



## Rail News From 1912



### *News from the archives*

*The issue suggests a small collection of news from the Zheleznodorozhnoye delo [Rail Business] journal, that had reproduced them from other media of that period. The diversity of topics proves the existence of different issues that were relevant in 1912: adoption of round trips – similar to modern reduced fares for purchase of two way ticket, discussion of timeliness of emergence of rail bus in the Far East, accession of future Moscow Institute of Railway Engineers (now – Russian University of Transport) to the status of the institute of higher education. Style, lexis, punctuation are kept maximally authentic.*

Keywords: transport, history of transport, rail bus, tickets.

**Bus traffic on the middle part of Amur railway.** – Recently 9 buses have arrived for the middle part of Amur railway, seven of which were unloaded in Ushumun and will be distributed along the highway, – two were brought to Blagoveshchensk, from where they will go to Malinovka and Ekaterinoslavka. Buses are designed to serve passenger and postal traffic on the road. On Blagoveshchensk line, due to the lack of convenient roads, there will be no bus traffic. All buses, as reported by Priamurskie Vedomosti, are equipped with Benz engines and for driving in winter with devices

for gas heating. Each bus has 11 seats, of which 8 are covered, and three are outside – for a driver, his assistant, and a postman. The roof is adapted for carriage of mail and luggage, for total 27 poods [*pood was equal to 16 kg*]. In a month, another bus is expected, adapted to travel on rails, which is intended for the route between Belogorye and the highway. With receipt of these buses, transportation of passengers and mail will grow significantly and will be more punctual. Each bus will serve its own section, with an average length of about 83 versts, so that movement will be made with

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**The text of the archived article originally written in Russian is published in the first part of the issue.**  
**Текст архивной статьи на русском языке публикуется в первой части данного выпуска.**

transfers. Buses will arrive and depart daily. For the sake of affordability, the fare is expected to be reduced from 12 to 6 kopecks a verst per person. Railway employees and persons involved in construction, as well as, with the permission of the head of work, and private individuals can use the route.

– It is impossible not to recognise such an order from the directorate of construction of Amur railway as excellent and not to wish this new kind of rolling stock to be even more widespread, and even on roads that were only supposed to be built for their preliminary revival (see «*Zheleznodorozhnoe delo*» of 1899, P. 165, «On caravan routes» and P. 299 «Khiva–Uralsk access road»). But at the same time, one cannot help but be surprised that the same Railway Construction Authority sought reasons for not supporting the petitions of a private entrepreneur, namely of A. L. Vodinsky, on the examination of Skvirsky narrow-gauge track built by him before opening for public use, but, on the contrary, forbade Mr. Vodinsky to carry out not only temporary, but also working traffic.

(«*Zheleznodorozhnoe delo*»  
[*Rail Business*] based on the news  
of «*Vestnik putei soobshcheniya*»  
dated July 14, 1912, No. 28).

**Round trips.** – Apparently, the routes of round trips designed by the General Congress of representatives of Russian railways and currently submitted for approval to tariff institutions for a reduced charge compared to the usual norm should be deemed among the consequences of the recent French exhibition in Moscow. The issue of lowering the passenger fare, of course, is an old question, and from year to year, cases of individual reductions of the fare were repeated more and more often, as, for example, for scientific congresses and exhibitions, all-Russian and international ones. But before the Moscow French industrial and art exhibition, representatives of the Russian railways delved into the significance of reduced passenger tariffs, as well as various secondary amenities for travellers, with much more attention than before, and even appointed a special commission to study this issue in detail, which designed the aforementioned routes.

A total of 120 routes have been designed. In order to have a general idea of their distribution per directions, it is enough to know that the sale

of ticket books for such round trips is supposed to be carried out at the following 29 stations: Warsaw (for Warsaw–Terespol, Privislinskaya and St. Petersburg–Warsaw railways), Voronezh, Derpt, Kyiv, Kozlov, Moscow (at all six stations), Novochoerkassk, Odessa, Revel, Riga (two roads), Rostov, Ryazan, Ryazhsk, Saratov, St. Petersburg (at all stations except Tsarskoselskaya railway), Tambov, Tiflis and Kharkov.

The reduction in the normal fare for these trips is generally assumed to be 30 %, but for some routes involving Vladikavkaz railway and for all routes involving Transcaucasian and Finland railroads, a reduction of 40 % is projected.

It is impossible to deny the enormous benefit that the railways of Russia have brought; those who deny this benefit either close the truth to themselves only or count on the naivety of their listeners. By establishing a design for a round trip with 120 routes, Russian railways are obviously taking a new step for the common good. Undoubtedly, during first years after establishment of these trips, few people will use them, but over time, their use will certainly develop, and homeland studies, so lacking in our country, will acquire a new method for its lasting distribution and establishment in round trips.

**Transformation of Moscow Engineering High School.** – At a meeting on May 24, the Council of Ministers, among other matters, considered and approved for submission to the State Duma of the proposal of the Ministry of Railways on transformation of the Imperial Moscow Engineering School into the Moscow Institute of Railway Engineers

– We recall that during establishment of the Imperial Moscow Engineering School there were opponents of granting it the [same rights as the] rights of the Institute of Railway Engineers of Emperor Alexander I, and mainly, from the side of the Institute itself. But obviously, time has proved advantages and usefulness of the Engineering High School even with its other, lesser rights, if its proposed transformation is done with the aim of raising its qualifications.

(«*Zheleznodorozhnoe delo*»  
[*Rail Business*] based on the news  
of «*Vestnik putei soobshcheniya*»  
dated June 2, 1912, No. 22) ●