

into by a passenger train, and the engine and fireman were seriously injured.

rc, 17th, Kansas City Southern, Many, La., a freight train which had been unexpectedly stopped on account of some disrepair of the engine was run into at the rear by a following freight, and the engine and the standing train, who was under his engine, was killed.

bc, 18th, 5 a. m., Illinois Central, Rialto, Tenn., butting collision between southbound train No. 155, third section, and northbound freight No. 152, wrecking both engines and several cars. One fireman was killed and five other trainmen were injured. The southbound train was standing at the station, waiting for the northbound, and it appears that the men on the engine on the latter had fallen asleep. The fireman of the standing train was also asleep.

bc, 18th, Erie road, Rowlands, Pa., butting collision between a passenger train and freight, badly damaging both engines and several cars. Two trainmen and two passengers were injured.

unr, 18th, Chicago Great Western, Northfield, Minn., a passenger train was derailed and two of the three passenger cars were overturned. Six passengers and three trainmen were injured.

bc, 20th, Cleveland & Pittsburg, Salubury, Ohio, butting collision of freight trains, wrecking three engines and ten cars. One brakeman was killed and several other trainmen were badly injured. The wreck took fire and was partly burnt up. It is said that the collision was due to a mistake of an inexperienced brakeman who, having been sent out to flag one of the trains, returned on a whistle signal which was intended for a flagman on another track.

bc, 21st, 3 a. m., Alabama Great Southern, Cottonvale, Ala., butting collision between a southbound passenger train and a northbound freight. Four passengers and three trainmen were injured.

tdn, 21st, 6 a. m., St. Louis & San Francisco, Godfrey, Kan., a southbound passenger train was derailed by running into a side-track at full speed, and the engine and several cars were overturned. Five passengers and five trainmen were killed and 32 other persons were injured. The switch had been set for the side-track because of the presence of a freight train on the main line and it appears that the men in charge of the freight failed to notify the passenger train to slacken speed.

bc, 23d, Southern Railway, Knoxville, Tenn., butting collision of freight trains, badly damaging both engines and several cars. One fireman was fatally injured.

bc, 23d, Louisville & Nashville, Morris, Ala., butting collision of passenger trains. One mail clerk killed and six passengers and five trainmen were injured.

unf, 23d, 8 p. m., Baltimore & Ohio, Laurel Run, Pa., eastbound passenger train No. 12, running at high speed, was derailed by timber lying on the track which had fallen

xc, 25th, 11 p. m., Southern Railway, Clifton, Va., passenger train No. 218 collided with the rear portion of a freight train which had broken loose and had run down a grade. Five trainmen were injured.

bc, 26th, 8 p. m., Pere Marquette road, East Paris, Mich., butting collision between westbound passenger train No. 5 and eastbound passenger train No. 6, both running at full speed. Both engines and three or four cars in each train were completely wrecked, and 17 passengers and 5 trainmen were killed and 23 passengers injured. There was a blinding snow storm at the time. The collision was due to the failure of the engine of the westbound train, No. 5, to heed a train order signal set against him at McCord's. It is said that the light of the train order signal had been extinguished by the wind. This collision was reported in the Railroad Gazette of January 1.

bc, 26th, Wabash road, Worden, Ill., butting collision between a northbound passenger train and a southbound freight, badly damaging both engines. Four trainmen and six passengers were injured.

*xc, 26th, Cincinnati, New Orleans & Texas Pacific, Williamstown, Ky., collision between a freight train and a wrecking train, wrecking several cars. The sleeping car of the wrecking train took fire and two of the employees were burned to death. Nine other employees were injured.

*rc, 27th, 9 p. m., Chicago & Eastern Illinois, Tangier, Ill., a freight train which had been unexpectedly stopped by a hot bearing in the engine was run into at the rear by a following freight, and the engine and caboose were wrecked. The wreck took fire from the stove in the engine and was partly burnt up. The engine and the standing train was beneath his engine and was killed, and the engine of the other train jumped off and was badly injured.

