

the Fitchburg Division of the Boston & Maine, between Shelburne Falls, Mass., and Conway Junction, about six miles.

Rogers Locomotive Works.

A dispatch from Paterson, dated Nov. 25, says that the Rogers Locomotive Works will close Dec. 1. Only about 300 men are now employed. It is thought in Paterson that the efforts to arrange for carrying on the works by some other company have failed.

English Rail Order for Carnegie.

The London Times of the 27th, according to cable reports, prints correspondence wherein Lord Claud Hamilton, Chairman of the Great Eastern Railway, explains that the company was compelled to place a large order for rails and fish plates with the Carnegie Company because the contracts with English companies were in arrears. He says, also, that Carnegie's price was lower than that quoted by the English concerns.

Green for All Clear on the Alton.

The Chicago & Alton has changed all of its fixed signal lamps so that green is the indication for all-clear at night on such signals throughout the company's lines. "Nels" red glass has been adopted for the stop indication in all home signals and "Nels" yellow for distant signals. The total number of fixed signals on the lines of the company, exclusive of switch lights, is 423. This includes 144 semaphores, 44 automatic electric stop signals and 41 automatic electric distant signals. The total number of distant signals is 110. On facing-point switches the lamps show green when the switch is set for the main line, and red when set for the side track. On trailing switches no lamps are used.

Electricity in Austrian Locomotive Works.

The electrical firm of Ganz & Co., of Budapest, is installing an electrical plant in the locomotive works of the Austro-Hungarian State Railroad Company at Vienna. There will be a three-phase generator of 300 kilowatts, direct-connected to a compound condensing steam engine. The generator makes 125 revolutions a minute at 200-volt tension. For repair work or minor working purposes a generator of 60 h.p. has been provided. For the beginning 40 motors of 1/2 to 30 h.p. will be installed, with a total capacity of 400 h.p. The machines in the machine shops, boiler shops, foundries, carpenter shops and erecting shops will all be driven by electricity. The works will be lighted by 40 arc and 250 incandescent lamps. During the last year the locomotive works at Florisdorf, near Vienna, were provided with electric motive power, consisting of two dynamos of 300 h.p. each and one dynamo of 120 h.p. The vertical steam engines are direct coupled to the dynamos, and make 113 revolutions a minute.

THE SCRAP HEAP.

Notes.

The Cleveland, Cincinnati, Chicago & St. Louis has advanced the pay of many or all of its telegraph operators receiving \$50 a month to \$55, and those receiving higher rates are advanced in about the same proportion. The Railroad Y. M. C. A. of De Soto, Mo., on the St. Louis, Iron Mountain & Southern is to have a new building, the railroad company having appropriated \$4,500 for the purpose. The citizens of De Soto will give a like amount, and Miss Helen Gould has given \$1,000 for a library.

Traffic Notes.

The West Shore has put on a new westbound train, known as the Chicago Express. It leaves New York at 1:15 p. m. At Girard Point, Philadelphia, one day last week the British steamer Blodwen was loaded with 156,576 bushels of corn in 5 hours 35 minutes. The New York Central announces that its 1,000-mile tickets, sold for \$20 and good for bearer, are now good on all the lines of the Boston & Albany. The Pennsylvania lines west of Pittsburgh have put on a new express train to run from Chicago to Pittsburgh, 468 miles, in 12 1/2 hours. The train makes 12 stops. The Canada Atlantic Railway announces that the amount of grain carried by it from lake vessels this year, nearly all of it presumably for export, was 14,000,000 bushels. The railroads west of Chicago in issuing their holiday excursion tickets are allowing longer time limits than in former years. Those for Thanksgiving are good from Nov. 27 to Dec. 3, inclusive; those for Christmas, Dec. 22 to 25. The Burlington road now runs three fast mail trains from Chicago westward. The third is a train which has just been put on to run to Lincoln, Neb., 555 miles, in 12 hours. It leaves Chicago at 8:48 a. m. At Lincoln connection is made with the Burlington Line to Billings, Mont. The Southeastern Car Service Association, covering the states of Georgia, South Carolina and Florida, has voted to enforce a storage charge of one cent per day per 100 lbs. on freight remaining in freight houses more than 48 hours. The regulations will go into effect on Jan. 1. The railroads of the Western Passenger Association on and after Dec. 1 will make a charge between all points for the transportation in baggage cars of bicycles, tricycles and baby carriages. Each article, whether crated or not, will be subject to a minimum charge as for 50 lbs. excess baggage. The minimum charge in each case is to be 25 cents. The Pere Marquette Railroad is to make use of carrier pigeons on its six car ferries and on its steamers during

