

THE STORY OF HIGHWAY TRAFFIC CONTROL

1899 — 1939

WILLIAM PHELPS ENO



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I N D E X

To be inserted in the Book

“The Story of Highway Traffic Control”

BY

WILLIAM PHELPS ENO

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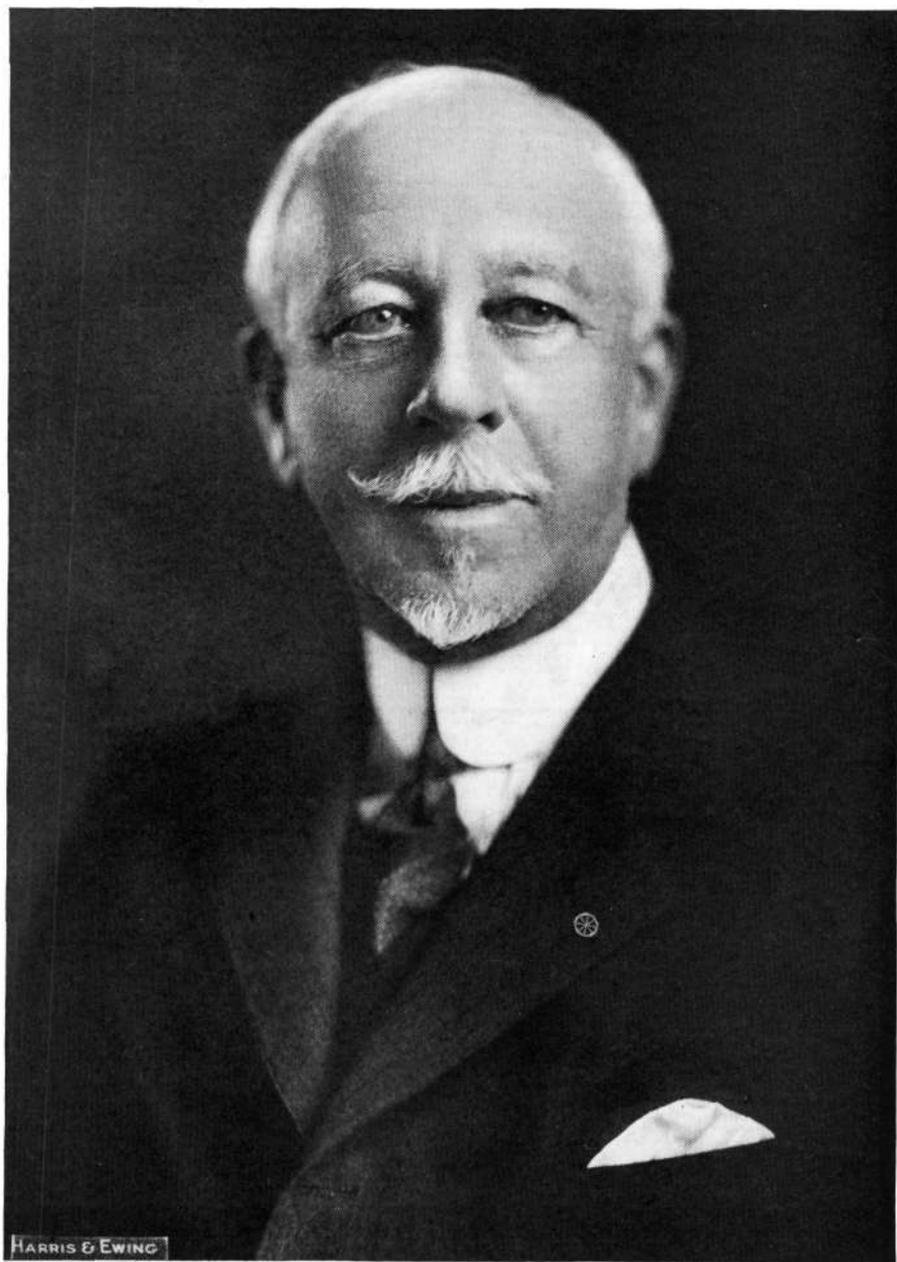
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To My Wife

Alberta Averill Eno

*whose interest, intelligence
and ability fit her to carry
on the work, begun forty years
ago, I dedicate this, my sixth
book on traffic*



WILLIAM PHELPS ENO



THE FIRST BUILDING IN THE WORLD TO BE ENTIRELY DEVOTED TO HIGHWAY TRAFFIC CONTROL

FOREWORD

This book is a remarkable record of continuous effort in a special field of public service. For more than forty years the author has devoted time, effort and his personal fortune to developing the fundamental principles of highway traffic control and showing how those principles should be applied. He has persisted in these efforts, also, without thought of recompense or financial return and often in the face of discouragement, especially from his own countrymen. Many times he has seemed to be a modern instance of a "prophet not without honor save in his own country." England, France, Germany, Italy, Belgium, Japan and other foreign countries have benefited by his advice and adopted his principles and designs, a fact the more remarkable inasmuch as he is unfamiliar with these languages, with the single exception of French. Although many of the principles he has established were based on careful observation of traffic conditions in American cities, — New York, Washington and others — the authorities in this country seem to be slower than those abroad to adopt the remedies which he suggests. This is interestingly brought out in the story.

In every continued line of human endeavor, in whatever part of the complex social structure, there are milestones along the way. These serve a double purpose. They mark the distance from accomplishments in the past and they point to the future. "The Story of Highway Traffic Control" records many of these milestones. Covering forty years, two generations of human history, it spans the period from the very beginnings of automobile transportation. In 1899 the motor vehicle was a negligible factor in highway traffic; today practically all the problems of highway traffic control have their origin in its universal use. An early and outstanding milestone in the development of the solution of these problems is the adoption in 1903 of "Rules for Driving," the first Police Traffic Code ever written. This was not only the result of much thought and careful observation but has served definitely to point the way to future developments, inasmuch as it has been the basis of practically all later codes.

Another milestone is Rotary Traffic, first proposed in 1902, and now widely used. Still another is the development of the use of Isles of

Safety which serve not only as a safeguard to pedestrians but as a method of canalization for vehicles. A notable example is the rearrangement of Isles of Safety on the Champs-Élysées which now permit safe crossing where formerly it was exceedingly hazardous.

But it is needless to multiply instances. The reader will find many more examples of these milestones. They mark continuous and continuing progress. The most recent one, however, deserves special note. The new building just completed, devoted to the purposes of the Foundation is the first instance of any building in the world for the exclusive use of traffic control. It is a beautiful example of Georgian architecture and it is hoped it will be useful in carrying out the Foundation's work. An earnest wish of the Founder is to cooperate fully with other organizations which have similar objectives and the new building should serve effectively in fulfilling this desire.

C. J. TILDEN.
*President and Managing Director,
Eno Foundation for Highway
Traffic Control, Inc.*

"The science of highway traffic control consists in the knowledge of how to regulate the movement of vehicles and pedestrians so that they interfere with one another as little as possible and are enabled to go from point to point in the shortest time compatible with safety"

ENO FOUNDATION

FOR

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Paul Guichard, Director Général de la Police, Municipale (Retired)
Leurence Hills, Manager, Paris Edition of the New York Herald, Paris
*Senator Hugues Le Roux, Paris
*Madame Hugues Le Roux, Paris
Florent E. Louwage, Commissioner of the Palace of Justice, Brussels,
Belgium
Roger Langeron, Prefet of Police, Paris
*Honorable Rupert Mitford, London
*Fritz Malcher, City Planner, Vienna, Austria
Dr. Shigeru Matsui, Vice President Police Association of Japan, Tokyo
Sir Henry Maybury, Consulting Engineer, Ministry of Transport, London
*Adolph Max, Burgomaster, Brussels
Thomas Pearson, Secretary, International Chamber of Commerce, Paris
Theodore Rousseau, Guaranty Trust Co. of New York, Paris
Hugh Burton Robinson, United States Line, Paris
*Dr. Commendator Cesare Solari, Milan
Franz Seyffarth, Oberstleutnant der Schutzpolizei, Wuppertal-Elberfeld,
Germany
H. Alker Tripp, Assistant Commissioner, in charge of Traffic, New
Scotland Yard, London
Sir Hugh Turnbull, Commissioner of Police, Old City of London, England

*Deceased

OBJECTS OF THE FOUNDATION: Standardisation of The C.N.D. (Council of National Defense) Code of General Highway Traffic Police Regulations with Safety Rules for Pedestrians; Uniformity of Special Regulations; standardisation of all traffic guides and signals; permits for drivers of private vehicles and licenses for drivers of public vehicles valid anywhere and to be granted only after official examination, including demonstration of ability to drive safely; liability insurance for every driver of a motor vehicle; one registration number good anywhere; special training of traffic officers; traffic safety to be taught in schools and courses in traffic problems and transportation in universities; suppression of unnecessary noises on land, water and in the air, and simplification of motor vehicle taxation.

The Eno Foundation believes that the rights of all users of the highway should be considered and that due provision should be made for the safety and convenience of pedestrians, bicyclists and equestrians.

EXPLANATION TO FACILITATE READERS

During the forty years I have been occupied on traffic control work, there have accumulated thirty-nine scrap books, thirty on general traffic work, six on traffic in Washington, D. C., two on Home Defense League work in the District of Columbia during the World War, and one on the Repeal of the 18th Amendment.

This voluminous amount of material would be difficult for any student to examine and so I am writing this book in order to bring to him, in a more brief form, a synopsis of all that has been done.

In referring to the scrap books, I have given dates instead of pages should the student wish to go into more minute detail.

In referring to my books, of which there are five, I have given page or chapter.

In attempting anything, it can be accomplished better if one knows what has been done in the past so as to profit by the experience of those who have gone before.

Although this book is primarily for students, it is hoped that the story in it may be interesting to others but they can only find this out by perusing it. The narrative is made up principally of what others have said in letters and articles, joined together by links of my own.

The five books I have written are:

Street Traffic Regulation, 1909

Le Problème de la Circulation, 1912

Science of Highway Traffic Regulation, 1920

Fundamentals of Highway Traffic Regulation, 1926

Simplification of Highway Traffic, 1929

There are also numerous pamphlets, magazine and newspaper articles and addresses, most of which are in the scrap books.

WILLIAM PHELPS ENO.

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THE STORY of HIGHWAY TRAFFIC CONTROL

CHAPTER I

Traffic Control Begun

“The Story of Highway Traffic Control” in the Twentieth Century is not intended as a finished product but rather a simple story of work done to the present time to accomplish certain results.

Traffic was not my chosen profession. Architecture was. After working on traffic, however, I realized how important it was to have it controlled in such a way as to save life, time and money and, thereafter, I have devoted all my available time to the subject.

I have often been asked how I came to take up this work and devote my life to it but I hesitate to give much space to this as I doubt its being of interest to the average person. However, my first recollection of traffic confusion was when I was seven years old. I was born and lived until I was nine, at 26 East 23d Street, New York. My father's office was on lower Broadway, on the right hand side, going down. I should judge, and according to my recollection, it must have been somewhere below the City Hall and near P. T. Barnum's Museum.

One day I drove down there with my mother in an open carriage, known as a barouche, and on returning home, we were caught in a traffic jam on Broadway. It took at least half an hour to get out of it. In those days, many years before the motor car came into use, it seemed as though a dozen vehicles could cause a blockade, since neither drivers nor police, if there were any around, knew anything about the control of traffic or the

proper thing to do. The only rule, if such it might be called, then in existence, was that if you met another vehicle, you were supposed to keep to the right. This simple rule, however, was not enough to meet the situation.

This was my first experience with what disorder could do; and from that time I was not able to keep my mind from dwelling on the problem, to see if I could evolve something that would bring order out of a chaotic condition.

Late in December 1867, we sailed for Europe on the *Ville de Paris*, touching at Brest nine days after our departure by this, the then fastest steamer, which was one of the earlier propeller boats. We proceeded from Brest to Havre where we landed and went by train to Paris, stopping at the Grand Hotel which then had the reputation of being the finest hotel in the world and still is one of the finest hotel buildings in existence. Our rooms were opposite the Opera House, not then completed.

One of the first things that attracted my attention in Paris was that if anything, driving conditions were even worse than in New York. Paris at that time, however, already had adopted refuges, sometimes called Isles of Safety in this country, pretty generally throughout the city and these were about the only things that enabled pedestrians to cross with safety.

From France we went to Italy and there the traffic was still worse. Coming back to France, I had ample opportunity to watch conditions, especially as I, then a boy of ten, was one of the early velocipede riders. Shortly before this, Michaud had invented the pedal with which the first velocipedes, sometimes called bone-shakers, were equipped. They had wooden wheels, the front one slightly larger than the rear, iron tires and were pretty heavy. However, they were a great convenience in getting around the streets of Paris and even out for a short distance into the country. These machines were the precursors of the present bicycle which has passed through various stages. The first important development after the pedals was the high machine on solid rubber tires; then gradually the invention and adoption of the so-called safety bicycle which has been in vogue since and is largely used in most of the foreign countries and now fast coming back to popularity in the United States.

In the Spring of 1869, we visited England and the first thing I noticed was the efficient control of traffic which, even at that time, existed. The police were well trained and the drivers knew their duties. They had no printed regulations but as most English people were accustomed to the use of horses, they knew the essentials which only lately have been put in printed form.

We did the usual things in London but my principal occupation was standing on the curb watching moving vehicles. Then we went back to the Continent for the summer and again I became disgusted with the lack of order in the movement of traffic in the streets, having gone from no control to good control and from good control back to no control. This made a lasting impression on me.

In October 1869, we returned to America on the same boat, the *Ville de Paris*, tonnage, I think, about ten thousand, her beam about forty feet. She was a full-rigged bark, fast and really very beautiful. Pictures of her now in existence show her lines were those closely resembling a magnificent yacht. This time we did not cross in nine days but were fifteen days from Havre to New York, during more than three of them out of our course and in the worst storm I think I have ever experienced at sea. On landing in New York we went directly to our new house on the northeast corner of 5th Avenue and 27th Street, which is still standing, although now used for business.

I don't think I ever went on the streets of New York nor of any other city or town without being astonished at the stupidity of drivers, pedestrians and police.

I had been to three schools in New York before we sailed for Europe. I went to two in France and when I returned to New York I was sent to a third and to others succeeding it; the total number in Europe and America being fifteen, before I went to college, so that when I eventually entered the class of 1881 at Yale, after having attended day school and five boarding schools, I probably had the finest fit that any boy ever had who tried to get into college, so much so, that although I passed my examinations, I had so many conditions that I did not think I could make them up before Christmas, as was required, so I withdrew my papers in honorable standing and waited for the next class. With such a fit for college as I had, it is not remarkable that I did not excel as a student. However, one advantage in going to many schools is the amount of personal information you get and the number of friends you make and the knowledge of human nature which you acquire.

If a boy has parents who want to spend a lot of money on him, I don't know but what it would be a good idea to send him to fifteen schools. It doesn't, however, usually tend towards a high standing in college. The fact is that most of the things I had to study I did not see the use of, and it was only on account of standing well in mathematics and a few such things that I managed to pull through to the Junior year, when I had charge of the Junior Promenade and the Junior Cotillion, and perhaps

on account of too hard work on things I felt I was fitted for, I was obliged to leave college and go home with scarlet fever. I was away from college for ten weeks, returning however, and passing my examinations, but being advised by my doctor not to go back for my senior year, my parents decided that I had better obey the doctor, so at that time I did not get my degree with my class, but some years later my classmates got up a petition, signed by everybody except two, whom I believe could not be found, asking that the Corporation give me a degree with my class. The Corporation, being composed of kindly gentlemen, regretted that they could not give me a degree with my class as only the Faculty could do that. All they could do would be to recommend the Faculty to do it and to inform the Faculty, at the same time, that if they did not grant the request, the Corporation would give me an M. A. However, my good friends, the Faculty, wanted to please the Corporation and so gave me the degree of B. A. with my class. The Corporation did not give me the M. A. but on June 20, 1923, the President of the University, who handed the degree to me, kindly said the following: "William Phelps Eno, For your keen discernment of the grave problems involved in the complexities of municipal traffic and for your outstanding scientific contributions to their solution, your Alma Mater confers upon you the degree of Master of Arts and admits you to all its rights and privileges," and Doctor William Lyon Phelps said: "The originator and master of the organization of modern street traffic, by which science he has saved much time and many lives. The regulation of street traffic in the large cities of America and of Europe is his mobile monument. His books, the only treatises on the subject, have been translated into various languages, and his advice has been sought by the authorities of London, Paris and Brussels. He has saved many pedestrians and drivers and the only obstacle to the absolute success of his work is the ever present one of human stupidity. The necessity for the system Mr. Eno has inaugurated is universal. The marvel of it never ceases to impress the thinking man who watches, in some modern center of close congestion, the narrow margins by which the law that two bodies cannot occupy the same space at the same time escapes having exceptions. The establishment, in so short a time, of a system by which safety replaces danger, and order forestalls chaos, is a tremendous tribute to the power of the human brain. The guider of the machine as he waits the drop of the magic hand or the turn of the magic sign that means his safety, if he obeys, cannot do better than remember who it is to whom he owes so great a measure of blessing."

To return to the chronological report on traffic, although I continued from the time we got back from Europe first until I got through college, and from the time I got through college, to the present time, I have not been good for much else but to observe traffic and try to devise means and gadgets to help keep it moving safely.

I mentioned that we returned from Europe in 1869. Sometime before we sailed, those opposed to the government of France began serious agitations, and several times when I was going from my school in the Rue de Courcelle down to the Grand Hotel where my parents were stopping, I found some of the streets barricaded. In July 1870, the Franco-German war began and terminated in 1871. In the Spring of 1872, we went again to Europe, first to England and then to France where we remained a couple of months. Paris was sad after what it had been at the time I left in 1869. The streets were comparatively dirty and the lighting had been reduced to a minimum. The Opera House had been stained by ink bottles thrown at it. The Hotel de Ville was in ruins as was the Palace of the Tuileries and many other buildings throughout the city. Again my attention was focused on traffic, excellent in London, still abominable in Paris. We went again to England, visiting the lakes and other beautiful parts, also Scotland and Ireland and sailed from Liverpool in the autumn of 1872 by the old America, passing through a tremendous storm but on a boat which had, at that time, perhaps the best reputation as a sea boat in the world. I remember her particularly on account of the ease with which she took the seas. From 1872 to 1877, I had time to attend several more day schools in New York, then I went to one in Newburgh, one in New Haven, one in East Hampton, Mass. and back again to the one in Newburgh, thus completing my scholastic experience and passing from them into Yale, as I have already described.

On the 4th of April 1883, I was married.

From 1884 until 1898, I was, most of the time, in my father's office in New York, being concerned principally with real estate, although all this time I was wondering whether anybody would do anything about traffic. Nobody did.

In 1897, I submitted a plan to the Rapid Transit Commission for cutting through the blocks for two combination systems of subway, surface and elevated roads, with bicycle paths on top. This system provided for express trains just below the surface, a surface line, an accommodation line up one flight, a local express line up two flights and a bicycle path on top. At that time, there were practically no modern buildings between Third and Fourth Avenues on the east and Sixth and Seventh Avenues on

the west, and so for a comparatively small outlay, New York could have had two such systems, one for each side of the city, furnishing together sixteen tracks and two bicycle paths. These two systems could later have been supplemented by two additional ones of the same kind, one east of Third Avenue and the other west of Seventh Avenue, raising the total to thirty-two tracks and four bicycle paths, thirty-two tracks with greater capacity and at a fraction of the cost of our present subways.

The convenience of such a plan cannot be over-estimated, since there would have been no north and south distances to walk, but simply east and west, to the nearest of these systems where the cars could be boarded and transfers secured for desired levels.

This plan was pigeonholed, as has been almost everything of a constructive nature, due to the lack of receptivity and imagination of public officials as was shown again when a little later, I submitted a plan for a raised highway on the river front, which has since been adopted in part. Most of the officials, being political appointees, were working merely for five o'clock instead of for the interest of their city.

In December 1899, I wrote an article entitled "Reform in Our Street Traffic Most Urgently Needed." I did not know what to do with this but finally took it to a little horse publication called "The Rider & Driver" and the editor took a fancy to it and published it in his paper on January 20, 1900. Not supposing that my article was much good, I was surprised at the number of newspapers that published it in whole or in part and so I was encouraged to try again and on February 10, 1900, another article which I had written entitled "Suggestions for the Management of Carriages at Entertainments" appeared in the same paper and was quoted or reproduced in many others. In this article, there was a suggestion which evidently led to the adoption of the electric carriage call, still largely in use.

At that time, the bicycle was extensively used and "The Wheel," the organ of the League of American Wheelmen joined my efforts.

On January 5, 1901, the same paper, "The Rider & Driver," published my third article entitled "Rules of the Road Revised."

On February 1, 1902, I embodied the three articles to which I have referred, in a pamphlet, entitled "Suggested Rules and Reforms for the Management of Street Traffic." In this pamphlet, I put a perforated slip and sent the pamphlet to all those I thought might be interested, especially to police stations and fire houses. From these latter, as well as from many others, I got back the slips signed as requested, including all the Police and Fire Stations in New York. These people, of course, perhaps more

than any others appreciated the desirability of having order in the streets and their encouragement heartened me to go on with the work.

On February 17, 1902, I wrote to the then Police Commissioner, asking for an interview and received a letter in reply, which I quote:

"With regard to the conference, it does not seem to me that such is necessary or desirable, inasmuch as the duties of this department do not comprise the framing of laws or ordinances, but rather their enforcement." This did not seem very cooperative on the part of this Police Commissioner so I did not bother him again.

Clippings and letters, however, continued to come in in increasing numbers and requests for information from foreign nations for articles, and so I thought that things were going along as well as could be expected.

Shortly afterwards, the Police Commissioner, whose letter I quoted, resigned and his position, to finish out the term, was taken, at the earnest request of Mayor Seth Low, by Major-General Francis Vinton Greene, with the promise from District Attorney Jerome that if General Greene assumed the job, he would back him up to the fullest extent. In reply to a letter from me requesting his aid, General Greene wrote me, on January 12, 1903, as follows:

"Your favor of January 11, together with the suggested rules and reforms for the management of street traffic has been received, for which I am very much obliged. I intend at an early day, as soon as a few more pressing matters (and there are only a few more pressing than the congestion of street traffic) are disposed of, to take this matter up with a view to improving the present conditions which are very bad. At that time, your suggestions will have very careful consideration, and I shall then probably ask you for a personal conference."

In January 1903, I asked for an increased speed before the Aldermanic Law Committee as the speed limits were then ridiculously low. This is amusing as we now realize that speed rates must be decreased instead of increased in order that accidents may be reduced.

Police Department,
New York City,
February 25, 1903.

My dear Mr. Eno:

"As Monday was a legal holiday, your letter of February 22d was brought to my attention only today. Captain Piper, I understand, leaves London on Friday, the 27th and will pass you on the water. I should be glad to have a copy of the new edition of the "Rules of the Road" and

will do all that I properly can to help the matter through the Aldermanic Committee."

Sincerely yours,

F. V. GREENE,
Police Commissioner.

Captain A. R. Piper, U. S. A. Retired, accepted the position of Deputy Commissioner in Charge of Traffic and was the first police official in this country to be appointed in charge of traffic. He did splendid work and we worked together satisfactorily.

In June 1903, Captain Piper said that they were having trouble at Columbus Circle with daily accidents and asked if I could suggest anything which might relieve the situation. My reply was "why not go around the Circle in one direction instead of two?" So far as I know, this is the first suggestion of Rotary Traffic which, however, I was not able to get into operation at Columbus Circle until 1905, owing to the lack of understanding of the Police Commissioner succeeding General Greene.

In the early part of 1903, I wrote an ordinance for the consideration of the Board of Aldermen and Mr. Jacob Cantor, President of the Borough of Manhattan, introduced it but got it into the wrong committee. A certain Alderman had seen my articles and proposed ordinance and after changing the wording around but retaining the ideas, he got his ordinance before the right committee and so the matter was held up temporarily.

Excerpt from letter of Borough President Cantor, March 10, 1903 :

"The difficulty we have to contend with is that Alderman is a member of the Board, and, of course, wants the credit for the Rules. Naturally, his associates are willing he should get it. I agree with you that the Rules prepared by Mr. Eno are by far the best, and I will see what can be done to have them substituted for _____'s, although it does not look very promising."

Sydney,
New South Wales,
Australia,
July 23, 1903.

Wm. P. Eno, Esq.

Sir: I have read with interest in the "Street Railway Journal" your suggested Regulations for Street Traffic in New York. As the law, in this respect, in Sydney, has been recently altered, I am forwarding for your information, a copy of the Act and the Regulations made thereunder for "General Traffic" and "Public Vehicles" which may be of some use to you. I note that in New York, as in Continental Cities, vehicles keep to the right, whereas, with us, as in England, they keep to the left. The whole control

of traffic and of the licensing and management of public vehicles is now in the hands of the Police and giving general satisfaction. The Regulations for "Public Vehicles" necessarily take up a lot of space, but those for "General Traffic" will be found to be very much on the same lines as those you have prepared. The Tram-cars, which are run by the State, are not under Police Control but generally the orders of the Police on Traffic Duty are implicitly obeyed and very few complaints are received. I will be glad to know that this letter and the book have reached you safely. I am, Sir, Your obedient servant,

ALFRED EDWARD,
Superintendent of Traffic.

Mr. Edward, attracted by the necessity of traffic regulation in Sydney, had given up a successful business to head that department in Sydney. He died about four years ago. From the time he wrote me in 1903, until he died, we kept up a running correspondence. He had prepared all the traffic data for Australia and had been most successful in carrying it out. In the summer of 1920, he came to America and he and his wife visited me twice at my country home. No one has done better work for traffic than Mr. Edward. The Eno Foundation has preserved all his letters, publications in periodicals in Australia which he courteously got to publish accounts of my work in America. He also wrote an excellent handbook for traffic policemen.

On October 23d, 1903, I called on General Greene and told him that I was going to have the proposed regulations printed and distributed but that I would like to have him sign them as they would have more effect. His reply was that he wished he could but that he regretted he lacked the authority necessary. I thereupon showed him Section 315 of the Greater New York Charter, certain provisions of the Penal Code, the City Charter and the City Ordinances, which he said he had no idea existed; that he thought from these he had ample power; that he had an engagement for lunch but could I come back at three o'clock. Shortly after my arrival, he signed the letter—on October 30, 1903—which appears on the back of the Regulations, putting them into immediate effect. They were called "Rules for Driving" but they are really a Police Traffic Code, the first one in the world and the one which has been used as a basis for all traffic regulations that have since been made.

General Greene apologized and said he had no fund upon which he could call, having been greatly embarrassed to get enough money to repair the harness of the police horses. I offered, however, to foot this bill

Rules for Driving

**COPIES OF THESE RULES CAN BE OBTAINED
AT ALL POLICE STATIONS.**

Rules for Driving Issued by the Police Department of the City of New York.

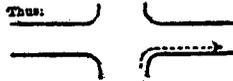
Article I. Importance of Keeping to the Right, Passing, Turning, Crossing and Stopping.

Sec. 1. Slowly moving vehicles shall keep to the right and as near the right-hand curb as possible, so as to leave room in the middle of the street for vehicles going at a greater speed.

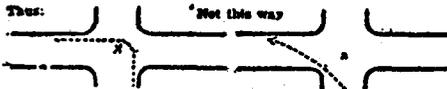
Sec. 2. A vehicle meeting another shall pass on the right.

Sec. 3. A vehicle overtaking another shall pass on the left side of the overtaken vehicle and not pull over to the right until entirely clear of it.

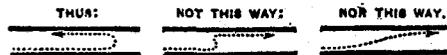
Sec. 4. A vehicle turning into another street to the right shall turn the corner as near the right-hand curb as practicable.



Sec. 5. In turning into another street to the left the vehicle shall turn around the center of intersection of the two streets.



Sec. 6. A vehicle crossing from one side of the street to the other side shall do so



Sec. 7. No vehicle shall stop with its left side to the curb except on established cab, hack and truck stands.

Sec. 8. Unless in an emergency, or to allow another vehicle or pedestrian to cross its path, no vehicle shall stop in any public street or highway of this city, except near the right-hand curb thereof and so as not to obstruct a crossing.

Article II. Signals.

Sec. 1. In slowing up or stopping, a signal shall always be given to those behind by raising the whip or hand vertically.

Sec. 2. In turning, while in motion, or in starting to turn from a standstill, a signal shall be given by raising the whip or hand, indicating with it the direction in which the turn is to be made.

Article III. Right of Way.

Sec. 1. On all the public streets or highways of the city all vehicles going in a northerly or southerly direction shall have the right of way over all vehicles going in an easterly or westerly direction.

Sec. 2. The officers and men of the Fire Department and Fire Patrol, with their fire apparatus of all kinds, when going to, on duty at or returning from a fire, and all ambulances, the officers and men and vehicles of the Police Department, United States mail wagons and all physicians who have a police permit, shall have the right of way in any street; and through any procession.

Sec. 3. Subject to the preceding section of this article, surface cars, running on tracks laid in the streets especially for their use, shall have the right of way along such tracks, between cross streets, over all other vehicles; and the driver of any vehicle, proceeding upon the track in front of a surface car, shall turn out immediately upon signal by the motorman or driver of the car.

Sec. 4. No vehicles shall so occupy any street as to interfere with or interrupt the passage of cars or other vehicles.

Article IV. Speed.

No vehicle shall proceed at any time at a greater speed than the law allows and is safe and proper under the conditions then obtaining. (See City Ordinances for speed-rate limits; also for regulations for lights and sound signals.)

Article V. Definitions.

Sec. 1. All avenues and streets with a parkway in the middle shall be considered as having but one roadway.

Sec. 2. The word vehicle includes equestrians and everything on wheels or runners, except street cars and baby carriages.

**Police Department of the City
of New York.**

300 MULBERRY STREET.

October 30, 1903.

Traffic Regulations.

Section 315 of the Greater New York Charter gives the right to and makes it the duty of the Police Department "to regulate the movement of teams and vehicles in streets, bridges, squares, parks and public places."

Sections 1, 6 and 7 of Article 1 are authorized by the section of the Charter above quoted. Sections 6 and 7 are applicable only to crowded thoroughfares. The other rules here printed are based upon the provisions of the Penal Code, the City Charter, and the City Ordinances, reference to which can be obtained at every police station.

All drivers of vehicles are requested to comply with these rules in order to facilitate traffic, prevent blockades, avoid accidents and loss of life, and diminish the loss of time and money due to the lack of observance of rules for the regulation of street traffic.

Members of the Police Force will strictly enforce the foregoing rules.

F. V. GREENE,
Police Commissioner.

and immediately had 100,000 of the folders printed and from then on, for more than seven years, I paid for all the printing used in traffic work, including the large placards for stables, garages and police stations and other public buildings.

At the same time, I proposed the first traffic sign ever to be used.

**SLOW MOVING VEHICLES
KEEP NEAR RIGHT-HAND CURB.**

RULES FOR DRIVING CAN BE OBTAINED AT ALL POLICE STATIONS.

General Greene said that this did not come under his department and that I would have to see the President of the Borough, Jacob Cantor. Mr. Cantor, who was most enthusiastic, immediately gave me authority but said also that he had no fund that he could call upon, so I ordered 200 of the signs on my own responsibility. However, the following day, Mr. Cantor's secretary called up and said they would like to have instructions as to inscriptions, and that they found they had a fund upon which they could call.

Excerpt from letter from Alfred Edward, Sydney, New South Wales, Australia, Nov. 13, 1903.

"I have your letter of the 1st of September last, and have perused the accompanying pamphlets with pleasure. As one of the articles is dated 1900, it would appear that the very necessary progress in regard to Traffic Regulation is exceptionally slow and altogether at variance with the ideas we have in regard to your "Go-Ahead-Nation."

What Mr. Edward said in regard to being slow is at variance with our ideas of what we are but I am afraid only too true.

New Haven, Conn.,
Nov. 16, 1903.

My dear Mr. Eno:

I congratulate you most heartily on the adoption of your rules by the

Police Department of the City of New York. After our last conversation, the result was not at all unexpected to me but I am none the less heartily pleased to see it put securely into black and white.

Faithfully yours,

ARTHUR T. HADLEY,
President, Yale University.

New York City,
Nov. 20, 1903.

My dear Mr. Eno: I have watched with a great deal of interest, your campaign for the regulating of street traffic, and have read all the articles appearing in the papers with great interest. I now have to acknowledge the "Rules of the Road" which you so kindly sent me, and congratulate you on attaining such a large measure of success after so much work on your part. I sincerely hope that the new administration will not allow the work which has already been done, to lapse, and that the proper regulations can be adopted and carried out, which will tend so much to the comfort of driving in the city, and also to the attending of its business interests. We have provided all our truck drivers with copies of the rules and have urged upon them the necessity of strictly living up to the letter and spirit of them.

Yours very truly,

ARTHUR CURTISS JAMES.

A plan for the Regulation at Large Gatherings such as the theater, opera and balls, published in 1900, was first put in operation on the night of November 25, 1903, and proved an immediate success.

The following day, Captain Piper called me on the telephone from Police Headquarters and asked if I had seen the New York Herald of that morning. I said I had not and he asked me to look on the first page. It seemed that he had put the plan into operation, without my knowledge but to my entire satisfaction. Not only the New York Herald but five other New York papers on that day gave extensive notices describing the success of the plan, saying that "in less than half an hour, the last of the opera goers were driven away in their carriages, where it formerly took an hour and a half."

This plan, with slight changes, is the one still in use. Since it was made, more theaters have been built and all the while, traffic has been increasing, and, of course, rendering the conditions more difficult to cope with. This was the first plan of its kind for the handling of traffic at large gatherings and has since served as a model. No new principles have

been advanced and only minor changes made. Plans for many of the other theaters are still unsatisfactory. Some can easily be improved while others are difficult of solution.

Quite as serious as the problem around the Metropolitan Opera House have become those at 34th and 42d Streets.

As we realize now that we cannot remedy some conditions, we should, in the future, use preventive measures. No theaters should be allowed to be built which have their respective exits and entrances close together.

The plan is here reproduced for its historical interest.

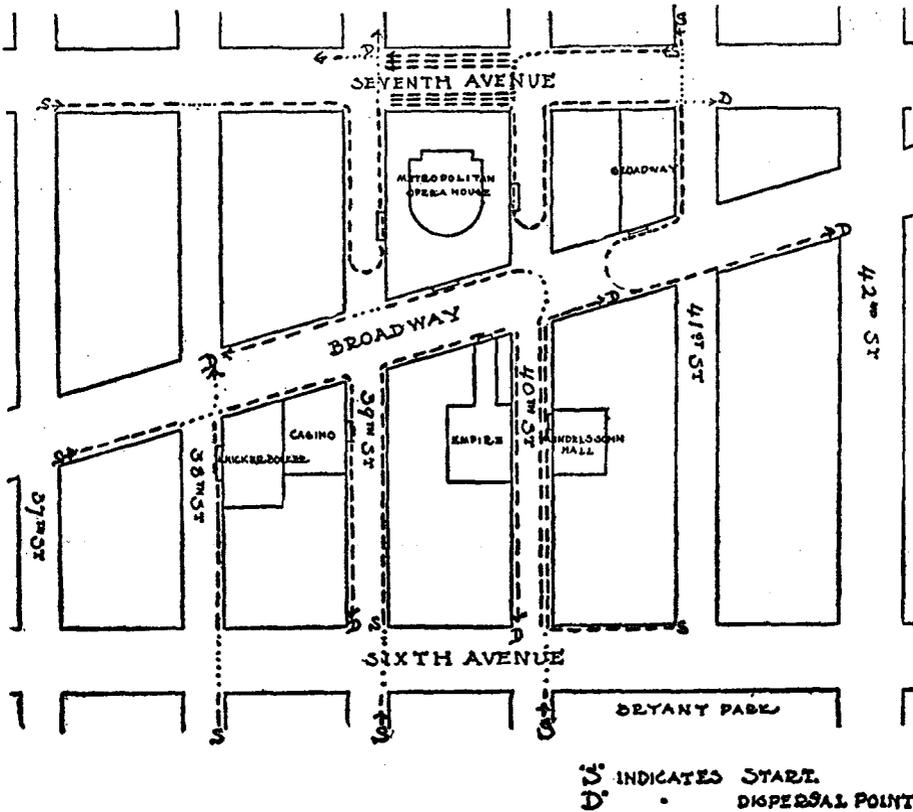
SUGGESTIONS FOR THE MANAGEMENT OF VEHICLES AT LARGE GATHERINGS

In the article published January 20, 1900, entitled "Reform in Our Street Traffic Most Urgently Needed," it has been said: "The management of vehicles at the opera, theatres and other entertainments should be carefully studied, and specially trained, expert and competent police assigned to such duties. Vehicles should never be allowed to set down or take up passengers on the left-hand side, but should always proceed in the same direction as the regular traffic of the street."

To proceed further, other general rules should be laid down to cover all cases and special ones for the opera, theatres and other entertainments in public places.

Waiting vehicles should approach the exit on the right-hand side of the street in single line. This line should be formed far enough away from the exit to prevent congestion of traffic near the door.

At balls and other entertainments where the guests leave at different times, the front of the line should be kept at least 50' back from the exit, so that vehicles in the line can be called out one by one, by number, and come to the front as required.



At the opera and at theatres, where the audiences leave practically at the same time, the first vehicle in the line should be at the exit at the termination of the performance. If the owners are not ready to take it promptly, it should be sent forward to come in again at the end of the line. After that the others should be allowed to block the way for not more than 15 seconds each and then come in again at the back of the line.

The most difficult problem to handle is that between 38th and 41st Streets, where the Metropolitan Opera House with three exits, the Knickerbocker Theatre, the Casino, the Empire Theatre, the Broadway Theatre and Mendelssohn Hall are located.

This locality has been selected to show what has been heretofore an almost hopeless tangle and how it can be straightened out.

The Opera and all these theatres do not always end their performances at the same time, but they are liable to overlap each other.

For the sake of argument it is assumed that they terminate simultaneously.

It will be seen by the diagram where it is proposed that each line shall form in single file for each particular exit, how it shall proceed to the exit and how it shall keep on to the point of dispersal.

A numbered check is now given to the driver and to the owner at the entrance, and on the reverse side of this check should be printed the necessary directions.

The form of a proposed check for the 39th Street exit of the Metropolitan Opera House is given as an illustration.

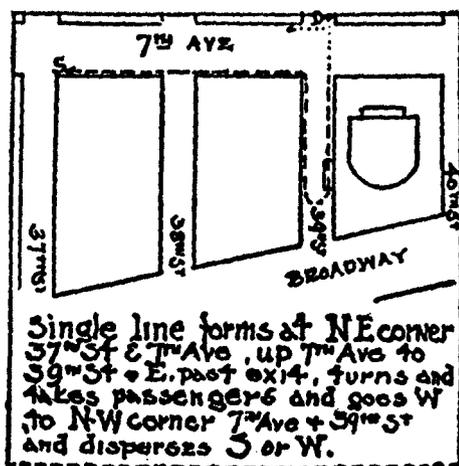
To further facilitate speed and convenience an employee of the Opera House or theatre should ascertain the numbers of, say, the first ten vehicles in line, and put them in order on a blackboard inside the vestibule, and

<p style="text-align: center;"> METROPOLITAN OPERA HOUSE 39th EXIT No </p>
--

CARRIAGE CHECK.

then get the next ten, and so on; or, better still, a keyboard, similar to that of a typewriter, manipulated from the sidewalk, with an indicator inside the vestibule, on which the numbers would show in order. By this arrangement those waiting would know of the approach of their vehicles and be ready for them.

There has lately been put in the Metropolitan Opera House a mechanical contrivance which accomplishes this very thing, but it takes two men to work it, whereas the one suggested in this article in 1900 could be worked by one man.



REVERSE SIDE CARRIAGE CHECK.

If the porte-cochères of the Metropolitan Opera House were taken away and the sidewalk from the 39th Street door to the 40th Street door, by the way of 7th Avenue, were entirely covered by a roof projecting several feet over the street, so as to cut off any drip, it would facilitate matters, as several vehicles could be filled at the same time. This would also make it easier for the people to get out of these doors and the ordinary use of the sidewalk would not be interfered with.

It will be seen by the diagram how 7th Avenue, between 39th and 40th Streets, could be used for vehicles standing where they could be easily found and taken by the owners. In good weather many prefer to have their vehicles stationed where they can find them without waiting for the line.

It is evident that all calling of vehicles would be unnecessary, except where the people come out at different times, as at balls and receptions, and by the use of a system of transparent numbers this also could be easily obviated.

This suggestion, made in 1900, would seem to be equally as valuable now as it was then, and would greatly add to the general comfort, especially on stormy nights. I can see no objection to the same plan being carried out at all the theatres, and the city should grant the necessary permits.

A few months after this article was written the electric carriage call was invented and put in general use. This has proved a most valuable device and would be more valuable if, whenever a line of vehicles extends

back for a long distance or around a corner, there were located an extra indicator so that it could be easily seen by the drivers on each portion of the line. Of course, the indicators could all be operated simultaneously from the same switch. In fact, the theatres should be obliged to erect as many indicators as the Bureau of Street Traffic thinks desirable.

If the proposed plan is adopted, doubtless improvements and changes will suggest themselves and result in a short time in a very simple and perfect system.

To successfully carry out this reform, at first an ample number of officers should be employed to form and keep the lines, prevent cutting in, etc., and keep the street intersections open. Soon the drivers would become accustomed to it and the number of officers be reduced, and finally probably fewer needed than are employed now.

The creation of a new office should be strongly advocated—that of Commissioner or Manager of Street Traffic. The incumbent should be a member of the police force. He should have under him an efficient staff of officers, all the bicycle police and all other police in control of the general traffic of the streets, and of vehicles at public and private entertainments.

It should be his duty to keep a record of every traffic accident and its causes.

To him notice should be given of private and public entertainments, and he should assign the necessary officers for management of vehicles and furnish them with a plan for the same.

To him all complaints should be made and he should be held responsible for all failures to furnish efficient service.

He should have control of all cab and truck stands, of the examination of drivers of numbered vehicles, including motormen and automobilists, and of the issuing of license cards.

He should see that the rules of the road are posted up in all public stables and at the cab and truck stands.

He should furnish special rules and regulations for vehicles at each theatre and place of public entertainment, and be empowered to enforce them.

In all cases he should be outranked only by the Chief Inspector.

The services that an efficient officer could render in such a position can hardly be overestimated, and his salary should be sufficient to procure the best talent."

It is a sad commentary on the intelligence of New Yorkers that they were unable to see what the theater situation was bound to be. There are in several locations now as many as ten or twelve theaters on a single block. Conditions are intolerable in getting to and from them. Already several of the newer theaters have been built away from traffic congestion and in the not far future it will be found advisable to pull down some of those already built and use the land for other purposes. Surely the city government should be able somehow to exercise measurable control to prevent such waste of money by those who have no foresight.

Conditions are similar now to what they were in 1903 in the theater district only of course worse on account of the vast number of theaters which have been allowed to be built there by the short-sightedness of city authorities. The only permanent remedy that there can be is a reduction in the number of theaters. Meantime, palliative measures may be taken by intelligent restriction of the storage of dead vehicles in the theater district and of stationing cabs where they can be summoned quickly by telephone or electric signal.

A plan of the district should be studied with the layout on tracing paper as was done in 1900 and the lines for approaching and departing vehicles decided upon. Staggering the hours at which the theaters begin may help some, but cannot help very much since it would be impractical to stagger them for more than a half hour, that is, from 8:15 to 8:45, and the same trouble, but worse, would be encountered at the close of the performances.

On December 2, 1903, I wrote to General Greene, asking him to increase the Mounted Traffic Squad. He replied on December 7, 1903.

Dear Mr. Eno:

Your letter of December second was duly received. After talking the matter over with Captain Piper, I have decided to make the Fifth Avenue Mounted Squad consist of a roundsman and five men, between Thirteenth and Fifty-ninth Streets, which will give posts ranging from seven to eleven blocks in length, and I think will improve the service in the handling of traffic on Fifth Avenue. The mounted men already have done excellent work, and I think it is proper to increase the force at the expense of the Park, where the necessity for their services at this season of the year is somewhat diminished.

Sincerely yours,

F. V. GREENE,
Police Commissioner.

Excerpt from Brooklyn Eagle, December 2, 1903.

"Eno Rules of the Road are of Interest to All:

Move on foot to have Mayor appoint a Commissioner of Street Traffic.

The hardest thing in this world to counteract is the inertia of official indifference. That this may be eventually accomplished is evidenced by the successful issue of the campaign waged for the last four years by William P. Eno in behalf of better laws for the regulating of street traffic. Mr. Eno has been successful to this extent: He has succeeded in having a set of rules drafted by him accepted by the Police Department. One hundred and twenty-five thousand copies of these regulations have so far been issued and appropriate signs have been made for distribution along the main thoroughfares of the city."

Excerpt from the New York Sun, December 2, 1903.

"Three years ago Mr. William P. Eno became interested in the subject of improving street traffic conditions and wrote several articles, which were published and commented upon, making suggestions as to how many improvements could be accomplished. Thousands of copies of these articles were also printed and circulated in pamphlet form and sent to the city officials, including the Aldermen and members of the Police and Fire Departments."

Boston, Mass.,
December 4, 1903.

My dear Eno: * * *

Few of the men with titles before and letters after their names (of which there are some few among us) will have accomplished so much practical good for their fellowmen as you have done in the way of improvement in the regulation of street traffic.

Very sincerely yours,

ASA P. FRENCH,
Attorney.

New York City,
December 8, 1903.

Dear Sir:

I have your letter of the eighth to the Committee on Street Traffic Regulations. I am glad that you are giving this matter such serious consideration. I think that the Committee which has been appointed by the Chamber of Commerce is looking into the whole subject and will render good and efficient work. I shall send your communication to the Chairman of that Committee.

Yours very truly,

MORRIS K. JESSUP,
President, Chamber of Commerce.

December 12, 1903.

My dear General Greene: The ordinances passed by the Aldermen come up at a public hearing Monday at 11:00 o'clock at the Mayor's office. They have been carefully gone over and I am sending you a list of the changes which seem necessary to free them from serious objections. If you will give me your efficient help once more, I think we can get the matter straightened out. A letter from you to the Mayor would strengthen his position, as he trusts very much in your good judgment. I have been intending to suggest, for your consideration, the advisability of your asking the papers to call attention to the signs now on Fifth Avenue and to the folders and to say that the instructions on the signs apply to all streets and that neglect to obtain the folders by drivers is inexcusable. A word from you in this connection will carry much weight.

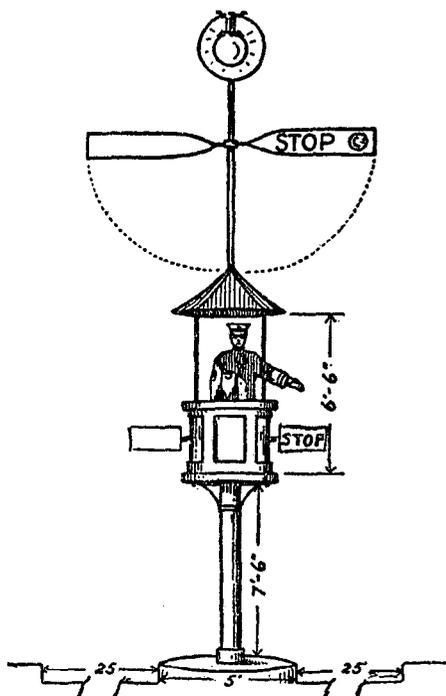
Yours very sincerely,

WM. P. ENO.

In December 1904, as we were having trouble getting drivers to understand the necessity of passing around the central point of intersection of two streets when there is room to do so, I suggested two forms of posts, one permanent and one removable to facilitate this. They were put in place almost immediately with excellent results and were the first markers for this purpose ever used.



These have been followed by improved devices from time to time, the latest being a central traffic crow's nest.



In January 1905, Rotary Traffic was adopted at Columbus Circle but badly installed and so it has remained in a place where, if properly laid out, it would give better satisfaction than any other plan.

Nothing really constructive was accomplished in 1905 under the then Police Commissioner.

On January 1, 1906, Major General Theodore A. Bingham was appointed Police Commissioner.

January 6, 1906.

"General Theodore A. Bingham,
Police Commissioner, New York.

Dear Sir:

I am sending you a pamphlet containing a synopsis of what was done in street traffic regulation, beginning six years ago and extending up to last January. If you are interested, the articles in the larger wrapper will give you a more complete knowledge of the development of the work and of its future uses. My relations with General Greene and Captain Piper were most cordial. I was very anxious to have the same relations with Commissioner _____ but found it impossible. I am sure I can

assist you to undo the mistakes made by Commissioner _____ and to perfect future traffic management. If you should wish to avail yourself of my services, please command me. I should, however, tell you that I am not looking for any position or personal advantage. I am sending you this without the formality of an introduction though we have many mutual friends. Assuring you of my wish to be of assistance to you personally as well as to perfect the work to which I have given so much of my time and energy, I am,

Yours very sincerely,

WM. P. ENO.

Police Department,
New York City,
January 7, 1906.

Dear Sir:

Your communication of January 6th, with enclosures, has been received and looked over with great interest. I am very much obliged to you and in the course of a little time hope to be able to make myself familiar with your work, which is very much appreciated and will receive from me active support so far as possible. I hope to have the pleasure of meeting you in the near future.

Yours very truly,

THEODORE A. BINGHAM,
Police Commissioner.

In 1907, Rotary Traffic was put in operation at the Arc de Triomphe in Paris, there having been an account of its adoption at Columbus Circle sent in a letter to the Préfecture de Police of Paris in hopes that it might be useful there. This led to its adoption.

On May 26, 1907, I wrote a pamphlet entitled "How to Improve City Car Service." A review of this at the present time shows that there is a good deal in it that could be made useful now. The traffic noise question was discussed in it and this is believed to have been the first printed matter on the subject.

On June 8, 1907, I published an article entitled "The Taximeter Cab." This was my first article on this subject which was taken up more seriously in 1912 or 1913.

July 12, 1907.

Professor Henry W. Farnam,
Yale University, New Haven, Conn.

My dear Professor Farnam: Many thanks for your kind letter which I found here on my return from New London. I heartily appreciate your words of encouragement. It is rather a new field which I have taken up

but complete success comes slowly and needs patience and perseverance. Street traffic conditions have improved and I hope to see a perfect system before long. The pamphlet which I sent you may be of use now that the Public Utilities law has been passed which enables the Commissioners to exact efficient service and locates the responsibility upon them, but we must not forget that there are two interests at stake and that we must pay the car companies a fair compensation to enable them to furnish efficient service without loss, or we will be up against the proposition of having roads run by the government and managed by the kind of talent and ability measured by the petty salaries paid its employees. No greater misfortune could happen and there would practically be no redress. The only way to treat this and kindred subjects is by educating the people up to what they have a right to expect; and also to the fact that the companies must be treated fairly and be paid a fair price for services rendered. Street Traffic regulation and efficient service by the city car lines are only two of the subjects which I have in mind, but one cannot know until he tries how much work and careful minute study it takes to accomplish anything. The little I have accomplished in the last seven years has almost precluded everything else from my mind and from my ability to do other work.

What an advantage it would be if a Great Grand Central Station for the N. Y. N. H. & H., the N. Y. C., the Harlem, the Penn. and the L. I. Railroads were located above the Harlem River, and all the roads radiating from it with the tracks passing under the Hudson and the East Rivers. To get to this great station, there should be two loops, one within the other. The inside loop should go from the station down to where the present 42d Street Station is and the trains should make no intermediate stops. On the outside loop, the trains should stop about every mile. (If the present subway had not been built this outside loop could have run down to City Hall Park, the loop proper being under the park.) These loops should pass under the Harlem River and underground to 42d Street. The way they would be used would be as follows: passengers would go to the nearest station, buy tickets, check luggage and get into first train and change at the Great Grand Central Station above the river to their railway train. The luggage would be put on trucks, and the trucks wheeled onto open platform cars and distributed above to their respective railroads, and the whole scheme reversed for incoming passengers. The work that has been going on at 42d Street Station and the property that has had to be bought will cost much more than my plan and is outgrown before it is completed, and we are practically bottled up and limited by the size of the bottleneck. Putting the tracks underground all the way from the 42d Street Station to above the Harlem River would eliminate from Park Avenue the obstruction caused now by the elevated roadbed, and immensely enhance the value of real estate to the East of it which is now practically cut off. The delay to traffic caused by a draw-bridge would also be done away with.

In taking up the subjects you have enumerated in your letter, we have:
 1. "Getting in and out of trains." The present method is simply stupid and the one you suggest the only proper one except at a terminal where both doors should be used to discharge passengers. 2. "The planning of railroad stations." It seems as though the railroads must have offered prizes for the worst plans and awarded them to the proper persons. 3. Of course, "the connection between railroads and all city car lines" should be made under cover where practical and it is nearly always practical if the whole thing is planned out together instead of piecemeal. 4. "Approaches to Stations." Is there any government in the world except ours that would permit a railway station in a large city to be built without a plaza for carriages?

When New York was laid out, too many streets were run across town and not enough lengthwise and we wonder now at the lack of foresight that almost everything that is being done now discounts the stupidity of our ancestors. It has occurred to me that sometime we should have a chair of say, Public Utilities, or called perhaps by some more comprehensive name at Yale and that it should have to do not only with equipping the students of Yale with a knowledge of how to meet the practical questions of the day, but be supplemented by a publication for wide distribution to educate the people at large and make them think. Most all of these problems are, at the start, simple enough, but become complicated through the mistakes that are constantly going on.

Very sincerely yours,

WM. P. ENO.

While Mr. Frederick H. Bugher, Deputy Police Commissioner in Charge of Traffic, was in office, I spent a large portion of my time with him at headquarters. When he gave up his duties, I was extremely sorry because we had cooperated effectively.

Police Department,
 New York City,
 Nov. 20, 1907.

My dear Mr. Eno: Yours of November 18th has been received and your kind words are greatly appreciated. Of course, I am interested in all phases of the traffic question which is such an important branch of the police work and your interest in it is also greatly appreciated. I will send your letter to Captain Bugher, Second Deputy Commissioner, who has charge of traffic and shall be very glad to look over the papers described in your letter. I will let Captain Bugher make an appointment for us both with you.

With high regards, believe me,

Very truly yours,

THEODORE A. BINGHAM,
Police Commissioner.

Sydney, N. S. W.,
Australia,
Dec. 3, 1907.

Excerpt — Our experience is similar to yours that politicians, etc. are more anxious to do that which will retain their seats and personally benefit them than to seek improvements for the public interest. The only *just argument* for reduced fares is that the increased patronage will show better profits.

ALFRED EDWARD.

How true these words are and what a curse politics have been, and will continue to be, in any country unless we can induce a better type of citizen to accept these offices of trust.

The same year, I had taken up the Street Sprinkling abuse and got it stopped and a satisfactory system substituted for it.

In June 1908, I received the following letter from Mr. Herbert C. Leeds:

Bar Harbor, Maine,
June 2, 1908.

Dear Mr. Eno: Thank you very much for the trouble you took to send me the street regulations, etc. I have read them with much interest and approval and I am now at work on a scheme by which I can get it presented in a proper way before the Boston authorities in the hope some good may come of it.

With renewed thanks for your trouble, I am,
Yours very truly,

HERBERT C. LEEDS.

This led up to Boston sending two members of their Committee to New York to discuss traffic with me. I introduced them properly and gave them every facility recommending strongly that they adopt the New York regulations without change before attempting to make improvements. They returned to Boston having agreed to this, but in about a month I received a long cumbersome set of regulations of many pages which did much to confuse and little to help.

In September 1908, Major Charles A. Benton, Mr. S. W. Taylor and I, after talking to Deputy Commissioner Bugher, asked Commissioner Bingham to allow us to take to the Empire State Fair at Syracuse a detachment of thirty men with thirty-one horses. They gave a splendid demonstration of their wonderful efficiency.

Major Benton undertook to buy the horses for the Traffic Squad and put them in on a proper basis. That he succeeded was strongly evidenced

by the showing at Syracuse. Unfortunately, the horses of the Mounted Squad have not ever been so fine as they were at that time.

Following the trip to Syracuse, the State Fair Commission decided to present a flag to the New York Traffic Squad. Later, others were presented, one from Deputy Commissioner F. H. Bugher, one from the New York Team Owners' Association, one from the Wallabout Market Merchants Association, Brooklyn, etc. definitely showing that the Traffic Squad, by their excellent work had become tremendously popular.

Finding that the Magistrates were rather mixed up on the Rules, Ordinances, etc. and did not know where to look for them, I devised and had printed a card of legal references, issued by the Police Department, showing exactly where each and every rule or recommendation could be found.

POLICE DEPARTMENT OF THE CITY OF NEW YORK

FEBRUARY 8, 1909

LEGAL REFERENCES

RULES FOR DRIVING AND THE REGULATION OF STREET TRAFFIC

ABBREVIATIONS

City Charter C. C. Penal Code P. C.
Sanitary Code S. C. City Ordinances. C. O.

TRAFFIC REGULATIONS.		LEGAL REFERENCES.
Read First		Sec. 315 C. C. and Chap. 12, Sec. 472 C. O. refer to entire folder. Sec. 8 S. C. and Chap 12, Sec. 470 C. O. refer to a large part of the folder. Chap. 12 is referred to in the ordinances unless otherwise specified.
Art. I.	Sec. 1	Sec. 435 C. O.
	" 2	" 436 " and Sec. 1455 C. C.
	" 3	" 437 "
	" 5	" 439 "
	" 6	" 440 "
	" 7	" 441 "
	" 8	" 442 "
	" 9	" 443-444 C. O.
	" 10	" 445-447 "
	" 11	" 471 C. O.
Art. II.	Sec. 1	Sec. 451 C. O.
	" 5	" 458-459 C. O.
Art. III.	Sec. 1	Sec. 449 C. O. and Sec. 432 P. C.
	" 2	" 448a C. O.
	" 3	" 450 "
	" 4	" 443-447 and 471 C. O.
	" 5	" 471 C. O.
	" 6	" 471 "
	" 7	" 471 "
	" 8	" 471 "
	" 9	" 471 "
Art. IV.	Sec. 1	Sec. 454-456 C. O.
	" 2	" 457 C. O.
Art. VII.	Sec. 3	Chap. 13, Sec. 529 C. O. (Special Penalty)
	" 5	Sec. 464 C. O.
Art. VIII.	Sec. 1-2	Sec. 471 C. O. and Secs. 655, 668 and 669 P. C. Laws of New York, 1866, Chap. 469, Sec. 7.
Art. X.	Sec. 1	Sec. 474 C. O.
Penalties		Sec. 475 C. O.

Yale University,
New Haven, Conn.,
June 1, 1909.

My dear Mr. Eno: I have read with great interest the articles which you have been kind enough to send me. When you began a movement for traffic rules, it seemed a hopeless thing to get New York City—and a number of other cities, St. Louis for example—into the greatly improved condition in which they are at present. You have taken up an even larger undertaking in trying to put the Police Department on a proper basis. Your success in the first of your tasks ought to be an encouragement to us all for hopefulness about the second.

Faithfully yours,

ARTHUR T. HADLEY,
President of Yale University.

Graduate School of
Yale University,
New Haven, Conn.,
June 26, 1909.

My dear Eno: I thank you for your literature on the Street Traffic. You have done a splendid work in this line and deserve the thanks of all good people. Here in New Haven they have had your rules in force for several months and I find it much more comfortable myself in driving to have such rules enforced.

Yours very truly,

ANDREW W. PHILLIPS,
Professor of Mathematics.

In June 1909, I published my first book on traffic, entitled "Street Traffic Regulation." A copy went to every member of the Traffic Squad and to many officials and some to foreign countries. I am reproducing Preface and Introduction.

PREFACE

The work of which this volume treats was begun in 1899. A complete history since its beginning has been kept in a series of scrap books comprising all the data that could be obtained from other countries, besides local articles, clippings, letters, photographs, cuts, etc. It was at first taken up because of personal realization of needless inconvenience through the blocking of streets by ungoverned traffic and difficulty in getting carriages at the opera and theater. Its usefulness in saving life, time and money became so apparent that it has since interested me absorbingly.

The greatest difficulties I met with, in my unofficial capacity, were the

indifference and ignorance of city officials, and their slowness in realizing their duties in regard to the development of a thing that was new to them, and I have often been forced to be disagreeably insistent in order to accomplish anything at all.

It took several years to get traffic regulations started, but shortly after that had been attained, a change of administration upset the most important part, and it became a choice as to whether to abandon what I had given so much effort to accomplish, or to try to bring it back again to where it had been. I chose the latter. It has now progressed far beyond that point. The work on the streets is carried on by an exceedingly well trained and faithful body of men. The office organization however, is sadly undeveloped, lacking a complete system for the keeping of records. There is still much to do in simplifying and improving special regulations. The granting to the Police Department of ample power of summons and complaint is absolutely necessary to avoid useless hardships to citizens and waste of time by the police officers.

I am more fully aware than any one else how imperfect and incomplete is this book. Much of it has been rewritten several times as my knowledge has increased. I have decided, however, to publish it without waiting any longer, as something of the kind has been sadly needed, and there is no other work on the subject. * * *

WILLIAM PHELPS ENO

June 3rd, 1909.

INTRODUCTION

Regulation of street traffic was unknown in New York up to January 1900. Although traffic was much less than now blockades were frequent throughout the city. Many unnecessary hours and often the greater part of a day and night were consumed in transporting merchandise from point to point, especially in the downtown shipping districts. Charges were increased proportionately with the time consumed. Conditions were execrable so far as time, economy, comfort and safety were concerned, and the police, without systematic direction, were powerless and in fact practically at the mercy of the mob. Collisions between policemen and truckmen, cabmen and others were of common occurrence, and it was only by resort to the "night stick" that in many instances blockades could be cleared away.

When I began this work ten years ago there was no Bureau of Street Traffic, no Traffic Squad and not one officer employed on street traffic

duty. As the police manual says: "It may well be doubted now whether the business of New York could get on without the Traffic Squad. It is vital to the life of a great city that its life-blood, namely traffic, should circulate." The work has so increased that it has already become necessary to organize it in 4 precincts as follows:

- A. At City Hall, Manhattan.
- B. At 36 E. 9th St., Manhattan.
- C. At 1 E. 27th St., Manhattan.
- D. At 118 Waverly Avenue, Brooklyn.

The Traffic Squad, proper, on December 31, 1908, consisted of 680 men. To these should be added the detail of 32 men to the License Squad, really traffic duty, and of 31 from the Bridge Squad for traffic duty at theatres, making in all 743 men or about 7½ per cent of the whole Police Force. Of this number, 138 men are mounted and 18 are on bicycles. All policemen when on the streets should attend to traffic duty when emergency or necessity requires, so that really a much greater part than 7½ per cent of the police work is devoted to Street Traffic Regulation, which has now become of more importance than any other one thing that the Police have to do with. It is a question for the future whether or not there will be a part of the Police Force designated as the Traffic Squad. *Traffic regulation, to a greater or less degree, is the duty of every uniformed officer; the only members of the force who have no traffic duty are the ununiformed detectives.* The creation of the Traffic Squad outside of its relation to special work has done a great deal of good in bringing to the front a new and better average type of policeman.

Unless the height of buildings is regulated by law, or by taxation in proportion to their height, or by a combination of the two methods; unless a complete plan for underground rapid transit, sewers and pipe galleries be adopted, before more obstructive subway work is undertaken, no street traffic rules or regulations or enforcement of them can possibly provide for the natural increase of surface traffic, either on the sidewalks or on the roadways of New York City.

What would have cost practically nothing but a little forethought, a few years ago, will now require tens, and, if continued, hundreds or perhaps thousands of millions, eventually.

It is the old story of "a stitch in time saves nine," and it is also a serious reflection on the intelligence of the citizens of New York that they have not sooner taken sufficient interest in these matters of civic government and, by

blotting out corrupt politics and appointing decent men, and running their city on business principles, avoided such costly blunders.

Cambridge, Mass.,
July 17, 1909.

