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THE RAILWAY AGE

AND THE RAILROAD MAN.

January 1 to June 25, 1897.

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(RECAP)

associations, under articles of agreement by which each road carries the freight it may get, over its own line, at its own rates, and has the earnings to itself, though providing proportional rates, or proportional division of traffic, is not a pooling of traffic on freights, or division of net proceeds of earnings, within the prohibitions of the interstate commerce law, nor of the act of 1890, against unlawful restraints and monopolies.

The United States cannot maintain a bill in equity to restrain an association of railroads from carrying into effect an agreement alleged to be legal under the interstate commerce law, when it appears that it did not grant the charter of, and has no proprietary interest in, any of the roads. Its right is to prosecute for breaches of the law, not to provide for remedies.

In the course of the decision judge Wheeler says:

"These provisions of the contract do not provide for lessening the number of carriers; nor their facilities; nor for raising their rates, except expressly by its terms not contrary to law, and therefore not beyond what are reasonable. The interstate commerce law (section 1) requires all rates to be reasonable, and the making of reasonable and lawful rates upon carriage in any traffic cannot be any restraint in law upon such traffic."

"Provision for reasonable, although equal or proportional, rates for each carrier, or for a just or proportional rate for each carrier, or for a just or proportional division of traffic among carriers, does not seem to be either a pooling of their traffic or freights, or a division of the net proceeds of their earnings, in any sense."

From this decision the federal government appealed, to the United States circuit court of appeals, second district of New York, asking an injunction against the Joint Traffic association, alleging it to be an illegal combination of railways to defeat competition and for the pooling of traffic and earnings. The injunction was refused and the opinion of the circuit court was affirmed. In his decision, rendered March 19, 1897 (three days before the majority decision of the United States supreme court in the Trans-Missouri case), judge Wallace said:

"I believe that it is a question of grave doubt whether or not the anti-trust law applies to railroads. The United States have no remedy by injunction in this case. The provision of the act authorizing relief by injunction allows it to be invoked in a court of equity only by some person liable to irremediable loss. A rival road might invoke that section of the act, but an injunction in this case cannot be maintained. We affirm the decision of the court below."

Concurring in this finding, judge Lacombe remarked that it was only necessary for him to say that in his opinion the anti-trust act does not apply and was not intended by congress to apply to railroad corporations.

The Joint Traffic association at present, therefore, stands as having been declared legal by two federal courts. The United States supreme court will pass upon it in October next. Then, and also in the rehearing of the Trans-Missouri case, the court will have an opportunity of putting an end to a great deal of uncertainty by either declaring all forms of association illegal or indicating what provisions, under the trust law, must be avoided to make an agreement valid. With so much divergence of view among the courts, it is not surprising that railway men are in uncertainty.

Central Railway Club.

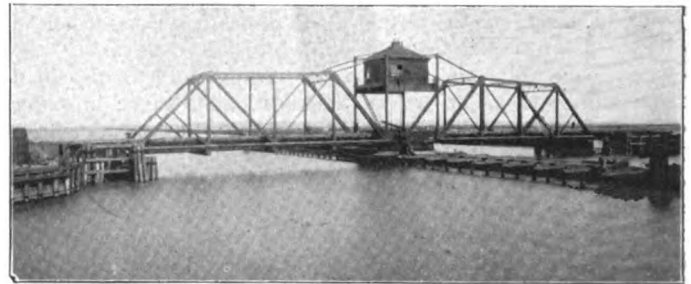
The next regular meeting of the Central Railway club will be held at the Hotel Iroquois, Buffalo, May 14. Reports of committees will be presented as follows: "Brick arches in locomotive fireboxes." Committee—F. B. Griffith, George Hazelton, E. P. Mooney, A. E. Mitchell, George W. West. "Steel shapes for trucks; best method, rolled or pressed." Committee—H. H. Hewitt, James B. Brady, Charles T. Shoen, John W. Cloud. The subject for discussion will be "Piece work in car repairs." The president is desirous of making topical discussions a feature of the club work, and therefore requests the presentation in advance of subjects suitable for the purpose.

