

# NEWEST FAST TRAINS BEAT THEIR SCHEDULE

First Out to Philadelphia Arrived  
There Two Minutes Ahead  
of Time.

THIS WAY, 4 MINUTES AHEAD

Average Speed 61.01 Miles an Hour,  
But on Short Stretches 92.75 Miles  
an Hour Was Reached.

The first train in the Central Railroad of New Jersey's 110-minute express service between this city and Philadelphia left Jersey City yesterday morning at 9:10 o'clock, on the arrival of the 9 o'clock ferryboat from Liberty Street, and landed its passengers at the Reading terminal, Philadelphia, at 10:47:15, that is, just 2 minutes 45 seconds ahead of schedule time.

The train consisted of a parlor car, a day passenger coach, and a combined baggage and smoking car. During its run from Jersey City 90 2-10 miles, it attained a speed of 92 $\frac{3}{4}$  miles an hour and made a continuous run for 26 1-10 miles at a speed of 64 $\frac{1}{4}$  miles an hour. The train's running time for the entire journey was 88 minutes, not including stops—that is, an average speed of 61.01 miles an hour.

A camelback locomotive of the Atlantic type, driven by Engineer Barney Munn, who had perfect confidence that his engine would get the train there on time, hauled the train.

THE TIMES reporter's stop watch showed that the train left Jersey City exactly at 9:10:15, just fifteen seconds late. It slowed down to thirty miles an hour over the Newark Bay Bridge and slight grade, and it was forty-five seconds behind passing through Westfield and fifty-five seconds at Plainfield, which was reached at 9:34:55, instead of 9:34 A. M. When Dunellen was passed, however, the engineer had made up forty-five seconds in the three minutes' run, and he went through Bound Brook at 9:41:10, fifty seconds ahead of schedule time.

After passing Belle Mead three minutes ahead of time, at 9:50, the express had come to a stop on account of a freight train, which had been delayed through a bursting air pipe. This held the train back four minutes. Skellman was not reached until 9:58, instead of 9:57, and at Pennington the train was two minutes behind time.

From that point to Cheltenham, a distance of 26.1 miles, the express had picked up the lost two minutes and arrived at the latter point thirty seconds ahead of time. The increase in speed was quite noticeable in the five miles between Pennington and Trenton Junction, in which forty-five seconds was made up, but, although it was easily perceptible to the passengers that the engine was making time, there was no noticeable oscillation beyond the ordinary swaying movement of a fast train.

"That," said Conductor Lynn, "is due to the solid character of our roadbed."

Even when the train traveled at ninety-two and three-quarter miles an hour, from Langhorne to "Short Line Y," South End, a run of three and four-tenths miles, in two minutes and twenty seconds there was no jar to disturb the passengers, though the train rushed through the station doing a mile in thirty-eight and eighty-two one-hundredths seconds. The nine miles from that point to Cheltenham was covered in eight and one-half minutes.

There was another slow-down crossing the Delaware River bridge, and again from Wayne Junction, going into Philadelphia, on account of the new elevated structures in course of construction there but the easy manner in which the train picked up time in a short distance made it evident that there would be no difficulty in keeping to schedule time each way.

On arrival at Philadelphia Engineer Munn said he had not made any special preparations for the trip, and had not received any instructions beyond the new running schedule which went into effect at 12:01 A. M. yesterday. He had even had poor coal, which required extra effort to get up steam enough to keep up the speed. The locomotive, said the engineer, could haul four cars as easily as three, and would do this on the week-day

schedule, when dining cars were attached to the trains.

There were no railroad officials on the train to take notes of the run, because, as THE TIMES reporter who made the journey was told, the new schedule had been made out in the customary manner, and with the inauguration of the new service it was looked upon as a change already accomplished. The officials did not think it necessary to make a fuss over the new schedule, which they had had in contemplation for some time.

Two expresses were run yesterday on the new schedule, leaving New York and Philadelphia at 9 and 10 A. M. respectively. The first train from the Quaker City arrived in Jersey City station at 10:34 A. M. instead of 10:38—that is, four minutes ahead of the schedule. The train was hauled by Engine 321, driven by Engineer Michael Loughery. The engineer told the dispatcher that he had been delayed at Bound Brook for two minutes, or he would have been six minutes ahead. The dispatcher said that the first express from Philadelphia had averaged a mile a minute, including stops, for the entire ninety-mile journey. The second express, which left Philadelphia at 10 A. M., was five minutes late in Jersey City, having two extra cars belonging to a theatrical company to haul. The delay occurred on the Reading Division, before the train reached Bound Brook. He added that ordinarily the expresses would run to and from Philadelphia at an average speed of about fifty-eight miles an hour, including stops.

There are to be twelve 110-minute trains a day each way on weekdays and two on Sundays, starting in each direction on the hour. The weekday service begins today at 7 A. M.