

railroad track, right of way or station grounds.

"It shall be unlawful for any person, not being a passenger or employee, but a trespasser, to get on or off, to ride upon, any railroad train, car or engine, or part thereof.

"Any person convicted of the violation of either of the preceding sections shall be punished by a fine of not less than \$10 nor more than \$100 or by imprisonment in jail not exceeding thirty days, or both."

The requests for the draft of such a statute were elicited by a letter Mr. Miller addressed last year to the governors of the states traversed by the Burlington, urging more stringent legislation against trespassing.

All the railroad men of the West read this Magazine.

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# Railway Electrification

## Big Saving In Operating Expenses Assured to Companies

THERE are at least three giant electrification projects in the United States practically as good as closed at present. One of these is, of course, the St. Paul electrification of 450 miles of main line. The other two projects must remain unannounced for a time. One of them is a big Eastern road, and the other an important Western line.

Altogether this electrification work will involve an expenditure of between \$18,000,000 and \$20,000,000. Incidentally, a very measurable percentage of this outlay will represent outlays for copper.

While more has been said about the St. Paul electrification than any other projects, save those of the terminal electrifications of the New York Central and New York, New Haven & Hartford, it is a fact that one of these three big projects is nearer to being

closed and work actually started than is the St. Paul plan.

Perhaps the most important point in connection with the initiation of these three big electrification projects is that they are to apply to entire divisions. The trouble with electrification to date has been that it has been too much considered a terminal undertaking, to be utilized only in a desperate last resort to increase the practical area of badly congested terminals. Or electrification has been considered good only for special work, like the Great Northern electrification of six miles at the Cascade tunnel, or the Michigan Central Detroit tunnel electrification, covering about 19 miles under the Detroit River.

Now the big electric companies—General Electric and Westinghouse—are boldly preaching the doctrine that the maximum showing for electrification is on main line traffic, where an entire division of a road is turned over to the ingenuity and devices of the electrification enthusiast.

And to point the moral it is stated that the saving to the Pennsylvania in the operation of the West Jersey & Seashore, covering 150 miles of track, has been from \$200,000 to \$800,000 per annum, according as one chooses to figure.

In other words, under steam operation the West Jersey & Seashore was not even earning its operating expenses. Its present net earnings are in excess of \$800,000 per annum. There has been a direct known and proved saving in cost of train operation of 4.1 cents per mile, or \$200,000 per annum.

Again, the Pennsylvania Railroad in its Long Island railroad operations has saved through electrification almost \$500,000 per annum in operating expenses. Here a total of 164 miles of track are affected, giving in a certain sense some of the benefits that follow from application to an entire main line division.

Even the New York Central electrification, loudly proclaimed as a failure and a heavy bill of expense, is beginning to pay for itself. A total of perhaps \$12,000,000 went into this New York Central project, and today the saving on suburban operation alone is understood to have justified two-thirds

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of this outlay. The other one-third, or, say, \$4,000,000, will be more than justified when electrification of the main line on toward Albany is completed, as it unquestionably will be in a very few years. New York Central electrification was, of course, mandatory, and can never be used as a fair argument for or against electrification.

On Western roads electrification is bound to come rapidly. For one thing, a 200-ton Mogul engine costs too much in maintenance and wear and tear on track to operate. The same drawing power can be obtained from a 100-ton electric engine, which uses no water, is not affected by cold weather, does not spill cinders along the track or destroy tunnels, and which can be stopped for a third of the expense entailed in stopping a steam engine.

**E**XCELLENT facilities are afforded in Germany for transporting invalids and cripples who are unable to walk. The German railroad system provides a first-class car for invalids who can afford to use it. This car is fitted with every possible convenience for the sick. A special compartment, opening on the level of the station platform with a double door so that a stretcher can be carried in without the slightest difficulty, is set apart for the invalids and attendants. The balance of the car contains a kitchen, where meals can be prepared, and a section handsomely upholstered for members of the family or accompanying friends. For invalids who travel second or third-class an apartment on an ordinary car is used, opening in like manner with a double door in the station platform.—Railway Age Gazette.

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