

lowing qualification: We would not oppose the passage of a pooling bill, provided the other amendments which are necessary to make the interstate commerce law effective were made as a part of that bill. We are opposed to the passage of the pending bill or of any other pooling bill until this commission is given by suitable amendment the power in fact which it is supposed to have and must have in order to carry out the purposes of the act to regulate commerce. We believe that the questions involved in the proposed legislation are of paramount importance, and should only be acted upon with the most mature consideration, and that any legislation at the present time would be unwise.

Dolton Interlocking Plant.

An important interlocking plant is now being built near Dolton, Ill., at the crossing formed by the intersection of the Pittsburgh, Cincinnati, Chicago & St. Louis, the Chicago & Western Indiana, the Chicago & Calumet Terminal, and the Chicago, Hammond & Western railroads. The three roads last named are belt or freight transfer lines which connect at this point with the Pittsburgh, Cincinnati, Chicago & St. Louis and the Chicago & Eastern Illinois, which uses the Chicago & Western Indiana, and the traffic over the crossings and the connecting tracks is very heavy.

A plan of the arrangement of the tracks, signals, switches, etc., is shown in Fig. 1. The dotted lines indicate the location of proposed tracks which have been considered in the preparation of the plans, and 11 spare spaces are provided in the machine for their operation. The plans were made under the direction of Mr. J. B. Cox, Assistant Engineer of the Chicago, Hammond & Western, and were approved by the signal engineers of the other roads. The machinery was built and is being put in by the Union Switch & Signal Company. The tower, which is built according to the latest standards of the Signal Company is 22 ft. wide by 80 ft. long. Each of the windows of the second story consists of a single sash 26 in. x 48 in., with a transom above. The transoms are hinged at the top and all open outward and provide means for ventilation, while at the same time they form a protection against rain or snow entering and damaging the machinery. The windows are fixed with the exception of those at the ends, which open the same as the transoms and permit the operators to communicate with persons on the tracks. An

stands of a pattern similar to the three-way, which are used in the combination with the three-way, where there are so many pipes as to require it. A similar style of angle crank is used outside the tower in a number of places where the pipes are spaced 2½ in. center to center both ways. A special form of deflecting bar is used in turning the angle at the crossing of the Pittsburgh, Cincinnati, Chicago & St. Louis, and the Chicago & Western Indiana, which avoids the spreading of the pipe lines. This consists of a link, to either end of which the pipes are attached, forming two movable joints, which carry rollers; the rollers in turn run in guides formed in a casting, and the whole is boxed in to keep the parts clean. All the crossings are provided with crossing bars. Wharton derailleurs are used on the Pittsburgh, Cincinnati, Chicago & St. Louis tracks. Travis derailleurs are used on the connecting track in front of the tower at switches Nos. 53 and 100, as the guard rails placed at these points, on account of the sharp curve on the track, prevent the use of the ordinary point derailleurs, which are employed except at the places named.

There are mechanical interlocking plants in England having a greater number of working levers than the one here described, but at the present time the Dolton plant is the largest mechanical interlocking in this country. It is expected that it will be ready for operation by the middle of June.

Train Accidents in the United States in April.

COLLISIONS.

REAR.

3d, on Norfolk & Western, at Hawl, W. Va., a work train standing on the main track was run into at the rear by a freight; 1 employee killed and 3 injured.

5th, on Lake Shore & Michigan Southern, at Buffalo,

killed, and 6 trainmen and 2 express messengers and 1 tramp were injured.

29th, 9 p. m., on Chicago, Rock Island & Pacific, at Caldwell, Kan., butting collision between a passenger train and a freight, badly damaging both engines. The passenger engineer jumped off and was badly injured. It is said that the collision was due to a misplaced switch.

CROSSING AND MISCELLANEOUS.

9th, on Norfolk & Ocean View road, near Norfolk, Va., collision between a freight train and a work train due to a misplaced switch; 1 employee killed and 2 injured.

12th, on Charleston & Savannah, near Yemassee, S. C., a freight train entering a side track was run into by a passenger train and 2 freight cars were wrecked. The passenger fireman jumped off and was injured.

