THE SCRANTON TRIBUNE-TUESDAY, AUGUST 1, 1899.



DISPATCHER OF A MODERN RAILROAD

ONE OF THE MOST IMPORTANT MEN IN THE SERVICE.

He Has Charge of the Movement of All Trains-Manner in Which His Work Is Done-System on Which Trains Are Moved Over the Roads. Rights That Certain Trains Have. All Other Trains Must Give Way to That Carrying Passengers.

Railroad traffic is now at its fullness and should a railroad train become de-layed the complaints of the respective passengers are loud and unending. They are apt to forget with what remarkable regularity trains are kept on time and take notice only of their present detention. For the movement of trains three things are essential. In the order of their importance these are rallroads, time tables and train despatchers. If but one train were run on the railroad at a time the two latter mentioned might be dispensed with. But moving a hundred trains daily in opposite directions is entirely another proposition. To move that number of trains over a single track every day in the year, with each train arriving and departing on time from each of the stations on the line requires care and brainwork. It must be understood that the hour of arrival and departure of each train has been announced for weeks before hand. Even with the aid of time cards and despatchers the unerring regularity of railroad trains be-come a subject of interest. The punctuality of trains has become a matter of course to the general public and any delay or detention is apt to excite wonder and comment.

Railroads for the convenience and economy of management are separated into divisions varying in length from S0 to 200 miles. Where the topography of the line will admit, railroad men prefer a division of about 130 miles long. Each division is in charge of a superintendent who directs through his subordinates the movements of all trains on his division. Next in rank in the train service is the chief dispatcher, who is assisted by three dispatchers who work the "tricks" of eight hours each. The latter are men who look after the details connected with the movement of the trains.

COVERNED BY TIME CARD. All regular trains are governed by the time card, as long as they are on schedule time. If regular trains were always on time, if no extras or specials were run, the necessity for dispatchers would not exist. The rights of each train are explicitly defined by the code of rules which is issued with each change of schedule, and minute directions are given for proceedure in every ossible to

then proceed slowly, keep five minutes behind their time until the opposing train is met. The five minutes' delay time must not be used by the opposing trains.

HAVE RIGHT OF WAY. Passenger trains have absolute right livans of Wilkes-Barre, and in the sevof way over freight trains and are not required to walt five minutes for

ed Connors got into an altereation with them at meeting points. Freight trains Umpire Hogan and turned the contest are required to keep entirely out of the into a free for all fight. vay of passenger trains at all times. The five minutes are allowed for possi-ble variation of watches and must present but did nothing towards arresting those who were responsible. never be used by trains interested. Minutes are of the greatest importance in the movements of trains, and every man connected with the train service is required to carry a watch that is up to the fire company, those refusing to o a certain standard. It must be adpay water rent for the fire hydrants usted to heat and cold and protected above Stephenson street. The company from magnetic and electric influences. These watches are examined every \$140 a year to the water company, three months and a certificate of their time, keeping qualities given by the vatchmaker making the examinations. The correct time is wired over the

donated half that amount. They have become tired of giving their services for nothing and becoming reond every day at noon. Telegraph ponsible to the water company for perators are required to see that their the rent of the fire hydrants. office clocks are exact and conductors Insurance companies dislike to take und engineers must compare time with risks in that place. the standard clock and with each other THE NEW BRIDGE.

Freight trains are required to be on A large force of men from the Phoeside tracks at meeting and passing nix Iron company who have the conpoints five minutes before passenger tract for the construction of the new rains or freight trains having the bridge crossing the Susquehanna on right of way are due. "Special" or the Bloomsburg division of the Delavork trains must clear the time of all ware, Lackawanna and Western railtrains 10 minutes under all circumroad are busily engaged creeting the A freight, special or work stances. false construction preparatory to the train, when passed by a passenger goerection of the new bridge. Car loads of iron trusses and other ng in the same direction, must wait five minutes after the train has left beportions which will comprise the sevore proceeding on its way.

frequently.

