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**TWENTY-SEVENTH VOLUME.**

**THE NORTHWESTERN  
AND RAILWAY AGE  
RAILROADER.**

**JANUARY 1 TO JUNE 30, 1899.**



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HARRY F. ROBINSON, . . . . . EDITOR.  
 HUGH M. WILSON, . . . . . MANAGER.  
 T. ADDISON ROBERT, }  
 FRANCIS W. LANE, } . . . . . ASSOCIATE EDITORS.

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## A YEAR AGO.

A year ago William R. Morrison retired from the interstate commerce commission.

A year ago the New York Central began exchanging the new 3½ per cent bonds for the old bonds.

A year ago a plan for the reorganization of the Louisville Evansville & St. Louis was announced.

A year ago arrangements were concluded for the purchase of the Memphis & Charleston by the Southern railway.

A year ago the Guadalupe Valley railroad was incorporated to build an important line in Texas.

A year ago H. R. McCullough was made third vice-president of the Chicago & Northwestern to succeed H. G. Burt.

A year ago John F. Wallace returned to the service of the Illinois Central as assistant second vice-president; C. B. Adams was appointed superintendent of transportation of the Wabash, and David Sloan was appointed chief engineer of the Illinois Central.

A newspaper compilation of railway accidents in the United States during 1898 states that the number of lives lost from these causes was 3,500, as compared with 2,764 in 1897, and that the number of seriously injured was 2,616, as against 2,428 in the previous year. These figures evidently include all sorts of accidents resulting from the operation of railways, a very small part of which affect the traveling public. The past year has been comparatively free from "railway horrors," although there are recorded 8 deplorable accidents in which the number of killed aggregated 58, with as many injured. But, on the whole, it is a gratifying fact that the safety of travel is increasing, coincident with a steady increase in luxury and speed.

The M. C. B. coupler has attracted the favorable notice of the British board of trade. It is stated in press dispatches from London that an expert, acting under instructions from the board, has made a thorough investigation of the working of this type of coupler in the United States. His report is said to be in favor of the use of the same or a similar coupling in England. The subject will probably be brought before parliament with a view to making the use of an automatic coupler compulsory. It is too soon, however, for American coupler makers to get ready for a large demand from that quarter, as the extended use of the M. C. B. coupler by English roads will be a matter of considerable time, and will, of course, meet with great opposition.

The populist legislature and the populist governor of Kansas have together fulfilled the expectations of both friends and enemies in respect of railroad legislation. They will go home to their constituents at the expiration of their terms prepared to receive the plaudits of a portion of the people (smaller, fortunately, than two years ago) for their magnificent work in throttling the great corporations that have contributed

so much to the welfare of the state. They will also be followed into private life with the sincere wishes of the railroads for their permanent return to their ordinary avocations. They were expected by their friends to pass a law having for its object the embarrassment of the railroads in that state, and they were expected by their enemies to exercise so little wisdom that their enactments would fall to the ground of their own weight. They have done both. It is, however, fast becoming evident that serious interference with the vehicle of commerce is beyond the scope of state legislation. Petty annoyances will undoubtedly continue for a time, but the time is approaching when railroads will be able to ignore all state enactments in connection with the movement of commerce and be subject only to national regulation. In other words, it will not be long before our "nation" will be spelled with a big "N" in all such matters.

In a contribution to one of the daily papers reviewing railway events during the past year, vice-president Morton of the Santa Fe company makes a point in regard to the decision in the trans-Missouri decision prohibiting traffic associations. He says:

"The Sherman anti-trust law prohibits all combinations and agreements in restraint of trade. The interstate commerce law provides that rates shall be so adjusted that they shall not discriminate between persons or localities, but under the decisions referred to associations with this object in view are declared illegal. There are many railroads with vastly diverging interests, and it seems unreasonable to expect that the rates can be arranged to conform to the interstate commerce act without conference or agreements. The two laws seem to conflict. An experience of over twenty years in actual contact with these associations convinces me that they have been in furtherance of trade and not in restraint of it. Seventy-five per cent of the changes in rates and classifications made by these organizations have been reductions, always with the idea of stimulating trade."

