



NEWSPAPER REPORTS

Steam locomotives «Boas». — Passenger trains on Saratov—Kirsanov section are currently serviced by the newly arrived locomotives «Boas», which are very fast and powerful. But for train drivers and assistants, it is very difficult to cope with them, because these locomotives are very complex in the design of running parts of the machine. For successful work on them at least three persons are needed: one driver, and two assistants. Management, however, does not permit the third person to be invited to the locomotive. And Moscow train drivers thank fate that Saratov took the «Boas» from them.

This circumstance partly accounts for the late arrivals and stops of passenger trains (*«Saratov. Listok»*, No. 272, December 20, 1907).

Lowering grain tariffs in Finland. — Due to a crop failure in the northern parts of Finland, the Senate decided to lower by 50 % freightage for grain and flour on state railway for residents of Uleaborgskaya province. For transportation of feed for livestock, the fee is also reduced by 50 percent (*«Torg.-prom. gas.»*, No. 290, December 23, 1906).

About losses of railways during transportation of grain cargoes in a bulk. — Board of Society of Ryazan-Ural railway appealed to the Railway Administration with a statement in which, among other things, it makes the following instructions about unprofitableness of the export of grain.

According to the current rules for transportation of goods to a freight terminal, the weight of consignment cargo accepted for calculation of the freight charge is determined without tare and without door fences (shields), and according to the rules for using door fences, these fences are transferred from one road to another in exchange. Thus, door barriers with and without cargo are carried free of charge. Meanwhile, their weight with the build-up for 900 poodload reaches now 10 p. for each car. And since on Ryazan-Ural railway the mileage of grain cargo to the sludge in 1904 was 4,39 billion pood-holes, then Ryazan-Ural road has to pay 65 thousand poods for transportation of shields. In addition, according to the calculation of a special technical commission engaged in the study of this issue, the excessive consumption of a shipment of freight against transportation in containers reaches up to 4 rubles 50 kopecks per car, and meanwhile only 75 kopecks are charged by the railways for the use of shields for

compensation of this expense from the car, and therefore Ryazan-Ural road does not receive up to 118 million poods of bread in the bulk, or 493 thousand rubles. Therefore, following the application of the board of the society of Ryazan-Ural railway, it seems to be necessary, regardless of the increase in the fee for the use of shields in transportation of goods up to 3 rubles from the car, — still to change the corresponding decision of rules of transportation of grain cargoes in a cargo in the sense that to weight of cargoes was added on each car of 10 p. on door barriers.

In the sense of the foregoing, the management of the society of Ryazan-Ural railway petitioned the Ministry of Railways. This petition was also joined by all private railways, which also authorized the board of the society of Ryazan-Ural railway to declare this subject to government agencies.

Recognizing for its part the implementation of the measure proposed by the board of the society of Ryazan-Ural railway, it is quite desirable that the Railway Administration proposed this issue for preliminary discussion of the regular general convention of the representatives of Russian railways (*«Torg.-prom.gas.»*, No. 290, December 23, 1907). See also *«Zheleznodorozhnoe delo»*, 1907, p. 360.

Burned «free-riders». — On Vladikavkaz railway, while following the cargo-passenger train towards Rostov, the fare collector brigade punished a mass of stowaways. On the train an inspector suddenly sat down and began to audit the tickets.

Puzzled fare collectors without thinking for a long time placed a part of the stowaways under benches, on shelves and other places inaccessible to the inspector, and 8 «free-riders», who had nowhere to go, were placed in an unhandled car with one furnace and locked them.

In view of the severe cold, the passengers flooded the stove with firewood that was in the car; when the walls of the furnace warmed up, then the wall of the car caught fire, and then enveloped the whole car with the flame. The fire occurred on the haul between the stations and was noticed only when the train approached the station.

It was managed to uncouple the car and release unfortunate victims from it. The passengers who were in the car were badly burned and, according to the conclusion of the doctors of the infirmary, to which they were delivered, their lives are in danger (*«Sovrem.slovo»*, No. 94, December 24, 1907).

