were automobile owners and that it was not worth while to try to build up an amusement resort for white people.

With the colored people, however, the situation is different. A property known as Grant Park, located on a suburban line about a mile beyond the city limits, was successfully operated by the railway before the war. In the spring of this year it was decided to negotiate with the owner of this park with a view to its operation during the summer. An agreement was reached whereby the railway paid $250 toward the renovation of the buildings and agreed to furnish music and prizes for dances to be held at the park.

Tickets were furnished by the conductors to colored passengers alighting from the cars at Grant Park. On nights when dances, band concerts, or picnics were held, these tickets entitled the possessor to free entrance. All such tickets collected above 150 in number were redeemable, if presented by the owner of the park to the management of the railway, at 2½ cents each. The first 150 collected each day were used to reimburse the railway for its expense in furnishing music and other entertainment features.

During the first two months' operation the railway carried approximately 8,000 park passengers at 25 cents per round trip, making a total of $2,000. The largest single item of expense to the company was the extra service run to the park. This cost somewhat over $400 and the other expenses brought the total to slightly more than $900. The net profit of the operation was therefore in the neighborhood of $1,100. This experience has convinced the railway that it can profitably increase its park appropriation for another year. It proves, in the opinion of the management, that it pays to give the riders "somewhere to go."

*This article is based on material included in the brief submitted to the Charles A. Coffin Prize Committee of the American Electric Railway Association by the company named.*