A word of caution is needed at the present time in connection with the growing tendency on the part of all classes of railway men to speculate in railway securities. The rise in railway stocks has been so long continued and so great as to have created almost a fever of speculation, and many a man who is dependent upon his salary for a living is making every effort, even to borrowing, to get enough money to "margin a deal." No one who cannot afford to lose money has any right to speculate on the basis of margins, and at the present time such a course is particularly dangerous. As a rule, the entire list of railway securities is held at inflated values. There is nothing in the commercial or industrial conditions of such properties to warrant present quotations, and although current prices may be held for a time or even forced higher, a reaction is inevitable, and with it will go the hopes of many a poor fellow who has unwisely entered the field. No man knows enough to anticipate when the collapse is coming, and he who deceives himself with the idea that he is going to be smart enough to get out in time is a fool. The only safe plan for all other than professional speculators, and those who have money to throw away, is to get out and stay out.

## THEIR WORKS REMAIN.

Over 200 men who had occupied important official positions on American railways departed this life during the year 1898. Of these about 100 were not in service at the time of their death, many being the railway pioneers of a preceding generation. Among those on the retired list whose names were most familiar may be mentioned: Hugh J. Jewett, long president of the Erie; John M. Toucey and James Tillinghast, the operative chiefs of the New York Central for many years; Thomas M. Cooley, the great constitutional lawyer, first chairman of the interstate commerce commission, and W. G. Veasey, an early member of that body; the baron Erlanger, principal owner of the Alabama Great Southern and other roads, in what was once known as the Erlanger system; Charles H. Philizy, formerly president of the Georgia Railroad & Banking company; John F. Wooten, many years general manager of the Philadelphia & Reading and inventor of the Wooten firebox; W. S. Alexander, long one of the best-known and best traffic managers in the



since July 1, 1898, and before that date was purchasing agent and superintendent of car service of the Cincinnati New Orleans & Texas Pacific.

Mr. Charles Paine, who was recently appointed general manager of the Panama Railroad, was formerly general manager of the New York West Shore & Buffalo, and afterward second vice-president of the New York Lake Erie & Western. He retired from the last named position in January, 1886, to accept the management of a natural gas company at Pittsburgh.

Mr. E. E. Posey has resigned as general passenger agent of the Mobile & Ohio, with which he has been connected since December, 1886. He was traveling passenger agent for three years, chief clerk general passenger department for two years, acting general passenger agent from November, 1891 to April, 1894, and has been general passenger agent since the last named date.

Owing to a sale of the Williamsport & North Branch, George V. Forman, vice-president; S. T. McCormick, secretary; J. H. Cochran, treasurer, and R. E. Evenson, general manager, have retired, and the following new officers have taken charge: B. Harvey Welch, president; Horace H. Farrier, vice-president; Henry C. Adams, secretary and treasurer, and S. D. Townsend, general manager.

Effective on June 1. it is announced that the Detroit and Toledo agencies of the Cincinnati Hamilton & Dayton will be consolidated in charge of Mr. George E. Gilman, division pas-