18th, 3 a. m., on Pennsylvania road, at Jersey City, N. J., a train of empty passenger cars being run into the terminal station became uncontrollable, the engine having been detached, and collided with great force with a passenger car standing at the end of the track in the station; this car was forced over the bumping post and across the platform to within three feet of the waiting-room. Three employees sleeping in the standing car were injured. It is said that there was only one brakeman to control the speed of the moving cars, that the brake chain he was using broke and that the car doors were locked, so that he could not run to another brake in season to stop the cars before they reached the standing car.

15th, at Atlantic City, N. J., a passenger train of the Atlantic City Railroad was run into by a passenger train of the West Jersey & Seashore road at the crossing of the two lines at Baltic and Illinois avenues, and a parlor car of the former train was wrecked, being struck in the side by the engine of the other train. This car carried no passengers, however, and the only injuries were those of the porter and of one brakeman, which were slight.

21st, on Lake Shore & Michigan Southern, at Erie, Pa., collision of freight trains, badly damaging an engine and a caboose. The engine man was killed and the fireman injured.

And 8 others on 8 roads, involving 6 passenger and 8 freight and other trains.

DERAILMENTS.

DEFECTS OF ROAD.

2d, on Chicago Great Western, near Waverly, Ia., a freight train was derailed by spreading of rails, and the caboose was overturned. Two passengers riding in the caboose were injured.

3d, on Oregon Short Line, near Malad, Idaho, a passenger train was derailed at a switch and 4 passenger cars were ditched. One passenger was killed and 1 trainman and 4 passengers were injured. It is said that a breakage of some part of the switch was the cause of the derailment.

19th, on Great Northern, near Bear Creek, Mont., a passenger train drawn by two engines was derailed by a broken rail and both engines fell down a bank, one of them tumbling 200 ft. Both engineers and both firemen were injured.

29th, on Wheeling & Lake Erie, near Carpenter, O., a freight train broke through the bridge over Big Short Creek and the engine and 22 empty coal cars fell to the river 45 ft. below. The engine man and fireman were

