

A TRAIN IN THE RIVER.

An unusual accident happened on the Niagara Junction Railway, on the lands of the Niagara Falls Power Company, at Niagara Falls, on August 31, by which seven cars and a locomotive plunged into the upper Niagara River. The Niagara Junction Railway is the terminal line on the power company's lands, and for part of its route it is built on a high trestle or embankment in crossing the tracks of the New York Central and the Erie roads. Whenever a train on the Niagara Junction Railway

The scene following the accident is well portrayed in Fig. 1. This picture is taken from a dredge brought from Buffalo, and shows the diver making his initial descent to investigate the wreck. The cars are all immediately in front of the dock. The locomotive is under water between the ends of the two box cars, the tops of which are seen to the left. The three box cars and the gondola, on top of one of which the young men are resting, passed clear over the locomotive.

Fig. 2 illustrates the scene during the recovery of the cars and the trucks. In the foreground in line with the corner of



FIG. 1. A TRAIN IN THE RIVER—THE DIVER DESCENDING.

is about to ascend this grade it is necessary, of course, to get under good speed to make the grade. On the afternoon referred to one of the locomotives of the company, drawing six empty and eight loaded cars, came up the power company's lands about to follow the main line up the trestle. The train was under good headway, and as it was near Schlosser dock, the train, instead of following the main track, took a switch, which was open, letting it run down toward the dock at the foot of Iroquois street. The locomotive was a 6-wheeler, having steam brakes on two of its drivers, but for some reason the brakes

the dock is to be seen the head of the diver as he stood on the locomotive. The dredge from Buffalo recovered the cars and the trucks, swinging the cars around in position to be lifted from the water by a stronger derrick.

Fig. 3 represents the recovery of the locomotive by the crew of New York Central derrick No. 1, which came from Tonawanda on the morning of September 5. Before this derrick was set to work it was found necessary to shore up a short trestle approaching the dock and also the dock, in order to sustain the immense weight. After this was done, the diver made



FIG. 2. A TRAIN IN THE RIVER—RECOVERY OF THE CARS.

on the locomotive and the cars refused to hold the train, and it fairly slid down the track off the dock into the river. On the dock at the time the train came along was a flat car, and this was struck by the engine and swept into the river. The locomotive made a fly-away jump, and five box cars and a gondola followed it. The locomotive disappeared beneath the water, as did nearly all of the gondola, but the tops of box cars remained in sight. Fortunately the loaded cars did not make the plunge. The engineer, fireman and trainman jumped and were uninjured, after seeing that all their efforts to stop the train were ineffective.

fast the chains about the sunken locomotive, the signal was given and the derrick hauled the wrecked engine to the position shown in the illustration, after which it was swung around and placed on the track. The locomotive was of Baldwin make and was leased by the Niagara Junction Railway. In the flight, the tender of the locomotive flew 40 feet beyond the engine.

At this writing the investigation of the exact cause of the accident has not been completed. It is apparent, however, that somebody had left the switch open. Near this switch a large amount of refuse from a calcium carbide plant has been dumped, and the supposition is that the rails were greasy from this

substance, making it impossible for the brakes to hold. The distance from the switch to the edge of the dock is several hundred feet, and all this distance the locomotive and cars slid, pushed on by the loaded cars in the rear. Naturally the Niagara Junction Railway Company is pleased that no lives were lost and that no person was injured, but they do not fancy running a marine railway.

Poor's Manual for 1899.

