

Railway Information

Local Trains Cancelled

It is reported that ten local trains on the Baltimore & Ohio, between Pittsburg and Butler, have been cancelled on account of electric lines competition.

Plate Glass

In commenting on the use of plate glass for car windows the *Railroad Age Gazette* says: Polished plate glass for passenger cars is superior in every respect to ordinary glass. It gives the coaches an elegant, finished appearance from the outside, and affords comfort to the passenger. When the lower cost of maintenance and renewal is also considered it is clear that the increased first cost is more than offset.

Pittsburg & Lake Erie Veterans' Association

A Veterans' Association has been formed by those employes of the Pittsburg & Lake Erie who have been in the service of the company twenty years or more, and on the evening of October 25 these veterans had a banquet in Pittsburg. Two hundred men and two women were present at the banquet, and 112 other employes are entitled to membership. Colonel J. M. Schoonmaker, vice-president of the road, presided, and had on his right James B. White, laborer, and on his left Thomas Carlin, a gateman. These three, with seven others, have been on the Pittsburg & Lake Erie since the road began business in 1878.

Record Breaker

A record breaking run from Tacoma to Chicago has just been completed by a through freight train over the lines of the Chicago, Milwaukee and St. Paul Railway and its Puget Sound extension, on a schedule almost as fast as that of present fast passenger trains between those points.

The train consisted of four carloads of silk from the Orient and four carloads of salmon.

The silk was received at Tacoma from the transpacific steamer Onanfa at 1:45 p. m. Sunday, October 31. The eight car train left Tacoma over the Puget Sound line at 6:45 p. m. Sunday and arrived in Chicago at 2:19 p. m. November 4.

Heavy Train on the Virginian Railway

Items have appeared in the daily press from time to time concerning long, heavy freight trains. The Virginian Railway, not to be outdone by some of the larger systems, sends an account of a coal train recently hauled by one of their Mikado en-

gines, 24x32 cylinders, from Victoria to Deepwater. The train consisted of 100 steel coal cars, loaded with coal. The total weight of the train behind the engine was 7562 tons—cars carrying almost exactly 5500 tons of coal, and a caboose weighing 18 tons. The run from Victoria to Deepwater was made in eight hours and forty-two minutes, including three stops for water and passing two trains on the road.

Indiana State Railroad Commission Tests Headlights

An all night test of the respective merits of the ordinary oil and the powerful electric locomotive headlights has been made by the Indiana Railroad Commission, a number of prominent railroad officials and a number of prominent engineers. The tests were made on locomotives furnished by the Big Four railroad on double tracks near Avon about ten miles west of Indianapolis.

The test was brought about by an act of the legislature which directed the railroad commission of Indiana to investigate the merits of locomotive headlights now in use and order every railroad in Indiana to put in service the type of headlight which was found to be the most satisfactory. By this one act the legislature put up to the railroad commission the perplexing problem of determining one of the most generally debated questions engaging the attention of railroad men and one on which there seems to be a preponderance of opinion in favor of oil as against electric light.

It is said Indiana is the first state to attempt the solution of the headlight problem in the manner contemplated by the law.

The test being made by the Indiana commission is of importance to railroads all over this country because it will enable railroad men to learn for the first time from practical observation the opinions of some of the best engineers in the country on this problem, and at the same time legislation in other states will be inclined to follow closely the action of the Indiana legislature and the precedent set by the commission after careful scientific research. The party making the test near Avon was headed by Commissioners Wood, Dowling and McCure, of the Indiana commission; C. H. Benjamin, dean of the engineering department; L. V. Ludy, head of the mechanical department of Purdue University; H. F. Houghton, general superintendent of the Big Four, and representatives of the Pennsylvania railroad.

The tests consisted in personal observa-