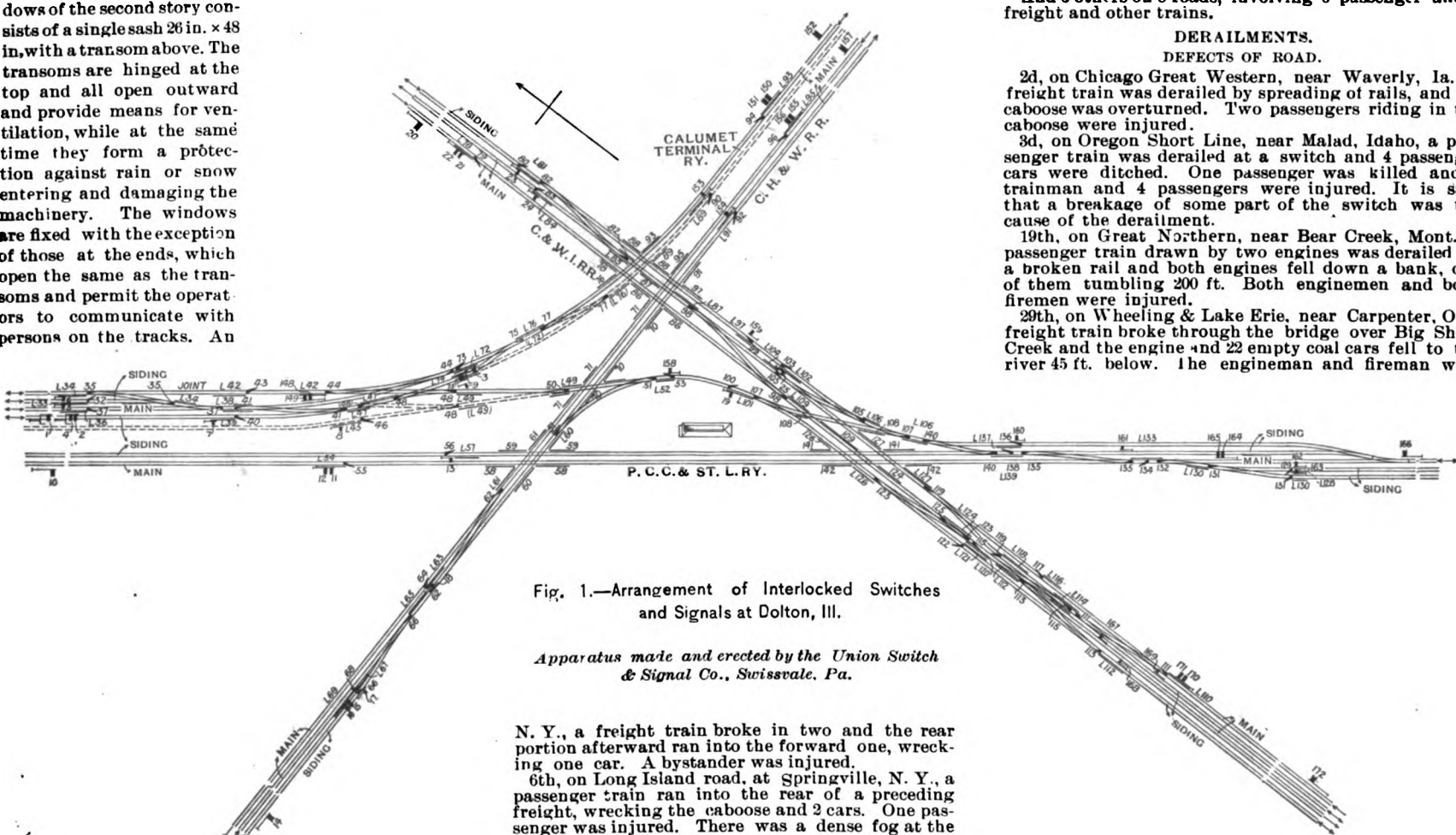


Fig. 1.—Arrangement of Interlocked Switches and Signals at Dolton, Ill.

Apparatus made and erected by the Union Switch & Signal Co., Swissvale, Pa.

N. Y., a freight train broke in two and the rear portion afterward ran into the forward one, wrecking one car. A bystander was injured.

6th, on Long Island road, at Springville, N. Y., a passenger train ran into the rear of a preceding freight, wrecking the caboose and 2 cars. One passenger was injured. There was a dense fog at the time.

9th, on Pittsburgh, Cincinnati, Chicago & St. Louis, at Pittsburgh, Pa., a freight train broke in two and the rear portion afterward ran into the forward one, wrecking two cars, which fell over a precipice 30 ft. high and landed on the sidewalk in Carson street.

9th, on Pennsylvania road, at Lilly, Pa., a freight train descending a grade broke in two and the rear portion afterward ran into the forward one, wrecking 20 cars. A boy stealing a ride was injured.

12th, on Erie road, at Latimer, O., a freight train broke in two and the rear portion afterward ran into the forward one, ditching 8 cars. The fireman jumped off and was injured.

26th, on Lehigh Valley, at Newark, N. J., a freight train ran into the rear of a preceding freight, wrecking the caboose and one freight car. One employee was injured.

27th, on Erie road, at Middletown, N. Y., a freight train descending a grade broke in two and the rear portion afterward ran into the forward one, wrecking 20 cars. A tramp was badly injured.

And 11 others on 11 roads, involving 16 freight and other trains.

BUTTING.

3d, 3 a. m., on Southern Pacific, near Langtry, Tex., butting collision of freight trains, making a bad wreck; 1 fireman was killed and 4 other trainmen were injured. It is said that a telegraph operator made a mistake in copying a train order.

8th, on New Jersey & New York, near Mt. Ivy, N. Y., collision between a passenger train and a work train, badly damaging both engines. One passenger was injured.

11th, on Southern Railway, at Harrisburgh, N. C., butting collision between northbound passenger train No. 36 and southbound passenger train No. 11, the former of which was running at high speed. Both engines and both express cars were wrecked and one of the latter caught fire, but by the use of chemicals the flames were soon extinguished. One postal clerk was burnt to death by being pinned down in contact with the boiler of one of the engines. One trainman and 1 tramp were

killed and one brakeman was injured. The bridge was a Warren truss 100 ft. long. It was a through bridge of six panels, the compression members being of timber and the tension members of steel. It was erected in 1889 by the Massillon Bridge Co., and inspected by the Pittsburgh Testing Laboratory. The cause of its failure has not been determined.

30th, on Illinois Central, at Boaz, Ky., a passenger train was derailed at a point where the track had been weakened by heavy rains, and one sleeping-car was overturned. Five passengers were injured.

