



19TH CENTURY: MOTOR CAR AS A LOCOMOTIVE

Introduced in the Ufa railway workshops measures to improve the life of the craftsmen. We are only informed of the following list of these measures, which even with such a condensed presentation are very interesting and important, and prove the high care attitude of the superiors of the workshops to their junior employees.

a) A savings bank has been established; Obligatory deductions from those who subscribe from the salary are made and contributions are transferred to the savings bank of the State Bank by the head of the workshops for personal saving books of everyone.

b) The construction of houses is carried out. Wood for construction is issued by industrialists in installments for 10 months or more. Deductions are made by the head of the workshops from the salary (a round robbery for 10 people) and he also pays the timber merchants. At present, about 400 houses are built in Ufa.

c) A people's house was built (with the help of the sobriety committee), where, with the help of craftsmen and employees are made:

1) The People's Theater (in 1898 – 14, 1899 – 16 performances);

2) Folk reading on holidays; In between the orchestra and the choir;

3) Dance evenings with concerts and concerts (artists from the same craftsmen); In 1899 there were 4 evenings;

4) Sunday and evening vocational school (the law of God, the Russian language, arithmetic, geometry and drawing);

5) Two orchestras of the craftsmen: 15 persons in the wind and 10 people in the string;

6) Library reading room;

7) Tea room, arranged by amateur craftsmen, operating during performances, concerts and folk festivals (income to improve the People's house-theater);

8) Folk festivities (in the summer), where artisans take part both in supervision and on stage (performers);

9) At the beginning of 1899, on the occasion of the cheapness, a free canteen was set up for poor children for 30 people.

The cost of locomotive traffic on roadways. — In, «La Revue Technique» 1900, No. 15, p. 349, among other things, the following interesting considerations are placed:

There is an opinion that it would undoubtedly be more suitable to build strong strategic highways that require little maintenance, along which trains driven by cars would circulate. The British decided to resort to this method for transporting military shells and their food in the areas where the enemy troops had passed. They currently have in South

Africa armored trains with real trackless locomotives. These heavy vehicles, which weight is still increased by the protective armor and the need to carry with them the water needed for a sufficiently long run, can hardly go at a speed of 10 kilometers per hour, but they very well climb to the slope $\frac{1}{11}$, and in cases of even steeper climbs the locomotive can move forward one into small spaces and pull the train through the gate — which it is equipped with. The main advantage of these roads, which leads to the expressed thought, is that building them up by the forces, for example, Chinese workers under the supervision of an engineer, which would be much more correct before building railways, thus using countless hands for necessary rapid progress and that built roads of this type would constitute a network of communication routes that are extremely beneficial to the local people themselves, since rail lines do not fit either their tastes or their needs.

There is another advantage that was not suspected: judging from Mr. Hele Shaw's article on locomotive traffic on roads published in the Institution of Mechanical Engineers, this method is more economical than rail. Here there is a brief summary of Mr. Shaw:

Annual depreciation of 15 %, a profit of 5 %, taxes and insurance for one motor car, carrying, moreover, one bogie and carrying a total of eight useful tons, all this amounts to 3.450 francs (purchase price of 15.000 francs); if we add here the cost of fuel and water, reaching 2.000 francs (90 tons of coal for 20 francs), a salary of 2.750 francs and a maintenance of 3.425 francs, the annual expense for costs on such a small train will be 11.625 francs. At 390 km of mileage per week, counting 60 km a day, and 55 weeks per year this would be 11.625 francs: $129.500 \text{ km} = 0 \text{ francs } 60$, i.e. 0.60 francs. For the crew and kilometer and 0.60: $8 = 0.075$ francs. For each ton and kilometer it is useful.

V. G.

French railways and the world exhibition. — Since the opening of the Paris exhibition, from April 15 to June 15, 1.468.419 passengers arrived in Paris by Chemin du Nord, i.e. by 18,5 % more than in the same period in 1899. Arrival in Paris on the Eastern road during May amounted to 1.371.840 people, or 19 % more than in May of the previous year, and arrival on the Western road, for the period from the 1st to the 15th of June, was 1.009.272 passengers, or 31 % more than the same time in 1899. (Ztg.d. Vrus D. Eisen. — Vern).

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(Zheleznodorozhnoe delo. — 1900. — № 35–36. — pp. 391–392.) ●