eral spans, are arriving daily and that Trains are not allowed under any cirquiet locality is now a bustling and umstances to use the five minutes at and busy place, and will be until the neeting points. When freight is heavy completion of the structure. und there are more loaded cars to go

on the one train than one engine can NUMBER OF DEATHS. haul, two or three trains, as the cars There has been an alarming number on hand may require, are made up and of deaths in this city since Sunday, as the following will show: Mary, aged sent out one after the other. The first train is known as the "first section of ten months, daughter of Thomas No. 17," or whatever the number may Flanagan, of Centre street, from conbe, and carries two red flags by day and two red flags by night, one on each gestion of the brain; Thomas, aged two months, son of Robert Brodie, of Butide of the headlight to notify opposing ler street, bronchitis; Catherine, aged trains that another train is coming bethree months, daughter of Robert hind. The section following carries like signals. Each section has all the rights Smallcomb, of the West Side, funeral today; Gertrude, daughter of James Mulligan, of Cork Lane, aged one year of the scheduled number train but no and nine months, funeral yesterday; an infant daughter of Daniel Davis, of TEN MINUTES APART.

Sections must keep ten minutes apart Washington terrace, funeral today. except at meeting points where they may close up to avoid delays. A freight train is never run as a section of passenger train.

All trains are notified by the dis

patcher where to look out for work

tor must send a flagman back and

ahead if necessary, with three torpe-

does and a flag by day, and a red light

by night. The flag must be not less

than a half mile from the rear of the

delayed trains, and the flagman must

go back until he reaches a point where

approaching train. The flagman at-

taches two of the torpedoes to the rail

on the engineer's side, about one hun-

dred feet apart. He remains near until

the expected train arrives, or until he

is recalled by four long blasts of the

whistle of the engine of his own train.

In the latter case he fixes the third

torpedo on the rall, about two hundred

eet nearer his train and nurries back.

Engineers on striking a torpedo must-

top immediately. If they strike the

cases accidents would be a rarity.

IRON AND STEEL MARKET.

tinue in a Marked Degree.

large scale, simply amount to nothing,

as there are no more signs of a change

oday than there has been for months

harder to get than ever, prices are

higher than ever, so what use is there

a trying to talk the market down?

little by saying, "It may continue this

it will take a long time before normal

It would prorably be a mistake to calculate on materially higher prices.

but, on the other hand, there is still

conditions are reached.

year, but next year-look out."

Pessimists are beginning to hedge a

Stocks get smaller, deliveries are

traing. In case of accident the conduc-

ngaged in so

al trains.

0.15.

1840

4. ¥

At both ends of a division and at cerage street to the Lehigh Valley crossing, is in a deplorable condition. This tain intermediate points are kept train registers. In this register conductors nust write, before leaving the station, he day of the month, exact time of arrival and departure, number of train, number of engine, exact number of loaded and empty cars, and his own vehicles. and his engineer's name, and what signals, if any, he is carrying. On

to be pulled down and thus give an opportunity to straighten Main street roadbed. These trains are given this point, but the council in conworking orders between the hours of 6 sidering street matters have overlooked i. m. and 7 p. m., provided they keep this important matter. The condition out of the way of all trains. They of this particular block is certainly a must keep a flagman out 16 telegraph disgrace to the city. poles in either direction, to warn spec-

PITTSTON NEWS Katie Timiin, Nellie Flynn, Emma Kennedy, Mrs. Mills and Miss Leonard, of Scranton, and the Misses Margaret Evans and Alice Patten, of Olyphant, were among the many visitors who Such a Disgraceful Scene as Ocspent Sunday with friends in this city.

A son was born to Mr. and Mrs. G. W. Streng on Sunday morning. curred Sunday at wort Blanchard Harry Coward's health is improving Will Not Be Repeated-Bad Conat Carlsbad, Germany, where he went dition of Main Street-Duryea in several weeks ago. Bad Shape to Fight a Fire-Work

on the New Railroad Bridge. Word was received from Wilkes-Barre yesterday from the sheriff's office

that the disgraceful proceedings of

Sunday on the base ball grounds at

Port Blanchard will not be repeated.

Between three and four thousand peo-

ple were present at Sunday's game be

tween the Pittston Reds and the Sul-

enth inning one of the Reds team nam-

Several officers and constables were

DURYEA IN A BAD WAY.

The residents of Duryca are now left

with less protection from fire, owing

claims that they have been paying

while the property holders have not



MOTHERS ! Mothers ! a hot bath with CUTI-CURA SOAP, when followed by a single application of CUTICCBA Ointment, the great skin cure and purest of emollients, will afford the most grateful and comforting relief in the severest forms of itching, burning, and scaly skin and scalp humors, rashes, and irritations, and point to a speedy, permanent, and economical cure when all other remedies and even the best physicians fail.