*bc, 27th, Northern Pacific, Hinckley, Minn., butting collision between a passenger train and a freight, badly damaging both engines. One mail car took fire and was burnt up, and a mail clerk was burned to death.

o, 27th, Baltimore & Ohio, Akron, Ohio, the locomotive of a freight train was wrecked by the explosion of its boiler, and the fireman and one other trainman were killed and a brakeman was fatally injured.

xc, 28th, 4 a. m., Pennsylvania road, Rahway, N. J., an eastbound freight train on track No. 2 broke in two, and the rear portion afterward ran into the forward one, wrecking several cars. A part of the wreck lodged on track No. 1 and fast mail train No. 18 ran into it. The engine of this train was damaged and the fireman was killed.

dn, 28th, Philadelphia & Reading, Phoenixville, Pa., a mixed train was derailed at a misplaced switch and the engine and several freight cars fell down a bank. One passenger and one trainman were injured.

a freight train was wrecked by the explosion of its boiler, and the fireman, a track walker and a bystander were killed. Five other persons were injured.

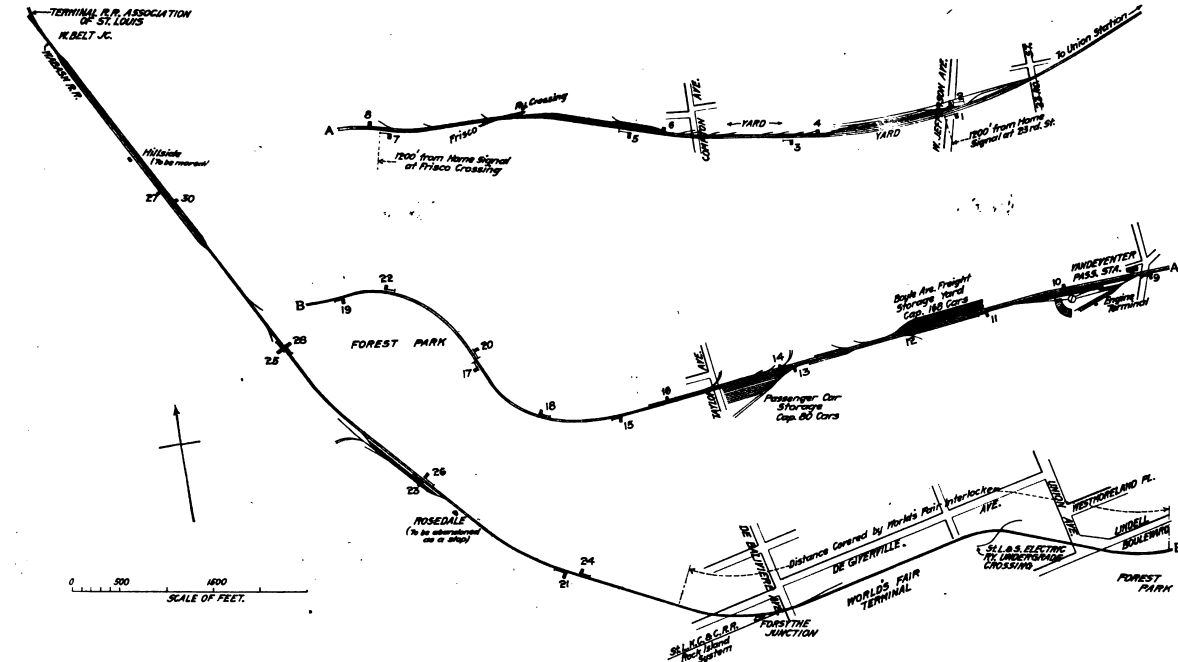
dr, 30th, Northern Pacific, Tuscor, Mont., a passenger train was derailed by a broken rail.

bc, 31st, 6 a. m., Lake Shore & Michigan Southern, Ash-tabula, Ohio, eastbound passenger train No. 22, drawn by two engines, was derailed at a misplaced switch and both engine and one fireman were killed and one fireman was injured. The proper setting of the switch had been delayed by difficulty in clearing away snow. The switch was suitably protected by signals, however, and the derailment appears to have been due to disregard of signals.

bc, 31st, Baltimore & Ohio, Barton, Ohio, butting collision between a freight train and a train consisting of an engine and a caboose. The light engine started backwards unattended and ran some distance. One brakeman and one engine man were injured, the brakeman fatally. The collision was due to an error on the part of one of the engine men, who mistook a special train for a regular.

The Wabash Terminal at the World's Fair Grounds, St. Louis.