And 4 others on 4 roads, involving 1 passenger train and 3 freight trains.

DEFECTS OF EQUIPMENT.

5th, on Pittsburgh, Fort Wayne & Chicago, at Allegheny City, Pa., a freight train was derailed on a high bridge by a broken axle, and the engine and several cars fell to the street, about 40 ft. below. The engine man and fireman were fatally injured. The bridge was a Howe truss.

14th, 11 p. m., on Lehigh Valley, at Epsay Run, Pa., a freight train was derailed by a broken wheel and several cars were wrecked. Two brakemen were injured.

15th, on Louisville & Nashville, near Powee Valley, Ky., a car in a freight train broke down and, with two others, was derailed and wrecked. Oil in the cars took fire and the wreck was burned up. One brakeman was injured.

18th, on Baltimore & Ohio, at Cook's Mills, Pa., a freight train was derailed by a drawbar which was pulled out and fell upon the track, and a dozen cars of coal were badly damaged. Two boys trespassing on the cars were killed.

23d, on Central of New Jersey, at Raritan, N. J., a freight train was derailed by a broken axle and several cars were wrecked. A brakeman was injured.

And 15 others on 13 roads, involving 2 passenger and 13 freight and other trains.

NEGLIGENCE IN OPERATING.

12th, on San Antonio & Aransas Pass, near Kennedy, Tex., several cars of a stock train were derailed and

advantage gained by this construction is that the studying which forms the frame-work of the tower can be made continuous from top to bottom; and the view from the tower is always through but one pane of glass, and is not obstructed by the sash, as when sliding windows are in intermediate positions.

The room containing the levers is shown by Fig. 2. It is finished in beaded pine ceiling and has hard pine floors. There are in all 172 levers, 11 of which, as above stated, will not be used at present. Fifty-one levers operate 73 switches, 50 operate a similar number of signals and nine bolt locks, 51 work 73 facing point locks and 16 crossing bars, while nine levers are for 20 crossing bars, making in all 161 working levers. The numbers on the plan correspond in each case to the number of the lever which operates the particular signal or switch. There are no selectors used. All forward movements are governed by full size semaphores and back-up movements are governed by dwarf signals. All of the signals are connected to the machine by wires and the switches are connected by pipes.

Fig. 3 is from a photograph taken on the first floor of the tower, and shows the method of leading out. A special form of lead-out crank is used which differs from those previously employed. The pipe lines are 5 in. apart, center to center, coming from the machine, and leave the crank angle 2½ in. center to center, which spacing is maintained until the switches are reached. The cranks are mounted on cast-iron three-way stands, so that each crank has its separate pin connection. To prevent interference, the pipe connected to the middle crank is straight, while the pipes to the upper and lower cranks are offset 2 in. There are also one and two-way

wrecked by a steer which got out of one of the cars and fell upon the track. The conductor was injured.

And 3 others on 3 roads, involving 1 passenger train and 2 freights.

UNFORESEEN OBSTRUCTIONS.

21st, on Louisville & Nashville, near Garland, Ala., the engine and first 3 cars of a passenger train were derailed and ditched. The engine-man and fireman were killed

Supreme Court Decisions.

The Supreme Court of the United States on Monday last decided four railroad cases. The most important is that of the Interstate Commerce Commission vs. the Cincinnati, New Orleans & Texas Pacific, to compel compliance by that road with the order of the Commis-

preference to one against another; that no undue preference is given to one place against another, but that in all things that equality of right, which is the great purpose of the Interstate Commerce act, shall be secured to shippers."

Further on Judge Brewer said: "It is not to be supposed that Congress would ever authorize an administrative body to establish rates without inquiry and examination; to evolve, as it were, out of its own consciousness the satisfactory solution of the difficult problem of just and reasonable rates for all the various roads in the country. And, if it had intended to grant the power to establish rates, it would have said so in unmistakable terms. In this connection it must be borne in mind that the commission is not limited in its inquiry and action to cases in which a formal complaint has been made, but that under Section 13 it may institute inquiry on its own motion in the same manner and to the same effect as though complaint had been made."

Attention is also called to the fact that the law grants no power even to fix a maximum or minimum rate, and the conclusion is drawn that as Congress did not give the express power to the Commission, it did not intend to secure the same result indirectly by empowering that tribunal to determine what in reference to the past was reasonable and just, whether as maximum, minimum, or absolute, and then enable it to obtain from the courts a peremptory order that in the future the railroad companies should follow the rates thus determined to have been in the past reasonable and just.

