

THE RAILWAY AND ENGINEERING REVIEW

ESTABLISHED JUNE 1888

No. 31. SATURDAY, AUGUST 3, 1907. Vol. XLVII.

Trainmen Act Quickly.

On July 28, when a passenger train on the Canadian Pacific was nearing the Rideout, Ont., river bridge, the engineer observed the bridge was on fire. He applied the brakes and jumped, but seeing that the train would pass on the bridge despite the brakes, he ran and caught the engine again and pulled the train across. The brakeman then swam back across the river to flag another train.

Status of Mail Clerks.

The state supreme court of Minnesota this week rendered a decision that railway mail clerks on duty are as much passengers on the road on which they run as those who pay fare and ride in the regular coaches. The opinion was given in the suit of L. M. Decker versus the Chicago, Milwaukee & St. Paul, to recover damages because he caught cold on account of a defective car door.

Dynamite Explodes in a Trunk.

Rough handling of baggage at the Union station in St. Louis, on July 29, set off some sticks of dynamite which a miner was carrying in his trunk, among other belongings. Eight persons were injured, the miner's baggage was destroyed, and the noise of the explosion threw the crowd about the station into a panic.

Use of the New Washington Station.

The first road to occupy the new union station at Washington, D. C., will be the Baltimore & Ohio R. R. This company will occupy the new building on Sept. 15, abandoning the present station at Jersey avenue and C street.

Labor Union Matters on English Railways.

Lord Claud John Hamilton, chairman of the Great Eastern Ry., and Henry Cosmo Bonsor, chairman of the Southeastern Ry., speaking at the annual meetings of their respective companies on July 30, both emphatically refused to recognize the Amalgamated Society of Railway Servants, the executive committee of which had demanded the right to represent the railroad employees in an effort to settle their alleged grievances. A conference of delegates representing all grades of employees of every railroad in England and Wales was held in Birmingham last November, and a program was drawn up which included demands for an eight hour day, increased wages and the recognition of the Amalgamated Society by the companies. Last May resolutions were passed to call a strike in August if the men failed to get concessions from the railroad companies concerned. Both the chairmen said that their directors always were ready to discuss grievances with the employees themselves, but they absolutely declined to permit the interference of a third party. It is understood that the managements of all the railroads in the United Kingdom have similarly agreed to refuse to recognize the Amalgamated Society of Railway Servants as an intermediary between the directors and the men.

The Block Signal Board Ready for Business.

The Block Signal and Train Control Board, at Washington gives notice that it is now organized and ready to consider devices or methods coming within the scope of the law of congress. All communications should be addressed to W. P. Borland, secretary the Block Signal and Train Control Board, Interstate Commerce Commission, Washington, D. C. In presenting information relative to any device or method, persons are requested to comply as nearly as practicable with the following form: (1) name of device or process; (2) name and address of proprietor; (3) number and date of U. S. patent or patents; (4) purpose of the device or process; (5) brief statement of how the purpose

is carried out; (6) description of fixtures at side of roadway; (7) description of fixtures on or between rails or track; (8) description of fixtures on any overhead structure; (9) description of fixtures on locomotive; (10) description of fixtures on cars; (11) general description; (12) statement of relation to other signaling apparatus or operations; (13) name of railroad or railroads on which used or tried and length of time in use; (14) name of town, district, or railroad division on which used or tried; (15) names of railroad officers of whom inquiry may be made; (16) names of other references.

Mail Matters.

Western railroads are near an open break with the postoffice department over the transportation of the mails, owing to a number of recent orders. The latest cause of grievance is the imposition of heavy fines on nearly all the roads for delay in delivering the mails. To consider the situation, railroad men held an important conference in Chicago, July 29. One official declared that the fines levied by the government against his road in one quarter amounted to \$40,000. A similar condition on other roads was reported. The fines were assessed under a new rule which went into effect in July, providing that if the mails are late ten times on any route during a period of ninety days the road shall be assessed 15 per cent of the pay of that route for the quarter.

To Compel Sobriety.

The Baltimore & Ohio officials are preparing to go into the county courts and ask that a ruling be made prohibiting hotelkeepers and barkeepers from selling or furnishing drinks to railroad men while the latter are on duty.

Excursion Rates.

The policy of granting railroad excursion rates for special occasions in Ohio, Indiana and Illinois will be continued, by a decision of the representatives of the trunk lines in that section concerned this week. Among those present were: President Underwood and Assistant General Traffic Manager D. W. Cooke of the Erie; George F. Randolph, first vice-president of the Baltimore & Ohio; D. O. Ives, general traffic manager of the Wabash; J. R. Wood, passenger traffic manager of the Pennsylvania, and Warren J. Lynch of the passenger traffic department of the New York Central.