By reason of its location, the Wabash will bear much the same relation to the St. Louis World's Fair than the Illinois Central bore to the Columbian Exposition at Chicago in 1893. Forest Park is in the extreme western part of the city and the Union Station is due east of it in the eastern central part of the city. Starting from the Union Station, the Wabash runs almost directly west to Forest Park, turning northwest at the eastern boundary of the latter and running through its northeast corner. Emerging from the park at Union avenue, it parallels the north park line for half a mile, to Forsythe Junction, the crossing with the St. Louis, Kansas City & Colorado (Rock Island), and again swings to the northwest and north, crossing the line of the Terminal Railroad Association of St. Louis at West Belt Junction, 2 miles further on. It is probable that excursion trains from east of the Mississippi will be run via the Merchants' Bridge, the Terminal's line and the Wabash, direct to the fair grounds. Regular trains from the east will discharge at the Union Station as usual.



Block Signals on the Wabash Main Line Between Union Station and Page Avenue, St. Louis.

(The three sections join from left to right, A to A, B to B.)

from a westbound freight which had just passed on the adjacent track. The engine fell down a bank and the baggage car and smoking car lodged on the boiler. Escaping steam from the dome of the boiler scalded the occupants of these cars, and altogether sixty-two passengers and three trainmen were killed and three passengers and one trainman were injured. The car containing the timbers which fell off was said to have been loaded at Friendsville, Md. This accident was reported in the Railroad Gazette of January 1.

rc, 24th, Northern Pacific, Elk River, Minn., a passenger train ran into a preceding freight, wrecking the caboose; one brakeman was burned to death.

bc, 24th, 5 a. m., Wabash road, Mexico, Mo., butting collision between an eastbound passenger and a westbound freight, wrecking both engines and several cars. The freight engine man was killed and two trespassers were injured.

rc, 25th, Pittsburg, Fort Wayne & Chicago, Fifty-fourth street, Chicago, Ill., collision between a passenger train of the Fort Wayne road and a freight of the Chicago, Milwaukee & St. Paul, due, it is said, to a failure or mistake in flagging; four employees injured, including one, the flagman to whose neglect the collision is said to have been due, fatally.

xc, 25th, Kokomo, Ind., a freight train of the Pittsburg, Cincinnati & St. Louis ran into a passenger train of the Toledo, St. Louis & Western, wrecking two passenger cars. Five passengers were injured.

unf, 28th, 11 p. m., Pittsburg & Lake Erie, New Castle Junction, Pa., a westbound express train was derailed and five cars were ditched. It is said that a spike had been maliciously placed on the track for the purpose of derailling the train.

bc, 29th, Illinois Central, Paducah, Ky., passenger train No. 10 ran over a misplaced switch and into the head of a freight train standing on the side track, wrecking both engines and a mail car. Both engine men, three other trainmen and two passengers were injured, the engine man fatally.

bc, 29th, about 5:30 a. m., Pittsburg, Fort Wayne & Chicago, Larwill, Ind., butting collision between a westbound passenger train and an eastbound freight, making a bad wreck. Three trainmen were killed and one passenger, three trainmen and a boy riding on the engine were injured. It is said that the freight engine man had received an order giving him until 5:30 to reach Larwill, but that he read the order 6:30.

dr, 29th, 2 a. m., Chicago, Burlington & Quincy, Fenton, Ill., a freight train was derailed, presumably by a broken rail, and the engine and 9 cars fell down a bank. The fireman and one brakeman were killed and the engine man was fatally injured.

