



SUSPENDED ELEVATED TRAINS—This is an engineer's concept of what overhead passenger cars will look like. A new company has just been incorporated in New York to install this system which, they hope, holds the answer to congested traffic in cities.

ENGINEERING

Avoiding Traffic Tie-Ups

Claimed advantages of the proposed suspended monorail trains are low cost, rapid construction and high speed of operation.

► OVERHEAD passenger cars, running suspended from a single track, were proposed as a solution for city street traffic congestion at the N. Y. Railroad Club meeting in New York by Edward H. Anson.

The idea is not new or untried. An eight-mile route, with trains of from two to five cars, has been in use in Germany since 1901. The present proposal is for a vastly improved design over the German system.

A business organization to install this system, which is known as suspended monorail rapid transit, has just been incorporated in New York. Mr. Anson is vice-president of Gibbs & Hill, Inc., consulting engineers to the new company, Monorailway Corporation. The incorporation follows many years of intensive research in the fields of transportation, engineering and manufacturing.

Low cost, in comparison with conventional elevated railroads and subways, is one of the advantages of the suspended monorail system. It can be constructed more rapidly than other comparable systems, and scheduled speeds of operation are as high as any available rapid

transit rendering the same service.

Monorail operation is quieter than other systems, and its appearance can be made attractive. The design for the supporting structure provides either an arch or a single, T-shaped column, with cantilever arms, each carrying a simple box girder on which the rails are placed. The structure does not darken the street below as in the case of the ordinary elevated railway construction.

The cars used with the system resemble ordinary passenger coaches but each has two overhead trucks to follow the rail. They are about 48 feet long, a little over nine feet in width, and weigh 15,000 pounds. They seat 48 passengers. Their center of gravity is directly below the center line of the rail. Due to this fact the car tends to restore itself to normal position if caused to swing for any reason.

The monorail system is suitable for interurban transportation as well as for use within urban areas. Speeds of 100 miles an hour are entirely possible, Mr. Anson declared. It offers a more comfortable and pleasant service to passengers than other systems, he said.

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SOCIOLOGY

Urbanized States Found To Have Low Crime Rate

► COUNTRY FOLKS no longer need to fear the "wickedness" of the cities. Recent statistics show that states with the most city dwellers have less crime than do their country cousins.

This is one of the facts disclosed by a 10-year survey of crime reported by Dr. Austin L. Porterfield of Texas Christian University, Fort Worth, Texas.

Crime declined during the war in a majority of the states. Dr. Porterfield has a simple explanation for that—a great many men of crime-committing age had gone to war. When they returned the crime rate in those states started climbing again.

But some parts of the country had more crime during the war than they did before. This seems to have been due to the huge influx of outside populations into war-industrialized areas. Crime among these "displaced" civilians was greater than was normal for the region.

Types of crime, as well as amount of crime, vary in different parts of the country. Illinois and California were found to be strong for robbery, both before the war and later. Louisiana and North Carolina, in contrast, had relatively few crimes of this type. But Louisiana and North Carolina had lots of murders and aggravated assault, the figures indicate, whereas Illinois and California did not have so much violence of this kind.

The difference, Dr. Porterfield believes, depends on the culture and also on circumstances. No one robs banks, he points out, where there are no banks to rob and shoplifting depends on the presence of shops.

But Dr. Porterfield does not believe that the Negro can be blamed for the high crime rate in some parts of the South. He is not responsible, Dr. Porterfield says, for the high rates of auto theft in the South; he does not specialize in this kind of crime. And neither does the Negro have a monopoly on crimes of violence.

In general, Dr. Porterfield concludes, crime is less where people are well off, socially and financially. And it is because the states where the social well-being is greatest are also the most "citized" that crime rates tend to be lower in the more urbanized parts of the country.

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