

the company was not negligent in placing the torpedo on the track, that the danger therefrom was one of the risks ordinarily incident to the plaintiff's employment, that he assumed all the risks ordinarily incident thereto, and that, unless the section foreman was guilty of gross negligence in failing to observe torpedo, plaintiff could not recover.

THE NATIONAL RAILWAY APPLIANCES ASSOCIATION

IN connection with the National Railway Appliances exhibit, to be held at the Coliseum in Chicago next month, up to January 29 space had been allotted to 146 companies. One hundred eighteen companies had been allotted space last November (page 386 of the December number of the *Railway Signal Engineer*). Twenty-eight additional companies have since arranged for exhibits. These companies are listed below:

- Alger Supply Co.
- American Railway Bridges and Building Assn.
- American Kron Scale Co.
- American Vulcanized Fibre Co.
- Barrett Co., The.
- Boss Nut Co.
- Clark Car Co.
- Detroit Graphite Co.
- Eymon Continuous Crossing Co., The.
- Ferguson Co., The.
- Gould Storage Battery Co.
- Gilbert & Barker Mfg. Co.
- International Steel Tie Co., The.
- Joyce-Cridland Co., The.
- Lehon Co., The.
- Lufkin Rule Co., The.
- National Concrete Machinery Co.
- North American Engine Co.
- P. & M. Co.
- Patterson Co., W. W.
- Richards-Wilcox Mfg. Co.
- Road Masters and Maintenance of Way Assn.
- Safe Lock Switch Machine Co.
- Sellers Mfg. Co.
- Stuebing Lift Truck Co., The.
- Train Control Appliance Co.
- United States Switch Co.
- West Coast Lumbermen's Assn.
- Woolery Machine Co.

STATED MEETING OF THE R. S. A.

THE stated March meeting of the Railway Signal Association will be held at the Auditorium Hotel, Chicago, March 17, 1919. In view of the importance and number of subjects to be presented the sessions will be held from 9:30 a. m. to 12:30 p. m.; 1:45 p. m. to 6:00 p. m. The following subjects will be presented by the committees:

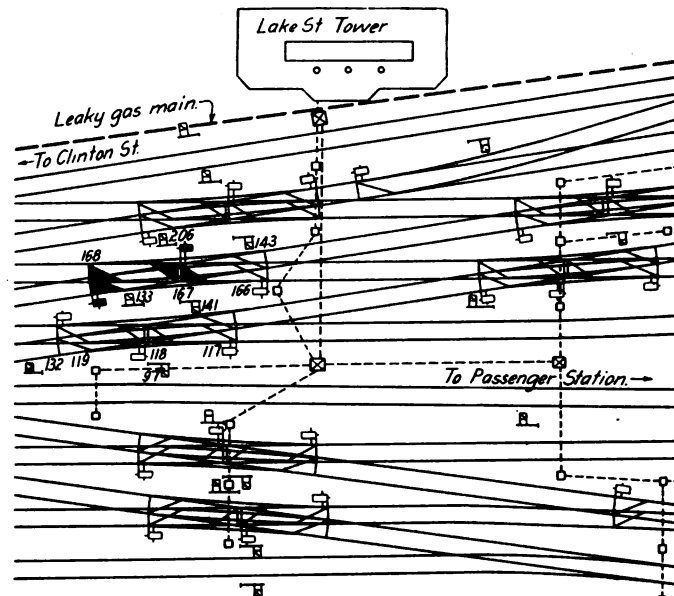
- Committee II—Mechanical Interlocking.
 - Unit specification for mechanical interlocking machine, having improved S. & F. locking.
- Committee III—Power Interlocking.
 - Specification for electric motor, switch operating and locking mechanism, first and second range voltage.
 - Specification for Power Interlocking Machine.
- Committee X—Signal Practice.
 - Report on the problem of signaling railroads with reference to the effect of signaling and proper location of passing sidings on the capacity of the line.
 - Report on automatic train control. Summaries of the following systems will be presented: American Train Control System; Shadle Automatic Train Control; National Safety Appliance Company; Schweyer Automatic Train Control.
- Committee XII—Contracts.
 - Form of contract for block signal and interlocking work.

A paper will be presented on concrete trunking by B. A. Lundy, assistant signal engineer, New York Central. Kirk C. Barth of the Barrett Company will present a paper on treated trunking.

A PECULIAR ACCIDENT

A PECULIAR accident happened at the Lake Street Terminal of the Chicago & North Western in Chicago on January 3, when two electric switch machines and one dwarf signal mechanism case blew up. The explosions occurred about 4:30 a. m. and took place about three minutes apart. The switch machines on the plant are the General Railway Signals Company's model 4 and the dwarf signal is their model 2-A with 110-volt mechanisms.

Pintsch gas pipe mains are brought up from the California Street yards of the North Western along the outer edge of the elevation and in front of the Lake Street tower for use in charging the gas drums on coaches in the terminal. A break at some point in the gas mains near the interlocking tower allowed the gas to leak out and at the time there was a coating of ice and snow over the top of the ground and ballast. As a consequence, this gas was retained below the surface of the ground and working through the ballast entered the trunking, where it was carried into the switch and signal



Track Layout. Damaged Mechanisms Shown in Black

mechanism cases. A spark from the pole changers or commutators ignited the gas and as the mechanisms were tightly enclosed in the cases the action was similar to a gas engine explosion.

The covers of the switch machine cases were thrown about 50 ft. by the explosion, the sides of the cases blown out and considerable damage done to the mechanisms. After the second explosion occurred the gas on the surface of the ground ignited and it was necessary for the city fire department to respond to a fire alarm. The burning gas on the surface of the ground, however, did no damage. The gas was shut off at the Clinton Street interlocking plant and all the switch machine cases and signal cases were aired out. On the arrival of the men who maintain the gas line the gas was again turned on and a short time afterward the case of signal No. 132 was blown off. The location of the gas line, which is approximately 18 in. under the surface of the ground, and the two switches and signal affected by the explosion, are shown in the accompanying illustration.