Dear Mr. Eno: Just as I am starting for a professional trip west, I have received your letter of yesterday. I want at least to acknowledge it, however, as I shall be absent for a month or more. Let me tell you that I appreciate your comment on the city planning work that some of the landscape architects are trying to do. There are many things in municipal conditions to discourage one and yet, personally, I am very optimistic. I expect a steady and definite progress and I am going to do all I can to help it on. I am particularly glad to get in touch with men like you, who are studying with such good results certain parts of the general city planning problem, for I feel that I must depend upon such studies by others, as I cannot hope to make them myself. I am constantly running up against the traffic and street problem in both old and new forms, and I am sure that when your book appears, we shall all feel that a wiser and better policy will be outlined and made available.

Yours sincerely,

JOHN NOLEN,
Landscape Architect.

New York World — Sept. 26, 1909.

Police Work Almost Perfect in Handling of the Multitude. Five thousand men find vast crowds easy to manage and heads of Department keep constantly in touch with Bluecoats along river shore.

The Police Department crowned itself with glory yesterday. Never in the history of the city has a multitude been handled so admirably as were the millions who lined the shores of Staten Island, Brooklyn, Manhattan and the Bronx while the parade wended its way from Kill van Kull to a point off Dyckman Street. Not a bluecoat among the five thousand on duty, from Chief Inspector Max Schmittberger down to the doormen guarding the patrol wagons carried a baton or night stick and throughout the day not a solitary case of roughness was reported against the police.

Princeton, N. J.,
Oct. 9, 1909.

Dear Billy: Many thanks for copy of your book on "Street Traffic Regulation." I have examined it with a great deal of interest. When I recall the lack of system in the regulation of street traffic which prevailed twenty years ago, I appreciate how much you have done both to expedite traffic and to make life in the city safer and less disagreeable. Perhaps

those of us who go to New York occasionally from quiet country places understand it even better than the people who live in the city.

Yours faithfully,

FRANK FROST ABBOTT.

Excerpt — "You certainly are to be congratulated on the results of your efforts, for you worked against tremendous odds, and a provincialism that is one of the most singular characteristics of this city. You have won, however, and you must feel happy over the outcome."

Oct. 9, 1909

GHERARDI DAVIS,
*Formerly First Deputy Commissioner,
under Commissioner Bingham.*

Yale University,
New Haven, Conn.,
Oct. 11, 1909.

My dear Mr. Eno: I am particularly obliged to you for sending me your book on the regulation of street traffic. I have looked it over already with much interest. It seems to me that you have done a most important piece of work. It is a great thing when a man can take up any one field, no matter how small, and become the recognized authority in it. This you have done, and Americans in general and New Yorkers in particular owe you a hearty vote of thanks.

Sincerely yours,

ANSON PHELPS STOKES, JR.,
Secretary, Yale University.

Westminster School,
Simsbury, Conn.,
Oct. 12, 1909.

My dear William: Your work on Street Traffic Regulation is received and I am very grateful to you for remembering me in your distribution of copies. It will be helpful and illuminating to the traffic squad of New York. At the same time, to me it is an interesting study of the machinery, for which you are largely responsible, that enables rural visitors like myself to walk or ride with safety among your teeming millions. I congratulate you on the success of your mission and the clearness with which you present your history and plans for future development to your readers.

Very truly yours,

W. L. CUSHING,
Head Master.

Boston, Mass.,
Oct. 12, 1909.

My dear Will: I am very much obliged to you for "Street Traffic Regulation." I am proud to be a classmate of its author. Weighed against

Browning's works, for example, I think it is fair to say that it will do much more good in the world.

Sincerely yours,

ASA B. FRENCH.

Yale University,
New Haven, Conn.,
Oct. 12, 1909.

My dear Mr. Eno: I have more than once expressed my enthusiastic approval of the work which you have done and are doing for sensible and practical methods of street traffic regulation. Anybody who compares New York today with New York a dozen years ago will see the difference. Anybody who knows the inside history of the matter will understand how much of that difference is attributable to Mr. William P. Eno.

Faithfully yours,

A. HADLEY,
President of Yale University.

Brooklyn, New York,
Oct. 13, 1909.

My dear Mr. Eno: Your book on Street Traffic Regulation is a great credit to your ability and long continued effort in the interest of the City of New York. The majority who read and study it, will appreciate only the results of your labor. To me the book is a record and history of many hard fought battles: Fights against stupid, ignorant opposition; fights against political pull; fights against tradition and fights against custom. The people little know how long and how persistently we fought the opposition which arose with every new step we took, but in your book almost every paragraph, to the initiated, is a record of one more fight won. The City owes you a debt of thanks (which you will never receive) for the great assistance you have rendered the several city officers who have from time to time taken an interest in better traffic regulation. It owes you a debt too, for the time and money you have so freely given in this traffic work. The placing of a concise set of regulations in the hands of drivers and police; the cautionary signs for slow moving vehicles, and the mounted police regulating traffic are monuments to your energy and intellect, and you should be proud of the architecture and position of these monuments.

Wishing you even greater success in your efforts abroad, I remain, with many thanks for the copy of the Regulations,

Sincerely,

ALEXANDER R. PIPER,
*Captain, U. S. Army, Retired,
Formerly Deputy Police Commissioner,
in Charge of Traffic.*

303 North Street,
Buffalo, N. Y.,
October 14, 1909.

Mr. W. P. Eno,
1771 N Street, Washington, D. C.

My dear Sir:

I have just been looking over your book on Street Traffic Regulation of which you were good enough to send me a copy, and it reminds me how deeply the city of New York—and through it, all the large cities—are indebted to you for the persistent, intelligent and well directed efforts which you have made for ten years past to improve the traffic conditions on crowded thoroughfares. The traffic regulations of the Police Department were first issued in 1903, when I was Police Commissioner, at your suggestion and in accordance with the recommendations of Deputy Commissioner Piper whom I had sent to London to study the problem there. These regulations have never been revoked but have been modified and improved, with increased experience, until now the traffic is regulated in a manner befitting a city of its importance; and the slim young patrolman on his well groomed horse is now one of the best known and most popular sights in the city. It is impossible to imagine, now, the existence of traffic without the regulations. Their suspension for an hour during the busy part of the day would result in blockades involving large financial losses and would probably precipitate a number of riots.

The plan for street traffic regulation owed its inception to you, and you have followed it up consistently and persistently to its present almost perfect development, and in so doing, you have conferred a benefit upon New Yorkers, and the dwellers in other large cities, of very large proportions. I beg leave to congratulate you heartily upon the success of your efforts.

Sincerely yours,

F. V. GREENE,
Maj. Gen. U. S. A., (Retired)
Police Commissioner of New York City
when the work was started.

New York City,
Oct. 15, 1909.

My dear Mr. Eno: I am very sensible of your kindness in sending me a copy of your book on Regulation of Street Traffic. You could not send it to many who are more appreciative than I am of the excellence and importance of the work which you have done and of which this book is the striking record. The wonderful advance which our city has made, since this century opened, in the control of the movement of vehicles in our streets has been a source of civic pride to everyone, from the humblest to the highest. It is well to let this little world of New York City have some idea of how and by whom this good work was done; it will stimulate others to the like, quiet, unostentatious but dogged labor for the bettering

of other unsatisfactory conditions that surround us. You have deserved well of the Republic.

Sincerely yours,
EDWIN D. WORCESTER.

Washington, D. C.,
Oct. 22, 1909.

Dear Mr. Eno: Please accept my warm thanks for, and my congratulations upon, your book. It is very good of you to think of me. I have been in New York a number of times during the past year, and each time, I have felt that the splendid showing of our traffic policemen is practically due to you.

Very sincerely yours,
W. H. WILMER,
Later Head of the Wilmer Foundation.

Washington, D. C.,
Nov. 4, 1909.

Dear Mr. Eno: I wish to thank you for your very interesting, instructive and valuable work on Street Traffic Regulation, a copy of which I found at home a few days since. It is full of suggestion on the subjects of which it treats, and cannot fail to be of great service to all cities that have the traffic problem to contend with. Every person who has occasion to use the streets of any of our cities is indebted to you for what you have done, and what you will do through the influence of this book and the future development of plans along the same line. Congratulating you upon the success which you have thus far obtained under difficulties that would have discouraged most men, I am,

Sincerely yours,
CHARLES D. WALCOTT,
Secretary, Smithsonian Institution.

Police Department,
Traffic Branch,
Sydney, N. S. W.,
Nov. 5, 1909.

Dear Mr. Eno: I am in receipt of six copies of your book on "Street Traffic Regulation" and desire to thank you for your kindness and courtesy.

So far as my knowledge goes, this is the only record upon the subject and must have entailed a very great amount of personal labor in its compilation.

The comprehensive history of the progress made since 1900 shows the great difficulty which exists in the principal city of America in introducing a reform, even when like that of Traffic, the necessity for reformation was obvious to a casual observer.

It also shows, however, what a wonderful city New York must be, from the fact, that between 1900 and 1908, the Traffic Staff increased from nothing to over 750 men, 138 of whom are mounted on horses and 18 on bicycles. * * *

I trust that your trip to England will be enjoyable, and if you see anything regarding traffic, or motor traffic control that you consider of importance, I shall be pleased to hear about it.

With thanks and kind regards,

Yours faithfully,

A. EDWARD.

CHAPTER II

First Trip to Europe on Traffic Control

On September 15, 1909, I sailed on the Mauretania. On reaching London, I called at New Scotland Yard. My book, "Street Traffic Regulation," just written, was my introduction. The Commissioner was absent but his secretary, Mr. Suffield Mylius, received me with great courtesy, also Superintendent Bassom, who had direct charge of traffic. They were kind enough to show me everything about the Yard and to go around with me to study traffic. I witnessed the examinations of drivers of public vehicles. Details of all I found worth studying there are contained in my scrap books and not given here as they probably would not interest the general public and space is lacking.

New Scotland Yard,
London, England,
Sept. 21, 1909.

Dear Mr. Eno: Many thanks for the book which I shall read with great interest. If you will call again between two and three on Thursday afternoon, I shall be glad to help you as far as possible, as also will be Superintendent Bassom in charge of the Public Carriage Branch. Believe me,

Yours sincerely,

SUFFIELD MYLIUS,
Secretary to the Commissioner.

New Scotland Yard,
Sept. 21, 1909.

Dear Mr. Eno: Thanks for book safely received. I am only too pleased if anything I have explained is likely to be of any service to you.

Yours faithfully,

A. BASSOM,
Supt. in charge of Traffic.

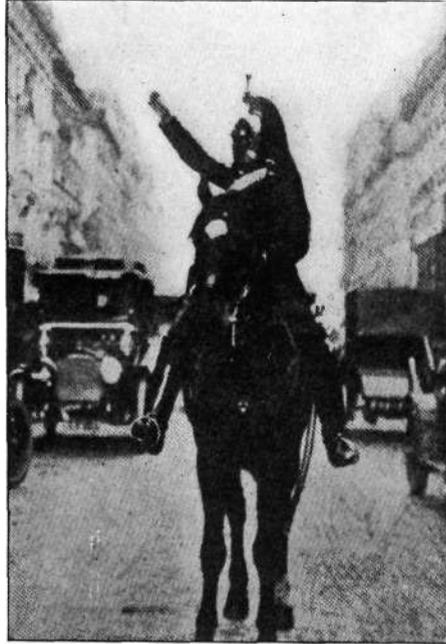
About the 1st of November 1909, I reached Paris and went to the Westminster Hotel on the Rue de la Paix. From there I sent a copy of "Street Traffic Regulation" to M. Louis Lépine, Préfet of Police, and one to Dr. Bertillon of the Identification Bureau. Dr. Bertillon was known the world over for his identification system. I sent these books by hand.

Within two hours after the books were received, I heard from both of these gentlemen, asking me to call. M. Lépine requested me, if convenient,

to come "day after tomorrow at ten o'clock to the Préfecture." He enclosed with his note some theater tickets which he said he hoped I could use, and these were followed during the entire time I was in Paris, every day or two, with others.

Dr. Bertillon wrote that he would be glad to see me any day after three o'clock.

When I called on M. Lépine, he apparently had his whole staff with him. I think there must have been about twenty high officials. We went over the book together, he saying, directly, that he was going to put in One-Way Traffic streets and employ the Mounted Municipal Guard as Mounted Traffic Policemen. I said I approved of the One-Way Traffic Streets but not of the Mounted Policemen until both horses and men were trained for the work. However, he put them on and kept them on for about two years. The Guards hated this work because they thought it was not the work of soldiers. At the present time, 1939, there are about fifteen mounted policemen on traffic work in Paris but the Mounted Municipal Guard is there to help out at any time in a traffic or any other kind of emergency.



Mounted Traffic Officer in New York and Mounted Municipal Guard in Paris

M. Lépine said that he had the regulations in the book translated and wanted me to go over them to see if there were any changes or improvements that I could suggest. These I took with me. Before I left, M. Lépine asked if he could do anything for me and I said I had been in London to study the public carriage service there and wanted to do so in Paris and anything he could think of that would be helpful would be thankfully accepted. He thereupon ordered Inspector Parris of the Sureté Service to report to me at my hotel each morning. Inspector Parris spoke English and with him, I saw everything; attended examinations for drivers, both public and private; went to the Pound, and collected all the printed data they had, a great deal of which is most interesting and should be of value to traffic students in this country.

I met at the Préfecture, M. Joltrain, Inspecteur Divisionnaire de la Circulation et des Transports, whom I afterwards was to meet many times, both at his office and when he came to see me at my hotel and to drive me around to inspect difficult traffic problems.

On many other occasions, before I left, I saw M. Lépine at his office and he took an unexpectedly great interest in the work I was doing. On November 18, 1909, I called on Dr. Bertillon. He spoke English to me and then I spoke French to him, rather poor French I admit, but he seemed to think it was better than his English so we continued in French. He spent a whole afternoon with me, showing me the method of taking measurements and finger prints and his little Museum of Crime. Before I left, he said, "Mr. Eno, before you leave, I would like to ask the favor of allowing me to take your photograph in the criminal chair," and so he did. The photo-



Photograph of the author taken by
Dr. Bertillon himself

graphic arrangements they had at that time for criminal purposes were very much in advance of what we had in America and therefore interested me. I still have this photograph and it is the only good one, I think, I ever had. I never saw Dr. Bertillon again.

Dr. Bertillon, as mentioned before, was known the world over for his original researches in the identification of criminals and the outstanding figure in that profession.

He made a remark to me that I have never forgotten. He said, "Mr. Eno, I am sorry for you." I asked him why. He said, "Because you are trying something new and so did I."

When I went back in 1910, he was out of town and in 1912, I was so occupied with traffic activities that I did not go to see him but I wrote as follows:

Grand Hotel,
Paris,
July 27, 1912.

My dear Dr. Bertillon: I remember with pleasure your courtesy to me on a previous visit to Paris, and how you were interested because I had undertaken a specialty and that you took the only good photograph of me I ever had. When I was here in 1910, I wished to call on you to pay my respects but was so busy that I went away without the chance to do so. I have been in Paris since April 26th, working every day on the same thing and am leaving on August 3d for America. I am sending with this a little book which will explain itself. The work is now started in the right way and will succeed if the authorities only follow the directions given them for a few months. After that, the results will assure its continuance. I am writing in English because I do not write French easily, and I also remember that on my visit to you, you spoke English. Should I not have the opportunity of paying my respects to you before my departure, I beg that you will accept the assurance of my great admiration for you and for the important work you have accomplished. No one who has not devoted himself to a specialty for the public good can fully understand what a self-sacrifice you have made in combatting public opinion and official ignorance and incompetency. Such ability as yours with the same perseverance, would have made you a very rich man had you given your life to selfish ends.

With great respect, I beg to remain,

Very sincerely yours,

WM. P. ENO.

Préfecture de Police,
 Direction Générale des Recherches,
 Service de l'Identité Judiciaire,
 Paris, Aug. 1, 1912.

Mon cher Monsieur Eno

Moi aussi j'ai conservé un souvenir très vivace de votre visite, la première, dites vous, que vous ayez faite lors de votre arrivée à Paris. J'ai suivi avec intérêt vos efforts pour régulariser la circulation et j'ai admiré les résultats que, progressivement, vous avez obtenus. Je ne me suis pas contenté d'admirer, j'en ai profité mois-même comme tous les Parisiens. Dix fois peut-être vous m'avez sauvé la vie par vos réglemens si bien compris de la circulation. Je suis, en effet, malheureusement arrivé à l'âge où il ne faut plus compter sur le coup de jarrêt spontané qui, au dernier moment, vous sauvera de votre inattention. Grâce à vous, réglemens, où je suis passé maître, je sais en effet à l'avance le trajet que mes ennemis, automobiles ou hippomobiles, sont désormais astreints à suivre.

Jugez si je vous suis reconnaissant de ce résultat et combien la lettre aimable que vous avez bien voulu m'écrire m'a rendu fier.

Veuillez agréer, Mon Cher Monsieur Eno, l'assurance de ma très haute considération.

A. BERTILLON.

P. S.—Puisque vous avez conservé un si bon souvenir de votre portrait signalitique, je me permets de vous en adresser deux nouvelles épreuves.

I had known, for many years, M. Philippe Bunau-Varilla, who succeeded de Lesseps as Chief Engineer of the Panama Canal. He it was who engineered the little rebellion in Panama from the Waldorf-Astoria in New York and informed President Theodore Roosevelt what had been done, intimating that it was then the proper time for him to take action since Colombia had been playing fast and loose, and anyway, Colombia was separated geographically from Panama by an almost impassable range of mountains. Therefore, the relations between the two were of no great advantage to either country. After the revolution, M. Bunau-Varilla, although a Frenchman, was sent by the Government of Panama as her first Minister to the United States. The treaty by which the United States took over the Panama strip from Panama was the Hay-Bunau-Varilla treaty which now hangs in M. Bunau-Varilla's den in Paris with the pen under it with which the Treaty was signed.

To go backwards slightly, after I had been to see both the Préfet of Police and Dr. Bertillon, M. and Mme. Bunau-Varilla invited us to dine with them. The Maurice Bunau-Varillas were also there as was M. Hugues Le Roux, later Senator, who was then one of the editors of the "Matin" which belonged to the Bunau-Varillas. They proposed that a campaign

should be made by the "Matin" on traffic, and assigned M. Le Roux to assist me. M. Le Roux and I then proceeded to go around Paris together to study the problems, and we also went several times to see M. Lépine before he wrote the first article in the "Matin" which appeared on November 23, 1909. This article was followed by many others, not only in the "Matin" but practically in every paper in Paris and some in other French cities, so that I became well known almost immediately. Not only the papers gave the work publicity but several of the Variety Shows took it up after I left. I was deprived of the pleasure of seeing them but read a description of one which had me dressed like Uncle Sam, giving traffic pap to M. Lépine out of a bottle. There were many interesting young ladies on the stage, dressed up as horses being driven by young men with reins and whip in hand.

Sometime in November 1909, I went to the office of the "Matin" where I found M. Wm. H. Dumont, Secretary to M. Hugues Le Roux. M. Dumont worked with me for many years and still does, as he represents my traffic interests in Paris. He translated not only practically all my articles for newspapers and magazines there but also my book, written in 1912, entitled "Le Problème de la Circulation."

Before leaving Paris, I received several notes from a gentleman, a member of the Municipal Council, which I herewith give. Two of these were forwarded to me after I returned to America.

République Française,
Ville de Paris, Conseil Municipal,
Paris, le 24 Novembre 1909.

Monsieur: Ne pourriez-vous me communiquer un exemplaire de votre code de la circulation? Je m'occupe beaucoup de cette question au Conseil Municipale de Paris, et je serais très heureux de connaître vos travaux. Avec tous mes remerciements, je vous prie d'agréer, Monsieur, mes salutations pressées.

E. M. _____
*Conseiller Municipal de Paris,
Conseiller Général de la Seine,
Directeur de La Patrie et de
La Presse.*

République Française,
Ville de Paris, Conseil Municipal,
Paris, le 26 Novembre 1909.

Cher Monsieur: Je suis, officiellement, chargé depuis mardi, par le Conseil Municipale, de faire un rapport général sur la circulation. Vous seriez bien aimable de m'envoyer, aulplus tôt, tout ce qui intéresse cette question.
Avec tous mes remerciements et mes salutations empressées.

E. M. _____
*Conseiller Municipal de Paris,
Conseiller Général de la Seine,
Directeur de La Patrie et de
La Presse.*

République Française,
Ville de Paris, Conseil Municipal,
Paris, le 5 Decembre, 1909.

Monsieur: Je vous remercie de votre intéressant envoi. Ne me serait-il pas possible de vous voir avant Mardi, jour où la deuxième commission dont je fais partie se réunit pour étudier les questions de circulation? Je vous remercie d'avance et vous prie de croire, Monsieur, à mes meilleurs sentiments.

E. M. _____
*Conseiller Municipal de Paris,
Conseiller Général de la Seine,
Directeur de La Patrie et de
La Presse.*

P. S. Je suis visible de II heures à midi au Journal la "Patrie," 144, rue Montmartre.
à Monsieur W. H. Dumont.

I not only acceded to this gentleman's requests but had practically all of my book translated by M. Dumont, for his convenience and assistance. I naturally thought that here was a man who had a real desire to help solve the traffic problems for his city, so I was glad to be of whatever assistance I could in helping him and cooperating with him. However, having had experience with a certain Alderman in New York along similar lines, I did not feel that this member of the Municipal Council was going to accomplish very much by the course he was adopting. Further on, I shall refer again to this gentleman.

Clippings continued to pour in—dozens of them from France, other European countries and from the United States.

Before leaving Paris, M. Le Roux, M. Dumont and I went over the translation of the Traffic Rules which M. Lépine had had made, slightly

corrected them and had them printed and sent to M. Lépine for distribution.

53 Avenue d' Iena,
Paris, France,
December 3, 1909.

My dear Mr. Eno: I send you some recent "Matins" in which you will see with justified satisfaction that your rules have been put into application in Paris with success and adopted as standing rules by the authorities. I am very happy as this result is due to your constant devotion to a most important amelioration of the life in great cities.

Cordially your friend,

P. BUNAU-VARILLA.

I arrived in New York from Paris on December 6, 1909 on the "Amerika." I really did not realize how much importance had been attached to the first attempt to regulate the Paris traffic until a dozen or fifteen newspaper men met me down the Bay.

241 Cortland St.,
New York City,
Jan. 3, 1910.

My dear Billy: As to Paris, you have been really successful. Paris had never been so congested and to see traffic moving freely in the Rue de la Paix was refreshing. They put many police down the center and at the corners, quite untrained for this, limited the lines of standing carriages, all to be turned in the same direction, kept traffic at the Place de l'Opera moving to the right, stopped cruising and even went up side streets to forbid coming to a stand opposite each other. It meets, as far as I have observed, with approval by the drivers. Ours is much impressed and it certainly relieves the nervous strain and loss of time downtown very much. For my part, I think street regulation in Paris is bound to improve and spread. You deserve many thanks from all users of the streets.

Yours sincerely,

H. T. SHELTON.

New York City,
Jan. 4, 1910.

Dear Will: I hope it will be a pleasure for you to receive the compliments that will come to you for your persistent leadership in bringing about reform in methods of street traffic and finally putting the results of your work in book form, making it available to all cities of the world. I recall with pleasure the many interesting talks we have had on the subject some years ago. The beauty of all this is that it was a field which it was impossible for anyone to take up with the hopes of getting any money

reward, also it was one in which had there been any selfish object, little or no headway could have been made because of the attitude that would have been assumed by all the public officials and employees to be dealt with. You have done a great work in two respects, one for the general public that utilize the streets and another as an example for men who have ample means and time but never do anything for the common good. I don't know if you have ever thought of it but you may well feel that your timely efforts in pushing this regulation of street traffic have probably saved many a human life. Pray permit me to give you the most sincere and heartiest congratulations on your book and the recognition of your services that seem to be coming to you in Europe as well as this country.

Very sincerely yours,

CHARLES SOOYSMITH,
Consulting Engineer.

Police Department
of the City of New York,
Jan. 4, 1910.

My dear Mr. Eno: I have received one of your books at my house, and I want to compliment you at the thoroughness in which you have grasped all the subjects on traffic. As you know, I have always taken the greatest interest in traffic and I am glad that something tangible has been produced which will be an education in traffic to persons not conversant. I have also received the clippings from the French papers, and they have been added to my scrap book for future reference.

Very sincerely yours,

MAX SCHMITTBERGER,
Chief Inspector.

New York City,
Jan. 6, 1910.

My dear Mr. Eno: I beg to thank you for your letter of January 5th, and I shall place the same before my associates of the Twenty-third Street Improvement Association. I know that your argument will have great weight with them, although the tendency is to recommend a widening of five feet. I hold with you, however that four feet will be ample. Again thanking you for your courtesy, believe me,

Yours sincerely,

ISAAC STERN.

Washington, D. C.,
Jan. 7, 1910.

Dear Mr. Eno: I have examined with interest the book which you were kind enough to leave here in person. Now that you have so successfully remedied the evils in Street Traffic in New York, I wish you would address your energy to the disregard of the Rules of the Road here in

Washington, where the very advantages of space seem to develop a disregard of all rule or right on the part of drivers as well as pedestrians.

Yours very truly,

E. FRANCIS RIGGS.

Mr. Riggs later became head of the American Constabulary in Puerto Rico and was assassinated in 1935.

Washington, D. C.,

Jan. 11, 1910.

My dear Mr. Eno: Many thanks for your book, "Street Traffic Regulation," which will give me the information I have always been anxious for and I will read it with much interest now that I know the author. It is a surprise to me that the large cities of the world have to thank an American for the present system of street traffic regulation, as general impression always led me to believe we were indebted to London and that all other cities followed their system.

Yours sincerely,

J. G. EDWARDS.

Mr. Edwards was right. I learned my first lessons in London and tried to make them useful to the world.

Paris, France,

13 Janvier, 1910.

Mon cher Monsieur Eno: Je vous remercie de vos lettres des 19 et 24 décembre ainsi que des clippings. Ils montrent la vérité de l'adage, "On n'est jamais prophète dans son pays." C'est retour de France que votre système est reconnu le "Système Eno." Je vous remets un cutting de "Matin" d'hier et un du New York Herald d'aujourd'hui et je vous envoie en outre deux "Matins" d'hier sous bande. Vous voyez que votre méthode se propage. La semence est bonne et le fruit se développe.

P. BUNAU-VARILLA.

Washington, D. C.,

Jan. 16, 1910.

Dear Mr. Eno: Thank you very much for the copy of your book on Street Traffic Regulation. No one who frequents the streets of New York can fail to be impressed with the perfection of the present system, or, if he has known those streets for as many years as I have, can he fail to contrast the order of the present day with the chaos which existed,

to the peril of life and limb, in former times. You are to be congratulated on the success of your efforts.

Sincerely yours,

CHARLES HENRY DAVIS,
*Founder of Davis Library of Highway
 Engineering and Highway Transport,
 University of Michigan, Ann Arbor.
 Founder School for Highway Engineering
 of Columbia University.*

My trip to London and Paris in 1909 was to study their public carriage service and, on my return to America, I wrote a pamphlet entitled "Street Traffic Conditions, Public Carriage Service and Automobile Licensing in London and Paris." This pamphlet was used in New York in formulating plans for cab regulations in 1912 when Miss Sophie Irene Loeb started sane management and I had the honor of working with her.

(Cable) Paris, France, Jan. 30, 1910.

Transmitting to Lépine through *Matin* your generous and cordial gift for the unfortunate thankfully.

PHILIPPE BUNAU-VARILLA.

(Excerpt) *New York Herald* — Feb. 1, 1910.

Mr. William Phelps Eno who played a large part in the introduction of street traffic regulation here and in Paris cabled \$—— to M. Bunau-Varilla for relief work and received a reply stating that M. Bunau-Varilla had turned over the money to M. Lépine, Préfet of Police in Paris, for distribution to the homeless and indigent victims of the flood.

In January, 1910, my friend M. Philippe Bunau-Varilla, sent me a postal card from Paris illustrating the great overflow of the Seine.

On each side of one of the narrower streets were raised walk-ways consisting of two planks laid over wooden horses about three feet high. At the bottom of the card was printed "Les Passerelles a circulation du Système Eno."

Paris, France,
 February 2, 1910.

Dear Mr. Eno: It is only a few days ago that I received the document you wanted and for which I applied to M. Joltrain. The delay no doubt occurred through the debacle occasioned by the recent floods. Your generous gift was warmly appreciated by the Parisian population. I sup-

pose it has an echo in the States. Your system has been somewhat neglected lately and it could not be otherwise. Nevertheless it is bound to succeed and it will certainly be applied to all the main thoroughfares. Other countries have applied for particulars. I may mention, for instance, the Town of Bilbao—one of the largest and most important cities of Spain. It is going to experiment the Eno System. We have received at the "Matin" whole batches of letters concerning the attempts at regulating the Paris traffic. They contain many suggestions. On the other hand, I have kept in constant touch with M. M. who is now the Chairman of a commission which has been formed for the purpose of settling the traffic question. I have compiled and translated all the notes you left and I believe they will prove of great value and help him considerably in his task. I may add that M. M. is part owner and chief editor of a well-known evening paper; "La Patrie." He is besides a prominent member of the Municipal Council.

Yours very truly,

W. H. DUMONT.

New York City,
February 5, 1910.

Dear Sir: I received a short time ago, through Mr. Robert Grier Cooke, President of the Fifth Avenue Association, a copy of your "Street Traffic Regulation" for which I am very much obliged. The excellent results of the educational work you have done in New York are, I think, apparent to all who are concerned in conducting any form of public or private transportation service, and I should like you to know that I as one of them highly appreciate what you have done.

With many thanks, believe me,

Very truly yours,

R. W. MEADE,
President, New York Transportation Co.

Buenos Aires,
Mar del Plata,
February 6, 1910.

My dear Eno: I thank you very much indeed for your traffic book. I have talked it over with my friend, the Chief of Police (always an Army officer here), and he would very much like to have half a dozen copies. Is it too much to ask you to contribute that much to my crusade for a better United States-Argentine understanding? The traffic problem is a serious one here, as you can imagine it would be in a city that has grown from 600,000 in 1897 to 1,400,000 in 1909! Why don't you come down here in July? You will see the Pan-American Congress in session, four Expositions, and the fastest growing city in the world after New York. Take the "Asturias" from Southampton, an ideally comfortable boat (with larger cabins than you see on transatlantic ones) and the trip is

glorious—no bad weather—and you will see the beauties of Madeira Pernambuco, Bahia, the wonderful Bay of Rio de Janeiro, etc. I would put you “next” the Government, which would “admire” to have you come down, for your Paris fame has preceded you.

Very sincerely,

C. H. SHERRILL.

Mr. Sherrill was at this time Ambassador to the Argentine and later to Turkey.

The Fifth Avenue
Association,
New York City,
February 16, 1910.

Dear Mr. Eno: The regular monthly meeting of this Association will be held at the Holland House on Tuesday, March 1st, at 12:30 o'clock. It would be a matter of very great satisfaction to me if you could be present on that occasion and address us on Traffic generally, and answer questions on that occasion. I am sure that your presence would lend an interest that we very much desire to have and it is now the right moment for just that move. Will you not let me know about this as soon as possible, so that I can announce it to our Members? Please do the best you can to make your engagements fit.

Yours sincerely,

ROBERT GRIER COOKE,
President.

Graduate School,
Yale University,
February 23, 1910.

My dear Mr. Eno: It is always a great pleasure to receive your published papers. You have been at this matter of regulating the street traffic for some time, and have done it so carefully, skilfully and intelligently that it has done very much to accomplish the object which you sought to gain with the greatest possible cooperation and the least possible friction. You are a public benefactor, and I take off my hat to you.

Truly yours,

ANDREW W. PHILLIPS,
Professor of Mathematics.

February 25, 1910.

Dear Mr. Eno: I have not only read your book, here in the library, but derived lively satisfaction from the fact that it was you who has left his mark. It's worth while to have started a wave, now far outspreading, and I am proud of you. Some of these days, when I come across a photo

of an elaborate escalator equipment proposed for 5th Avenue and 42d Street and which appeared in the daily press at the time, I shall inscribe on it "Killed by the man who knew a better way." Believe me,

Yours very truly,

CHARLES D. SEEBERGER,
(*Inventor of the Escalator*).

March 3, 1910.

My dear Mr. Eno: I want to thank you for your indefatigable effort regarding the traffic of New York. It has been on my mind so often and I have wished to write and tell you what islands of refuge the roped in spaces have been and how many timid women have appreciated them and how grateful we are that the regulation of traffic going up and down the street is so carefully carried out. Before you established this rule, we were in despair in trying to cross the crowded streets. Now that you are planning to put "refuges" up the congested streets, heaven opens to those who have shivered and gasped on the curb. I was very proud also that an American was invited by Paris to explain the reforms in street regulations to their city. How thankful you must be to think you have done so much for our city! The blessings of many grateful women will be yours you may be sure.

Very sincerely,

ELIZABETH B. CUSTER,
(*Widow of General Custer*).

National Conference
on City Planning,
Boston, Mass.,
March 25, 1910.

Dear Sir: I am enclosing the announcement of the City Planning Conference. Mr. John Nolen suggested to me this morning that you could give us a valuable paper on "Street Traffic Problems" under the general subject "Circulation of Passengers and Freight in relation to the City Plan." I should be glad to hear from you as to your willingness to prepare such a paper.

Yours very truly,

FRANK SHURTLEFF.

Grand Rapids,
Michigan,
March 31, 1910.

Dear Billy: Your book on Street Traffic was received and has been read, the important parts twice and now is in the office of our Chief of Police, who knew about you and had heard of the book but never had seen it. I told him it was loaned. He intended showing it to the President of our

Police Board, requesting that copies be furnished, so I hope we will see our street traffic improved. Still think it was out of place, especially at a dinner, to practically hold you up for such a number of the books. As far as the one sent me, hope if you ever come this way you will see the results of your hard work. Certainly I shall "keep at them" until I obtain results.

Thanking you again for the book which has aroused a keen interest in the subject which I promise you will bring forth fruit here in Grand Rapids.

Yours truly,

PHILO C. FULLER.

April 8, 1910.

My dear Mr. Eno: I thank you for the book on our Street Traffic that you have so kindly sent me and I had no idea of the extent of the work till I read it. Truly you have accomplished wonders in so short a time. The hour had come and you were the man for the hour. I am only sorry that I had the benefit of so much that you had done so long, without knowing whom to thank. Be assured that I shall be interested in your work after this.

Most sincerely yours,

ELIZABETH B. CUSTER.

On Board Lysistrata,
Bombay,
April 9, 1910.

My dear Admiral: I was glad to receive your note relative to Mr. Eno. As you probably know, his work in connection with the regulation of street traffic in New York, and Paris, has been reported with approval in the Herald's New York and European editions. I need scarcely assure you that he may count upon receiving any further support which it may be in my power to give him.

Yours very sincerely,

JAMES GORDON BENNETT.

To Admiral Winfield Scott Schley

Hearing that traffic work was not going on well in Paris, I returned there towards the end of May 1910. With M. Dumont, I called on M. Lépine to find that M. E. M., the Municipal Counciller, of whom I have already spoken had had an ordinance passed and nothing further could be done until his book was published, which he was having printed at the expense of the City of Paris. Accompanied by M. Dumont, I went to the Bourse de Travail which, as you may know, is the headquarters of the Labor Syndicates—a gloomy old building of the time of Louis XIV. We called at the office of M. Fiancette, head of the Chambre Syndicale des Cochers et Chauffeurs de Voitures de Place de la Seine, or—to be

brief—Cab Drivers Association—whose title was Secretary. I thought I would talk directly, and I said, "How do you like the Eno System?" He said, "Not at all." I asked, "Why?" He replied, "Because they keep changing it all the time and arresting my men." I thereupon gave him one of the leaflets I had had printed before I left Paris in 1909 and asked him to look at it. He said, "I have never seen one of these before." I said "I thought so." He said, "Why this is very good." I said, "I hope so." He said, "If we had had these regulations instead of M. M's ordinance, we would have had no trouble. M. M's ordinance, which has been put into effect is what they gave us in place of your police regulations." I said, "Is that so?" He then rang a bell and asked for the heads of the other two syndicates, M. Delmas (succeeded later by M. Guinchard), of the Union Syndicale des Transports et Manutentions and M. Miraillet, head of the Fédération Nationale des Entrepreneurs de Transports. These men came promptly, looked at the leaflet, went over it carefully, and agreed that it was what they wanted and said they would be glad to cooperate with me in anything I decided to do. The next day, seven of the members of the Cab Drivers Association, including M. Fiancette, appeared at my hotel with a beautifully engraved certificate of Honorary Membership in the Cab Drivers Association, which is now hanging in the office of the Eno Foundation.



Thereafter many times, Committees from each of these three Syndicates met with me in order to see whether the Regulations might not be still further improved. Slight changes were made and I saw M. Lépine before leaving for America. Nothing much was accomplished but a good deal started. Being assured of the cooperation of these three great driving syndicates, with a combined membership of something like 120,000, it looked as though we might be successful in winning out.

Just before that, not having found M. Lépine in the same attitude of mind as when I left in 1909, we went to M. E. M.'s office. He was away, but we luckily obtained a proof of his book which was to be published and paid for by the City of Paris. He was forthwith communicated with in regard to some of the misrepresentations in the book and in the final corrected copy, he eliminated some of these but not all. Evidently we still had a fight on our hands.

The first part of the book was largely devoted to telling how bad the "System Eno" was and the second part recommending, as his own, most of the things which he had learned from the information I had sent him. I want to allude to one good turn he did me which was to give the name of the "Eno System" to the public which seems to have stuck, even to the present day.

On September 17, 1910, I sent a circular letter, approved by the Syndicates to the following: Le Préfet de la Seine, Le Préfet de Police, Le Président et les Membres du Conseil Municipal, Le Président et les Membres de la Chambre de Commerce and Les Membres de la Commission de la Circulation. In this letter I went into a minute comparison between the Police Regulations which I had furnished and the ordinance which the aforesaid member of the Municipal Council had succeeded in getting adopted in place of my regulations. In the letter it was demanded that this ordinance be rescinded and that my police regulations be restored.

A few days after this I sailed for America, not very well satisfied with what had happened, but hopeful. This time the number of photographers and newspaper men who met me at the steamer was very much smaller.

However, traffic articles, especially from France continued to pour in and so at least I was not defeated, although somewhat delayed. I continued my work by correspondence with M. Le Roux, M. Dumont and M. Philippe Bunau-Varilla and others and wrote some articles which were sent over and translated by M. Dumont.

Villa Ker Faouet,
Dinard,
September 20, 1910

My dear Mr. Eno:

You may be glad of the consequences of your work here. All your ideas are substantially adopted. Of course, much remains to do to have it all carried out into practice but it is a question of time. The principal question is that the soundness and the practicability of your conceptions are demonstrated by their adoption in official terms.

Voici l'étape accompli.

Cordially your friend,

P. BUNAU-VARILLA.

New Scotland Yard,
September 27, 1910.

Dear Mr. Eno:

Sir Edward Henry is away in the country. I am sure he will be sorry to miss you as he was speaking to me just before he went on leave about your book in which he is much interested. If you have the time, Mr. Bullock, the Assistant Commissioner in direct charge of traffic, would much like to have a chat with you.

May I thank you on my own behalf for so kindly thinking of me and sending me the supplement to your work. If there is anything I can do while you are here, I shall be only too pleased.

Believe me,

Yours sincerely,

SUFFIELD MYLIUS.

On October 15, 1910, I published the first drawing for Promontories of Safety. This was a new proposition and the same drawing was reproduced in *Le Probleme de la Circulation* two years later (See Page 59). The only place I know of where it was tried is on a broad street or boulevard near the Soldiers' Home in Washington. I was surprised to come upon it there. I had already forgotten about it until 1936 when I saw illustrations of this plan in a book sent me by the author, Mr. Barry Mulligan, entitled "Collisions in Street and Highway Transportation." I still believe that in certain places it would be valuable.

STREET TRAFFIC CONGESTION
 is to be the chief subject for discussion at
 the monthly meeting of
 THE FIFTH AVENUE ASSOCIATION
 to be held at
 THE HOLLAND HOUSE
 at twelve o'clock, Tuesday, Dec. 6th, 1910
 MR. WILLIAM PHELPS ENO
 and other well-known authorities on this subject
 will give the Association the benefit of their
 advice and suggestions.

About the same time I wrote an article entitled "The Wandering Cab Nuisance" the first protest against the lack of system then existing.

The Hon. Arnold W. Brunner, President of the N. Y. Institute of Architects, listened to a talk I gave at a meeting of the Fifth Avenue Association and asked me to talk before the Architectural League that night, Dec. 9, 1910, at the Academy of Design. Thereafter whenever Mr. Brunner came to Washington he called to talk over traffic and architecture with me.

December 9, 1910.

My dear Mr. Eno:

I have just received your book on Street Traffic Regulation, for which I send my hearty thanks. The book is extremely interesting.

I expect to be in Washington next Wednesday and Thursday and will stop at The Willard as I promised to attend the meeting of the American Civic Association, and I shall try to see you and present my thanks in person.

With best wishes, I am,

Faithfully yours,

ARNOLD W. BRUNNER.

The Architectural
 League of N. Y.,
 December 9, 1910.

My dear Mr. Eno:

I have such pleasure in expressing in behalf of the Architectural League our appreciation of the honor of your company on Tuesday, December 6th, and of the interesting exposition of your plans for traffic regulation of Fifth Avenue and the side streets.

Yours very truly,

H. A. CAPARN,
 Chairman Committee on Current Work.

New York Times,
January 15, 1911.

**MORE PERSONS CRUSHED IN OUR STREETS THAN
SOME WARS HAVE KILLED**

Horse-Drawn Vehicles First in Death Dealing List, While Motor Cars Caused the Greatest Number of Injuries, and Colonel E. S. Cornell Has Theories for Robbing Both of Their Juggernaut Propensities.

This will amaze most people as horse-drawn vehicles were first in the death dealing list up to that time.

161 Devonshire Street,
Boston, Mass.,
January 20, 1911.

William Phelps Eno, Esq.,
Washington, D. C.,
My Dear Mr. Eno:

The following is the passage of my address before the Interstate Commerce Commission on January 11th referring to you:

"Ten years ago the crying demand in New York and in all the large cities, the greater threat of the future, and the embarrassment of the present, was the congestion of traffic. Everyone of you remember what the condition in New York was ten and nine years ago. One of those theorists, a man with brains, and with public spirit, William Phelps Eno, came to the conclusion that traffic regulation on the New York streets would remove congestion; that it would save immense time to the passers, to the working men, as well as to the pleasure seeker. It then seemed as if that city would need to put through new streets in order that the traffic might move through that great and growing city. And today, with an extraordinary increase of population and of business in New York, you pass through its streets, teeming with vehicles and with human beings, practically without interruption—why? Because William Phelps Eno was willing to and able to bring to the attention of the people of New York and of the officials of New York as he has since to the officials of Paris and of various other cities in Europe and America, the possibility, by thought and regulation, of making that traffic move practically without interruption through existing streets. That is scientific management applied to the solution of that problem."

The reference was in connection with the delays in freight transportation.

Yours very truly,

LOUIS D. BRANDEIS,
*Later appointed Associate Justice
of the Supreme Court of the
United States.*

About this time, some very interesting statuettes of mounted traffic men were shown by Angelica Schuyler Church at Tiffany's and were worthy of the praise they received.

On April 1, 1911, Miss Church wrote me a very kind letter asking me to let her make a full sized statue of me, to be erected by the City of New York. I noticed that the letter was dated April 1st so I told her I did not think it would be worth while at that time.

Little Boarhunt, Liphook,
Hants, England,
May 8, 1911.

Dear Sir:

Judging by the report of your interview with Scotland Yard authorities you appear to have been more successful than others in convincing them of the advisability of applying the gyratory (rotary) system. We architects very much regret that Scotland Yard carries so much weight in our Town Planning schemes. All Town Planning improvements to be real improvements must be thought out by the right people and if the Police are to design improvements which is practically what has been done in London in the past, then the Chief Commissioner should attend a course or two of lectures on Civic design and study Town Planning under competent direction. The proper regulation of traffic is one thing, and a most important thing, but we have been apt to lose sight of other equally important factors of Town Planning with the result of many great failures such as Hyde Park Corner and the new bridge across the Thames.

As you say the gyratory (rotary) system is an idea that must have emanated from several brains and it would be difficult to say who first published the idea. You will find a description in the Presidential address of the Institute of Civil and Mechanical Engineers, London, October 3, 1907 (W. N. Twelvetrees). Camillo Sitte has written a very fine book, "Der Stadteban," translated into French also, and the best book in German is Herr Stubben's "Der Stadteban." There is a splendid publication called "Der Stadteban" published by E. Wasmuth, 8 Markgrafer St. 35 Berlin; Messrs. Batsford, 94 High Holborn, London, will send you all these; you might also apply to the same source for the paper by Mr. W. N. Twelvetrees. Thanking you again for your very kind letter and for the book.

Believe me,

Yours very truly,

H. INIGO TRIGGS.

The above letter calls attention to the fact that there is, or should be, a decided difference drawn between the duties of traffic engineers and traffic police.

Excerpt from letter to Broadway Improvement Association from Wm. P. Eno:

May 9, 1911.

I have been trying for over a year to get the city to realize the importance of setting the new McAlpin Hotel back a little. Even if the front were straightened out it would relieve traffic considerably, but if set back also three or four feet it would of course be ample. This is one of those points which will eventually have to be treated without regard to what it may cost, and after the building is constructed the cost will be many times more than now.

There is one other way, however, by which it can be satisfactorily managed, and that is by arcading the building and placing the sidewalk underneath as has been done so satisfactorily in Paris and elsewhere. It, therefore, seems the height of foolishness not to either set the building back or to provide for this arcading before further money is spent. I have talked with Mr. Andrews, the architect, who tells me that this problem should have been taken up before by the authorities, as now it would be somewhat difficult on account of leases already entered into, but the mistake has been made and it can be rectified without prohibitive cost if done now.

This is one of those chances which only occur when new construction takes place, and if lost will result in a permanent misfortune. I beg that you will call the attention of your Association to this matter.

In July, 1911, "American Conservation," the Forestry Magazine, published a pamphlet I had written for it, entitled "Saving Life, Time and Money," sub-heading, "Millions of dollars and many lives saved annually. Uniform regulation necessary. The Work begun in Paris."

The Traffic Squad Benevolent Association
of the Police Department of the City of New York
New York,
June 28, 1911.

My dear Mr. Eno:-

On behalf of the members of this Association, who as you already know, comprise nearly all of our famous Traffic Squad, I desire to call your attention to a matter of great concern—which might also be called a disaster—that is about to overtake us, and to ask your valuable assistance in saving from extermination that well-known splendid body.

The circumstances as you may already have learned from the daily papers are these: The Police Commissioner has on foot plans to disintegrate the squad as a whole body and distribute the members thereof into the regular patrol precincts, feeling that the same is incumbent upon him under the Jackson Law, a copy of which is herewith enclosed. From your extensive knowledge of the needs for the successful regulation of

traffic, it is unnecessary to suggest what the result of such a plan would be, and it is the request of the members of this association that you intercede with his Honor, the Mayor, with a view of setting aside the plan intended and continue the traffic squad as a separate body, which scope we fully believe is given the controlling power of the police force under the new law. If the plans contemplated by the Commissioner are put into effect on Sunday next, as he intends, it will mean that the traffic patrolmen who were usually stationed on important crossings on 5th Avenue and elsewhere, will only be seen on their respective post one week out of every four, the other three weeks to be covered by inexperienced policemen from patrol precincts, a different patrolman covering each week.

The assistance asked for must necessarily come from public-spirited citizens like you, and as we are forbidden to interfere in matters of this kind, it is our wish that the association or its members be not mentioned in your endeavors.

Trusting for your well being, and thanking you for past favors, I beg to remain,

Sincerely yours,

SERGT. PATRICK F. CRANE,

President.

New York,

July 1, 1911.

My dear Mr. Eno:

I trust you will continue your efforts in the matter at hand and I assure you of the everlasting gratitude of the men involved for your success in the matter of such vital importance to them.

Sincerely yours,

SERGT. PATRICK F. CRANE.

New York,

July 5, 1911.

My dear Mr. Eno:

I was sorry I did not see you before you went away, as I wanted to personally thank you for the splendid work you performed for us. Your copy of the communication to the Police Commissioner was fully appreciated, as this together with the "Herald" articles showed me clearly just where we stood, and foretold the ultimate outcome of the matter which you so graciously took up in our behalf, and which was taken up along the lines of your suggestions by the Merchants and Fifth Avenue Associations, and which we all feel confident will soon prevail.

I wish to thank you for your offer of further service to our Association at any time, and shall not hesitate to call upon you if need be.

With best wishes to you from all the "Traffic Men" I beg to remain,
Very truly yours,

PATRICK F. CRANE,
*President, Traffic Squad
Benevolent Association.*

(Telegram) July 20, 1911.

Gov. John A. Dix, Albany, N. Y.

Most urgently beg of you to do all in your power on behalf amendments three platoon police law and save traffic squad. It has been a matter of eleven years incessant labor to establish and preserve this magnificent organization. It would be a crime to have this achievement undone, and result in untold loss of money and time, as well as life, to the citizens of New York.

WILLIAM PHELPS ENO.
(Telegram) July 20, 1911.

Gov. John A. Dix, Albany, N. Y.

Do not undo years of work by neglecting to use all influence to pass amendments to Jackson Bill. Traffic Squad now practically beyond graft due to being under one head, independent of precinct influence. Most important that work be continued. It is the first entering wedge towards getting whole police force outside politics and the only way to make it economically efficient. Present influence exerted to kill amendments probably due principally to desire for graft by Association controlling many votes but unworthy of support by decent men.

WILLIAM PHELPS ENO.
(Telegram) July 22, 1911.

William Phelps Eno

Accept everlasting gratitude of members of Traffic Squad Benevolent Association for your loyal support of amendment to Jackson law saving Traffic Squad.

SERGEANT P. F. CRANE,
President.

Traffic Precinct "C,"
136 West 30th Street,
New York, N. Y.,
November 5, 1911.

Dear Mr. Eno:

I am delighted to receive your letter of the 2d inst. and copy of "Conservation" with your article on Traffic Regulation which I have perused and congratulate you on the same as it is fully characteristic of your ability in treating on matters of this kind. I am pleased at your offer to send copies of the magazine to the Traffic and Bridge Precincts

and I know the men will appreciate them as they did your book on Street Traffic Regulation of July 1909 and look forward to that "something of more interest" which you may send them later.

I quite agree with you as to the attitude of the present administration towards the Traffic Squad and I know positively that if one certain member of the same had his way we would never have gotten our new section to the 3-Platoon Law through and even now he has taken away our bicycle men wholly and the mounted men nearly but you can rest assured there will be no retrograde on the part of the foot men though they are hampered by the loss of the other two functions for, as you said, someone else will come along soon and restore them.

Very truly yours,

SERGT. PATRICK F. CRANE.

CHAPTER III

Traffic Control Continued in the United States and Europe

After my return from Paris in 1910, I made up my mind that in order to make a permanent success of traffic regulation in Paris, it would be necessary for me to publish a book in French, and shortly thereafter I began to compile it.

I continued to write letters and articles, from time to time, on traffic and to make drawings for the proposed book in the summer of 1911. While at Saugatuck, I made a drawing of the Place de l' Etoile, among others, having obtained a Plan Cadastral from Paris. At the same time I also made one of where the Rue Scribe and the Rue Daunou come into the Grand Boulevard, and this was in part carried out later. These were both reproduced in my French book which was entitled "Le Problème de la Circulation."

The plan for the Place de l' Etoile was rather difficult. I had no drawing table sufficiently large to contain the Plan and so was obliged to make it on my billiard table.

(Telegram) Washington, D. C.,
November 9, 1911.

The President and Directors of American Association for Highway Improvements desire you to address First Annual Road Congress, Richmond, Virginia, November twenty-two.

LOGAN WALLER PAGE,
*Director of the Bureau of
Public Roads.*

(Telegram) November 18, 1911.

Wm. P. Eno

Delighted to have you dine with Fifth Avenue Association Tuesday evening next. Mayor and other prominent city officials coming. Please answer.

ROBERT G. COOKE,
President.

November 18, 1911.

Dear Mr. Cooke:

I hope someone will say something pertinent in regard to the deterioration of traffic regulation in New York and especially on Fifth Avenue, due to taking off the mounted men and many of those on foot. The fact

that policemen on traffic duty constitute the best system of fixed posts does not seem to have dawned on the authorities and that they, therefore, do not weaken but materially strengthen general police efficiency.

Formerly mounted men were often used where men on foot would have been better, their horses being used as "Isles of Safety." The proper use of mounted men is in patrol duty of traffic, separating the lines of vehicles and correcting the drivers for disobedience, and there should be about ten of them employed for this purpose between 23d and 59th Streets.

The essence of economical street traffic is the knowledge of the drivers in the regulations. Copies of these should be freely distributed, because the better the drivers know the regulations, the less will be the work of the police.

It is time that the consideration of Isles of Safety be again taken up by your Association. The plans made under my supervision by McKim, Meade & White show their proper form and location. Nothing will add so much to the simplification of the movement of vehicles, to the safety of pedestrians and to the economy of police work as Isles of Safety.

Sincerely yours,

WM. P. ENO

After the death of my wife on December 19, 1911, I immediately applied myself to completing my book, "Le Problème de la Circulation," and sent it to Paris for M. Dumont to translate.

February 19, 1912.

My dear Mr. Eno:

It gives me pleasure to add my testimony to the value of your work and studies in the matter of handling street traffic in large cities.

No one, so far as I know, has ever written upon the subject, while you have deeply studied it and given the results of your work in publications of the utmost clearness and value.

You have performed a valuable public service and it is only to be hoped that authorities in charge of traffic will be willing merely to use the results of your work, placed ready before them and only needing to be utilized.

Wishing you continued success in your chosen work and with warm regard.

Believe me,

Very sincerely yours,

THEO. A. BINGHAM,
Brig. Gen'l U. S. Army (retired)
formerly Police Commissioner,
City of New York.

General Bingham, years before, had been Military Attaché to the American Legation at Berlin under my cousin, William Walter Phelps, who had invited me to become Secretary to the Legation. I was unable to accept on account of other duties.

The Outlook
287 Fourth Avenue
New York

February 29th, 1912.

My Dear Mr. Eno:

I have received your book on street traffic regulation. You have done a genuinely valuable piece of work. No one can compare the condition of the traffic in New York streets, and especially the down-town traffic, after your work was done with that of ten or twenty years ago without realizing the value of your service to the city. When I was Police Commissioner, I was necessarily in touch with this whole question, and am therefore in a position to recognize what you have done.

Sincerely yours,

THEODORE ROOSEVELT,
Formerly President of the U. S.

Oakdale, Long Island, N. Y.,
February 29, 1912.

Dear Mr. Eno:

No one knows better than I how hard you have worked and how much you have accomplished in improving conditions relative to the movement of vehicular traffic in New York City. Having served four years as Deputy Commissioner of Police in charge of street traffic, I consider myself qualified to speak of the great assistance you have given to the New York Police Department in the working out of the traffic regulations. You will, no doubt, remember the many hours you and I worked together over the exact wording of each paragraph of the regulations. I shall always be indebted to you for your assistance. If your ideas, especially with reference to public hacks, could be put in force without political interference, it would work wonders for the hack using public and would also greatly facilitate the general movement of street traffic. One of the most needed reforms in New York City today is the proper licensing of all drivers especially those driving public vehicles for hire. I know of no better system than the one suggested in your book. It has done a great deal of good because it has interested the public and explained to them the practical side of the regulation of street traffic. When I was Deputy Commissioner of Police I caused to be distributed to each member of the Department attached to traffic precincts a copy of your book and I assure you that they benefited by reading it.

You need no better illustration of what the public thinks of the regulation of traffic in New York than was given last summer when an effort was made to abolish the traffic police. Your work had much to do with the way in which the citizens rose and demanded of the legislature that the New York Traffic Police be kept intact.

Assuring you of my highest regard.

Believe me sincerely,

F. H. BUGHER,
*Formerly Deputy Police Commissioner
in charge of Traffic for four years.*

The Fifth Avenue Association
New York

March 12, 1912.

Dear Mr. Eno:

I am sure that no one thinks of the regulation of traffic in this great city of ours without its at once suggesting your name.

When we organized this Association several years ago, I hailed with delight the generous and earnest way in which you responded to my requests to help us in doing something along traffic lines. You came to our meetings; you delivered inspiring and instructive addresses, and you enabled me to distribute your most valuable book on this whole subject among some of our leading people. When you were not able to be in this city, you helped me with your advice by letter, and you aided me to make better replies to statements concerning traffic that I thought should be combated.

Personally and officially, I have been extremely interested in your work. May I express the hope that while you are going abroad to undertake more work there, you will not neglect us? We need you very much and, as an Association, we are very appreciative of what you have done for us, and for our section.

Yours very truly,

ROBERT GRIER COOKE,
President.

Chamber of Commerce
of the State of New York
65 Liberty Street
New York

March 15, 1912.

My dear Mr. Eno:

I learn from our mutual friend, Mr. George E. Ide, that you are about to go abroad to renew your studies and labors in connection with the traffic regulations in large cities.

The public-spirited and very effective work you have done along those lines in this city is worthy of commendation and is highly appreciated by those who are familiar with the same.

I wish you a pleasant journey and a most successful experience abroad.

Yours very truly,

B. HEPBURN,
President.

The Merchants Association of New York
54-60 Lafayette St.

March 16, 1912.

My Dear Sir:

The people of New York are under great obligation to you as the originator of effective measures for abolishing the chaos of team traffic which formerly prevailed in our streets. From your valuable suggestions and your energetic work proceeded the methods formulated by Captain Piper and adopted by General Greene, then Commissioner of Police.

The Traffic Squad was organized as the instrument for giving effect to the suggestions originated by you, and it has since continued to be a most useful means of traffic regulation.

The Merchants Association has been continuously interested in this subject and particularly in promoting the work of the Traffic Squad, and has, therefore, become familiar with your useful and untiring work in this connection. On its behalf I am glad to make acknowledgment of your useful public service in organizing street traffic, and thereby promoting the interests of business men and the comfort and convenience of citizens.

Yours very truly,
THE MERCHANTS ASSOCIATION OF NEW YORK,
HENRY R. TOWNE,
President.

Excerpt from letter from Arnold W. Brunner, April 3, 1912:

"I have asked Mr. Nelson P. Lewis, a member of our Fifth Avenue Commission and the Consulting Engineer of the City of New York, to meet you. I may also get one or two other members of the Fifth Avenue Commission.

I hope you can arrange this as I am very anxious to have you meet Mr. Lewis and explain your ideas of traffic regulation."

I sailed from New York on the 20th of April, 1912, on the "Mauretania." In the harbor we met the "Carpathia" which had picked up the survivors of the "Titanic," some of them being friends of mine, some other friends having gone down with the boat.

I arrived in Paris on April 26, 1912. M. Dumont had translated the book or rather put it into French, which is quite another thing. His method was to read over a portion several times until he was thoroughly familiar with it, and then to put it into idiomatic French so that a Frenchman reading the text would not realize it was a translation.

On my arrival in Paris, I went to the Grand Hotel where I had lived for some months as a child. My rooms were on the corner of the Boulevard and Rue Scribe. I chose these because they overlooked an intersection I was anxious to study.

5 Rue Beaujon,
Buenos Aires, S. A.,
May 2, 1912.

My dear Eno:

I regret very much that your visit to Buenos Aires proved impossible and my regret was shared by not only the police authorities but also the leaders of the press, with many of whom I had discussed your campaigning, now become international, for improving street traffic conditions. The newspapers of Buenos Aires have been both powerful and patriotic ever since the days when Henry Clay, speaking in Congress for the recognition of the independence of the South American republics, remarked that in the city of Buenos Aires alone there were more and better papers than in all Spain. It was but natural that so progressive a press as well as so intelligently directed a police department should receive with satisfaction the copies of your book for which I asked you and, with the usual Argentine appreciation of new ideas, should have made use of such portions as suited the rapid growth of that marvelously increasing city. Your books were useful but it is a very great pity that you personally could not have accompanied them.

Yours very sincerely,

C. H. SHERRILL,
U. S. Ambassador.

Excerpt from letter from A. Edward, Superintendent of Traffic,
Sydney, N. S. W., May 4, 1912:

"You have established quite a world wide reputation for regulation of traffic, but apparently your own City caused you the most trouble to institute a proper system.

Your last pamphlet is very interesting to me, but the amount of time and trouble you have gone to in connection with a matter that most folk take no interest in except to growl when everything is not quite right."

Letter reminding Frenchmen that I was not a foreigner but "a Frenchman come back":

53 Avenue d'Iéna,
Paris, le 11 Mai, 1912.

Mon cher Ami,

Il y a entre l'oeuvre que vous avez poursuivie et la mienne plus de points communs que l'on ne pense.

Le système circulatoire de l'être vivant comprend les gros vaisseaux, les artères, qui portent la masse du fluide sanguin aux petits vaisseaux, aux artérioles, et celles-ci le distribuent aux moindres de nos molécules vivantes.

De même ce corps colossal qu'on appelle l'humanité a un système circulatoire qui comprend les artères principales et les artérioles de distribution.

Les unes et les autres sont également indispensables.

J'ai consacré ma vie à la plus colossale de ces artères, au Canal de Panama. Vous avez consacré la vôtre aux artérioles en nombre infini qui distribuent les produits de l'industrie de l'humanité à chacune de ses molécules: l'Homme.

Votre oeuvre a été large et féconde parce qu'elle prenait sa racine dans un sentiment désintéressé de dévouement à la collectivité.

Elle a été couronnée d'un succès brillant parce que l'esprit scientifique en a dicté les étapes.

Elle a rencontré sur son chemin la résistance passive de l'égoïsme et de l'ignorance, mais elle en a triomphé.

Vous pouvez avec orgueil regarder l'ordre, la méthode et la discipline qui aujourd'hui remplacent dans beaucoup de grandes villes, notamment à New York, la confusion, l'irréflexion et la violence.

Votre oeuvre en Amérique est complète. Vous êtes venu en France l'y poursuivre, poussé par ce mystérieux attrait qui ramène l'homme vers la patrie de ses ancêtres. Vous fermez ainsi la longue boucle qui a poussé en Angleterre d'abord, puis en Amérique, Jacques de Henne, encore citoyen de Valenciennes à la fin du sixième siècle. Vous avez déjà fait beaucoup ici, mais tout n'est pas terminé. Quand il en sera ainsi, votre système, de Paris gagnera tout l'univers.

C'est vous qui aurez été le chef d'orchestre d'une harmonie inespérée.

Et vous aurez, en déterminant le rythme, rendu un grand service à tous.

Serviteurs communs de la circulation artérielle de l'humanité, nous pourrions quand sonnera l'heure nous endormir en pensant que nous n'avons pas été tout à fait inutiles.

N'est-ce pas là la récompense suprême de l'effort.

À vous,

P. BUNAU-VARILLA.

Board of Estimate and Apportionment,
 City of New York,
 Office of the Chief Engineer,
 277 Broadway,
 June 21, 1912.

Dear Mr. Eno:

When I had the pleasure of talking with you in Mr. Brunner's office about the regulation of traffic on Fifth Avenue, I was impressed with the fact that you have devoted a great deal of intelligent thought and study to this problem.

The Third International Road Congress, which is to be held in London in June, 1913, has announced as one of the subjects for discussion "Regulations for Fast and Slow Traffic on Roads." One paper upon each of these subjects is asked from each country represented at the Congress, the papers to be limited to 8,000 words. While this question applies not only to city streets but to rural highways, the problem is presented in its most acute form in the streets of a busy city. Would you not be willing to undertake the preparation of a paper upon this subject? Inasmuch as these papers will be translated into French and German and distributed among the members of the Congress, it will be necessary to forward the papers to the Secretary of the Congress before the end of the present year, and I believe it is requested that they be in by November 1st. If it is desired, two or more persons can collaborate in the preparation of a paper on any one subject, although its length must be limited to 8,000 words.

I am writing you informally, as after a conference held in this city last evening, and in advance of a formal invitation to prepare a paper, the Committee has been requested to suggest the names of authors of papers, and naturally they do not wish to submit the names of those who would be likely to decline, and I hope that you will indicate your willingness to undertake this work upon the receipt of a formal invitation.

Yours very truly,

NELSON P. LEWIS.

19, Boulevard Des Capucines,
 June 21, 1912.

