The Chicago & Eastern Illinois line into Evansville was not seriously affected, only three signal locations being damaged by floods, and this road continued to render freight and passenger service throughout the disaster.

The floods affected lines of the Illinois Central at Paducah, Ky., Louisville, Evansville, and Cairo, Ill. However, the damage to interlockings and signaling was limited to about $25,000. Only one interlocking, a mechanical plant, was flooded. Automatic block signaling was inundated on about 10 miles of line in the vicinity of Paducah and on about 10 miles near Louisville. The water did not get high enough at Mounds, Ill., or at Cairo, to cause any damage to signaling.

N. & W. and the C. & O. Affected

Extended sections of the Norfolk & Western main line were inundated between Kenova, W. Va., and Portsmouth, Ohio, about 87 automatic signals, 7 crossing signal locations and 1 crossing gate location being flooded in this territory. Interlockings at Iron­ton, Ohio, and Portsmouth, as well as the electro-pneumatic car retarder installation at Portsmouth, were all flooded, and the complete extent of the damage has not, at this writing, been determined, although rehabilitation is being rushed as fast as possible.

The Chesapeake & Ohio main line paralleling the south side of the Ohio river from Huntington, W. Va., to Cincinnati was flooded for extended sections, numerous automatic signals, several interlockings at Huntington and Ashland and one C.T.C. installation at Limeville being damaged by high water. In the vicinity of Cincin­nati, the C. & O. tracks and interlock­ings are at a high level and not much damage was done.

On the C. & E. I. and I. C.

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On November 24, 1936, there was a rear-end collision between a pas­senger train of the Chicago, North Shore & Milwaukee and a passenger train of the Chicago Rapid Transit Company on the tracks of the last-named company at the station at Granville avenue, Chicago, which resulted in the death of 10 passengers and the injury of 58 passengers and 1 employee. An investigation of this accident was made by representatives of the Bu­reau of Safety, Interstate Commerce Commission, in conjunction with represen­tatives of the Illinois Commerce Commission.

The accident occurred on a four-track line, illustrated in the accom­panying sketch, over which trains are operated by time-table and book of rules, and are subject to the direction of towermen at interlocking plants. The movement from track 4 to track 3 is made by means of a crossover, the facing-point switch on track 4 being located 127 ft. north of the north end of the station platform, which is between tracks 2 and 3. The interlocking signal governing move­ments over this switch is located 80 ft. north of the station platform and is a two-arm, two-position home sig­nal of the lower-quadrant semaphore type; the top arm, signal 20, governs through movements on track 4 and the lower arm, signal 19, governs cross­over movements to track 3. There is no distress signal to indicate to motor­men of approaching trains the posi­tion of the home signal. These signals and the crossover switches, as well as the other signals and crossovers in the vicinity, are operated from a tower which is located 31 ft. north of the station platform. This accident oc­curred on track 4, at a point 420 ft. south of the home signal. Approaching this point from the south the track is tangent from Lawrence avenue, a distance of about 1¼ miles, while the grade is practically level. The view from Lawrence avenue northward to the point of accident is unobstructed. The weather was clear, with good visibility, at the time of the accident, which occurred about 6:15 p.m. Train R-5, a northbound "L." express passenger train, passed Lawrence avenue about 6:10 p.m. and had just been stopped at the home signal at Granville avenue when it was struck by train No. 725. Train No. 725, a northbound North Shore passenger train, passed Lawrence avenue at 6:13 p.m., 14 min. late, and was running at a speed estimated to have been about 10 miles per hour when it collided with the rear of the "L." train at Granville avenue. Train R-5 consisted of eight coaches. The sixth and seventh cars were of steel construction, the first, second, and fifth cars were of steel-underframe construction, and the third, fourth,