Order of «speeches». — We are informed that the Railway Administration made a categorical order to prevent the railway employees from taking part in political processions, demonstrations and any other speeches in street or other public assemblies of people; those seen will be dismissed from service on the third point (*«Pet. list», No. 356, December 28, 1907*).

Attacks on railways. — On July 31, at night, between the stations «Peski» and «Voskresensk», 80 versts from Moscow, along Moscow—Kazan railway line, with the passage of a cargo train following from Ryazan to Moscow, unknown intruders, having opened several cars with grain cargo on the move, threw onto the roadbed and stole 5 sacks of oats weighing 25 poods and 3 bags of rye weighing 13¹/₂ poods. The railway guards, accompanying the train, noticing the intruders,

fired on them from the revolvers, after which the robbers hastily disappeared, taking the prey that had been thrown out of the car with them.

The same night in the passenger train of Nikolayevskaya railway No. 12, which followed from Moscow a passenger, Platon Ivanovich Ushakov, who had fallen asleep in a class 2nd car, was robbed, unknown intruders on the haul Klin—Tver station had stolen 565 rubles from the pocket of his jacket (*«Mosc. list», No. 193, August 2, 1907*).

The murder of a gendarme. — At 935 versts, near the workshops of the Southern roads, unknown intruders shot a gendarme with heavy blows from their revolvers and killed his son (*«Pet. list», No. 209, August 2, 1907*).

(Rail Business [Zheleznodorozhnoe delo]. — No. 4. — 1908. — pp. 39–40)

APPEAL OF THE RAILWAY UNION OF ABSTAINERS

Among enlightened and conscious employees on German and Austrian railways, there has long been a movement against consumption of alcoholic beverages. The latest, in time, document of this movement is the following «Appeal to all railway employees and workers», developed and printed by representatives of German and Austrian unions of abstainers» (*«Oesterreichische Eisenbahn-Zeitung», 1907, No. 21*):

Comrades! The increasing density of traffic, the ever-increasing speed of trains and safety requirements for their circulation also oblige you to more foresight, resourcefulness and determination. But the basis of these qualities is clarity of mind and firmness of the will, which is harmed by consumption of alcoholic beverages, especially the habit of daily consumption, even in small quantities.

The undeniable data of modern scientific research comprehensively illuminated this long-known property of alcoholic beverages. In all the enlightened countries, in the name of the health and well-being of peoples, with increasing energy, they took up the fight against the harmful addiction to alcohol. And everywhere in this struggle, the railway employees take an active part, on which heavy, dangerous and responsible work and a very special duty, among others, to society lies.

Comrades! You do not have to stop there where it comes to the cultural task of world significance, where it is necessary to overcome century-old mistakes and prejudices,

threatening grave woes and employees on the railways, and the work of these roads.

All good measures and direct prohibition were always void, since they lacked your own assistance. You can extend this assistance to your comrades via the belief that alcoholic beverages are harmful, and your own abstinence from these drinks. Preaching this abstinence and following it constitute the goal and the basis of the railway union of abstainers.

Comrades! We appeal to your assistance, to your well-proven loyalty to duty. Break the shameful chains of long-standing bad habits of wine, which, like a mockery of true freedom, keep your best and noblest forces in shameful slavery. Although neither ill-intentioned ridicule, nor for the most part merely imaginary, obstacles prevent you from joining the ranks of those who care about your own health, about the correctness of your responsible service, they open your eyes to the irrefutable evidence of the science of the dangers of drunkenness.

Comrades! Do not delay, do not delay more before joining the railway union of abstainers.

This proclamation was signed by prominent representatives of the German and Austrian union of abstainers, including the engineer Otto de Terra, whose article «Alcoholism and traffic safety» was published in «Zheleznodorozhnoe delo» in 1906 (No. 41, p. 441).

(Rail Business [Zheleznodorozhnoe delo]. — No. 4. — 1908. — Pp. 39) ●

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