Sold Groughout the world. Forran Davo ano Cuaw. Cour., Props., Boston. How to Cure liching Humor, free.

****** "Snow White"

Flour is made of the choices Spring Wheat and is a flour o great strength and nutritive value. It is used by thousands of people, and has won the ap-proval of many prominent cooks. Great care is used in its manufacture to see that it is always kept uniform and at the very highest notch of ex-cellence. You can use it for any kind of baking with perfect assurance that you will be pleased with the result. Try it next time.

Your grocer sells ft. "We only wholesale it."

THE WESTON MILL CO. Scranton, Carbondale, Olyphant.

The Dickson Manufacturing Co. Ecranton and Wilkes-Barre, Pa, Manufacturers of

CONDITION OF MAIN STREET. LOCOMOTIVES, STATIONARY ENGINES Main street, from the foot of Parson Boilers, Hoisting and Pumping Machinery.

portion of the avenue is paved with cobble stones, and when the sewer was laid this ancient pavement was replaced in a loose condition. The traffic over them has displaced the stones, and the result is the wreck of many

It is now some months since appraisers placed a valuation upon the old every road at almost all seasons, workpottery opposite the Ravine, which was trains are busy hauling ballast, ties, or te manner in improving

Connolly 翻 Wallace

SCRANTON'S SHOPPING CENTER.

White Aprons

"Pretty" and "Dainty" are the words that come naturally to mind when viewing these attractive and useful articles. A special sale of manufacturer's samples is now on. The variety is great, the prices low.

At 19c==Of Sheer Lawn, Satin striped border, embroidery and lace trimmed, plain hemmed, extra large and other fancy effects. Value 25c to 35c.

- At 33c==Of Fine Lawn, with deep hem and row of insertion, in various styles. Value 45 cents.
- At 45c==Of Sheer Lawn, deep hem, pointed bib front, straps over shoulder, plain and finished with embroidery, short and long fancy aprons. Value 60 cents to 75 cents.
- At 75c==Very Fine Maid's Aprons, deep hem, with rows of insertion and straps over shoulders, embroidery trimmed. Over 200 styles of fine short and long aprous in many designs of lace and embroidery work. Value one dollar.
- At \$1.00==Over a hundred styles made from the finest lawn and trimmed in an exquisite manner with beautiful embroideries.

At \$1.25==Fine Novelty Aprons, in short and long styles. Elaborately trimmed.

At \$1.50==About twenty styles of the most exquisite effects in fine Embroid-ered Aprons we have ever seen.





OF SCRANTON.

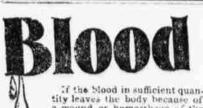
The Reputation Of the Makers Of Our Agranta and Dranariaa

When a train is delayed, or loses its rights the service of the dispatcher is required to get it over the road. The various associations of railroad officials have adopted a standard code for the movement of trains. This code, with slight variations, is in use on all the prominent lines in the United States.

The time card is made out for every division under directions of each divison superniendent, subject to the approval of the general superintendent. superintendent of transportation and general manager. Schedules have permanent rules that seldom change. Certain passenger trains run on the same schedule for years and are run regardless of the business offered by other his signals can be seen at least a quar-trains. The probable amount and ter of a mile by the engineman of the source of business that will result from additional trains are carefully considered when making a schedule. This applies more closely to the freight traftic of a road than to the passenger business. New time cards are issued from time to time as the freight traffic increases or diminishes, with a view to the celerity and economy of its movement

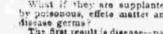
Trains not having right of track must keep out of the way of those going in opposite directions.

Trains having the right of road on a single track must wait at a meeting point five minutes after their departing time for trains of the same class going In the opposite directions. They must



Extraordinary Conditions Still Contity leaves the body because of a wound or hemorrhage of the lungs the result is death.