My dear Eno:

I have just had a chat over the 'phone with Mr. B. J. Shoninger, President of the American Chamber of Commerce, to whom I explained my suggestion regarding the manner in which perhaps the A. C. C. could bring your valuable work properly before the authorities in Paris. Mr. Shoninger is favorably inclined to my suggestion, and I have arranged with him to receive you at his office, No. 10, rue du Faubourg Poissonnière,

on Monday next, the 24th inst. between eleven and half past. You may be sure that Mr. Shoninger will give you a most cordial reception, and will do everything in his power to further your plans.

I am with kindest regards,

Very sincerely yours,

LAURENCE V. BENÉT,
*Formerly President of American
Chamber of Commerce.*

Paris,
June 25, 1912.

Mr. B. J. Shoninger, Pres.,
American Chamber of Commerce,
Paris, France

My dear Mr. Shoninger:

I write to request the moral support of the American Chamber of Commerce in the work I am attempting to do in Paris. If there is any way by which it could consistently direct the attention of the City Authorities to the work and get them to examine into the merits of a system which has already been partially followed in Paris, I feel sure that a closer knowledge of what it has done for New York would incline them to the belief that it might be advisable to adopt more of the essential features, if not the entire system, which has been carefully codified for the City of Paris in my little book entitled "Le Problème de la Circulation."

The terrible condition of traffic in Paris, though considerably improved by those parts of the system already in partial practice, is lamentable and absolutely unnecessary; more especially as it would be so easy and practical to substitute order where chaos now reigns almost supreme. Hundreds of lives and millions of dollars are being wasted annually and all for the lack of concerted action.

It is with the feeling that one should turn to one's own countrymen for help that I venture to ask for your cooperation and support in this work, and with the hope that you will find a way to assist, consistent with what is within your province.

With great respect, I beg to remain

Yours very truly,

WM. P. ENO.

American Chamber of Commerce,
Paris, June 28th, 1912.

Dear Mr. Eno:

Referring to your letter of the 25th inst., addressed to our President, Mr. B. J. Shoninger, in regard to the Chamber assisting you in bringing your plan of improvement in the city traffic before the proper authorities, I beg to say that your letter was read by the President at the meeting of our Board of Directors, and your position in the matter was very

carefully explained both by the President and by M. Benét. If Mr. Shoninger has not already explained to you verbally what he and the Board of Directors thought would be the best thing to do in your interest, he will certainly do so.

Very truly yours,

FRANK BOOLE, *Secretary.*

Paris,

June 29, 1912.

F. L. Siddons, Esq.,
Washington, D. C.

Dear Sir:

Your letter of June 10, 1912 received, notifying me that at a recent meeting of the Executive Committee of the District of Columbia of the National Civic Federation, I was appointed Chairman of the Committee on Good Roads and Automobile Regulations.

As this subject is one to which I have given considerable attention and in which I take great interest, I accept, with thanks, the honor conferred on me. I would suggest, however, that as I am now in Europe and do not expect to return to Washington until autumn, the Executive Committee either appoint another chairman and allow me to remain as a member of the Committee, or make any other arrangement that may seem best for the interest of the work.

Yours very truly,

WM. P. ENO.

American Chamber of
Commerce, Paris,
3, rue Scribe, June 29, 1912.

Mr. Wm. Phelps Eno

Dear Sir:

I am asked by the President of the Chamber to inform you that the regular meeting of the American Chamber of Commerce in Paris will be held on Wednesday, July 3. Our President and Officers would be very pleased to have you accept an invitation to be present and to address the Members on the subject of the "Improvement in Street Traffic." I can assure you that your remarks will be very much appreciated, and we have taken the liberty of announcing that you will be present in our call of the meeting.

Very truly yours,

FRANK BOOLE, *Secretary.*

Embassy of the United States
of America, Paris,
July 1, 1912.

My dear Mr. Eno:

Your thoughtfulness in sending me your book "Le Problème de la Circulation" is very much appreciated, especially the copy which you have been so kind as to dedicate to me.

The "Eno System" of street traffic regulation is so well-known throughout North and South America and Europe, that it would be superfluous for me to add praise to that which has already been made by the many technical men competent to pass on its merits. Nevertheless, even a layman like myself is daily impressed, both here and in New York, by the rapidity with which the heavy traffic is enabled to move through the most crowded streets without delay or annoyance, and with a saving of lives which could not have been possible under former conditions. This condition is, of course, due to your initiative.

Please accept my congratulations for the success which you have attained and, believe me,

Very sincerely yours,

MYRON T. HERRICK,
Ambassador.

Early in July, at Mr. Herrick's invitation, I called to talk over traffic matters with him. Charlie Sherrill, at that time Ambassador to Buenos Aires and later to Turkey, went with me, or came in while I was talking to Mr. Herrick, bringing with him the first full-page article so far printed in an American paper on my connection with traffic. This article, published by the New York Sun on May 12, 1912 was entitled "American Solves Traffic Problem in Paris."

Shortly after my arrival in Paris, I called on the Préfet de Police and told him that my book would be issued soon. Ten thousand paper-covered and three hundred cloth-covered copies were printed and after numerous interviews with the authorities, I was requested by M. Lépine to go over the Regulations with M. Joltrain who was in direct charge of traffic.

République Française,
Paris, le 2 Juillet, 1912.

Préfecture de Police
Secrétariat Général
Inspection Divisionnaire
de la
Circulation et des Transports
Cabinet
de
L'Inspecteur Divisionnaire

Cher Monsieur,

M. Le Préfet de Police s'est entretenu moi de la très intéressante brochure que M. Eno a bien voulu lui remettre, et dont il m'a également fait hommage.

M. le Préfet m'a chargé de vous qu'il donnerait volontiers son approbation à la publication du règlement contenu dans cette brochure, mais dans réserve de certaines modifications qui permettraient de mettre ce règlement en concordance avec les ordonnances de police en vigueur.

Il m'a donné mission de m'entendre avec vous et avec M. Eno, à ce sujet. Il me tiens donc à votre disposition, et serai très heureux de vous recevoir dans mon cabinet quand vous aurez quelques instants à me consacrer. J'aurais vivement désire écrire également à M. Eno, mais je n'ai pas son adresse à Paris, ce qui m'a empêché même de le remercier de L'envoi de sa brochure.

Veuillez agréer, cher Monsieur, l'assurance de mes sentiments tout dévoués.

L'Inspecteur Divisionnaire
JOLTRAIN.

Monsieur Hugues Le Roux
Redacteur du Journal Le Matin

Suffern & Son
Certified Public Accountants
28 Rue du Quatre Septembre
Place de L'Opéra
Paris

4th July, 1912.

Mr. William Phelps Eno
Dear Sir:

I was one of your very interested listeners yesterday at the Chamber of Commerce and only regretted the modesty which made you be so brief

on what you referred to as a "dry subject." Personally I can hardly imagine one that is less dry, as I have had some friends suffer from accidents caused by poor traffic regulations, and I am afraid most of us probably have equally good reasons for considering the matter a most interesting one and for the work you have done in connection with it.

I want to make such efforts as are in my power to further the cause which you advocate, and I should be very grateful if you would send me the literature which I understood you to say that you could offer to those of us who feel that they can help your efforts. I am half French, and have lived here so many years that I know a good many people and can perhaps be of some service in furthering your plans. In any case, I should be very glad to do what I can to that end.

Yours very truly,

J. DE MORINNI,
European Manager.

M. Joltrain and I had gone over the Regulations very carefully and made some slight changes and on July 10, 1912, these regulations were officially approved by M. Lépine and I had 100,000 of them printed in folder form and 1,000 placards as a starter. The placards were put up in all police stations and in public stables and garages.

The books were sent to my hotel and then the question of distribution arose, finally being settled by the Police Department and the Driving Syndicates taking charge of the matter for me.

République Française,
Paris,
le 10 Juillet, 1912.

Préfecture de Police
Secrétariat Général
Inspection Divisionnaire
de la
Circulation et des Transports
Cher Monsieur,

Ainsique je vous l'avais promis, je viens de soumettre à M. le Préfet de Police la nouvelle notice reglementaire concernant la circulation, modifiée dans les conditions convenues entre nous.

J'ai l'honneur de vous informer qu'après en avoir pris connaissance, M. le Préfet m'a chargé de vous dire qu'il donnait son entière approbation.

Agréez, cher Monsieur, l'assurance de mes sentiments les plus distingués.

L'Inspecteur Divisionnaire

JOLTRAIN.

Monsieur Phelps Eno
au Grand Hôtel, Paris

RÈGLEMENTS CONCERNANT LA CIRCULATION SUR LA **VOIE PUBLIQUE**

OBÉISSANCE.

1. — Les conducteurs de tramways, wattmen, mécaniciens, cochers, chauffeurs, cyclistes, etc., obéiront toujours, et en n'importe quelle circonstance, aux signaux donnés par les agents de la police, soit ~~de~~ voix ou par la main, en tout ce qui concerne l'approche ou le départ d'un endroit quelconque, le chargement ou le déchargement de voyageurs, de marchandises, etc.

2. — Le fait que l'on ignore ces règlements ne saurait être une excuse pour ne point s'y conformer.

Où pourra se procurer des copies de ces Règlements à la Préfecture de Police et dans tous les Commissariats de Police.

Tout conducteur de tramway, wattman, mécanicien, cocher, chauffeur, cycliste, etc., est tenu d'observer ces règlements, afin d'éviter des embarras de voitures, de faciliter la circulation, de prévenir les pertes de temps, d'argent, etc.

La Police a ordre de veiller à ce que ces règlements soient observés.

— 2 —

ARTICLE PREMIER. — Qu'il est important de tenir sa droite, en passant, tournant, traversant et stoppant.

1. — Tout véhicule, excepté quand il en dépasse un autre, doit se rapprocher du trottoir à droite. Mais dans les rues dont les trottoirs sont étroits, on ne doit pas s'approcher tout près du trottoir afin de ne pas gêner les piétons, et quand cela est nécessaire on ira au pas.

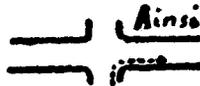
2. — Tout véhicule qui en rencontre un autre venant en sens contraire doit le doubler à droite.

3. — Tout véhicule doit passer à la gauche de ceux qui vont dans la même direction et ne revenir sur la droite qu'après les avoir complètement dépassés.

4. — Dans toute voie publique, divisée dans le sens de la longueur par des viaducs ou des tranchées, des refuges, des terres-pleins, etc., les véhicules passeront à droite. Toutefois des dérogations pourront être autorisées.

5. — Tout véhicule qui tourne doit se tenir sur sa droite (voir § 1).

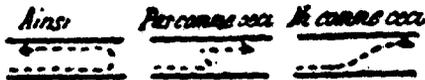
Pour tourner à droite :



Pour tourner à gauche :



6. — Tout véhicule traversant la voie dans sa largeur se comportera.



— 3 —

7. — *Places et carrefours ayant un refuge central.* — D'une manière générale, sur toutes les places au centre desquelles il existe un refuge, un square ou un monument public, les voitures devront traverser en tenant la droite, et en contournant le refuge, le square ou le monument.

8. — *Circulation des voitures dans l'Avenue des Champs-Élysées.* — La partie centrale de la chaussée des Champs-Élysées comprise entre les refuges est exclusivement réservée aux voitures automobiles et véhicules à moteurs mécanique; les voitures hippomobiles, cycles, tandems, tri-porteurs, devront seuls suivre à droite les parties de la chaussée entre les refuges et les trottoirs.

9. — Tout véhicule s'arrêtant, doit le faire de telle façon qu'il ait le trottoir à sa droite, sauf dans les voies où la circulation est prescrite dans un seul sens.

10. — Aucun véhicule ne doit s'adosser au trottoir. Il doit se placer toujours parallèlement à la rue.

11. — Aucun véhicule, sauf dans un cas imprévu ou à moins que ce ne soit pour laisser le passage à un autre véhicule ou aux piétons, ne s'arrêtera sur la voie publique, excepté si c'est auprès du trottoir de droite et de façon à ne pas gêner les piétons. Les omnibus et autobus devront autant que possible serrer le trottoir de droite en s'arrêtant.

12. — Dans toutes les rues qui n'auront pas au moins 9 mètres entre trottoirs, il est défendu à tout conducteur de voiture de stationner vis-à-vis d'une voiture déjà arrêtée du côté opposé.

13. — Les véhicules qui seront obligés de faire demi-tour prendront toutes les précautions nécessaires pour ne pas gêner la circulation.

— 4 —

ART. II. — Signaux.

1. — En ralentissant ou en s'arrêtant, on doit faire un signal à ceux qui suivent en levant le fouet ou la main, verticalement.

2. — Quand on tourne ou quand on se met en marche, on doit indiquer avec le fouet ou la main la direction que l'on prendra.

3. — On doit avertir avant de reculer, et pendant que l'on recule, on doit veiller à ne pas bousculer ou blesser ceux qui sont derrière.

4. — Aucun véhicule ne pourra circuler s'il n'est muni des avertisseurs et feux réglementaires

5. — Les trompes d'avertissement ne doivent servir que pour cet usage. On ne doit pas en user plus qu'il est nécessaire, surtout la nuit.

6. — Les cycles, tandems, tri-porteurs, doivent être munis d'un appareil sonore avertisseur fixé à la machine, dont le son puisse être entendu à 50 mètres, et qui sera actionné toutes les fois qu'il sera nécessaire, et seulement dans ce cas.

ART. III. — Droit de Priorité.

1. — Les voitures de la police, des ambulances, de la poste, des sapeurs-pompiers ont un droit de priorité sur toutes les autres voitures.

2. — Les tramways ont la priorité de passage avant tout autre véhicule, excepté aux croisements de voies.

— 5 —

Les cochers, etc., qui se placeraient sur les rails en avant d'un tramway, doivent se retirer au premier avertissement du conducteur, wattman ou mécanicien.

3. Dans les rues où des signaux de direction sont apposés, tous les véhicules suivront rigoureusement la direction indiquée.

4. — Aucun véhicule ne doit stationner sans nécessité.

5. — A l'approche d'une pompe à feu (ou de tout autre danger) un véhicule doit se ranger aussi près que possible du trottoir de droite.

ART. IV. — Vitesse.

1. — Aucun véhicule ne dépassera la vitesse réglementaire et justifiée par les circonstances.

2. — A la traversée des voies, les véhicules ralentiront leur allure.

ART. V. — En Dépassant les Tramways.

Les conducteurs ralentiront leur marche, et arrêteront leurs véhicules, au besoin, à proximité des arrêts fixes et facultatifs des tramways, lorsque des voitures ou des trains s'y trouveront arrêtés pour prendre ou laisser des voyageurs.

ART. VI. — Contrôle.

Surveillance des Chevaux.

1. — Aucune voiture ne stationnera sur la voie publique sans être gardée ou sans que les roues des véhicules soient solidement retenues par une amarre ou une chaîne.

2. — On n'abandonnera jamais les rênes d'un cheval que l'on monte ou que l'on conduit.

— 6 —

ART. VII. — Véhicules

1. — Sous aucun prétexte, on ne se servira d'un véhicule construit ou couvert de telle façon qu'il empêche le cocher, etc., de distinguer nettement les voitures qui le suivent ou qui sont à côté.

2. — Aucun véhicule ne sera construit ou chargé de façon à gêner la circulation générale.

3. — On ne pourra, sous aucun prétexte, utiliser ou conduire un véhicule chargé de fer ou d'autres matériaux, pouvant causer un bruit inutile en s'entre-choquant, à moins que l'on n'ait amorti ce bruit.

4. — Aucun véhicule ne peut être conduit par une personne âgée de moins de dix-huit ans et n'ayant pas les aptitudes nécessaires.

5. — Il est interdit de s'accrocher à l'arrière d'un véhicule quelconque.

ART. VIII. — Conditions et traitement des chevaux

1. — Les propriétaires ne pourront mettre en service des chevaux impropres à fournir le travail pour lequel on les emploie. Il est interdit également d'utiliser des chevaux vicieux ou atteints, soit de maladies contagieuses, soit de plaies ou de difformités repoussantes.

2. — Aucun conducteur ne fera claquer son fouet.

- 7 -

**ART. IX. — Droits et devoirs respectifs
des piétons, cochers, etc.**

La chaussée est avant tout destinée aux véhicules, mais il demeure bien entendu que les piétons doivent la franchir en sécurité. Il faut donc que les conducteurs de tramways, cochers, etc., usent de toutes les précautions nécessaires pour ne pas blesser ou gêner les piétons qui, eux, ont le devoir, avant de quitter les trottoirs ou les refuges, de regarder devant eux et de surveiller les véhicules ou tramways qui approchent.

Les piétons ont donc tout avantage, au point de vue de leur propre sécurité, à prendre les précautions suivantes :

Lorsque l'on traverse la voie publique, il faut autant que possible, le faire à angle droit et de préférence à un passage régulier.

On facilitera ainsi la circulation et l'on rendra la besogne des chevaux moins pénible, puisque souvent il faut les arrêter brusquement en leur « cassant » cruellement la bouche, pour éviter de blesser des passants plus ou moins négligents.

Cette négligence des piétons ne saurait être, dans aucun cas, une excuse pour les cochers, etc., qui ne doivent ni les gêner, ni les blesser.

Les piétons se servant du trottoir suivront leur droite. Et dans les rues où les trottoirs sont étroits ils prendront le trottoir de droite. Ils éviteront de s'arrêter juste à la traversée d'une rue, ils le feront de préférence sur les côtés du trottoir. Ils éviteront aussi de stationner inutilement à la sortie des théâtres ou des endroits de réunion publique.

Approuvé,
10 Juillet 1912

LÉPINE,
PRÉFET DE POLICE.

Imprimerie HERBERT CLARKE,
338, rue Saint-Honoré,
PARIS;

Paris,
le 11 Juillet, 1912.

Letter to
Mr. Charles Legrand

Mon cher Collègue,

Mon compatriote Monsieur William Phelps Eno, de New York, vient, à la dernière Assemblée de notre Chambre, de faire une très intéressante conférence sur les résultats de l'application de son système de réglementation du trafic dans la ville de New York. Les membres de notre corporation ont écouté leur collègue M. Eno, avec le plus grand intérêt, la plupart, d'entre eux ayant pu se rendre compte à New York de l'amélioration, de la sécurité et de l'accélération due trafic dans les rues de cette ville. J'ai personnellement été tellement frappé de la conférence de M. Eno que je l'ai prie de me permettre de vous envoyer quelques exemplaires d'un opuscule qu'il vient de faire imprimer en français donnant un exposé de son système. J'espère que cette brochure ne manquera pas de vous intéresser autant que moi-même, et il me semble qu'elle pourrait très utilement être mise sous les yeux des autorités compétentes de la Ville de Paris. Le problème que M. Eno s'est fait fort de résoudre est du plus grand intérêt ici, où l'accroissement du commerce et l'encombrement des rues ne tarderont pas à rendre la circulation excessivement difficile et dangereuse, comme nous avons pu le voir à New York il y a quelques années.

La Ville de Paris qui est un centre a attraction pour tout les étrangers —particulièrement pour les américains—se doit à elle-même de solutionner cette question de circulation qui pourrait devenir préjudiciable à ses propres intérêts.

Tout en vous remerciant d'avance pour le concours que vous pourrez donner à cette oeuvre désintéressées d'un de mes compatriotes, je vous prie d'agréer, mon cher Collègue, l'assurance de ma haute considération.

B. J. SHONINGER,
*President American Chamber of
Commerce of Paris.*

Ralston, Siddons & Richardson
Attorneys and Counsellors at Law
Washington, D. C.

July 11, 1912.

Mr. William P. Eno
Paris, France

Dear Sir:

I beg to acknowledge receipt of your favor of the 29th ult. accepting the appointment of Chairman of the Committee on Good Roads and Automobile Regulations. I communicated your acceptance to Mr. MacFarland, the Chairman of the Council, who has expressed his gratification at your

action, and desired me to inform you that nothing will be undertaken by the Council or any of its committees until the fall and that he hopes you will continue to serve as Chairman of the Committee.

I venture also to inform you that you are at liberty to select the members of your committee and having done so, the names and addresses of the members should be forwarded to the Chairman of the Council for his approval, which no doubt will be given *pro forma*.

Truly yours,

F. L. SIDDONS,
Secretary.

American Association for Highway Improvement
Office of the Secretary
Colorado Building, Washington, D. C.

July 18, 1912.

Mr. William Phelps Eno

My dear Sir:

I am much gratified to learn from Mr. Nelson P. Lewis, Chairman of the Committee having in charge the selection of delegates to prepare papers for the Third International Road Congress, that you have consented to prepare a paper on question No. 7, which deals with regulations for fast and slow traffic on roads, etc.

In accordance with Mr. Lewis's suggestion and on behalf of the Executive Bureau of the Permanent International Commission of Road Congresses, I beg to formally extend to you the invitation to present such a paper at the International Road Congress which will be in session in London, June 23 to 27, 1913.

Thanking you for your cooperation, I am

Very truly yours,

L. W. PAGE,
President.

I had some difficulty in persuading the Préfet de Police to place the cabstands in the middle of the streets. I wanted this done on the Boulevard but he said there was not room enough. However, when I pointed out that there was a cabstand on each side of the Boulevard and that if he would take the two away and put one in the middle there would be more room than there was before, he saw that it was really so.

Shortly after this M. Lépine resigned his office and M. Hennion was appointed in his place. He adopted many things recommended in "Le Problème de la Circulation," including putting cabstands in the middle of the streets, some structural changes including the spreading apart of the two lines of Isles of Safety on the Champs Elysées and the placing

of a third between them, thus dividing the traffic on that important thoroughfare into four instead of three parts, so that motor vehicles which travelled in the center were divided according to direction.

Before leaving Paris, the "Excelsior" had asked me for a plan to simplify traffic at the Rond Point des Champs Elysées.

This plan was approved by the authorities in 1913 but delayed on account of the caving in of the pavement over the Catacombs on the Avenue d'Antin and then by the World War. It was not actually put into operation until 1927. I will speak about this later on. The plan was republished in the report of the Third International Road Congress held in London, 1913, for which I was selected to write on Traffic, representing the United States.

Paris,
le 20 Juillet, 1912.

à
M. M.

le Secrétaire Général de la Chambre Syndicale des Cochers-Chauffeurs de la Seine,

le Président de la Fédération Nationale des Entrepreneurs de Transport,
le Secrétaire Général de la Fédération Nationale des Moyens de Transport,

Messieurs,

Je viens vous entretenir des règlements concernant la circulation et reproduits dans ma brochure (pages 24 à 31) "Le Problème de la Circulation" ceux-la même que, lors de nos conférences en 1910 vous m'avez aidé à mettre debout et que vous désirez voir appliquer par la Préfecture de Police.

Accompagné par M. Hughes Le Roux, j'ai eu une entrevue avec M. Lépine. Je lui ai demandé de bien vouloir lire ces règlements et de les approuver.

Le 2 Juillet dernier, M. Joltrain me fit connaître que M. Lépine désirait que je me mette en rapport avec lui afin d'en discuter.

Le 8 Juillet—après avoir convenu du rendez-vous j'allai voir M. Joltrain à son bureau. Nous étions d'accord. Nous convinmes de faire quelques suppressions qui allègent le texte en le rendant plus clair et plus net. Je suis persuadé que vous en conviendrez.

Le 9 Juillet les règlements furent à nouveau soumis à M. Lépine.

Le 10 Juillet je reçus une lettre officielle de M. Joltrain dans laquelle il m'informait qu'après en avoir pris connaissance, M. le Préfet de Police, donnait son entière approbation aux règlements en question.

Notre effort est donc couronné de succès.

J'ai des raisons d'espérer que nous obtiendrons le même succès au sujet de la commission que vous désirez voir remanier. Le question sera portée au Parlement à la rentrée des Chambre par un de nos amis, député tres

influent et qui veut bien nous donner son appui. C'est là le moyen le plus efficace de convaincre le Conseil Municipal.

Jusqu'ici les autorités ayant en main l'application des ordonnances ont prétendu que la mauvaise volonté provenait exclusivement des conducteurs. Nous avons l'occasion de leur démontrer le contraire et j'espère que vous ne la laisserez pas passer.

Je fais imprimer 100.000 exemplaires de ces règlements ainsi que 500 affiches pour les garages, écuries, etc.

Veuillez agréer, Messieurs, avec mes remerciements pour votre précieuse collaboration, l'assurance de mes meilleurs sentiments.

WM. P. ENO.

58 Avenue d'Iena,
Paris, 22 of July, 1912.

My dear friend,

I have come back for a few days to Paris and I was going to write to you and congratulate you for the brilliant outcome of your campaign when I received your letter.

Nobody could be more pleased than I was for the end of your disinterested and fruitful efforts.

You have reached the point which I so much desired to see you attain, that is the complete approval of your code by the authorities in Paris.

Very cordially your friend,

P. BUNAU-VARILLA.

25 Juillet, 1912.

à Monsieur Joltrain, Inspecteur Divisionnaire de la Circulation
Préfecture de Police, Paris

Cher Monsieur Joltrain, Je vous ai fait tenir 25,000 petits livrets et 150 affiches pour apposer dans les écuries, garages, stations de voitures, etc. J'en envoie un nombre égal à Monsieur Descaves, pour la Brigade des Voitures. Je lui fait remettre aussi mille brochures et j'ai fait placer dans chacune un petit livret. J'ai en outre, quelques milliers des règlements, une centaine d'affiches et environ 3,000 brochures. Je ne sais encore quel usage en faire.

J'espère que vous approuverez cet envoi. Comme vous êtes en rapports constants avec M. Descaves, il serait facile, le serait facile, le cas échéant, de proportionner le nombre des livrets nécessaires a chaque service.

Il serait utile que les membres de la Brigade des Voitures aient chacun un exemplaire de la brochure et un paquet de livrets, et, afin d'en activer la distribution, ils pourraient en porter quelques exemplaires sur eux.

On avait donné à New York au "Traffic Squad"—qui correspond à votre Brigade des Voitures—la mission de surveiller l'apposition des

affiches dans les écuries publiques, garages, etc. Je ne sais ce qui sera fait à Paris, mais la méthode employée à New York a donné d'excellents résultats.

J'applaudis à votre idée de mettre un règlement.

Je déplore que tant de conducteurs et plus particulièrement les cochers de fiacres, sachent si mal conduire, cependant on pourrait diminuer le nombre des mauvais conducteurs en rendant plus sévères les examens. En outre, le nombre actuel des possesseurs de permis sera forcément réduit par suite de décès, de vieillesse, etc.

Veillez agréer, avec mes remerciements les plus vifs, l'assurance de mes sentiments les meilleurs.

J'ai eu de la joie à apprendre votre nomination dans l'ordre de la Légion d'honneur et vous envoie mes vives félicitations.

WM. P. ENO.

27 Juillet, 1912.

à Messieurs les Membres de l'Automobile Club

Place de la Concorde, Paris

Messieurs, J'ai l'honneur de vous faire remettre un certain nombre d'exemplaires de ma brochure "Le Problème de la Circulation" ainsi que des livrets contenant les règlements approuvés par M. Lépine le 10 Juillet dernier. En outre je vous fais tenir 10 affiches destinées aux garages. Je compte sur votre amabilité pour en faire la distribution aux propriétaires et conducteurs d'automobiles.

De mon côté je termine la distribution de 10,000 de ces brochures; de 100,000 livrets et de 500 affiches. La plupart sont remis aux agents de Police et aux conducteurs de voitures publiques.

C'est le premier pas fait dans la réglementation rationnelle de la circulation, car il est impossible de réglementer quelque chose ou quelqu'un sans leur apprendre ce qu'ils auront à faire. C'est l'essentiel.

J'ajoute que si les autorités s'occupent attentivement de ce travail, si elles y apportent une attention soutenue, nous réussirons.

En sollicitant votre aide, je vous prie d'agréer, Messieurs, l'assurance de ma considération la plus distinguée.

WM. P. ENO.

N. B. J'ai rencontré dernièrement le Comte de la Valette. Il m'a promis de vous soumettre mes travaux à votre prochaine Assemblée.

Paris,

27 Juillet, 1912.

à Monsieur Ballif,

President à M. M. les Membres du Touring Club

65, Avenue de la Grande Armée

Messieurs, J'ai l'honneur de vous remettre quelques uns de mes ouvrages précédents sur la circulation et le service des voitures publiques. J'y joins un certain nombre d'exemplaires de ma brochure: "Le Problème de la Circulation" ainsi que 1,000 petits livrets approuvés par M. Lépine le 10

dernier et 25 affiches destinées à être apposées dans les garages. Je compte sur votre amabilité pour faire distribuer les brochures et les réglemens aux propriétaires et conducteurs d'automobiles.

Je termine en ce moment la distribution de 10,000 brochures "Le Problème de la Circulation," de 100,000 livrets et de 500 affiches. La plupart sont remis aux agents de Police et aux conducteurs de voitures publiques.

C'est le premier pas fait dans la réglementation rationnelle de la circulation, car il est impossible de réglementer quelque chose ou quelqu'un sans leur apprendre ce qu'ils ont à faire. Cela est essentiel.

J'estime que si les autorités s'occupent attentivement de ce travail, et si elles y apportent une attention soutenue, nous réussirons.

En vous demandant de m'aider, je vous prie d'agréer, Messieurs, l'assurance de ma considération la plus distinguée.

WM. P. ENO.

N. B. Si M. Hugues Le Roux n'était pas absent, je lui aurais demandé de vous écrire, car c'est avec son concours que j'ai commencé ce travail à Paris.

Fédération Nationale
des
Entrepreneurs de Transports,
Siège Social: 10, rue de Lancry

Paris, le 27 Juillet 1912.

Monsieur William Phelps Eno
Grand Hôtel,
Paris

Cher Monsieur,

J'ai l'honneur de vous exprimer tous mes remerciements, tant en mon nom personnel qu'un nom des Syndicats adhérents à notre Fédération, pour le zèle inlassable avec lequel vous avez poursuivi le but que vous vous êtes proposé d'atteindre: l'amélioration de la circulation dans Paris.

La notice approuvée par M. le Préfet de Police le 10 Juillet constitue un progrès considérable dans la réglementation de la circulation. Je sais bien que les prescriptions nouvelles vont à l'encontre des habitudes praisées et de la routine; mais j'ai l'espoir avec le concours actif des Syndicats des chauffeurs et des cochers, les conducteurs se rendront compte qu'ils bénéficieront tout les premiers des facilités de circulation attendues.

Il y a d'autres questions à résoudre, notamment celle du stationnement des voitures de place. A vrai dire, la question de la circulation proprement dite ne sera complètement résolue que lorsque le stationnement aura été équitablement fixé; mais ce sera l'oeuvre de demain et laissez-moi espérer que vous voudrez bien nous continuer de concours que vous avez bien voulu nous accorder jusqu'ici.

Je vous prie d'agréer, Cher Monsieur, l'expression de mes sentiments les plus distingués.

*Pour la Fédération,
Le Président,
MIRAILLET.*

Paris, le 2 août, 1912.

à Monsieur Joltrain,
Inspecteur Divisionnaire de la Circulation,
Paris

Cher Monsieur Joltrain: J'ai été si absorbé par les préparatifs de mon départ que je n'ai pu, malgré mon vif désir, vous rendre visite et vous dire combien j'ai de gratitude pour tout ce que vous avez fait, pour l'intérêt que vous prenez et le travail que vous imposez pour faire aboutir mon effort. Je vous en suis profondément reconnaissant et je serai heureux d'une occasion pour le prouver.

Je vous ai envoyé une caisse de brochures—j'en ignore la quantité—ainsi que 25,000 livrets. J'espère que vous les avez reçus.

Je pars demain, mais j'espère vous revoir dans quelques mois.

Encore une fois merci. Je vous demande de bien vouloir présenter mes hommages et mes remerciements à M. Lépine.

Croyez, cher Monsieur Joltrain, à mes sentiments les plus cordialement dévoués.

WM. P. ENO.

During my entire time in Paris the papers contained many articles on the subject so that when I reached New York I was again received by a large number of reporters and photographers.

New York, August 3, 1912.

My dear Mr. Eno:

Thank you for the very attractive French copy of your work on Traffic Regulation—What a tremendous amount of labor you have expended on this important subject! And how appreciative city governments ought to be.

With renewed congratulations and best wishes.

Very truly yours,

THEODORE A. BINGHAM,
Formerly Police Commissioner.

Yale University,
New Haven, Conn.,
President's Office,
August 27, 1912.

My dear Mr. Eno:

Your traffic ideas are so good that I am much pleased and not at all surprised to see them in a French dress. The more widely they can be circulated the better.

Faithfully yours,

ARTHUR T. HADLEY.

The Quarter-Deck, Sea Gate,
New York Harbor,
Sept. 8, 1912.

Dear Mr. Eno:

I have just received your excellent little book in French on Traffic Regulations. Paris certainly needs their application. Can we ever convince New Yorkers that isles of safety are not inventions of the wicked one? Many thanks for the book.

Yours very sincerely,

GHERARDI DAVIS,
Formerly First Deputy Police Commissioner.

Police Department,
Traffic Branch,
Sydney, N. S. W.,
September 24, 1912.

My dear Mr. Eno:

I have your letter from Paris dated 30th July, last, and have read with interest your publication.

You are very plucky and energetic to carry your reforms into a large and old City like Paris, and I have no doubt that a much needed improvement will be effected there.

Many Australian visitors to the United States speak in excellent terms of the regulation in New York under very trying conditions, and it is pleasant to know that this is largely the result of your most disinterested work.

I am glad to think that my papers etc. are appreciated by you, although from what I have heard of the rather conservative methods of Scotland Yard I think it is unlikely that they would consider any of our methods an improvement upon theirs. After all, of course, the problem here is very small compared with that of London or New York.

I am particularly interested in some information brought me by a friend just returned from the States that in Philadelphia, in narrow streets where only *one* line of tram cars run, it is the custom or law that vehicles travel *only* in the same direction as the cars. In Sydney we have two very

narrow and congested streets running parallel to each other and I would appreciate very much your opinion as to the advisability of this practice in Philadelphia. Does it result in an improvement of regulation and safety? Are the rails laid in the centre of the roadway, or nearer to the side? Are vehicles allowed to remain whilst waiting on either or both sides of such streets? Does the system cause inconveniences to the driving public in any way?

I am always pleased to hear from you and to know that your work meets with success.

With kind regards,
Yours faithfully,

A. EDWARD,
Superintendent.

Association
Internationale Permanente
des

Congrès de la Route

Paris, le 28 Sept., 1912.

Sir and Dear Colleague,

The Special Committee which has been appointed at the request of the Executive Committee of the Permanent International Association of Road Congresses by Messrs. L. W. Page, Director of the United States Service of Public Roads, Washington, and Nelson P. Lewis, Chief Engineer, Board of Estimate and Apportionment in New York, to nominate the American Experts who are to prepare the Reports which will be submitted to the Third International Road Congress held in London on the 23rd to the 28th June, 1913, informs us that you have been good enough to accept the task of preparing a report on the Question No. 7 entitled: REGULATIONS FOR FAST AND SLOW TRAFFIC ON ROADS.

We know how eminently qualified you are for drawing us a Report on this question, and we should be grateful if you would be kind enough to send us this Report, typewritten on one side of the paper only, before the 1st, November next if possible, which is the date fixed by the above-mentioned Special Committee.

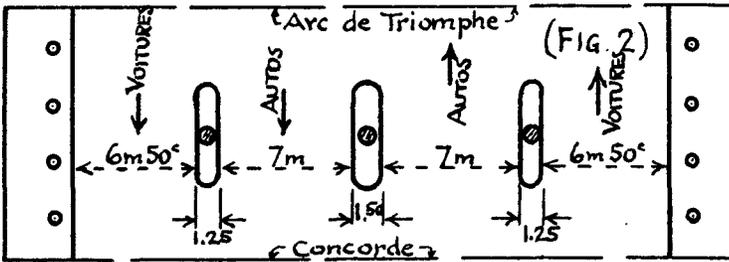
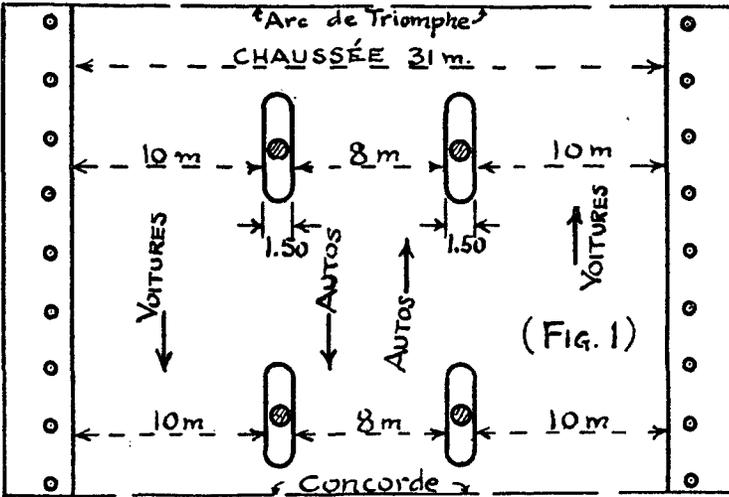
For your guidance, we enclose an extract of the Regulations of the Association relating to the preparation of Papers and Reports, and the illustrations accompanying the same.

I am, Sir and Dear Colleague,

Yours very faithfully,

*Pour le Bureau Exécutif,
Le Secrétaire Général,
Ingénieur en Chef
des Ponts et Chaussées,
M. MAHIEU.*

Wm. Phelps Eno, Esq.
Washington, D. C.



LA CIRCULATION AU CHAMPS ELYSÉES

FIG. 1. Circulation actuelle

FIG. 2. Nouveau projet de la Circulation

From *Le Temps*, Paris, Sept. 27, 1912

Showing changes of refuges on
Champs Elysées

Early in October 1912, M. Miraillet, the head of the Federation Nationale des Entrepreneurs de Transports sent me some very carefully made drawings of the Place de la Concorde, the Rond Point, the Opéra, Boulevard de la Madeleine and Square de la Trinité. These I have not reproduced on account of the expense but they can be found on about this date in scrap books which are available to students of traffic.

On October 2, "Je Sais Tout" asked me for an article and offered to pay for it. This was an agreeable surprise as nobody had ever offered me any money before. Of course, I wrote the article but said in a letter that on account of never having received any money, I did not know exactly what to do about it but suggested that instead of giving it to me that they give it to M. William Dumont whom I had asked to translate the article for them. However, much to the credit of M. Dumont, who needed the money, he would not take it and translated the article exceedingly well. This article was published January 15, 1913.

South Yarmouth, Mass.,
October 4, 1912.

My dear Mr. Eno:

It would give General du Pont and myself a great deal of pleasure and satisfaction if you found it possible to join in this good work to the extent of your willingness to do so and become a member of the American Association of State Highway Officials. If, after considering the matter, you would be willing to have us use your name as the Washington representative of the Association to whom the active man in Washington charged with the responsibility of watching legislation and publicity could report and get assistance and guidance from you, it would be hard to express our satisfaction at such an outcome.

I trust that after you have looked over the form of organization it will meet with your approval; and if in considering that form you could likewise, as the Association develops, become identified with the traffic regulation activities of the Association it would fit in with the various plans that we have for its organization and accentuate and perfect its work and influence.

We do not wish you to assume any burdens that you do not want to assume. We are not asking that you should devote any particular time to it excepting as opportunity and occasion offer and your desire permits.

I trust that you will keep me supplied from time to time with literature that you get out in connection with your traffic work, and if I can send

you more information in regard to our National Highways plans, please command me.

With kind regards, I am

Yours very truly,

CHARLES H. DAVIS,
*Founder of Davis Library of Highway
 Engineering and Highway Transport—
 University of Michigan, Ann Arbor,
 Founder School for Highway Engineer-
 ing at Columbia University.*

University Club,
 Fifth Avenue and 54th St.,
 New York,
 October 31, 1912.

My dear Eno:

The package proved to be the booklet, in French, explaining your system of regulation of street traffic, and giving the rules adopted in Paris, under your inspiration. I can truthfully say that the booklet has seldom fallen into more appreciative hands. I am exceedingly fond of the French language. Its clarity and precision, as well as a certain charm in the language itself, appeal to me highly. I went upstairs, and read that book through from end to end. The code of Paris rules made the whole subject a fresh one; besides letting me into some fresh corners of the French idiom. In the latter part, I found a number of letters written, originally in English and now set over into French, of admirers of your work; and among them one which I had written myself, and which, in its French dress, had all the effect of novelty. I greatly appreciated the honor you did me. My feeling on the subject of your work has altered in only one way, namely, that the daily sight of what it has done for New York, has made the feeling more intense. It is given to so few of us to do anything and most of us have to be content with living correct lives, and attending to routine duties! It is a great thing to have achieved a genuine change for the better, in any of our social systems, and to have done it so rationally that it is sure to live on, long after its founder. I hope that in your case the good change may always, as it ought to, be associated with the name of the man who brought it about.

I wished you to know that your sending the book to me was greatly appreciated, and to explain my delay in acknowledging its receipt.

Sincerely,

EDWIN D. WORCESTER.

Early in November 1912 a letter was received from Stamford, Connecticut, asking me to advise them in regard to their traffic problem. I was unable to at that time and received a letter, from which I quote:

"The Mayor, Chief of Police and five members of the special committee of Traffic Regulations from the Common Council of Stamford, met last night and suspended all consideration of the matter until they could hear from you."

Accordingly I went there a little later and was most cordially received, taken around the city and then to dinner and to the Town Hall where the Mayor and the Chief of Police introduced me. I was really much pleased with the way they went at the matter, so contrary to the usual custom. They admitted that they did not know anything about the subject and believed the best thing to do, was to ask me to tell them what to do, and they would do it, and so they did. They took the New York Police Traffic Code and went ahead with it, I think to the satisfaction of everyone.

Bertram, Griscom & Company
19 Boulevard des Capucines,
Paris

November 16, 1912.

Mr. Wm. P. Eno
My dear Eno:

I read with great pleasure in "Le Temps" of yesterday evening, a paragraph which I enclose herewith. Your friend Lépine has apparently adopted your idea of putting three sets of refuges on the Avenue des Champs-Élysées, which is a great feather in your cap. I hope that I shall live long enough to see this improvement realized, which in practice, will no doubt be a vindication of your traffic principles.

Very sincerely yours,

LAURENCE V. BENÉT.

CHAPTER IV

Traffic Control in Europe and the United States, including War Work in Washington, D. C.

Excerpt from letter of Charles F. Weller, Associate Secretary, Play-ground and Recreation Association of America:

New York City,
January 15, 1913.

"I am proud to know of what an American citizen has done to regulate and organize such an important, modern activity as the traffic in our city streets. Your work is an inspiration to those of us who are trying to be of some service in related lines of civic endeavor."

Translation from an article in *Leipziger Neusse, Nachrichten-Leipzig*,
February 26, 1913.

Lépine took great pains and every precaution possible to regulate the increased street traffic in the streets of Paris but with little success although it cannot be denied that he improved things. However, it took a man from America, a Mr. Eno, to show the French people—two or three years ago—how by simple means the reckless daily and hourly collisions between vehicles in the streets and in the squares could be avoided and how the lives of pedestrians in a certain measure could be protected. Since then the "System Eno" has been introduced in the street traffic and has proved very successful, but, as already mentioned, it is imported goods for which, however, no duty has been paid.

On March 23, 1913, Louis Lépine resigned. For twenty years, exclusive of a two year interval when he was Governor General of Tangiers, he had headed the Police Department and was known as the Little King of Paris. He was the first Préfet of Police with whom I took up the matter of traffic regulation in Paris and I look back to my association with him with great pleasure. After his resignation, M. Laurent took his place and after him came M. Hennion, who was the only one of the Préfets of Police I did not know from the time of M. Lépine including M. Langeron who is in office at the present time. M. Hennion took office after I left Paris in 1912. He did unusually good work and much credit is due to him for his accomplishments. He died not long afterwards.

I forgot to mention that shortly after I returned from Paris in 1910, I received a cable from M. Dumont saying that the cab drivers had

decided to strike if the ordinance passed was not rescinded and my Police Traffic Code substituted. I thereupon cabled and wrote to M. Fiancette, the head of the Cab Drivers' Syndicate, urging that this action be deferred until I could return once more. Luckily I had established such friendly relations with the Syndicate that its members deferred to my judgment and Paris was saved from the discomfort of being deprived of cabs.

Excerpt from letter from M. Dumont:

Paris,
May 27, 1913.

The new Préfet de Police, M. Hennion, has begun serious reforms concerning the street traffic and he has evidently read "Le Problème de la Circulation" for everything which has been decided has been asked by you. For instance, the public carriage stations are now in the middle of the Boulevards, from the Madeleine to the Place de la Republique. It is working wonderfully well—all the papers are praising the innovation. On the other hand, the heavy traffic is not allowed at certain hours on the Boulevards, Rue de la Paix, Rue de la Chaussée d'Antin. The rotative system will be applied everywhere possible; the one-way system will be greatly increased; vehicles on the rue de la Paix will be stationed Place Vendome, public calls established in a great many places, etc. So you see that they have copied you to an inch.

Cable

June 30, 1913.

Dumont, care "Le Matin," Paris

Urge Fiancette assist Hennion cab stands middle streets and control maraude. Public interest demands and will win.

ENO.

This cable was sent after hearing that M. Hennion was having trouble to make the changes he wished to make and which were advocated in my book and I thought that the help which the Cab Drivers' Syndicate could give him would be of assistance and so it proved to be. On receipt of this cable, M. Dumont wrote me on July 1st as follows:

"I have received your cable this morning. Accordingly I have seen Fiancette. He tells me that he cannot OPENLY approve cab-stands in the middle of ALL the thoroughfares but personally believes that they are indispensable in certain streets and on the boulevards. He says that it is only a question of time and that the drivers will themselves appreciate the advantages.

It will be, he says, the same as for the one-way traffic. At first the drivers were against it and now they wish it should be extended. He thinks a great deal of the new Préfet and he has confidence that, with his help, the traffic problem will be easily improved. He recognizes that all the propositions that were decided between him, Guinchard, Miraillet and yourself, have been adopted and that will shortly be all applied."

Sometime in June 1913, John Drennan, at my recommendation to the Mayor, was put at the head of the License Bureau for Taxicabs of the City of New York. Shortly after that, we got a building on 57th Street, 25 x 100, for the examinations and later got another one, 50 x 200, extending from 57th to 58th Street. Drennan was an excellent appointee, learning his job thoroughly and it was a great loss to the city when they appointed a political man in his place.

25 Broad Street,
New York,
August 7, 1913.

Wm. P. Eno, Esq.
Saugatuck, Conn.
My dear Will:

I have today written to my cousin, The Lord Montagu of Beaulieu, saying that you might write to him in regard to the regulation of street traffic, or might call upon him. This is the result of our recent conversation at Saugatuck. If you go over I will give you a letter of introduction to him and I am sure that he will be glad to place at your disposal all of the information. His address is:

The Lord Montagu of Beaulieu
c/o "The Car," Piccadilly
London, W., England

With kind regards, believe me,

Very sincerely,

RALPH M. STUART WORTLEY.

The Car, 62 Pall Mall.
London, S. W.,
August 19, 1913.

My dear Ralph:

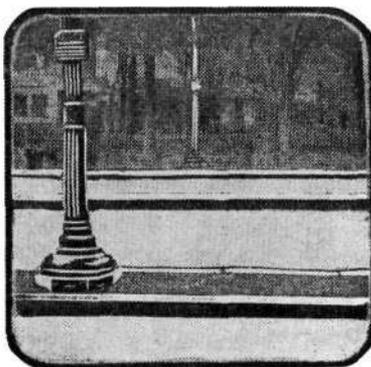
I shall certainly have great pleasure in seeing your friend, Mr. Eno, and having a chat with him on traffic questions. As a matter of fact, I was General Reporter on this subject at the recent International Road Congress, and reported on Mr. Eno's paper amongst others.

Yours sincerely,

JOHN M.

Excelsior — *Aug. 13-13.*

Le triomphe du système Eno.
 Une fois de plus, les principes de l'Américain William Phelps Eno, l'importateur en Angleterre et en France du système de circulation giratoire, viennent de triompher. C'est le système des trois refuges qu'il préconisa que le préfet de police ordonna récemment comme le seul capable d'améliorer la circulation des véhicules aux Champs-Élysées. Déjà, entre le rond-point et le Grand Palais, il existe trois séries de ces triples



Le triple refuge aux Champs-Élysées.

refuges, canalisant ainsi la circulation des automobiles et donnant naturellement une plus grande sécurité aux piétons. Les deux refuges extérieurs de chaque série sont ceux qui existaient jadis, mais qu'on a écarté l'un de l'autre; au milieu, on a édifié le refuge central, qui sera bientôt surmonté d'un revêbère.

Naturellement, le système des trois refuges sera généralisé d'un bout à l'autre de la splendide voie parisienne.

In September, 1913, I wrote an article for The American City Magazine entitled "Standardized Street Traffic Regulation."

Police Department
 City of Stamford, Conn.

October 21, 1913.

My dear Mr. Eno:

At the meeting of the Traffic Committee of the Common Council, which was held on Friday evening October 17th, the police regulations

for street traffic submitted by you were adopted and I was instructed to communicate with and inform you of the action of the Committee. I am enclosing one of the regulations and you will note the two minor changes which I have marked with ink.

If you will be kind enough to place an order in behalf of the City for ten thousand of the same with the two corrections noted we will consider it a great favor, and on receipt of the same we will begin the enforcement, as it is our desire to carry out your instructions fully in the matter and when an officer is assigned instead of arguing with the offender, to have one of those regulations in his possession to hand to him and, therefore, carry out what you term "A campaign of education." I hope it is not asking too much of you to place this order and if you can see your way clear to comply with our request we will consider it another great favor.

Hoping to hear from you in the very near future with a favorable reply, I am

Very truly yours,

WM. H. BRENNAN,
Chief of Police.

Police Department
City of Stamford
Connecticut

December 20, 1913.

My dear Mr. Eno:

I want to assure you that the people of this City are taking very kindly to the traffic rules and are beginning to appreciate what a good thing you have done for them. I am very glad to hear that New Britain has adopted the traffic regulations without changes. They are set upon carrying out every idea recommended by you.

Very truly yours,

WM. H. BRENNAN,
Chief of Police.

On February 13, 1914 Dr. Bertillon died. He was a noted criminologist and a famous anthropologist and was the handwriting expert in the Dreyfus case.

"World's Work," February, 1914, published an article by Arno Dosch Flourot entitled "The Science of Street Traffic" giving details of my work.

St. Louis, Missouri,
February 18, 1914.

Telegram
Wm. Phelps Eno

The Yale Alumni Association of St. Louis joins the Business Men's League in a cordial invitation to you to come to St. Louis in March.

THOMAS H. WEST, JR.,
President.

St. Louis, Missouri,
March 9, 1914.

Telegram
Wm. Phelps Eno

Will you please wire today if possible whether or not you will be able to make talk Business Men's League March 18 as arranged. It would, of course, be pleasant in every way if you can do this considering automobile dinner evening March eighteen and Yale Alumni dinner evening March seventeen but can arrange April first for you if you find it impossible to come on eighteenth. Will hold present arrangements till I receive telegram from you.

SAM D. CAPEN.

The Citizens Street Traffic Commission
of Greater New York

cordially invites you
to attend a complimentary dinner to
Mr. William Phelps Eno

at

The Automobile Club of America
247 West 54th Street New York City
Tuesday, April Twenty-first, 1914
at Seven o'clock, P. M.

In June 1914, on my return to Saugatuck, I found that the Inspector, then in charge of traffic in New York, had made unfortunate changes in the traffic code. First Deputy J. W. McClintock, in charge of traffic, communicated with me and came up to see me and asked if I would straighten out the confusing sections. This was done and the regulations restored.

The Evening World of June 11, 1914, published an article on One-Way Traffic streets which we had succeeded in getting in some years before in New York, followed by Boston and put in effect in 1909 in Paris. This system is now in force in every city and sometimes where it should not be, due to the fact of allowing police authorities to inaugurate it without consulting traffic engineers.

Halle A. S. Germany,
June 20, 1914.

Wm. Phelps Eno, Esquire

Your report made to the Third International Road Congress would certainly be of great interest to the readers of our Journal. Therefore, we take the liberty of asking you if you would kindly permit its reprint in our Journal. Anticipating your favorable reply we thank you in advance for the courtesy. Availing ourselves of this opportunity, we invite you to become a co-worker. If you say you are willing to assist us with occasional contributions of articles we will put you on the list of our contributors and will regularly send you an editor's copy of our Journal free of charge. We are forwarding by same post the latest number of our Journal. In the meanwhile, awaiting your esteemed reply, we subscribe ourselves, with greatest respect.

"DER STRASSENBAU."

On September 6, 1914, The New York Times published a drawing of Rotary Traffic for Fifth Avenue and 57th Street. This is the plan which we put into effect shortly after that time.

National Safety Council for
Industrial Safety

Chicago, Ill.,
October 10, 1914.

My dear Mr. Eno:

I have your very kind favor of October sixth, and I regret most deeply to learn that you will not find it possible to be with us at Chicago.

I have noted your paper, and am sure it will be accorded its proper place among the papers to be presented, as I feel certain all will recognize its unusual merit.

I note what you say in reference to taking a leading place in connection with the Washington Local Council, and I fully realize your position, and the fact that you are exceedingly busy. However, I do not believe that we should excuse you without your further considering the proposition that we will eventually submit to you, which, no doubt, will be that you act in an advisory capacity, arranging the vice-presidency and secretaryship in such a way as would relieve you of any direct respon-

sibility of pushing the details of the work, allowing you freedom to direct the work along such lines as your mature experience would dictate. But of this, more in detail later. I regret with you the conditions that have arisen in Washington, and hope that we can, by a judicious use of the responsible parties in connection with our Washington Local, encourage them to a more up-to-date stand on this leading feature of Universal Safety. But again, of this more later.

Assuring you of our appreciation of the paper you so kindly presented, I beg to remain,

Very sincerely yours,

LEW R. PALMER,
1st Vice-President.

December 24, 1914.

Mr. S. W. Taylor,
342 Fourth Avenue,
New York City
My dear Sam:

I have your letter of December 23. You are right in everything you say. It will be well nigh impossible to get any good traffic work done under Commissioner Woods unless he can be made to see that it is absolutely necessary to appoint a deputy in charge of traffic who shall have entire control. If possible, this deputy should already have a good knowledge of traffic, but, if not, he should have the intelligence and disposition necessary to enable him to quickly equip himself for this important work. I have always found Mr. Woods very pleasant and affable, and he frankly says he doesn't know anything about traffic, which, in view of its importance, makes it doubtful if Mr. Woods can succeed in any branch of police work unless he either knows something about it himself or is willing to appoint deputies who do.

It would be very easy for me to improve traffic conditions in New York probably at least fifty per cent if I could only get permission to do it, and this is the difficult part, and I should be facilitated instead of hindered.

The rotary traffic at Fifty-Seventh Street is a success and will be appreciated fully when understood. Of course, being at only one intersection instead of at all as it should be gives but an imperfect trial, and this is not helped by the fact that the isles of safety are only painted on the street instead of being raised. These could be constructed of wood at small expense and iron stanchions placed on them, which would give a better trial and I recommend that this be done. The cost would not exceed one hundred dollars and I should be willing to pay for it if necessary. Mr. Goodrich thinks the central isles should be larger, but he also says that some vehicles can not turn around it, small as it now is. I should like to have the central isle considerably larger, but not until the street corners are cut back on a twenty-two and a half foot radius.

You say in your letter that it is thought with rotary traffic there should be a policeman on the central isle. There is no objection to this

if proper signs are put up so that the drivers will not wait for the block system signal. When we started we put a policeman on each isle of safety, but soon took them all away because the drivers would wait for signals. The rotary system certainly gives great promise of success since, with no policeman there at all, it works practically automatically. I fully expected, however, and still expect, that the Police Department will discontinue its use as I do not think they wish it to succeed. With the petty jealousies, which evidently exist at headquarters, traffic can not be left to an inspector successfully. There must be a deputy over him who will prevent the interference of jealousy and who will know the business and will decide what to do in each case.

Sincerely yours,

WM. P. ENO.

December 26, 1914.

My dear Major Benton:

Mr. Woods is always very agreeable and when you leave him after a talk it seems as though something were going to happen but it doesn't, and after this takes place a few times you begin to feel that what you have been at so much pains to elucidate has not been understood or has passed in and out of his head without leaving any record.

I don't know personally what is happening in any branch of the force except that of traffic, but judging from the papers and conversations with members of the force and others, similar conditions evidently obtain in the other branches as well.

It is discouraging to try and get anything done in traffic at the present time. The uniformed force has gotten the ascendancy and looks upon the Commissioner and his deputies as but temporary adjuncts to the department to be borne with and hoodwinked.

This will continue until different methods are adopted. The Commissioner should be in general charge of the whole force and his first deputy, his alter ego, to take his place in case of absence and to be his right hand man in all things—his adjutant so to speak. The other deputies should each be put in complete charge of specialties—one of traffic, one of detective work and one of trial work, and the balance of the work allotted out to each as convenience dictates. There are not as many deputies as there should be, but if the number can not be increased the foregoing is the best method of allotment.

Economically efficient traffic work can not go on under present conditions. The traffic men themselves are up to their work, but the direction is bad and the lack of system deplorable. With a capable deputy in charge the force employed on traffic duty could double traffic efficiency with no increase in cost to the city.

There is now so much jealousy in the uniformed force that it is well nigh useless for me to try to do anything, but with the right kind of a deputy in charge of traffic this difficulty should immediately be eliminated.

It is a great misfortune that the authorities can not see that they are missing an opportunity to create efficiency without extra work or extra cost. The reason why the police department has been the rock upon which the city administrations have split is on account of just such bungling as is going on now once more.

I do not know whether anything can be done or not. If not it is because the administration is too stupid to give sufficient time and trouble to listen to what should be a self-evident fact to anyone who thinks.

Mr. Woods frankly says he knows nothing about traffic. As Commissioner in charge of everything he can not be expected to know the details of each specialty, but he should appreciate this fact and appoint a deputy over each specialty whose duty it would be to learn the subject.

Yours very sincerely,

WM. P. ENO.

March 9, 1915.

Hon. Arthur Woods,
Police Commissioner, N. Y. C.

My dear Mr. Woods:

I have your favor of March 6. General Greene is stopping at the Biltmore Hotel where he will be until the sixteenth when he is coming back to my house at Washington for a few days. I mention this as I thought you possibly might want to get in touch with him.

I do not know how much work would be connected with the general supervision of police conditions in the Borough of Queens to which you allude, but I do know that to economically and efficiently regulate traffic, it is desirable that the Deputy in charge have most of his time free for that purpose, especially when one realizes that the management of traffic by the police adds scarcely anything to the cost of police work because the men composing the traffic squad are not withdrawn from regular police duty, but are so placed by their special assignments as to have an effective supervision of their locality and to be readily found in case of an emergency. Traffic regulation is practically the only new thing in police work and it alone saves the City of New York at least twice the cost of maintenance of the whole Police Department. Would it not, therefore, be wise and economical to spend all the money and give all the effort necessary to put it on the highest plane of efficiency?

Yours very sincerely,

WM. P. ENO.

New York City,
April 21, 1915.

Dear Mr. Eno:

Referring to your letter of April 20, I think you misunderstood me a little when I said that "we have not anybody here who seems to have grasped what is necessary to be done about traffic regulation." You are not here. I wish you were. What was in my mind at that moment was

that if it were possible for the authorities to ask you to come here and give your time directly to the subject we might arrive at some improvement in the chaotic conditions. Of course, I am not optimistic on the subject of either having you express a willingness to do this or bringing it about in other ways. It was in my mind, however, and I just thought I would say so. There is no question in my opinion, as to what your personal force, continuously exerted on the situation, would accomplish. I think you will agree with me that we cannot expect the same results when your powers are delegated. If you will tell me that you would give consideration to devoting your time fully for a year, it would give me great pleasure to try to bring this about. I would not dream, however, of asking you to make such a sacrifice. I wish I had the figures showing that "it saves more than the entire cost of maintaining the Police Department in cold cash and possibly from five to ten times that." I think I could make good use of them.

Sincerely yours,

ROBERT GRIER COOKE,
President, Fifth Avenue Association.

June 11, 1915.

My dear Major Benton:

Thank you very much for the clippings. The scheme is no good and would cause more trouble than it would prevent, but let them try it if they want to.

The only plan that will solve the difficulty is Rotary Traffic, but it won't succeed unless someone is given authority to have it carried out properly. When it was tried at 57th Street, it demonstrated to my satisfaction that it was all I had hoped, but the pavement was painted but once and the signs promised were not furnished and worse than all, the cops feared their jobs were gone and it was stopped before they understood it thoroughly.

I have given fifteen years of my life to the study of traffic and out of consideration for the vast sums of money and the many lives already saved it seems to me that the Police Commissioner would be wise to back me up.

There can be no real advance in traffic work in New York until a man of the proper stamp is put in charge of it. Just as you cannot make a detective out of a man who has not a special talent for it, so you cannot make headway in traffic under a man who has not the traffic instinct.

I feel sure that I could demonstrate to Mr. Woods the futility of the proposed extended block system and of the elimination of the left hand turn if he had time to listen.

Yours very sincerely,

WM. P. ENO.

June 21, 1915.

His Excellency the Mayor,
City Hall,
New York

My dear Mr. Mayor:

I hope you will not forget our conversation in regard to the deputy commissioner in charge of traffic.

The work cannot go on as it should unless we have a man who knows the business. When one branch of a department saves at least as much as the maintenance of the whole department, there is reason to give it a chance to see if it can not do even better.

You asked me what I thought about jitney busses. I think they should not be permitted in New York under any circumstances as they will further congest traffic, serve no valuable purpose and lead to no end of trouble. In some towns and small cities they are valuable under proper restrictions, but not in New York.

Yours very sincerely,

WM. P. ENO.

July 21, 1915.

Charles Henry Davis, Esq.,
South Yarmouth,
Mass.

My dear Mr. Davis:

Your letter just received and I should be delighted to write a foreword in regard to the Municipal Arts Society's Competition had I not myself submitted a plan which will make it impossible for me to criticize others openly.

I am sorry that I did submit the plan, not because I failed to receive recognition, but because I should like to have commented on them from a traffic standpoint.

I was not able myself to spend much time at the Exhibition, and I am, therefore, not now able to criticize them intelligently. However, I will say to you that the first prize was given for a pretty picture, and the plan it represented could not be carried out. The plan receiving second prize has many good features but would be tremendously expensive. I am enclosing you a photograph of my plan, which had for its object a practical solution of the traffic problems which could be solved with very small expense, and I think solved in a better way than by any of those which contemplated a change of grade.

Since I got the Rotary System adopted at Columbus Circle, all cities which have any traffic regulations have adopted Rotary Traffic at all circles, and I am strongly of the opinion that it will work equally as well at simple intersections where there is sufficient room.

You will notice by the diagram that my scheme contemplates cutting back the street corners on a radius equal to the width of the narrower

sidewalk. This gives an inscribed circle at 42d Street of 98 feet and at the narrower streets of over 75 feet, or, in my opinion, ample for Rotary Traffic. Rotary Traffic is, as you probably know, a "No Stop" system, and would increase the traffic capacity of 5th Avenue at least 50%, as it would avoid the stops of the Block System which result in uneven distribution of vehicles on the street surface.

Yours very sincerely,

WM. P. ENO.

July 26, 1915.

His Honor the Mayor,
City Hall,
New York City

My dear Mr. Mayor:

The ordinance gotten up by the owners of Sight Seeing Vehicles will probably come before you for approval, or veto.

I want to put myself on record with you as being very much opposed to it as it would undo good work that has taken much time and trouble to accomplish.

There seems to be just about as much work in stopping people from breaking up a good thing after it is done as there is in putting it into operation.

Yours very sincerely,

WM. P. ENO.

July 31, 1915.

Mr. Elmer Thompson,
The Automobile Club of America,
New York City

My dear Mr. Thompson:

I expect to be at the traffic meeting on Tuesday but I may be late.

I note that the special subject for discussion is watering the streets by private contractors. I call your attention to the following paragraph numbered 7th in my book entitled, "Street Traffic Regulation" page 49, second column.

