



# NEW FROM ARCHIVES

## NEWSPAPER REPORTS

4 р. 55 к.	4 р. 30 к.	4 р. 05 к.	Цена билета.	* * *	ВЗРОСЛЫЙ
20,25 к.	18,75 к.	17,25 к.	За 10 ф. багажа.	БИЛЕТЪ III кл.	
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3-й (351-375 в.)	2-й (326-350 в.)	1-й (301-325 в.)	ПОЯСЫ.	до ст. Ревель	
1 р. 15 к.	1 р. 10 к.	1 р. 05 к.	Цена билета.	черезъ Сѣверо-Западныхъ ж. д.	
				Мѣстное сообщеніе.	
				А * 0744 ДѢТСКІЙ	

[http://www.charmingrussia.ru/2016/07/blog-post\\_9.html](http://www.charmingrussia.ru/2016/07/blog-post_9.html)

**To characterization of manners.** – By the order of the Mayor of May 18, to the ranks of the [metropolitan] police the following order is issued.

Recently, announcements have begun to appear in time-based editions containing an offer to sell a free service ticket for a trip by rail or a desire to buy one.

Since the appearance of such announcements, on the one hand, leads to committing misconduct with a mercenary purpose, and on the other hand, facilitates the illegal transfer of free tickets, leads to development of abuses in this direction, causing damage to the roads, I propose according to the petition of the railway administration, to district police officers not to allow to print such announcements («Rech», No. 119, dated May 20 of this year).

– And in Irkutsk, the same advertisements about certificates were published freely, while those certificates allowed carriage of private goods during the war, and the price of such certificates reached, as the rumors said, even up to 1000 rubles per a car.

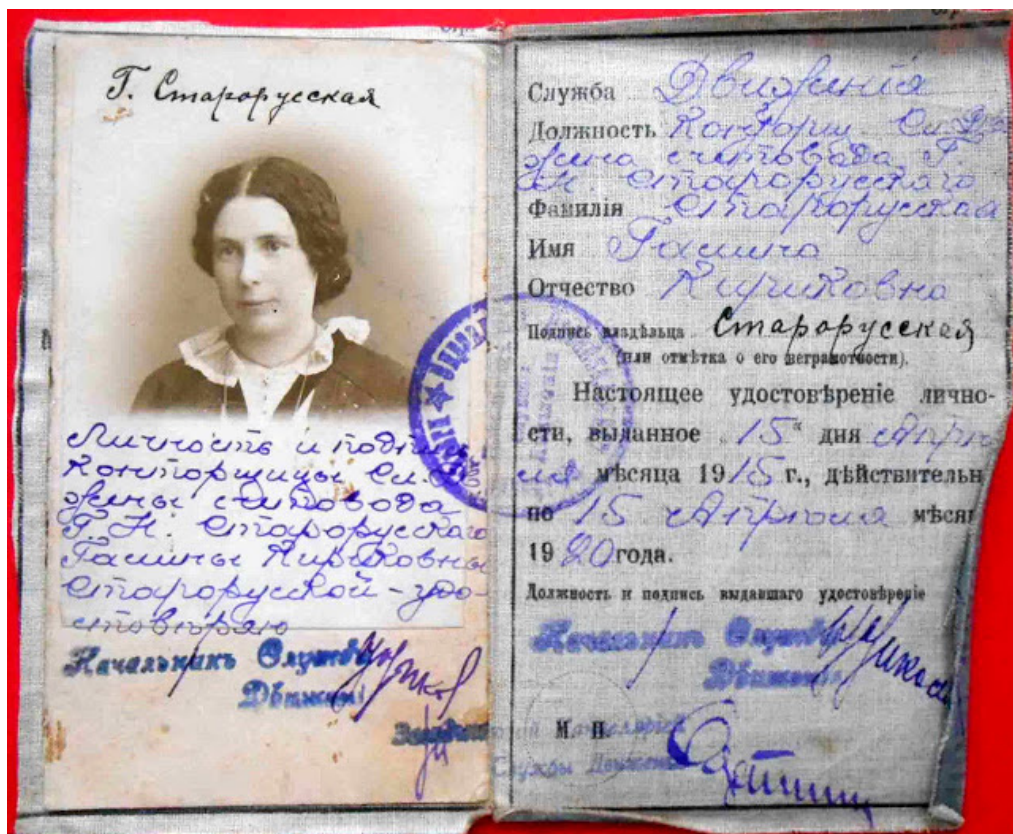
**Permission on researches for the electric railway in the Crimea.** – It is allowed to engineers Kandaurov and Chayev to make surveys of the electric wide-gauge railway from Yalta to Simferopol and the branches to Bakhchisarai, Simeiz, Tsarskaya Stolovaya and Alushta, with a total length of 211 versts (Telegram from Simferopol on August 30, this year).