Missouri Pacific Train Speeds.

On July 24, the Missouri state railroad and warehouse commissioners made an inspection trip over the main line of the Missouri Pacific between Kansas City and St. Louis, leaving the latter city on a special train. One of the commissioners said that "The present trip is being made at the request of the railway company. They notified us that the repairs we had ordered had been made and the company's engineer of maintenance of way is with us to show us that the work has been done. We find the company has made the repairs to which their attention was called or have the material on the ground ready to be used. We will not now order the company to confine their trains to a speed limit of 30 miles per hour, as we had expected to do."

Electric Development for the C., M. & St. P. Ry.

An extensive project for the utilization of hydro-electric power is reported for the Chicago, Milwaukee & St. Paul Ry. in the controlling of 35 miles of the St. Joe river between North Fork and St. Joe in northern Idaho, east of Spokane, Wash. The scheme contemplates the development of 180,000 h. p. from the river, a part of which will be used as motive power on the adjacent sections of the railroad. That portion of the line includes the Bitter Root divide; and the road between the Bitter Roots and Rock Lake, Wash., is one of recurring tunnels, the aggregate being 10,000 ft. in 150 miles of line. The electrification project, therefore, offers the advantage of dispensing with steam power in the tunnels as well as of concentrating great power at the heavy grades. It is stated that definite plans have been formulated for the hydro-electric works, for which three dams will be built at available sites in the river. After the require-

ments of motive power for the road are supplied, a considerable surplus of electric power will be at hand to be used in the operation of saw mills and for other purposes tending to the industrial development of the territory.

To Test Anti-Pass Law in Texas.

Suit is soon to be entered to test the anti-pass law of Texas, in so far as it relates to the land and immigrant department, by one of the railroads running into Houston. This line has contracts with a large number of agents which guarantee them free transportation for certain considerations and are considered the equivalent of cash. These contracts require agents to pay a certain sum of money to the railroad company each year, which virtually balances any obligation incurred, the same as though they had paid railroad fare. The point will be made that the law interferes with the right of contract, and that it is further unconstitutional because the legislature has no right to dictate in what manner transportation shall be paid for.

New Wage Scale for Firemen.

The general chairmen of the joint protective boards of the Brotherhood of Locomotive Firemen and Enginemen on July 27 considered a new wage scale and working hours for the 64,000 men employed on the trunk lines east of Chicago. The new scale will be in shape to be presented to the railroads by July 30.

Noisy Automobiles.

It is said that complaints of automobilists that they could not hear crossing bells caused the Long Island R. R. to make tests to determine whether people in a swiftly running machine could hear these bells. The tests were made at Oakdale and it was found that those riding in the automobile could not hear the bell owing to the speed at which the machine was running and the consequent noise from the engine and bumping up and down on the road.

The New Haven Road and Per Diem.

Reports have recently been current to the effect that the New York, New Haven & Hartford R. R. will withdraw from the per diem agreement and possibly from the American Railway Association. Under the demurrage law of Connecticut, the New Haven claims to be handicapped to such an extent that it is under a greater disadvantage than other roads that are parties to the agreement. The law compels the railroad to allow consignees four days in which to unload a foreign car.

German Electric Freight Line.

The German government railway authorities have decided to build an electric railway from the Essen coal and iron district, across the semi-mountainous Eifel region, to the Saar and Lorraine districts. The officials have entered into negotiations with one of the great electrical companies of Berlin for the equipment of the road. The object is to secure the cheapest transportation for heavy freight from Lorraine, which produces enormous quantities of low grade iron ore, the shipment of which to the furnaces of the lower Rhine by steam is too costly, while Lorraine draws vast quantities of coal, which comes from Essen. The project is based on plans utilizing streams in the Eifel region to generate electricity.

Breaking Up Subaqueous Rock.

The Iron Age gives particulars of an interesting method of breaking up rock in the work of increasing the depth of the Manchester Ship Canal, England, from the present 26 to 28 ft. The rock is pulverized by blows from a series of hardened steel hammers mounted on a barge, and raised by hoisting engines, being then released, as with a pile driver. The hammers carry circular cutters forged from a single ingot of armor piercing steel, and have a removable ogival point similar in form to that at the front end of a large projectile. These points may be replaced without the necessity of removing the cutter bars, which weigh 10 tons each. The bottom of the canal has a width of 120 ft., and consists of sandstone of varying degrees of hardness. The cutters are caused to