Some Remarkable Railroad Trains.

IN THE TECH of Jan. 3, 1883, brief mention was made of the speed of the fast New York-Chicago trains. As there are no trains in the world which run so long a distance at such a high rate of speed, or with anything like the comforts of the Chicago limited express of the New York Central and Pennsylvania railroads, some details concerning them are here given.

The New York Central's "limited" runs from 42d Street depot to Chicago, nine hundred and seventy-seven miles, via the Lake Shore and Michigan Southern Railroad, in twenty-six hours and thirty-five minutes, or at a speed of 36.7 miles per hour, including stops. The Pennsylvania's "limited" goes over the Pittsburgh, Fort Wayne and Chicago Railroad from Pittsburg, by which the distance is only nine hundred and twelve miles, but as the time occupied is the same as its rival's, it makes but 34.3 miles an hour. The run from Jersey City to Pittsburg, four hundred and forty-three miles, is accomplished in eleven hours and fifty minutes, including three stops. On the New York Central the four hundred and thirty-nine miles between New York and Buffalo are done in eleven hours and nineteen minutes, with three regular stops, beside others for water. It will be seen from the above that the New York Central's train runs at the higher speed, notwithstanding the several enforced halts for water, which in the case of the Pennsylvania train is scooped up by the engine while running. The writer has made trips of two hundred miles on both these trains and noted the following facts:

The Pennsylvania "limited" steamed out of the Jersey City station precisely on time. It consisted of six Pullman cars and was drawn by an engine of Class K, with eighteen by twenty-four inch cylinders and six and one half foot drivers. Their tenders hold 2,000 gallons, and are provided with a scoop for picking up water while running, from long narrow tanks laid between the rails. No stops were made between Jersey City and Philadelphia, a distance of 89 miles, the average speed being 43.8 miles per hour. The run from Philadelphia to Harrisburg, 105.3 miles, was made with an engine having five and one fourth foot drivers and seventeen by twenty-four inch cylinders, without a stop, at the rate of forty miles per hour. Grades of from fifty to eighty-four feet per mile probably accounted for the comparatively moderate speed, which, however, was quite uniform. The road bed, as is well known, is one of the best in the world.

The timing of the New York Central's "limited" was from Albany to Buffalo, a distance of 296.5 miles, covered in seven hours and twenty-five minutes. Two regular stops were made and four others for water. Like the Pennsylvania's, this train consisted entirely of Pullman cars, but it was somewhat lighter in weight. The engines used had eighteen by twenty-four inch cylinders, with six and four inch drivers, and seventeen by twenty-four inch cylinders and five and one half foot drivers respectively. The average speed, deducting the stops, was forty-four miles per hour, and a maximum of sixty-two miles per hour was reached on a down grade. Both trains had luxurious drawing-room and dining cars, though it must be admitted that eating in the latter was somewhat precarious process. Each train arrived at its destination a few seconds ahead of its schedule time.

The train known as the "Flying Yankee," which has run the past summer between St. John, N. B., and Boston, over the European and North American, Maine Central and Eastern Railroads, makes the distance of four hundred and forty-nine miles, from Carleton (opposite St. John) to Boston, in fifteen hours, which means a uniform speed of nearly thirty miles an hour. The delays at the custom-house are reduced to a minimum, and the train, which consists of about five cars, has proved a success.

The competition between the Canadian Pacific and Canada Atlantic Railways has recently resulted in the latter putting on a train which may dispute with the two fast trains of the Pennsylvania and Bound Brook routes between