



To All Concerned

P. R. T. is now supplying better service for a lower price than any other company, but must have immediate relief, not only to meet the already overdue wages of its men, and other increased costs of operation, but also to enable the Company to properly handle the rush-hour traffic of the coming winter, and to later operate City-built lines.

Practically every other street railway in Pennsylvania has already been permitted to collect a flat increase in fares.

Pittsburgh 10c Reading 7c
Scranton 7c Wilkes-Barre 8c

P. R. T. has requested a straight 5c fare for each single ride, without exchanges or transfers, as being more equitable than a flat increase to 7c or 8c, which would be required to overcome the loss of short riders, who would not pay more than 5c a ride, and to produce the added revenue necessary to the continuance of present service, under this Management.

P. R. T. cannot continue to give two rides for 5c, as the cost of carrying a passenger using a free transfer is just twice as much as is the cost of carrying a passenger who completes his 5c ride upon one car. The discontinuance of free transfers as planned will, it is estimated, make available the equivalent of 300 added cars for use to reduce overcrowding; this because of an estimated loss of about 10% of present passengers who now use the cars on free transfers for very short distances, because of the fact that the second ride is now supplied free.

All free transfer and exchange tickets are to be eliminated, but the physical transfer in the subway, at Juniper Street, will be continued as at present.

P. R. T. has adopted the straight 5c fare plan as being simpler and presenting fewer inequalities than any other, short of a zone system, which, as a measure of temporary relief, is considered impractical at this time.

P. R. T. asks this temporary relief, pending completion of valuation, for the reason that it cannot await the determination of property value by the Public Service Commission, which, from experience at Pittsburgh and elsewhere, will take many months to complete, under most favorable conditions.

P. R. T. presents this map, upon which the black lines represent through routes, showing that practically every section of the city is connected with the central business district by direct lines, and will still be served, without change of cars, for a single 5c fare.

No change in routes, which will increase the rate of fare during the period of this temporary tariff, will be undertaken without first applying to the Public Service Commission, which has the power to order public hearings on the question.

September 17, 1920.

T. E. MITTEN,
President.