A remarkable bridge washout recently occurred on the Cincinnati & Muskingum railroad near Clarksville, O., in which the entire supporting structure for 132 feet was washed away, leaving the rails, stringers and ties undisturbed except by sagging. The track held together until bents of trestle work were erected underneath and it was found necessary to replace but few bolts, spikes or other fastenings.

THE CALUMET RIVER BRIDGE.

New Double-Track Through Swing Bridge Over the Calumet River at Chicago.

The bridge shown in the accompanying cuts crosses the Calumet river at Chicago, and is a good example of the latest practice in this line of structural work. It was built for the Chicago Lake Shore & Eastern railway company, whose line runs through the south works of the Illinois Steel company and over whose tracks all deliveries to the latter company are made. Previous to the construction of this bridge, access to these works has been difficult and dangerous, owing to the network of tracks traversed and the congested condition of the streets crossed by a traffic often reaching two thousand cars per day. A continual decrease in earnings has rendered necessary the most economical handling of freight possible, and the

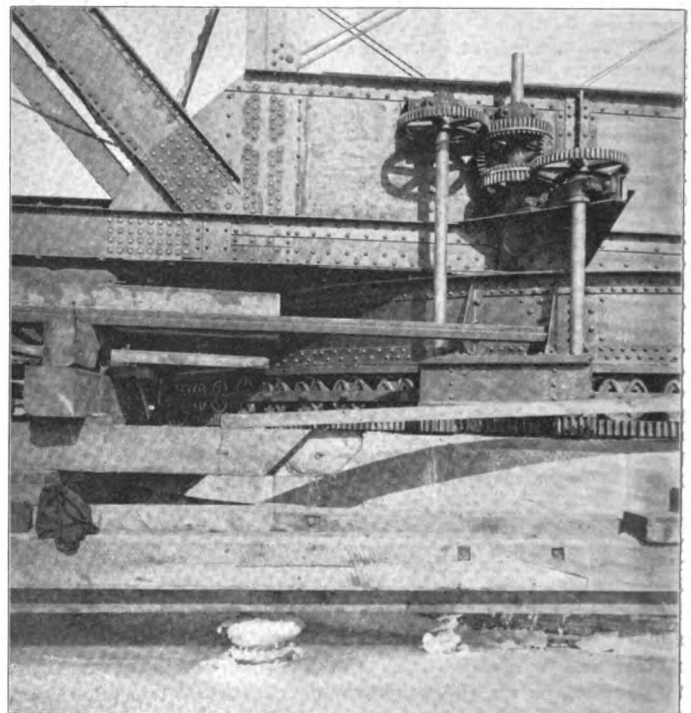


CALUMET RIVER BRIDGE.

president, W. G. Brimson, and the board of directors decided that ultimate economy dictated the location of a poling yard on the line of the road in Indiana, at a point about 10 miles distant. This yard is now under construction, and the bridge herein described was built on the new line.

The Calumet river is 329 feet wide at this point, and the war department requires a channel 200 feet wide and 20 feet deep.

The bridge consists of two approach girder spans and one swing span 246 feet 6 inches long from center to center of end bearings, permitting on each side of the center pier channels 100 feet wide in the clear. The substructure was built



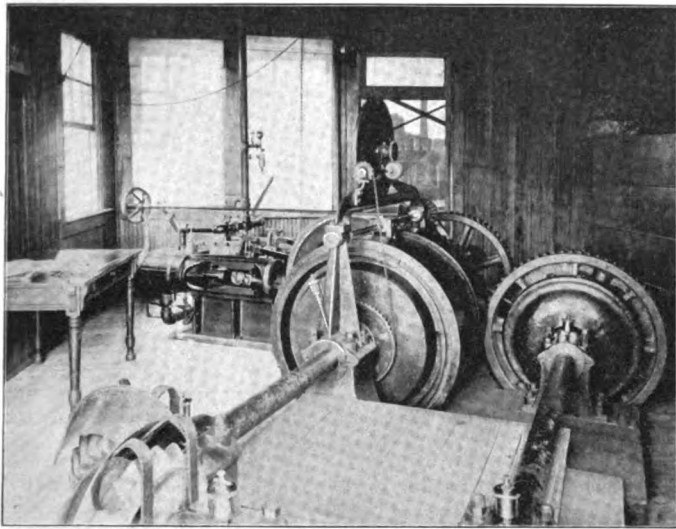
OPERATING GEAR; CALUMET RIVER BRIDGE.

by Messrs. Morris & Wait, general railway bridge contractors, St. Paul and Chicago, and consists of first-class masonry laid in Alpha Portland cement. The open caisson method was used in building the piers, which rest upon piles cut off sixteen feet below "datum," the arbitrary point of zero elevation established by the trustees of the Illinois & Michigan canal as the low-water mark of Lake Michigan in 1847.

