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Frank Thomson Scholarships for 1915.

Louis T. Shannon, of Pittsburgh, Pa., and Robert R. Litehiser, of Eaton, Ohio, have been announced by the Pennsylvania Railroad lines east and west of Pittsburgh, as the winners of the Frank Thomson scholarships for 1915. The Frank Thomson scholarships were established in 1907 by the children of the late Frank Thomson, formerly president of the Pennsylvania Railroad, as a memorial to their father. Two scholarships are awarded each year, upon competitive examination, to sons of living or deceased employes of the Pennsylvania Railroad system. There were 23 applicants this year. Mr. Shannon is the son of William T. Shannon, deceased, who was an engineman on the Conemaugh division. He prepared for college at the Fifth Avenue high school, of Pittsburgh, and intends entering the Carnegie Institute of Technology, science department, in the fall. Mr. Litehiser is the son of Daniel R. Litehiser, telegraph operator on the southern division of the Grand Rapids & Indiana Ry. He received his preliminary education at the Eaton, Ohio, high school, and expects to enter the scientific department of Harvard University. The purpose of the Frank Thomson scholarships is to enable the holders to take technical college courses to fit themselves for entering the service of the Pennsylvania Railroad system.

Electrification of the C. M. & St. P. Ry.

The electrification of the main line of the Chicago Milwaukee & St. Paul Ry. between Three Forks and Deer Lodge, Mont., which has been proceeding all summer, is approaching completion. It is now planned to make tests of the locomotive equipment early in October, between Lombard and Three Forks. This part of the road has some of the heaviest grades encountered on the 113-mile division. Details of various engineering features of this enterprise have been mentioned from time to time in these columns. A total of 21 electric locomotives have been ordered for this service, of which the initial order of 12 are to be used between Three Forks and Deer Lodge, and the balance on the portions to be electrified later, embracing 440 miles of line, between Harlowton, Mont., and Avery, Idaho. Each locomotive weighs 260 tons, and is equipped with eight motors, having a rated capacity of 3000 horsepower continuously, or 3440 horsepower for one hour. They will operate from an overhead trolley, on 3000 volts direct current.

Handling the Georgia Peach Crop.

For the movement of the Georgia peach crop to eastern markets during the season extending from May 27 to August 17, the Southern Railway operated 187 special trains from Atlanta to Potomac Yards, on fast passenger schedules, handling 3636 cars. Of these 3574 cars, or 98.3 per cent, made perfect schedule, and were delivered to connections in time to make market on the date due. For each of these trains four engines and four crews of five men each were required; and as it was necessary to run an equal number of extra trains in the opposite direction, a very large number of engines were directly connected with the train movement

in addition to the very much larger number who did their part in making up trains and in keeping roadway, motive power and rolling stock in repair. This heavy extraordinary traffic was moved over the 649 miles of the Atlanta-Washington line, over 100 miles of which is undergoing double-tracking and revision, without the slightest interference with the regular traffic, a result which could have been accomplished only by a splendid organization in charge of a well-equipped plant. For the movement of peaches to western markets 35 special trains were run from Atlanta to Chattanooga, handling 219 cars, all of which moved on perfect schedule. The highly perishable character of the peach makes it necessary that it be moved with the utmost dispatch, and the success of the industry is, therefore, to a great degree dependent on the character of the railway service to the great consuming markets of the country.

A Story of Heroism.

The Pennsylvania Railroad has made public a story of heroism, in the feat of a brakeman, who ran out on the pilot of a moving locomotive, and snatched a little child from death on the track. The hero is Harry E. Duey, a brakeman on the Tyrone division, and the circumstances were as follows: On July 13 a train of loaded cars was coming down the Snowshoe branch of the Tyrone division from the coal mines of Center county, Pennsylvania. As the train rounded a curve on a sharply descending grade near Clarence, a boy of three or four years was seen sitting in the track about 200 feet ahead. A string of empty cars on a siding had hidden him from earlier view. The engineman threw on the brakes, exclaiming, as he did so, that the rails were wet, and that he didn't believe he could stop in time. Brakeman Duey was on duty at the front of the train and was in the engine cab on the fireman's side. He saw at once that there was only one chance to save the child's life, and that was at the great risk of his own. Without an instant's hesitation he dashed along the running board and gained the pilot just in time to lift the boy clear of the wheels and danger. The child was found to be the son of a coal miner at Clarence. Mr. Duey, who is 27 years old, has been in the service five years, and is the son of a former Pennsylvania Railroad man. He is active in the Y. M. C. A. and in athletics. He has been specially commended for his brave act.

Railroads Promote Long-Time Loans to Farmers.

Following up a suggestion made by officials of the Nashville Chattanooga & St. Louis Ry. at a conference with several bankers in Chattanooga recently, the clearing-house banks of that city have pledged themselves to supply a fund of \$100,000 to be loaned on long time to deserving and energetic farmers in that territory, this fund to be used in developing the agricultural resources of that section. Thomas R. Preston, as representative of the Chattanooga clearing-house banks, has explained in a general way the purposes of the fund and the motives which actuated the bankers in supplying it. Briefly, the object in view was to permit young and capable farmers to get a start in life on the farms, and by encouraging them in scientific methods and the introduction of better live stock, to render valuable aid to the farmers themselves and help to build up the land, which is capable of producing splendid results. The details of the plan and the methods to be followed in passing upon the applicants for loans are to be worked out by representatives of the banks and a committee of five farmers from the membership of the Farmers' Co-operative Union of Hamilton County. The indorsement of the idea by the Nashville Chattanooga & St. Louis Ry., through President John Howe Peyton, is due to the great interest which this road has taken in the development of the agricultural resources along its lines, and