Empowering the Bureau of Street Traffic to control the watering of streets, especially those paved with asphalt, which should never be sprinkled but should be flushed at night by the Department of Street Cleaning. The Society of Prevention of Cruelty to Animals and some of the civic clubs have attempted to obtain an ordinance forbidding the sprinkling of asphalt, but perhaps some of the Aldermen are directly or

indirectly interested in sprinkling jobs. At any rate, no ordinance has yet been passed, and it is not worth while to wait for it, as there is a very simple method available. Sprinkling is done by contract with the occupants of buildings, most of whom do not realize what harm they are encouraging by agreeing to pay for it. If they were informed of this through the press or by circular and that there was no obligation on their part, probably most of those who now sign would refuse to do so next time, and the sprinkling would cease, because it would not pay to do it. After this is done it will be easier to get an ordinance passed, as there will be but little influence brought to bear against it.

Yours very sincerely,

WM. P. ENO.

Shortly after we obtained the necessary publicity. The watering of streets by private contractors was practically stopped. At this time, one of the largest contractors for watering happened to be a tenant of mine who claimed that I had ruined his business.

In December, 1915, the National Institute of Social Sciences published a pamphlet compiled by me entitled "Street Traffic Regulation as it Was, Is and Ought to be."

"Rider & Driver"

January 1, 1916

The Police Department has just started a movement to suppress unnecessary noises. This is a good move. It should have been started, however, long ago, and kept on the go. We respectfully refer the Department to a pamphlet entitled "How to Improve Street Car Service," published in May, 1907, and the book "Street Traffic Regulation" published in 1909, both by Wm. P. Eno, who is universally recognized as the "Father of Street Traffic Regulations," as they contain the following now classic recommendations:-

"The suppression of all noises, not absolutely necessary, bells of harsh tone, steam whistles, whistling, bad street music, calling of hucksters, rattling of iron on improperly loaded wagons, automobiles with sirens, automobiles without mufflers, the running of engines of automobiles while they are at a standstill, automobiles with rattling parts, barking of dogs, undeadened riveting of street structures, unreasonable whistling of steamboats, launches without mufflers, exhausts of the steam of locomotives, steamboats and factories and anything that tends to unnecessarily increase the din of modern life should be regulated by law. We become used to noises, and if they cannot be helped we must stand them, though the fact that we do not notice them does not mean that they have no effect on the nervous system. When we know that a noise is due to the selfishness or carelessness of others, it is much harder to bear. Lately there has been formed a society for the Suppression of Unnecessary Noises

in New York. If it can arouse public sentiment it will succeed in accomplishing a great work, but the education of the people to the knowledge that a very large part of the noise is uncalled for, unnecessary and superfluous is the step which will bring about positive results. It is not an unreasonable expectation that the noises in cities can be reduced at least 50 per cent.

“Excelsior”

January 18, 1916

“Il fut un beau temps dans Paris: C’était celui du système Eno. Le système Eno n’est pas encore si éloigné de nous que quelques Parisiens ne puissent s’en souvenir. C’était un charmant système, grace auquel on courait le moindre risque, lorsque l’on exerçait dans les rues de la capitale le triste métier de piéton. Certaines rues, par exemple, avaient été désignées comme voies montantes, d’autres comme voies descendantes. Les voitures ne pouvaient descendre celles où elles devaient monter, et réciproquement.

La guerre a changé tout cela. On nous a dit que les autres ne sont plus si nombreuses et que la rigueur du système Eno pouvait dormir un peu. C’est fort joli, mais, quoi que l’on puisse dire, les voitures ne sont pas si rares à Paris, et les occasions de tressaquer se trouvent bien souvent multipliées par la rage qu’ont certains chauffeurs, militaires et autres, de faire de la pleine campagne dans le boyau de la rue Richelieu par exemple.

Ne pourrait-on rétablir le système Eno dans toute sa rigueur?”

Translation

Paris,
January 18, 1916.

Wm. P. Eno, Esq.

Dear Sir:

After the application in Paris during three years of the principles that you have always upheld concerning vehicular traffic in large cities, permit me to tell you that experience has demonstrated the truth of your foresight.

After quite natural blunderings, since it was a matter of correcting long-standing mistakes, the drivers quickly learned the new rules, and if at times there has been reason lately for the Police to ignore infractions of traffic regulations, it has been because so many of the experienced drivers have been mobilized and replaced by less experienced men. But this unusual state of affairs has made it possible to show that even with inexperienced drivers the congestion of traffic has been much reduced, thanks to measures which were taken very largely from suggestions

which you gave in 1912 to the authorities then in charge of traffic. It is only just to add that the Préfet of Police and especially M. Joltrain, Inspector General of Vehicular Traffic in Paris, have brought to their administration of the rules, all the good will and tact that could be wished for.

Please accept, dear Mr. Eno, my best wishes,

MIRAILLET,
Président, Fédération Nationale
des Entrepreneurs des Transports
Siège Social.

Translation

Paris,
January 23, 1916.

Monsieur Eno:-

Having heard that you intend to publish a book on Traffic Problems in the principal cities of the United States and Europe I wish to offer you my congratulations on your intention. This new book will appear at just the right moment and will contribute valuable directions for bettering traffic conditions in large cities.

In Paris, thanks to your efforts and in spite of the inertia of the departments concerned, your system has been applied in part and gives excellent results. Your method has enormously ameliorated traffic conditions here, the hindrances are lessened daily, in large proportions. Let us hope that the complete adoption of your educative and non-repressive system will give Paris an almost perfect circulation.

I hope you will continue to persevere, even against ill will, because if you do easy circulation will be greatly facilitated.

Your system has accomplished wonders in New York and other American cities and there is no reason why it should not do the same in France.

With the hope that your efforts will meet with every success, Believe me, with best wishes

Sincerely,

J. GUINCHARD,
Director, Fédération Nationale des Moyens
de Transports Siège Social.

January 29, 1916.

Dear Mr. Eno:

I have just finished your interesting article in the first volume of the Journal of National Institute of Social Sciences. It seems wicked that the Police will not give \$2,000. for a thorough tryout of your rotary system.

If I were Police Commissioner I would spend \$10,000. or more to try it out until it was proved definitely a failure or if a success then adopt it on every street where a traffic policeman is needed.

Yours very sincerely,

F. V. GREENE,
*Formerly Police Commissioner
of New York.*

In February 1916, Rotary Traffic was tried out and proved successful in Detroit at intersection of Farmer Street, East Grand River and Library Avenues.

March 18, 1916.

Hon. Arthur Woods, Police Commissioner,
New York City

My dear Mr. Woods:

The National Safety Council of Chicago is publishing a pamphlet on Street Traffic which they asked me to write. It is an advance publication of a book which is now in preparation and contains the more important problems of traffic. It is to be distributed by the National Safety Council among the Traffic Squads throughout the country.

Would you be so kind as to send me a list of the members of the New York Traffic Squad with the addresses, as this will simplify a part of the work.

Yours very sincerely,

WM. P. ENO.

March 23, 1916.

Hon. Arthur Woods, Police Commissioner,
New York City

My dear Mr. Woods:

Thank you for your courtesy in being willing to distribute my pamphlet to the members of the Traffic Force and the Commanding Officers of the Department.

I have written to the National Safety Council to forward you as soon as printed the eight hundred copies which you say will be sufficient.

When I distributed my first book in 1909 I found great difficulty in reaching all the men and it was quite expensive to do it. Your kindness will obviate this this time.

Yours very sincerely,

WM. P. ENO.

Department of Labor and Industry
Bureau of Inspection
Harrisburg, Pa.

June 12, 1916.

*Subject: Standard Traffic Regulations
Pennsylvania State Association of Boroughs*

Mr. William P. Eno
Saugatuck,
Connecticut

My dear Mr. Eno:

Some months ago our Bureau of Municipal Statistics, of which Mr. John Herman Knisely is Director, assisted in the development of the Pennsylvania State Association of Boroughs, with close to a thousand boroughs represented.

During a conference which we had in this office, Mr. Knisely picked up one of your pamphlets on Traffic Regulation, recently published by the National Safety Council, and conceived the idea that it would be a splendid thing if the boroughs of Pennsylvania, with the co-operation of his Bureau, could be persuaded to pass ordinances adopting these Standard Regulations; and to this end he has referred the matter to the Association's committee on standard regulations, which committee has agreed to meet in Harrisburg on July 11 for consideration of Mr. Knisely's suggestion.

Commissioner Jackson is a director of the National Safety Council, and authorized us to offer to the National Council the co-operation of our Department in developing this work; and acting upon Mr. Knisely's suggestion, which was approved by Commissioner Jackson, I obtained from Mr. Cameron one thousand copies of your pamphlet, which it is Mr. Knisely's intent to use in a campaign of education, which we trust will result in the adoption of a standard-traffic-regulation ordinance throughout the boroughs of Pennsylvania.

Another suggestion made by Mr. Knisely was to the effect that at each of the borough limits on the State highways a sign should appear showing the National Safety Council safety emblem, and under this emblem should be painted "STANDARD TRAFFIC REGULATIONS" or "UNIVERSAL TRAFFIC REGULATIONS," as should be agreed upon; these signs to be placed by our State Highway Department, which idea I believe is a good one.

Mr. Knisely is of the opinion that it would be very desirable if you could find it convenient to be in Harrisburg on the 11th of July and outline briefly to this committee the general principles of standardized traffic regulation; the vital things—both those to be adopted and those to be avoided.

I sincerely hope that you will find it possible to attend, and will be glad to have you stop with us at our home, 2185 Green Street.

Looking forward to the pleasure of seeing you, and with best wishes,
I beg to remain

Cordially yours,

LEW R. PALMER,
Chief, Bureau of Inspection.

August 5, 1916.

Mr. J. L. Morehead,
City of Durham, N. C.

My dear Sir:

I have referred your letter of the 3rd instant to Mr. William P. Eno of Washington and Saugatuck, Fairfield County, Conn., who is, without any doubt, the best authority in this country on traffic regulations, and being Chairman of the Citizens' Street Traffic Committee of Greater New York, I am sure would be glad of the chance to give you the information for which you ask.

I am sending under separate cover five copies of a book recently written by Mr. Eno which I think you will find interesting.

Very truly yours,

ELMER THOMPSON,
Secretary, Automobile Club of America.

Translation from "L'Événement" October 3, 1916
A Letter from the trenches
The Furnace
The scene of battle

The Eno System.

One is astonished at the facility with which the intense and uninterrupted traffic is maintained on the roads. The long and interminable automobile convoys are left behind by one swift ambulance, mounted men have their special pathway alongside of the main road and at the cross-roads police guards, a red flag in their hands, have replaced the traditional sergeant and his white stick so beloved by the boulevardier.

The horse-drawn supply wagons have their special roads reserved exclusively for them to the great joy of the drivers of horses and the impatient motorists. There is a sense of obligation, a rigid regulation of traffic, a code of the road, a veritable "System Eno" intelligently carried out.

Address Delivered at the Fifth
Annual Safety Congress
National Safety Congress
Detroit, Oct. 20, 1916.

Street Traffic Regulations in Relation to Public Safety
Wm. P. Eno

Standardized Street Traffic Regulations intelligently enforced by the Police and education in them of both pedestrians and drivers through the plentiful distribution of folders and posters is the key-note of Safety on public highways.

After sixteen years devoted to the development of traffic regulation in Europe and America I now feel qualified to recommend definite action.

It is an interesting coincidence that just thirteen years ago this month; to be absolutely accurate, on Oct. 30, 1903, at about this time in the morning, the first printed police traffic regulations in the world were presented to the police commissioner of the city of New York by me with the request that he sign them.

I had been vainly attempting for over three years to get a workmanlike traffic ordinance passed, but had finally discovered that the police commissioner, unknown to him, had already sufficient power to regulate traffic without the further assistance of any legislative body. Legal proof of this being produced and confirmed by council, the police commissioner signed the *police traffic regulations* the same afternoon.

I want to emphasize right here in the strongest possible language that not only should there be no new specific traffic laws or ordinances anywhere but that all existing laws or ordinances on the subject of street traffic everywhere should be promptly repealed and in their place, each city or town should cause to be enacted, through Ordinance, City Charter, or both, the following simply worded statute which it is hoped may later become a State, then a National and finally an International Law:

"The Police Department (or in towns which have no Police Departments, the Board of Selectmen, Town Managers or other proper authorities), are hereby Authorized, Empowered and Ordered:

"To adopt and enforce the Standard Police Street Traffic Regulations, and to direct, control and regulate and, when necessary, temporarily divert or exclude (in the interest of public safety, health and convenience) the movement of pedestrian, animal and vehicular traffic of every kind in streets, roads, parks and on bridges."

Standardization of Traffic Regulations

The New York regulations have been the basis of all other sets officially adopted or proposed. They date from Oct. 30, 1903 and each revision has shown progressive improvement. They were given official standing in Paris, July 10, 1912. Following this, London also codified similar regulations, so that now the New York Police Street Traffic Regulations are practically identical in the most important cities of the World.

It is these regulations again slightly revised since the last official printing which I now offer as the universal standard. They contain everything essential that can as yet be standardized for the largest city and nothing superfluous for the smallest village.

To preserve standardized uniformity, no changes can be made by any improperly authorized person, committee or commission without resulting again in confusion. To cover this, each state should appoint a Road Traffic Regulation Commission to suggest changes when thought advisable, when it shall send a delegate to a National Road Traffic Regulation Commission to be appointed by the President of the United States, with power to adopt or reject.

There are, however, other provisions in relation to traffic which should not be allowed to pad the printed police traffic regulations, which must, above all, be clear and very short, or they will not be read.

Some of these provisions cannot as yet be reduced to standard form. Others are of local application and still others are needed only for occasional reference.

To contain all of these provisions in convenient form, each city of any size should issue a small pamphlet setting forth the laws governing speed, lights, sound signals and other equipment, information as to how drivers' licenses or permits and vehicular registration may be obtained; the regulations for approach to and departure from each local theater or important place of public assembly, cab fares, etc.

Standardization of Police Traffic Work

All policemen should be made to understand that they have general street traffic obligations by the following general order issued by every police department:

You are hereby informed that it is the duty of every policeman to correct and instruct drivers in the traffic regulations and reprimand them for infractions thereof, and if an offense is committed with intent to block traffic or to interfere with the rights or safety of others, to take the driver's name, number and address, the vehicle number, if it has one, and such other particulars as may be available for identification and report same at his precinct for action. In case of a serious or intentional offense, the driver should forthwith be arrested."

In addition to the general street traffic duties to be performed by all policemen, there are special duties which require a trained body of men—a traffic squad—consisting of men on foot, on horses, on bicycles and on motorcycles.

A well-trained body of mounted police is essential to every large city for the management of parades, escort duty, suppression of riots, etc. A mounted traffic squad furnishes this service economically because daily traffic duty gives regular employment between times.

The management of traffic by the police adds but very little to the cost of police work, because the men composing the traffic squad are not withdrawn from regular police duty, but are so placed by their special assignments as to have an effective supervision of their locality and to be

readily found in case of emergency. Their duty consists in 'fixed post duty' by men on foot and 'limited patrol duty' by men on horses and cycles.

Uniformity of police signals at crossings is much to be desired and has been taught lately at New York Police Headquarters with good results.

In London and Paris, the Police Department has a branch known as the Public Carriage Office, some of the duties of which are to examine and license drivers of public vehicles, such as cabs, trucks, sight-seeing cars, etc. and to make and enforce regulations in regard to the fitness and maintenance of such vehicles, including examination of taximeters, etc.

Every city should have a similar branch of its police department, to be known preferably as the Bureau of Street Traffic, with duties as described above, and also the following:

The licensing of peddlers and registration of push-carts and regulations in regard thereto; control of obstructions on streets and sidewalks, including those necessitated by building operations, etc., and, in fact, the whole subject of street traffic regulation.

Another important matter is the recording of accidents for the purpose of fixing blame, and ascertaining cause with a view to devising prevention.

The head of the Bureau of Street Traffic should be fitted by experience and essentially by natural talent for traffic work. The money saving which a competent man at the head of this bureau could effect for any city is very large, not to mention the saving of life and the reduction in the number of accidents. Even in towns with but a small police force the regulation of traffic should be delegated to a special officer.

Street Traffic Regulation has become the most important branch of police work, from an economic standpoint at least. Even in its present development the amount of money it saves the people of New York yearly, for instance, far exceeds the cost of maintenance of the whole Police Department.

Standardization of Traffic Signs

Traffic signs should be uniform in shape and color and briefest in wording. Those for warning and directing the movement of traffic; vivid yellow letters or arrows on a black background. Those for designating public parking spaces, cab stands, car and bus stops, etc. should have the colors reversed, i.e. black on yellow. These colors contrast best of all in the day time and when illuminated at night. (Note)

Besides the foregoing, all of which may be termed "General Street Traffic Regulation," there is "Special Street Traffic Regulation" consisting of: (a) The Block System; (b) The Rotary System; (c) One-Way Traffic; (d) Parking and Ranking; (e) Street Car and Bus Stops; (f) Regulation of vehicles at large gatherings; (g) Cab Stands; (h) Restriction of various classes of traffic to certain hours and streets; (i) Marking of pavements for experimental control of traffic; (j) Isles and Zones of Safety; (k) Marking of crosswalks; (l) Width of new and widening of

old streets; (m) Changes in car tracks and curb lines including rounding of sidewalk corners on scientific principles; (n) Semaphores, crows nests and booths with semaphores, telephonic and push button equipment, stanchions, signs, etc. All these need study. Time will not permit going into details. I wish, however, to state that I believe the Rotary System will very largely supplant the Block System at street intersections; that Isles of Safety will come to be used as extensively in this country as they are abroad and that one-way traffic streets will solve many more problems.

Examination for All Motor Drivers

Another provision absolutely necessary for safety is the examination of all drivers of motors before properly appointed and competent officials.

In conclusion, I would say that in accomplishing what has already been done in New York, the greatest difficulties encountered have been in gaining the hearty cooperation of police officials who have been often more prone to prevent than to promote.

There have been, unfortunately, but a few short intervals when constructive work has been encouraged. Between times the work has gone on through the impetus imparted during these intervals, and by the splendid and untiring work of our traffic squad, which has no peer.

Abroad, in contrast, the officials evidenced a real interest, anxious to discover if I had anything that would ameliorate conditions, and finding that I had, adopted some of it immediately and have since followed the system quite fully.

Note: In 1919 it was discovered by experiments that from the driver's seat, yellow appeared dark, sometimes almost black and so the sign lost its value to the driver. Now white on black is most strongly recommended for warning signs, with symbols instead of letters. Otherwise, the recommendations contained in this article are as valid as they were when written on October 20, 1916, more than twenty years ago.

In December, 1916, I wrote an article entitled "Essentials for the Efficient Regulation of Street Traffic" for the 1916 Year Book of the New York State Association of Chiefs of Police, on the same lines as contained in my address before the National Safety Council.

February 20, 1917.

My dear Mr. Eno:

As Grand Marshal of the coming Inaugural Parade, March the fifth next, it affords me great pleasure to extend to you an appointment to serve as an Aid on my personal staff.

If you will do me the honor to accept this appointment, the accompanying memorandum will acquaint you with the data as to place and time of rendezvous, etc.

Hoping that you will find it convenient to assist me, I am

Very respectfully yours,

H. F. SCOTT, *Major General, U. S. A.*

Chief of Staff — War Department.

In March, 1917, I wrote an article for "Municipal Engineering" entitled "Rotary Traffic Regulation" for their issue of that month.

For the April, 1917, issue of "American City," I wrote an article entitled "Safety Isles for Traffic Protection."

On May 5, 1917, I was appointed to raise and command the Home Defense League for the District of Columbia. This was partially an auxiliary police department and partially composed of riflemen, both of which were kept ready in case of any emergency in the District of Columbia, especially to replace the police if they were called away for special duty. To facilitate the work I wrote a Home Defense League manual entitled "Home Defense League for the District of Columbia." The manual was in demand by other cities. The League served throughout the war and has been preserved in skeleton form ready to use in any other emergency and as emergencies in this country are now in existence and probably always will be, it would be a great safeguard should every city and township have a Home Defense League to be called upon in case of necessity, making sure that careful investigation of the men enrolled be made before appointment.

The Imperial
Narragansett Pier, R. I.

July 26, 1917.

My dear Mr. Eno:

Received with much pleasure your pamphlet, "Home Defense League."

You are in your element and can do fine work now and I'm glad because I think what you will do will be a suggestive model both for the present and the future.

In every way the "layout" is admirable.

With warm regards and best wishes.

Very sincerely,

THEODORE A. BINGHAM,
*Major General, Formerly Police
Commissioner of New York.*

New York City,
July 27, 1917.

Dear Mr. Eno:

That is a fine bit of work you are doing in the Home Defense League of Washington.

Does it mean that you are spending the hot summer in Washington? I shall probably have to go to Washington next week and am wondering if you will be there and if you can put me up.

These are great days.

Always sincerely yours,

F. V. GREENE,
*Major General, Formerly Police
Commissioner of New York.*

The White House
Washington, D. C.

My dear Mr. Eno:

Ever since Dr. Grayson brought the little "Home Defense League" book with its button, card, etc. to the President, he has hoped for a moment in which to send you a personal line of appreciation, but his desk is so "paved" with such good intentions that I have asked the privilege of writing to you.

He asks me to say that he especially values the generous words from the Director of the Home Defense League and that he is happy to be associated with so fine an organization and sends his sincere regards.

I am happy to see from the photograph you enclosed, that the camera man treated you more generously than he did us—it is trying to be such victims, but in a good cause we must face even the photographer.

With assurance of regard, believe me,

Faithfully and cordially yours,

EDITH BOLLING WILSON.

August 7, 1917

City of New York
Office of the Mayor

August 7, 1917.

Hon. William P. Eno
Saugatuck
Connecticut

Dear Mr. Eno:

I was glad to receive your plan for home defense in the City of Washington. I have sent it to the Police Commissioner. You are to be congratulated on your part in this good work.

Very truly yours,

JAMES PURROY MITCHELL,
Mayor.

On January 1, 1918, John F. Hylan was elected Mayor of New York and he appointed F. H. Bugher, who formerly had been Deputy Commissioner, as the new Police Commissioner with the promise to give him a free hand which, unfortunately, he did not do and Mr. Bugher did exactly what any self-respecting man would have done, resigned his office inside of about two weeks. When Mr. Bugher resigned, I wrote him as follows: "I heartily congratulate you on the splendid way you have acted. Had I been in your place it would have been my desire to do exactly as you have done."

City of Detroit
Department of Police

January 24, 1918.

Mr. William P. Eno
1771 N Street
Washington, D. C.

My dear Mr. Eno:

I have yours of the 18th inst. and in reply would say that we put the "Crows Nest" in operation at Woodward and Michigan Avenues on Tuesday, October 9, 1917. I assure you that it was my intention to write you about this at that time, but it was partly through neglect and partly owing to pressure of other matters that I failed to do so. You say you are anxious to know all about it. I am anxious that you should. It was this way: Last summer, one of our Aldermen suggested to the Commissioner "That something elevated be placed at this corner for the traffic men to stand on." I immediately recommended "Mr. Eno's Crows Nest." Together with this recommendation I submitted a sketch similar to the one in your pamphlet. This recommendation was approved by the Commissioner and construction of the Crows Nest commenced. About a week after it was put in operation I reported to the Commissioner that "it proves to be a successful innovation beyond our expectations. We did not realize what an advantage the elevated position gives the officer. He has a clear view over the tops of street cars and automobiles, and can command the whole situation for two or three blocks in all directions. Men at other corners in the vicinity work in conjunction with this master semaphore with the result that movement of traffic is noticeably faster and safer. Drivers and pedestrians frequently expressed their approval. It works to the advantage of drivers because they have the officer in it in plain view at all times from every angle. Direct telephone communication between the booth and First Precinct Station is another good feature.

One of the better proofs of its success is that one officer can control the traffic alone, while heretofore, it required two men. One of our oldest

and best traffic officers, who had been regulating traffic at this corner for years, after occupying the Crows Nest for one day said "It is the best thing in the world."

I am enclosing herewith a cut of the tower clipped from a recent issue of "Popular Science." I was informed there was a cut of it in "Popular Mechanics." You will notice the change in the type of semaphore. Under separate cover I am sending you a photograph.

The location of this tower, as you may remember, is in front of the City Hall. The Commissioner has ordered another one to be constructed at Michigan Avenue and Griswold Street, which is one block to the westward.

Yours very truly,

W. P. RUTLEDGE,
Chief Inspector.

This was the first traffic Crows Nest in the world.

After the adoption of the Traffic Crows Nest in Detroit, we could not get any action in New York. The following is a telegram to me from General Greene dated May 14, 1918:

"Long satisfactory talk today Hylan, Enright. I recommended full trial your rotary system. Enright will be very glad to talk it over with you and Harriss any time. He would like to have me present. Enright leaves Thursday to be absent one week. I may go to Cuba next Wednesday. If you want me present come and I will arrange meeting sometime tomorrow. Otherwise meeting can be arranged anytime after May 20th but I shall be away. Bring all your drawings and data."

City of Detroit
Department of Police

July 27, 1918.

My dear Mr. Eno:—

I have your letter of July 9, together with the Traffic Regulations, and, also, your letter of the 22nd.

First I must convey to you the good news. On July 5, I was promoted to the rank of Superintendent, the former Superintendent was made Commissioner upon the retirement of Mr. James Couzens. Mr. Couzens retired to be a candidate for Mayor. The new Charter adopted in this city last month reorganizes our Police Department, or I might say changes the titles of some of the higher officers. The Superintendent in now called First Deputy Commissioner; the one who has charge of office administration, formerly called Secretary is now Second Deputy Commissioner. A Bureau of Public Safety has been established and the person in charge of this Bureau is called Third Deputy Commissioner, and Inspector Sprott of the First Precinct being in line for promotion, takes this position. It is he then, who will have charge of Traffic Regulation and everything connected therewith.

Immediately after my appointment, I left the city with the traffic committee of the Common Council on a previously arranged trip to the Eastern cities. We visited Philadelphia, New York and Boston for the purpose of "gathering data and getting ideas" to help in the revision of the Traffic Ordinances. I believe I told you before that we were about to revise our Ordinances here.

I am enclosing a plan of the Traffic Mushroom or Safety Zone Base or Bumper. It has several names. I can say that the Crows Nests are getting along famously—you notice Michigan Avenue and Griswold Street. We made a slight improvement on this by having the roof extend farther out, giving the man in it better protection from the heat of the sun and from the storms. I will send you a picture of this new booth as soon as we can have one taken. I believe we may be able to get a better picture of this than we did of the other. Our Engineer is giving orders today for material to build three more Crows Nests. If you remember our city well enough, you may know where they are when I say one is to be at Jefferson and Woodward Avenues; one at North Grand Boulevard and another over on Pingree Square. This is the open space, I believe, we walked around and discussed the peculiar lay-out of the car tracks and traffic channels.

Very truly yours,

W. P. RUTLEDGE,
First Deputy Commissioner.

In August, 1918, "Motor Travel" published my plan for the intersection of Fifth Avenue and 57th Street. See page 77 "Simplification."

In October, 1918, "The New France" published an article entitled, "An American System of Great Benefit to France" and in December one by me entitled, "The Role of Traffic Regulation in Reconstruction of France."

City of Detroit,
Department of Police,
October 27, 1918.

Mr. Wm. P. Eno

Dear Sir:

I have the pleasure of acknowledging your favor of the 21st, and am pleased that you had an opportunity to go around with Inspector Rutledge.

He was very enthusiastic about your approval of his work and he, in turn, received a lot of information which was of value to him.

I hope that you will pay us a visit the next time you are in this vicinity.

I thank you for the copy of the address which you made before the National Safety Council which covered many points of interest for us. Again thanking you for your interest, I am

Yours very truly,

JAMES COUZENS,
Commissioner.

Telegram December 15, 1918:

"Philadelphia, Pa.—William Phelps Eno:

Would you mind wiring me your comments regarding the benefits derived by the installation of the Skip Stop in Washington, especially with reference to relieving congestion and making better time and do you see anything in connection with it that would indicate that danger from accident had been increased. I would appreciate a statement from you to show Civic Committee. Wire collect care Bellevue Stratford Hotel, Philadelphia. John A. Beeler."

Mr. Beeler had done excellent work in Washington before this time and later helped very much in re-routing and laying out car tracks in the city of New Orleans.

NOTICE

Dec. 15, 1918.

The enclosed folder of Highway Traffic Regulations, proposed for standardization, is sent you by the Highways Transport Committee of the Council of National Defense with the request that you study them carefully, read the letter accompanying them, and then either indicate your approval or suggest how they can be made clearer, shorter, or in any way more effective.

Please address reply to Highways Transport Committee of the Council of National Defense, Washington, D. C.

FROM HIGHWAYS TRANSPORT COMMITTEE COUNCIL OF NATIONAL DEFENSE

The vitally important subject of highway traffic regulation, which is inalienably linked up with the broad subject of highways transport, is to be given specialized attention by the District of Columbia Highways Transport Committee, the Chairman of which is Mr. William P. Eno, a recognized authority on the subject of traffic regulation.

Mr. Eno, whose interest in this matter has been stirred by the relation which it bears to the question of humanity, as well as because of its

economic value, and who has given to it persistent, intelligent and unre-
munerated study, will discuss it exhaustively in a series of articles
prepared for the Highways Transport Committee, Council of National
Defense.

Mr. Eno has not only been recognized by authorities in many countries
as eminently qualified to present a detailed traffic program, but distinct
recognition has been given to his advanced views on this subject in the
adoption by the authorities of Paris of his highways traffic regulations,
and the city of London is now compiling regulations in conformity thereto.
Mr. Eno was active in connection with the organization of the first traffic
squad in the city of New York, and instrumental in bringing about traffic
regulations of that City.

Mr. Eno's conviction is that highway traffic regulation takes on inev-
itably a dual character, resultant from its application to the varying needs
of different communities. Being, as already suggested, a feature which
cannot be divorced from that of highways transport, Mr. Eno's observations
respecting the matter to which he is to bring to the committee the weight
of his counsel and assistance, are expected to be of keen interest and value
throughout the entire country.

Having visualized the subject as has probably no other man, he prefers
in his discussion to take up, first, "*General Regulation.*" As to this phase of
the problem, he suggests that "*General Regulation*" can be brought about
by the education both of drivers and pedestrians in the use of reasonable
printed regulations, these, when necessary, to be enforced by legal author-
ity. However, that such regulations may be made most effective, Mr. Eno
emphasizes the necessity for their having the virtue of brevity, being clear,
and always reasonable.

As to "*Special Regulation,*" he is strongly convinced that it can be
accomplished by application to the control of vehicles and pedestrians of
certain clearly defined principles, augmented, when necessary, by police
activities; the use of signs; limit lines; traffic crows nests; standards;
bumpers; etc.

Taking up, for the purpose of this discussion, "*General Regulation,*"
Mr. Eno said:

"The education of drivers and pedestrians is the key-note to effective
and economical Traffic Regulations.

"Wherever brief, clear and reasonable regulations have been sufficiently
distributed, traffic has been easily handled. On the contrary where this
has not been the case, proper regulation has been practically impossible.

STANDARD HIGHWAY TRAFFIC ACT

"To obtain the best results, I believe, we must eventually have a Federal Traffic Act, although the same object can be accomplished slowly by one state enacting a scientific Traffic Act and other states following until our aim, uniformity, has been attained.

"If, however, the United States Government would pass a Federal Traffic Act, results could be obtained much more expeditiously. The Act should apply to the District of Columbia, to the territories, and to all Post Roads. It would then, without interfering with States rights, become National, since no vehicle could travel on a Post Road which did not comply with the Federal Act.

"The Act should contain the general Highway Traffic Regulations similar to those given in the enclosed folder, with amplifications, when necessary, of some of the provisions, as for instance, that on "Lights and Sound Signals," which should be more explicit in the Act than required in the brief regulations for distribution. The Act should also contain concisely all necessary conditions in regard to the use, construction, dimensions, equipment and registration of vehicles, and in regard to examinations, permits and licenses of drivers, etc.

"All should be comprehensive but concise, superceding existing laws and conflicting ordinances.

GENERAL HIGHWAY TRAFFIC REGULATIONS READY FOR STANDARDIZATION

"Traffic Regulations must be brief or they will not be read; clear or they will not be understood; reasonable or they will not be obeyed; uniform or they will result in confusion and danger, which, with the ever-increasing travel between towns, states and countries, is of the utmost importance.

"The New York Regulations have been developed to approximate perfection by many years of actual trial. They date officially from Oct. 30, 1903, and each revision has shown progressive improvement. These regulations were given official standing in Paris July 10, 1912.

"London, also, is using them in working out her regulations in process of compilation, so that the New York Police Traffic Regulations are practically those of London and Paris, as well as of many cities in the United States. They contain everything essential for the largest city, and nothing superfluous for the smallest village. In their present revised form they are ready for standardization.

"To preserve uniformity it is necessary that no changes be made by unauthorized persons or committees. To avoid this, each state, through its motor vehicle commissioner or a State Highway Traffic Regulation Commission, appointed for the purpose, should suggest changes when thought necessary, and send delegates to a National Highway Traffic Regulation Commission appointed by the President of the United States with power limited entirely to the adoption or rejection of suggested changes.

"Until a Federal Traffic Act can be enacted it would be well for all cities and towns to revoke existing ordinances on Traffic and in their place pass the following simply worded provision:

"The Police Department, or in a town which has no Police Department, the Board of Selectmen, Town Manager or other proper authorities are hereby Authorized, Empowered and Ordered: To adopt and enforce the Standard Highway Traffic Regulations and to direct, control and regulate and, when necessary, divert or exclude in the interest of public safety, health and convenience, the movement of pedestrian, animal and vehicular traffic, of every kind on highways, in parks and on bridges."

"The regulations, in folder form, as enclosed, should be obtainable at police stations and be distributed to transportation companies, besides being in the pockets of policemen to be given to anyone disregarding any provision; the officer calling attention to the particular Article and Section violated and marking it with a cross.

"Besides the folders, placards of the regulations should be affixed in all public stables and garages, and other suitable places.

WHY STANDARD REGULATIONS HAVE BEEN RETARDED

"Realizing the value of traffic regulation such as is in force in New York City, many other cities delegated individuals or committees to formulate regulations. (Usually these were unwisely put in the form of an ordinance instead of police regulations.) Those to whom this task was delegated, with few exceptions not content to profit by experience, appear to have been actuated by a desire to originate and satisfy a pride of authorship.

"The result is that, while almost everything of value has been culled from the New York regulations, they have been so confused by rearrangement and rewording and by unimportant interpolations and important omissions that they are not only non-uniform, but confusing and much too long—the set for one unfortunate city, for example, containing over 6,500 words, lacking both sequence and order.

"The study of traffic regulation with a view to further improvements

should be encouraged, but under no circumstances to the extent of allowing inexperienced persons to disarrange and confuse thoroughly tested regulations.

“The regulation of highway traffic has grown to be almost an exact science, and as such, the knowledge as to what should be left out is as important as what should be put in.”

NOTES ON HIGHWAY TRAFFIC REGULATIONS PROPOSED FOR STANDARDIZATION

Note 1—*Definitions*: These have been both amplified and simplified.

Note 2—*Careless Walking*: The directions are designed to cover the most important precautions necessary for the safety of pedestrians and to prevent unnecessary interference with vehicles. (It will be noted that these are Directions and not Regulations.)

Note 3—Article I—*Reckless Driving*: This article consists of general provisions to insure safety on the street for both pedestrians and vehicles. Section 2 is most important and is intended to take the place of the old and variously written Right-of-way clauses—none of which have proven generally satisfactory. The old New York regulation of giving the right of way to vehicles going North and South over those going East and West is moderately satisfactory in New York but in some other cities not so good—while the regulation adopted in some other cities of giving the right of way to the vehicle on the right is bad because if carried out on crowded thoroughfares, it would result in a complete block of traffic. So far no one has suggested a right-of-way regulation that is not vulnerable—and when all is said there is no safety for pedestrian or vehicle except through absolute control of vehicles at crosswalks, street intersections and junctions. (Note)

Note 4—Article IV—*Overtaking Street Cars*: By making this regulation too drastic its object—safety—has been defeated. The revised writing of it covers all that is necessary and is not unreasonable, and, consequently, will be cheerfully observed.

Note 5—Article V—*Right of Way*: The general Right-of-Way clause has been eliminated but is sufficiently covered by Section 2 of Article I on Reckless Driving. Section 1 has been changed so that vehicles generally shall facilitate the right-of-way of certain specified vehicles, thus putting the responsibility on vehicles generally, but not relieving the specified vehicles from the consequences of carelessness.

Note 6—All other Articles and Sections of the Regulations remain unchanged except as to their order or where they have been simplified or abbreviated.

(Note)—In "Simplification," published in 1929, a change in Right of Way has been recommended giving the vehicle on the left the right of way instead of the vehicle on the right. Observations on this can also be found in the Supplement to "Simplification," published in the spring of 1936.

COUNCIL OF NATIONAL DEFENSE

Washington

December 16, 1918.

William Phelps Eno, of District of Columbia, is hereby appointed an expert in the Council of National Defense at a salary of one dollar per annum this appointment to take effect on the date on which you enter on duty in the above-mentioned position and may be terminated at any time by the Director.

Payment of the compensation provided herein is subject to the oath of office being taken.

By direction of the President, Council of National Defense.

Respectfully,

GROSVENOR CLARKSON,
Director, Council of National Defense.

Entered on duty December 16, 1918

I was also made a member of two or three other government organizations during the War, one of which was the War Industries Board with which I worked particularly on trying to assist war workers going to and from their offices. Details can be found in "Simplification" on the title page and in the Home Defense League Scrap Book.

HIGHWAYS TRANSPORT COMMITTEE

Council of National Defense

18th and D Streets—Washington, D. C.

January 4, 1919

Weekly Bulletin No. 39

The Highways Transport Committee of the Council of National Defense was appointed to assist in making the most effective use of the highways as a means of strengthening and increasing the Nation's transportation resources.

Outline of Highways Transport Work for Post-War Period

1—LEGISLATION AFFECTING HIGHWAYS TRANSPORT

(a) **Uniform State Traffic Law**—On account of the number of agencies working on laws in the various States, and in view of the fact that there will be so much interstate highway traffic, the Highways Transport Committee has tried to bring together the various interests so that a uniform set of traffic laws may be submitted to the States. Already much work has been done by our National Committee to coordinate the work of other organizations, and a resolution was passed at the recent Highway Convention in Chicago endorsing the movement to draft a set of uniform regulations. It is hoped that we will be able to forward to each of the state organizations a summary of what has been accomplished and suggestions can be made and legislation introduced where it is satisfactory to the various States. Suggestions will be welcomed by the national office.

(b) **Police Traffic Regulations**—Mr. William P. Eno, considered a world's authority on police traffic, has associated himself with the Washington Committee, and it is hoped that with his advice and guidance a uniform set of police traffic laws can be adopted throughout the country. While our people moved around into the various States before the War, since that time they have been even more active and it is now more important than ever that these drivers of motor vehicles should know the traffic regulations. If these police traffic regulations are uniform it will simplify travel, and with the ever increasing number of motor vehicles if this work is carried out it will be of great benefit to the Nation. Mr. Eno will direct a campaign through our organizations to develop this work.

Philadelphia,
March 25, 1919.

Dear Will:

Philadelphia is one of the worst cities I ever was in so far as traffic regulation is concerned. You might say there isn't any except a mere pretense. One way streets are not marked, regulations are not observed, and in many other ways the thing is sloppy and loose. Would you think well of tackling this situation, provided I can have such an invitation reach you as would give you a chance?

Affectionately yours,

GIFFORD PINCHOT,
Governor of Pennsylvania.

March 26, 1919.

My dear Gifford:

Your letter of March 25 just received.

You ask me if I would be willing to tackle the question in Philadelphia. Yes, later if they want me but not just now as my hands are too full. Some years ago, the Commissioner of Public Safety, whose name has slipped me, asked me to come to Philadelphia, at the instigation of Morris Llewellyn Cooke whom everybody in Philadelphia knows, to look over traffic matters. At that time Captain Mills was in charge of traffic and went around with me. I found him a very nice fellow and believe he has been promoted and now heads the department but am not quite sure about this.

Philadelphia, like most other cities, has been trying to regulate a mob instead of to control a trained army. It is easy to convert the mob into a trained army by the simple process which I followed in New York when I began the work—i.e. prolific distribution of folders of the Regulations which must be brief or they will not be read, clear or they will not be understood and reasonable or they will not be obeyed. First of all they should be kept at all police stations to be had on application and every driver should be compelled to carry one in his vehicle. All policemen should carry a supply in their pockets to distribute when infractions are noticed and one given to the offender with a cross marked opposite the section violated. They should also be taught in schools and the pupils required to pass an examination on them. They should be printed on a large placard which should be placed in every school, post office, police station, fire station and in every other public building available and should be obligatory in every public garage and stable—this once done, there will be no further trouble.

As to not marking One-Way traffic streets by signs that is very foolish but Philadelphia follows the fashion in that respect. I am sending you a sign advertisement sheet. You may remember the Car-Stop signs, which I induced them to put up last year in Washington. You will notice also the One-Way Traffic sign. These should be erected in the same manner as the Car-Stop signs, on the corners of streets. If they want to use these I would recommend them to write to the manufacturers. They are very nice, painstaking people.

I enclose you copy of an article which I wrote for the Washington "Star" sometime ago which gives an idea of conditions in Washington. They are worse than in any other place in America, so far as I know, and it is absolutely the fault of the Police Department or the boss commissioner. They are as responsible for those lives lost just as though they shot the people. They are killing more than twice as many people here, in proportion to the population, as they are in New York. If they killed one-quarter as many it would be too much. There is no reason for it except pig-headedness and stupidity.

You are at liberty to use this letter if you care to.

I enclose you copy of the Regulations, again being revised. They have already been approved by the Highways Transport Committee of the Council of National Defense and the National Highway Traffic Association and are now referred to a joint committee with power.

Affectionately yours,

WM. P. ENO.

English translation of article appearing in the
"Excelsior" of Paris, April 14, 1919

Can you still recall it? A law for the city's traffic, drawn up by an American, which regulated the confused stream of Parisian vehicles. Laws, which seemed mysterious to simple souls, established in this furious torrent, secret currents, which canalized its waves, like the gulf-stream in the Ocean or the Rhone in its journey across the Lake of Geneva. Carriages were all sucked into one street and evicted by another. An invisible magnet drew a string of taxis in one direction or another. To approach the curbstone, carriages executed a skillful movement, which detached them progressively as it were, from the moving line. This magnificent quadrille-like movement was called the Eno System.

This system produced the most astonishing results regarding the disencumbering of our streets for the safety of pedestrians. No decree, as far as we know, has abolished it. Nevertheless, does anyone still observe it? Day by day accidents multiply, and the anarchy of traffic is turning toward a veritable bolshevism. Trucks and taxis no longer know how to avoid the forbidden street, nor how to slip into the lawful way, (or legitimate road). Chauffeurs are ignorant of the subtle art of leaving a string of moving vehicles and introducing themselves, without collision, into a line moving in the opposite direction. The number of wrecks which strew our highways furnish an all too eloquent proof of this. The reason is simple: the excellent drivers who guide us at the present moment have but lately been demobilized. They know neither Mr. Eno nor his system. And they lose themselves in a series of contradictory rules and prescriptions which they do not understand.

Pedestrians are overturned like common gas-lamps. Who will vigorously bring back or resuscitate the Eno System? Who will infuse this subtle science into those persons, asleep or reckless, to whom, every day, we confide our fragile destinies?

—EMILE.

The Congestion of Paris

In 1913 or 1914 we made one day a sensational discovery in the person of an American engineer whom we ceremoniously invited to Paris to rid us of the troubles we had been suffering since Boileau died; that of being held up in the streets by a congestion of tramways, automobiles, cabs and trucks. To rescue us from this we asked Mr. Eno who willingly consented to aid us in solving traffic congestion.

Having consulted his intimate oracles, Mr. Eno sententiously declared: "to avoid congested traffic it would not be necessary to get rid of one's life," as did his ancestor Henno but:

First—One must be able to turn around in the squares.

Second—For contrary circulation use parallel streets.

Third—To keep massed concentration from streets too much frequented.

Having previously received a good lesson from Columbus by means of the egg—probably a duck egg—America transmitted it to us. But the war came and all Mr. Eno's teachings were forgotten; they were thoroughly forgotten, for today when there runs in Paris only a twentieth of the vehicles which will be running—it is already impossible to get along. Enormous trucks obstruct the streets and all the famous channels in contrary directions are completely abandoned. To make it worse we can see already springing up those diggers who unpave, pave and re-pave with an indifference worthy of mention (worthy of being told in song).

In the middle of the boulevards the highways for about twenty yards are bursting. And having thus constructed a little Switzerland of their own, they sojourn there with pleasure, caring very little for the hundreds of cars which all day long form a never ending line with throbbing motors and grumbling travellers. What a loss in precious gasolene and money on account of this, nobody could reckon up. An errand which should cost two francs costs three, and how much time is wasted.

Statistics show that a day of fog in London costs ten thousand pounds (fifty thousand dollars). But the English are fortunate they have foggy days only occasionally, whereas, we have to manage Le Ville Lumiere and administration permanently sleeping, at least we must believe that, as it has never been able to direct and manage the City's affairs properly. Formerly it was usual to see the sidewalks excavated and repaired by different corporations, each working separately. Are we going to again see this? It seems since 1914 we ought to have learned something, if it was only Verdun where it was an automobile traffic expert who won the game.

Where is that genius? Let him come in haste! Paris will soon die of congestion! When we shall have realized it, it will be too late!

—Translation from "Le Temps," Paris

April 23, 1919

Translation from "France Libre," May 5, 1919

Congestion

Life is again taken up and the streets of the Capital are more and more congested by vehicles of all sorts.

So much so that at certain hours, in the narrow streets like Rue de Richelieu one might say that circulation becomes impossible.

This comes about especially because the carriages go in both directions.

Now, formerly, a specialist on problems of circulation, M. Eno, came to Paris, to clear up with his knowledge our incompetent service; the

result of his visit was that the vehicles were canalized by this or that street, according to their direction.

Thus, in the Rue de Richelieu vehicles could only go in the directions of the numbers.

This excellent system was abandoned during the war.

It is urgently necessary to come back to it. And instead of fighting the manifestants, the personnel of the vehicle brigade would find there an excellent employment of its time.

Translation from "La Petite République, May 15, 1919

What About the System Eno?

Four o'clock in the afternoon, at the intersection of Aubert Trochet, Havre streets and Boulevard Haussmann. From every direction taxis, automobiles, cabs, trucks, busses and street-cars meet in confusion. The coachman swears, the chauffeurs curse, the travellers grumble.

Are we going ahead?

Well what about your right? You do not know where it is your right!

But go ahead, good God you are going to make me miss my train!

Some pedestrians, frantic, bewildered, who have risked themselves in that hell, step back in a hurry, one losing his hat, one his umbrella. On the safety zone, arms folded, calm and indifferent a policeman gazes on the havoc nodding his head.

And the System Eno which was going to clear Paris and facilitate, the circulation, what do they do with it?

Article from "Americanization"

June 1, 1919

Value of English in Curbing Traffic Accidents

Industries have long told the non-English-speaking employee that a knowledge of the language of this new country of his adoption would be a potent factor in saving him from the constant menace of a loss of an arm or leg or life itself, because he could not read the safety-first signs. It now remains for the community to stress to the foreign-born resident that a knowledge of the English language will help reduce the death list of 10,000 persons estimated to be the United States annual toll to public carelessness and ignorance of highway traffic.

This is the opinion of William Phelps Eno, chairman of Advisory Committee of the Highway Transport Committee, Council of National Defense. He is regarded as an international authority on traffic regulation.

"People can not observe traffic regulations unless they can read and study them," Mr. Eno declares. "After 20 years of watching the human equation and the growth of traffic sense due to the popularity of the automobile, I am convinced that 95 per cent of any movement to make the street a safer highway along which to pass, rests on the proper

education of the public. A community trained for traffic through placards, concisely arranged and clearly written regulations and other sources of information, automatically regulates itself. Employment managers of factories have learned through many expensive lessons, that the man who can read the danger signals, usually gets out of the way. This holds equally true on the streets.

Drivers who can not read the English language should not be granted a license to run an automobile on the public thoroughfares," continues Mr. Eno. "In most cities, one of the qualifications for obtaining such a license is the fact that the applicant has read and understands the municipal code of traffic regulations. A man who could not read or speak the English language could not be certified legally. But many times this qualification carries little weight with license authorities as instances have shown that copies of the regulations could not even be found in their offices. It can readily be seen that a non-English reading applicant could falsify, unintentionally, as to his ability to understand and read the traffic rules.

Washington, D. C.,
February 18, 1920.

Mr. Charles Thaddeus Terry,
100 Broadway,
New York City

My dear Mr. Terry:

I am writing a new book on traffic and there is one statement in it which I am not sure will hold water. It is as follows:

"If, however, the United States Government should pass a Federal Highway Traffic Act now, results could be obtained almost immediately. The Act should apply to the District of Columbia and to the territories and to all post roads. It would then without interfering with states rights become National, since no vehicle could travel on a post road which did not comply with the Federal Act."

The point is whether "no vehicle could travel on a post road which did not comply etc." The book is in the printers' hands now so if you could write me by return mail I should be deeply grateful.

Yours very sincerely,

WM. P. ENO.

Commissioners on Uniform State Laws
New York State Board

February 19, 1920.

My dear Mr. Eno:

I have yours of the 18th inst. and hasten to reply to your inquiry.

The statement which you make and which you propose to put in your book is correct and sound for the reason that the United States Govern-

ment has superior jurisdiction over post roads. Furthermore, a Federal Highway Traffic Act, such as you mention, would doubtless be so drawn, at least it could be so drawn, as not to interfere with any police powers of any of the states, even though the roads affected were not, strictly speaking, post roads.

Very faithfully yours, .

CHARLES THADDEUS TERRY.

We have tried for a long time, hoping that one state would adopt satisfactory Regulations and that all others would follow but I don't believe that is possible and suggest getting back to the idea of a Federal Highway Traffic Police Code.

Office of the Secretary of the Interior
Washington

February 26, 1920.

My dear Mr. Eno:

You are doing an invaluable work—a pioneer work—for you are meeting one of the most vexatious problems of our time. To bring order out of chaos is more than a man's job.

Cordially yours,

FRANKLIN K. LANE,
Secretary of the Interior.

Office of the Secretary of State
Washington

February 28, 1920.

My dear Mr. Eno:

It is a matter of congratulation to the public that you are about to publish a new volume entitled: "The Science of Highway Traffic Regulation," because there has been so general a recognition of the value of your earlier book on this subject.

As a pioneer and as a master in the field of regulating traffic in our streets in order to avoid collisions and to safeguard life your views based upon careful study and practical experience will be of the utmost value. What you, a single individual, have already accomplished in bringing order out of chaos in the crowded streets of our cities and in lessening the possibility of accidents will be a monument to the great public service which you have so generously rendered.

It is as one who has been benefited by your labors that I desire to express my thanks and appreciation to you, with the hope that you will

continue to give the world the results of your further study of this great subject of traffic regulation.

With my sincere regard, I am

Very cordially yours,

ROBERT LANSING,
Secretary of State.

Supreme Court of the District of Columbia
Chambers of Justice Siddons

March 8, 1920.

My dear Mr. Eno:

I am very glad to learn that you are about to publish a book on the "Science of Highway Traffic Regulation." There is no one so competent to do this as you, and I trust I shall not be accused of flattery if I add, that in your unremitting zeal and disinterested labors in a cause that daily becomes more and more vital to people everywhere, you have revealed the crusader's character and spirit.

It may not be amiss to recall what I personally know of your efforts in behalf of Traffic Regulation in the nation's capital.

It is now about eight years since you enlisted me in your body of disciples to spread the gospel of sound regulation, and many an hour was spent by them, under your leadership, in the study of the underlying principles of the subject, and in the formulation of those principles in clear, concise and simple terms appropriate for enactment into law. During the period that I served as one of the Commissioners of the District of Columbia, further progress was made in the adoption, for the District, of most of the regulations then proposed, and since I have been a member of the Supreme Court of the District, we have continued in association in perfecting and promoting the adoption of the regulations as far as possible.

The latest work in which I had a share was done in connection with the Highways Transport Committee of The Council of National Defense, and then it was that the larger aspect of this matter was driven home upon me.

It would unduly lengthen this letter to point out the reasons of the national importance of standardization of and uniformity in Traffic Regulation. Enough to say that the motor driven vehicle has become an enormous factor in inter-state commerce, and the frontier lines between the States of the Union are becoming more and more vague and shadowy as the automobile tends to obliterate them. It is not too much to say that a sound body of General Highway Traffic Regulations, if adopted, will greatly aid in the unification of the people of the Country, promote commerce and diminish the tragedies directly due to improper regulations or none at all.

In conclusion, let me say that I trust your book will have a wide circulation if for no other reason, for its educational value, and education of the subject is the chief prop of effective regulation.

Very sincerely yours,

F. L. SIDMONS,
Chief Justice.

City of New York
Board of Estimate and Apportionment

April 29, 1920.

My dear Mr. Eno:

I have read with interest the various papers and suggestions made by you as to traffic regulation. In the book, however, you appear to have put together the most valuable of all of these suggestions and I am particularly glad to have the little volume, and assure you of my appreciation of your kindness in sending it to me.

Very truly yours,

NELSON P. LEWIS,
Chief Engineer.

War Department
Washington

May 3, 1920.

My dear Mr. Eno:

I have just received a copy of your "The Science of Highway Traffic Regulation," and have gone through it enough to know that it is a serious study of a grave and increasingly difficult problem. Permit me to thank you for letting me see the work.

Cordially yours,

NEWTON D. BAKER,
Secretary of War.

CHAPTER V

Post War Traffic Control

Ambassade de Belgique
Washington, D. C.

May 4, 1920.

Dear Mr. Eno:-

We have received from Mr. Max, the Burgomaster of Brussels, a letter in which he asks for information concerning the traffic regulations in the American Cities.

I have already sent to Mr. Max your very interesting book on that subject but I am writing to suggest that, in case you pass through Brussels during your trip in Europe, you pay a visit to Burgomaster Max, whom I am informing of your probable visit. No one is better qualified than you to express opinions and give information about the traffic regulations, especially as to their application to Brussels.

With best wishes for a very good trip abroad, and with kindest regards, believe me, dear Mr. Eno,

Yours very sincerely,

DE CARTIER,

Belgian Ambassador to the United States.

Baron de Cartier saw me off at the steamer and gave me further advices.

City of Detroit
Department of Police

May 14, 1920.

My dear Mr. Eno:

On June 7th to 10th next the Annual Convention of the International Association of Chiefs of Police will be held in this city. This Convention will be attended by some five hundred delegates representing Police Departments of American and Canadian cities. Every city of importance is always represented by a full delegation, which generally includes not only the Chief of Police but also the Commissioner of Police, and, quite often, the Mayor of the City.

Realizing that the science of highway traffic regulation is second in importance to no other problem with which Police Departments of large cities are confronted, it is the desire of Commissioner Inches and myself to procure the most eminent authority on this subject to address the Convention.

It is my hope to broaden the scope of this Convention by endeavoring to have a few individuals, prominent in their respective fields of endeavor, address the Convention on some of the big questions which vitally affect us all.

Before the Commissioner left the city a few days ago, for an extended trip of a week or ten days, I took up with him the matter of having you here to address the membership, and he instructed me to extend to you a cordial invitation to address the Convention on the subject with which you are so thoroughly familiar.

This is the first time that anybody not actively connected with police administration has been asked to take part in a convention of this organization, and I sincerely hope that you will find it convenient to be present. It is not necessary for me to add that the Chiefs of Police will not only be pleased to hear you but will be greatly benefited by listening to your address.

Sincerely hoping that we will not be disappointed by an adverse reply, I remain

Very truly yours,

W. P. RUTLEDGE,
Superintendent,
First Deputy Police Commissioner.

I was sorry that I was unable to accept Mr. Rutledge's invitation.

After reaching Brussels, I called on our Ambassador Brand Whitlock who went with me to see Burgomaster Max whom I found deeply and intelligently interested in traffic. The following is a letter received from him after our first meeting:

City of Brussels
Office of the Burgomaster

May 22, 1920.

Dear Mr. Eno:

As a result of our conversation of yesterday, I have the honor of informing you of the plan of a project of "crossing" to be established in Brussels at the intersection of the Boulevard du Régent & Rues du Luxembourg, du Trône et Ducole (near La Place du Trône).

I should be very grateful to you, if you have the time, if you would look at this intersection and give me your precious advice on the best way of improving it.

Be so kind as to accept, dear Sir, my thanks and the expression of my very devoted sentiments.

ADOLPH MAX,
Burgomaster.

Pasadena, California,
May 22, 1920.

Dear Mr. Eno:

Thank you for your book. As I read it I was impressed by the advance you have made.

It is a most difficult engineering problem (this circulation of humanity) and it is rendered more so because so largely psychological in its character. You not only deal with the public at large, but, what is more serious, the minds of officials.

You are leaving something to posterity. Keep at it!

As ever, yours truly,

CHARLES D. SEEBERGER,
Inventor of Escalator.

Hotel Ritz, Paris,
June, 1920.

Cher Monsieur Joltrain,

Vous m'avez offert de visiter avec vous quelques coins de Paris où les problèmes de la circulation se posent tout particulièrement. Je serais très heureux de vous accompagner un jour à votre convenance.

Puis-je proposer demain ou jeudi car ces jours m'iraient tout à fait. Nous pourrions peut-être revenir ici pour déjeuner et cela me ferait beaucoup plaisir.

Sentiments distingués and dévoués.

WM. P. ENO.

Ville de Bruxelles
Cabinet du Bourgmestre

June 3, 1920.

Cher Monsieur Eno:

J'ai bien reçu vos lettres du 28 et 31 Mai: Que les documents que vous avez eu l'obligeance de m'adresser. Vos avis me sont précieux je vous remercie de bien vouloir m'apporter l'appui de votre compétence dans la tâche que je me suis assignée d'améliorer la circulation dans les rues de Bruxelles.

Votre approbation m'encourage à persévérer.

Si vous le permettez, je prendrai la liberté de recourir encore le cas échéant à vos conseils éclairés.

Heureux de l'occasion qui m'a été offerte d'entrer en relations avec vous. Je vous prie, cher Monsieur Eno, d'agréer l'expression de mes sentiments reconnaissants et dévoués.

ADOLPH MAX.

Bruxelles,
le 14 Juin, 1920.

Cher Monsieur,

Je m'empresse de vous remercier de votre aimable lettre du II courant et de l'intéressante note qui y était annexée. Je tirerai grand profit de vos utiles indications.

Regrettant que l'occasion ne me soit pas donnée de vous voir de nouveau avant votre départ pour l'Amérique, je vous prie, cher Monsieur, de recevoir l'expression de mon souvenir le meilleur.

ADOLPH MAX.

American Forces in Germany
Office of the Commanding General

Coblenz,
June 15, 1920.

My dear Mr. Eno:

I am not quite sure whether I thanked you for the valuable books which you have sent me bearing on the regulation of highway traffic. In any event, I can assure you that communications from you are always welcome, and I note the headway that your system is making, greatly to your credit and to the welfare of all sojourners in large cities.

Why can you not come up and see me for at least a few days on the Rhine? I believe you would find it very interesting here.

With warmest regards and kindest remembrances of you in Washington, I am

Very truly yours,

HENRY T. ALLEN,
Commanding General.

Metropolitan Police Office
New Scotland Yard, S. W. 1

15th June, 1920.

Dear Mr. Eno:

I understand that you have called here in my absence and have left for me a copy of your pamphlet on the "Science of Highway Traffic Regulation." I am very much obliged to you for this and am reading it with interest. I trust that when you return to London you will give me the opportunity of having the pleasure of meeting you.

Yours sincerely,

FRANK ELLIOTT,
Assistant Commissioner.

September 14, 1920.

Editor of The Tribune,
New York City
Sir:

I am a tourist from Japan, arrived here a few days ago. My first impression in this great New York City is that dangerous street has no safeguards. I learn from your paper 398 persons killed by autos here last seven months. Isn't it awful and shameful of your civilized country! But such murders is not sin of drivers or chauffeurs, but mistake of the city. The best way to stop committing murders in the street is to make safety islands on the center of such road as to be crossed by people. Only a trifle expense will do it—to save precious life, and the humanity in America shall be safe.

G. MIKAYE.

International Pulverized Fuel Corporation
30 Church Street
New York City

September 16, 1920.

Dear Mr. Eno:

I am looking forward with great pleasure and interest to the receipt of your new book on traffic.

Your name is identified all over the world with the best thought that has ever been devoted to the subject of traffic and also with the establishment of uniformity of regulation. For these reasons, in addition to the kind cooperation which you have given me during my short term of office in the Police Commissionership, I shall be grateful to you for sending me this book.

Very truly yours,

DOUGLAS I. MCKAY,
Formerly Police Commissioner.

City of Detroit
Department of Police

October 12, 1920.

My dear Mr. Eno:

I have your letter of October 7. I shall deem it an honor to meet Mr. Edward and look forward with pleasure to an opportunity to introduce him to Commissioner Inches, and I am sure that Commissioner Inches will introduce him to Mayor Couzens. There is no doubt but that we will derive some benefit from the visit of such a high authority on traffic as Mr. Edward is.

Speaking of the Traffic Crows Nests, I do not know whether you are aware that we have increased the number in this city until we now have six in operation at our heaviest traffic intersections, and are preparing to

install the seventh one. We have never had occasion to regret for one moment that we adopted your idea and installed these crows nests but on the other hand we sometimes feel inclined to be proud of the fact that we were pioneers in this regard. Not only that, but everyone realized the practical advantages of this system.

Very truly yours,

W. P. RUTLEDGE,
Superintendent.

University of Michigan
Ann Arbor
Department of Civil Engineering

October 13, 1920.

My dear Mr. Eno:

I have reviewed with great interest and profit your book entitled "The Science of Highway Traffic Regulation."

I respectfully request that you accept appointment as Chairman of a National Committee on "Legal Status of 'Dummy Cops.'" I suggest that you appoint as members of the Committee two to four men to work with you on this Committee. Without doubt, you know that New Haven recently had to pay \$500. damages to the owner of an automobile who collided with a Dummy Cop which had been overturned and was lying in the roadway. The Court ruled that the Dummy Cop in its upright position was not an obstruction to traffic but that after it had been knocked over and laid in the roadway it constituted an obstruction and, therefore, the City was legally responsible for accidents which might occur due to the collision of vehicles with it.

Our 1920 Convention will be held in the middle west during the latter part of January or the first part of February. It is desired that the above Committee submit a progress report, at least, for the consideration of this Convention.

Hoping you are enjoying the best of health, I remain, with kindest regards

Sincerely yours,

ARTHUR H. BLANCHARD,
*Professor of Highway Engineering
and Highway Transport.*

Chamber of Commerce
Atlantic City

October 28, 1920.

Mr. William P. Eno

Dear Sir:

Atlantic City is considering at this time the question of street traffic. The next meeting of the Chamber of Commerce will be held November

26, at which time the matter will be discussed. Since you have made a detailed study of the question, we would be very happy to have you with us on that occasion.

With pleasant anticipations of having you with us on the 20th, we are

Yours very truly,

CHAMBER OF COMMERCE,
S. P. LEEDS, *President.*

Czechoslovak Press Bureau
Washington, D. C.,
December 6, 1920.

Mr. William P. Eno
Washington, D. C.

Dear Sir:

We are informed that you have published a book on traffic regulations. We are preparing a report for the city of Prague, Capital of the Czechoslovak Republic, and we desire to send your book with this report. We will be very thankful if you will inform us of the title and furnish us with the name of the publisher of your book.

Thanking you in advance, we are,

Respectfully yours,

HAN. V. KLIENG.

Telegram

Chicago, Ill.,
December 8, 1920.

Mr. William P. Eno

At impromptu meeting Cleveland yesterday representatives of twenty organizations agreed to call joint conference, Washington, January 10 of all organizations interested in traffic regulation. We wish to send each organization copy of various uniform measures already proposed. Will you kindly send me at once fifty, or if possible, one hundred copies Traffic Regulations Council of National Defense and accompanying suggestions. Will write regarding proposed conference. Hope you can attend.

S. J. WILLIAMS,
National Safety Council.

Legation of the
United States of America

Prague, Czechoslovakia,
December 20, 1920.

My dear Mr. Eno:

I was very glad to receive your letter of November 22, and appreciate the personal interest you are taking in the matter of traffic assistance for the City of Prague.

