valve, when not properly adjusted, cause improper timing of the forestaller. A ball out of round or a blow past the leather tends to shorten the timing, while dirt or certain improper adjustment of the needle valve tends to lengthen the forestalling time. While the shortening of the forestalling time may result in undesired stops, any excessive lengthening of time may render it unnecessary to acknowledge at succeeding stop magnets. Trouble having been experienced in keeping this valve properly timed, it is important that the inspection shall be such that variation from standard adjustment will be promptly detected and remedied.

5. The clearances in the valve assembly of the duplex control valve are such that freedom from dirt, oil, gum, moisture, etc., must be maintained to prevent false clear failures. Should the duplex control valve strainer or the connection between the stop valve and duplex control valve be damaged by accumulations of scale, dirt, ice, etc., false clear failures would result. This feature also should continue to receive adequate attention.

6. Careful adjustment of the control valve magnet armatures is essential to a proper operation of the device. Improper adjustment by means of shims may render the armature so sensitive that it will release from the pole pieces too easily, resulting in undesired brake applications, or held too forcibly against the pole pieces, might result in failure to initiate a brake application. This should be carefully watched.

7. Periodical inspection and test to insure that there has been no deterioration of the magnetic qualities of the track magnets should be consistently continued, reports being made on a form provided for that purpose and forwarded by the inspector to a designated officer. Record should be kept of these periodical tests.

8. The circuit plans should be checked with the roadside installation, whenever changes are made, to insure correctness of circuits. The importance of this is emphasized by the improper connections found at Signal 824 on July 14.

Derail Failure Results in Collision on Crossing

ON AUGUST 29, 1926, there was a side collision between a Chicago, Rock Island & Pacific passenger train and a Pennsylvania freight train at the intersection of the tracks of these railroads at West 91st street, Chicago, resulting in the death of two employees and the injury of 18 passengers and four employees.

A summary of the report of the Bureau of Safety is as follows:

At the point of accident both roads are double-track lines over which trains are operated by timetable, train orders, and a manual block-signal system. The Rock Island extends north and south, while that of the Pennsylvania extends northwest and southeast. The crossing pole is protected by an interlocking plant, the tower being located in the northwest angle of the intersection. This interlocking plant, of the mechanical type, is operated by the Rock Island; the machine is a 12-lever Saxby & Farmer machine.

Approaching the point of accident on the Pennsylvania from the northwest, which by timetable direction is west, the line is tangent for more than one-half mile, followed by a 1°30' curve to the right 772.8 ft. in length, and then 156 ft. of tangent to the crossing, this tangent extending for a considerable distance beyond. The grade is practically level. There is a block office located beside the tracks of the Pennsylvania at a point 743 ft. west of the crossing; the home interlocking signal governing movements on the Pennsylvania over the crossing is located 366 ft. west of the crossing, while the derail, which is of the Wharton lift type, is located 51 ft. east of the signal. A link-type detector bar, 49 ft. 2 in. in length, overlaps the derail a distance of about 3 ft.; an approaching train encounters the detector bar 46 ft. before reaching the derail. With a wheel of a train on the detector bar the derail point and home signal can not be changed. The line of the Rock Island is tangent for about 1 mile south of the crossing, while the grade is descending for northbound trains, varying from 0.75 to 0.86 per cent. The home signal on the Rock Island is located 383 ft. south of the crossing and the derail is located about 50 ft. north of the signal. The weather was clear at the time of the accident, which occurred at about 10:57 p.m.

Description

Pennsylvania eastbound freight train consisting of four cars, hauled by engine 7082, departed from 71st street yard at 10:47 p.m., en route to deliver the four cars to a train that was stalled, it stopped at the block office near the crossing at about 10:52 or 10:53 p.m., received orders, and departed shortly afterwards, passed the home signal, which was displaying a stop indication, encountered the derail, which failed to perform its proper function, and while moving over the crossing at a speed estimated to have been about 10 miles an hour the engine was struck a glancing blow on the right side by the engine of the Rock Island train.