The annual appearance of Poor's Manual of the Railroads of the United States is awaited with impatience in some thousands of offices in this country and abroad, for it has long been recognized as the only complete compendium of the essential statistics of our railways. The thirty-second number has now appeared, rather later than usual, but bigger and more valuable than ever, comprising 1,600 pages and containing statements for more than 3,600 corporations—steam railways, street railways, "industrial" corporations and municipalities. Of steam

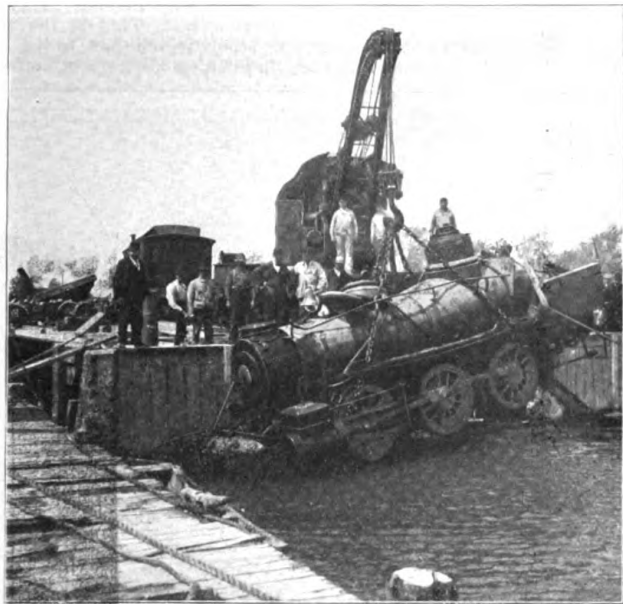


FIG. 3. A TRAIN IN THE RIVER—RECOVERY OF THE LOCOMOTIVE.

railways it gives operating statistics for 907 companies and systems, and general statistics for over 1,600 companies. As usual, the preliminary tabulations by States and groups, giving financial and operative results, are very complete and interesting, though the chief value of the manual lies in the individual history of each road in the country. The following concise table shows the results of the operations of our railways for the last two years:

	1898.	1897.	Increase. 1898 over 1897.	Rate of In- crease or Decrease.	
				1897 over 1896.	1898 over 1897.
Miles of railroad operated	184,532.61	181,874.07	2,658.54	0.13	0.14
Tons freight moved	912,973,853	788,385,448	124,588,405	1.88	1.58
Freight mileage	114,566,173.191	97,812,569.15	16,723,604.041	4.21	1.70
Passengers carried	514,982,288	521,106,525	10,757,783	*5.80	0.21
Passenger mileage	13,672,497,061	12,494,958,000	1,177,539,661	*4.29	0.94
Earnings from freight	\$ 868,924,536	\$ 790,351,939	\$ 88,572,597	1.29	1.13
Earnings from passenger	172,589,591	253,579,936	19,316,555	*4.43	0.70
Miscellaneous earnings	106,044,607	98,956,751	9,087,856	1.00	0.91
Total gross earnings	\$ 1,249,558,723	\$ 1,132,886,626	\$ 116,672,098	0.64	1.03
Net earnings	869,666,474	812,792,130	46,874,444	0.31	1.37
Earnings per ton per mile	0.758 cent.	0.797 cent.	*0.039 cent.	*2.80	*4.89

*Decrease.

For some time past the members of the Western Passenger Association have had under consideration the adoption of a new form of interchangeable mileage ticket, and Mr. George H. Heafford, general passenger agent of the Chicago Milwaukee & St. Paul, a member of the special committee appointed to consider the question of adopting a 3,000-mile interchangeable ticket, to be sold at the rate of \$75, with a refund of \$15, submitted a report favoring the adoption of a ticket similar to that now used by the Northern Mileage Bureau in Michigan. The question came up for consideration at a meeting in Chicago on September 27, and by a decisive vote the members decided in favor of retaining the Sebastian form of ticket, which has been in use by the western lines for some time past.

Notes and News.