A suit against the Savannah, Florida & Western, involving the same issues, was decided in the same way Justice Harlan dissented in both cases.

The third case was that of C. S. Wight, Freight Traffic Manager of the Baltimore & Ohio, who was convicted in the lower court for violation of law, in paying a consignee in Pittsburgh a rebate of $3\frac{1}{2}$ cents per 100 lbs., to allow for cartage of beer to his store. Another consignee complained of discrimination and the complaint was sustained. The Supreme Court affirms the decision of the lower court, under which Wight was fined \$1,000.

In the case of E. M. Parsons against the Chicago & North Western, for alleged discrimination on corn shipments, it is held that a rate of 21 cents from Iowa, on corn for the seaboard, and one of 11 cents from Nebraska, a longer distance, were not proved to be unreasonable. Parsons, indeed, made no such claim, but sought to enforce a penalty against the road for not properly publishing the rates. Complainant did not show that he had been injured by the alleged failure to properly publish the rate.

In the case of the Commission against the Detroit, Grand Haven & Milwaukee—the well-known Ionia (Mich.) free-cartage case—the decree of the court below is affirmed, thus reversing the decision of the Interstate Commerce Commission, which declared the free cartage illegal. The substance of the decision is that:

"The fourth section of the act has in view only the transportation of passengers and property by rail and that when the passengers and property reached and were discharged from the cars at the company's station at Grand Rapids for the same charges as those received for similar service at Ionia, the duties cast upon the company were fulfilled and satisfied. Justice Shiras said that it was competent for the Commission to 'direct by a general order that railroad companies should there after regard cartage and include it as such in their schedules.' In that event, he says, 'such an order might be regarded as a reasonable exercise of the Commission's powers. But we are not persuaded that the defendant company has acted in any intentional disregard of the sixth section.'"

It has been predicted by the reporters for a week or two that the Supreme Court would this week decide the long-pending case in which it was sought to enforce the maximum freight rate law of Nebraska, passed by the