There are large numbers of Czechs in the cities of America, and it may be possible to find two policemen who speak Czech. The matter of salaries is difficult on account of the rate of exchange. I have advised Mr. Bienert of the receipt of your letter.

I wish it were possible for you to come to Prague yourself, can you not consider it?

Very sincerely yours,

RICHARD CRANE,
United States Minister.

Legation of the
United States of America

Prague, Czechoslovakia,
March 9, 1921.

My dear Mr. Eno:

Your very kind letter of recent date I have delayed acknowledging until I should obtain further information from officials in Prague.

On the whole, I think it extremely doubtful if the Prague police can afford to accept this offer; I am told they are trying now to secure an appropriation from the city to defray the necessary expenses in this undertaking. When I first came here the crown was selling 15 to the dollar and now the price is between 75 and 80, so that if the American officers should come here they would probably get a salary in excess of that of the Mayor of Prague. The Chief of Police is most desirous of having the men come, but I am afraid he feels that the expenditure would seem unduly high. These matters take a good deal of time anyway, so I am replying to your letter before getting any definite information on the subject. I think it would be fine if the officers can come, at the same time I can very well see the point of view of the people over here.

Sincerely yours,

RICHARD CRANE,
United States Minister.

National Highway Traffic Association

April 15, 1921.

Mr. William P. Eno
Director, National Highway Traffic Association
Washington, D. C.

My dear Mr. Eno:

During the early part of next week, you will receive a complete program of the 1921 Convention of the Association which is to be held on Friday, April 29, in the Detroit Athletic Club.

Many of your friends in the Department of Police of Detroit and the Detroit Automobile Club join me in hoping that it will be practicable for you to be in attendance. We would all be delighted if you could talk

to us at the luncheon on the subject of "Design of Curves at Street Corners to Facilitate Traffic." You will note that the preliminary program, which I am enclosing, is made up exclusively of reports of Committees. All of these Committees have stated that they will have progress or final reports ready for presentation. I hope next year that the burden of your duties in Washington will enable you to accept the position as Chairman of one of the Standing Committees. You will recall that I very much desired to have you serve during the past year as Chairman of the National Committee on "Legal Status of 'Dummy Cops.'"

Hoping it will be practicable for you to be with us in Detroit, I remain, with kindest regards

Sincerely yours,

ARTHUR H. BLANCHARD,
President.

Yale University
New Haven, Connecticut
Secretary's Office

April 15, 1921.

My dear Mr. Eno:-

I am exceedingly glad to know definitely from your letter of April 13th that you can be with us on the 23rd of May, when we shall expect to hear your address on "The Science of Highway Traffic Regulation." Professor Tilden has very greatly appreciated your cooperation in arranging this important meeting.

May I also take this opportunity of telling you how grateful those of us who are on the Board of Trustees of Yale-in-China feel for the opportunity which you gave Dr. Hume a few days ago to address a Sunday afternoon meeting in your home with reference to conditions in China. Such opportunities are of very great service.

Very truly yours,

ANSON PHELPS STOKES,
Secretary Yale University.

August 16, 1921.

Mr. P. K. Hisada
1148 Connecticut Avenue
Washington, D. C.

My dear Mr. Hisada:-

Thank you very much for sending me copy of the "Living Age" with the notice about "Safety First" in Japan. If you will refer to my little book, copy of which you have, on page 82 you will find a picture of police regulating traffic in Tokio.

The origin of traffic in Japan started at my house about four years ago when General Francis Vinton Greene, who was Police Commissioner

of New York when I began my work and who died last spring, was visiting me. General Greene was well known in Japan and Russia as well as in the United States and it was at a dinner given for him at my house that the Japanese Ambassador and his secretary became interested in my little French book and asked for a copy of it to take back with them to Japan, promising to get the work started there.

Your people are so quick to take advantage of new things that I have no doubt the work will be well carried out.

With best wishes,
Yours very sincerely,

WM. P. ENO.

Mr. Hisada afterwards asked permission to translate "Science of Highway Traffic Regulation."

City of Philadelphia
Department of Public Safety
Office of the Commissioner

September 23, 1921

Wm. P. Eno, Esq.,
Washington, D. C.
Dear Sir:

I have read with much interest and instruction the paper which you presented on Highway Traffic Regulation at the conference at Yale University, on May 23rd, last. I am anxious to secure a copy of the Council of National Defense Code, also copy of text book on the Science of Highway Traffic Regulation, both of which you referred to in your address. Will you be kind enough to inform me where these may be obtained?

It occurs to me that possibly it would be advisable to get in touch with some traffic expert who could be employed here temporarily. Do you know of such a man whom you would be willing to recommend?

Very truly yours,

BARCLAY H. WARBURTON,
Commissioner.

Excerpt from letter of December 19, 1921 to W. P. Eno from Arthur A. Shurtleff:

"At the moment I am helping the Park Department with a very difficult traffic intersection such as the ones you have shown on Pages 36 and 37, and your illustrations, particularly plate XVII, will be of immense help."

Excerpt from letter to W. P. Eno from John J. Tigert, Jan. 3, 1922
Department of the Interior, Bureau of Education:

"The Highway and Highway Transport Education Committee has been engaged in a national safety contest, designed to reduce the number of motor accidents and fatalities.

"The campaign in part consists of an essay contest among grammar school pupils and a lesson contest among teachers.

"Feeling keenly the responsibility that devolves upon us to make an equitable selection of the essays written, we are impelled to request the assistance of men and women highly competent to pass upon them. Having learned of your concern in the problems of safety and of education, I have the honor to extend to you an invitation to serve as chairman of a committee to judge the essays as submitted to us from the respective state and territorial committees."

On February 14, 1922, I read a paper before the meeting of the National Highway Traffic Association at the Automobile Club of America, entitled "Adequate Ranking and Parking Facilities." This was published in "Motor Travel" and in several other papers.

Telegram

March 4, 1922,
New York City.

William P. Eno

Taxicab Bill passed with Drennan retaining position. Your help did good work. Best wishes.

SOPHIE IRENE LOEB.

Boteborg, Sweden,
Sodra Vagen 22,
April 5, 1922.

Mr. William P. Eno
Washington, D. C.

Dear Sir:

In charge of some small traffic problems I made an inquiry at the N. S. C. of Chicago and in answer received among other printed matters your most interesting book "The Science of Highway Traffic Regulation."

In regard to the value of standardized general traffic regulations I take the liberty to ask you if you would permit me to translate the splendid book to Swedish for printing.

Traffic conditions are, of course, here not a fraction as difficult as in big countries and cities, but I think it would be good to exercise some foresight in trying to educate people.

And as a Government Superintending Inspector of Factories and graduated Mechanical Engineer interested in safety work I can't but accept the rule of reaching workers by means of public safety movement beginning with traffic.

For your kind permission would be very obliged.

Yours very truly,

GUSTAF FORSBERG,
Civilingenior.

Association
Internationale Permanente
des
Congres de la Route
Bureau Executif

4, Avenue d'Iena,
Paris,
le 14th of April, 1922.

Dear Sir,

Professor A. H. Blanchard has just informed us that you have kindly consented to collaborate with Messrs. J. Rowland Bibbins, H. J. Fixmer, Nelson P. Lewis, R. S. MacElwee, Herschel C. Smith, Samuel Taylor, in helping to prepare the United States report on the 6th Question of the Program of the Fourth International Road Congress:

"The problem of traffic on congested roads and streets of towns—Solutions for consideration—Design and control of cross-roads—Approaches to large towns—Urban traffic, single way and gyratory—Separation of slow and fast traffic—Relief roads, signals, police regulations, etc."

We are very glad to be able to count on your valuable cooperation; we can only confirm the suggestions made to you by Professor A. H. Blanchard as to the presentation of the said communication. We should, however, remind you that the whole report should not run to more than 8,000 words, and that it should reach Mr. Blanchard on or before the date he has mentioned to you.

Please accept our most hearty thanks, and believe us, dear Sir,

Yours faithfully,

For the Executive Bureau:
The General Secretary,
P. LE GAVRIAN.

SUBSCRIPTION BLANK
New York

The Fifth Avenue Association, Inc.
358 Fifth Avenue
New York, N. Y.
Gentlemen:

The undersigned hereby subscribes the sum of \$ to the fund for the payment of the permanent traffic signal towers to be erected on Fifth Avenue at 14th, 26th, 34th, 38th, 42nd, 50th, and 57th Streets which

will be the gift to the City of New York from the Fifth Avenue Association, Inc. to replace the temporary towers now on the Avenue.

Name

Address

I had opposed the erection of the Harriss traffic signal towers. About two years later, Mr. Stanley Mitchell, Chairman of the Committee to raise money came to Saugatuck to say he was sorry he helped this movement as he believed they were a mistake. The seven used were reported to have cost \$125,000. They were finally discarded.

1143 Connecticut Avenue,
Washington, D. C.,
May 8, 1922.

Mr. W. P. Eno

Dear Sir:

Sometime ago you were good to give me a copy of your publication about the science of traffic, and I have not only read the same through but studied every day. And more I think of the Problem, more I deem the study so important while the city officials or the public know so little of the necessity.

Lately an engineer from City of Tokyo was here, and one thing he was studying was this very trouble that Japan is going to have and my brief talk on the subject interested him a great deal. I shall this summer, go through the book more carefully and put in Japanese language, and I should like to submit the same to Hon. Tokonami, the minister of home affairs whom I know and he will help me to put this translation in proper publication at home.

With your further guidance, I am positively sure that I will be able to master part of the science and could contribute to the country I belong. Kindly give me the consent on translation and my other translation was published by Houghton Mifflin & Co., whom I wish to give as reference.

Your personal instruction is very beneficial and I assure you that I appreciate what you have already given me and my knowledge as it goes will show you that your wish of this wonderful work to be widely known, will be carried out by myself.

Very cordially yours,

P. K. HISADA.

Excerpt from letter from W. P. Eno to Dr. John J. Tigert, Chairman, Highway and Highway Transport Education Committee, Pension Bldg., Washington, D. C.

May 21, 1922.

I have carefully read the lessons on Traffic from the states and territories and have selected three out of the number, placing first, the lesson by Teresa M. Lenney of New Rochelle, New York, second, that by Anne Rogers of Sterling, Colorado, and third, that by Vance D. Brown, of Reynoldsville, Pennsylvania.

My selection has been guided solely on my judgment as to the value of the lessons in reducing accidents.

The great number of responses in the form of lessons submitted by the teachers and essays submitted by the children, estimated at 450,000 is significant as showing a widespread interest which will eventually lead to the saving of thousands of lives and billions of dollars.

City of Detroit
Department of Police

June 1, 1922.

My dear Mr. Eno:

In New York last week I learned that Commissioner Enright and Deputy Commissioner Harris were sailing on Saturday for Europe to give the people of London, Paris, and Berlin the latest ideas in traffic regulation, and that they were actually taking over with them two towers similar to those erected on Fifth Avenue, to be erected in Berlin.

I think our latest type of tower in this city and our arrangement of lights, which coincide with the universal danger signals all over the world—a green light presented to the driver giving the right-of-way, and the red light, stopping—is so much superior to the New York idea, that it should be called to the attention of European cities, if they are going to try out the tower system.

You, of course, more than any one else on this continent, could make suggestions to those on the other side.

With regards, I am

Very sincerely yours,

JAMES W. INCHES,
Commissioner.

City of Detroit
Department of Police

June 13, 1922.

My dear Mr. Eno:

I have your letter of the 7th instant, and have read with interest the clipping which you enclosed from a New York paper.

The week before Commissioner Enright and Deputy Commissioner Harris went abroad I received a personal letter from Commissioner Enright asking me for a complete plan of our Safety First Campaigns

and the details of the different lines of work that we carry on in them. I wondered at the time I received it whether or not he was contemplating anything of the kind in New York, but when I got there a few days later and found that he was going to Europe to educate the people there in traffic I wondered if he was going to advise them to follow our plan rather than something that he had done himself. I did not get to see Commissioner Harris, as he was out when I called, and I am sorry to confess that I have not in the past couple of years called on Commissioner Enright, because in the one or two interviews that I had with him I never found him very much interested in anything that anybody else was doing or, for that matter, in progressive traffic work.

I am sending you a couple of photographs showing the type of tower that we are using now, and they work out very nicely indeed. You will note that while there are three lights at the top—red, green, and a warning yellow light there are two down at the level of the driver's eyes—red and green, which show in every direction whether the driver has the right-of-way or not. You will also notice in the tower the upper end of a speaking tube, and below the house of the tower the larger, lower end of that tube, which really acts as a megaphone and enables the officer in the tower to speak to the automobiles near the tower in any direction. By the use of this speaking tube, the officer is often enabled to allow one or more machines to make a left-hand turn around the tower and across the street while traffic is set the other way—but when there does not happen to be any machines preventing.

You will notice also in one of the pictures the upper end of a megaphone which the officer uses to speak to automobiles at a considerable distance. Also, on the lighter picture, the warning bell which we use at all corners to warn all drivers and pedestrians for an instant before traffic direction is changed. This bell is on the same wire as the yellow warning light, and automatically rings while that yellow light is showing.

All of our towers are on the center of the intersection, or as close to the center as the street car track will allow (where there is one) and traffic, in turning, passes around them.

I was very much interested in the letterhead of the Eno Foundation and am sure I feel quite complimented in finding my name upon it. Certainly you have picked out a representative body of men, and it is too bad that such men do not play a greater part in national traffic regulation.

I enjoy my present work very much indeed, but it is an unfortunate fact that if I want to discuss traffic affairs in other cities, I have to go outside of police circles to do so.

Very sincerely yours,

J. W. INCHES,
Commissioner.

Highway and Highway Transport Education Committee

Washington, D. C.,

July 20, 1922.

Dr. John J. Tigert
 United States Commissioner of Education
 Washington, D. C.

My dear Mr. Commissioner:

Your committee appointed to choose the best three lessons submitted in the national safety campaign conducted under the auspices of the Highway and Highway Transport Education Committee desires to report as follows:

Best lesson, Mrs. Anne Rogers, Sterling Public Schools, Sterling, Colorado.

Second best lesson, Miss Teresa M. Lenney, New Rochelle Public Schools, New Rochelle, New York.

Third best lesson, Miss Ida G. Ale, Trenton Public Schools, Trenton, New Jersey.

Respectfully yours,

WM. P. ENO.

THOS. E. FINEGAN.

W. J. FUNK.

The first prize was awarded to Mrs. Anne Rogers of Sterling, Colorado. On her arrival in Washington, I was asked to present her to the President, which I did, and after this she and a friend of hers, who had come with her, came to my house to lunch and during their short stay in Washington I showed them Mount Vernon and other interesting places. Until a few years ago, I have heard from Mrs. Rogers occasionally. It was a pleasure to know that she received the prize she deserved.

In the August 1922, "National Safety News" there appeared an article entitled "Safety Circle Reduces Traffic Accidents in Los Angeles" written by E. B. Lefferts. The people of Los Angeles thought they had found something new whereas, as a matter of fact, the first example of rotary traffic was put in effect in 1905 and Los Angeles adoption of it was in 1922. However, the article was ably written and Mr. Lefferts and Los Angeles were to be congratulated.

July 31, 1922.

Mr. E. B. Lefferts, Manager
 Safety Department, Automobile Club of Southern California
 Dear Mr. Lefferts:

I have read your article in the August issue of "National Safety News" entitled "Safety Circle Reduces Traffic Accidents in Los Angeles."

I am sending you under separate cover a copy of "The Science of Highway Traffic Regulation" where in Chapter 2 of Part IV you will find a treatment of the subject of Rotary Traffic, first put in practice in New York in 1905, the second example being around the Arc de Triomphe in Paris in 1907. Four or five years ago, at my suggestion, it was tried out in Detroit and has now been adopted in practically all cities where there is any attempt to regulate traffic. I am glad you are trying it in Los Angeles. You will notice in the chapter referred to in my book that this system works equally well at intersections of streets.

Yours very truly,

WM. P. ENO.

New York City,
August 5, 1922.

Wm. P. Eno, Esquire

Dear Sir:

I am studying about the police system in this country and much interested in the traffic regulation. I have just read over your "The Science of Highway Traffic Regulation" with great interest. As I did not know about the book before, I have lost an opportunity of visiting you, to my great regret, while I was in Washington a short time ago. Will you kindly show me other books and pamphlets and their publishers especially after the publication of your book and, also, if there is such, associations or societies which are endeavoring on that question?

Very respectfully yours,

YNSAI TAKAHASHI.

Commissioner of Shizuoka, Japan.

Mr. Takahashi lunched with me on August 9th at the Yale Club in New York. He asked permission to translate "Science of Highway Traffic Regulation" but nothing came of this and the translation was not made until Mr. Fujioka translated "Science of Highway Traffic Regulation" and "Fundamentals of Highway Traffic Regulation" somewhat later.

Warsaw, Poland,
September 28, 1922.

Mr. Wm. Phelps Eno

Dear Sir:

I am duly in receipt of your kind note of August 30, also of your Book. The latter, I have found to my delight, is quite a treasure containing lots of valuable information not to be found elsewhere.

I am under great obligation to you for this gift and cannot deny myself the pleasure of expressing my admiration to the Author.

AUTOMOBILKLUB POLSKI,
STANISLAU GRODSKI.

Prague, Czechoslovakia,
16th Oktober, 1922.

Dear Sir,

I should be much obliged to you, if you would send me your book, "Street Traffic Regulation" which I want for my lectures on city planning at the University of Brno.

Thanking you in advance, I have the honour to remain, sir

Yours sincerely,

ARCHITEKT VLADIMIR ZAKREJS,
Prague-V.40, U stareho hrbitova 4,
Czechoslovakia.

Highway Education Board

November 17, 1922.

Dear Mr. Eno:

According to action taken by the special committee on the Teaching of Highway Traffic at the Second National Conference on Education for Highway Engineering and Highway Transport, held in Washington, October 26-28, 1922, it was voted with the approval of the general conference that a study of the underlying principles of the best practice in relation to traffic regulation and safety is of fundamental importance. The Committee, therefore, recommends, "That the Highway Education Board ask the Eno Foundation for Highway Regulation, Inc. to take up these problems as a continuation of the work of the Council of National Defense for the investigation, codification, publication and standardization of General Highway Traffic Regulations: thus insuring continuity and permanency in the study of these important problems."

It gives me great pleasure to transmit to you this resolution and at the same time to offer to you any service which the Board can render you or your organization in the carrying out of this important resolution.

Very truly yours,

WALTON C. JOHN, *Secretary.*

Letter from Dean Johnson, University of Maryland, to Professor C. J. Tilden:

December 5, 1922.

I have a copy of your letter to Dr. Hatt regarding the work to be done by the Eno Foundation and we have prepared a resolution for action by the executive committee in accordance therewith. I assume there will be no question about its being favorably acted upon.

I think that the subject of traffic regulation should be undertaken by the Eno Foundation by all means, and that there should be the most cordial cooperation between the Advisory Board on Highway Research and the Eno Foundation in this work.

Department of Police

Detroit, Michigan,
January 3, 1923.

Dear Mr. Eno:

I am returning the copy of regulations which you sent me, and I certainly hope that they will be approved by the Committee to which you are going to submit them. I certainly think they are as near perfect as any condensed form can be. As to the omission of the rule for right-of-way, I think you are right in omitting it, in fact, experience has taught me that a right-of-way regulation, so far as it relates to street crossings, is always confusing and the cause of more harm than good. The party thinking he has the right-of-way always takes a greater chance than he should, and really infringes on the rights of others.

Yours very sincerely,

JAMES W. INCHES,
Commissioner.

On January 5, 1923, I read a paper before the Society of Automotive Engineers on Aspects of Traffic which was afterwards published in full in "The Journal of the Society of Automotive Engineers" in their May, 1923, issue.

Czechoslovak Legation
Washington, D. C.

February 6, 1923.

Dear Mr. Eno:

I am in receipt of a communication from Architect Vladimir Zakrejs of Czechoslovakia in which he states that on the 15th of January in a lecture to the Auto Club, based on your book, the idea was received with such great enthusiasm that he would like to translate your book into the Czechoslovak language and would appreciate it if you would give him the sole right to translate and publish this in the Czechoslovak language.

Very truly yours,

DR. A. Z. STANGLER,
Commercial Attaché.

Letter from Harvard Engineering Society to Professor C. J. Tilden:

February 10, 1923.

The next meeting of the Harvard Engineering Society will be on Thursday, March 8 at 8:00 P. M. at the Harvard Club.

At that meeting we would very much like to have Mr. William Phelps Eno give a talk on Traffic problems with special reference to the local problems in which we have much interest, and since it is my impression

that you know Mr. Eno, I wonder if we might ask you to extend to him an invitation on behalf of the Society.

It is our custom also to invite the speaker of the evening to dine with the members of the Society at the Club at our H. E. S. table, at 7:00 P. M.

Harrisburg, Pa.,
February 17, 1923.

Wm. P. Eno, Esq.,

Dear Sir:

The traffic situation in the City of Harrisburg, which very likely is not greatly different from any other City has become so complicated and seemingly beyond a solution by our City Officials that the Motor Club of Harrisburg has offered to secure for the City, the services of a traffic expert.

We realize that your time is greatly taken up but we believe that you will consent to help us and we hope to have an early reply from you stating when it might be possible for you to come to Harrisburg.

Yours very truly,
MOTOR CLUB OF HARRISBURG.

February 19, 1923.

Motor Club,
Harrisburg,
Pennsylvania
Gentlemen:

Your very kind invitation of February 17 received. I am just leaving for New York for a few days.

When my nephew, Gifford Pinchot, was down here the other day he telephoned me about some sort of a meeting which was to take place sometime this month or next at which time roads and traffic were to be discussed and wanted me to come on for it. I have written to him today for the details of this. Perhaps I could combine the two things in one trip.

May I suggest to you that you give consideration to the following: I have found it futile where a committee was appointed to advise on or regulate traffic. What you want is a doctor and not a committee if you expect to remedy the troubles you are having.

Yours very truly,

WM. P. ENO.

At the invitation of the State, and of my nephew, Gifford Pinchot, then Governor of Pennsylvania, Mr. William J. Cox, now State Highway Commissioner of Connecticut, a most thorough student of traffic,

went with me to Harrisburg on March 23, 1923. We spent about a week there, very carefully making a plan for Market Square, a most congested point. This plan, I believe, would have been very successful if tried out properly and under proper direction. However, it was put in in a half-baked way and was apparently unsuccessful through political interference and our trip accomplished nothing. It is one of the many things that has been done and success impeded by politicians.

The Harvard Engineering Society
Meeting, Thursday, March 8, 1923, at 8 P. M. Pronto!

William Phelps Eno, expert in Highway Traffic Regulation, will speak before the Society at the Harvard Club of New York, 27 West 44th Street, at our March 8 meeting on the subject "The Traffic Problem of New York City." This subject is of interest to every member. Come early and dine with us at the Harvard Club.

Theo. R. Kendall, '12
Secretary

Wm. L. Hanavan, '03
Meetings Committee

Yale University
New Haven, Connecticut

April 16, 1923.

William Phelps Eno, Esq.
Washington, D. C.

My dear Sir:

On behalf of the President and Fellows of Yale University, I have the honor to inform you that at their meeting on April 14, 1923, it was voted to confer upon you the honorary degree of Master of Arts.

It is the sincere hope of the Corporation that you may be able to accept this invitation, thereby enabling the University to honor itself by conferring one of its highest honors upon you.

Very truly yours,

ROBT. M. HUTCHINS,
Secretary.

On May 12, 1923, I published a pamphlet entitled "Five New Diagrams for Rotary Traffic and Parking," to be found in one of the Scrap Books.

Motor Club of Harrisburg

May 21, 1923.

W. P. Eno
Washington, D. C.

Dear Sir:

Enclosed please find clippings from Saturday Telegraph Monday Patriot.

The Eno plan seemed to be working splendidly until Saturday when the Police Department placed a Semaphore in the middle of the safety zone.

Aside from the fact that one of our daily papers does not agree with the workings of the system, I feel justified in stating that motorists and pedestrians are greatly pleased with it to date.

Very truly yours,

J. CLYDE MYTON,
Secretary.

The Journal Courier
New Haven, Connecticut

August 30, 1923.

Mr. Wm. P. Eno
Saugatuck
Connecticut

My dear William:

I have been persuaded to edit a History of the State of Connecticut dating its activities from 1818, the time of the adoption of the Constitution.

Now what I would like you to do would be to take over the chapter on Transportation in the State of Connecticut since that period. I cannot urge this upon you too ardently for, since my name is to be attached to the History, each article must be written by an acknowledged expert.

As ever,

N. G. OSBORN,
Editor.

Nothing much of general interest happened from this time until I sailed again for a traffic trip to Europe on May 21, 1924, with the exception of writing a few articles, delivering some addresses and consulting with traffic officials of various cities at their request.

CHAPTER VI

Fifth and Sixth Trips to Europe on Traffic Control

Synopsis of my visit to London and Paris on Traffic Work in 1924

On May 27, 1924, I arrived in London and on June 11 went to New Scotland Yard to see Mr. Bassom, in charge of traffic. On the 18th Sir William Horwood, Commissioner of Police, called me up and asked me to come to see him, which I did the following morning.

Traffic in London was going on in the same good old-fashioned way which it can do there on account of the well-trained police and the respect for fair play of the average citizen. They still have no printed regulations but are really doing so well that one hesitates to suggest too much. Their isles of safety are the best there are and they deserve great credit for their skill in locating them as well as for their construction.

I recommended that they install one-way traffic on some of the narrow streets. On the day I left for Paris, June 30, the papers announced that New Scotland Yard had decided to adopt my suggestions.

On July 2d, I called, by appointment, on Monsieur Naudin, Préfet de Police. I had sent him in advance several things on traffic which he informed me he had had translated.

Monsieur Naudin asked me to recommend methods of improvement. I told him I would do so after a little further study, which I did in a letter.

It was a great satisfaction to me to find traffic in Paris again back to where it was in 1913. The traffic police are improving very much. The drivers are better perhaps than in any other city in the world, having passed rigid examinations before being permitted to drive.

I refused to give any interviews to papers until after I heard from Monsieur Naudin as to my report. I duly received an acknowledgment from him thanking me for my appreciation of what he had done and saying that he had no objection to my talking to the papers. Up to this time, no article had appeared in the newspapers except the one in L'Intransigeant, July 9. I gave interviews to a half a dozen papers and the others received their information from them in all probability but, as usual, some of it is incorrect.

Excerpt from letter to M. Naudin, Préfet de Police:

14 Juillet, 1924.

Les bruits inutiles sont à reprimer. Dans vos règlements du 10 juillet 1912 une clause prévoit cette interdiction: Article II, paragraphe 5. Il y est dit. "Les trompes d'avertissement ne doivent servir que pour cet usage. On ne doit pas s'en servir plus qu'il n'est nécessaire, surtout la nuit."

Si les véhicules réduisent leur vitesse dans les endroits utiles et réglementaires, particulièrement en coupant des rues, il y a peu d'occasions d'utiliser les avertisseurs. À Londres, il y a peu de bruit du fait de ces derniers, un peu plus à New York et à Paris beaucoup trop. On pourrait réduire ces inconvénients de trois quarts sans augmenter le danger.

In July, 1925, Senator and Madame Hugues Le Roux came to visit me and were at Saugatuck for three weeks. They returned to France on the 12th of September. Senator Le Roux died on November 15—a great loss to his friends, to France and to the world.

In September, I received a cable from Senator Le Roux, congratulating me on my decoration by the Legion of Honor. Other letters came also from M. Briand, President de Conseil, M. Naudin, Conseil d'État, Colonel Bunau-Varilla, etc.

Cable

Paris, France,
Sept. 29, 1925.

Wm. P. Eno — Saugatuck, Conn.

Nos vives félicitations pour distinction Meritee

MORAIN,
Préfet de Police.

—————
Cable

Sept. 30, 1925.

M. Morain, Préfet de Police
Paris, France

Remerciements sincère pour votre télégram de félicitations.

WM. P. ENO.

On November 20, the French Ambassador, M. Daeschner, wrote me from Washington as follows:

"I received your letter just as I was preparing to telephone to ask if you were back in Washington. Your cross and brevet of the Legion of Honor arrived by my last pouch which gave me great satisfaction.

Now I will do just as you like and may send the cross, or cross and brevet to you at once as you are to stay away for some time or wait till you come back, and it will give me great pleasure in handing them personally."

I replied to M. Daeschner that I would rather wait and receive the honor from his hands which I did on December 10, 1925.

University Club,
New York,
June 24, 1926.

Dear Mr. Eno:

I have delayed writing about your pamphlet on highway regulation until I had had an opportunity to read it. It seems to me that you are engaged in one of the most important works of the time. It is a great satisfaction that occasionally a man of leisure and resources finds some way like this to render a great public service. The value of the labors that now engage you will be properly appreciated as time goes on, most completely perhaps by those who come after us. I am especially impressed by your plea for public education along these lines and by your insistence on the necessity of uniformity and the treatment of the subject on a national scope. On the matters which, I presume, are somewhat controversial, such as your discussion of the synchronized block system, I think you make your points clearly and convincingly and I am entirely willing to trust your knowledge and experience.

Thank you for sending me this valuable brochure.

Very sincerely yours,

BURTON J. HENDRICK.

German Embassy
Washington, D. C.

April 12, 1926.

Mr. William Phelps Eno,
Washington, D. C.

Dear Mr. Eno:

I thank you very much for your kind letter of April 9th, contents of which I appreciate very much. Your books on Traffic Regulations would be exceedingly interesting to police authorities in Germany and, therefore, I accept with greatest pleasure and many thanks your kind offer, to send me a few copies.

I am, my dear Mr. Eno,

Yours very sincerely,

MALTZAN,
(BARON MALTZAN),
German Ambassador.

Sir Henry Maybury wrote me as follows on July 26, 1926:

"I think on the whole we are doing reasonably well with our London traffic schemes. We started another gyratory or round-about system in Piccadilly Circus this morning, and although I was a little bit fearful that we had not quite sufficient room to make the form of working a success, I am quite pleased with the results so far obtained. As a result of our endeavors, we have speeded up all traffic in the London area by upwards of a mile an hour—no mean accomplishment in a badly planned and old-world city."

This was after our visit in New York when I had strongly urged Rotary Traffic to Sir Henry and I have never regretted it as it not only has solved many of the problems in England but in practically every other country and is going to solve more in our country when the officials realize thoroughly its advantages and learn to apply it scientifically.

Excerpt from letter from Police Major Seyffarth, Berlin, Germany, August 12, 1926:

"I wish to express to you my sincere appreciation for sending me your book "Fundamentals of Highway Traffic Regulation." The book is indeed here, since Baron Maltzan sent it but it was retained in the Home Office where I could only get hold of it for a short time. Knowing your former work, "Science of Highway Traffic Regulation," it was my desire to have your recent book for a closer study on my own writing table. The improvement in Paris traffic regulation is indeed remarkable. I was there in February, 1925. Already then people no longer spoke of a dangerous crossing as a "carrefour des écrase." Also, London's try with rotary traffic in Piccadilly Circus is interesting. They were very reluctant in introducing it.

Cooperation between the Police and the public was a rather weak point with us but I took up your foremost traffic axiom and did my best in this direction, not without success. The assistance I got from you without knowing it was most important."

Major Seyffarth had been in charge of traffic in Berlin for many years and I shall speak more about him later on, especially when I visited Berlin in 1930.

I received a letter from Mr. N. Fujioka, Chief of the Traffic Section of Toyko, dated August 27, 1926, telling me that he was forwarding me a copy of the translation of "Science of Highway Traffic Regulation." He later translated "Fundamentals of Highway Traffic Regulation" before

he wrote a book on traffic of his own, based on the two he translated, the translations being made to familiarize himself with the work already done before he committed himself. Later that year he came to America to see me in Washington and stopped at my house for two weeks and sometime afterwards made me a short visit at my country home. Mr. Fujioka is an accomplished student of traffic and I have many drawings of his work. We have been in correspondence ever since 1926. He, however, has had to divide his work because he was appointed Chief of the Police Department in another city.

In August, 1926, Mr. Edward, of Sydney, wrote an article for "Motor Life" on my work and I felt much complimented. The article was well done and attracted attention not only in Sydney but over here as well.

In September, Chief Constable Arthur Bassom of New Scotland Yard, of whom I have already spoken, died. He was one of the really constructive traffic men and had the respect and affection of all those at the Yard.

The Fifth Road Congress of the Permanent International Association of Road Congresses was held in Milan in November, 1926. At their request I wrote an article entitled "Census of Traffic" for this Congress. This article and a few others were printed in a pamphlet.

Excerpt from letter from Mr. Guy Kelcey, Manager of the Traffic Engineering Division of the American Gas Accumulator Company, November 8, 1926:

"I am very much interested to understand that you disapprove of the synchronized and wave system of lights. I am attaching a collection of bulletins which will serve to show that we have similarly opposed synchronized traffic, automatic stop signals as distinguished from those controlled by hand, and that we have urged caution with respect to the wave system of lights. Properly handled, the wave system is splendid. It is often improperly worked out and there are many locations where it cannot be applied.

"I am distinctly pleased to know that our thoughts have run along the same channel. As a matter of fact, I have recently detected a surge or movement away from the automatic stop and go synchronized traffic."

Mr. Kelcey is one of the best traffic engineers I know and is on the Board of Consultants of the Eno Foundation. I may say that I too felt complimented that Mr. Kelcey should agree with me because I made a strong protest against synchronized lights from the time they began until the present time and rather expect to have to continue to do so.

Metropolitan Police Board,
Tokyo, Japan,
December 21, 1926.

Dear Mr. Eno:

I beg to acknowledge receipt of your esteemed letters of the 13th as well as the 23rd ult. for which I desire to express much appreciation.

According to your introduction, I am indebted to you for a letter from Miss Pring, private secretary of Sir Henry Maybury.

I am very much pleased to inform you that through your kindness, I am steadily undertaking to improve our traffic regulation.

"Driver's Signals," "Police Officer's Hand Signals," "Semaphores with neutral signals" and "Rotary Traffic" at the open ground front of the Tokyo Station were decided recently. Several photographs of the same, together with a sample of "Portable Signs" which are skillfully arranged not to fall down in any conditions, I will send them to you as soon as they are ready.

Regarding to the translation of "Fundamentals of Highway Traffic Regulation," I think I can forward it to you in the near future.

With kindest regards and best wishes, I am

N. FUJIOKA,
Chief of Traffic Section.

December 31, 1926.

Yale Endowment Fund
Yale Club
New York City

Dear Sirs:

Please note that Mr. William P. Eno, '82, whose permanent address is, I believe, Washington, D. C., but whose house there is now closed, has under consideration the making of a special gift to the University. Under these circumstances he should not, of course, be urged to make a subscription at this time to the Yale Endowment Fund. Should he send in any contribution of his own accord, that is a different matter. Please see, however, that his name is not given to any one for solicitation, so as to prevent confusion and possible misunderstanding.

Faithfully yours,

GEORGE PARMLY DAY,
Treasurer, Yale University.

The Annals, American Academy of Political
and Social Science

Philadelphia, Pa.,
January 14, 1927.

Dear Sir:

The September 1927 volume of THE ANNALS will be devoted to a

discussion of "Planning for City Traffic." This subject is of such outstanding importance that no phase should be neglected.

I am enclosing herewith a copy of a tentative outline of the volume. Will you be so kind as to examine this table of contents and let me know what topics have, in your judgment, received undue or insufficient emphasis or have been omitted, and let me have any other suggestions that occur to you? It would help greatly if you would suggest the names of competent persons who might be willing to prepare some of the articles. Still better, would you be willing to prepare an article yourself on one of the topics which interests you particularly—any one that has not already been assigned. About four thousand words would be a suitable length and it would not be necessary to submit your manuscript before July first.

Thanking you in advance for this courtesy, I am

Very sincerely yours,

AUSTIN F. MACDONALD,
Special Editor of the Annals.

Metropolitan Police Board,
Tokyo, Japan,
February 17, 1927.

Dear Mr. Eno:

I have the pleasure of informing you that I have forwarded to you two copies of "Translation of Fundamentals of Highway Traffic Regulation" which is just off the press and together with several photographs of "Driver's and Policemen's hand signals," a plan showing "Rotary Traffic" at the open place in front of the Tokyo Station and "Semaphore," as well as a sample of "Dummy Cop."

The delay has been caused owing to the reason that I have been busy in connection with the Imperial Funeral of the late Emperor Taisho.

Apologizing for not having written to you earlier, I am

Yours very truly,

N. FUJIOKA,
Chief of the Traffic Section.

German Embassy,
April 7, 1927.

My dear Mr. Eno:

Just returning from a trip through the South, I find on my desk your kind letter of March 11. It certainly gives me great pleasure to furnish you with a laissez-passer and a letter addressed to the German authorities, which I hope will still reach you in time.

On the laissez-passer kindly fill in number and date of issue of your passport.

Wishing you a most pleasant trip and with many thanks for your kind invitation to visit you in your summer home, I am, my dear Mr. Eno,
 With kind personal regards,
 Yours very sincerely,

MALTZAN.

On April 24th, 1927, I sailed on the "France" on my sixth trip to Europe on Traffic Control.

New Scotland Yard,
 14th April, 1927.

Dear Mr. Eno:

I have gathered together some of the literature for dealing with traffic which I trust you will find interesting.

The schedule of the regulations is so framed as to point out clearly the direction and course a vehicle should take when negotiating the round-about traffic system.

I also enclose a copy of the booklet on hand signals which are considered to be the most suitable both from the motorists and police point of view.

Certain instructions are given to police to assist pedestrians when crossing the roadway, an extract of these is enclosed.

I find the Ministry of Transport are sending you a diagrammatic sketch of the details of the Piccadilly signals, so I have not enclosed one.

If, at any time, I am able to render any assistance respecting traffic matters, I shall always be happy to do so.

In conclusion, I must apologize for my temporary office to which you were invited, my own room being in the hands of the builders.

Yours sincerely,

F. CLARO.

The Paris Herald on June 17, 1927 published an article entitled "American Traffic Expert Counsels Soft-Pedal for Paris Auto Horns." From June, 1927 on, many newspaper articles appeared in the United States, Canada and France on automobile horns, the Rotary System, Automatic and Automobile lights.

On December 10, 1927, Rotary Traffic was installed at the Rond Point des Champs-Elysées.

At the request of the "Excelsior" I furnished a plan for the Rond Point des Champs-Elysées, published in that paper July 29, 1912 and republished in my Report to the Third International Road Congress in 1913 and reproduced in Pamphlet No. 47. It was reported approved in

Paris the same year but its adoption was postponed on account of the caving in of the Avenue d'Antin (now Avenue Victor Emanuel III) over the Catacombs and the war in 1914 put an end, for the time being, to any improvements of that kind.

M. Hennion, then Préfet of Police and all succeeding Préfets of Police, recommended the adoption of this plan. It was published in "Science of Highway Traffic Regulation" in 1920 and in "Fundamentals of Highway Traffic Regulation" in 1926.

Each time I have been over, I have taken occasion to again call the attention of the authorities to this plan and in 1927 both M. Chiappe, Préfet of Police and M. Guichard, Directeur de la Police Municipale, seemed to think it should not be further delayed and sent their engineers, M. de Courval and M. Partridge to me for details.

I had promised M. Chiappe and M. Guichard to go over the plan again and send them revised drawings which I did on August 30, 1927. A letter dated September 27 acknowledged receipt of the plan. I received a letter from my correspondent in Paris from which I quote the following:

"I awaited trial at the Rond Point before writing you as you will see in enclosed clippings. The experiment began a few days ago and still progresses and it looks like a success."

The clippings mentioned were from the following papers:

L'Intransigeant,	Dec. 8, 1927
"	Dec. 11, 1927
Le Journal	Dec. 11, 1927
"	Dec. 14, 1927
L'Intransigeant,	Dec. 24, 1927

All these indicate that the plan is proving successful and I am glad as it culminated an attempt to get the plan tried, beginning July 29, 1912, a period of fifteen years and five months.

Telegram

Cleveland, Ohio,
December 31, 1927.

Mr. William Phelps Eno
Washington, D. C.

Is it possible for you to attend meeting judges safety contest American Road Builders Association Cleveland January Seventh Ten Thirty at Hollenden Hotel Expenses trip paid by association.

CHAS. UPHAM.

Excerpt from letter to N. Fujioka, Tokyo, Japan, February 15, 1928:

"I have seen your Ambassador, Mr. Matsudaira a good many times since I have come back and the other day he was in and saw your translations of my two books. He said he had the first one but had not received the second one. I am sure he would be glad to do so. He also told me he knew you and had had talks with you about traffic, in which he appeared also to take great interest. I am dining with him on Saturday night and perhaps shall talk traffic with him again if he mentions it as he did before. The Matsudairas are very popular here and I hope will be with us for a long time."

Early in April, 1928, I received a letter from Police Major Seyffarth enclosing a photograph of the additional refuges on the Champs-Élysées and there were many articles with photographs showing the Rotary Traffic at the Rond Point.

Excerpt from letter from Colonel Philippe Bunau-Varilla:

March 2, 1928.

"I have deferred writing to you because I wanted to see the Rotary System on the Rond Point completely established. In fact, it is all in order except the lights on the little lighted protuberances on the soil which mark the circumference of the circle. People begin now to understand the beauty and the easiness of the scheme."

Paris,
le 16 Mai, 1928.

Cher Monsieur Eno:

Je reçois votre lettre du 30 Avril.

Nous avons réalisé la circulation giratoire au Rond-Point des Champs-Élysées dont il fut tant de fois question et dont, en effet vous parliez pour la première fois, il y a quelques années.

Vous savez que ce ne sont pas nos Services qui exécutent le travail matériel de signalization, lequel est confié à la Préfecture de la Seine.

On me dit, à la Préfecture de la Seine, qu'on n'a pas pu faire tenir suffisamment la peinture sur le sol. On a du la remplacer par une succession de petits signaux en relief qui sont du reste du meilleur effet et qui seront bientôt pourvus d'un éclairage pour la nuit.

A l'intérieur de la circonférence le sol a été peint à titre d'essai, mais nous ne savons pas encore ce que donnera cet essai.

Nous trouvons qu'au Rond Point la circulation giratoire est une amélioration. Auparavant, les voitures avaient à subir un temps d'arrêt à l'entrée du Rond Point, puis elles le traversaient assez vite. Aujourd'hui,

en raison de leur nombre et de l'entremêlement des voitures qui cherchent à se dégager par les voies adjacentes, le traversée se fait un peu plus lentement en apparence, mais, étant donné que le temps d'arrêt, à l'entrée du Rond Point, est supprimé, il en résulte qu'au total la circulation va plus vite et qu'il y a moins de temps perdu.

Je ne manquerai pas de vous faire parvenir, à ce sujet, tous les enseignements que l'expérience nous permettra d'acquiescer avant peu.

J'ai communiqué votre lettre à M. le Préfet, qui vous envoie lui-même ses meilleurs compliments.

Je vous prie de croire, Cher Monsieur, à mes meilleurs et bien sympathiques sentiments.

GUICHARD,
Directeur Général de la Police Municipale.

Telegram

Baltimore, Md.,
July 21, 1928.

William Phelps Eno
Washington, D. C.

Am in this country as special representative British newspaper Modern Transport and would like to get your views on street traffic problems. Could you give short interview Tuesday. Please reply collect ElkrIDGE One Three Six. Salter.

Ministry of
Transport,
7 Whitehall Gardens,
London, S. W.,
November, 1928.

My dear Eno:

I have such happy recollections of our association, that I feel I must write and tell you that I have resigned my position under the Government and hope to be free from official harness on the last day of this year. The Minister has, however, decided to retain me in a consultative and advisory capacity in connection with roads, bridges and traffic, and has reappointed me his nominee upon the London Traffic Committee, so that I shall still have a locus at the Ministry of Transport, whilst being able to enjoy my freedom to practise as a Consulting Engineer.

The transportation problems of this country are assuming greater and greater proportions, and after mature consideration I came to the conclusion that I could, in all probability, be more helpful to proper development on right lines if I were free and in an unfettered position than it is possible to be when encumbered with red tape.

When you can next spare time to visit this little island, I hope you will give me the pleasure of meeting you again, and thus of renewing our acquaintance, which, to me, has been an extremely happy and pleasant one.

My warmest regards,

Yours sincerely,

HENRY MAYBURY.

On February 7, 1929, I gave a talk on Traffic before the English-Speaking Union in Washington. This can be found in the Scrap Books under its date.

American Embassy,
2, Avenue d'Iena,
March 18, 1929.

Dear Mr. Eno,

Your delightful Connecticut home looks most hospitable—a most fitting setting for you. I choose for my quarters when I come to you the room at the right of the Portico.

Thank you for your kind thought of me.

Always your faithful friend,

MYRON T. HERRICK.

Mr. Herrick died a few days after this letter was written.

Préfecture de Police,
Direction General
de la Police,
Municipal,
19 Mars, 1929.

Monsieur le Secrétaire,

C'est avec grand plaisir que j'accepte d'être membre du Conseil Honoraire de la Fondation ENO.

Cette qualité me permettra d'être en relations plus étroites avec la Fondation et d'échanger avec ses Représentants des idées dont je pourrai certainement m'inspirer pour régler les délicates questions de circulation.

Je vous prie d'agréer, Monsieur le Secrétaire, l'assurance de ma considération la plus distinguée.

Le Directeur Général de la Police Municipale,
GUICHARD.

Préfecture de Police,
Cabinet du Préfet,
République Française,
9 Avril, 1929.

Monsieur le Secrétaire,

Vous avez bien voulu me demander au nom du Conseil d'Administration

de la Foundation ENO de faire état de mon nom comme membre honoraire de votre Foundation.

Je m'empresse de vous faire connaître que je donne tres volontiers mon adhesion, tres heureux de pouvoir m'associer aux tres intéressantes études de votre Fondation.

Veuillez agréer, Monsieur le Secrétaire, l'expression de mes sentiments les plus distingués.

CHIAPPE.

Ambassade de Belgique
Washington

May 6, 1929.

Wm. P. Eno, Esq.

Dear Sir:

I have received the copy of your last book on traffic which you so kindly sent me and for which please accept my sincere thanks.

The package for Burgomaster Max and the copy for the Baron de Cartier have been duly forwarded. Out of the parcel for Mr. Max I have taken one copy which I have sent to the Royal Belgian Automobile Club as it will certainly interest them.

Assuring you of my appreciation of your gracious thought in sending the books to this Embassy, I remain

DE LIGNE,
(PRINCE DE LIGNE),
Belgian Ambassador.

German Embassy
Washington

May 16, 1929.

My dear Mr. Eno:

I beg to acknowledge receipt of your letter of the 4th inst. with the enclosed copy of your last book on "Simplification of Highway Traffic" which is of great interest to me. I much appreciate your courtesy and shall be pleased to comply with your request to have the eight additional copies forwarded to Police Major Seyffarth who is in charge of traffic in Berlin.

I also note with interest that you intend to visit Berlin on a trip to Europe in the autumn. It will be a pleasure for me to facilitate your entry into Germany by issuing a laissez-passer in addition to the regular visa, which will be of use at the German border. I would suggest that you send your passport to this Embassy shortly before leaving for abroad in order that the visa may be attached thereto and the necessary data obtained for the issuance of the laissez-passer. However, if you should secure the visa at a German Consulate elsewhere, I should appreciate it if you would inform the Embassy of the number and date of issuance of your passport.

If we should be in your neighborhood before our trip to Europe this summer, we shall not fail to call on you.

With best wishes, I am

Yours very sincerely,

VON PRITTWITZ,
German Ambassador.

Paris,
le 23 Mai, 1929.

Cher Monsieur ENO,

Je reçois à l'instant votre envoi qui me parvient par l'intermédiaire de l'Ambassade de Washington.

J'ai fait déposer tous les paquets aux adresses indiquées, sauf en ce qui concerne M. JOLTRAIN qui est decédé l'année dernière mais j'ai remis un exemplaire à son successeur M. BERTHIER.

Je vous remercie de cet envoi dont je viens de faire traduire quelques extraits qui me paraissent tout à fait intéressants.

Je le fais d'ailleurs traduire complètement.

Je vous prie d'agréer, Cher Monsieur ENO, l'expression de mes meilleurs et très distingués sentiments.

GUICHARD.

Berlin N. 24,
the 28th May, 1929.

My dear Mr. Eno:

I beg to acknowledge receipt of your letter of May 4 and of eight copies of your last book. May I thank you most kindly for the valuable assistance you are giving us by your work.

I am just leaving for London for a week or two and must leave a closer study of your interesting book for the time after my return.

Yours very sincerely,

F. SEYFFARTH.

Ambassade de France
Aux Etats-Unis

June 5, 1929.

Dear Mr. Eno:

The competent division of the Ministère des Affaires Etrangères has just advised me that the copies of your recent book have been distributed without cost as if they were public documents of an official nature. The money I had sent to cover the cost of distribution by mail has been returned.

I am glad the French Foreign Office has thus shown the interest it takes in your work.

Believe me, dear Mr. Eno

Sincerely yours,

DE SARTIGES,
(*Count de Sartiges*).

New Scotland Yard,
S. W. 1,
London, England,
June 17, 1929.

My dear Mr. Eno:

I am writing to thank you very cordially for the books which you so kindly sent me. I have given one to the Commissioner and he asks me to express his gratitude to you.

I am reading through them very carefully for three special reasons—first, because they are from you; secondly, because anything about traffic interests me, especially from the pen of such an expert as yourself; and thirdly, because I have received the gratifying instruction to hold myself in readiness to proceed to Washington in October 1930 for the Roads Congress.

It is taking rather long views of life, but what I should like to do would be to go with my wife to the States about a month before the Congress and spend my summer holiday in meeting some of my many American friends and learning from their practical experience about traffic.

Yours sincerely,

FRANK ELLIOTT,
Assistant Commissioner.

Royal Italian Embassy
Washington

June 28, 1929.

My dear Mr. Eno,

I take great pleasure in informing you that His Excellency Mussolini has appreciated the book on Street Traffic you have sent him with your compliments and has asked me to express to you his thanks.

Believe me, my dear Mr. Eno,

Sincerely yours,

G. W. MARTINI,
Italian Ambassador.

German Embassy
Washington, D. C.

July 24, 1929.

Eno Foundation
Saugatuck
Connecticut
Gentlemen:

Under date of May 4, 1929, Mr. Eno very kindly placed a copy of his book "Simplification of Highway Traffic" at the German Ambassador's disposal, who forwarded same to the Authorities in charge of traffic regulations in Germany, who have been most favorably impressed by the work in question.

Since Mr. Eno stated in his letter of May 4 that he would gladly place additional copies at the Ambassador's disposal, it would be highly appreciated if from 15 to 20 more copies of this book could be received by this Embassy in order that they may be forwarded to the interested parties in Germany.

Thanking you in advance, I beg to remain
Very truly yours,

LEITNER,
German Chargé d'Affaires.

German Embassy
Washington, D. C.

August 1, 1929.

My dear Mr. Eno:

I beg to acknowledge receipt of your favor of the 29th ult. and beg to advise you that the 20 additional copies of your book "Simplification of Highway Traffic" have also been properly received at the Embassy. The books will be forwarded to the Foreign Office in Berlin which will make distribution of them among interested governmental agencies in conjunction with the Federal Ministry of Transportation.

Permit me to use this opportunity for expressing on behalf of the German Government the highest appreciation for the courtesy thus shown.
Very sincerely yours,

LEITNER,
German Chargé d'Affaires.

St. Albans, L. I.,
August 8, 1929.

Dear Mr. Eno:

Your kind letter of the 3rd inst. brought me a very pleasant surprise—I thought every one with whom I spent so many years of traffic work had forgotten all about me and I am glad you are the exception.

I shall look forward to receiving your new book on Traffic Regulation as I have long since learned the value of your works and I want to thank you for your consideration of me at this time.

The Traffic Squad Benevolent Association still flourishes and you may reach them through the President, Ptl. John J. Haverlin, at 138 West 30th Street, Manhattan. You will notice the higher officers in charge of the Traffic Squad desire the control of the organization to be in the hands of those whom they can handle as they please, such as has been the vogue since my defeat in the election of officers in 1924, and the result of my transfer to Brooklyn and Lt. Snyder to Queens Boro.

Yours very truly,

PATRICK F. CRANE,
Retired Lieutenant,
Police Department, N. Y.

Article from The Pathfinder — August 17, 1929

Are Block Lights Worth While?

They have been with us long enough to know their benefits, but one authority points out their many disadvantages.

At a time when cities are "running wild" in installing block traffic lights the statement that such system adds to traffic's problems rather than affords relief is not a little startling. But the assertion, coming from William Phelps Eno, Washington traffic expert is based on such logical grounds that it is worth more than passing consideration.

Mr. Eno's chief objection to the block system is based on study showing that it often delays traffic unnecessarily. Stopped by a traffic light, vehicles accumulate and then rush through in a mass instead of filtering through and distributing themselves along the artery as they really should do.

Further, explains Mr. Eno in his book, "Simplification of Highway Traffic": "If you will watch the operation of the block system from the upper window of a corner building or from the top of a bus, you will see that just before the block is raised much of the roadway surface ahead is practically unoccupied by vehicles. In other words, more than 50 per cent of the traffic capacity of the roadway surface is often wasted.

"An additional bad effect of the block system is to greatly increase the speed rate with its attendant dangers in order to make up for loss of time occasioned by the enforced stops.

"The block system is a stop and dash system—either vehicles are completely stopped and waiting for a signal or they are dashing forward

to make up for the loss of time when they were stopped. Once the block is raised, the temptation is to step on the gas and get as far as possible before the block is closed again. This results in a very large proportion of our city accidents. The only wonder is that more people are not killed by it."

The synchronized light arrangement of some cities according to Mr. Eno, is worse than individual light control because the traffic situation is not alike at any two corners at the same time. He compares this system to a doctor giving the same remedy to patients whether they have chickenpox or brain fever. He charges that the popularity of traffic lights has been built up by the propaganda and good salesmanship of manufacturers of such lights.

Low speed with continuous passage, he thinks, is better than fast bursts of speed and frequent halts made necessary by lights. For that reason, he favors the "rotary" system of control which he describes as a non-stop system in which the corner curbs are cut back to leave plenty of room for turning right or left at will and crosswalks for pedestrians are moved back of this "traffic whirlpool."

St. Albans, L. I.,
August 20, 1929.

Dear Mr. Eno:

Upon my return from a brief vacation, I was delighted to find your latest book on Traffic Regulation which you so kindly sent me.

After a careful perusal of your book I can say that it is just what I expected—a fine treatise of your study for nearly a quarter of a century and so ably set forth.

It was a real pleasure to read all of those pleasant reminders of that period of attempted disintegration of New York's famous Traffic Squad in which yourself was the foremost champion of the traffic men of the police force. I have often said I did not know what would have become of us if we did not have you on our side at that time. Well, the battle was finally won and I am sure the sound thinking New Yorkers are thankful for the efforts put forth and steady progress of traffic regulation ever since.

Sincerely yours,

PATRICK F. CRANE.

Police Department
City of New York

August 23, 1929.

My dear Mr. Eno:

Have just returned from my vacation and find your valuable book on traffic on my desk. It is such an interesting story of the beginning of

traffic regulation in New York City and of the many difficulties met and overcome, which I have some personal knowledge of, that you cannot imagine the great pleasure it gave me to receive it.

The mention of the names of General Bingham, General Greene, Captain Piper and Frederick Bugher, also revive pleasant memories. I knew all of them; I remember very well when Captain Piper was sent to Europe to study traffic. These men were all splendid officials, the department benefited greatly by their connection with it, unfortunately their terms of office were much too short.

Yours sincerely,

WILLIAM A. COLEMAN,
Deputy Chief Inspector.

99 Greencroft Gardens,
Hampstead, N. W. 8,
England,
September 10, 1929.

My dear Mr. Eno:

Fortunately I could see Mr. Elliott at New Scotland Yard. He was so kind that he introduced me to Superintendent Claro and Inspector Day.

Mr. Day took me with him everywhere which I desired to see. I could understand the real efficacy of the "Rotary System" on hearing his explanations of traffic control at Hyde Park Corner.

I am going to see Sir Henry Maybury tomorrow afternoon.

My business is getting advanced very smoothly. This is entirely due to your favor for which I thank you very much.

I am going to Germany on next Sunday.

Yours very sincerely,

N. FUJIOKA.

Legatiunea Regala,
a Romaniei,
Washington, D. C.,
September 16, 1929.

The Eno Foundation for Highway Traffic Regulation

Saugatuck

Connecticut

Gentlemen:

We are in receipt of a request from our Ministry of Foreign Affairs in Bucharest for a copy of your publication entitled "Simplification of Highway Traffic" by Wm. P. Eno.

I will appreciate it, therefore, if you will be good enough to let me have one copy of your book; should there be any charge, you may send it C. O. D., or with your bill, as you may prefer.

Yours truly,

GEORGE BONCESCO,
Financial Counselor.

Yale University
New Haven, Connecticut

September 18, 1929.

Dear Mr. Eno:

I sent a copy of the book to my former colleague here on the Engineering Faculty, Captain Thomas K. Hendrick (Yale 1912) of New Rochelle. In his letter of acknowledgment he said:

"Thank you for the copy of *Simplification of Highway Traffic*. I beg to thank Mr. Eno also for this work which in every respect is a classical presentation. Furthermore, it is tempered completely with age, judgment and common sense. Like a good wine or a good whiskey, it has that savor which newcomers in the field decidedly lack. I hope (also like good whiskey!) it receives the wide circulation it deserves."

C. J TILDEN.

Boston, Mass.,
October 7, 1929.

My dear Mr. Eno:

Before leaving Yonkers, I did not have the chance to express to you the pleasure I had at the luncheon at your hospitable home recently. It was a most enjoyable affair.

Mr. Downer and his deputy told me during the ride home how glad they were that they had met you and were much impressed with the work you had done, looking toward the betterment of traffic conditions. I always think that good comes from such meetings as the one we were privileged to attend at your home.

We all were interested to learn what resulted from your visit to Washington.

With personal regards,

Very cordially yours,

GEORGE KITTREDGE,

Chief Engineer New York Central Railroad.

Ville de Bruxelles

October 18, 1929.

My dear Mr. Eno:

Your kind letter of September 20 to hand. I just received today through the channel of the Foreign Office four copies of your "*Simplification of Highway Traffic*."

It is with a very keen interest that I took notice of this important work of yours which, I am sure, will prove a most useful one.

With my cordial thanks, I am

Yours truly,

ADOLPH MAX.

New Scotland Yard,
S. W. 1.,
5th December, 1929.

Dear Mr. Eno:

Thank you very much for your letter of the 7th November with the diagrams of Fritz Malcher. I am having my experts go into them very carefully and you can be sure that if we can profit by them, we shall be very happy to learn.

I hope you will regard it as a positive engagement that you have to let me know well in advance if and when you are coming to England next spring.

Yours very sincerely,

FRANK ELLIOTT.

Metropolitan Police Board
Tokyo, Japan

March 14, 1930.

My dear Mr. Eno:

I have much pleasure in informing you that I have safely arrived here after scheduled journey. Upon my arrival, I find that I have been transferred to another office and my duty has changed. I made up my mind to tender my resignation to our Government and I intend to continue to study traffic problems.

Fortunately, by support of the public opinion, our Government replaced me as Chief of Traffic Section in this office and I am now devoting myself in the duty of traffic business.

I am looking forward to have the opportunity to practice fresh knowledge which I gained from Western Countries and by your advice. Please give my best regards to Professor Tilden and I handed your book to Ambassador Hanihara.

With very best wishes, I am

Respectfully yours,

N. FUJIOKA.

CHAPTER VII

Seventh Trip to Europe on Traffic Control

I sailed again for Europe early in the Summer of 1930. When in London at New Scotland Yard, in July 1930, I was given a picture of a street crossing signal. This device was equipped with green and red gas lights. It was tried out at Bridge Street, New Palace Yard December 1868. It soon blew up and was not replaced. This was probably the first changeable traffic light in existence.

Berlin, Germany,
July 15, 1930.

My dear Mr. Eno:

I am very glad that you are again in Europe and I am anxious to show you around in Berlin whenever you come here. I talked it over with Regierungsdirektor Mosle, the Traffic Commissioner and we want to show you not only what is good but also what ought to be better.

Just now after a long time of work, I am going to leave Berlin on the 21st for a four weeks' stay in the country with my family, but I shall come back as soon as you come to Berlin. The country place is not at all far from Berlin, only three hours ride.

If you can spare a few days, I should be very pleased if you could join me there as my guest just to show you our country life. The comfort is surely not as great as in England but the country is good anyhow. Braunschweig or Oebisfelde are the nearest great railway stations. I should come there with the car to bring you over.

My compliments to Mr. Elliott and to Mr. Kendal.

With kindest regards, believe me,

Yours most sincerely,

F. SEYFFARTH,
Polizei-Major.

I was a guest speaker at the American Club in Paris on August 7, 1930 on Traffic Conditions. I emphasized the fact that too much blowing of horns marred Paris comfort.

On August 8, 1930 Police Major Seyffarth wrote me as follows:

"I shall arrange my affairs so as to be with you, at your service, when you arrive. Please allow me to be at the station. It is not too early. Perhaps I can be of a little service to see you to your hotel. I shall be in uniform to make it easier for you to recognize me."

MEMORANDUM OF VISIT TO BERLIN AUGUST 1930

August 18 — Arrived in Berlin 8:27 A. M. Met by Polizei-Major Seyffarth at station with police automobile. Taken to Hotel where,

after showing me to my rooms, Major Seyffarth left to return at 11 A. M.

First visited his office where I met Director-Doctor Mosley and others; then drove around town to observe traffic; then to the office of Police-President Zorgeibel. Police-President Zorgeibel is also governor of that part of Germany where Berlin is located. Major Seyffarth lunched with me, and after lunch we drove out into the country to see the suburbs; one of the most interesting things being the Hunting Lodge of the former Emperor.

Returned to the Hotel about 5 P. M. and Major Seyffarth dined with me there.

August 19 — Left Hotel at 11 A. M.; drove around the city. At one o'clock went to a restaurant where Police-President Zorgeibel had invited me to lunch. There were eight of us there and I had an interesting time. After that, Police-President Zorgeibel took me to the Electric Tower, which corresponds to the Eiffel Tower in Paris. We went to the top to see the view, and stopped on the way down to have tea. Police-President Zorgeibel wished to take me back himself to my hotel in his car, Major Seyffarth following. Arrived at the hotel, they both came up for a chat in my room which lasted about an hour.

August 20 — Left the hotel at 9:30 A. M.; drove to the country to see them train police horses. When we entered the garden, about thirty of the mounted men were drawn up in two lines, facing one another. The officers were firing pistols and pounding tin pans and men on motorcycles were passing in and out between the horses, and making all possible noises to teach the horses so they would not mind anything.

The riding school is exceedingly good and the horses the best I have seen in any Police Department since about 1915 in New York, when I think ours in New York were as good, but are now a disgrace. The men and horses were beautifully trained and did the rudiments of equitation correctly and with precision. Afterwards, they jumped their horses in a large field.

We then went to the aviation field and saw everything there. From there, we went to a large barracks now used as an experimental station and museum for traffic. This is the most interesting thing of the kind that I have seen and most significant of their desire to study traffic from the bottom.

After that, we lunched with the officials and that being over, we went out on to the street where they wished to show me a method that they had developed from a suggestion they said they got from "Simplif-

cation of Highway Traffic" to test the speed of reaction to danger. After we were through, we drove around town and I returned to my hotel about 6 P. M., having, as I thought, persuaded Major Seyffarth not to bother to come back to see me off, as he had already done so much. However, on reaching the train, I found him waiting to say good-bye.

Der Polizeipräsident in Berlin
Kommando der Schutzpolizei

Berlin,
August 27, 1930.

My dear Mr. Eno:

Before you leave Europe I want to tell you how much I appreciated your coming to Berlin. It was a great pleasure for me to make the acquaintance of the man who made such remarkable headway in the difficult work of traffic regulation.

Your book on the "Simplification of Highway Traffic," which you kindly gave me, is of the greatest importance to my office and a valuable personal souvenir of your pleasant stay in Berlin. You probably saw on your drives through Berlin with Major Seyffarth that we adopted many of your ideas.

I wish the greatest measure of success to your work which has already proved so important all over the world for elimination of bad traffic and saving lives.

I hope to have another opportunity soon of welcoming you to Berlin.