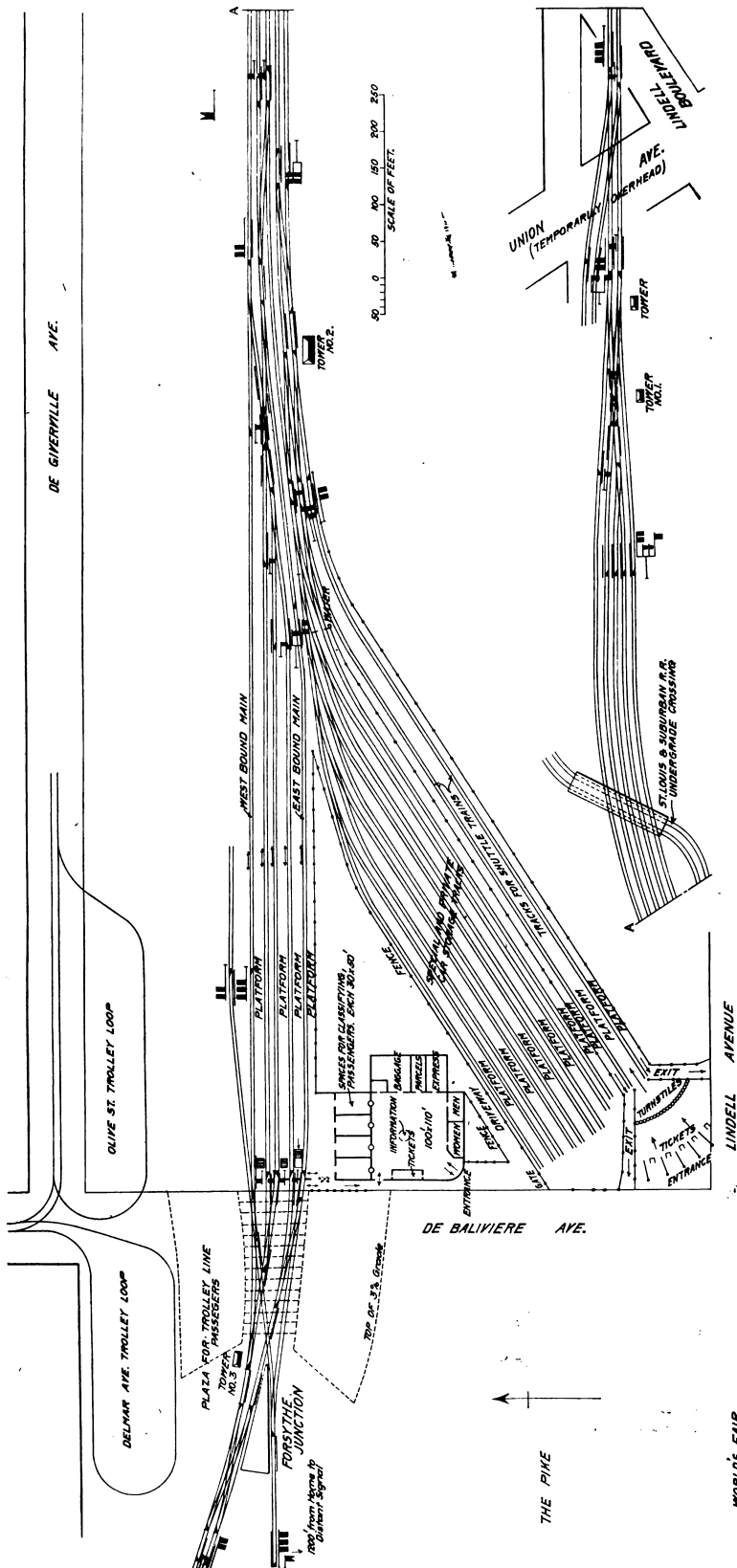
unf, 29th, 4 a. m., Louisville & Nashville Pleasant View, Ky., a passenger train was derailed by a rock which had fallen on the track and the engine was badly damaged. A mail clerk was injured.

o, 29th, Erie road, Hankins, N. Y., the locomotive of

The plans of the transportation facilities and World's Fair terminals of the Wabash have been carefully worked out by President Joseph Ramsey, Jr., and two engravings, showing respectively the terminals at the fair grounds and the plan for proposed block signaling between the Union Station and Page avenue (West Belt Junction) are presented herewith.

The special service between the fair grounds and the Union Station contemplates the use of shuttle trains, and it is expected to be able to handle 36,000 people an hour. The trains will be made up of specially-constructed cars without steps, having transverse seats extending clear across and doors on both sides at each seat, similar to open street cars. Their seating capacity will be 120, and they will be run in 10-car trains, or 1,200 persons per train. With trains at two-minute intervals, the 36,000 people an hour, above mentioned, will be provided for.