The Rock Island northbound passenger train No. 182 consisting of three all-steel suburban passenger coaches, departed from 95th street station at 10:55 p.m., on time, and while making a station stop at 91st street collided with extra 7082 while traveling at a speed estimated to have been between 3 and 10 miles an hour.

Both engines were derailed; Pennsylvania engine remained upright and was only slightly damaged, while the Rock Island came to rest on its left side, quite badly damaged, with many of the apparatuses stripped from its right side. The employees killed were the engineman and fireman of the Rock Island train.

Summary of Evidence

On arrival at the block office extra 7082 was brought to a stop, at which time, according to Engineman Schreckenghaust and Fireman Kline, the interlocking signal was displaying a clear indication. A clearance card and train order were received and these employees said that when the train started, about a minute or two after first stopping, a clear indication was still displayed at the interlocking signal, and continued to be displayed until the engine was within from 3 to 5 car-lengths of the signal, with which statement Conductor Gaumer agreed; after this point had been reached they did not pay any more attention to the signal indication. On reaching a point about 20 or 25 ft. from the crossing, traveling at a speed of about 10 or 12 miles an hour, Engineman Schreckenghaust noticed the Rock Island train approaching the crossing and immediately applied the air brakes in emergency, but it was too late to avert the accident. Engineman Schreckenghaust admitted that he did not observe the interlocking signal while passing it, that there was nothing to obscure his view of the signal, such as smoke, fog, steam, etc., and that after calling the position of the signal, immediately after departing from the block office, he engaged Conductor Gaumer in conversation
Sudden Ravings

I AM servin' on the jury
With a Turk named Patrick Drury
And a cock-eyed Lithuanian, known as Mike;
There's a big blond Swede named Ole;
A Dutchman roly-poly,
And a shifty, hook-nosed Hebrew known as Ike.
There's a Greek—"Apollinaris;"
An Englishman named Harris;
There's an Angus; there's a Tony; also a Polish Pete—
There's a painter and a rigger
And we only need a negro
To make our "polyglotomy" complete.

The council stops to wrangle
Over each peculiar angle,
Each phase of "human nature," we may show;
We are questioned very neatly,
Diplomatically—discreetly—
On our age and occupation and everything we know.
They grade each degree of dumbness;
Our exact reactive numbness
With a negative equation (like a fox).
If we show the slightest glimmer
Our chances then get slimmer
Of settin' any longer—*in the box.*

Although perjury is forbidden—
Some think the clerk is kiddin'
When they swear, by God Almighty, to tell the solemn
truth
And questions, sharp as briars,
Never touch these crafty liars;
Who run from grand-dads down to flaming youth.
There are motions and corrections;
Withdrawals and objections;
And "Hizonner" makes a ruling now and then.
Ohmigod how it does "gnaw yer"
When some smirk and smilin' lawyer
Concedes the jury (present) is a *learned* set o' men.

Chop Suey and Con Carni,
Mixed with Blah and Barney,
Is the dish that's served up daily—to each ox-eyed Geek,
And we must then digest it;
Taste every word and test it—
For from the scrambled evidence, a verdict we must eke.
If they'd let us use our noodle
And forget the judge's twaddle,
Which he *stated* is some synopsis of the law;
We would hang a lot of beggars,
Acquit the good boot-leggers,
And sock a lot of liars—in the jaw.

As opposing counsel pleaded,
I thought "Justinian's needed
To take a flock of Blackstones and erect a legal pyre;
Put this technique in the middle
And, like Nero, play his fiddle—
While the briefs were used to kindle, a hot and roaring fire.
Take the goofs of this profession,
Congregate them in a session;
Squirt gobs of seething ether through the keyhole in the door,
And when complete asphyxiation
Frames its final arrogation
We'd have peace and human kindness—ever more."

W. H. P.