the coming winter. The plan of communicating with the shore by means of the pigeons was adopted because of the dangers of winter navigation, boats at times being caught in the ice, with no way of sending for aid. Wireless telegraphy was experimented with for this purpose, but appears to have been found not satisfactory.

The Lehigh Valley road, after conferences with its employees, has made considerable increases of the wages of brakemen on freight trains, and has agreed to allow engineers more time for housing their engines at the end of trips. About 200 men in the shops of the New York Central at Depew struck on Nov. 22. On the 23d, after a conference between a committee of the men and the Superintendent of Motive Power, it was reported that a settlement had been agreed upon.

The injunction suits brought by the Illinois Central and the Yazoo & Mississippi Valley roads to restrain the Railroad Commissioners of Mississippi from enforcing reduced rates on cottonseed have been settled, the commission accepting the compromise offered by the attorneys for the roads. The roads agreed to put commission rates in effect Dec. 5. Meantime the roads have hauled the bulk of the cottonseed crop at their own price during the two months of litigation, and are well satisfied.

The Choctaw, Oklahoma & Gulf has appointed an agricultural commissioner, with office at Little Rock. The duties of the agricultural commissioner "will be to create an interest among the farmers for the better cultivation of the land by organizing farmers' clubs, imparting information as to preparation of soil, cost of seed, methods of planting and finding markets for products. Likewise the establishment of creameries, raising of poultry and preparing same for market, growing of fruit and shipping of same." The commissioner is Mr. Charles Wallace.

Press despatches from Kansas City last week conveyed the information, in quite positive terms, that rates on provision traffic to the Atlantic seaboard were being constantly cut to very low figures, and that these low rates would continue until Jan. 1 at least; but this week other reporters learn that there is an improvement in the situation, and that the reports of cutting last week were on the admission of the complaining railroad men themselves, exaggerated. The reader can take his choice. One traffic man says that "provision rates from Missouri River points are always unsettled."

The Interstate Commerce Commission held hearings in Chicago Nov. 19. One of the complaints was that of S. E. Carr, a traveling salesman, who made a contract with the Northern Railway to haul his sample car for 15 through fares with stop-over privileges. The company demanded 15 local fares, and Mr. Carr complains. Another complaint was against the Great Eastern fast freight line. A consignee who had the main trunk system was told by each of the railroads in the line that they were not responsible, and also by the management of the line that it had no legal responsibility.

A correspondent of the New York Journal of Commerce traveling through the Southern States states that it is easily noticeable to the eyes of the Southern people towards the railroads has of late years undergone a marked change from one of suspicion, if not of animosity, to one of friendliness. The gradual absorption of small impoverished and badly served roads into the greater trunk systems has removed many grievances; and improved service has increased local travel to a marked extent. The correspondent thinks that the cotton mills of the Southern States will induce the railroads to grant milling-in-transit rates, for the transportation of cotton from the fields to the factory, and for the manufactured product from the mill to the market.

Nebraska And Its Railroads.