Life depends on the blood because the blood carries to all parts of the body the nutritive elements percentry to sustain it. What if these nutritive ele-ments are absent? What if they are supplanted



by possonous, effets matter and distance germs? The first result is discase-- par-tial death. The final result is the same as from loss of blood. All disman is traceable to im-mutic or weakness of the blood. purity of weakness of the blood and tast is the reason the "Golden Medical Discovery" cures so many different diseases -ft purifies and vitalizes the blood - wakes it rich, red and bealthy-fills it with nutriment for the starving nerves and

tispues. Consumption is properly a dis-case of the blood-so is scrofula -so is rheumatism. They look like different diseases but one medicine will relieve all three.

medicine will relieve all three. "I am using a good many of your medicines in mr practice." writes Dr. Joseph Pike, of Lost Springs, Marton Co., Kauss. "Ten years ego a patient of unne was hadly af-fetched with that dreadful disease. periodis. Her mouth and throat were in an awful condition, and there were lumps on the outside be-to the faws the size of a her's egg. Other decture suld it was a fail canc. A feil couldent that noue of my remedize would benefit her any. It same to my mind that Dr. Pierce's Guiden Medical Discovery was rec-same odd for such cases. So J gave to be a ad drected. Five bottles cured her and the is well to day. She is married now and has three healthy children."

Dr. Pierce's Pellets cure biliousness



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LIVE NEWS NOTES.

Nearly all the mines of the Pennsylvania Coal company were idle yesterday, owing to a scarcity of cars caused the wreck on the Erie near Lacka-

The next quarterly convention of the ?. T. A. W. will be held in Port Griffith, in Pittston township, Colonel Sam Urquart has been pronoted to the throttle of one of the mmense "pushers" that haul heavy

freight trains over the cut-off on the Valley road. The Henry Grattan society will meet this evening to complete arrangements for their excursion, which occurs on the 24th of this month.

The Spring Brook Water company is aying a larger Main from Thomas street to Oregon heights to improve the supply in that district. Henry Curley, the late treasurer of Marcy township, has filed an appeal

from the auditor's report surcharging third one they must proceed with their train under full control. An observhim with \$737.84. Henry Kurchell and mother had a ance of the letter of the train rules will narrow escape yesterday by the shafts not always relieve the trainman from of the carriage breaking while on the responsibility or blame. In case of ac-

Pittston boulevard. ident a trainman must use good judg-Prof. Harris, one of the best vocalists ment and extra precautions to those in the valley, has received a flatterhaid down in the train rules, if necesing offer from New York, but is too much of a home body to forsake the Railroad managers say that if the old stamping for the plaudits of the ules were carefully observed in all metropolis

The Avoca Electric Light company has closed a contract with the Pennsylvania Coal company to illuminate breakers Nos. 9 and 10 and also the Barnum breaker. The wires will be run into the main gangways of the mines, engine houses and barns.

The extraordinary conditions which R. C. Simpson, who rented a hotel have surrounded the iron and steel from Mrs. Gilboy, in Duryea, a few markets for several months past still nights ago moved out, leaving a porontinue in a very marked degree. tion of his effects behind and on Sun-There seems to be no such thing as catching up will the demand, and so day night some one broke into the premises and removed what liquors long as that continue prices must newere in the cellar. cesserily be firm. Arguments and theories that prices are too high, and that

On Aug. 8 the children from New York, who have been kindly cared for the demand cannot continue on such a by many families here, will be returned to their homes and the following day Rev. Fletcher and the committee will return with another lot for this place

The funeral of the youngest child of Robert Brodic, of Butlet street, occurred yesterday afternoon and interment was made in the Plitston ceme tery.

The Red Men of this vicinity start is not unreasonable, and the trade is on a week's excursion to Atlantic City looking out, but so far there is nothing this morning over the Central Railroad in sight but a continuance of present conditions. Buying for delivery during 1900 has become quite confident during of New Jersey.

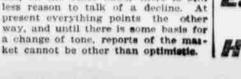
PERSONAL JOTTINGS. the past few days, and a considerable Eddie Bechtold and John Gillesple amount of business has been closed at full prices, and more would be closed have taken their departure for Atlantic City for their summer vacation. if sollers were willing to take it. It is possible that the feeling may be too sanguine, but the domand is so im-Mrs. Oliver Burke and family will go o Atlantic City this morning for a ten mense; not only here, but the world E. D. Jenkins and wife, the Misses over, and stocks are so run down that

> Easy to Take Easy to Operate Because purely vegetable-yet thor-ough, prompt, healthful, satisfactory-Hood's Pills



THE PATENT RECORD

DR. DENSTEN Repaund Chemical Co's EXPLOSIVES



That