The bottom of the caissons consisted of three courses of

12-inch by 12-inch hemlock thoroughly drift-bolted and caulked. Joliet masonry was used up to -2 feet, and from there to +3.5 feet Portland sandstone, quarried at Vigo, Ind., was substituted. The center pier is 39 feet in diameter and the coping 40 feet in diameter, with a 6-inch chisel draft. The superstructure was built by the Edge Moor Bridge Works, Wilmington, Del. Soft steel was used throughout except in the eye-bars and pins, which were of medium steel. The swing bridge was proportioned as a continuous girder, having four points of support, but incapable of transferring shear across the center panel, and the moving load consisted of 4,320 pounds per lineal foot of track, headed by two 100.5-ton locomotives. These trainloads are actually attained and the locomotives are sufficiently heavy to do the work required of them, as the grades are light.

The swing bridge consists of 8 panels 27 feet 2 1/4 inches long each and one center panel 29 feet long. The trusses are 29 feet apart, center to center, 28 feet, 30 feet and 40 feet high center to center, and the steel stringers are spaced 4 feet each side of the center line of track. The trusses are carried by a square framework of plate girders 29 feet long each, which in turn are supported on 8 girders radiating from a common center to a circular drum 36 feet in diameter. In this way a little over one-eighth of the load concentrated upon each radial girder is transmitted to the center and the remainder of the load is transmitted to the drum. The live ring consists of 78 cast steel wheels 14 inches diameter and 7 inches face. The



ENGINE ROOM, CALUMET RIVER BRIDGE.

ends of the swing bridge are supported when closed by wedges driven from the engine house.

The bridge is operated by an 8 1/2 by 12-inch double reversible engine furnished by the Vulcan Iron Works, Chicago, who also furnished the boiler and all machinery on the engine house floor.

The engine operates the bridge swinging shafts through a geared equalizer. These in turn operate four pinions meshing with the circular rack below through two other equalizers attached to the circular girder. In this way the stress is so distributed as to reduce liability of accident to a minimum. Steel castings were used throughout. The bridge has been in use nearly one year and is operating satisfactorily. This improvement was made under the direction of W. L. Stebbing, civil and consulting engineer, 1118 Monadnock block, Chicago.

In continuance of its policy of rewarding excellence of service the Cincinnati New Orleans & Texas Pacific railway announces a series of premiums in the roadway and track department, the awards to be based upon the results of the annual track inspection commencing in November. The following premiums will be paid: To roadmaster for best division on whole road, a gold medal; for best supervisor's division on whole road, \$75; to the foreman for best section, first premium, \$50; second best section, second premium, \$40; third best section, third premium, \$20. Premiums for sections apply to the Cincinnati and Chattanooga divisions separately. A premium of \$30 will be paid to the foreman having the best yard. In the inspection particular attention will be paid to line, gauge, surface, elevation on curves, spacing of ties, joints, spiking, ballast, switches and frogs, sidings, crossings, ditches and drainage, grounds, neatness and general appearance of right of way.

Communications.

Speed of Suburban Trains Forty Years Ago.

To the Editors:

I have recently run across a timetable of the year 1855, showing the times of trains on a railroad which now does a large suburban business out of one of our central cities.

For the first 15 miles, the business of which is now and may have been then to some extent, strictly suburban, they had a train which made this run in 26 minutes, with five stops. The fastest time now in 1897, 42 years later, is 29 minutes, with three stops. The run of 25 miles to their first junction point was made in 41 minutes, making practically all the stops they had at that time (I believe, nine). To the same place the fastest train now runs in 37 minutes, but it does not make any stops at all. Many of their heavier trains now take 44 minutes for this run without any stops. In 1855 the fastest train made the run of 60 miles, the full length of the road, in 1 hour and 35 minutes. They now have one train that makes the same run in 1 hour and 30 minutes.