The Chicago & Alton on September 23 announced an open rate of \$10 in the passenger fare from Chicago and Kansas City, being a reduction of \$2.50. General Passenger Agent Charlton thus explains his action in a letter to the chairman of the Western Passenger Association: "For reasons which I think are perfectly apparent to all and made necessary, more particularly on account of open rates of \$10, at which regular local tickets in competition with us are being sold on this market, we have decided to put in effect on Monday, September 25, an open rate of \$10 over our own counters, Chicago to Kansas City. For the present, until you are otherwise advised, the rate will apply, as far as this road is concerned, on westbound business only. Tickets sold at the \$10 rate will be limited for continuous passage on date of sale. It has been and will continue to be the policy of the management of this company to meet openly and over our own counters reduced rates made through outside agencies whenever we find the arrangements for quoting such rates so extensive as to interfere with our regular traffic." The Santa Fe and Rock Island met the reduced rate to Kansas City, and the latter and the Burlington also applied the \$10 rate to Omaha and other common points. The Chicago & Alton on September 27 announced a further reduction of \$1.50 in the rate to Kansas City, to take effect on September 30, which will make the first-class rate \$8.50, and the Burlington and Rock Island, which are in accord with the Alton, will make corresponding reductions to Saint Paul and Omaha. General Passenger Agent Charlton intimates that rates will go still lower, and states that the reduced rates will continue until a better understanding can be had with certain lines for the maintenance of tariff rates.

The monthly report of the voluntary relief department of the Pennsylvania lines west of Pittsburgh for August shows benefits paid as follows: Deaths by accident, 7, \$2,750; natural, 8, \$5,250; disablement by accident, 523, \$7,283.50; by sickness, 643, \$8,194.40. Total benefits, 1,181, \$23,477.90.

The organization of the Pittsburgh Coal Company, with a capital stock of \$64,000,000, of which one-half is common and the other half preferred, has been completed. The company has purchased and will operate over 100 mines along the railroads in the Pittsburgh district, with a capacity of about 18,000,000 tons' output annually, of which about 12,000,000 tons will be consumed in the immediate vicinity. The company owns thousands of cars and also its own transfer and shipping facilities and docks at Lake Erie ports, and at Chicago, Milwaukee, Duluth and other points. The company was financed by Moore & Schley of New York and George B. Hill & Co. of Pittsburgh.

The lines in the Central Passenger Association have decided to grant reduced rates of one fare for the round trip on account of the Fall Festival and the dedication of the government building in Chicago, on October 3 to 13, on the following conditions: From points within a distance of 200 miles of Chicago, open tickets, to be sold from October 3 to 10, inclusive; good going only on date of sale, as indicated by stamp of selling agent; good returning from Chicago on that date or on the first day following. From all points in the territory, ironclad signature contract tickets, to be sold from October 2 to 10, inclusive; these tickets to require deposit with joint agent of terminal lines at Chicago not later than 12:00 noon of the first day following date of sale, as indicated by stamp of selling agent, and to be available returning from Chicago only on date withdrawn from deposit, as indicated by the validating stamps of the joint agent, but in no case later than on October 14, 1899. A fee of 50 cents to be charged on each ticket deposited. Reduced rates have been granted by the Western Passenger Association lines as follows: Excursion tickets will be sold on October 2 to 12, inclusive, at one fare and a third from all stations in the territory of the association, where the single trip is \$3.75 or less. Excursion tickets will be sold October 2 to 9, inclusive, from all stations in the territory of the eastern committee of the Western Passenger Association, at one fare for the round trip, with a minimum rate of \$5. Going coupons of excursion tickets will be limited for continuous passage to and including Saturday, October 14.

The curves at Lineberg, W. Va., on the second division of the Baltimore & Ohio Railroad, are being removed and replaced with a tangent, thus eliminating about 24 degrees of curvature. About 14,000 cubic yards of material will be excavated.

By the construction of the Indian Stone Railroad from Clear Creek to Harrodsburg, Ind., about 10 miles, which was recently completed, the Chicago Indianapolis & Louisville reduces its grades between the points named 60 feet to the mile, thus enabling it to increase the tonnage per train between Bedford and Bloomington, Ind., to about 110 per cent. The maximum grade of this cut-off is 30 feet to the mile, while the maximum grade of the main line between the same points is about 90 feet to the mile.