



From the legal collection of orders of the Ministry of railways

Circular note to the administrators of railways and government inspectors, October 18, 1889, № 11714 – on the avoidance of margarine in refreshment rooms.

It has become known to the Ministry that the railway refreshment rooms sometimes use margarine instead of butter and even call it butter. Seeing in this failure of directorates and inspections of railways to proceed with control over refreshment rooms and adequate quality of food provisions, His Excellency was pleased to order to confirm them the necessity of strict obedience to the duties assigned to them in this regard by Articles 170 and 171 of the General Rules of the Russian railways devoted to the rules of management of refreshment rooms, announced as attached to regulation of the Minister of railways on March, 23 1874 under № 50, and by temporary statute of district inspectors, approved by the Minister of railways on March 11, 1887, and to instruct them to warn the owners of refreshment rooms on the ban to use margarine instead of and under the name of butter, and to expose the latter in the case of violations, to strict liability, and not to stop in case of repeated failure before perfect and immediate depriving them of management of refreshment rooms.

Circular note of the Ministry of railways, dated 31st October 1889 № 6898, to the district administrations of railways, railway inspectors, administrations of state-owned and private railways, and the administrative boards of railway companies – on the assistance in developing approach lines.

Taking care of successful development of convenient approach lines to the railway stations, as well as to other places of trade traffic, and of elimination of difficulties originating from the lack of those lines for commercial and industrial relations, and bearing in mind that success in this business depends primarily on cumulative efforts of all the institutions, companies and individuals, interested in construction of approach lines,

and that the execution of this task goes beyond the competence of the Ministry of railways, I addressed Mr. the Minister of the Interior with request to facilitate achievement of a greater success in this matter by providing opportunities to explore methods and conditions of emerging desperate needs by special conferences under the leadership of heads of provinces.

Thanks to the sympathy to the satisfaction of this important national need from behalf of the State Secretary Durnovo, Ministry of the Interior addressed a circular letter (herewith attached) to the heads of provinces (see Journal of Ministry of railways № 43).

After keeping His Majesty the Emperor informed on the development of the matter, I deem it necessary, in order to achieve successful implementation of the highly approved on April 14, 1887 regulations on approach lines and of general provisions expressed in the attached circular letter, to give to the departments entrusted to me the instructions that follow.

Participation in the matters concerning construction of approach lines seems particularly feasible for local administrations of the departments of railways that have economic and technical data required for the successful solution of those issues with lowest costs. So the heads of railway districts and their subordinates have all capacity to communicate or to transmit by request of heads of provinces all data that they collected or are collecting through subordinates on the approach lines that are especially required for diminishing or minimizing costs of delivery to ways that are under administration of the district, as well as information on plants, establishments, persons who are interested in facilitating communication and who then will be able to take part in the construction of approach lines. The personal participation of the heads of railway districts, or of their designated representatives from among the ranks of the county, on invitation of governors in the

conferences that will be established, will facilitate to explain and solve according to local conditions the problems that are to be examined by the conference.

With regard to institutions and individuals of railway service, regardless of the explained ways to promote the development of general questions of construction of this or that approach line, inspections and administrations of state-owned and private railways, have a full opportunity to contribute to the construction of a railway selected for construction, by facilitating to businessmen exploration, manufacturing, by determining most convenient type of track, meeting real needs, by defining conditions of supply of equipment and materials, of searching necessary workers and administrative staff, by neutralizing obstacles for signature of contracts guiding relations between approach and main lines, by transferring operation of rail approach line to the directorate of a mainline etc.

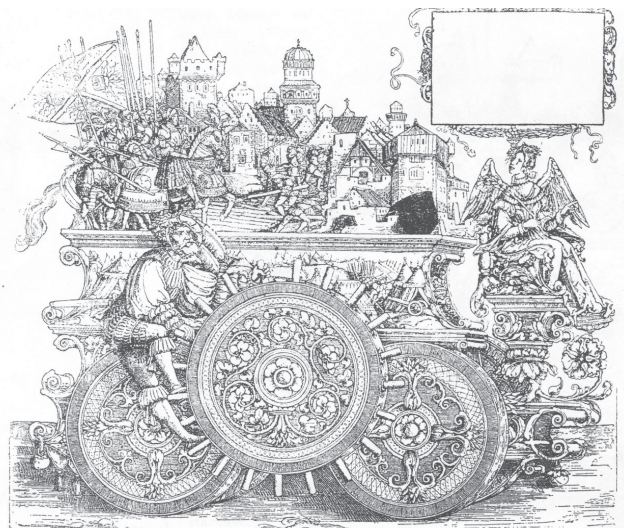
Considering that development of approach line is of urgent necessity not only in the limits of satisfying interests of local inhabitants, by facilitating and making cheaper delivering of freight to railways or water communications, but in the interests of economic prosperity of all the state, by contributing to more even distribution of traffic during the seasons, by reinforcing profitability of railways, by reducing to a certain degree costs intended to increase their traffic capacity, and keeping in mind that success in combining interests of all involved institutions and persons may be considered as secured providing the leadership of heads of provinces, I have no doubt that institutions and officers of the ministry of railways, guided by the above mentioned instructions, will render all their possible support to achieve success so needed in that enterprise.

(*Zheleznodorozhnoe delo*. – 1889. – № 43–44. – pp.491-492) ●

Bike of Albrecht Durer

The bike that is presented here in the picture, is one of the forefathers of modern bicycles and tricycles. The picture is taken from a series of others, united by the common name «Triumphal Entry of Emperor Maximilian», and refers to 1515. In the triumphal entry were involved seven bikes and one of them was a bike of the artist Albrecht Durer, a series of drawings above is attributed to him. As the picture shows, bike of Durer was set in motion by feet and hands, five others were so-called Tretrad, i. e. set in motion only by feet.

The purpose of all those bikes was a desire to amuse people, attending all sorts of celebrations, but the fact that seven bikes participated in the triumphal entrance, of course, indicates that at that time there was a real interest towards those mechanisms. (Welt Spiegel, 1905, № 101).



M.B.

(*Zheleznodorozhnoe delo*. – 1906. – № 14. – 175 p.).

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