The Wabash now has a double track from the Union Station to Page avenue. At Union avenue the number of tracks is increased to five as far as Forsythe Junction. These additional main tracks are for through trains east and west, which will discharge passengers at the fair grounds. Platforms long enough to accommodate respect-



Track Plan and Interlocking Signals for Wabash Terminal at World's Fair Grounds, St. Louis.

ively 14, 11, 10 and 8 cars are placed between these tracks, and the passengers discharged from these trains will walk west on the platforms to the stairs shown, and will descend into De Baliviere avenue, which, during the fair, will be lowered to pass under the railroad's tracks, and will be used by pedestrians only. From the subway to the entrance to the fair grounds, the avenue will be widened to 300 ft., forming a broad plaza-approach. Loops for both the Delmar avenue and Olive street trolley lines are to be put in just north of the De Baliviere avenue subway, through which the passengers on these lines must pass to the fair grounds.

Facing on the De Baliviere plaza will be the Wabash station for through trains. It will have a main waiting room 100 ft. x 100 ft., with an information bureau in the center. Adjoining the waiting room on the west will be baggage, parcel and express rooms. On the north are four spaces for classifying passengers, each 30 ft. x 50 ft. The object of these compartments is to avoid confusion and to facilitate handling the passengers to the through trains. For instance, announcement that a certain train is to depart at a certain time is displayed over a compartment, and only passengers having tickets for that train will be admitted to that compartment. The entrance from the compartment to the track will be opened only when the train is announced.

The shuttle train business will be handled entirely from the station at the corner of Lindell and De Baliviere avenues, which is directly opposite to the main entrance to the fair grounds. Eleven stub tracks are shown back of this station. Only two will be used for the shuttle trains and these two will be enclosed by fences in each side. The remaining nine tracks will be for storage of shuttle trains during slack hours and for private cars, etc. The shuttle trains will head in on these two tracks, and for each train an extra locomotive will be waiting to couple on to the rear while it is discharging and loading passengers, and will haul it on its return trip. The locomotive bringing the train in becomes the extra for the next train, backing down and lying in the clear on the cross-over where "Water" is marked on the drawing. The two tracks marked for shuttle trains will be kept clear of traffic as far east as Union avenue, where they converge with the other main tracks into the double track to the Union Station.

It is thought that the only possible point of serious congestion in the service planned will be at the Union Station where other trains might possibly interfere. However, it is the intention to have two tracks on the west side of the train-shed reserved exclusively for this service. Both at this point and at the World's Fair end there will be platforms on a level with the floors of the cars. Passengers unloading will go to the outside platforms, while those wishing to board the train can only enter, through turnstiles, to the middle platform, their tickets being taken before passing through the turnstiles.

The engravings also show the plan of the proposed block signaling between the Union Station and Page avenue, and the complete track plan between these points except at the World's Fair Station, as the block system is broken at the east and west limits of the World's Fair interlocking. From the home signal at 23rd street, near the Union Station, to West Belt Junction, exclusive of the World's Fair interlocking, which is about 5,500 ft., the distance is about 5 miles, and it will be divided into 15 blocks, equipped with automatic electric block signals. Trains will run at two-minute intervals and will make the trip in 10 minutes.

Four interlocking plants will be installed, one at Page avenue and another at Forsythe Junction. The third is the World's Fair machine, marked Tower No. 2, and the fourth is at Union avenue. The World's Fair machine will have 52 levers with only one spare, and the Union avenue machine will have 28 levers if no connection is made to the Hoek Island at this point and 32 levers if the connection is made.

There will be an overhead crossing at Union avenue as a sewer prevented building a subway for the street. A bridge with long approaches will be put in.

We are indebted to Mr. W. S. Newhall, Chief Engineer, for the plans and for information

Foreign Railroad Notes.

The Prussian State Railroads have increased their order for new locomotives for the coming year from 445 to 606. All must be delivered before December, 1904.

Press despatches of January 26 report that the French Chamber of Deputies has rejected a proposal for the purchase by the State of the Western Railroad of France. This proposal is said to have been the beginning of an intended movement to have the whole of the railroads of the country bought by the government. The leader of the opposition to the project was M. Rouvier, Radical Republican. He says that the existing agreements between the government and the railroads are decidedly beneficial to the government treasury.

Either the Belgian State Railroad accounts are very obscure, or some members of the Belgian Parliament are very dumb. The latter has a committee whose duty is to report on the railroad accounts. One of this committee affirms that the figures are deceptive, and that in reality the railroads incurred a deficit of 38,000,000 francs last year. Another, belonging to the same party, declares on the other hand that they are one of the chief sources of the national income.