Press despatches from Omaha state that the railroads of Nebraska are now intently watching the politicians of the state, who at the next election, which meets in January, are likely to introduce a law reducing freight and passenger rates. It is said that the Republican leaders favor a proposition to make a general reduction of 15 per cent. The Newberry case, which was decided by the Supreme Court because the reductions ordered by it were unreasonably large, contemplated reductions of 20 per cent. and more. The Supreme Court of the state last week gave its decision in the suit of the railroads to contest the powers of the State Board of Transportation and held that the law creating this Board is unconstitutional. This leaves the state without any rate legislation whatever. The doings of this Board during the past few years, and the present situation of affairs in the state, are reviewed in the New York Evening Post as follows:

The Board was composed of three executive state officers, viz., the Secretary of State, the Auditor and the Attorney-General, who were aided by three members of the Board, viz., the active and actual members were three secretaries appointed by the Governor, so designated in order to overcome the Constitutional inhibition to creating state officers other than those specifically named by the Constitution of 1875. These secretaries have in recent years endeavored to compel the railroads to reduce rates, but every effort was met by resistance in the courts. . . . The Supreme Court when composed of a majority of Republicans, decided the Board had power to regulate railroad rates; the present Supreme Court, dominated by Populists, annuls the law, but not until after the recent election made certain the appointment of three Republican secretaries instead of the three secretaries now holding office. Ever since the Populists gained the ascendancy, eight or ten years ago, successive Legislatures have sought to pass restrictive measures that would stand the test of the State and Federal courts, but the efforts signally failed. Laws were forced by the railroad attorneys; and after nine passengers were burned to death, the engineer of this train, in a dense fog, ran past the signal at a block station more than the length of the train. He stopped at a soon as possible and backed up; but by the time he got back to the cabin the signalman had permitted a second train to come on from the station in the rear, and the collision ensued. The rest of the train of the modern Prussian parlor cars, whose compartments open on a wide passage, and which is entered at the ends, like American cars, and the shock wrenched the compartment doors so that they could not be opened; a hole was punched in the gas-holder underneath the car and in a short time the next one in flames. In the rear car the passengers could not get out of the doors escaped through the windows. It would be difficult to say which is the greater, the recklessness of the engineer in backing into the section he had vacated, or the stupidity of the signalman in admitting the second train.

The Sleeping Brakeman of Saxony.

The sleeping brakeman of Saxony, who, for nearly 18 years, lay in something like a trance, as a result of a railroad accident, as we have mentioned in another issue, has actually died. Some of the neighbors reported that his condition was assumed for the sake of a pension, and they even pretended to have seen him by morning twilight get up and move about the house. The surgeons made experiments which convinced them, nevertheless, perfectly equally be convinced they decided to remove him to a hospital for two weeks where he would be under observation all the time. When the men went to fetch his wife found him with a pistol shot through his head and his wife hanging to the door. The poor woman, tormented

by the evil tongues of her neighbors, had shot him and then hung himself. This has been one of the most wonderful cases in surgical history. An electrical current was passed through the man which would have compelled any man in normal condition to struggle violently, but this patient was absolutely passive under it. Neither did he make the slightest movement when needles were stuck into his legs or the soles of his feet. Only when his cheek was pricked there was a slight contraction of his forehead. Many efforts were made to flex his knee joints, but always in vain. And this lasted for 18 years.

Bridge Material for the Dutch East Indies.

The Colonial Ministry of The Hague, Holland, invites bids for the superstructure of 95 bridges on narrow gauge lines on the islands of Java and Sumatra; further for the superstructure of 18 bridges on standard gauge lines on the same islands. The Ministry is also to market for rails, sleepers and other track material. Messrs. Nyhoff, of 18 Nobelstraat, The Hague, Holland, supply particulars.

Roumanian Rail Imports.

During the year 1899 the imports of iron and steel rails into Roumania amounted to 11,680 tons, valued at 1,868,824 francs. Great Britain supplied 5,972 tons at 955,548 francs; Germany, 2,110 tons at 337,622 francs; Belgium, 1,619 tons at 250,193 francs, and Austria-Hungary, 1,043 tons at 166,998 francs. The rest came from France. Nothing was contributed by the United States. There are now 1,012 miles of railroad open in Roumania, and there are 77 miles under construction and 360 miles under survey.