Very sincerely yours,

KARL ZORGEIBEL,
*President of the Police Department
and Governor of Berlin.*

August 31, 1930.

Police President Karl Zorgeibel,
Am Weidendamm 3,
Berlin N. 24.

My dear Mr. Zorgeibel,

It was very kind of you to write me your nice letter of August 27. It was indeed a pleasure to meet you and your assistants. I had been in correspondence for a good many years with Major Seyffarth and was prepared to find your traffic pretty good but not prepared to find it done in such perfection. I especially want to commend the courtesy of all your officers in their work. I have never seen greater politeness to civilians than they appear to exercise.

You are going ahead very fast. Your traffic museum was a revelation to me. I have dreamed of such things, but nothing of the kind, so far as I know, as yet exists except what you have done in Berlin. It is particularly interesting to know also that the traffic school is open to traffic officers from all parts of Germany. This will, of course, tend to bring

about the standardization of their activities. Your eye test and test of the speed of reaction to danger are most important and are well developed.

I was much interested in my visit to your Mounted Traffic School. The horses were of exceedingly good quality, and both horses and men beautifully trained, especially as to hands and legs.

May I suggest that I believe money spent on marking cross-walks and other lines on the pavement will give better results than money spent on synchronized traffic signals operated from a distance where the traffic to be regulated cannot be seen. I notice in the "New York Herald" of August 27 that sixty traffic lights on main traffic arteries in Philadelphia have been removed and that they are considering removing many others.

In closing my letter, I want to commend the work done by Major Seyffarth, who is not only most efficient in this work but exceedingly open-minded and ready to try out anything that promises success.

Yours most sincerely,

WM. P. ENO.

Berlin, N. 24,
16, September, 1930,
Am Weidendamm 3.

My dear Mr. Eno:

Commissioner Zorgeibel was very much pleased by your kind letter and so was I. I thank you also most cordially for your letters to me of August 24th and 31st.

The clipping and all you wrote us was most interesting. A few days after you had left Berlin, I sent you a photo under separate cover and am including today another one.

I am often using your book and referring to your words. Only yesterday when there was talk of the high cost of traffic officers I could beat my opponents by quoting your saying: "You do not talk of what they save."

I am sending you my best wishes for a pleasant journey home.

Best compliments from the gentlemen you met here.

With kindest regards and remembrances, believe me,

Yours most sincerely,

F. SEYFFARTH.

In the Scrap Books of this approximate date, there are many photographs and newspaper articles which may interest the student.

Berlin, Germany,
Am Weidendamm 3,
September 30, 1930.

My dear Mr. Eno:

I received your letters of September 18th and 22nd which you wrote just before you left Paris. I hope you had a good trip and arrived safely home.

Please give my best regards to Mr. Elliott. I hear with great pleasure that he comes to Saugatuck and hope that he will find his way to Berlin in an early future.

As to Commissioner Zorgeibel's office, I tell you that Berlin being the capital and having more than 4,000,000 inhabitants, ranks as a government district. The Commissioner of Berlin (Polizei-Präsident) is directly under the Home Office of Prussia (the Prussian Ministry of the Interior).

In all the larger cities of Prussia, the police force is a state, not a municipal body.

With kindest regards, believe me,

Yours most sincerely,

F. SEYFFARTH.

On October 1, 1930 I sailed on the Ile de France for home. Other passengers who were going to the Sixth International Road Congress in Washington included Vicomte de Rohan and Fernand Labaeye, introduced to me by my friend Colonel Philippe Bunau-Varilla.

As soon as I returned home, I went down to Washington to the Sixth International Road Congress to see if I could help the delegates from England and France, whom I knew so well. I was also interested in meeting other delegates, especially those from Italy. Both Mr. Elliott, Assistant Police Commissioner of New Scotland Yard and Sir Hugh Turnbull, Commissioner of Police of the Old City of London, I took pleasure in doing what I could for, including introducing Mr. Elliott to President and Mrs. Coolidge. Both of these gentlemen, after I left Washington, went to other American cities, to the officials of which I gave them letters of introduction. Both were especially pleased with what was being done in Detroit. Returning east, Mr. Elliott visited me in Saugatuck for about a week and Sir Hugh followed him for another week. While they were with me, I talked at some length about the necessity of regulating speed. Neither expressed themselves for or against but about six weeks after they returned to London, they wrote me that they had limited speed in parks in London to thirty miles an hour, the result of which was that accidents had been reduced more than fifty per cent. The scrap books of this time enlarge on what we did together. I realized after all these years of work that they were still regulating traffic better in London than any place in this country and that Paris had practically caught up with London and was still making progress.

Royal Italian Embassy
Washington, D. C.

January 23, 1931.

My dear Mr. Eno:

I will be very much obliged to you if you will be so kind as to send me a copy of your book on traffic rules, which I would send to Rome in response to a request for a publication on the subject.

I am sure that your work contains all the points one may wish covered and that it would be greatly appreciated in my country.

Thanking you in advance, I am with kind regards,

Yours sincerely,

G. W. MARTINI,
Italian Ambassador.

Metropolitan Police Board
Tokyo, Japan

January 23, 1931.

Dear Sir:

I have the honour of informing you that I have succeeded the post which was vacated by Mr. Nagatoshi Fujioka and am endeavoring to improve our traffic system.

First of all, I tender to you my utmost respect for your excellent efforts in connection with traffic problem and also I find that your valuable work which is entitled "Simplification of Highway Traffic" is certainly proving the most useful reference to our officials and the public.

For the benefit of the people in this country, I am intending to translate your entire work into Japanese but various official business prevents me from doing so. However, in the very near future, I am desiring to translate some parts of your work which I consider to be the most important for highway traffic regulation in this country.

Under the above stated circumstances, I shall feel greatly obliged if you favored me with your approval.

Soliciting the continuance of your kind advices, I have the honor to be, Sir,

Yours most respectfully,

GUNJI KUISEKO,
Chief of Traffic Section.

Royal Italian Embassy
Washington, D. C.

January 27, 1931.

My dear Mr. Eno:

I thank you very cordially, not only for having sent me your very valuable book on "Simplification of Highway Traffic," but also for your kindness in so promptly responding to my request.

The publication will be very useful in Rome and highly appreciated by the competent authorities.

Believe me, my dear Mr. Eno,

Sincerely yours,

G. W. MARTINI,
Royal Italian Ambassador.

Police Department
City of Detroit

March 13, 1931.

William Phelps Eno, Esq.
Washington, D. C.

My dear Sir:

I am taking the liberty of writing you, knowing of your interest in traffic matters, with the view of obtaining your opinion and any information you may have at hand regarding the establishing of one-way streets, and particularly would I appreciate your answer to the following five questions:

1. Do one-way streets facilitate traffic movement?
2. Do they injure retail trade business?
3. Do they lower property values?
4. Would you recommend that one-way traffic be instituted on streets that carry from four to seven lanes of traffic?
5. Would you recommend one-way traffic on four to seven lane streets for a distance of four to six miles?

Any other information you may have, either for or against one-way traffic, would be helpful and valued by us in solving our problem.

Yours very truly,

EDWARD A. MITTE,
Director of Traffic.

Préfecture de Police
Police Municipale

Paris,
March 31, 1931.

Mon Cher Monsieur ENO,

Je vous remercie de votre communication. Je suis tout a fait de votre avis en ce qui concerne la synchronisation. Comme vous je pense que l'homme qui veut regler la circulation a un carrefour a l'aide de signaux doit être a ce carrefour pour commander lui-meme la signalisation.

Ce que vous m'écrivez me confirme bien dans cette opinion.

GUICHARD.

University of Southern California
Los Angeles, California

May 20, 1931.

Mr. William Phelps Eno
Washington, D. C.

Dear Sir:

I am making a study of the traffic problems from the sociological point of view and have followed your work with very great interest and admiration. One aspect of my study attempts to trace some of the steps by which we passed over in America from the old unregulated folkways of the horse and buggy days to our present traffic situation in which we try to regulate the traffic behavior of millions of people according to very definite patterns. In other words, I want to be able to give a somewhat connected account of the transition from the old ways of the road to the present traffic situation with its numerous regulations, apparatus, etc.

It is surprising to know how difficult it is to do such an apparently simple thing as the above. Take, for example, the case of hand-signaling in traffic. In attempting to get at its earliest beginnings, I have found that neither of the great automobile clubs of California has anything in its records about it, and the same is true of the American Automobile Association, with whose national headquarters in Washington I have been in touch, both personally and by letter, on several occasions. I finally turned to interviewing old-time drivers on this coast, and have some graduate students who are assisting me in that line of research. I have also been in correspondence with the Commissioners of Motor Vehicles in New Jersey, New York, Connecticut and Massachusetts. The net result of the whole inquiry thus far is to point definitely toward New York and the practices of the cab drivers there as the probable source of the behavior patterns that have since been incorporated in our uniform laws as promulgated by the National Conference on Street and Highway Safety. In reading your books and comments of others about them, I have been impressed that you probably were the earliest individual source of traffic regulation in this country, in connection with your notable work in New York City. I am aware that the early history of traffic regulation in this country is a part of the history of your own life and I have had the boldness to turn to you at this stage of my inquiry and to ask if you would feel disposed to favor me with a statement embodying your own earliest recollections on your own personal experience and observations with respect to the beginning of hand-signalling of any kind in connection with traffic, either animal-drawn or motor driven vehicles. What I am seeking now is the personal recollections of persons who actually saw the beginnings of this kind of behavior as prescribed in the law, as now in force in several of our commonwealths but not in all of them, by any means as I understand it. At least, I understand, that there is a great lack of uniformity in this matter, and in many regions the making of signals is pretty largely left to the disposition of the driver rather

than the requirement of the law. The thing that I am especially interested in right now is the personal recollections of those who probably saw the beginnings of those things, my object being to show how the present system of hand-signalling is rooted in old-time customs in part, and how it is in part the result of deliberate and carefully planned social policy. I wish to learn, if I may, what you recollect about the actual beginning of signalling and courtesy of the road in any form in the days before it was a matter of legal requirement. In this connection, one thing I very much wish to learn more about is whether certain organizations such as automobile clubs, outing clubs, or outdoor magazines, or any agency of that kind, had very much to do with the patterns which were finally incorporated in the law or not. My notion is that forward-looking and energetic persons like yourself were prime movers in the movement but I also surmise that they worked in many cases through clubs or persons of similar interests such as early automobile drivers, whether organized or not organized. I also wish to know whether public business groups or conferences, or gatherings of that kind, had anything to do with forming the new standards. I realize that I am asking a great deal but knowing your very great interest in the subject, and that you have founded a notable institution for the very purpose of dealing with such questions, I feel bold to ask if you would give me your own personal recollections and observations, or refer me to sources where I might learn them for myself.

With great admiration for your distinguished service in this field, I am

Very truly yours,

CLARENCE MARSH CASE,
Professor of Sociology.

Ville de Bruxelles
Cabinet du Bourgmestre

December 14, 1931.

My dear Mr. Eno,

I was much interested by the documents you were good enough to send me through Major Goetz.

I was very glad to make the acquaintance with your nephew and I hope that his charming wife and himself will enjoy their stay in Brussels.

I am very busy with traffic work. At present, the most important problem for me to solve is that of parking vehicles abandoned by their drivers.

I always have in mind the precious results of your experience and I shall be grateful for your sending me so kindly further on your interesting suggestions.

Yours most sincerely,

ADOLPH MAX.

Signal Service Corporation
Elizabeth, New Jersey

December 21, 1931.

My dear Mr. Eno:

I am sure that you will be interested in a traffic device catalog published by our associate company in Sweden, Svenska A/B Gasaccumulator, the first two paragraphs of which I have had translated and which are as follows:

"The pioneer in the field of traffic regulations is William Phelps Eno in Washington, U. S. A. As early as 1895 he studied this problem and wrote his first newspaper article on this subject in 1899. This was entitled 'Reforms in our Street Traffic Urgently Needed.' In 1909, he published the first existing book treating this problem, namely, 'Street Traffic Regulation.' However, many years passed before his propaganda began to bear fruit.

"When in 1920 he published his book, 'The Science of Highway Traffic Regulation' he was able to make the statement that 'The System Eno' would soon be adopted and if its precepts are followed will result in much saving of life, time and money. Mr. Eno's writings were, however, primarily devoted to the principles of traffic regulation and less to the mechanical means that later were shown to be necessary for the application of the system, namely, the traffic signals."

With kindest regards,

Sincerely yours,

GUY KELCEY.

1 Camp View,
Wimbledon Common,
S. W. 19,
February 16, 1932.

Dear Mr. Eno:

I know how congenial it is to you to do acts of kindness to help those who are serious students of traffic. I, therefore, do not hesitate to make this appeal to you.

My place as Assistant Commissioner has been taken by Tripp, whom you have met, and his place as No. 2 in the Traffic Branch has been filled by the well-deserved promotion of Gilbert Carmichael. This young man has a natural flair for traffic and I am under obligation to him for excellent and loyal service extending over many years. So keen is he to learn at first hand that he is applying for leave to go to America, entirely at his own expense, to study traffic. He proposes to start about the 1st of April and to visit especially New York, Washington, Boston and Pitts-

burgh. He has no friends in America and of all my friends there you are the most powerful. Any facilities you can secure for him, of putting him in touch with the proper quarters will lay me under a fresh and agreeable obligation to you. If you could, without embarrassment, have him made a temporary member of one of your Clubs at New York and Washington, that would, of course, make things very pleasant for him. I think he would do you credit in every way.

With warm regards, I am

Yours ever,

FRANK ELLIOTT.

New York Herald-Tribune

February 19, 1932

Paris Nights "Noiseless" after
8-Month Campaign

Police Head Proud of Work to
Relieve Tired Citizens

The campaign against noise which M. Chiappe, the Paris Préfet of Police, has been leading, with the help of several newspapers, has been most successful, and Paris, so noisy in the daytime, becomes surprisingly quiet at night. This result which was thought impossible, was achieved within only eight months. It is a success of which M. Chiappe and his policemen can be proud, writes a correspondent of "The Christian Science Monitor" for they have rigorously enforced the regulations applying to noise. Drivers have learned that they must not make use of their horns during the hours usually put aside for sleep and housewives dare no longer beat their carpets at whatever time they choose. M. Chiappe has no intention of stopping there; he intends to make the capital quiet even in the daytime. Among the things which he has to do in order to achieve this are (1) to convince drivers that it is not necessary to make continual use of their klaxons and (2) to silence his own policemen, who seem to take particular pleasure in sounding their shrill whistles.

February 19, 1932.

My dear M. Chiappe,

I enclose a clipping from the New York Herald Tribune of today and want to congratulate you on the good work you have achieved in Paris. Surely all cities in the world should follow your example as I believe that at least seventy-five per cent of the traffic noises are absolutely unnecessary, especially the blowing of motor horns, except for necessary traffic warning.

When I was last in Paris you had already reduced the noise very much.

My theory is that drivers should go slower at intersections and make less noise. In other words, less noise and more care.

One of the superfluous noises is caused by brakes and this could be practically eliminated since a motor car, properly constructed and equipped and considerably driven is the most noiseless vehicle that has so far been invented.

A system of fines, I think, would practically cure this trouble.

Yours very sincerely,

WM. P. ENO.

Préfecture de Police

Paris,
le 15 Mars, 1932.

Monsieur,

M. le Préfet a lu avec le plus grand intérêt votre communication ainsi que M. Guichard et tous deux me chargent de vous en remercier bien vivement.

Tres sensibles à l'appréciation que vous émettez sur les mesures prises pour atténuer les bruits de la rue tiennent leurs efforts en vue d'obtenir des résultats meilleurs encore.

Ils étudient d'autre part avec attention le système de signalisation éloignée que vous leur avez signalé.

M. le Préfet et M. Guichard en vous adressant l'expression de leurs meilleurs sentiments me prient de vous dire tout le plaisir qu'ils éprouveront à vous revoir.

Veillez agréer, Monsieur je vous prie, l'assurance de mes sentiments de haute considération.

LE DIRECTEUR-ADJOINT
DE LA POLICE MUNICIPALE.

At a dinner given by the Norwalk Board of Public Safety to which I was invited, I gave them what, in my opinion, were fundamentals in the cause of traffic safety. After my talk to them a motion was passed to ask me to try to help solve the traffic problem of Norwalk which I would have been glad to try to do but before very long I discovered that the Mayor was a "Traffic Expert" and as "Traffic Experts" know everything there is no use in trying to teach them anything.

Provide Safety for Motorists and Pedestrians Alike

To the Editor of THE AMERICAN CITY:

In your excellent letter entitled "Wider Federal Aid" in today's *New York Herald Tribune* I am glad you suggested the doing away with grade

crossings. I think this might well be paid for out of the national treasury, since the railroads are hard hit by unfair competition with motors and are finding it most difficult to exist. Failure to do this would be a national misfortune.

There are some other things which I think should be attended to now to lessen unemployment. There are four classes of users of highways: drivers, pedestrians, equestrians and cyclists. The motorists have hogged the whole business as things are now, and something should be done. Part VII of my book on "Simplification of Highway Traffic" offers some suggestions.

The first thing of importance now is to pass a law forbidding the construction of any highway which does not provide for the safety and comfort of pedestrians. Less and less walking is indulged in because it is not agreeable and has become exceedingly dangerous, especially at night. I think at the present time that all highways should be furnished with a sidewalk or a footpath at least on one side and important highways with a sidewalk or footpath on both sides. Then there are many places where bicycle paths and bridle paths could be provided. These should all be laid out ahead of time and taken advantage of as opportunity presents itself. As an example now of neglect to provide for anything but motorists, see the new boulevard from Washington to Mt. Vernon.

WILLIAM P. ENO,
*Chairman, Board of Directors, Eno Foundation
for Highway Traffic Regulation, Inc.*

Washington, D. C.
May 13, 1932.

The American City
470 Fourth Avenue

May 19, 1932.

Dear Mr. Eno:

Your letter commenting on my Herald Tribune article, received during my absence on a recent trip, is much appreciated. I agree with you heartily that emphasis ought to be given to better provisions for the safety and comfort of pedestrians. I assume you will be willing to have me publish your letter in an early issue of The American City, and this I shall be glad to do.

Yours sincerely,
HAROLD S. BUTTENHEIM,
Editor.

I received a letter from Mr. Fujioka of Tokyo, dated May 30, 1932 introducing Dr. Shigeru Matsui, ex-Governor of the Prefecture of Shidzuoka, Japan, to me. Mr. Fujioka says in his letter, "Dr. Matsui is

going to Europe to attend the International Red Cross conference representing Japan. As he leaves Yokohama for San Francisco on June 2, he will visit your country about the end of the same month or the beginning of July. Although he cannot stay in America for more than two weeks, he eagerly wishes to see you. Kindly favor him with an interview if it suits your convenience." Dr. Matsui was also Adviser to the Police Academy of the Department of Home Affairs and Vice President of the Police Association, both of Tokyo.

Shortly after I received Mr. Fujioka's letter, Dr. Matsui came up and spent the day with me at Saugatuck with two members of his staff. One of the objects of his visit to this country was to study traffic and he planned to go from here to France, England and Germany. I gave him letters to Mr. Tripp, Assistant Police Commissioner of New Scotland Yard and Mr. Carmichael, in charge of traffic, New Scotland Yard and to Major Seyffarth in charge of traffic in Berlin. As Dr. Matsui did not speak English, his associates translated for us and every once in a while I hear from him.

June 22, 1932.

H. E., The German Ambassador

My dear Mr. Ambassador:

Thank you for your kind letter of June 17 enclosing letters of introduction to Dr. Dieckhoff of Berlin and Dr. Scharnagel of Muenchen and also the laissez-passer which arrived this morning.

I am hoping very much that I may be able to go to Europe sometime in August or September in which case it is my intention to go to Berlin again where I had such an agreeable stay in 1930.

Yours most sincerely,

WM. P. ENO.

Traffic Bureau
The Metropolitan Police Board
Tokyo

July 7, 1932.

William P. Eno, Esq.
Washington, D. C.

Dear Sir:

Although I have not had the pleasure to communicate with you previously, I take the liberty of writing you.

I am investigating the traffic regulation with a view to promoting our highway safety. But in this field, our country is still in infancy and I

am collecting best obtainable data in foreign countries in hopes of improving our system.

I have already read a few of your books on this topic through the translation by Mr. Fujioka, former Chief of the Traffic Bureau of the Metropolitan Police Board, and found them very helpful to my study. Therefore, when I found your name in "The American City" magazine of June 1932, I couldn't restrain my desire to write you.

I should be very much obliged if you will kindly send me a copy of your "Simplification of Highway Traffic and let me know the titles and prices of other books concerning traffic regulation recently written by you. I am glad to pay for the book above mentioned as soon as you will notify me of it.

Thanking you in anticipation in connection with this matter, I am

Very truly yours,

TAIJI HIRAYAMA,
Traffic Engineer.

In the summer of 1932, Professor Tilden, President of the Eno Foundation, invented a device for measuring speed. This is a very simple and effective apparatus and can be very easily operated by one man without detection by anyone. It has already been introduced in many of our states.

On August 15, 1932, the State of Connecticut, Department of Motor Vehicles issued a Bulletin (No. 88) entitled "Measuring Speed — Eno Foundation Develops Simple Speed Detector — Now Being Used By Connecticut Department of Motor Vehicles — Accurate Knowledge of Rates of Travel on All Highways Made Possible," By C. J. Tilden, Professor of Engineering Mechanics, Sheffield Scientific School, Yale University, and in 1936 the Committee on Transportation of Yale University published a pamphlet entitled "Motor Vehicle Speeds on Connecticut Highways" compiled by the following persons: Professor Charles J. Tilden, Member American Society of Civil Engineers, Strathcona Professor of Engineering Mechanics Yale University, President Eno Foundation for Highway Traffic Regulation, Inc. assisted by Daniel Luzon Morris, Thomas M. C. Martin and Ericson W. Russell, giving full details in regard to this valuable invention.

American Society of Municipal Engineers
Boston, Massachusetts

September 9, 1932.

My dear Mr. Eno:

For your personal information I hand you herewith advance copy of first draft of proposed report in which you will note I have made reference to your connection with our undertaking. You will, of course, not make any public use of the matter, which will probably be more or less changed before delivery but you need not return it.

I shall be very glad if you can suggest some improvements, particularly in the reference to your assistance in our work.

Very truly yours,

GEORGE C. WARREN, *Chairman,*
Highway Sidewalks Committee.

Extracts from First Draft of Proposed Report to
American Society of Municipal Engineers Convention,
New Orleans, Louisiana, November 14-18, 1932,
enclosed in above letter from Mr. George C. Warren

"This Congress marks the end of the third year of our organized activity along the line of Walkways along rural highways and proper regard of the rights and interests of the Pedestrians in connection with construction and use of Public Highways.

"When at our 35th Annual Convention held at Philadelphia, on October 29, this matter was inaugurated in report of our Committee on 'Street Paving Design and Maintenance' and resolution passed at that Convention, we felt we were the first organization to take an active, corporate interest in this important '*Humanitarian Matter.*' Recent events, however, show that Mr. William P. Eno, Chairman of Eno Foundation for Highway Traffic Regulation, publicly antedated our activity by about six months.

"This so closely, clearly and forcefully promulgates the principles on which the American Society of Municipal Engineers has been quite independently operating that the close proximity of introductory dates is almost uncanny.

"Remembering that history records that many, if not most of the greatest inventions of the ages have been primarily and fundamentally first considered by two or more individuals located long distances apart and without any knowing what the others were doing, we are perhaps justified in feeling that this matter of Highways' Sidewalks is one of the most important developments of the decade in connection with highway operation and safety.

"At any rate, let us not permit ourselves to become lax in pressing the matter and let our Committees and members be continually alert to bring public opinion, laws and practice to a realization of its Humanitarian importance."

September 10, 1932.

Mr. George C. Warren
 American Society of Municipal Engineers
 Boston, Massachusetts

My dear Mr. Warren:

Your letter of September 9 with suggested report to the Convention at New Orleans on November 14th to 18th received.

I am grateful to you for your kind reference to the Eno Foundation. It gives the Foundation pleasure to work with an organization that is not trying to grab everything. However, your organization has already done so much more than mine in respect to footpaths on the country roads that I am glad to follow your lead.

I have no suggestions to make except minor ones which I offer for your consideration. On Page 4 of your paper, reference is made to the value of a human life as being worth \$5,000. I supposed that \$10,000 was the figure usually placed by the Courts and if so, had this not better be changed.

The suggestions I have to make for myself are already referred to on pages 110 and 111 of the book, one on crosswalks and the other on refuges on country roads. It seems to me that where there is a four vehicle road that there should be refuges not more than one-eighth of a mile apart so that pedestrians would not have to cross lines of vehicles going in two directions at the same time. A similar suggestion was carried out on the Champs-Élysées in Paris in 1913 after an effort extending over several years (see pages 65 and 196 of my book) so that now you can cross the Champs-Élysées without danger and with but little delay.

Yours most sincerely,

WM. P. ENO.

Consulting Highway Engineer
 Providence, R. I.

October 4, 1932.

My dear Mr. Eno:

I sincerely thank you for your kind cooperation in granting me permission to use a certain quotation from your valuable and interesting book, "Simplification of Highway Traffic," in my paper on, "The Legal Rights of Pedestrians," a copy of which is enclosed. The quotation will be found on pages 11 and 12.

With most cordial regards, I remain

Yours very sincerely,

ARTHUR H. BLANCHARD.

Hokkaido Prefectural Government,
Sapporo, Japan,
November 21, 1932.

My dear Mr. Eno:

I thank you for your kind letter of October 27.

Dr. Matsui has safely come back to Japan early in this month, but I have not yet seen him. He, however, has written to me he is highly delighted that he could have seized a good opportunity to meet you, and is hoping that I express his hearty thanks to you.

Hokkaido Prefecture, where I am now taking charge as chief of Police Department, occupies its position in the extreme northern part of Japan. Although its present population numbers only about 3,000,000 it is a group of islands almost as wide as the land of Switzerland.

Most of the cities in Hokkaido were established about 40 or 50 years ago, upon the plan of a certain American engineer.

Consequently, all the city streets are considerably wide when compared with those of any other city in Japan, so we have excellent facilities for traffic control.

With best regards,

Yours most sincerely,

N. FUJIOKA.

December 20, 1932.

Editorial Staff
New York Evening Post
New York City

Gentlemen:

Enclosed in this book at page 129 you will find your editorial of December 19 which please compare with the article in the book on pages 129-130 entitled "Suggestions for Snow Management and Removal." This plan I suggested to the Street Cleaning Department of New York only a few years after I had begun work on highway traffic in New York. At that time, the name of the head of the department was, I am quite sure, Mr. Featherstone, a very intelligent public servant, and he put most of this plan into operation immediately with decided success.

Mr. Featherstone at that time was a member of the Citizens' Street Traffic Committee, of which I was President. He often came to our meetings.

I am glad you have taken this matter up again as I am sure what you suggest is much better than the plan they are now using.

Since 1900, I have spent most of my time on street traffic work although lately a good deal of it has been devoted to efforts against the

18th Amendment upon which subject I have written numerous articles and leaflets and I expect, within a few days, to have another one ready which I should be glad to send you if you are interested.

I suggest that you put the book I am sending you on Traffic where it will be available to those on your paper who write on the subject.

Yours very truly,

WM. P. ENO.

Berlin-Zehlendorf,
Radtkestr. 31,
21.12.32.

My dear Mr. Eno:

I beg to acknowledge receipt of your letters of November the 14th and 29th.

It is much to be regretted that the pamphlet on reaction to danger is so technical that the translation is so difficult.

I, however, talked it over with the Institute and requested them to give you a short description of the most important tests in very plain German. They will do that and will send you a copy very soon. I hope it will suit you better than the original.

I am now in the difficult position to explain to you the change which took place here.

A short time after the change in the Prussian government which greatly influenced the Berlin Police Department I had to change my position. I lay stress on saying that I always have been outside of politics.

You will understand me well if I compare the situation of our traffic Police to the New York traffic department in 1911 you describe so well in your book.

I could save much by referring to the New York experience. The traffic Police remained practically intact, but I myself had to leave the job, which was necessary as the new men explained to me, to make in some time a promotion for me possible.

I am now the chief of an inspection district. It is perhaps a pity, that all my experience is lost to a certain extent, but it is a consolation that I had a very favorable press when I went. I got very kind letters from all parts, also one from the American Embassy.

Always sincerely yours,

F. SEYFFARTH.

Early in 1933 I was making preparations for my eighth trip to Europe on Traffic Control and among other letters of introduction given

to me by police officials was one from First Deputy Commissioner Philip D. Hoyt, in charge of traffic of New York, given below:

Police Department
City of New York

February 14, 1933.

Hon. Amedeo Palma
Questore
Florence, Italy

Dear Sir:

This letter will introduce Mr. William Phelps Eno, a distinguished citizen of this country who has devoted many years to a study of street traffic conditions, both here and abroad.

Mr. Eno wrote the first Traffic Regulations for New York City in 1903, and has also advised the London and Paris police concerning many of their traffic problems. He is the Chairman of the Eno Foundation for Highway Traffic Regulation, the directors of which include President Angell of Yale University and many of the foremost citizens of the United States.

Mr. Eno is interested in traffic conditions in your city, and any courtesies which you might extend to him would be deeply appreciated.

Very truly yours,

PHILIP D. HOYT,
*First Deputy Commissioner,
(In Charge of Traffic).*

CHAPTER VIII

Eighth Trip to Europe on Traffic Control

Ministero dell'Interno

Rome,
March 16, 1933.

My dear Mr. Eno:

I am waiting at my office for Ingenieur Tomasini, who is the man who will give you all information you want.

Please excuse me and wait for a letter. I shall write immediately after having seen Mr. Tomasini.

Very cordially

Yours,

ANTONINO PIZZUTO.

Ministero dell'Interno

Rome,
March 16, 1933.

My dear Mr. Eno:

Tomorrow morning, at eleven, Mr. Tomasini, will wait for you at his office:

Governatorato — VII Ripartizione
Via Tempis I Giove u 25

and will be very glad to be at your disposal in everything.

If you wish so, you may go directly to see him. In case you prefer to be introduced by me, please grant me a meeting and I shall be very glad to have an occasion to see you again.

I remain at your disposal in all you can want.

Yours very sincerely,

A. PIZZUTO.

Paris,
March 31, 1933.

Police Major F. Seyffarth
Radkestr. 31
Berlin-Zehlendorf

My dear Major Seyffarth,

I have just arrived here from Naples and Rome. Your letter has been forwarded to me and, as usual, I am glad to hear from you again, but awfully sorry that you have had such a bad time with pneumonia. I hope, however, that you are by now much better.

I shall be here probably for a month or more. I am not going to Austria this time. I wish I could go to Berlin, however, as I enjoyed my stay with you so much three years ago. Is there any chance that you might be coming to Paris during my stay? If so, please let me know in time so I can make my plans accordingly.

I had letters from Police Commissioner Mulrooney and First Deputy Police Commissioner Hoyt, in charge of Traffic in New York, to the authorities in Naples, Rome and Florence, but am not going to Florence this time. It was a great satisfaction to find in both Naples and Rome that they were carrying out most everything in the book you have, even better than in most cities of America. Mussolini thanked me for the book and I should have presented letters of introduction to him had it not been for the fact that the poor man must be so busy doing the great work he has undertaken and that I did not want to bother him.

I have not lost interest in the traffic of Germany and hope, some time before so very long, to be able to see you there, and I want also to go to some of the other cities to which your Ambassador has given me letters; unfortunately I hear that he has resigned and I am very sorry as he was most popular in America and will be missed.

With kindest personal regards, believe me

Yours sincerely,

WM. P. ENO.

Article from New York Herald, Paris, April 1, 1933

U. S. TRAFFIC EXPERT FELICITATES PARIS ON SMOOTH TRAVEL

W. P. Eno returns after 3 years to find many improvements made.

SURPASSES AMERICA

Expresses pleasure at reduction of Noise, Installation of Studded Ways.

William Phelps Eno, famous traffic expert, returned to Paris yesterday from Rome for the first time in three years to find many of his ideas adopted and the city's system of vehicular regulation about as efficient as anywhere in the world.

Noting vast improvements as he stood on the balcony of the Elysée Park Hotel overlooking the avenue Champs-Elysées, Mr. Eno paid tribute to Jean Chiappe, Préfet of Police, and M. Guichard, Director of Municipal Police, whom he expects to see shortly to congratulate them upon the development of traffic control.

"Everything seems to be running smoothly here," he said, watching the stream of cars on the avenue. "Paris is ahead of most other cities in traffic regulations now. In spite of the small streets there is not the parking problem here that is found in cities in America. There's more space in the streets."

Finds Less Noise

"One thing particularly I am pleased to see is the diminution of noise, which I have advocated here for some years. And the studded ways are everywhere, which had made pedestrian traffic easier and

safer. Yes, Paris is doing mighty well. At the moment there isn't anything special that I can suggest."

Mr. Eno also was gratified by the advancement of traffic control in Rome. In 1929 he sent a copy of his latest book, "Simplification of Highway Traffic," published by the Eno Foundation for Highway Traffic Regulation, Inc., now affiliated with Yale, to Premier Mussolini. The Duce praised his ideas in a message afterward.

When in Rome recently he said he noticed numerous of his regulations in force. London and Berlin also are far ahead of American cities in street regulation, he added. America's big problem is parking, but that is being remedied, he explained, by garages.

Many Innovations Here

The "Father of Highway Traffic Regulation," as Mr. Eno is known, first suggested reforms in Paris in 1909, but it was not till July 10, 1912, that his first regulations were officially adopted. From then on his ideas were put into effect rapidly. The studded crossings, circular movement at such places as the Rond-Point des Champs-Élysées, one-way Streets and other such reforms are his creations.

Mr. Eno expressed doubt about the efficacy of the automatic electric light system, because of the distant control. "It is difficult for anyone to direct traffic one cannot see," he said. He also declared against unlimited speeding in Paris and other cities.

Zehlendorf,
Radtkestr. 31,
April 15, 1933.

My dear Mr. Eno:

It is a pleasure for me to get your good news from Paris.

I am returning to Berlin on April 17th. It will be rather difficult for me to get leave now for a trip to Paris because I am now urgently necessary in Berlin after my being away so long. I will, however, write very soon again when I am in Berlin and see myself what is to be done.

With kindest regards,

Yours sincerely,

F. SEYFFARTH.

Paris,
April 22nd, 1933.

Major F. Seyffarth
Radtkestrasse 31
Berlin-Zehlendorf
My dear Major,

I was very glad to get your letter of April 4th. I am going back to America probably on May 24th, and shall not be over to Berlin this time.

I wish you could see the lovely view from my window; it looks down on the Rond Point where the circle is, which I got them to install in 1927. They have, however, made it larger at my request and it is working beautifully. Much of the noise has been suppressed and I think they are going to stop still more of it. Many of the refuges have had the centre cut down to the level of the pavement, so that you do not have to step up and baby carriages go through easily.

I have not seen M. Chiappe or M. Guichard yet, but expect to do so before leaving Paris.

I hope to go to London for a few days, to see the members of the Advisory Council of the Eno Foundation. They are now: Frank Elliott, who has retired but was for many years in charge of traffic; Sir Hugh Turnbull, who is Commissioner of Police of the Old City of London; Sir Henry Maybury, of whom you also know, I think; Mr. H. A. Tripp, Assistant Commissioner of the Metropolitan Police, New Scotland Yard, and Mr. Gilbert Carmichael, Assistant Secretary of the Metropolitan Police. Mr. Carmichael came to see me in Washington about a year ago and I like him very much.

I do hope some time you will come to America and that I shall have the pleasure of seeing you at one of my houses.

Yours most sincerely,

WM. P. ENO.

Elysée Park Hotel
2, rue Montaigne
Paris

April 22nd, 1933.

Sir Hugh Turnbull
Commissioner of Police of the Old City of London
London

Dear Sir Hugh,

I landed in Naples, stayed there two weeks, then Rome for another two weeks and since then I have been here.

I am going to try to run over to London for a few days, but am not sure whether I can manage it or not. I am probably sailing for America on May 24th, though I may defer it a little longer. If I come, I will notify you ahead.

I want also to see Mr. Frank Elliott, Sir Henry Maybury, Mr. Carmichael and Mr. Tripp, and perhaps we can all get together at the same time.

They are doing wonderfully well here and in Italy with their traffic, in fact, far better than in most places in America. They have followed your London plan of cutting the centre out from some of the refuges, making it much more convenient to cross the street, especially for baby carriages. Then almost every crossing here and in Italy is outlined by metal markers. I feel rather embarrassed at times coming from America to suggest anything

in Europe with regard to traffic, because almost all of the places are so much ahead of us.

With kindest regards, I am

Yours most sincerely,

WM. P. ENO.

City of London Police,
26, Old Jewry,
E. C. 2,
April 27, 1933.

Dear Mr. Eno:

I was so pleased to get your letter this morning—apparently delayed in the post—telling me you are on the Continent.

You are so near London that I do hope you will manage to come over. I, and many other, will be very disappointed if you do not. My wife also is anxious to meet you.

From a traffic point of view there is quite a lot for you to see—and to criticize. I should like to show you round the City.

You prophesied in October 1930 that prohibition would be gone in two years. You were a pretty accurate prophet!

Well, I do hope you will come over, not only for the pleasure of being with you again, but I shall be glad of your criticisms of our traffic.

With kindest regards, ever yours sincerely,

HUGH TURNBULL.

Berlin-Zehlendorf,
Radtkestr. 31,
April 28, 1933.

My dear Mr. Eno:

I am back in Berlin where I found a great amount of work. For the time being I see no possibility to come to Paris and regret it really very much. But can you not spare a few days to come to Berlin?

Dr. Mosle, who sends his best compliments and I should like so much to see you here. You also are sure to meet other people, making your trip worthwhile.

I am

Sincerely yours,

F. SEYFFARTH.

Paris, May 2nd, 1933.

Monsieur Chiappe
Préfet de Police
Préfecture de Police
Paris

My dear Monsieur Chiappe,

After an absence of three years, I have been in Paris for several

weeks. Before communicating with you, I wanted first to observe before telling you my impressions.

Every time I come to Paris, I find traffic greatly improved.

I notice especially this time the enlargement of the circle at the Rond Point des Champs-Élysées; the installment of the gyratory system at several other formerly congested points; cross-walks scientifically defined; refuges cut down to the level of the pavement at the centre; but most important of all perhaps, for the nerves of the people, is the greatly diminished noise of motor horns. Then there is also a better understanding by the public of the fact that the Police are there to help and not to hinder them, as they thought years ago. The improved work of the Police themselves has, I think, had much to do with this.

I have lately been to Naples and Rome to observe traffic in those places.

I am going to London, May 7th, but returning to Paris in a week or ten days to remain until I sail, June 14th, and shall hope to have the pleasure of seeing you before my departure.

With kindest regards, believe me, my dear Monsieur Chiappe,
Yours most sincerely,

WM. P. ENO.

Paris, May 2nd, 1933.

Monsieur Guichard
Directeur Général de la Police Municipale
Préfecture de Police
Paris

My dear Monsieur Guichard,

I am back in Paris and enjoying it as usual.

I went from New York to Naples and then to Rome, as I had been in communication with the Premier, who seemed to be quite appreciative, and I have found that almost everything in my last book had been introduced in both Rome and Naples. I had letters from Commissioner Mulrooney and First Deputy Commissioner Hoyt of New York to the Police who were very agreeable.

Since I have been in Paris, I have been, as usual, looking around to see if I could find anything wrong in Paris, but I must say that now it is one of the best regulated cities in the world, and there is almost nothing further to do, except to continue in the way you are going.

There are, however, a few little points to which I should like to call your attention, one of which, I think, quite important and as yet it has been adopted nowhere, but I think might save a good many lives and reduce congestion.

I have written to Monsieur Chiappe also; enclosed is a copy of the letter.

I am very nicely situated in my little Hotel, the Elysée Park, where my windows and terrace look over the Rond Point. I am so glad you

enlarged the circle there, as I think it controls the flow of traffic better than when it was smaller.

I go to London on the 7th for a week or ten days; then return to Paris to remain until June 14th, when I sail for America on the "Champlain."

With kindest regards, believe me,
Yours most sincerely,

WM. P. ENO.

Préfecture de Police

Paris, May 5, 1933.

Cher Monsieur ENO,

Je vous remercie de votre lettre ainsi que de celle que vous avez adressée a M. CHIAPPE.

Elles contiennent des témoignages de satisfaction, auxquels, venant de votre part, je suis tres sensible.

J'espère bien vous voir à votre retour à Paris.

Croyez, je vous prie, Cher Monsieur ENO, a mes meilleurs et bien sympathiques sentiments.

GUICHARD.

Préfecture de Police
Cabinet du Préfet

Paris, May 11, 1933.

Cher Monsieur ENO,

Je vous remercie de votre aimable lettre et vous sais gré de m'avoir communiqué vos impressions. Vous êtes un observateur averti et un technicien de la circulation, dont les avis sont toujours extrêmement précieux.

J'espère avoir le plaisir de vous voir avant votre depart de Paris et, dans cette attente, je vous prie d'agrèer, cher Monsieur, l'expression de mes sentiments les plus sympathiques.

CHIAPPE.

Paris, May 15th, 1933.

Monsieur Guichard
Directeur General de la Police Municipale
Préfecture de Police
Paris

My dear Monsieur Guichard,

I got back from London earlier than I expected as I found that they were all ready for me. I had written telling them I would be there.

Mr. Elliott came in Monday, and on Tuesday, Mr. Carmichael and Sir Hugh Turnbull. I went around with Sir Hugh in the morning and lunched with him, and then spent the afternoon with Sir Henry Maybury. On Wednesday, I spent most of the day at New Scotland Yard, and on Thursday, Mr. Carmichael, Inspector Day and I motored around to see

the different points of congestion in London. On Friday I returned here. Mr. Elliott and one or two of the others desired to be remembered to you.

I have just written to M. Chiappe and enclose you a copy of my letter to him. I shall await instructions and shall be glad to come to the Préfecture most any time. I should also be delighted if you could see the view of traffic from my windows at my Hotel, as it gives perhaps a better idea of the Rond Point and the Champs-Élysées than any other I know of.

With kindest regards

Yours most sincerely,

WM. P. ENO.

Paris, May 15th, 1933.

Monsieur Chiappe
Préfecture de Police
Paris

My dear Monsieur Chiappe,

I found your note on my return from London where I had been to see the authorities whom I presume you know.

Sir Henry Maybury asked especially to be remembered to you.

I shall now be in Paris probably until I sail about the middle of June, and shall be very glad to come to see you at any time you may mention as convenient to you. I am writing also to M. Guichard today.

With kindest regards,

Yours most sincerely,

WM. P. ENO.

Elysée Park Hotel
2, Rond Point des Champ-Élysées
Paris

May 18th, 1933.

My dear Mr. Tripp,

I enjoyed my little call at your Office very much and also going around with Mr. Carmichael and Inspector Day.

I found much to interest me but little to find fault with. There is, however, one thing which I want to recommend for your consideration, and that is whether it would not be better to give the right of way to the vehicle on the right, instead of on the left. If you will look at pages 15 and 16 of my last book, you will find the reasons for this recommendation.

Yours most sincerely,

WM. P. ENO.

H. Alker Tripp, Esq.
Assistant Commissioner of the
Metropolitan Police
New Scotland Yard
London

Remember that they drive to the left in England instead of to the right. I wrote in a similar vein to Mr. Carmichael in regard to changing the Right of Way at intersections. Both Mr. Tripp and Mr. Carmichael, like others, agreed with me.

Mr. H. Alker Tripp, C. B. E., Assistant Commissioner of New Scotland Yard and a member of the Honorary Advisory Council of the Eno Foundation, has just issued an excellent book, entitled "Road Traffic and Its Control," which gives some splendid drawings of intersections and examples of Rotary Traffic, as well as telling a great deal about his experience in all branches of the subject in England. I advise every Traffic Engineer and Traffic Director to read this book, which should be made available to all students of the subject.

On the 18th of May, I returned to Paris under special police escort.

Metropolitan Police Office
New Scotland Yard
London, S. W. 1

May 22, 1933.

My dear Mr. Eno:

I am so glad to hear that you had a comfortable journey across the Channel and I will be sure to tell Mr. Duckworth how well his people looked after you. It was a real pleasure to welcome you to London again and our only regret is that your stay was such a short one.

With regard to the question you raise as to right of way, I am fully in agreement with you as to the advantages of giving way to vehicles on the right at right-angled intersections in England. The matter was very carefully gone into a few years ago when we published our Highway Code but it was thought best at that time to deal with the matter from the point of view of *road* importance rather than of *vehicle positions* because we had so many irregular layouts.

The Code reads as follows:

"No vehicle has a 'right of way' at crossroads, but it is the duty of a driver on a minor road when approaching a major road *to go dead slow* and to give way to traffic on it. Nevertheless when you are driving on a major road *always keep a sharp lookout* and drive cautiously at crossroads and road junctions."

This is found to work quite well, but I confess I should like to see a try-out of "Stop" streets where minor roads enter main ones. However, when Mr. Tripp returns from leave I will have a talk with him on the whole question.

Yours very sincerely,

G. CARMICHAEL.

Préfecture de Police
Cabinet du Préfet

Paris, May 27, 1933.

Cher Monsieur,

M. Paul GUICHARD et moi avons l'intention de vous rendre visite à votre hôtel, jeudi prochain, dans la matinée vers 10:45. Nous aurons grand plaisir à vous revoir et à échanger nos impressions.

Croyez, cher Monsieur, à l'assurance de mes sentiments de bien vive sympathie.

CHIAPPE.

Paris,
le 29 Mai, 1933.

Cher Monsieur,

Je serai très heureux de recevoir votre visite à mon appartement à l'Elysée Park Hôtel, Jeudi, matin vers 10:45.

J'espère qu'il vous sera possible ainsi qu'à M. Guichard de rester déjeuner avec moi, et si vous le désirez, je donnerai des ordres pour que le déjeuner soit servi à midi.

Si le Colonel Philippe Bunau-Varilla, qui fait partie de l'Honorary Advisory Board de la Fondation Eno est de retour à Paris, je lui demanderai de se joindre à nous.

Veuillez croire, cher Monsieur, à l'assurance de mes sentiments les meilleurs.

WM. P. ENO.

Monsieur Chiappe
Préfet de Police
Paris

Metropolitan Police Office
New Scotland Yard
London, S. W. 1

May 31, 1933.

My dear Mr. Eno,

I have written to Mr. Duckworth and told him how well his people treated you on the way across the Channel. His full designation is Mr. R. Duckworth, Chief of Police, Southern Railway, Waterloo Station, London, S. E. 1.

Mr. Tripp and Inspector Day join me in sending greetings to you and with all good wishes for the remainder of your stay in Europe.

Yours very sincerely,

G. CARMICHAEL.

The following is a request on a card from the Préfet of Police to the members of the "Police Municipale et les Guardians de la Paix" to facilitate me in my traffic investigations:

Le PRÉFET DE POLICE invite les gradés de la Police Municipale et les Gardiens de la paix à donner toutes facilités à M. ENO, chargé de se documenter sur le circulation Parisienne et les prie de bien vouloir lui fournir toutes explications utiles sur les mesures ou dispositions prises pour assurer le trafic normal des véhicules.

Paris, le 1er juin 1933,
JEAN CHIAPPE.

Préfecture de Police
Cabinet du Préfet

Paris,
Le 2 juin, 1933.

Cher Monsieur ENO,

Voulez-vous nous faire l'amitié de venir déjeuner avec nous jeudi prochain, à courant, aux Restaurant des Ambassadeurs, à l'heure.

Nous serions infiniment heureux de votre acceptation.

Veuillez croire, cher Monsieur, à l'assurance de mes sentiments de bien vive sympathie.

CHIAPPE.

Summary of Trip to Europe

I sailed on February 11th 1933. All my latest trips to Europe, totalling eleven, since 1900, have been principally devoted to traffic work. As I was going first to Italy where I did not know the Police Officials, I took letters from Commissioner Mulrooney and First Deputy Commissioner Hoyt, who has been in charge of New York traffic for many years. The letters were addressed to:

Comm. Angelo Biestro, Colonel of the Royal Engineers,
Commissioner of Police in Naples;
Signor Antonio Pizzuto, Ministry of the Interior,
Director General of Public Safety, Rome;
Hon. Amedeo Palma, Head of the Police Department of
Florence.

I called by appointment on Commander Biestro, and had a most interesting talk and went thoroughly over the work with him and one of his assistants.

In Rome, I went to see Signor Pizzuto, who wanted me also to see Mr. Tomassini, Engineer of the Department, and I had the pleasure of an interview with him and several others in regard to Police Traffic work.

In 1929, I had sent a copy of my book "Simplification of Highway

Traffic" to Premier Mussolini, and received expression of appreciation from him in a letter from the Italian Ambassador.

I did not present my letter of introduction to Hon. Amedeo Palma, Police Commissioner of Florence, because I did not go there.

I was not prepared to find traffic so well regulated in Italy, although I have always had the highest admiration for Premier Mussolini and his great ability and thoroughness. One can imagine how satisfying it was to find that the traffic of the Italian cities was better regulated than in any of our American cities as yet. There was nothing contained in "Simplification of Highway Traffic" which they had not adopted and done well. There is one thing, however, which wants to be changed and that is the noise of automobile horns which is terrible, and perhaps even worse than in New York and Washington. The noise of trams is, however, not as bad as in our cities, apparently due to better construction in road beds and rolling stock and I did not hear much noise from brakes.

I came directly from Rome to Paris, which I reached on March 28th, and have been here ever since, except for a short trip to London. The work here has been progressing most satisfactorily. The noise was bad several years ago, but each time I come it has been much reduced and now it is much less than in the United States.

The circle at the Rond Point des Champs-Élysées has been enlarged in size, as recommended. I have not yet seen the authorities but Monsieur Chiappe and Monsieur Guichard are coming to my hotel tomorrow at 10:45 A. M. to go over traffic matters with me and see what further improvements can be made.

I went to London on May 7, and returned to Paris on May 12th. During the four days there, I was with the authorities most of the time and saw:

Mr. Frank Elliott, formerly Assistant Police Commissioner of the Metropolitan Police Force, New Scotland Yard;

Mr. H. Alker Tripp, now Assistant Commissioner of the Metropolitan Police Force, New Scotland Yard;

Mr. Gilbert Carmichael, Assistant Secretary of the Metropolitan Police, New Scotland Yard;

Inspector John Day, New Scotland Yard.

Sir Hugh Turnbull, Commissioner of Police of the Old City of London;

Sir Henry Maybury, formerly Chief Engineer, Ministry of Transport, now Consultant to the Ministry of Transport.

All these gentlemen are Members of the Honorary Advisory Council of the Eno Foundation.

The traffic in London has always been as good as any in the world and still holds that distinction. The noise from motor horns has been practically eliminated, not through regulation but through public opinion, and during my entire stay in London, I only heard a horn twice, and each time only one toot.

In all three countries synchronized lights are used but little, but more in England than in the other countries. They are not satisfied with them and are beginning to come to the conclusion that any light operated from a distance where the operator cannot see the traffic he is trying to control, is bad.

In London, however, they have been trying out the electromatic or vehicle actuated system. This seems to be working pretty well so far as vehicles are concerned, but it is quite unsatisfactory for pedestrians, and they are now trying to see if there cannot be invented some method of giving pedestrians a safe period to cross. If so, they think that they will largely, if not entirely, take the place of lights operated from a distance.

I did not go to Berlin this time, but have had several letters from Police Major Seyffarth, who has been in charge of traffic for many years and with whom I was several days in 1930. Traffic in Germany deserves great praise and they have gone at it there in quite as scientific a way as anywhere, and the traffic was practically as well handled in Berlin in 1930 as in London.

Major Seyffarth is also a member of the Honorary Advisory Council of the Eno Foundation, as are Monsieur Chiappe and Monsieur Guichard in Paris.

On June 1st, Monsieur Chiappe and Monsieur Guichard came to my apartment by appointment and today, I lunched with them and Madame Chiappe at the Ambassadeur.

Taking traffic in Europe all together, it is better handled now than in the United States. It is, therefore, desirable that our traffic students and specialists should come to Europe so they can fit themselves better for traffic regulation at home.

WM. P. ENO.

Paris, June 8, 1933

Telegram received from M. Chiappe on my departure from Paris,
June 13, 1933:

A notre grand regret nous ne pourrons vous présenter nos amitiés avant votre départ. Nous sommes malheureusement retenus aujourd'hui par une impérieuse obligation et ainsi empêchés de vous faire nos adieux. Monsieur Guichard et moi en sommes désolés et en nous excusant auprès de vous, nous vous adressons nos souhaits de bon voyage en espérant avoir le plaisir de vous bientôt, soit à New York.

JEAN CHIAPPE.

City of Johannesburg
South Africa

July 24, 1933.

The Eno Foundation
Saugatuck,
Connecticut

Dear Sirs:

I have been asked to prepare a treatise on "Town Planning in its relation to Transport," and my attention has been drawn to a publication entitled "Simplification of Highway Traffic" by William P. Eno. Could you kindly forward the above publication to me and let me know my indebtedness? I could then remit the cost by return post.

With my sincerest thanks in anticipation.

Yours faithfully,

J. HAMLIN,
City Engineer.

Westporter Herald

August 4, 1933

Foreign Agents Consult Eno Here on
Traffic Problems

William P. Eno, nationally known traffic expert entertained three foreign officials at his home, Judah Rock, Saugatuck, yesterday. The men were Dr. Eugen Bianu, Director of Police in Bucharest, Commissioner of Police Florent E. Louwage of Brussels and Carol Tarcauanu, Roumanian Consul. The purpose of their visit was to interview Mr. Eno in reference to traffic problems and they spent the greater part of the day with him at his office at his home which contains much traffic information. The local man has made a study of traffic for many years and is often consulted by the authorities in reference to present and future problems. He has recently returned from a winter spent in Europe where he noted conditions pertaining to traffic.

Institute of Traffic Engineers
175 Fifth Avenue
New York, N. Y.

October 30, 1933.

Mr. William Phelps Eno
Washington, D. C.

Dear Mr. Eno:

Upon behalf of the President and Board of Direction it is my privilege to extend you a cordial invitation to become an Honorary Member of the Institute of Traffic Engineers.

The traffic engineers of this country hope, in this manner, at least partially to acknowledge their debt to you for the notable and outstanding service you have rendered as the pioneer in developing the art and science of traffic engineering. Your distinguished achievements in this field during the past 25 years have undoubtedly done more to encourage an orderly approach to the problems of traffic regulation than have the activities of any other individual.

The grade of Honorary Member was established at the Fourth Annual Meeting of the Institute, held in Chicago, Illinois, October 5, 1933, and I am happy to inform you that this is the first invitation to Honorary Membership to be issued by the Board under the amended Constitution.

Should you do us the honor of accepting this invitation it is our hope that we may be favored with your presence at the next Annual Meeting so that we may, with appropriate ceremony, formally confirm your election.

Yours very truly,

HAWLEY S. SIMPSON,
Secretary.

November 1, 1933.

Hawley S. Simpson, Esq., Secretary
Institute of Traffic Engineers
175 Fifth Avenue
New York City

My dear Mr. Simpson:

I want to express to you my great appreciation of my appointment as honorary member of the Institute of Traffic Engineers.

It is a long time since traffic regulation in this country was begun and I remember well when in 1900 I appeared before the Board of Aldermen in New York, not once but many times. They thought I was crazy, I think, as they could not imagine what I was going to get out of it. Well, I have done the best I could since then but you and others have made out of it an important branch of civil engineering which is bound to become more valuable as time goes on.

It is not now only the regulation of vehicles that is necessary but we must make better provision for pedestrians and others who have a

right to the use of highways. We should exert what influence we have to see that no roads are built in the future which do not provide amply for pedestrians and, where feasible, for equestrians and cyclists. The public is just beginning to appreciate the importance of this and to realize that all have rights on highways.

In response to your kind invitation to be present at the annual meeting I shall do so, of course, with great pleasure. I shall be here I think for about another month, with the exception of a few days in Washington and then perhaps move to Washington for the winter but I can come up to New York almost any time.

Assuring you again of my appreciation and of my desire to work with you for the benefit of all who use our highways, believe me,

Most sincerely yours,

WM. P. ENO.

TRAFFIC ENGINEERING

A News Letter Published by the
Institute of Traffic Engineers

175 Fifth Avenue, New York, N. Y.

Edited by the Library Committee

W. Graham Cole, Chairman

VOL. I

November 1933

NO. VI

HONORARY MEMBERS ELECTED

Pursuant to the establishment, at the last Annual Meeting, of the Honorary grade of membership, in the Institute of Traffic Engineers, the Board of Direction has extended invitations to Mr. William Phelps Eno, Washington, D. C., and Saugatuck, Connecticut, and to Dr. Comm. Cesare Solari Milan, Italy. Both invitations have been accepted, and these two gentlemen thus become the first Honorary Members of the Institute. Invitation to Honorary Membership may be granted only upon unanimous ballot by the Board to persons "who have performed notable and outstanding services in the interest of the profession of traffic engineering." The following statements concerning the achievements of Mr. Eno and Dr. Solari are, therefore, appropriate.

WILLIAM PHELPS ENO

William Phelps Eno was born in New York City, June 3, 1858. He graduated from Yale University in 1882.

Mr. Eno's interest in regulating traffic on city streets ante-dated the automobile by some years, his first traffic article having been written in December 1899. In 1903 he secured the adoption by the Police Department of New York City of his Rules for Driving, which have been the basis of practically all traffic regulations since written. In 1909 he published his first book, "Street Traffic Regulation," which created a great deal of interest on both sides of the Atlantic.

In the same year, Mr. Eno went to London and Paris to make a study of public carriage service and since then his influence in such

matters has been recognized throughout Europe. He has made frequent trips abroad to consult and advise with the authorities in charge of traffic. His books and other writings have been translated into several foreign languages, and among the cities which have made use of the principles which he has developed there might be mentioned London, Paris, Berlin, Brussels, etc., as well as Tokio, Japan, and Sydney, Australia.

During the World War he organized and directed the Home Defense League of the District of Columbia. In 1921 he established the Eno Foundation for Highway Traffic Regulation, Inc., and serves as Chairman of its Board of Directors.

In 1923 Mr. Eno received from his Alma Mater, Yale University, the honorary degree of Master of Arts. In presenting him for this degree, the chief marshal referred to him as "The originator and master of the organization of modern street traffic, by which science he has saved much time and many lives." In 1925 the French Government made him a Chevalier de l'Ordre National de la Legion d'Honneur.

CESARE SOLARI

Dr. Comm. Cesare Solari, Commandante Capo della Vigilanza Urbana (Chief of the Municipal Police Force) of Milan, Italy, has an enviable record as one of the outstanding traffic authorities of Europe. During the World War he served with distinction, entering as Captain and being discharged as Lieutenant Colonel, receiving four medals for valor.

In 1927, shortly after his appointment as Chief of the Municipal Police Force of Milan, Dr. Solari served with Scotland Yard and later with the Metropolitan Police of Berlin as guest officer, making an intensive study of traffic and its regulation throughout Europe. Upon his return, and under his direction, the first exhaustive traffic survey in Europe was made in Milan, Italy.

Dr. Comm. Solari is a member of the Albo Medici Professionisti, holds the rank of Console in the Fascist National Militia and is a Commendator of the Corona d'Italia. He is also editor of *Il Traffico Urbana*, as well as the author of several books on political and general subjects.

On November 23, 1933 I was given a luncheon on the Ile de France.

The Japanese Association of New York, Inc.
1819 Broadway, New York City
December 22, 1933

My dear Mr. Eno:

Dr. Shigeru Matsui, Vice-President of the Police Association of Japan asked me to convey his deepest appreciation for your kindness rendered to him when he was in this country in Summer of 1932.

Dr. Matsui sent me a Wooden-Print and his picture for you in order to return his gratefulness for your kindness; therefore, I have framed the

Wooden-Print and sending it Parcel Post. The picture will be sent in separate cover.

Dr. Matsui's address in Japan is as follows:

Dr. Shigeru Matsui
3141 Ohi-Shikano-Oka-Machi
Shinagawa-Ku, Tokyo

I take the liberty to express my deep appreciation for your kind hospitality I received when I was with Dr. Matsui at your home.

KYUYA ABIKO,
Executive Secretary.

Institute of Traffic Engineers
New York City
January 23, 1934

My dear Mr. Eno:

I am sure that I speak for Vice-President Lewis W. McIntyre, Secretary-Treasurer Hawley S. Simpson and Directors Guy Kelcey and Dr. Miller McClintock in saying that we enjoyed very much our visit with you on Thursday afternoon.

What pleasant thoughts must be associated with your interesting books of letters, photographs and other memorabilia!

Your symbol signs interested me very much. The trend is indeed strongly toward greater use of symbols.

Last night I had my first opportunity to read your three pamphlets on alcoholic beverage control. I was particularly impressed with your sound idea on taxing the alcohol in liquors as against any per gallon tax. We all hope, I am sure, that the control of alcoholic beverages will not be political in nature.

Inasmuch as I am now located in Washington as Safety Director and Traffic Engineer of the American Automobile Association, I shall hope to have an opportunity of chatting with you about traffic matters from time to time.

Yours very truly,

BURTON W. MARSH,
President.

Signal Service Corporation
Elizabeth, New Jersey
January 30, 1934

My dear Mr. Eno:

It was very nice to have had the opportunity to visit you in Washington a couple of weeks ago and all of us enjoyed the visit tremendously.

The men who were there were:

Dr. Miller McClintock, Director of the Erskine Bureau for Street Traffic Research, Harvard University and Associate Professor of Political Science at Harvard. McClintock has taken a very promi-

ment position in traffic work during the past several years. He is a brilliant chap with both feet on the ground and a man whom I hope you will get to know better.

Burton W. Marsh, originally a city planner, then Traffic Engineer of Pittsburgh, afterward of Philadelphia, and now Director of Safety of the American Automobile Association in Washington.

Lewis W. McIntyre, Traffic Engineer of Pittsburgh.

Hawley S. Simpson, formerly of the Michigan Highway Department, then Traffic Engineer of the City of Detroit, afterward of Essex County, New Jersey, and now Research and Traffic Engineer of the American Transit Association.

All of these men afterward expressed themselves as delighted with the visit and with your personal charm.

They are all a fine lot of fellows and I am sure that you would have pleasure in knowing them better.

Sincerely yours,

GUY KELCEY.

New Scotland Yard, S. W. 1

London, England

April 17, 1934

My dear Mr. Eno,

In connection with a new Bill on Road Traffic which is now before Parliament, a good deal of discussion is taking place here on the subject of the 'accident prone' driver. Suggestions have been made from time to time that road accidents in general are almost entirely due to a small minority of drivers who can be described as "repeaters." So far no definite evidence as to this has been adduced. The suggestion, however, persists.

I have been wondering whether any analysis of accidents has been carried out in America which would enable conclusions to be reached as to how far the "repeater" theory is a sound one. If so, I should be most grateful if you could send me particulars.

We had a serious rise in the number of road accidents throughout the country in 1933 and special measures are on foot to deal with the situation.

I sincerely trust you are enjoying good health.

Yours most sincerely,

GILBERT CARMICHAEL.

May 11, 1934.

Mr. Gilbert Carmichael
New Scotland Yard, S. W. 1

London, England

My dear Mr. Carmichael:

Please pardon my delay in replying to your letter of April 17th. I have been so awfully busy here attending to things that I hope never

to have to pay any attention to again, namely business, that I have neglected traffic and almost everything else.

I don't know of any reliable tabulation of "accident-prone" drivers although have been of the opinion that probably about fifty per cent of the people now driving never should have been allowed to touch the wheel. In fact, I have written several things about this and refer you to pages 103 to 109 inclusive of "Simplification of Highway Traffic."

When in Germany they showed me a method of measuring the time of reaction to danger which was most interesting. The examiner sits alongside the driver and tells him when he hears a slight explosion to put on the brakes. When the explosion takes place a little red liquid spurts down and hits the pavements, making a red mark. When the driver actually does put on the brakes the same thing happens again and then the driver continues until he stops his car so that by this method there are two distances definitely determined upon and knowing the speed at which the car is travelling it can be ascertained how long it takes for the driver to stop his car after he knows there is danger. This scheme they tell me is used in examining drivers and also after accidents when they ask the driver how many feet it takes his car to stop at a given rate of speed. They said that the answer to this question is ordinarily between one-third to one-half of the actual distance he can do it in.