superintendent. Mr. J. N. Seale, heretofore superintendent of the Jackson division, has been appointed superintendent of transportation, with headquarters at Jackson, Tenn., and other appointments are announced as follows in an official circular issued by President Russell under date of May 18: Henry Fonde, superintendent, Mobile division, headquarters at Mobile, Ala.; W. N. Jones, assistant superintendent, Mobile division, headquarters, Montgomery, Ala. (with jurisdiction of line and branches from Artesia to Montgomery); J. D. Clark, superintendent, Jackson division, headquarters at Jackson, Tenn.; H. W. Clarke, superintendent, Saint Louis division, headquarters at Saint Louis, Mo.; C. W. Gibson, assistant general traffic manager, headquarters at Mobile, Ala.; M. T. Carson, superintendent of motive power and car equipment, headquarters at Mobile, Ala.; J. D. Gurganus, assistant superintendent of motive power and car equipment, headquarters at Whistler, Ala.; A. P. Wilmer, car accountant, headquarters at Jackson, Tenn. The office of chief engineer is abolished, but each division superintendent is authorized to employ, with the approval of the general superintendent, a competent person to act as engineer for his division. Mr. Gibson, who is appointed assistant general traffic manager, has hitherto been general agent of the road at West Point, Miss., and Mr. J. D. Clark, who is made superintendent of the Jackson division, comes from the Mobile & Birmingham, where he has been general superintendent and purchasing agent. Mr. Fonde has been superintendent of the Montgomery division, and Mr. Jones was trainmaster at Tuscaloosa, Ala.



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senger agent, whose headquarters will be removed from Detroit to Toledo, O. Mr. J. C. Winans, heretofore district passenger agent at Toledo, has been appointed general traveling passenger agent, with headquarters at Piqua, O.

The office of Mr. J. E. Williams, commercial agent, Michigan district, of the Chicago Milwaukee & St. Paul, at present located at Grand Rapids, Mich., will be removed to No. 32 Campus Martius, Detroit, Mich., on June 1. The office of Mr. Harry Mercer, Michigan passenger agent, at present located at No. 7 Fort street, West, Detroit, Mich., will be removed to No. 32 Campus Martius, Detroit, Mich., on the same date.

For convenience in operation the Central Vermont has been divided into two divisions, the northern and southern. Mr. F. W. Baldwin, heretofore general superintendent, has been appointed superintendent of the northern division, with headquarters at Saint Albans, Vt., and the office of general superintendent has been abolished. Mr. D. Mackenzie, heretofore superintendent of the New London division, has been appointed superintendent of the southern division, with headquarters at New London, Conn. The office of superintendent of the Montpelier and White River division has been abolished, and Mr. H. R. Stoughton has been assigned to other duties.

Owing to the resignation of Mr. Richard Carroll as vice-president and general manager of the Mobile & Ohio the office of general manager has been temporarily abolished. The road will hereafter be operated as three divisions, as follows: The Mobile division, extending from Mobile to Okolona, and from Artesia to Montgomery, including all branches; the Jackson division, extending from Okolona to Cairo, and the Saint Louis division, extending from Cairo to East Saint Louis, including branches. Mr. C. S. Clarke, heretofore superintendent of the Mobile division, has been appointed general superintendent, with headquarters at Mobile, Ala. He will have charge of the physical maintenance of the property, and division superintendents and all subordinate officers, upon questions affecting the same, will report to and receive instructions from him. The general superintendent's authority will also extend to the machinery and car equipment department, and the superintendent and assistant superintendent of that department will be subject to his orders and directions. The superintendent of telegraph will report to and receive instructions from the general

superintendent of machinery, and Mr. Gurganus was master car builder.

#### ROGERS LOCOMOTIVES FOR THE GREAT NORTHERN.

Mention has been made previously in The Railway Age of an order for ten 10-wheel passenger locomotives, which were being built for the Great Northern Railway by the Rogers Locomotive Company. These locomotives have been delivered recently and through the courtesy of the builders we are enabled to present the accompanying description and illustration of one of them.

The engines have 18 by 26 inch cylinders and have a total weight of 136,000 pounds, of which 102,000 pounds are carried by the drivers. The boiler is of the Helpaire type, 63 5-16 inches in diameter and adapted to a working pressure of 210 pounds. The firebox is 108 inches long by 31 1/4 inches wide, and affords a heating surface of 162 square feet. The tubes are of iron, 2 inches in diameter and 243 in number, and afford a heating surface of 1,813 square feet, making a total of 1,975 square feet of heating surface. The driving wheels have cast-steel centers and are 73 inches in diameter. The truck wheels are 36 inches in diameter, with wrought-iron plate centers and steel tires.