These figures are certainly interesting, as showing less progress in the question of quick service than we would suppose from the large number of phenomenally fast runs which are constantly being reported to your journal. They are also interesting as showing what a constantly increasing number of grade crossings, with their adjuncts, the surface cars, are doing to prevent any improvement in quick suburban service. With the exception of the Illinois Central, with their extraordinary advantages, the central and western roads seem, in this respect, to be very much behind those in the far east.

TRAFFIC MANAGER.

Doubtless the increase in the number of cars and passengers handled and the longer stops required at stations, as well as the number of grade crossings, are reasons for the comparative decrease in through speed instanced. But the statements in regard to the road referred to are hardly applicable to all western roads. Certainly on the railways of Chicago there has been a noticeable increase of speed on suburban trains within a few years, notwithstanding—or, it might, perhaps, be said, as a result of—a great increase in the number of trains and of passengers. But the figures given by our correspondent are certainly interesting.

Railway Conventions in 1897.

- May 11.—National Convention of Railroad Commissioners, at St. Louis, Mo.
- May 11.—American Foundrymen's association, Detroit, Mich. Secretary, John A. Penton, Detroit, Mich.
- May 26.—Association of American Railway Accounting Officers, at Richmond, Va. Secretary, C. G. Phillips, 134 Van Buren street, Chicago.
- May 26.—Association of Railway Claim Agents, at St. Louis, Mo. Secretary, Geo. Marsden, Middletown, N. Y.
- June 8.—Master Car Builders' Association, at Old Point Comfort, Va. Secretary, John W. Cloud, 974 Rookery, Chicago.
- June 8.—National Convention of Local Freight Agents' associations, at Washington, D. C. Secretary, W. J. Jackson, C. & E. I., Chicago.
- June 15.—American Railway Master Mechanics' association, at Old Point Comfort, Va. Secretary, John W. Cloud, 974 Rookery, Chicago.
- June 16.—Association of Railway Telegraph Superintendents, at Niagara Falls. Secretary, P. W. Drew, Milwaukee, Wis.
- June 16.—National Association of Car Service Managers, at Boston, Mass. Secretary, A. G. Thomason, Scranton, Pa.
- June 22.—Train Dispatchers' Association of America, at Detroit, Mich. Secretary, J. F. Mackie, C. R. I. & P. Ry., Chicago.
- August.—National Association of Railway Contracting Freight Agents. Secretary, S. Gano, Jr., Hulbert Block, Cincinnati, O.
- September 7.—National Railroad Master Blacksmiths' association, at Chicago. Secretary, George F. Hinkens, Gladstone, Minn.
- September 8.—Master Car and Locomotive Painters' association, at Old Point Comfort, Va. Secretary, Robert McKeon, Kent, O.
- September.—American Society of Railroad Superintendents (place to be fixed). Secretary, C. A. Hammond, Asbury Park, N. J.
- September 14.—Traveling Engineers' association, Chicago. Secretary, W. O. Thompson, Elkhart, Ind.
- September 14.—Roadmasters' Association of America, at Old Point Comfort, Va. Secretary, J. B. Dickson, Sterling, Ill.
- October 12.—American Association of Traveling Passenger Agents, at Nashville, Tenn. Secretary, L. W. Landman, Columbus, O.
- October 19.—American Association of General Passenger and Ticket Agents, at St. Louis, Mo. Secretary, A. J. Smith, Cleveland, O.
- October 19.—American Street Railway association, at Niagara Falls, N. Y. Secretary, T. C. Penington, Chicago.
- October 19.—Association of Railway Superintendents of Bridges and Buildings, at Denver, Colo. Secretary, S. F. Patterson, Concord, N. H.

* * * Ticket scalpers are now outlawed in New Jersey as well as New York, the anti-scalping act in that state having gone into effect last week. Now let the similar laws on the statute books of Illinois, Minnesota, Texas and some other states be enforced.

* * * Although a federal court has enjoined the enforcement of the three-cent fare law on street railways in Indianapolis, the city has made up a case and taken it to the state supreme court before the United States supreme court has made the injunction permanent. This looks like inviting a conflict of authority.