Please remember me most kindly to Mr. Elliott, to Mr. Day and to my other good friends in London.

With kindest regards,

Yours most sincerely,

WM. P. ENO.

The City of New York
Department of Parks
August 15, 1934

My dear Mr. Eno:

I have been reading "Planning of the Modern City" by Nelson P. Lewis. He speaks of your work on page 216.

"Where there is considerable open space at the junction of several streets, the gyratory system of traffic movement has been very successfully employed. It is said that the plan was first tried at Columbus Circle in 1905 at the suggestion of Mr. William Phelps Eno of Washington whose efforts are said to have been quite successful. Mr. Eno has lately urged its adaptability to the rectangular crossings of the important streets, the movement of vehicles being indicated by Fig. 50 which shows the crossing of two streets each 100 feet wide with roadways of 55 feet. It is urged that this would entirely do away with the alternate stopping and releasing of traffic and permit continuous movement, etc."

Yours very sincerely,

DEWITT H. FESSENDEN.

On April 27, 1985 the National Pedestrians' Association wrote me as follows:

"It gives us extreme pleasure to notify you that the Board of Trustees has elected you an Honorary President of the National Pedestrians' Association in recognition of your unceasing advocacy of the justifiable rights of pedestrians."

CHAPTER IX

Ninth Trip to Europe on Traffic Control

On my arrival in Naples from Cairo on April 4, 1935, I noticed immediately that there was no sound of motor horns. I inquired the reason of my driver. He told me that on December 15, 1934, Premier Mussolini issued an edict forbidding the use of motor horns in cities and for ten kilometers outside.

Exception is made in the event of impending accident and in narrow streets, most of which have no sidewalks, drivers tap the horn gently with the finger so that it can be heard a few feet ahead and pedestrians move out of the way with great good nature at this polite request. This method works much better than a harsh demand. In other words, courtesy pays.

On May 3, 1934, Premier Mussolini had started the experiment of stopping motor horns during the night, following the example of London and Paris of about two years before. Finding it so satisfactory, he is said to have remarked: "If it works as well as this at night, it ought to work better in the day time."

Contrary to the predictions of many people, accidents were appreciably reduced instead of increased.

We stayed in Naples about two weeks. During this time, the only horn I heard was one sounded by my driver who thought another car was going to run into him.

I had to give up stopping at Rome, as I had expected to do, and went immediately to Paris, arriving on April 30th.

Paris,
May 7th, 1935.

Monsieur Guichard
Préfecture de Police
Paris

My dear M. Guichard:

I am back in Paris and shall hope to have the pleasure of seeing you before long.

As usual traffic seems to go a little better each time I return and I want to congratulate you on the results.

I have just been to Italy and shall have a report to make in relation to stopping the motor horns day and night there. As near as I can find out, it has not increased accidents, but, on the contrary, has reduced

them. In every way, it has made the cities there far more agreeable.

With kindest regards,

Yours most sincerely,

WM. P. ENO.

I notified Mr. Laurence Hills, Manager of the Paris Edition, New York Herald that I was in Paris and prepared to talk about Noise. He suggested publishing two articles and on May 9th published one entitled: "William Phelps Eno, Traffic Expert, in Paris to Confer on Noise Problem"

Eno, Who Solved Paris Traffic Jam, Now Tackles
Noise

and on May 11th published the following article:

WILL PARIS BE SILENCED?

**American Traffic Expert Here Again to See If Tooting of Motor Horns
Is Really Necessary**

By WILLIAM PHELPS ENO

Chairman of the Board of the Eno Foundation for Highway Traffic Regulation Inc., internationally-known authority, whose ideas and innovations have largely aided in solving problems in Paris, London, New York and other cities. Mr. Eno is now in Paris studying a problem which is becoming acute, namely traffic noise, with a view to its suppression.

Paris and London led the way in reducing the exasperating and usually unnecessary use of the motor horn. For some years past, both cities have suppressed motor horns at night, and Paris at any time, night or day, in the Champs-Élysées.

Lately Italy also, where traffic has been well regulated in other respects for several years, decided to follow the example of Paris and London, and stop motor horns at night. On May 3, 1934, all Italian municipalities were accordingly authorized to forbid sound signals at night. Rome started first, then Milan, Naples and other cities followed. The authorities found it so satisfactory that on December 15 it was decreed that no motor horns were to be used, night or day, within a certain number of kilometers of cities.

This does not mean that a motor horn shall not be used in a traffic emergency to avoid a pending accident. In narrow streets also, many of which have no sidewalks, the drivers gently tap the horn sufficiently loudly so that pedestrians ten or fifteen feet ahead can hear and step aside. These gentle tappings are less irritating than loud blasts right behind one and are obeyed with far better grace.

Suppressing the motor horn, to the surprise of most people, has not increased accidents, but from what we can learn so far has considerably reduced them. It has made drivers more careful and pedestrians more considerate. The next step in reducing the noise of traffic should be a determined fight against squeaky brakes, cut-out and accelerator noises

and the rattling of loose parts and, last but not least, not allowing vehicles in bad order to be used at all on highways. A word here will not be amiss about noisy motorcycles, which should be excluded from traffic unless they can start and proceed on their way without being public nuisances.

Much praise is due to the English Ministry of Transport and the New Scotland Yard authorities, who are trying out controlled speed as a cure for excessive accidents. About four years ago the speed rate in parks was reduced to thirty miles per hour and accidents reported diminished over 50 per cent.

I have no recent figures on accidents except for the United States and these are not complete by any means; deaths average probably at least 100 per day or 36,500 per year, injuries a million and monetary loss a billion. We may well ask which is worse, traffic or war!

Another measure which will do much to reduce accidents is, so far as possible, to eliminate unfit drivers, especially those whose speed of reaction to danger is slow and those whose records show an unusual number of accidents.

Up to 1907 little effective traffic regulation had been tried in Paris. The following dates may therefore be of interest:

1907—Rotary traffic at the Place de l'Étoile.

1909 and 1910—Consultations with the Préfecture de Police, resulting in adoption of one-way traffic, mounted traffic police, etc.

1912—Official adoption of printed Police traffic regulations, (July 12); plan for rotary traffic at the Rond-Point des Champs-Élysées approved, but delayed by caving in of roadway over catacombs and then by the war.

1913—Installation of the middle refuges on the Champs-Élysées, transferring cab ranks from curb to center of street.

1927—Marking of crosswalks with metal disks and signs.

1927—Installation of rotary traffic at the Rond-Point des Champs-Élysées.

1933—Consultations with the Préfecture de Police.

On May 12th, L'Echo de Paris printed an article entitled "La Lutte Contre Le Bruit."

On May 12th the Herald published another entitled "The Noise Problem." On the same date the Petit Journal published one entitled "Paris, Ville de Silence Nous declare M. Eno"—Mais c'est qu'il vient de New York. Le pere des passages cloutes circule notre capitale le manteau sur le bras et il observe, etc.

Colonel Beckles Willson
Villa Gaetan
Boulevard Carnot — Nice
May 13, 1935

My dear Sir:

I have read with much interest your article on the Noise Nuisance in the Herald.

More power to your elbow: I myself conducted a small, but not wholly ineffective campaign in Paris for several years, which I was unluckily obliged to relinquish just as things were beginning to mend. The support of the French is a difficult and delicate business; public opinion in such matters is hard to move. But I believe it can be moved and that the competent authorities, in their own interests, can be got to act against the nuisance as they act elsewhere.

Believe me with best wishes,

Very truly yours,

BECKLES WILLSON,
(Founder of the Anti-Noise League of London).

On May 14th the New York Herald published another article by Abbé Ernest Dimnet of which part is herewith given:

WILL PARIS BE SILENCED?

Abbé Dimnet Makes Interesting Suggestions for Cutting Down Nerve Strain from Raucous Auto Horns.

By ERNEST DIMNET

The return of Mr. William Phelps Eno is a joy to lovers of Paris; all his visits have been blessings for this city.

For many years I have been interested in the likeliest methods for the suppression of noise in Paris. I have watched the repeated campaigns of the press, I have tried to help in them, and I have been an assiduous member of the Touring Club's Anti-Noise Commission, ever since its creation in 1929. The results achieved so far have been inconsiderable. Paris remains the noisiest capital of Europe, and the chief towns of France—not only in the Midi, where noise seems to be a prerogative, but even such a sedate and elegant city as Nancy—are even worse than Paris.

The tooting, year after year, is getting worse, thanks to the invention of klaxons as proudly calling themselves "Transatlantique" or "Super-diabolique," and to the driver's efforts to drown the other fellow's noise. People begin to cry out for mercy, as petitions, within the last month, from such organizations as Les Vieux du Volant and the Medical Association of Limousin evidently show, and Mr. Eno's visit is timely.

The root of the evil lies in the fact that in the earliest years of automobiling the horn was regarded in this country as the guaranty of security. The code de la route specifies it: motorists are enjoined to use their klaxon at every turning of the road and, until recently, were frequently fined for not doing so, even at a slight bend of a country road! Gradually the French have been led to imagine that safety for the motorist as well as for the pedestrian, lay in tooting, and the louder you toot the safer you are.

Nothing, as a matter of fact, is farther away from the truth. Innumerable accidents have been caused by speed supposed to be countenanced

by noise, or by nervous people getting bewildered by violent tooting from contrary directions. The splendid Italian reform has reduced accidents from 174 per month (in Rome) to 72 by substituting for the command: "Toot!" the reasonable injunction: "Reduce your speed at turnings and keep strictly to your right."

What can be done in Paris and in France?

- 1.—The so-called "Code de la Route" is not intangible; it only consists of two decrees and what a decree has done another decree can undo.
- 2.—In the meantime, there is in the aforesaid code *one* excellent article which can be used at once. This article stipulates that horns ought not to be loud enough or used in such a way that they may be a nuisance. Recently M. Langeron, Préfet of Police, recalled this in a notice posted up in all garages, adding an earnest request to drivers to use their horns as briefly and charily as possible. The Préfecture has another weapon. A few years ago Préfet Chiappe had a standard horn deposited at the Conservatoire des Arts et Métiers and all horns louder or more acute than that standard are illegal.
- 3.—In a communication to our Touring Club commission, M. Langeron recently announced his intention to create in the near future a small brigade of policemen specializing in the suppression of noise. There lies salvation, for as soon as this weapon is forged it can easily be turned to a variety of uses.

Of one thing we can be certain; that the public, even motorists, will be almost universally in favor of a drastic reform like the Italian one. People are sick of noise.

Of course, I know nothing of Mr. Eno's plans, but I feel certain that his chief suggestion will be the decreeing of a trial silent week, with complete silence during an hour or two each of the seven days. This experiment will show that security and comfort will be increased, and speed not inconveniently reduced, by silence. It will also be fine practice for the Paris police.

Another step, entirely in the American spirit, would be a suggestion that klaxon-makers—accompanied by their extremely intelligent president, M. Goudard—should discuss with Mr. Eno the manufacture of deep low-toned horns similar to those with which the side-cars of the French Army are equipped. This would not mean compulsion, but, on the contrary, assistance to the trade, which must know that a drastic reform is, sooner or later, inevitable.

The American Club
of Paris

15th May, 1935.

Dear Mr. Eno:

I am very happy that you will accept the invitation of the American Club to attend the luncheon to be given in your honor on Thursday, May 23d, and will make an address. You have so many friends and admirers in the Club that I can assure you of a warm welcome.

I have sent an invitation to Monsieur Langeron, Préfet de Police, and hope that he accepts.

The luncheon is at 12:30 o'clock at the Restaurant Ledoyen, Avenue des Champs-Élysées.

Very sincerely yours,
THEODORE ROUSSEAU,
President.

The American Club of Paris

17th May, 1935.

To all Members:

At our next regular weekly luncheon on Thursday, May 23d we will have as guest of honor and speaker our distinguished and talented fellow member:

William Phelps Eno

Mr. Eno is declared to be one of the world's greatest experts on traffic control; he has devoted many years to studying and solving traffic problems and nearly all methods of handling big city traffic problems are of his devising; he will address us on:

"QUIETER AND LESS DANGEROUS TRAFFIC"

Very truly yours,

JAMES N. DONOHUE,
Honorary Secretary.

16, Rue Chanoinesse,
Paris, May 17, 1935.

My dear Mr. Eno:

I did not say enough in praise of you.

Theodore Rousseau invited me to lunch with you Thursday next and it will be a great pleasure to make your personal acquaintance.

You will find the Préfecture people hampered as usual by legalist ideas concerning texts and perhaps by a niggardly fear of what they may think costly publicity. They do not know the press. If they want the real thing likely to improve the noise situation here, viz., a week or three days' silent trial, they will find all the Paris papers ready to give them front page space which is essential. They need only keep an employee at the telephone for an hour with a polite but not as often, a timid request.

I am afraid it is too much to expect that they will follow the example of Italy but surely they can do two things: (a) stop the habit of tooting (in obedience to the Code de la Route) at all turnings, (b) compel motorists and primarily Klaxon makers, to lower the pitch of their horns to that of the autobusses or, even better, of the fire engines at the rue du Vieux-Colombier Station.

And, of course, nothing can be done without the projected Anti-Noise Brigade were it limited to four men.

Public opinion is absolutely ready for a reform.

Very sincerely yours,

ERNEST DIMNET.

P. S. I am delighted to find that Yale is your academic background.

International Chamber of Commerce
Paris

May 20, 1935.

My dear Mr. Eno:

Mr. Theodore Rousseau has no doubt told you that he is unfortunately obliged to absent himself from Paris, on Thursday next, May 23d, the day on which you have accepted an invitation to be the guest of honor, at luncheon, of the American Club.

In Mr. Rousseau's absence, it will be my privilege to preside at this luncheon, and I write to say that, if agreeable to you, I should like to call for you at your hotel, at 12:15, on Thursday, and escort you to the Restaurant Ledoyen, where our luncheons are held.

I have had the pleasure of meeting you in Washington, and again, two Sundays ago, at Mr. and Mrs. Benet's. These were very casual meetings, however, and I should be glad to have the opportunity of a few minutes conversation with you before the luncheon starts. I think it may be more agreeable for both of us to meet in this way, rather than in the crowd, at the luncheon itself.

With best regards, and looking forward to seeing you, I am

Sincerely yours,

THOMAS PEARSON.

The American Club of Paris

May 20, 1935.

Dear Mr. Eno:

Greatly to my regret, I am compelled to leave Paris Thursday morning and I will have to ask you to excuse me from introducing you at the luncheon of the American Club, at which you have so kindly consented to speak. Believe me, it is a matter of keen personal regret to me that I will not be there, but I am sure you will understand and excuse me.

In my absence, Mr. Thomas Pearson, Vice-President of the Club, will preside and introduce you. I think you know him; he is a man of very fine ability and I think, great charm of manner. He is Director of the American Section of the International Chamber of Commerce and takes quite an important part in the activities of the American colony in Paris. I am sure he will do a much better job than I would!

With kindest regards and looking forward to seeing you soon after my return, I am,

Very sincerely yours,

THEODORE ROUSSEAU,
President.

RIGHT OF WAY DRIVING RULE WRONG, W. P. ENO TELLS AMERICAN CLUB

Hopeful That Paris Will Be Hushed by Abolition of Tooting in Traffic, Which Has Worked Perfectly in Italy

A novel and instructive after-luncheon conversation concluded yesterday's weekly meeting of the American Club of Paris at the Restaurant Ledoyen, during which William Phelps Eno, American traffic expert, seconded by Abbé Ernest Dimnet, French writer, well-known in America, raised sentiment against the automobile horn to such a fever pitch that members voted unanimously for its abolition. Thomas Pearson presided.

At the start of the luncheon copies of Mr. Eno's article on horns, which appeared in The New York Herald of May 11, were distributed and its contents elaborated upon in a preliminary talk by Mr. Eno.

Thereafter the speaker asked for questions, the most pointed of which were phrased by Hugh B. Robinson, of United States Lines, who demanded: 1. Is the current practice of giving the right-of-way to vehicles on the right justified? 2. Do small towns in America really need their traffic lights?

Responding to the first inquiry, Mr. Eno denounced the current rule on the grounds that it caused greater traffic obstruction than giving the road to the car on the left, and also that the driver giving the right of way has a clearer field of vision on his left (in a left-hand drive car) than on his right.

To the second question, he said that small towns merely wanted the lights because large towns had them, and in many cases they were unnecessary.

Mr. Eno's speech follows in part:—

"Those of you who remember traffic conditions in Paris prior to 1907 must be surprised at the improvements which have taken place, though few know what has been responsible for them.

"Paris is indeed fortunate in its police department and especially in its intelligent leaders, who have done surprisingly creditable work on their own initiative and also have been eager to accept good suggestions and equally determined to reject foolish ones.

"My own experience with the Paris police officials, beginning with M. Lépine and extending through the terms of office of MM. Laurent, Hennion, Roux, Naudin, Morain and Chiappe, has been most agreeable, as I expect it will be under M. Langeron. None of these officials adopted any suggestions without first being convinced that they would be for the public benefit. M. Guichard, whom I have known for many years, has been in direct charge of traffic. His ability in traffic regulation is second to none.

"I have often been called a traffic expert, though I do not aspire to that title. I am, however, a traffic student of thirty-six years standing. Since 1899 I have devoted the major part of my time and resources to my adopted and new profession, which has since become an acknowledged branch of civil engineering.

"In 1921, the Eno Foundation for Highway Traffic Regulation was incorporated under the laws of the State of Connecticut and three years ago it became affiliated with Yale University. I am not here, however, to make a speech, but to enlist your influence in bringing about quieter and safer traffic in France and elsewhere.

"I have just been to Italy, where my contentions of long standing have been confirmed absolutely; that motor horns should be suppressed entirely or their use controlled within reason. I have asked The Herald to have my article of May 11 reprinted and distributed to everyone here in order that you may see what we want to accomplish and lend your influence."

Préfecture de Police

Paris, May 27, 1935.

Mon Cher Monsieur ENO,

Je lis le compte-rendu du déjeuner de l'American Club auquel je regrette de n'avoir pu assister, mais j'ai été prevenu vraiment trop tard pour pouvoir changer un engagement official déjà pris.

Je vois les mots aimables que vous avez bien voulu prononcer en faveur de Paris et en ma faveur et je vous en remercie tres vivement.

J'aurais le plus grand désir de vous voir. Comment puis-je vous rencontrer?

Très sympathiquement,

GUICHARD.

New York Herald (Paris Edition)

May 31, 1935

Motorcycles Must Be Muffled in Italy

Rome—There are to be no more noisy motorcycles in Italy, according to a decree requiring the fitting of efficient silencers on all motorcycles. Penalties for breaking the rule are fines ranging from 200 to 1,000 lire.

Italians have become ardent motorcyclists since Premier Mussolini gave the lead by driving his own machine.

Washington Times

June 7, 1935

"A prophet is not without honor." Here is Washington involved in as bad traffic snarls as any city can produce and all the while there's a Washingtonian who is one of the world's traffic experts. Yes, William Phelps Eno, of course.

This comes to mind because just as the Women's Safety Committee is organizing here to do something about the traffic problem, the Paris press is playing up Mr. Eno, a visitor in the French capital, in huge headlines.

William Phelps Eno long ago drew up practically all the resolutions governing traffic in Paris in force today, devised the safety islands which help make the streets passable for pedestrians. Now he has been called in to confer with the Préfet of Police with regard to the suppression of traffic noises, particularly the suppression—or at least the control—of the automobile horn.

Editorials on what Mr. Eno has done and what he hopes to do fill the papers. In one, Abbé Ernest Dimnet, the French writer, who is well-known in this country as in France, says: "The return of William Phelps Eno, is a joy to lovers of Paris; all his visits have been blessings to the city." The contention of Mr. Eno and his supporters in the movement to suppress noise is that the blaring of horns adds to rather than subtracts from the number of traffic accidents, that the automobile horn is the worst offender in the din of the city, that while the ears may become accustomed to city noises, the nerves do not and that many a nervous breakdown is attributable to noise.

His contention that the motor horn should be suppressed is borne out by recent experience in Italy where Mussolini has this matter, as well as pretty much everything else, under control.

Including the newspaper articles already given, the following papers also printed articles on the work, a total of twenty-four papers and thirty-nine articles. I give this because it shows how helpful the European Press is in trying to assist those working for the public good.

L'Echo de Paris	May 12
Le Petit Journal	May 12, June 13
Echo de Thionville	May 15
Journal de Thann	May 14
L'Intransigeant	May 15, June 13
Journal	May 24, June 13
L'Ami du Peuple	May 12, June 13
Paris Soir	June 3, Oct. 2
Homme Libre	June 13
Excelsior	June 13
Le Matin	June 13, June 18
Petit Parisien	June 13
Comoedia	June 13
Le Jour	June 13
Oeuvre	June 13
Le Temps	June 13
DeBats	June 13
La Presse	June 13
Police Parisienne	June, Sept.
Le Soleil de Marseille	July 2
Paris Midi	Oct. 9
N. Y. Herald (Paris)	May 9-11-12-14-19-23-24
Daily Mail (Paris)	May 24-25, June 3
Reichspost (Berlin)	June 12, 1935

The following is one of the many similar letters I received while engaged in the campaign against noise:

Translation

June 25, 1935.

Monsieur Eno,

All those who suffer physically or spiritually can at least commit suicide. You will be renowned for your war against noise. As Mr. Gourges said in an article in "Le Petit Parisien" "The Préfet of Police will sign an arrest when we all become crazy." There is no longer any rest possible either in the city or country when twenty or thirty taxicabs are heard through my open windows. This century is without pity. I will not profit from your victory against noise, if you obtain it as I hope you will for all those who suffer physically and spiritually but I would die happy if others derive benefit from it.

For your good work, may there be just recompense.

G. DE LOURAY.

On June 12, by invitation of the new Préfet of Police, M. Langeron, I called at the Préfecture, where M. Guichard met me. We had a most interesting talk with M. Langeron for an hour, after which newspaper men and photographers were ushered in and on the 14th of June I received from M. Langeron a little pamphlet bound by hand, giving pictures and newspaper articles from thirteen papers which had come out directly after the interview. The interview was also broadcast over the radio although I did not know about it at the time.

The June 1935 number of "Police Parisienne," the very excellent police paper of Paris published an article entitled "Le Père de la Circulation—William Phelps Eno."

On June 14th I reached London and stopped at the Ritz Hotel where I found letters waiting and where I had the pleasure of meeting my friends from New Scotland Yard and Sir Hugh Turnbull, Commissioner of Police of the Old City of London and Sir Henry Maybury, Consultant to the Ministry of Transport.

The New York Times, on June 30th, published an article by James O. Spearing (deceased) entitled "Honking Autoist a World Problem. Every Nation Seeks to Curb Him" inspired by the articles published in the French papers.

On July 9th, 1935, Dr. William Lyon Phelps published the following article in the New Haven Register.

A few weeks ago in Paris I had the pleasure of lunching with Mr. William Phelps Eno, and among the other guests was the Abbé Dimnet. Mr. Eno is an internationally known authority on the regulation of street traffic in big cities and is also chairman of the Board of Directors of the Eno Foundation for Highway Traffic Regulation, Inc. He came to Paris in response to a request that he would give his expert attention to the question of the suppression of traffic noises, which had become all but intolerable. The Paris newspapers took up the matter with much interest.

Those of us who remember the continuous blowing of motor-horns in Paris a few years ago were impressed by the comparative silence now observable.

Mr. Eno, in the Paris New York-Herald, had an article calling attention to the fact that the suppression of the motor-horn had not increased accidents. He gave a series of dates beginning with 1907, showing the gradual police control of traffic. He said also that beginning with May 3, 1934, all Italian municipalities were forbidden sound signals at night. Unnecessary noise has become such a curse in modern life that its effect on the public health is about equal to that of the distribution of disease germs. Mr. Eno suggests: "The next step should be a determined fight against squeaky brakes, cut-out and accelerator noises, and the rattling of loose parts, and, last, but not least, not allowing vehicles in bad order to be used at all on highways. A word here will not be amiss on noisy motorcycles which should be excluded from traffic unless they can start and proceed on their way without being public nuisances."

In the same newspaper the same week appeared an article by the Abbé Dimnet headed, "WILL PARIS BE SILENCED?" in which he said that the return of William Phelps Eno "is a joy to lovers of Paris; all his visits have been blessings to this city."

Abbé Dimnet has been a member of the Touring Club's Anti-Noise Commission since its foundation in 1929. Yet he says that Paris remains the noisiest capital in Europe. He suggests the substitution of deep-low-toned horns for the violent ones now in use, which bewilder other drivers and all pedestrians. He says: "The splendid Italian reform has reduced accidents from 174 a month (in Rome) to 72 by substituting for the command "Toot" the reasonable injunction "Reduce your speed at turnings and keep strictly to your right." He thinks too that there ought to be a trial silence week so that everyone might learn something.

The Police Commissioner
City of New York

July 30, 1935.

Dear Mr. Eno:

This is to acknowledge receipt of your letter of July 29th.

I wish to advise you that a study and survey is now being conducted

in relation to hack stands with the idea of establishing more stands wherever necessary and abolishing those where not needed.

In a short time you will read in the daily newspapers of our experiment, in the Borough of Manhattan, with "hornless" nights, between 9 P. M. and 7 A. M. which regulation we hope to extend, within a reasonable time, after adequate publication and warning, throughout the City of New York, prohibiting the use of horns during the day and night.

With warmest regards, I am

Very truly yours,

LEWIS J. VALENTINE,
Police Commissioner.

July 31, 1935.

Lewis J. Valentine, Esq.
Commissioner of Police
New York City

My dear Mr. Commissioner:

I was glad to get your letter of July 30th and to know that the cab-stand situation is to be given further attention as it has outgrown the plan adopted years ago.

I notice with interest your proposal of "hornless nights."

I believe I sent you a copy of the enclosed report from the Paris Herald before but am not positive. When they adopted "hornless nights" in London they sent letters out to all householders. I don't think this is necessary and it would be very expensive but a letter to the papers requesting them to print a notice from you in regard to noiseless nights would be ample.

Anything new always brings criticism but if the new thing is to the advantage of the people, criticism dies out within a short time. To illustrate this, in 1909 they adopted One-Way Streets in Paris and continued adopting them right along. In 1910, I stood on the corner when they put One-Way Traffic in the Rue Daunou and Rue de Capucines. Immediately it seemed as if there was very little traffic on both streets because the vehicles kept going ahead towards their destinations and there was ample room to stop before the shops. The shop-keepers on these streets, however, became alarmed and got up a petition to the Police Department asking them to discontinue the rule. An article by me was written at the request of the Police Department which was published extensively explaining that more vehicles had passed their shops than ever before and those who wanted to make purchases had been able to stop and do so.

I enclose copy of a clipping received this morning from an English paper from its correspondent in Geneva, also copy of an article published in the Paris Herald in relation to the requirement of efficient silencers on all motor-cycles.

Yours very sincerely,

WM. P. ENO.

In a letter from the National Highway Traffic Association, dated August 2d, 1935, I was advised as follows:

"It is a pleasure to inform you that the Board of Trustees has elected you an Honorary President of the National Highway Traffic Association, which election it is hoped you will accept."

The New York Times
New York City

August 6, 1935.

Mr. William P. Eno
Saugatuck
Connecticut

Dear Mr. Eno:

I was glad to receive your letter with its interesting enclosures. I had hoped to reproduce the latter on the automobile page but when I called Commissioner Valentine's office to ask him to comment on his suggestion for "hornless nights," I was told that he did not wish to make this suggestion public. I know that the Police Department wants the order for hornless nights to come from the Board of Aldermen, because they are afraid that if it is a police edict it will make the Department unpopular and the Commissioner is anxious to maintain friendly relations between the public and the Police.

If it is agreeable to you I will be glad to reproduce the latter part of your letter as a recommendation to the Police Department for hornless nights without mentioning the Commissioner's endorsement of the idea.

Hoping to see you in the near future, I am

Sincerely,

JAMES O. SPEARING,
Automobile Editor.

August 9, 1935.

Professor A. H. Blanchard, Executive Director
National Highway Traffic Association
Providence, Rhode Island

My dear Professor Blanchard:

Your letter of August 2d received. It gives me great pleasure to accept the honor of being elected Honorary President of the National Highway Traffic Association.

I may have written you from Paris that I was busy there and in London on the question of noise reduction. It is really pleasant to work with foreign countries because if they think what you are trying to do is for the public benefit, they give you splendid support. For instance, twenty-four papers abroad published thirty-nine articles as a help to me in my work and all the officials in London were, as usual, most sympathetic and encouraging. I was with them for four days, mostly at my hotel and on the streets. As I had no time to go to New Scotland Yard they were so very kind as to come to me.

I am enclosing you a reprint which I had made to assist in my talk before the American Club in Paris, after which they took a vote, which was unanimous, to do all they could to help.

With kindest regards,

Yours most sincerely,

WM. P. ENO.

Domaine de la Valliera
Gairaut Superieur
Nice

August 12, 1935.

Dear Mr. Eno:

Your very interesting letter, together with the newspaper clippings, reached me in good time, and it strikes me forcibly that, perhaps, the best thing I could do towards realizing the purpose I have had in mind for such a long time, viz: to combat and reduce the appalling number of casualties due to road accidents, would be to act on your suggestion and organize a Home Defense League. I will certainly give the subject considerable thought on my return, which will probably be early next month.

It would be interesting to know to what extent motor accidents have been reduced as a direct result of the method you introduced of stopping the use of the motor horn almost completely. You certainly were most successful in carrying out that idea and the results achieved must give you unlimited satisfaction.

Very truly yours,

J. W. PATTERSON.

Shortly after I returned from Paris, notices about the Police Department and Mayor of New York taking a great interest in stopping motor horns appeared in the newspapers more or less for months but nothing of consequence has so far been accomplished and lately many protests have been printed in the papers. All this leads one towards the conclusion that the authorities take no interest and will not until forced to do so by public opinion. Details of this can be found in the scrap books under appropriate dates. The authorities, however, have been furnished with all the material necessary to enable them to easily put in operation effective means to accomplish this much desired reform.

Parquet du Tribunal
De 1-re Instance
De Bruxelles

Brussels,
October 29, 1935.

Dear Mr. Eno,

I thank you so much for sending to me the pamphlet entitled "Sidewalks."

Owing to the great density of our population in Belgium, it will, I can assure you, interest very much our traffic board, to which I gave it for consideration.

Hoping you are in good health, I remain
Yours very sincerely,

F. E. LOUWAGE,
Commissaire en Chef
aux Délégations Judiciaires.

Préfecture de Police
Cabinet du Préfet

Paris,
October 29, 1935.

Mon cher Président,

Vous avez bien voulu me faire connaître que votre Fondation m'avait élu Conseil Honoraire.

J'ai été très sensible au témoignage que m'apporte votre lettre et je m'empresse de vous remercier bien vivement.

Avec mon meilleur souvenir, veuillez agréer, Mon cher President, l'assurance de ma considération la plus distinguée.

Le Préfet de Police

LANGERON.

Traffic Department
New Scotland Yard

London, S. W. 1,
Nov. 2, 1935.

Dear Mr. Eno:

In reply to your kind letter, I esteem it an honour to have been appointed on the Honorary Advisory Council of the Eno Foundation for Highway Traffic Regulation and thank you for your kind remarks about me.

I am enclosing a booklet showing the traffic arrangements made for the Silver Jubilee and trust it will be of interest to you. The arrangements made for getting the 70,000 school children to and from their homes is a matter we can all look back upon with pride, not a minute late in the scheduled time and not an accident of any kind.

Again thanking you for your kindness to me and hoping you are well.

Yours very sincerely,

JOHN DAY,
Superintendent.

CHAPTER X

Back to the United States on Traffic Control

On November 3, 1935, the New York Times published my article entitled "Today's Traffic Regulations Need Detailed Development — Much Has Been Accomplished but There Should be Intensive Modernization — Suggestions for Improvement Made."

On November 17, the Bridgeport Post published a major article, written at their request, entitled "Universal Traffic System Urged by William P. Eno."

Préfecture de Police
Cabinet du Préfet

Paris,
November 25, 1935.

Mon cher Mr. Eno:

J'ai été très sensible à votre aimable lettre et aux sentiments que vous m'exprimez et je vous en remercie très vivement.

Veillez agréer, Mon cher Président, l'assurance de ma considération la plus distinguée.

Le Préfet de Police,
LANGERON.

53 Avenue d'Iena,
Paris,
December 26, 1935.

My dear friend:

In the middle of the hardships engulfing nations and individuals, there are some instants of pleasant relaxation.

One of them was the reading of the letter from the Secretary of State for Foreign Affairs signed by M. de Fougères informing me that my recommendation for the promotion from Knight to Officer of the Legion of Honor of Wm. P. Eno had been carried out.

I sent you immediately a short cable and received the answer 7 hours later.

This shows that the mention "deferred," which *crisis, economy* obliged me to use, had not delayed the transmission to an appreciable degree.

I have received your Christmas cordial wishes. Although a little stale now, I am sending similar ones impregnated with great affection.

P. BUNAU-VARILLA.

Rider & Driver
January 1, 1936

Honor Where Honor is Due in Traffic Regulation
Many instances are on record of men and women who have performed

great public services without recognition beyond momentary acclaim and some not until they have long since passed away.

It is, therefore, noteworthy and of especial gratification to those who served with him, to record that Mr. William Phelps Eno has been honored by the French Government for his original creation of rules for the regulation of street and highway traffic.

The United Press reported from Paris, December 26th, that he had been promoted from Knight to Officer of the Legion of Honor.

Subscribers and readers of *The Rider & Driver* of three and a half decades ago will recall how Mr. Eno at the beginning of transport motorization started the movement for regulating traffic in New York City.

Through his initiatory and continuous efforts, traffic regulations have been gradually improved and are now more or less uniform in character throughout the civilized world.

New York has failed up to now to seize the opportunity for sharing credit at the place chosen for the introduction of this epochal contribution to mankind.

Through its Police Department and several of the civic societies and individuals it has carried on the work which Mr. Eno began.

Mayor La Guardia's noise suppressing campaign is the latest and most creditable of the city's traffic regulation achievements and the suppression of noise in Paris, some time ago, was one of the latest accomplishments for which the Legion of Honor decorated Mr. Eno.

In 1913, he introduced extra Isles of Safety on the Champs-Élysées and in 1909 One-Way Streets and "Le Système Eno" was officially adopted throughout Paris.

His first article, entitled "Reform in Our Street Traffic Most Urgently Needed" was published under date of January 20, 1900 in *The Rider & Driver*; continuously thereon other articles appeared and in 1902 the Block System at crossings and mounted policemen were introduced on Fifth Avenue and on October 30, 1903, a police traffic code covering "Rules of the Road" was adopted and the Bureau of Street Traffic created in the Police Department.

1 Camp View,
Wimbledon Common,
London,
January 3, 1936.

Dear Mr. Eno:

Thank you very much for sending me a copy of "Steadyflow" which I find most interesting.

I have not met Tripp for some months but hope to do so soon and discuss it with him.

I am delighted to hear of your well-deserved promotion in the Legion of Honor, a slight recognition of the work you have carried out for humanity. I always thought there was a lacuna in our Constitution, in

the absence of means for honoring "foreigners"—save the mark!—from whose brains and inspiration we have derived benefit.

With best regards to you

Yours ever,

FRANK ELLIOTT.

I deeply appreciated this letter for it came from my friend, another student of traffic regulation, who had been Assistant Police Commissioner in charge of London traffic for many years.

Ambassade de France
aux Etats-Unis
Washington, D. C.

January 15, 1936.

My dear Mr. Eno:

When your letter reached me, I was just writing to you in order to express how much I was gratified by the announcement of your promotion to the rank of "Officier de la Legion d'Honneur."

I thank you very much for the information you gave me regarding the efforts you made, in cooperation with the Paris Municipal authorities, with a view to abating the traffic noises, and I am pleased to see that your campaign has given already very tangible results.

Should it be convenient to you, I would be delighted to see you at the Chancery of the Embassy, 1601 V Street, on Friday morning, January 17th at 11h. 30 a. m.

I am, my dear Mr. Eno,

Yours very sincerely,

ANDRE DE LABOULAYE.

Préfecture de Police

January 24, 1936.

Mon Cher Monsieur ENO,

J'apprends par votre lettre et par la confirmation que je viens d'en avoir aux Affaires Étrangères, votre promotion comme Officier dans notre Ordre National de la Legion d'Honneur.

Je m'en rejouis pour vous et je vous en felicite en vous envoyant mes très bonnes amitiés.

GUICHARD.

LESS TOOTING OF HORNS AND GREATER SAFETY OF TRAFFIC

To the Editor of The American City:

The efforts now being made in some of our American cities to reduce the tooting of motor horns should be greatly encouraged by a knowledge of French, English and Italian experience.

Paris and London led the way in reducing the exasperating and usually unnecessary use of the motor horn. For some years past, both cities have suppressed motor horns at night, and Paris, on the Champs-Élysées, in the

day also. Lately, Italy, where traffic has been well regulated in other respects for several years, decided to follow the example of Paris and London, and stop motor horns at night. On May 3, 1934, all Italian municipalities were accordingly authorized to forbid sound signals at night. Rome started first, then Milan, Naples and other cities followed. The authorities found it so satisfactory that on December 15 of that year it was decreed that no motor horns were to be used night or day within a certain number of kilometers of cities.

This does not mean that a motor horn shall not be used in a traffic emergency to avoid an impending accident. In narrow streets, also, many of which have no sidewalks, the drivers gently tap the horn sufficiently loudly so that pedestrians ten or fifteen feet ahead can hear and step aside. These gentle tappings are less irritating than loud blasts right behind one, and are obeyed with far better grace.

Suppressing the motor horn, to the surprise of most people, has not increased accidents, but from what we can learn so far has considerably reduced them. It has made drivers more careful and pedestrians more considerate. The next step in reducing the noise of traffic should be a determined fight against squeaky brakes, cut-out and accelerator noises and the rattling of loose parts, and, last but not least, not allowing vehicles in bad order to be used at all on highways. On May 31, 1935, it was announced that in Italy motorcycles must thereafter be equipped with effective silencers.

On July 10, 1935, there began a "Silence Week" in Zurich, with a decrease of accidents reported.

In September, Finland silenced motor horns, street-car bells, traffic whistles, hand-organs and the cries of hucksters, newsboys and sidewalk orators.

On October 1, the campaign to prohibit unnecessary noise was begun in New York. We have come late into this campaign, but that should not prevent the work from being done effectively, especially as we have had the example of other countries to go by.

WILLIAM PHELPS ENO.

Saugatuck, Conn.,
January 14, 1936.

Editorial Note.—The writer of the foregoing letter is well known to many readers of *The American City* as founder and Chairman of the Board of the Eno Foundation for Highway Traffic Regulation, Inc. It may not be so generally known as yet that on December 26, 1935, Mr. Eno was promoted from Knight to Officer of the Legion of Honor of France, in recognition of his aid in suppressing noise and controlling traffic.

Kotsu Kyokai
(Traffic Safety Association)

Tokyo, March 25, 1936.

Dear Mr. Eno:

Understanding that your name has long been a watchword in traffic regulation in Europe as well as in America, we have taken this opportunity

of introducing ourselves as the oldest traffic association in this country. With her population increasing at a remarkable rate every year, Japan now is confronted with a serious task of solving her traffic problem. Our association was born to look after that job, the job of taking care of the empire's traffic troubles.

In order to let you know the activities of our association, we have mailed to you, under separate cover, a copy of our monthly organ, and expect to send you additional information regarding the recent progress of traffic regulation in Japan.

To a country like Japan where the traffic regulation work has started comparatively in recent years, advices and suggestions of predecessors prove to be a valuable guidance.

We highly appreciate, therefore, any advices and suggestions which you may be able to give in connection with better traffic in bigger cities. Any publications regarding traffic control are also highly welcome.

Very truly yours,

K. FUSHIJUMA.

In July, 1936 I received a book entitled "Bilismens Signalsystem" by Hugo Carlin of Stockholm, Sweden, in which he courteously published my photograph and referred to my work.

In July, 1936 M. Guichard was retired, on account of age limit, from the Administration of the Police Department of Paris after a whole life devoted to its work. This is much to be regretted as M. Guichard was second to none in ability and he and I worked together for many years with great satisfaction, at least to me, for I could not have accomplished nearly as much as I did in France without his able assistance.

National Safety Council
20 N. Wacker Drive

Chicago, September 19, 1936.

Dear Mr. Eno:

I certainly have not forgotten you, and I often think of you. As a quarter of a century has rolled along (the National Safety Council is now 23 years old) I think of the pioneering you and others of us have done on this whole national safety problem. The time is coming soon when there will be an important historical resume prepared of the experience. I hope you got satisfaction in the fact that 250,000 lives have been saved by this constructive effort. I keep in touch with the activities of every country in the world (the National Safety Council has members in 34 foreign countries) and I know that the Safety problem is better understood in America; there is more being done to stop highway and other accidents than in any country in the world. It is typical of United States enterprise, patience and constructive effort.

I never go to Washington without remembering that you are a citizen there, but somehow or other I have felt I ought not bother you. It would give me pleasure to interchange with you thoughts on highway traffic and safety.

With cordial regards,

Sincerely yours,

W. H. CAMERON,
Managing Director.

City Court of Bridgeport
Bridgeport, Connecticut

September 26, 1936.

Dear Mr. Eno:

Thank you for your courteous telegram of acceptance for speaking engagement before the Rotary Club of Bridgeport, on Tuesday, October 6th, at 12:15 o'clock at the Stratfield Hotel. I will be looking for you at the hotel prior to the time set for the luncheon.

If you care to have a particular subject announced, I would be glad to have you let me know, and, also, I would be pleased to receive a photograph suitable for newspaper cut purposes.

Thanking you again and anticipating the pleasure of meeting you, I remain,

Yours sincerely,

PAUL MILLER,
Judge.

I prepared an address for this meeting but was taken ill and Professor Tilden very kindly read it and the papers of Bridgeport published it in whole and in part.

New Scotland Yard
London, S. W. 1

October 6, 1936.

Dear Mr. Eno:

I was extremely pleased to hear from you and I want to thank you for your kind words to me, which, coming from the pioneer of modern traffic science gives me great encouragement.

It is my ambition to do as much as I am able, in the cause of traffic, so that I shall leave it in a better condition than I found it.

Trusting you are well,

Yours very sincerely,

JOHN DAY,
Superintendent.

Department of Police
Bridgeport, Conn.

December 1, 1936.

My dear Mr. Eno:

We are about to form the first Junior Traffic Safety Commission in the country, composed of 200 students of the High Schools in Bridgeport, Stratford, Fairfield and Westport. They will work in conjunction with our Senior Traffic Safety Commission, of which Judge Paul L. Miller is Chairman.

The meeting to organize the Junior Commission has been called for Wednesday evening, December 9th, 1936 at 7:30 P. M. at the Bridgeport Public Library. We expect Motor Vehicle Commissioner Michael A. Connor with us on this occasion.

It is the earnest desire of Judge Miller and myself that you be with us, as our special guest, on the evening of this formation. We will certainly appreciate the honor of the Joint Commission being honored by your presence and for what constructive advice you may be able to give on the occasion of the formation.

Awaiting your advice and with my very kindest personal regards, I am,
Cordially yours,

CHARLES A. WHEELER,
Superintendent of Police.

I accepted this invitation and gave a short extemporaneous talk at the meeting, quoted in the Bridgeport papers.

December 11, 1936.

Mr. Burton W. Marsh, Director
Safety and Traffic Engineering Department
American Automobile Association
Washington, D. C.

My dear Mr. Marsh:

Your letter of December 4th received and I am very glad that you are going to take up such an important question as Pedestrian Aids. I am also glad that you have picked out Professor Cox. Some years ago, we worked together at the request of the Governor of Pennsylvania to try and straighten out a very bad traffic spot in Harrisburg. You will find a diagram of our recommendation on page 99 of "Simplification of Highway Traffic." I still think this plan, if it had had more enthusiastic support, would have been most useful but often jealousy enters into such matters through the fear of local authorities that they will lose something on account of having somebody else do what they have failed to do.

To my mind, Professor Cox is as competent as anybody for this job. He is a member of our organization and I should be very glad if I can be of any assistance to him or to you in this matter.

I think you probably have seen the enclosed pamphlet, "How Traffic Regulation May Be Improved in Town and Country," which is along the lines of what you propose but not sufficient to meet the requirements. I should be pleased to have any suggestions you would like to make and should you be in New York at any time I should be more than delighted if you could run up here as we are only an hour away by train.

At the end of your letter in the next to the last paragraph you say "they will be helpful if they can be promptly given." Just how promptly do you mean? Do you want them within a week or a month? I am pretty busy on other things but I shall put them aside so as to have the data I am going to send ready when required.

Yours most sincerely,

WM. P. ENO.

Suggestions to Professor Wm. J. Cox for his Pedestrian Aids Manual:

In the different matters I am going to discuss, I am giving references to the books I have written which treat each subject in detail.

First of all, neither pedestrian, driver or occupants of cars can be made much safer without two things being done. First, speed must be controlled within reason so that the poorest driver legally authorized to drive can drive safely. Second, the unfit drivers who already have permits should be gradually eliminated. No unfit driver in future should be allowed to get a permit. For other things necessary, see pages 14 and 15 of the "Supplement."

Refuges

Long before traffic regulation was even thought of in America, European countries had installed many refuges (Isles of Safety) for pedestrians. This I personally know as they were in place in London, Paris and other European cities when I first visited there in 1868 and they have been and are being very much increased on account of their extreme value. It is incomprehensible how the people of this country have failed to realize their enormous usefulness not only for the safety of pedestrians but in canalizing vehicular traffic. See page 65 of "Simplification." Note refuges on the Champs-Élysées. Sets of these extend clear down to the Place de la Concorde. There were originally only two in each set up to 1913 when the authorities became convinced that there should be three and so the two existing ones were spread apart and another one put between, making it easy to cross, whereas before it had been extremely dangerous. The measurements were furnished when my drawing was given them. See page 196 of "Simplification," also pages 66, 72, 78 (Fig. 38), 81, 82, 83, 96, 97, 99, 111 (text), 112, 113, 114, 136 and in the Supplement, see pages 12 and 13. Fairly good refuges can be made with traffic mushrooms and signs but they are better raised, except in the center. Turn again to page 114 of "Simplification" and note that prohibited, restricted and danger

zones are so closely connected with the so-called refuges that they may be considered at the same time.

Crosswalks

For convenience I now refer to Chapter VII of the Supplement which has connection with getting across streets. Page 21, Vehicle Actuated Lights and Pedestrian Button Traffic Stops, page 22, Bridges and Tunnels and the second paragraph on the same page refers back to Refuges. This article I shall suggest be read again as I shall refer to it further on in this paper.

Crosswalks in our cities are now pretty generally marked by white lines or metal studs. Traffic studs and paint lines were originated in this country, were recommended to the authorities in Paris and first put in use there in 1927. They were made by cutting discs out of sheet zinc and fastened down with carpet tacks until I returned home and sent samples of ours. These, in many forms, have since been used in England, some being oblong, some square, some round and some in the form of bricks which are inserted in the pavement and in Germany others are made by strips of white asphalt. Every city and town should use some effective marking at every crosswalk, whether at the end of a block or intermediate. Crosswalks also should be indicated by signs or pedestrian beacons. See page 30 of "Simplification." Figure 7 gives a sign denoting crosswalk and three denoting refuge, prohibited zone and restricted zone. However, better than the one for crosswalk on page 32 is a pedestrian beacon now used in England. It is a round globe about 12 inches in diameter, mounted on an iron stanchion with black and white bands, inserted in the sidewalk where each crosswalk starts. As a good many of the glass ones have been broken, they are now experimenting with hollow iron ones. The other signs referred to at the bottom of page 32 are I think as well designed for use as they can be. Crosswalks should always be laid out by an experienced traffic engineer. Those at right angled intersections as shown on page 72 of "Simplification" are safer than diagonal ones, since at intersections, when crossing the street one should always edge away from traffic so as to keep outside of the traffic whirlpool where one is most apt to be struck. For intersections not at a right angle, see pages 74, 75, 79, 80, 82, 83, 84, 96, 97, 98, 99, 120, 136 of "Simplification." Crosswalks are generally badly laid out not only in this country but elsewhere. Long diagonal ones are especially dangerous. See diagrams on pages 13, 67 (Fig. 25), 72, 74, 75, 79, 80, 81, 82, 83, 84, 96, 97, 99, text on pages 110 and 111, diagrams on pages 112, 114, 120, 136. See pages 12 and 13 and Chapter VII, pages 20, 21 and 22 of the Supplement.

Rotary Traffic

Rotary traffic was first put in effect at Columbus Circle in 1905 where it has never been properly laid out. It has been taken out

from time to time and then put back, due to lack of knowledge of officials to apply it properly. It should now be scientifically laid out by somebody who knows and kept in permanently as it is the only method by which traffic at that point can be fairly well handled. There are many places where it can be employed which are not circles. See, for instance, Fig. 22 on page 65 and Fig. 23 on page 66. It took over fifteen years to get this done but it is perhaps the most outstandingly successful example ever applied. It works beautifully also at right angled intersections. See Fig. 29 on page 72 of "Simplification" (at the top, cut out "5th Avenue" as that was put in by mistake). For acute angles also, see diagrams on pages 74 and 75 of "Simplification" and at regular places, see pages 79, 80, 82 and 83 and for method of laying out, see page 84. Other examples can be found on pages 97 and 99. If understood and scientifically employed, rotary traffic will solve many questions in this country now unsolved as it has for European countries.

Sidewalks and Footpaths

See Eno Foundation Bulletin No. 1 entitled "Sidewalks" printed in 1935 and Supplement, Chapter VII, pages 20, 21 and 22. See also pamphlet of American Society of Municipal Engineers.

Right of Way and Block System in Relation to Pedestrian Traffic

For giving the Right of Way to the vehicle on the left instead of on the right, see pages 17 and 18 of the Supplement or pages 15 and 16 of "Simplification." Besides advantages noted, this will also make it safer for pedestrians, because when crossing, the block will be outside of the intersection instead of within it. Refer to the Block System on pages 55, 56, 57, 58 and 59 of "Simplification." See especially on page 56 the second paragraph in relation to a complete block when any block is used. Application of this principle will reduce danger to pedestrians considerably.

One-Way Streets

One-Way Streets were put in effect in this country first in 1905, in France in 1909, in England in 1926, although it may have been in 1925. See "Simplification" Part III, pages 52, 53, 54, 55. One-Way Traffic streets, if at all wide, need refuges more than other streets for the reason that it is unsafe to cross more than two lines of vehicles going in the same direction. This is the reason why I introduced the third refuge on the Champs-Élysées so as to make crossings safe when before it was extremely hazardous and often people were marooned on the refuges.

For printed safety rules for pedestrians, see page 13 of "Simplification." See marginal notes and also marginal notes on the other five pages of the Code.

Paris,

January 14, 1937.

J'ai été enchanté Mon Cher Monsieur Eno de recevoir votre portrait aussi aimablement dédicacé. Cela ni a fait plaisir de vous envoyer le mien et c'est probablement le seul voyage que je pourrai désormais, faire aux Etats-Unis, puisque j'ai quitté l'Administration.

Je conserve l'espoir de vous voir à Paris avec Madame Eno à laquelle je vous prie de vouloir bien prausmettre mon sympathique souvenir.

Et je vous dis toutes mes amitiés avec mes meilleurs voeux pour la nouvelle année.

GUICHARD.

Early in 1937 I received a letter from Mr. Octave Gonzalez Roura, Docteur en Droit & Sciences Sociales de L'Universite de Buenos Aires, Ancien Secretaire du Tribunal Correctionnel, 18 Rue des Pyramides, Paris. Paris.

Mr. Roura sent me a copy of a pamphlet he had written entitled "Nociones Elementales de Transito Edilicio" which contained complimentary references to my work. We have had a great deal of correspondence on the work he is trying to do. His last letter to me was dated November 9th, 1936, and on about November 20th, 1936, the first volume of his excellent book, written in Spanish arrived, most courteously inscribed to me and containing in the text many passages which I deeply appreciate. Mr. Roura is, I believe, later to translate this book into French which will be most interesting to students of traffic.

Translation of Extract from Pamphlet Entitled "Nociones Elementales de Transito Edilicio"—by Dr. Octavio Gonzalez Roura

Mr. Phelps Eno

To organize the traffic of Buenos Aires means to tackle the problem from the bottom, to destroy all the existing conditions and from there begin again. The lack of foresight and the faults are so great that they do not permit remedy. Sickness does not allow half-way measures: it is necessary to operate and with a good surgeon.

There exists for this purpose a gentleman called William Phelps Eno. In France they call him "Le père du sens unique"—father of one-way traffic. He is in reality the first traffic technician of the whole world. He is actually, I believe, sixty years old. In 1890, he began to study the movement of vehicles in the streets of New York. Seventeen years later, M. Lépine, préfet of police of Paris, requested his services. Afterward he was called to London, Berlin and Rome. He has organized the traffic of nearly all the great cities of the world. Japan sent to him a delegation of experts desirous of seeking his advice. Mr. Eno began

work in Paris, in 1909, and two years later placed on the Place de la Etoile what is there called "le trafic tournant"—rotary traffic. He has written a book called "Le Problème de la Circulation" about which no police officer, no specialist of transport does not know either in America or in Europe. Every so often, as new problems were presented to it, Paris asked again the services of the sympathetic American, whose reputation no one disputes and who through his inventions has saved the lives of thousands of travelers. Therefore, Mssrs. Lépine, Chiappe, Guichard, worked with him. Really no one is unacquainted with him, since even the drivers of Paris—a picturesque detail—named Mr. Eno an honorary member of their Syndicate.

I am not going to ask if our officials know this personage, for I have promised not to be facetious. It occurs to me, in every case, that this problem so great, and so complicated, of the traffic of Buenos Aires, could be solved by inviting Mr. Eno to visit us. If, through exaggeration of the national feeling, it is not desired to have a foreigner intervene, let the Argentines then go to Europe and to North America and study there the theory and practice of these problems. Let them read, at least, the book of Mr. Eno and drive their own vehicles in the traffic of London, Paris and New York. Let them do all this, moreover, before asking or accepting titles of technical character. There exists here the custom of designating persons for such duties and of sending them thereafter abroad to take up special studies. This is not an original proceeding, since in the majority of the other countries it is done just to the contrary. They appoint him who has already learned, him who already knows, not him who says that "he is going to study." Neither is it possible for committees of officials to solve this type of problem. The committees constitute a weakness essentially Argentinian. They cost more dearly, they waste time, they enter into useless discussions, they end up with internal politics, and only in exceptional cases do they do anything concrete. The problems of traffic, the same as those of other problems in general, encounter solutions more rapid, more organized and harmonious, provided their study is entrusted to one person alone, provided that he be a true technician and not one who is merely intrigued by the subject. There is also prejudice in believing—except in regard to the construction of highways—that they ought to be engineers, precisely engineers, those charged with such an undertaking. I personally have great respect for mathematics. They discipline the intelligence and teach one to reason in a simple and direct form. But traffic is above all a question of logic, of experience, of good sense. Chiappe, one of the best préfets that Paris has found, to whose work is due the perfection of the traffic of that city, is not an engineer, not even an architect. He was born in Corsica, that is all there is known about him. But he possesses the fundamentals; experience, good sense.

In reality, in order to appreciate personally the excellence and the effects of the different systems in use in the foreign capitals, it is indispensable to be a driver. The importance of the driver appears so decisive that, not many years ago, when the chief of police of London

went to Paris to study the traffic of that city and to try to see what were the characteristics applicable to London traffic, on returning to his own country, his conclusion was the following: "In order to improve the traffic of London, the best thing would be to confer with the French drivers." Consequently, the French driver is ahead of all others in ability and discipline. And Paris, the most complicated city of the world, offers to the attentive observer the easiest and most agreeable traffic. The Frenchman, always complaining as is his temperament, keeps open in a superlative degree the critical spirit and protests thus each day against the inconveniences of the traffic of its marvelous capital. As he travels little, he is ignorant of the fact that that of Paris compared with that of other capitals, constitutes perfection itself. It is necessary to have gone to Berlin, to London, to New York, to Buenos Aires, to Amsterdam and to Prague, in order to appreciate the simplicity of the Parisien organization. No city presents so many complications. And notwithstanding, in no city is it possible to move about with more freedom or more speed. And the system is simple, and represents a minimum of organization. Of this consists its secret, in having known how to avoid the excessive mechanical methods of Berlin, for example, and still permit, within certain fundamental rules, all the liberty possible.

But it is necessary to heed these fundamental rules which justly are conspicuous by their absence in Buenos Aires, and, on the other hand, are observed in Lima, Santiago de Chile, Montevideo, San Pablo and even in the port of Santos. If by chance they exist among us, lost among the thousand and one municipal ordinances that no one knows, as they are not applied, it is practically the same as if they did not exist. I declare with all sincerity that I have not been able to separate the truth from the falsity of so many disorderly and contradictory official papers. In truth, that which is vital is that to which one applies himself and from the little that I have seen, that to which one has applied himself is bad and the rest (of the towns) would be apt to adopt it.

Synopsis of "Transito a La Derecha"

The author suggests that the first modification that Buenos Aires would have to adopt would be to adopt driving on the right hand side of the road instead of on the left. England is the only great country that has this rule and evidently introduced it in Argentina. All the other countries, even in South America, drive on the right. And, he points out, isn't it a coincidence that Buenos Aires together with London have the greatest number of traffic accidents? Then too, by driving on the left man is going contrary to nature, for in most cases, he does everything right-handed naturally and automatically. In diagram A the danger is that the driver does not follow the dotted line but cuts around the corner and endangers car B. Another factor is that tourists, the majority of whom are used to driving on the right, visit Argentina and endanger the lives of drivers, pedestrians and cyclists. Does Argentina have to follow England which has an absurd rule such as this as well as a complicated monetary and metrical system?

1 Camp View,
Wimbledon Common,
S. W. 19,
January 31, 1937.

Dear Mr. Eno:

Thank you very much for your letter of December 28th and for that excellent photo which I will always treasure. Please forgive my delay in writing due to my being on the sick list and forbidden correspondence.

I quite forget if you have a photo of myself. If not, I will hasten to repair the omission; only let me know if you prefer mufti or uniform.

We are reading with sorrow and sympathy of your terrible floods. It is a fearful dispensation, which has caused grief to all lovers of America here.

My wife and I trust that Mrs. Eno and yourself are well and we live in hope of your coming over here possibly this year.

Yours ever,

FRANK ELLIOTT.

February 4, 1937.

Mr. Octave Gonzalez Roura
Bureaux Transferes
18 Rue des Pyramides
Paris

My dear Mr. Roura:

Your valued letter and pamphlet have just been received and I am writing now simply to tell you that I have received them, that I appreciate them greatly and will write you again in a few days as soon as I can get time.

You evidently know a great deal about traffic and I am anxious to get into communication with people who have really given the subject study. I shall, therefore, send you in a day or two some books on traffic.

I may say now that, unfortunately, I am not sixty years old as you suggest but seventy-eight and I probably have not many more years to devote to this work.

I shall send you, in addition to the books, some introductions to people in Paris, one to my good friend M. Paul Guichard, 3 Place St. Michel, with whom I have been working since 1920. He is one of the few men I have come across who knows a lot about traffic and with whom it has been a great pleasure to cooperate. I don't think I could have accomplished so very much in Paris had it not been for his open-mindedness and appreciation of the value of the work. I shall also give you a letter to M. William Dumont, 124 Rue Bleue, who has translated my articles since 1909 and also my book to which you allude, "Le Problème de la Circulation." I think M. Guichard may have a spare copy of this publication and perhaps M. Dumont has. If not, you will find one,

undoubtedly, in the Bibliothèque Nationale, to which I sent one year ago at their request.

I am enclosing you a few of the articles which appeared in the Paris papers during the time I was in Paris year before last, working at that time particularly on the reduction of noise. I am also enclosing my last publication entitled "How Traffic Regulation May Be Improved in Town and Country" which gives an account of the work done on reduction of noise and some other things, which I trust may be of some interest.

If you have any translations to be made into English from French, I feel sure that M. Dumont would do them economically and well.

Will you kindly let me know if you receive this letter promptly as I have had considerable trouble with letters not reaching their destination.

With deep appreciation of your courtesy, believe me,

Yours most sincerely,

WM. P. ENO.

Wuppertal,
Elberfeld,
February 6, 1937.

Dear Mr. Eno:

I certainly do always remember and remain thankful to you for your kindness to me during long years of common interest in traffic. It is a source of genuine personal satisfaction that you have honored me with your friendship and with sending me now your excellent photograph.

You will excuse, please my being a bit late with my answer. I was very much occupied in January and am profiting now for the first day of a trip to the snows to write to you. I am enclosing a portrait of my near neighborhood to show you where I am walking my tours on the ski.

In March I shall spend a week in Berlin for a conference. Berlin is progressing fast under Hitler's government. It is even a surprise to me to realize the change.

With best wishes,

Sincerely yours,

F. SEYFFARTH.

February 12, 1937.

My dear Elliott:

Your letter of January 31st reached me yesterday.

You did send me a photograph shortly after you were here and a very good one, in uniform, so did Sir Hugh and I have an excellent one of Police Major Seyffarth, now in command of the Police Department in Elberfeld, Wuppertal. He is a splendid fellow whom I hope you will meet some day. Not long since, I received a nice photograph from M. Guichard.

I do hope sometime it will be possible for us to see you and Mrs. Elliott over here. I don't think we shall go abroad this year but hope to come next year. When there is a crowd as there will be this spring in London, my greatest desire is to keep out of it.

We are still in the country as I had business matters I had to stop for but I think we are going to start south by motor in a week or two.

The floods and strikes in this country are appalling. The floods are not sent by Russia but the strikes are and the sooner our people can be made to realize this, the better for all concerned.

Please remember me kindly to Mrs. Elliott, and believe me,

Yours most sincerely,

WM. P. ENO.

February 15, 1937.

Mr. Octave Gonzalez Roura
Bureaux Transferes
18 Rue des Pyramides
Paris, France

My dear Mr. Roura:

I am sending you today under separate cover copy of a book by Mr. Fritz Malcher who was a real genius on traffic problems. This book is well worth careful study. For about two years, Mr. Malcher worked with me on Foundation matters. It was a great misfortune that he died as he had talent and an original mind.

I am sending you copy of "Le Problème de la Circulation" as I find I have several more copies than I thought I had. I take pleasure also in sending you copy of "Science of Highway Traffic Regulation" published in 1920, copy of "Fundamentals of Highway Traffic Regulation" published in 1926 and copy of "Simplification of Highway Traffic" published in 1929, also a book by a Swedish gentleman, Mr. Hugo Carlin, entitled "Bilismens Signalsystem" which may be of interest.

Prior to 1929, Mr. Fujioka who was then in charge of traffic in Tokyo, translated "Science of Highway Traffic Regulation" and "Fundamentals of Highway Traffic Regulation" and afterwards wrote one of his own. He has now been relieved of traffic work in Tokyo and is at the head of the Police Department at Sappora, Hokkaido.

I am including with these books copy of one entitled "Motor Vehicle Speeds on Connecticut Highways" by Professor C. J. Tilden, President of my Foundation. The simple device explained in this book is increasing very fast and seems to be entirely satisfactory.

The letters of introduction I spoke of in my previous letter I will send you in a few days, also an account of my connection with traffic. You will find on pages 7, 8 and 9 of the Supplement a brief synopsis of the work done from 1899 through 1936.

Yours most sincerely,

WM. P. ENO.

Ambassade
de Belgique,
Washington, D. C.,
February 16, 1937.

Eno Foundation
Saugatuck
Fairfield County
Connecticut
Dear Sirs:

May I have recourse to your good offices in order to secure any available pamphlets or booklets issued by the Eno Foundation on the subject of traffic problems and their solution, regulations, etc.

Any literature which you may be able to send me will be highly appreciated.

Yours sincerely,
THE CHANCELLOR OF THE EMBASSY,
CHARLES LEINL.

February 17, 1937.

My dear Major Seyffarth,

Your letter of February 6th received this morning. It is always a pleasure to hear from you and I am sorry we do not both live in the same country so I could see you often. In the work which we have been doing, there are only a few who have real talent. I think you will find in Mr. Malcher's book much that is original and well worth studying. I was very sorry that he died. He had been working with me for about two years and was a member of our Board of Directors. I hear from his wife and mother occasionally. They live on the outskirts of Vienna.

