



Estimated final decision on ticketless travel.— Head of Transcaucasian railway on the 9th of August offered to expose all ticketless passengers found in cars of all passenger trains to collection of set additional fine of double the amount of the fare and, in addition, a fine of 1 rub. for each haul, starting from a control lot. In case of passengers' insolvency — to detain them and send them to gendarmerie police for provisional arrest, pending further notice of the head of the railway. All the passengers, found on the roof, running boards and fenders of passenger trains, even with tickets, shall be detained and transferred to gendarme police until further notice. It is provided to act similarly with ticketless passengers on freight trains (*«Tiflissky Listok»*, № 171 dated August 12, 1906).

But after this it is reported:

1. According to the Railway Police, since the order of temporary head of Transcaucasian railway, colonel Neugebauer, on the arrest of passengers travelling on Transcaucasian railway line free of charge, so far more than 1,700 people were arrested (*«Caspian»*, № 181, dated August 19, 1906).

2. The day before yesterday, the temporary head of Transcaucasian railway, Neugebauer made an emergency telegram across the line in the copy to the head of gendarmerie, to set free all those arrested for free travel by rail to August 15 inclusive (*«Caspian»*, № 181, dated August 19, 1906).

So, the measure taken by Colonel Neugebauer should be considered as one way to approximate the usual number of ticketless passengers, since it is impossible to think that none of the latter failed to try to avoid the arrest. The experiment was made within 6 days, giving an average of less than 300 arrested a day. Insignificance of this number, compared with the average daily number of passengers traveling along Transcaucasian railway, seems obvious.

Protection of ticket offices at the stations.—

In managing Warsaw railway a special commission was formed to draft measures to defend railway ticket offices from attack of armed robbers. After careful consideration the commission recognized the need to connect all station ticket office (ticket, luggage and cargo) through special electrical wires to an alarm device installed at the station. The wires are arranged in such a way that when raising cash cover by unauthorized person the alarm bell is immediately brought into action. Notwithstanding this measure, all station cashiers will be armed with revolvers (*«Rech'»*, № 159, September 8, 1906).

An application for construction of a railway line to the Pochaev monastery.— Volyn bishop Anthony brought to the Ministry of Railways a request for connecting via rail b. Pochaev of Kreminetsky County with station of south-western railway «Rudnya-Pochaevskaya». The petition is supported by Kremenetsky municipal public administration. The petition is set in motion and administration of south-western railway is currently producing commercially study of this question. The motives for construction of the branch are the following. Pochaev Lavra, which annually attracts up to 15,000 pilgrims along with the borough Pochaev is a local economic center. From Pochaev large batches of eggs are annually sent abroad by cart transport though Radzivilov, and in the vicinity of monastery timber works and flour mills are located (*«Kiev Zarya»*, № 33, April 25, 1906).

New proposals for construction of railways in St. Petersburg area.—

A group of engineers headed by Mr. Leshern von Gertsenfeld applied for and got a right to lay an electric railway to Oranienbaum and Pulkovo. Entrepreneurs expect that on these lines a number of new suburban settlements will emerge. These same entrepreneurs have recently presented to the city council subway construction project for service of metropolitan stations — Baltic, Finnish and Tsarskoye Selo. The entrepreneurs agree to assume all costs of filling the Catherine Canal, if the city allows to lay underground through Alexander Bridge (*«Rech'»*, № 145, August 23, 1906).

New country railroad.— At present, on behalf of a private company of capitalists, research is performed for construction of a railway line Ozerki, by Finnish Railways towards Lake of Ladoga, for about 23 miles. Estimated construction line will pass through sublime, dry and wooded area, which is why the company, as the newspaper report, counts on both sides of the line to build a number of summer estates (*«Petersburgsky Listok»*, № 22, August 19, 1906).

(Rail business [Zheleznodorozhnoe delo]. — 1906. Iss. 34–35. — p. 393).

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