Train Robbery in Arkansas.

A passenger train of the St. Louis, Iron Mountain & Southern was stopped by robbers at Gifford, Ark., on the night of Nov. 11 and the express car was robbed of several hundred dollars (one account says \$15,000). It is said that there were five robbers in the gang. They applied dynamite four times to the through safe, but failed to blow it open. The express car was completely wrecked by the explosion.

The British Pneumatic Railway Signal Company.

This is the name of the company which has been formed in England, as already announced in the Railroad Gazette, to introduce in Great Britain and the British Colonies the low pressure pneumatic interlocking apparatus for switches and signals, which, in this country, is made by the Standard Railroad Signal Company, of Troy, N. Y., as licensee of the Pneumatic Railway Signal Company, of Rochester. We understand that the stock of the British company has already been subscribed and that the concern has begun business. Steps have been taken to form companies to make and sell the low pressure apparatus in Germany and Austria.

Instruction of Trainmen on the Lackawanna.

The Delaware, Lackawanna & Western has issued to its employees a circular announcing that the International Correspondence School of Scranton has been authorized to instruct such employees as may desire in mechanical and civil engineering, bridge designing, steam and electrical engineering, mine engineering and coal mining, locomotive running, mechanical drawing, drafting, painting and train management. The courses include locomotive construction, maintenance, care and running (simple and compound); the construction, testing and operation of the Westinghouse and New York air-brakes, and the Westinghouse train air-signaling system; the low pressure governing movement of trains on single and double track, including telegraphic train orders, and rules governing fixed signals (automatic, block and interlocking). The course for employees in train and passenger service embraces the train rules, sign rules, train orders and fixed signals; air-brakes, train air-signal, car heating, etc. The train rules and rules governing the block system are those formulated by the American Railway Association, and soon to be published by the Lackawanna. One of the Correspondence Schools' instruction cars will soon go over the road.

Electric Traction in New York.

President Vreeland, of the Metropolitan Street Railway Co., announced last week that the work of converting the motive power of the Broadway, Lexington and Columbus avenue lines from cable to the underground electric system was completed. The railroad company will be until spring, however, before replacing the cable cars by those equipped for the new system. The running of electric cars on 42d street and the installation of the underground system on Broadway, Lexington and Columbus avenues complete the changes planned for this year. The company will next improve the transit facilities on Eighth and Tenth avenues.

Widespread Windstorm.

On Nov. 21 and 22 damage was done by windstorms at many places throughout the Eastern and central portions of the United States. In Northern New York State many freight cars had their roofs blown off. At Tonawanda, N. Y., thousands of dollars damage was done in the lumber yards. At Colorado Springs, Col., the velocity of the wind was 85 miles an hour; telegraph and telephone lines were wrecked, and many street cars were overturned. On the plains the movement of railroad trains was greatly interfered with by drifting sand. The storm was unaccompanied by rain or snow, and the sandstorm was similar in its nature and effects to the sandstorms of Arizona.

Nine Passengers Killed in Germany.

The passenger train disaster near Offenbach, Hesse, reported in the press despatches of Nov. 9, proves to have been a rear collision on a line where space-interval regulations were in effect. The foremost train was one traveling from Berlin to Frankfort-on-the-Main, and the nine passengers were burned to death. The engineer of this train, in a dense fog, ran past the signal at a block station more than the length of the train. He stopped at a soon as possible and backed up; but by the time he got back to the cabin the signalman had permitted a second train to come on from the station in the rear, and the collision ensued. The rest of the train of the modern Prussian parlor cars, whose compartments open on a wide passage, and which is entered at the ends, like American cars, and the shock wrenched the compartment doors so that they could not be opened; a hole was punched in the gas-holder underneath the car and in a short time the next one in flames. In the rear car the passengers could not get out of the doors escaped through the windows. It would be difficult to say which is the greater, the recklessness of the engineer in backing into the section he had vacated, or the stupidity of the signalman in admitting the second train.

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