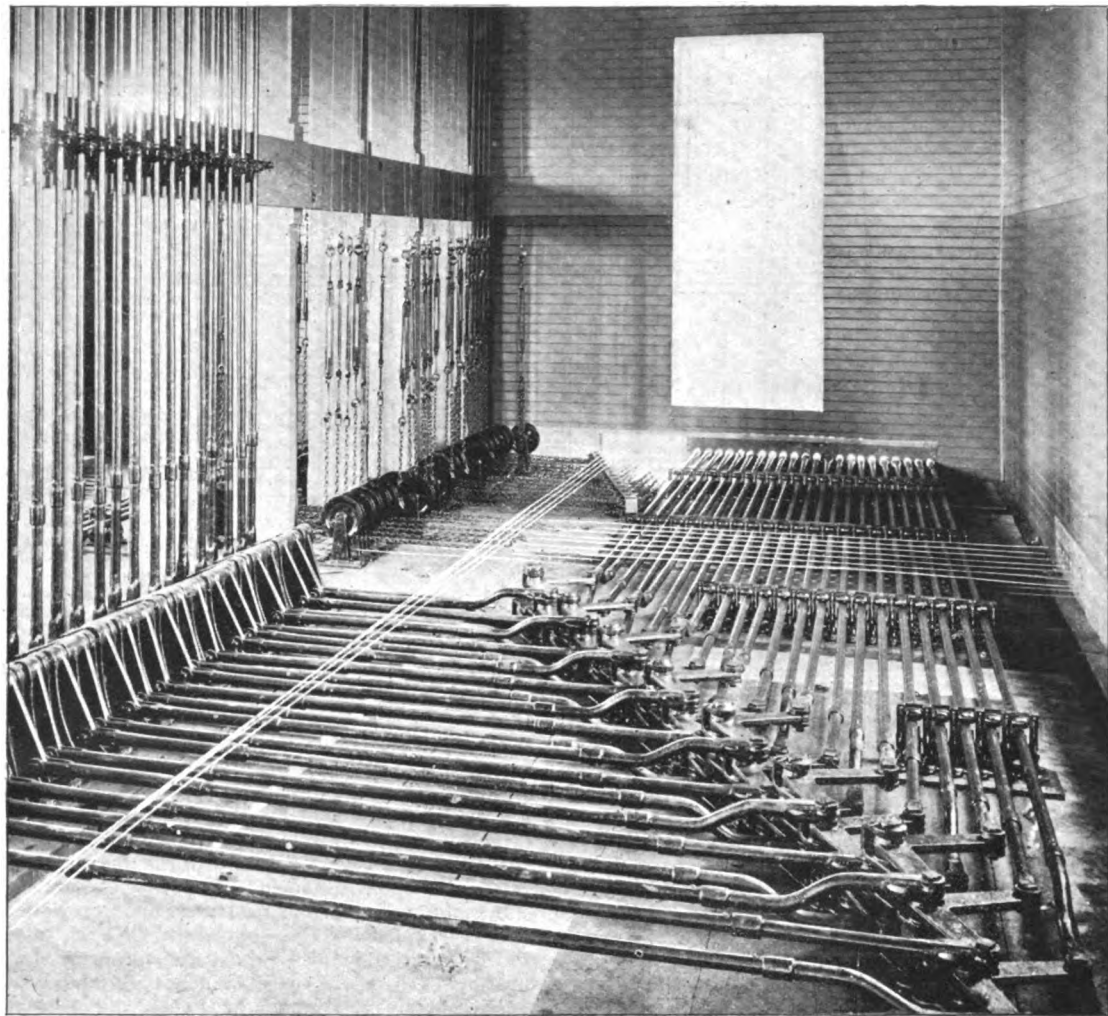


Fig. 3.—Dolton Signal Cabin—Lead-out Connections.

and one trainman and 4 tramps injured. The derailment was close to a trestle bridge, and it is said that a rail had been maliciously displaced.

27th, 4 a. m., on Houston & Texas Central, at Fairbanks, Tex., a passenger train was derailed and most of the cars were ditched. One passenger was killed and 11 passengers and 1 trainman were injured. It is said that the derailment was due to the malicious displacement of a rail.

And 2 others on 2 roads, involving 1 passenger train and 1 freight.

UNEXPLAINED.

2d, on Florence & Cripple Creek, at Cripple Creek, Col., the rear car of a passenger train was derailed and overturned; 1 brakeman and 4 passengers injured.

7th, 4 a. m., on Cape Fear & Yadkin Valley, near Pilot Mountain, N. C., a freight train was derailed and the engine fell down a bank. The conductor and fireman were killed and the engineman badly scalded.

13th, on Pennsylvania road, near Nescopeck, Pa., a passenger train was derailed, the engine and baggage car were wrecked and the first passenger car badly damaged. The fireman was injured. The engineman refused a purse which was made up for him by the passengers.

19th, on Baltimore & Ohio, near Briggsdale, O., a passenger train was derailed and the engineman was injured.

23d, on Columbus, Sandusky & Hocking, near Hemlock, O., a freight train was derailed and the engine fell down a bank. The fireman was killed.

25th, on Iowa Central, near Steamboat Rock, Ia., the engine of a freight train was derailed and overturned, and the engineman, fireman and one trainman were badly injured.

25th, on Southern Railway, near Blacksburgh, S. C., passenger train No. 38 was derailed and the engineman and fireman were injured.

28th, on New York, Ontario & Western, near Fish's Eddy, N. Y., a freight train broke through a bridge and 7 cars fell to the river below. The cause of the failure of the bridge has not been certainly ascertained, but there are evidences that a car in the middle of the train jumped the track and knocked down the end post of the middle truss of the bridge. This accident was described in the *Railroad Gazette* of May 7.

And 18 others on 18 roads, involving 4 passenger and 14 freight and other trains.

OTHER ACCIDENTS.

8th, on Cleveland, Cincinnati, Chicago & St. Louis, near Indianapolis, Ind., a car of whiskey in a freight train exploded, apparently having taken fire from a hot box, and 14 cars were burned up. A tramp sleeping in one of the cars was badly burned.

11th, on Grand Trunk, near Stratford, N. H., the cab of the locomotive of a freight train was burned, and many of the fixtures within it melted, by the flames from the firebox, which were driven out in consequence of a stoppage in the smokebox due to the falling down of the deflector sheet. The engineman, in attempting to shut off steam, was badly burned.