I note that you are going to spend a week in Berlin and I am sorry I cannot be there with you. I notice what you say about Berlin progressing.

We are still in the country because I had so much to do here to try and straighten out financial affairs and to do some work for the Foundation but we are hoping to get away for a motor trip south within a week or two. I have not opened my house in Washington as that city has changed so much that I no longer feel very much at home there.

Most sincerely,

WM. P. ENO.

Tokyo, Japan,
March 9, 1937.

Dear Mr. Eno,

I thank you very much for your photograph. We are all delighted to look at the picture of our familiar friend.

With our thanks and best wishes,

Yours very truly,

SHIGERU MATSUI.

I received a letter dated April 15, 1937 from Mr. Ernest H. Peabody, President of the League for Less Noise in New York, asking me to write a letter to the Mayor of New York, to be included in a bound volume, requesting him to do something about noise. As I had already furnished the Mayor and also the Police Commissioner of New York full information as to how results in this campaign had been obtained in practically all European countries, I did not feel like communicating with them again as I considered the first attempt to help them had not been heeded.

In November, 1937, I received a book entitled "Transito" written by Octavio Gonzalez Roura, sent me by the author. On the flyleaf he inscribed in French "his great teacher, William Phelps Eno, testimony of admiration—O. G. Roura."

Keynote of book,
 "Don't refuse to profit by the
 past experience of others"
 William Phelps Eno

Extracts from this book, written in Spanish, follow:

"William Phelps Eno, whom the French call 'The Father of One-Way Traffic,' recommends in axiom form to each one who proposes to establish a system of traffic, 'Don't refuse to profit by the past experience of others.'"

In fact, nothing is more sensible, provided one knows how to profit by that experience in a judicious way. Treating of a country like ours, it is especially wise to insist on the primary importance of the psychological factor.

To conclude, I will repeat once again that *no system of lights, however perfect it may be, will succeed in solving by itself, anywhere, the problem of traffic. In certain cases, it will aid, nothing more.* The truly intricate problems can only be solved satisfactorily by means of the rotary traffic of Wm. Phelps Eno, the most elegant, the simplest, the most economical.

Let us note, finally, that the last two methods studied, end up definitely, by helping man.

To date, there has not been invented any mechanism capable of replacing completely the human intelligence. The theory of a book, the planes of an engineer, the apparatus industrially realized, are things which easily attract. But the technician who besides studying the problems in books, lived it, that is to say, in the street, for many years, as a pedestrian as well as a driver, knows very well that the secret of a good organization *consists primarily in the education of the public on the basis of certain well determined rules.*

This is also the opinion of Wm. Phelps Eno, of Guichard, De Courval, and Challier, all technicians who have *lived* the problem of traffic not

only as writers, facing a drawing desk, between compass and charts, but in the street as pedestrians and drivers, year after year, in the great European and American cities.

There is for me an ideal to attain in the matter of traffic—in the cities as well as on the highways: *Rotary Traffic*. The example of the Place de l'Étoile in Paris is worth more than a hundred books filled with theories and plans, since it represents experience, clear reality and eloquence that admits no discussions and places all authors in accord.

To this ideal it is necessary to aspire, constructing "rond points" at every new widening of streets, at each new cross-way of highways. By this means the problem of traffic will one day become so easy that the technician will almost be superfluous.

The New York Academy of Sciences
Central Park West at Seventy-ninth Street
New York, N. Y.

16 December, 1937.

Mr. William Phelps Eno
Eno Foundation for Highway Traffic Regulation
1771 N Street
Washington, D. C.
My dear Mr. Eno:

I take great pleasure in informing you that at the Annual Meeting held December 15, The New York Academy of Sciences, of which you are an Active Member, unanimously elected you a Fellow of the Academy in recognition of your achievements in Science.

Election of Fellowship is a distinguished honor, conferred on a limited number of Active Members who, in the estimation of the Council, have done outstanding work toward advancement of Science.

Very truly yours,

E. THOMAS MINER,
Assistant Recording Secretary.

CHAPTER XI

Continuation of Traffic Control in the United States
and through Correspondence in Foreign Countries

In February 1938, I took up correspondence with Mr. T. Elmer Transeau, Assistant Director of Traffic in Philadelphia, in regard to not allowing parking between 3:00 and 5:00 A. M. in such streets as the police may think it necessary, as they do in Philadelphia. This has worked extremely well and is worthy of serious consideration. Practically the same thing is done in London where they are very considerate and if a driver has a reasonable excuse for parking at that time, he is not molested.

University of Michigan
Ann Arbor
Department of Civil Engineering

March 8, 1938.

Dear Mr. Eno:

At the request of Professor C. J. Tilden, I am sending you under separate cover a copy of a report which I recently submitted to the City of Columbus, Ohio. Professor Tilden thought that this might be of interest to you.

I should like to take this opportunity to say that here at the University, where traffic engineering has been taught for nearly fourteen years, we fully appreciate the fact that you are really the father of modern traffic control, and we would greatly appreciate having an autographed photograph of you which we could frame and hang in our Transportation Library.

Very truly yours,

R. L. MORRISON,
*Professor of Highway
Engineering and Highway Transport.*

University of Michigan
Ann Arbor
Department of Civil Engineering

March 17, 1938.

My dear Mr. Eno:

I have just received the photograph which you were kind enough to send in response to my recent request, and we are having it framed to hang in our Transportation Library. The members of every class in traffic engineering for the past fourteen years have been told about your work and now they will be able to see your picture.

Also, I thank you very much for the book and pamphlet. We have copies of these in our Library but I appreciate having these additional copies which can be kept more conveniently for class reference.

Your invitation to visit you in Washington or Saugatuck is much appreciated and I shall try to take advantage of it the next time I am in Washington, as I have always wanted to have the pleasure of meeting you. I am usually in Washington once or twice a year as I always attend the meetings of the Highway Research Board, which are held in December, and occasionally make a trip in the meantime for some other purpose.

Sincerely yours,

R. L. MORRISON,
*Professor of Highway
Engineering and Highway Transport.*

Institute of Traffic Engineers
60 John Street
New York

April 7, 1938.

Dear Mr. Eno:

Upon behalf of the Institute of Traffic Engineers, I take pleasure in inviting you to attend the Institute dinner in New York at the Hotel Astor on Tuesday, April 19, as our guest.

You will, already, have received a program for this meeting and we sincerely hope that you can come.

As the earliest traffic specialist in the United States, we feel sure that your presence at this dinner would add much to the occasion.

Sincerely hoping that you will so favor us, I am,

Sincerely yours,

HAWLEY S. SIMPSON,
Vice President.

April 11, 1938.

Mr. Hawley S. Simpson, Vice President
Institute of Traffic Engineers
60 John Street
New York City

My dear Mr. Simpson:

The invitation to the dinner of the Institute of Traffic Engineers on Tuesday, April 19, at the Hotel Astor, sent through your courtesy, reached me here. I should have replied before but just returned from New York.

It will be a great pleasure to me to accept the invitation and I shall go to New York for that purpose.

Beginning work thirty-nine years ago next December reminds me of how lonely I was for many years, but what I hoped would happen has come to pass and the many organizations and individuals now interested in traffic safety and efficiency is a great satisfaction to me, especially the support of the Institute of Traffic Engineers, which sometime ago made me its first Honorary Member, and of such other organizations as

the American Automobile Association, the National Safety Council, the Bureau of Street Traffic Research and numerous others, all doing good work, which is ample reward for my participation in traffic problems.

Most sincerely yours,

WM. P. ENO.

July 16, 1938.

Mr. Ernest H. Peabody, President
League for Less Noise
580 Fifth Avenue
New York City

My dear Mr. Peabody:

Your letter of July 15th received this morning. I am very glad you have taken up the question of noise on the water. Although the Eno Foundation has not gone into this thoroughly, some years ago it did make an investigation as to what the law was and the results of this investigation are probably in my file somewhere and will be looked up later.

My recollection is that motors that can be heard over a mile away are taboo but the difficulty is how to enforce the law. In Norwalk, at that time, they had a harbormaster but he was paid so little that it would not pay for the gasolene necessary to chase offenders. If this could be rectified and the harbormaster paid for his time and gasolene, it would, I think, be a long step in advance. The taking off of mufflers should be severely punished.

The Foundation is intended to take up the subject of noise on land, in the air and on the sea. The most difficult thing to do will be the reduction of noise in the air on account of the unavoidable noise caused by the propeller but the engines can be silenced, I think, and the planes obliged to maintain a greater altitude.

Yours very sincerely,

WM. P. ENO.

At the request of "Safety" I wrote an article entitled "Forty Years of Traffic Safety" which was printed in their July, 1938 issue.

July 28, 1938.

Mr. N. Fujioka
Governor of Kagawa Prefecture
Takamatsu, Japan

My dear Mr. Fujioka:

I congratulate you on your promotion but shall be glad when you go back to Tokyo to attend to your duties there which you have done so well and for which you deserve so much praise.

I am enclosing you an article telling what I am doing. They expect to begin to lay the cellar walls this week.

In regard to the trouble between your country and China, I feel it is the duty of citizens of other countries to keep their hands off and to be

sure they are right before expressing an opinion. As you know, I have always been a good friend of Japan and I may say a good friend of China too and regret that there has been any trouble between the two. I had thought that if Japan did go to war, it would be against Russia where communism is rife. I must say that, in the main, the people of America do not understand the situation and are, up to the present time, very much opposed to the attack on China.

With kindest regards, believe me,

Yours most sincerely,

WM. P. ENO.

Excerpt from the July, 1938 Bulletin of the Institute of Traffic Engineers.

William P. Eno to Erect Traffic Laboratory

A highway safety laboratory will be erected in Saugatuck, Conn., by the Eno Foundation through contributions and funds made possible by William P. Eno (Honorary Member). Last week the ground was broken for the construction of the first building in the world to be dedicated solely to experiments and developments in highway traffic safety. The cubic footage totals about 125,000 and the building will be about 110 feet long and approximately 60 feet deep. It will be fire proofed and slate roofed. Rooms will be set aside for filing offices, traffic laboratories and libraries, traffic museum and assembly room and storage space.

Although it is not definite, as yet, just what manner or form of experimentation will be adopted, it is expected that the building will contain equipment for all kinds of traffic devices, miniature highways for experiments in flow of traffic and apparatus for propagation of highway safety dissemination. It is expected that the work of the foundation will dovetail with the highway work carried on at Yale. Professor Tilden, President of the Eno Foundation, is also Head of the Engineering Department at Yale.

One of the first things to go into the building will be Mr. Eno's thirty-nine scrap books on the subject of traffic engineering and traffic control. An invitation has been extended to the Institute to place all issues of the Proceedings in the library of this new building. It is expected that the building will be completed by January 1.

The Institute is indeed proud to have, as one of its members, Mr. Eno who has done so much to further traffic engineering not only in this country but in Europe, South America and Japan.

New Scotland Yard
London

1st September, 1938.

My dear Mr. Eno:

It is good of Mrs. Eno and you to send me your congratulations on my marriage and I very much appreciate your kind thought and the good wishes you send us.

I, too, am extremely sorry that, in a letter such as you send me, you should have to refer to the death of an old mutual friend. Superintendent Day's illness and death came as a great shock to all of us who had been associated with him here. He was only 44 years of age, but he had acquired an unrivalled knowledge of London traffic, and in a very real sense is irreplaceable on his particular side of the work. He had a number of friends on your side of the Atlantic, and we here are grateful to you for all you say about him.

I have just heard of your splendid gift at Saugatuck, and I look forward with great interest to a visit there when next I am able to come to the States.

With kindest regards and all good luck to the work of the Eno Foundation.

Yours very sincerely,

GILBERT CARMICHAEL.

In the October, 1938 issue of "The Rotarian" appeared an article entitled "Holiday From Death"—sub-heading—Motorists howled as Providence cut its speed limit to 25 miles an hour, but enlightened, they soon made it "the safest city." This article demonstrates what has been done and what can be done in most cities to reduce accidents if the matter is approached intelligently.

New York Times

October 16, 1938

**German Reckless Drivers
Will Have Tires Deflated**

Berlin, Oct. 15—A new order today said traffic police may deflate the tires of "road hogs" and reckless drivers right at the spot where they are caught.

Authorities explained the need of severe measures by the fact that despite more stringent control the annual average of 8,000 persons killed and 175,000 injured on Germany's highways remains almost stationary.

The tire deflation order will operate in cases where drivers pass on the wrong side of the road, neglect to slow down when approaching main roads or turn corners at excessive speeds.

Offenders also may be fined or have their licenses taken away for a period of one week to three months.

October 20, 1938.

My dear Oberstleutnant Seyffarth:

I think I sent you sometime ago an article from the Bridgeport Post and an article by me, both of which I hope arrived safely. I enclose herewith a partial list of things done by others and by me up to date. This list was made out by my secretary and I believe it is practically correct.

I am also enclosing copy of a clipping from the New York Times of October 16th and would like to know whether this report is true and what you think about it? It seems to me an excellent idea.

Now that the whole world seems to be in such a mixed-up condition, I wish I could be on the other side and find out just how bad things are. I am strongly of the opinion that Germany can do a splendid job in bringing about general peace and happiness for all.

With kindest regards, believe me

Yours most sincerely,

WM. P. ENO.

On November 4, 1938, the Town Weekly Magazine Section, which was inserted in many country papers throughout the United States, contained an article entitled "The History of Important Steps in the Growth of Traffic Regulation on the Public Highways is Virtually a Chronicle of the Life Work of William Phelps Eno, Father of the Modern Traffic System. Mr. Eno has, for 39 Years, Devoted his own Time and Money to Improving Traffic Conditions." This article is very well done.

Wuppertal, den,
November 12th, 1938.

Der Kommandeur
der Schutzpolizei

My dear Mr. Eno:

I was much pleased to hear from you with your letter of October 20th and read also with the greatest interest the articles you were kind enough to send me some time ago. It is to be admired how you continue your work on traffic and that you do not spare time or money. I wish you all success possible.

The clipping in the New York Times of October 16th that the police in Germany may deflate the tires of reckless drivers is correct. Of course, it must be done in a reasonable way. We avoid leaving the car on a main road and take care not to do damage to the car. The idea is to give the driver a lesson that is costing him some time.

Excellent is: *the traffic lesson we teach at Headquarters*. Offenders have to report at Police Headquarters, 50 at a time, where a police officer is keeping them for about 1 or 2 hours teaching them the rules of the road and how to behave on the highway. That is indeed of great success and if the police officer is the right man, his grown-up pupils will go back to their cars with the best intention to avoid accidents in the future.

I agree perfectly with your opinion that education is the best part of traffic regulation!

We are getting more and more cars very fast on account of the growing prosperity. The marvelous roads Hitler is building make driving more and more attractive. We have to look ahead and to give traffic education a proper place.

So far as to traffic. As to the political outlook I think that there is a good prospect that general peace is brought about by Mr. Chamberlain, if only he can continue his policy long enough, which he started by introducing confidence and good-will into his affairs with Mr. Hitler. Chamberlain and Daladier were the first statesmen in 20 years who no longer refused to take steps for the righting of wrongs admitted by everybody.

My best wishes and kindest regards to you,

Yours most sincerely,

F. SEYFFARTH.

On November 15, 1938, I received a letter from Mr. Otis Peabody Swift, one of the Administrative Executives of LIFE, asking me for certain information which was sent him from my files. On November 21st, he wrote me as follows:

L I F E
TIME AND LIFE
Rockefeller Center

November 21, 1938.

Dear Mr. Eno:

I have not only been interested but amazed by the documents which you have sent me with your letter of November 18, particularly by the "partial list" of the work accomplished since 1899.

When I look at the dates of the various progressive achievements, and realize that the first book on Traffic Regulation appeared in 1909, simultaneously with the birth of General Motors Corporation, I can understand for the first time what has always been a mystery to me, the really astounding way that, despite all our complaints about it, traffic is controlled in great metropolitan cities which were designed for a far simpler era. The wonder is not the appalling congestion of our cities; the wonder is that traffic moves at all! And your work, from the adoption of mounted traffic police in New York, through the designing of the traffic crows nest, creation of the Foundation, anti-noise campaigns, and the present plans for dedication of your building, gave me a real clue as to how it came about.

My own work here is in the administrative rather than the editorial end of Life, but I have taken the liberty of referring your most interesting letter and documents to the Editors today.

Sincerely yours,

OTIS PEABODY SWIFT,
Executive Officer.

November 22, 1938.

Mr. Otis Peabody Swift
 Life
 Time and Life Building
 New York City
 My dear Mr. Swift:

I am grateful for your kind note of November 21st. It is a great pleasure when anybody understands what I am trying to do and is kind enough to say so. Should you, at any time, be near me, I should be glad if you would give me a call. The telephone is Norwalk 67. Saugatuck is a village of Westport and my house is on the water, along the Shore Road. You can make it out as it is the only one with white columns.

I began writing a history of traffic about two years ago but owing to trouble with my eyes and insufficient assistance in this matter, I was obliged to stop. The work on this manuscript is up to 1935 and so three years have to be added to it before it is complete. This is more or less along the lines of human interest and will not give strictly scientific facts to any great extent but will refer to where they can be found in my books, scrap books and correspondence which are to be lodged in the new Traffic Building.

When I began the work in 1899, no country in the world had made any effort to regulate traffic, except England, but most of the countries were using pedestrian refuges which we have been so stupid in not adopting, for without them, many pedestrians are killed who would otherwise be saved.

Beginning work in 1899, the first articles were published in January, 1900 and the first set of Police Traffic Regulations in the world were officially adopted in New York City on October 30, 1903. You will find a reproduction of these in "Simplification of Highway Traffic" copy of which I am enclosing in this package. See pp. 144 to 147, inclusive. This book was published in 1929. Since then, although I have written numerous articles, the only one in pamphlet form is a Supplement to "Simplification," entitled "How Traffic Regulation May Be Improved in Town and Country," copy of which I also enclose.

I made all the revisions of the New York Police Traffic Regulations for about twelve years and was obliged to pay for the folders and placards for seven years as the Police had no fund upon which they could call. On pages 8 to 13, inclusive, of "Simplification" you will find the last revision which was not adopted, but I believe should be, with the exception of Article III. I am now making a revision of this Article, to be substituted for it. Otherwise, we see no necessity of changing anything else.

May I say that we do not believe in any Ordinance on Traffic, unless it be an enabling one. If you will refer to Part I—Division "A" of "Simplification"—page 17—paragraph entitled "Motor Vehicle Acts," you will find when I wrote this, I was in hopes that the States could get together and agree upon one set of Regulations and in the Supplement,

on pages 10 and 11, you will find other matter on this subject which may be of interest.

Referring back again to "Simplification"—on page 169 you will find a letter from me to Charles Thaddeus Terry and on page 170 his reply to me, dated February 19, 1920, in which he agrees with my views. I have come to the definite conclusion that the only way to get uniform Traffic Regulations is through a Police Code issued by the Federal Government which has power to regulate everything on Post Roads, Federal Roads and federally assisted roads and if these have to come under the Regulations, there would be no incentive for people meddling for the sake of the other roads. In other words, if you eliminate that unfortunate individual called the Traffic Expert, who knows everything without studying anything, you will go a long way toward good traffic control.

May I call your attention to Chapter 8 of the "Supplement" on Noise. Here in this country we are still suffering from useless noises which could be prevented if the police dared act and this brings to my mind the fact that if the police are not protected against politicians, we can never have an efficient force.

I think you will like the new Traffic Building which is now under roof. The furnace may be going tomorrow, thus making it possible to do all of the inside work before Spring, when it is to be dedicated. The building is strictly Colonial—in other words, good Georgian and simple to the last degree but I think with excellent proportions. I am sending you one or two clippings about this which may be of interest.

I hope you will pardon me for replying to your letter at such length but it seemed to deserve it. I hope if I can be of any assistance that you will call upon me.

My work lately has been more largely in foreign countries where they do not think they know so much but are more intelligent and open-minded.

Yours very sincerely,

WM. P. ENO.

November 25, 1938.

My dear Kommandeur Seyffarth,

I think your idea of deflating tires is excellent if, as you say, it is done in a reasonable way. There are a lot of reckless speeders that this would teach a lesson to.

I want very much to go to Germany again. I have never forgotten the courtesy I received there when with you.

I think you and I agree on the political outlook. No nation wants war but many of them are afraid some other nation does and they will not reduce armament until that idea is laid aside. I doubt if any quarrel between two persons or two nations has ever occurred when all the fault was on one side and so it depends mostly on whether the opposing sides

can approach the matter with an open mind and with sympathy for the other side.

Yours most sincerely,

WM. P. ENO.

Oberst der Schutzpolizei Seyffarth
Wuppertal—E.
Luisenstr. 33
Germany

Yale University,
Office of the President,
December 21, 1938.

My dear Mr. Eno:

I am deeply honored by your letter of December 19th informing me of my election as a member of the Board of Consultants of the Eno Foundation. I think you know the depth of my personal interest in the Foundation. I trust that I may be able to serve it effectively.

With constant appreciation, believe me,

Faithfully yours,

CHARLES SEYMOUR,
President.

An, to me, interesting short radio address was made by Cornelius O'Leary, Fourth Deputy Police Commissioner of New York, in charge of traffic, over W. M. C. A. on January 4, 1939, which can be found in the Scrap Books under appropriate date.

Safety Education Needed

"Holiday from Death," by T. E. and E. J. Murphy (October Rotarian), is one of the best articles that has lately appeared. . . .

There is no doubt in my mind that the two things which must be done definitely to decrease the number of accidents are (1) the limitation within reason of the speed rate and (2) so far as possible the elimination of the unfit driver, and now is the time to bring this matter to the attention of the public and especially to those whose work is devoted to the reduction of highway traffic accidents.

WM. P. ENO.
Chairman of the Board.

Eno Foundation for Highway
Traffic Control, Inc.
Saugatuck, Connecticut

* * *

(From The Rotarian Magazine for January, 1939)

Takamatsu, Shikoku, Japan,
January 9, 1939.

Dear Mr. Eno,

I have to ask your pardon for my having refrained from the greetings of New Year and Christmas, owing to the unfortunate death of my uncle at the end of last year.

On receiving a leaflet, "40 Years of Traffic Safety" and newspaper clippings you kindly sent me, I am so glad to know that you are in the unchangeable service of the welfare of the traffic world, for which I wish to tender my sincere respects and thanks.

The Kagawa Prefecture I am now in charge of is a small country-like Government district, still I am glad to say there are one or two towns where the Rotary System is well established. I am at present putting this in practice wherever it is needed. I can but feel happy to report to you that no people in our country are now unaware of this system, and the traffic safety is maintained with success.

To speak about the China problem, it is getting more and more important in this country and it is no doubt that Japan has no degree of antagonism against any country in the world, but the only thing that she is intending to carry out by putting almost all efforts for this war is to eliminate the Communist influence and power out of the Far East. This work, I am sure, will by and by be realized by the world, and accomplished by us successfully at the earliest possible date.

Respectfully yours,

NAGATOSHI FUJIOKA,
Governor, Kagawa Prefecture.

February 4, 1939.

Mr. Nagatoshi Fujioka,
Governor, Kagawa Prefecture
Takamatsu, Shikoku
Japan

My dear Mr. Fujioka:

I was delighted to get your letter, dated January 9th, this morning but very sorry indeed to learn of your bereavement.

I am enclosing you some articles about the new building here which is now nearing completion.

I am glad the Rotary System is well established in Japan and I hope they are putting it in under your supervision or that of some other competent traffic engineer. Many of the rotary plans here have been laid out by policemen or by so-called traffic experts and, although in practically every case, they have benefited traffic, they have not been nearly so useful as they could have been had they been laid out in the light of experience.

I am interested in what you say about the China problem. I have always believed that communism was our worst menace but in combating that or anything else, it should be done with the least harm to civilians

and non-combatants. That is why Americans don't like it but I think that the majority are beginning to realize that it must be controlled if democracy is to live.

I shall look forward to hearing from you soon again.

With kindest regards, believe me,

Yours most sincerely,

WM. P. ENO.

Fairfield County Planning Association, Inc.
Office, Chamber of Commerce
Bridgeport, Conn.

March 31, 1939.

Mr. William P. Eno
Saugatuck
Connecticut

Dear Mr. Eno:

We were delighted with the opportunity of going through the memorial building. We believe it is distinctive in this country, at least we know of no other building devoted to traffic research. It strikes us, with the tremendous traffic burden on the highways and the great need for more experimentation and a more general use of the principles and policies which have been found good, your decision to establish a place where the records of your own accomplishments can be housed and future experiments can be carried on is most wise.

We will be very much interested sometime in hearing about your plans for the use of the building. It must be a great joy to have it develop under your eyes.

Please accept the two pictorial maps of Fairfield County which are being forwarded as our modest contribution to your new building.

Very sincerely yours,
FAIRFIELD COUNTY PLANNING ASSOCIATION, INC.,
FLAVEL SHURTLEFF,
Counsel.

Excerpt from Mrs. Frank Elliott's letter to Wm. P. Eno, April 7, 1939:

"My husband always held you in true affection and warm admiration. Many a day have I heard him telling the company that it was to you the civilized world owed the solution of traffic problems—giving your name in full and expatiating on your work for civilization—and what little reward you got, materially speaking, from the world in general.

"Your generous tribute to my husband about the work you and he were trying to do for the benefit of humanity, would have pleased him greatly, though he knew well who was the pioneer.

"You may like to hear what Lord Samuel (Hoare) wrote to me at the end of his letter: 'You have every reason to look back with pride on his life of useful service to the Nation.'"

Norwalk, Conn.,
August 23, 1939.

Mr. William P. Eno,
Eno Foundation
Westport, Conn.

Dear Mr. Eno:

I know that you will be pleased to hear that the Electors of the First Taxing District voted favorably on your plan for establishing Rotary Traffic at the Green in Norwalk.

I am enclosing a copy of the Resolution that was passed at the meeting last evening, and I wish personally to thank you and your associates for the very courteous and fine service which you rendered the District in connection with the establishing of this Rotary Traffic.

Sincerely yours,

COMMISSIONERS OF THE FIRST TAXING
DISTRICT OF THE CITY OF NORWALK,

By E. J. FINNEGAN,
Clerk.

BE IT RESOLVED: That the proposal to establish a Rotary Traffic at the Library Green, Norwalk, Connecticut, in accordance with the plans prepared by the Norwalk Planning Commission dated June 4, 1939, as revised and recommended in accordance with the legend on said plans as proposed by the Eno Foundation modification be and the same are hereby approved and adopted; and

BE IT FURTHER RESOLVED: That the District Commissioners be and they hereby are authorized and empowered to proceed forthwith with establishment of said proposed Rotary Traffic; and

BE IT FURTHER RESOLVED: That said District Commissioners are hereby authorized and empowered to make or cause to be made such physical changes in said Library Green as may be necessary and desirable to comply with and effectuate the plan proposed by said Eno Foundation; and

BE IT FURTHER RESOLVED: That said District Commissioners be and they are hereby authorized and empowered to enter into such contracts or agreement with The City of Norwalk and to execute and accept such conveyances and agreements with said City as may be desirable and necessary to complete the establishment of said proposed Rotary Traffic, it being understood that any and all such contracts, conveyances or agreements shall provide that The City of Norwalk shall bear and pay for the expenses of the establishment of such Rotary; and

BE IT FURTHER RESOLVED: That the Councilman of the First Ward of said City are hereby petitioned and requested to use their best efforts as Councilmen to assist the said District Commissioners in negotiating the necessary arrangements with said City of Norwalk; and

BE IT RESOLVED: That the Clerk of the District Commissioners transmit a letter of thanks for the services voluntarily and gratuitously rendered by William P. Eno, and Associates of The Eno Foundation for Highway Traffic Control, of Westport, Connecticut, in assisting in the preparations of said plans for the Rotary Traffic at the Library Green.

ATTEST:

E. J. FINNEGAN,
Clerk.

CHAPTER XII

Objects of the Eno Foundation for Highway Traffic Control, Inc.

The Eno Foundation for Highway Traffic Control, Inc. was founded for the purposes of investigating and studying everything in relation to highway traffic control including Traffic Engineering to facilitate control, the purposes for which the Foundation was formed being set forth at length in Article II of the Articles of Association of the Foundation.

The primary purposes and duties of the Foundation and the use of the Foundation Buildings and funds are to carry on the work of studying and investigating problems of Highway Traffic Control in and between towns, cities, states and countries with the object of saving life, time and property and allied problems of highway transportation and it is appreciated that one of the most important things in relation to the control of highway traffic is to limit or remove the causes which are progressively making it more difficult, in such ways as by the limitation of the height of buildings, by the distribution of population in and outside of cities by the comprehensive planning of subway work before executing it, by building by-pass roads around cities and villages for through traffic and by playgrounds for children on the ground, in basements and on roofs in order to keep them off the highways, and also the utilization of roofs for noonday crowds in order to keep employees from congesting the highways. It is further appreciated, however, that the foregoing are only a few of the matters that Highway Traffic Control touches and that there will be new problems in the future not yet apparent and that the Foundation was established to furnish means of study and education so that such new problems as well as those already known may be foreseen and prevented and existing ones remedied so far as possible.

In order to provide for the possibility that the purposes of the Foundation as enumerated above may fail partly or wholly by reason of being cared for in some other way, it is understood that should those purposes no longer demand the use of all of the income of the Foundation, such income not so demanded may be employed for other purposes deemed to be of general usefulness to the public or some part of it. The term "other purposes," without limiting the generality of the term, shall be construed as including suppression of unnecessary or harsh noises on land, water or in the air, City Planning in relation to traffic control, regulation of ventilating, heating and cooling of public buildings and conveyances, the control of smoke, the prevention of pollution of streams, lakes or the ocean and the suppression of disagreeable or

injurious odors. It is understood that the Foundation should be willing and prepared to assist by advice and otherwise, if practical, those wishing to complain of nuisances relative to the above mentioned or any other kindred subjects to the end that such nuisances may be discontinued.

The following partial list of things accomplished will give a guide to the past and, I hope, an incentive to the future:

Partial Synopsis of Work Accomplished in Traffic Control from 1899 to 1939

- 1899 Active work begun in United States after preliminary studies in England.
- 1900/1 Work continued principally through newspapers, magazines, pamphlets and appeals to the Board of Aldermen of New York. Correspondence with and talks before organizations.
- 1902 English Block System adopted in New York and three mounted traffic police put on duty.
- 1903 New York City officially adopted First Police Street Traffic Regulations in the world called at that time "Rules for Driving" (October 30) followed by over a hundred cities and boroughs in Pennsylvania. These regulations have since formed the basis for all traffic regulations. Mounted traffic police increased from 3 to 6 in New York City.
- 1905 One Way Traffic adopted in New York and Boston and now in use generally. Rotary Traffic, a development of One Way Traffic, adopted at Columbus Circle, New York, first example.
- 1907 Rotary Traffic adopted at the Arc de Triomphe in Paris, second example, now in use generally throughout the world.
- 1909 Publication of the first book on traffic, entitled: "*Street Traffic Regulation*" issued without cost to every member of the Traffic Squad in New York and distributed largely throughout many cities in this country and abroad.
Mounted traffic police in New York increased to 138.
Adoption of One Way Traffic and use of mounted traffic police in Paris.
Summons and Complaint adopted in New York, to take the place of direct arrest in cases where serious bodily harm had not been done.
"*Street Traffic Conditions, Public Carriage Service and Automobile Licensing in Paris and London*" published and used in this country in re-organizing public carriage service.
- 1910 Made Honorary Member of the *Chambre Syndicale des Cochers et Chauffeurs de Voitures de Place de la Seine*.
- 1912 Publication of "*Le Problème de la Circulation*," 10,300 copies being given to the Police and driving organizations of Paris, followed by the official adoption of the Police Traffic Regulations of New

- York on July 10, 1912. Rotary Traffic plan for the Rond Point des Champs-Elysées made and submitted.
- 1913 Rotary Traffic plan for the Rond Point des Champs-Elysées approved. Existing refuges on the Champs-Elysées spread apart and another one put between, thus making it possible to cross the Avenue safely. Cab stands placed in the middle of streets in New York.
Pamphlet entitled: "*Fast and Slow Traffic on Roads*" published by Permanent International Association of Road Congresses for Third Road Congress held in London, printed in English, French and German.
- 1914 Cab stands placed in the middle of streets in Paris.
Appointed chairman of the Citizens Street Traffic Committee of New York.
Elimination of the change-over from right to left and back again at the Gates of Paris and suppression of stops for Octroi payments. Traffic Crows Nest with signal lights designed and recommended for New York.
Engaged on taxicab reform in New York.
- 1915 Appointed Honorary President of the Highway Traffic Association of the State of New York.
Pamphlet entitled: "*Street Traffic Regulation As It Was, Is and Ought To Be*" published by National Institute of Social Sciences.
- 1916 Pamphlet entitled "*Street Traffic Regulations*" published by National Safety Council.
- 1917 Appointed by the President to raise and direct a Home Defense League for the District of Columbia.
Appointed to the Governmental Emergency Committee of the War Industries Board as Chairman of the Committee on Transportation of War Workers.
Traffic Crows Nest erected in Detroit.
Published Home Defense League Hand Book for the District of Columbia, the only publication on the subject in America. This contained the Traffic Code.
- 1919 Appointed Chairman of the Advisory Committee for the Highways Transport Committee of the United States Council of National Defense and Chairman of the Local Committee for the District of Columbia of the Highways Transport Committee of the United States Council of National Defense.
- 1920 "*Science of Highway Traffic Regulation,*" translated into Japanese by Tokyo Police Department.
Adoption of regulation for pedestrians, "Walk on left so as to have clear view of approaching traffic."
- 1921 "Eno Foundation for Highway Traffic Regulation" incorporated under laws of State of Connecticut.
- 1922 Appointed Chairman of Committee of three to judge essays by school children and lessons by teachers in a National Safety

- Drive launched by The Bureau of Education, Department of the Interior. 50,000 lessons by teachers and 400,000 essays by children were submitted. Prizes awarded July 20. Taxicab Regulation Bill passed in New York.
- 1923 Given M. A. Degree by Yale University for traffic work. Meeting in Harrisburg, Pennsylvania, resulting in the adoption of the Police Traffic Code by more than one hundred cities and townships in Pennsylvania.
Made Honorary Member of the Traffic Squad Benevolent Association, New York.
Pamphlet entitled: "*The Problem of Traffic on Congested Roads and Streets of Towns*," published by Permanent International Association of Road Congresses for Fourth Road Congress held in Seville, Spain, printed in English, Spanish, and French.
- 1924 Published booklet entitled: "*Suggestions on Traffic Control*."
- 1925 Decorated by France with the Legion of Honor.
Recommended laying down paint lines on Paris streets.
- 1926 Published "*Fundamentals of Highway Traffic Regulation*" translated into Japanese by Tokyo Police Department.
One Way Traffic and Rotary Traffic adopted in London.
- 1927 Rotary Traffic plan for the Rond Point des Champs-Élysées finally put into operation, having been delayed in 1913 by the caving in of the pavement over the Catacombs and then by the World War.
Crosswalks marked out in Paris.
- 1928 Traffic Crowsnest erected in Tokyo, Japan.
- 1929 Published "*Simplification of Highway Traffic*," the fifth book on traffic. Copy sent to Premier Mussolini. Received thanks and request for copy for each city of Italy.
- 1930 Went to Berlin at the request of its Police Department where practically all the recommendations in "*Simplification of Highway Traffic*" were already in use.
- 1931 Campaign against Traffic Noise, begun in 1924 in France and England, resulting in horns being forbidden at night.
- 1932 Adoption of Eno Foundation Speed Detector, invented by Professor Charles J. Tilden, President of the Eno Foundation.
- 1933 Went to Italy and found practically all recommendations in effect, including right-hand driving outside of cities to correspond with that inside.
Eno Foundation affiliated with Yale University.
- 1934 Made first Honorary Member of Institute of Traffic Engineers.
- 1935 Traffic regulation continues to improve in Italy.
It is now perhaps as well handled in Paris as in London and is steadily improving.
Bulletin No. 1 "*Sidewalks*" published.
\$8,000,000. appropriated for sidewalks or footpaths along country roads in Massachusetts.
Bill introduced in New York State Legislature for same purpose.

- Promoted from Chevalier to Officer of the French Legion of Honor.
 Appointed Honorary President of National Pedestrian Association.
 Appointed Honorary President of National Highway Traffic Association.
- 1936 Bulletin No. 2 "*Why Automobile Accidents?*" published.
 Publication of pamphlet entitled: "*How Traffic Regulation May Be Improved in Town and Country.*"
- 1937 December 15—Unanimously elected Fellow of The New York Academy of Sciences for scientific work in traffic.
 Book in preparation on "The Story of Highway Traffic Control."
- 1938 July 18—Broke ground for the Building being erected by the Eno Foundation.
 August 29—Laid cornerstone of Building.
 November 1—Building under roof.
- 1939 January 1—Building more than 80 per cent completed.
 Early in June, Committee appointed to make a Rotary Traffic plan at Library Green, Norwalk, Connecticut. Plan made was not satisfactory and Eno Foundation was asked to make suggestions which it thereupon did and plan was accepted by the authorities. Now getting bids for the work. (See newspaper articles in the scrap books about this date.)
 July 6—Professor Charles J. Tilden, President of the Eno Foundation; Strathcona Professor of Engineering, Mechanics of Yale University retired from Yale to become Managing Director of Eno Foundation.
 October 6—Received delegation of officials of the State of Texas Highway Department.
 "The Story of Highway Traffic Control" completed.

Long under contemplation, it was definitely decided, early in 1938, to commence operations on the building to be dedicated to Highway Traffic Control.

As recounted at some length in the first part of this story, up to 1900, there was no attempt to regulate traffic anywhere in the world, except in England and some of her dependencies. As far back as I can remember, traffic was well controlled in London and has continued to be well controlled until the present day. After observation in London, I realized that good traffic control would be a boon to the United States and I began active work in New York, towards the end of 1899. Later it was extended to Pennsylvania, Connecticut and Kentucky and has since spread throughout the entire country.

In 1907, Paris installed Rotary Traffic around the Arc de Triomphe which system I had recommended to the authorities by letter, enclosing clippings, in 1905. On my first trip to Paris on traffic work in 1909, they

immediately began further traffic regulation and have continued it until the present day. In 1920, it was taken up in Belgium and gradually every country in Europe followed, as well as Japan, China, South America, Siam and Africa.

The Building is located opposite my place in Saugatuck, Fairfield County, Connecticut, across the highway from my house, on land transferred to the Foundation by me in 1937 where the work will be under my supervision as long as I live. It is on a direct route between New York, where I began my work and my Alma Mater, Yale University, New Haven, Connecticut.

The work of the Foundation is similar to the work of some of our other organizations such as our hospitals, the Red Cross, etc., but unlike these, its purpose is to prevent disaster rather than to alleviate distress after disaster has occurred.

CHAPTER XIII

Recommendations

The preceding chapters will enable students to get some idea of the history of traffic from 1899 to 1939 contained in the books, pamphlets, scrap books and in the files of the Eno Foundation.

I shall try, in this chapter, to give recommendations which, from my point of view, should be followed in order to codify, simplify and develop improvements for the future.

1. Traffic Engineers and Traffic Directors should beware of ordinances because they are nearly always devised by people not sufficiently familiar with traffic work and are so long and complicated that practically nobody reads them and, therefore, they can be of little or no use and are often worse than useless. The duties of Traffic Directors and those of Traffic Engineers are separate and distinct. Their objectives in regard to handling traffic are, of course, the same but there should be the fullest cooperation between the two. Traffic Directors are concerned with the control of vehicles and pedestrians on the highways. Traffic Engineers have the task of designing and laying out such changes and improvements in the highways as may be needed to facilitate traffic and simplify the work of traffic police. There should be frequent consultation between the two but their functions should be kept entirely distinct. When I began my work and for many years afterwards, there were no traffic engineers in this country. Both in London and in Paris and I think in many other European countries, this division of duties has been understood for many years. The engineering part of the work in London is under the Ministry of Transport; in France, it is under the Department of Public Works. This separation has proven eminently satisfactory in these countries and should work well here. In this country, there is still a good deal of difficulty in keeping the police on their own job for, until lately, what has been done has had to be done through them and they have done as well as they could with little or no experience in engineering work. Now, however, there are many trained traffic engineers who should be employed by all cities and towns of any importance, at any rate, or by the State to cooperate with highway engineers in the design of modern roads.

2. Adopt a brief, reasonable and simple Police Code for the guidance of drivers and pedestrians. The following is the one which was developed between 1903 and 1928, printed exactly as shown in the last revision:

EDUCATION IS THE KEY TO REGULATION

C. N. D. (Council of National Defense) CODE of GENERAL HIGHWAY TRAFFIC POLICE REGULATIONS

ADOPTED AS STANDARD BY THE COUNCIL OF NATIONAL DEFENSE MAY 6, 1919.
TRANSFERRED TO THE U. S. BUREAU OF PUBLIC ROADS AND REFERRED TO THE
HIGHWAYS EDUCATION BOARD OCT. 27, 1922; OFFICIALLY REVISED TO OCT. 30, 1926

ISSUED BY THE CITY OF.....192...

DEFINITIONS.

HIGHWAY—any Street or Road used as a public thoroughfare.

ROADWAY—that part of a highway or park for the use of vehicles.

CURB—the edge of a roadway, marked or understood.

SIDEWALK—that part of a highway or park for the use of pedestrians.

CROSSWALK—that part of a roadway, marked or understood, upon which pedestrians should cross.

REFUGE—that part of a roadway from which all vehicles are excluded.

PROHIBITED ZONE—that part of a roadway from which pedestrians and all vehicles, except tram cars, are excluded.

RESTRICTED ZONE—that part of a roadway on which pedestrians are allowed but from which all vehicles except tram cars are excluded.

DANGER ZONE—any part of a roadway not a refuge or a crosswalk.

TRAFFIC WHIRLPOOL—that part of a roadway at an intersection or junction of highways bounded by curbs and crosswalks.

LIMIT LINES—boundaries of stationing areas, refuges, prohibited, restricted, or danger zones, crosswalks, etc.

VEHICLES—any conveyances, including horses. Hand or foot-propelled conveyances and skaters are regarded as vehicles when on a roadway but as pedestrians when on a sidewalk, crosswalk, or refuge.

HORSE—any saddle or harness animal.

TRAM CAR—any public service vehicle confined to rails on roadway.

DRIVER—any person in control of a vehicle.

LIVE VEHICLES—those whose drivers are present, and prepared to move vehicles.

DEAD VEHICLES—those whose drivers are absent or unable to move vehicles.

TO STATION—to stand vehicles on roadway in ranked or parked position.

RANKED VEHICLES—those stationed in file, parallel to curb.

PARKED VEHICLES—those stationed parallel to one another, at angle to curb.

ONE-WAY TRAFFIC—traffic restricted to one direction.

SAFETY FIRST. LAST AND ALWAYS

40
30
20
10
0
10
20
30
40

10
20
30
40

THE POLICE ARE THE OFFICIAL REGULATORS

The following Regulations for vehicles (including tram cars in so far as their being on rails will permit) shall be observed by their drivers who shall promptly comply with all police orders given by voice, hand or whistle, semaphore or signal light, as to starting, stopping, slowing, approaching or departing from any place, the manner of taking up or setting down passengers and the loading or unloading of anything.

If a traffic officer's signal conflicts with an automatic signal, obey the officer.

Vehicular or pedestrian traffic may be halted or diverted by the police to avoid congestion or to promote safety and convenience.

GENERAL REGULATIONS FOR VEHICLES

ARTICLE I. RECKLESS DRIVING IS UNLAWFUL AND INCLUDES:

SECTION 1. Driving any vehicle when not legally qualified to do so, or when intoxicated, or when for any other reason not competent to drive properly.

SEC. 2. Driving any vehicle when it is not under practical control, especially at crosswalks, cross roads and side roads on the right.

SEC. 3. Driving any vehicle without due courtesy and consideration for the safety, convenience and rights of pedestrians, equestrians and bicyclists, whether on city streets, suburban highways or country roads.

SEC. 4. Failing to exercise due care in crossing or entering the traffic of another roadway—bearing in mind that it is obligatory not to interrupt the traffic of the more important thoroughfare unnecessarily.

SEC. 5. Exceeding a reasonable, considerate and safe speed rate under existing conditions or the speed rate established by law.

SEC. 6. Violating any of the following Regulations so as to cause danger or failing to take every reasonable precaution for safety or to obey any order of a traffic officer or any direction indicated by official traffic sign, semaphore, signal light or limit line.

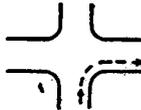
ART. II. PASSING, TURNING, AND KEEPING NEAR CURB.

SECTION 1. A vehicle passing or being passed by another shall not occupy more than its fair share of the roadway.

SEC. 2. A vehicle meeting another shall pass to the right.

SEC. 3. A vehicle overtaking another shall pass to the left, but must not interfere with traffic from the opposite direction, nor pull over to the right before entirely clear of the overtaken vehicle—but in overtaking a tram car pass to the right, except in an emergency, pass to the left, with due caution after observing traffic from opposite direction.

SEC. 4. A vehicle turning into a roadway to the right shall keep close to the right-hand curb, (See A)



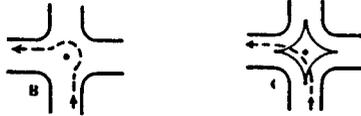
EXTRA CARE ON SLIPPERY PAVEMENT

CARE AT CROSSWALKS
TURN SLOWLY AND CAREFULLY

SLOW AT INTERSECTIONS
KEEP NEAR RIGHT-HAND CURB

DRIVERS SHOULD AID IN REGULATION

SEC. 5. A vehicle turning into a roadway to the left if rotary traffic is in effect shall pass around the central point of intersection of the two roadways, (See B) but where rotary traffic is not in effect it shall pass between the central point of intersection and the arc of the circle (See C).



SEC. 6. A slow moving vehicle shall keep as near as practicable to the right hand curb—the slower the speed the nearer the curb.

SEC. 7. A vehicle loitering or cruising for fares shall proceed fast enough not to impede following traffic.

SEC. 8. A vehicle on a roadway divided longitudinally by a parkway, walk, sunkenway, viaduct, refuge, or cab stand, shall keep to the right of such division.

SEC. 9. A vehicle passing around a circle, oval or other form of centralized obstruction, shall keep to the right of such obstruction.

SEC. 10. A vehicle shall give ample room to bicyclists and skaters and pass them with care.

ART. III. STATIONING. STOPPING, FOLLOWING, BACKING.

ALL VEHICLES

SECTION 1. A vehicle may be stationed on any roadway and for any length of time, provided it does not interfere with the rights of others, and subject to the following sections of this Article, unless prohibited from so doing or limited as to time by an official traffic sign or local regulation.

SEC. 2. If stalls for ranked vehicles are marked, any vehicle occupying one of them shall stop with the center of its front wheels on the front line of the stall.

SEC. 3. If stalls for parked vehicles are marked, any vehicle occupying one of them shall stop entirely within it.

SEC. 4. A vehicle shall not be stopped on a crosswalk, nor within an intersection, except in an emergency, nor with any part of its load extending beyond limit lines.

SEC. 5. A vehicle on a two-way traffic roadway shall stop at the right hand curb only, but not at all if preventing other vehicles from passing in both directions at the same time.

SEC. 6. A vehicle on a one-way traffic roadway may stop at either curb, but not at all if preventing other vehicles from passing in one direction.

SEC. 7. A four-wheeled, horse-drawn vehicle backed up to the curb shall have its horses stand parallel to the curb, faced with the direction of traffic.

DEAD VEHICLES MUST NOT OBSTRUCT TRAFFIC

SIGNAL STOPS AND TURNS

RESPECT RIGHTS OF OTHERS

GO SLOW AT CROSSINGS

CONSIDER CONVENIENCE OF ALL

COOPERATION IS NECESSARY FOR RESULTS

LIVE VEHICLES

SEC. 8. A vehicle stopped in front of an entrance to a building, or transportation station, unless it be expeditiously loading or unloading, shall promptly *give place to an arriving vehicle.*

SEC. 9. A vehicle shall not follow another *too closely for safety*, nor follow fire apparatus, going to a fire, closer than 500 feet.

SEC. 10. A tram car shall not be stopped nearer to another tram car ahead than five feet.

SEC. 11. A vehicle shall not back to make a turn or in any way so occupy a roadway as to needlessly obstruct traffic.

DEAD VEHICLES

SEC. 12. A dead vehicle shall not be stationed within ten feet of a fire hydrant, nor in such a position as to prevent other stationed vehicles from moving away nor so as to obstruct moving traffic.

ART. IV. OVERTAKING TRAM CARS.

A vehicle overtaking a tram car, stopped or stopping to take up or set down passengers, shall *stop or pass very slowly*, carefully and considerately, not approaching said tram car nearer than eight feet (the width of a tram car).

ART. V. RIGHT OF WAY FOR CERTAIN VEHICLES.

SECTION 1. A vehicle shall *give* the right of way to any other vehicle approaching from its left, and to all vehicles of the police, water and health departments, public service emergency repair vehicles and ambulances approaching from any direction, *but this shall not relieve any approaching vehicle from consequences of carelessness.* (See Article I, Sections 2, 3, 4 and 5.)

SEC. 2. A vehicle, on the approach of fire apparatus, shall *move out of its way* or stop so as not to interfere with its passage.

SEC. 3. A vehicle in front of a tram car, upon signal, shall immediately *get off the rails.*

ART. VI. SIGNALS.

SECTION 1. Drivers must signal by hand or by some other effective method *before* starting, slowing, stopping or backing, and *before* turning, *especially to the left.*

SEC. 2. Drivers when approaching or entering a curve, highway intersection or junction or coming to the top of a hill, *if roadway is obscured*, must use sound signal effectively and go slow.

SEC. 3. Drivers when *crossing a crosswalk must go slow*, take care, and signal when necessary to insure safety.

SEC. 4. Police whistle signals mean:

One Blast—that approaching traffic shall stop *behind* crosswalks.

Two Blasts—that halted traffic shall proceed *with due care for pedestrians.*

Three or more Blasts—approach of fire apparatus or other danger.

SEC. 5. Vehicles must be equipped with lights, mirrors and sound signals as prescribed by law, but sound signals shall not be used except for necessary traffic warning. *A moderate speed will reduce need for noisy signals.*

CARE - NOT NOISE - SPELLS SAFETY

GIVE SIGNALS CLEARLY AND IN TIME ACCEPT RIGHT OF WAY

NEVER ASSUME IT BE SURE SIGNALS ARE UNDERSTOOD

ABOVE ALL USE COMMON SENSE AND CARE

ART. VII. RESTRICTIONS IN REGARD TO VEHICLES.

SECTION 1. A vehicle shall not be used when it is so constructed, enclosed, equipped or loaded as to be *dangerous* or *noisy*, to scatter its contents, retard traffic, or prevent the driver from having a *view sufficient for safety*; or when it is so loaded with iron or other material as to create loud noises while in transit, or when it is loaded with any material extending beyond its rear without being provided with a *red flag* by day and a *red light* at night on the rear end of the load.

SEC. 2. A vehicle unless confined to rails shall not tow more than one other vehicle without authorization by law or official permit, and the tow connection shall not be more than sixteen feet in length, and shall have a white flag attached to its center.

SEC. 3. A dead vehicle shall not be left in such a condition as to prevent its being moved *out of the way in case of emergency*, and if motor propelled it shall have its motor stopped and effectively secured against being started, its emergency brake set, and, if on a hill, its front wheels turned in the direction of the curb.

SEC. 4. A vehicle shall not be driven by anyone under the age permitted by law.

SEC. 5. No one shall hitch or hold on to any vehicle.

SEC. 6. No one shall ride upon the rear or on any other part of a vehicle without the driver's consent.

SEC. 7. Coasting is prohibited where dangerous.

SEC. 8. Opening a motor muffler cut-out on a highway within a city or village, or in the country within 500 feet of a dwelling, school, church or hospital is prohibited.

SEC. 9. Dense smoke from motors is prohibited.

ART. VIII. CONTROL, TREATMENT AND CONDITION OF HORSES.

SECTION 1. A horse shall not be unbridled nor left unattended on a highway or in an unenclosed area, without being safely fastened, unless harnessed to a vehicle with wheels so secured as to prevent the horse from moving faster than a walk.

SEC. 2. No one shall ride, drive or lead a horse on a slippery pavement, unless the horse is properly shod to prevent falling; over-load, over-drive, over-ride, ill-treat or unnecessarily whip any horse; crack or so use a whip as to excite any other person's horse, or so as to annoy, interfere with or endanger any person; or use a horse unless fit for its work, free from lameness or sores likely to cause pain, and without any vice or disease likely to cause accident, injury or infection.

SEC. 3. A horse, especially if he be led or ridden, shall be approached slowly and with extreme care and consideration, particularly by motor vehicles, and if the horse is frightened or unmanageable the motor vehicle and its engine shall be *stopped until the danger is passed*. Care shall also be taken *not to sound horn or open cut-out* when close behind a horse.

MOTORISTS MUST BE FAIR TO HORSES

OBSERVE RESTRICTIONS FULLY

HAVE DUE REGARD FOR SAFETY

AVOID DANGERS

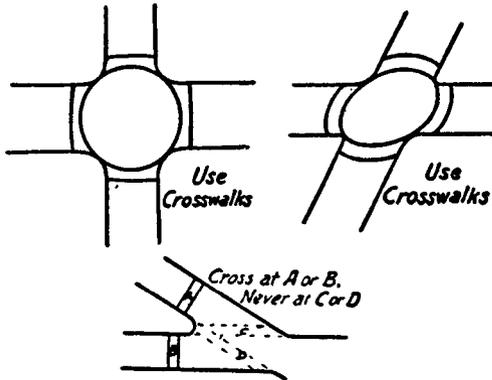
BE CONSIDERATE

STOP LOOK LISTEN

SAFETY RULES FOR PEDESTRIANS

The following Rules should be observed by pedestrians to insure safety and to avoid unnecessary interference with vehicular traffic:

1. Keep to the right on sidewalk, crosswalk, roadway and passageway (but on highway without sidewalk, keep to left, so as to have clear view of approaching traffic).
2. Observe traffic before stepping from curb and keep off roadway except when crossing.
3. Cross roadway if reasonably possible on a crosswalk if lined off but if not lined off keep well back from intersection so as to have timely view of vehicles turning into the roadway you are crossing. See diagrams.



COMB TO MEMORY

L I N E O F T R A F F I C S I G N I F

4. Keep out of traffic whirlpools, except to cross them on crosswalks marked with signs and limit lines.
5. Watch for traffic officer's signal and heed traffic signs and limit lines.
6. Stand on sidewalk or on refuge while waiting for a tram car or bus.
7. Face and step towards front of tram car when alighting.
8. When necessary to pass behind a tram car or other vehicle, watch out for approaching traffic.
9. On alighting from a tram car or other vehicle, observe traffic before moving.
10. Enter and leave tram car stop refuge at crosswalk only.
11. Do not stand in the middle of a sidewalk but on one side and out of the way of other pedestrians.
12. Do not loiter on a crosswalk or before a public entrance.
13. When sidewalks are narrow use the one on the right.
14. Do not walk more than two abreast on a crosswalk or congested sidewalk, nor more than three abreast on any part of any highway.
15. Hand or foot propelled conveyances and skaters *when on roadway* must observe the **GENERAL REGULATIONS FOR VEHICLES**; but when on *refuge, sidewalk or crosswalk*, they must observe the **SAFETY RULES FOR PEDESTRIANS**.

SPECIAL VIGILANCE AT NIGHT

The progress of development of this Code can be followed in my five published books.

I recommend no changes in the 1928 Code, with the four following exceptions.

One: Substitute the following revised Definitions for those of 1928:

DEFINITIONS

1. HIGHWAY—a thoroughfare for public use.
2. ROADWAY—that part of a highway for the use of vehicles.
3. SIDEWALK—footpath on a highway, marked or understood, for the use of pedestrians.
4. CROSSWALK—that part of a roadway, marked or understood, upon which pedestrians should cross.
5. KERB (CURB)—edge of a roadway, marked or understood.
6. REFUGE—a part of a roadway from which all vehicles are excluded.
7. PROHIBITED ZONE—a part of a roadway from which pedestrians and all vehicles, except tram cars, are excluded.
8. RESTRICTED ZONE—a part of a roadway on which pedestrians are allowed but from which all vehicles, except tram cars, are excluded.
9. DANGER ZONE—a part of a roadway not a refuge or a crosswalk.
10. TRAFFIC WHIRLPOOL—that part of a roadway at an intersection or junction of highways bounded by kerbs and crosswalks, marked or understood.
11. LIMIT LINE—boundary of a parking area, refuge, prohibited, restricted, danger zones or crosswalk.
12. VEHICLE—any conveyance, including a horse, or one propelled by hand, foot or other power. A skater or a baby-carriage is regarded as a vehicle when on a roadway but as a pedestrian when on a sidewalk, crosswalk or refuge.
13. TRAM CAR (Street Car)—a public service vehicle confined to rails.
14. HORSE—any saddle or harness animal.
15. LIVE VEHICLE—one whose driver is present, and prepared to move vehicle.
16. DEAD VEHICLE—one whose driver is absent or unprepared to move vehicle.
17. TO STAND—to stop a *live* vehicle temporarily on a highway.
18. TO PARK—to station a *dead* vehicle either:
 - (a) parallel with roadway, at kerb, or in center of roadway, (known as Line Parking) or
 - (b) at an angle to roadway, at kerb, or in center of roadway, (known as Angle Parking).
19. ONE WAY TRAFFIC—traffic restricted to one direction.
20. DRIVER—person in control of a vehicle.
21. TRAFFIC DIRECTOR—head police official in charge of Traffic Control.

22. TRAFFIC ENGINEER—engineer in charge of Traffic Engineering.
Two: Substitute for Article III, the following revised article:

Article III — Standing, Parking, Following, Backing

Standing and Parking

Section 1. A *live* vehicle shall not stand nor a *dead* vehicle park on a curve or grade of a roadway where for any reason it can not be clearly seen from an approaching vehicle sufficiently far off so as not to create a traffic hazard.

Standing

Section 2. A *live* vehicle may stand indefinitely anywhere on a highway provided it does not interfere with the rights of others and provided that if another vehicle is approaching to take its place, it shall move out immediately unless it is expeditiously taking up or setting down passengers or loading or unloading goods, in which case, it shall move out as soon as practical; and also provided it does not conflict with any police regulation, including the following:

- (a) A vehicle shall not stand on a crosswalk nor within an intersection except in emergency, nor with any part of its load extending beyond limit lines.
- (b) A tram car or bus shall not stand nearer to another tram car or bus ahead than three feet.
- (c) A vehicle on a two-way roadway may stand at the right hand kerb only but not at all if preventing other vehicles from passing in both directions at the same time.
- (d) A vehicle on a one-way roadway may stand at either kerb but not at all if preventing other vehicles from passing in one direction.
- (e) A four-wheeled, horse-drawn vehicle backed up to the kerb shall stand with horses parallel to the kerb faced in the direction of traffic.

Parking

Section 3. A *dead* vehicle may be parked anywhere on a highway subject to local police regulations, including the following:

- (a) A dead vehicle shall not be parked nearer to a fire hydrant than 12 feet nor on any part of a crosswalk, nor within or over limit lines, nor in such a position as to prevent other vehicles from starting nor so as to obstruct moving traffic.
- (b) If stalls for parked vehicles are marked, a vehicle occupying one of them shall stop entirely within it, including its load.

Following

Section 4. A vehicle shall not follow another too closely for safety nor follow fire apparatus going to a fire closer than 500 feet.

Backing

Section 5. A vehicle shall not back to make a turn or in any other way so occupy a roadway as to needlessly obstruct traffic.

- Three:* In Article V—Section 1—the plan of giving the Right of Way to the vehicle on the left should be retained (although it has not yet been adopted officially). It is important to substitute this in place of giving the Right of Way to the vehicle on the right, as explained on pages 15 and 16 of "Simplification" and on pages 17 and 18 of "How Traffic Regulation May Be Improved in Town and Country."
- Four:* In Article VI—Section 2—the words "use sound" in the last line should be deleted to reduce the noise of motor horns, as has been done in foreign countries.

This Police Traffic Code should be adopted as a Federal Police Traffic Code. States rights have so far prevented the Federal Government from imposing it on the states but the Federal Government can adopt it for the District of Columbia and for all territories and Insular Possessions. It can also put it in force on Post Roads and federal or federally assisted highways, thus effectively bringing it into general use and quickly doing away with locally adopted rules which are causing serious confusion and increasing accidents. See page 10 of "How Traffic Regulation May Be Improved in Town and Country" and letter from me to Charles Thaddeus Terry and his reply, on pages 138-139 of this book.

To further emphasize this, I quote Page III of "Simplification":

A Few Hints for Those Who Are Trying to Save Lives, Time and Money by Traffic Regulation

Standardize the General Highway Traffic Police Regulations as printed on pages 8-13 of this book!

Make all local highway traffic police regulations as uniform as possible!

All traffic regulations must be clear, or they will not be understood; reasonable, or they will not be obeyed; short, or they will not be read, and if they are not read, how can they be anything but useless?

The Council of National Defense Code revised to October 30, 1928, originally the official police code of New York, has all these qualifications. It has been in operation since October 30, 1903. It has been successful wherever used to a degree never attained when departed from in principle!

Don't try to regulate too much or you will complicate instead of regulate!

Don't refuse to profit by the past experience of others!

Adopt tried methods first and improve on them afterwards if you can!

Adopt reasonable speed rate limits, to be reduced materially at crosswalks, crossroads, sideroads to the right, and in making turns.

The secret of successful and economical traffic regulation is found only in the education of the people to be regulated in the regulations they are expected to follow!

Use simple, inexpensive methods first! Beware of skillful salesmen of mechanical traffic lights operated from a distance automatically or by an operator who is unable to watch the traffic he is trying to control. Such a method confuses and complicates instead of simplifies. It reduces the traffic capacity of a street by unequal distribution of vehicles and increases danger instead of safety.

For other printed traffic helps which could be useful to both drivers and pedestrians, see page 17 of "Simplification."

The Federal Government should appoint a commission composed of Traffic Engineers and Traffic Directors to meet and confer periodically on proposed improvements and changes in the Code, to be adopted when officially approved. The greatest possible care should be exercised not to lengthen them unless absolutely necessary and there may be some places where the Code can even be further simplified or shortened.

A great deal of our present and growing trouble has come from verbosity. It is more difficult to state a fact in a few words than it is to elaborate on it at length. We have probably all heard the expression "I would write a shorter letter if I had more time."

Every town should employ an experienced Traffic Engineer whenever new, or changes in existing crosswalks, refuges, prohibited, restricted, danger zones, rotary traffic, etc., are contemplated. Each city or town needs a Traffic Engineer at least part of the time and our larger cities often need several, with such assistants as they may require. No one should attempt to lay out a rotary traffic plan, locate refuges or change curbs without an accurate drawing of the locality as it exists so that he can look down on it and see the whole layout at a glance. Then he should complete his plan on paper before he begins his work on the highway.

Refuges should be laid out with paint lines first and if there is any doubt as to their location or form, cheap, wooden ones should be made and tried before erecting permanent ones.

There is still more caution necessary in avoiding having inexperienced people lay out the more complicated developments of One-Way Traffic, such as Rotary Traffic, "Under Passes," "Over Passes," "Under and Over Passes" and "Clover-Leafs." Several such mistakes are now being

made in our National Capital, the seriousness of which will not be generally understood until later on.

It is exceedingly important to put the police outside of politics and protect them from interference in their duties by individuals directly or through politicians. It is also important that the police should realize that they can "catch more flies with molasses than they can with vinegar" and that it pays to be polite always, especially to their employers and to strangers since they are employed by the citizens and are their servants and can by their courtesy instill a respect for good manners.

I am not going into further details of what should be done as the perusal of this book and the references given to where details can be found should be sufficient.

CHAPTER XIV

Attempts to Help the District of Columbia in Traffic Control

For information in regard to attempts made to help the District of Columbia to control traffic, consult the six special scrap books on this subject, also references in my books, including the Supplement to "Simplification of Highway Traffic," entitled "How Traffic Regulation May Be Improved in Town and Country" and special reports invited by the Sub-Committees of the Senate District Committee on Traffic, as well as my traffic files, beginning in 1907.

THE END