The tender frame is of 10-inch channels and the tank capacity is 4,500 gallons.

The principal dimensions, etc., are given below:

Weight .....	136,000 lb.
Cylinders .....	18 by 26 in.
Boiler, diameter .....	63 5-16 in.
Tubes, number .....	243
Tubes, diameter .....	2 in.
Firebox, length .....	108 in.
Firebox, width .....	31 1/4 in.
Working pressure .....	210 lb.
Heating surface .....	1,975 sq. ft.
Driving wheels, diameter .....	73 in.

The equipment includes plain enclosed safety valves, triple sight-feed lubricators, 18-inch headlight, New York air brakes, magnesia boiler covering, air sanding device, one lifting and one non-lifting injector and metal brakebeams.



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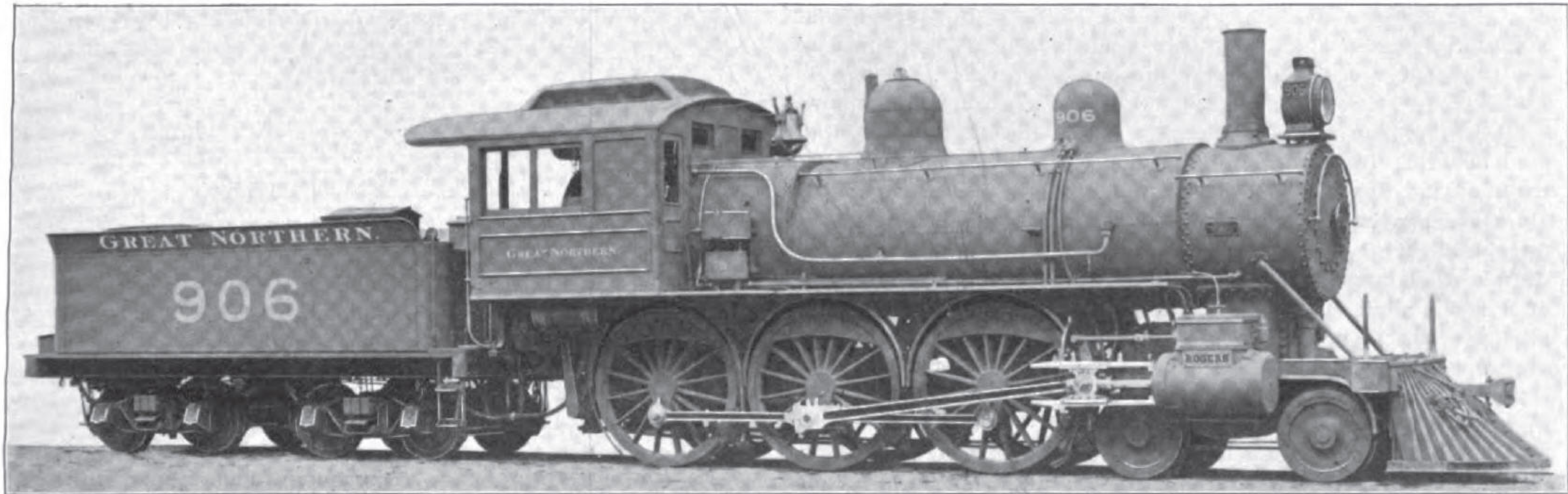
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Tubes, diameter .....	2 in.
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Firebox, width.....	33¼ in.
Working pressure .....	210 lb.
Heating surface.....	1,975 sq. ft.
Driving wheels, diameter.....	73 in.

The equipment includes plain encased safety valves, triple sight-feed lubricators, 18-inch headlight. New York air brakes, magnesia boiler covering, air sanding device, one lifting and one non-lifting injector and metal brakebeams.



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