16th, on Cleveland, Cincinnati, Chicago & St. Louis, at Osborn, O., the locomotive of a freight train was wrecked by the explosion of its boiler. Three trainmen were injured, one of them fatally.

And 3 others on 3 roads, involving 1 passenger train and 2 freights.

A summary will be found in another column.

sion reducing freight rates from Chicago to Southern cities. The opinion is by Justice Brewer. The full decision is not given out, but the telegraphic reports taking up what is the main question of general interest—the power of the Commission to prescribe rates—say that the gist of the opinion is that:

"Under the Interstate Commerce act the Commission has no power to prescribe the tariff of rates which shall control in the future, and therefore cannot invoke a judgment in mandamus from the courts to enforce any such tariff by it prescribed." . . . "Has the Interstate Commerce Commission power to fix rates? We do not find any provision of the act that expressly or by necessary implication confers such a power. The Commission has most important duties.

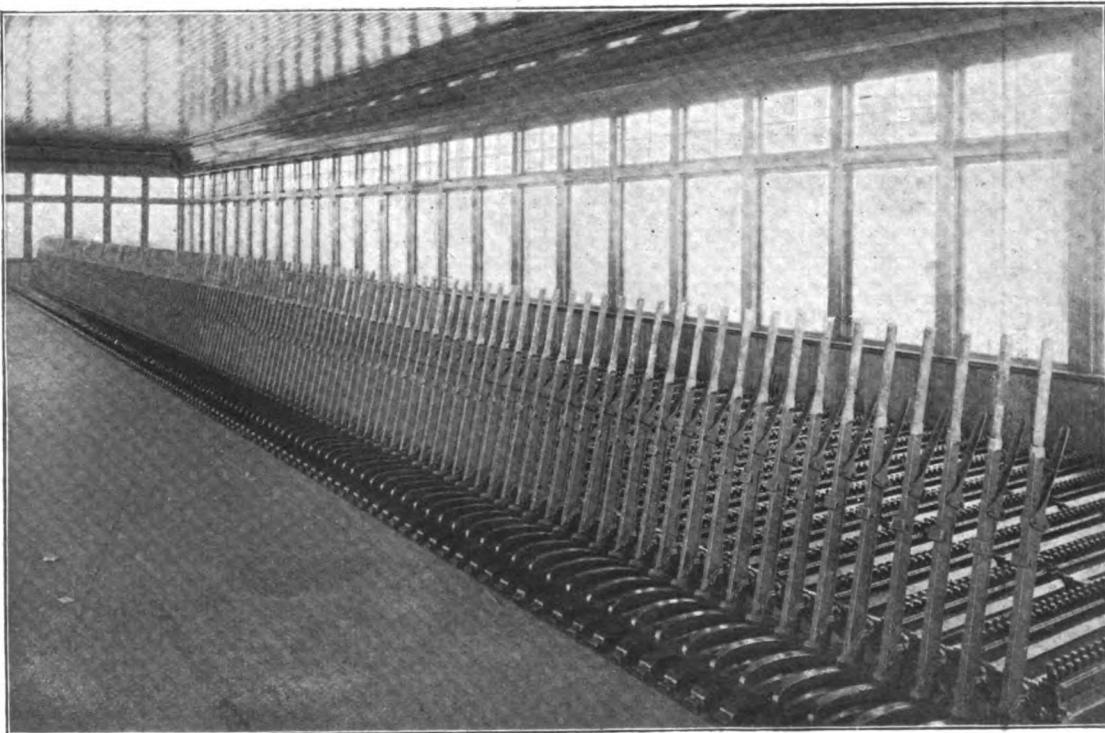


Fig. 2.—Interior of Dolton Signal Cabin.

It is charged with the general duty of inquiring as to the management of the business of railroad companies, and has the right to compel full and complete information as to the manner in which such companies are transacting their business. And with this information it is charged with the duty of seeing that there is no violation of the long and short haul clause; that there is no discrimination between individual shippers, and that nothing is done by rebate or otherwise to give

Legislature of that state in 1893; the rumor being that the decision would be against the State. But no decision was issued and the court has now adjourned until October. It is said that, when decisions thus leak out beforehand, the subsequent omission of the courts to publish them generally indicates that the rumors were well founded.