– The southern coast has been waiting for a long time for the electric road, which unites it into one whole and brings all Russia closer to it. We wish these entrepreneurs to move faster as possible from the survey to construction of the road, and then to its successful operation for all («Zhel.-dor. Delo» 1886, p. 365 and 1901, p. 545).

**Railway wreck in Belgium.** – An express train heading to Brussels bumped up at st. «Koptish» against the other one, crowded with pilgrims, and smashed it to smithereens. The switchman saw that a catastrophe was inevitable since the alarm was flawed, and rushed with a red flag towards the train. But it was too late. The driver did not have time to stop the train and it bumped up against the train in front of it with such a force that it jumped over 6 cars. In the express train, the floors were torn down, and the passengers were thrown onto the road, thanks to which they escaped with only bruises. But in the rear cars of the standing train, all passengers are literally flattened. 35 mutilated corpses and up to 150 wounded were recovered from the wreckage, 50 of them are in a hopeless state.

At the time of the crash, terrific scenes of horror and despair took place in cars. Many of those who managed to escape, in a fit of madness, fled, no one knows where, paying no attention to the pursuit and exhortations to stop. The cries and moans of the victims were heard all around the neighborhood. At a distance of several meters from the track on





which the train stood, they found torn off parts of human bodies and disfigured corpses of people. It is said that the switchman in despair took his own life («Tsar and the Homeland», No. 114, dated May 20 of this year).

**Line Odessa–Bakhmach.** – The Ministries of Finance and Communications reported the submission to the second department of the State Council about the granting to the company of the Moscow–Kiev–Voronezh railway of the right to construct and operate Odessa–Bakhmach broad-gauge line (through Ichnya, Cherkasy, Voznesensk), with construction of a bridge across the Dnieper, with reorganization of the narrow-gauge section of Ichnya–Zolotonosha, which is a part of this main line, and with rent from the treasury of the Cherkasy branch of the south-western railway. The length of the projected road is 619, 14 versts, of which 482,56 versts are of new construction, the construction cost, according to preliminary surveys, is estimated at 55628147 rubles. The construction of these lines is expected to be carried out at a government guaranteed interest rate of 4,5 % and corresponding redemption, bond capital, without an increase in share capital («Russia», No. 785, June 15, 1908).

(*Zheleznodorozhnoe delo [Railway Business]*, 1908, No. 32, p. 224).

**Railway conflict between Turkey and Bulgaria.** – According to «Fossovaya Gaz» the Bulgarian government does not intend to concede on the question of the section of the Eastern

Railways that it seized. It insists on its right to act in this way, in view of the agreement between it and the representative of Eastern society, according to which the Bulgarian government undertook to support the movement in the Bulgarian sector during the strike. Bulgaria declares that it considers this agreement binding on itself until it receives guarantees that such strikes will not be repeated and that the economic and military interests of the country will not be more endangered («Golos Pravdy», No. 196, September 14, 1908).

**The first woman-technician of railways.** – Mrs. M. V. Potvorovskaya recently passed the required exam and entered the service in St. Petersburg District of Railways («Birzhev. Ved», No. 10744, October 7, 1908).

**Old newspapers.** – In Belgium, old newspapers left in railroad and tram cars are considered state property. They are not sent, as we do, to hospitals. Practical Belgians send out abandoned old newspapers to paper mills, where they are turned into cardboard for train tickets. Due to this method, about a hundred tons of free paper pulp is produced annually («Birzhev. Ved», No. 10681, August 30, 1908).

(*Zheleznodorozhnoe delo [Railway Business]*, 1908, No. 42, p. 248).

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