

the passenger train received a caution card stating that the block was not clear, and a permissive card directing them to proceed expecting to find a train in the block, which was 11.5 miles in length. The passenger train attained a speed of 45 miles an hour, which was the speed limit for passenger trains, and according to the speed recorder was traveling at the rate of 34 miles an hour at the moment the collision occurred. The engineman's understanding as to how to operate his train under a permissive card was that the engine crew would keep a sharp lookout and keep the train moving in good shape. The accident, however, occurred in a cut on a curve which led to the left for the passenger train and the fireman was engaged in shoveling down coal in the tender. The engineman's understanding of the purpose of the permissive card was that it merely gave notice of a train being in the block and he said that he would look for a flag or some other indication of that train. The engineman also stated that formerly when running under a permissive card it was customary to reduce speed at points where the view was obscured; but this resulted in losing time and instructions were issued to proceed and watch out for a flag. There was nothing in the rules of this railroad company which stated how a train should be operated when running under authority of a permissive card.

Many of the practices referred to are not believed to be isolated or exceptional; similar practices and conditions can no doubt be found in effect on many lines at the present time, and corrective measures should be taken promptly. A considerable number of the accidents referred to in the foregoing may properly be classed as preventable, and it is entirely reasonable to expect that proper action at this time by responsible railroad officers will avert similar disastrous accidents in future.

POLITICAL VIEWS ON THE RAILROAD PROBLEM

THE following are the railroad "planks" in the platforms adopted by the Democratic and Republican parties. They are self-explanatory and are placed side by side without comment that "he who runs may compare."

DEMOCRATIC

"The railroads were subjected to federal control as a war measure. Labor was treated with an exact justice that secured enthusiastic co-operation. The fundamental purpose of the federal control was achieved fully and splendidly. Investments in railroad properties were not only saved by government operation, but government management returned these properties vastly improved.

"The Esch-Cummins bill went to the President in the closing hours of Congress and he was forced to a choice between the chaos of a veto and acquiescence in the measure submitted, however grave may have been his objections to it.

"There should be a fair and complete test of the law until careful and ma-

REPUBLICAN

"We are opposed to government ownership and operation or employee operation of the railroads. In view of the conditions prevailing in this country, the experience of the last two years, and the conclusions which may fairly be drawn from an observation of the transportation systems of other countries, it is clear that adequate transportation service both for the present and future can be furnished more certainly, economically and efficiently through private ownership and operation under proper regulation and control.

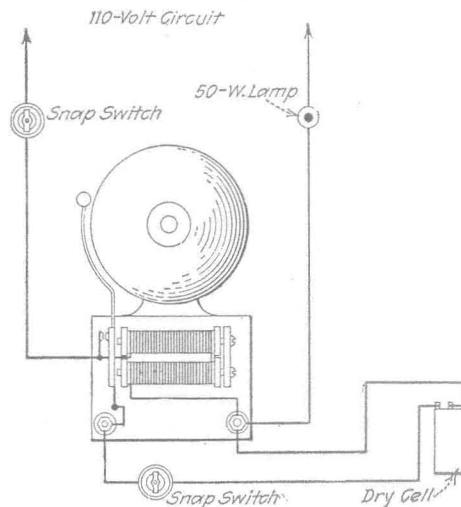
"There should be no speculative profit in rendering the service of transportation, but in order to do justice to the capital already invested in railway credit, to induce future in-

vestments at a reasonable rate, and to furnish enlarged facilities to meet the requirements of the constantly increasing development and distribution, a fair return upon actual value of the railway property used in transportation should be made reasonably sure, and at the same time to provide constant employment to those engaged in transportation service, with fair hours and favorable working conditions at wages or compensation at least equal to those prevailing in similar lines of industry. We indorse the transportation act of 1920 enacted by the Republican congress as a most constructive legislative achievement."

ture action by Congress may cure its defects and insure a thoroughly effective transportation system under private ownership without governmental subsidy at the expense of the taxpayers of the country."

BELL TO INDICATE POWER FAILURE

A WRITER in the *Electrical World* describes a simple and ingenious device for indicating a failure in the power supply. The scheme illustrated has proved very dependable and inexpensive. An ordinary iron box bell is used, the coils being connected permanently in series with a 50-watt, 110-volt lamp to a 110-volt circuit. One



When the Power Circuit Fails the Bell Will Ring With Current from the Dry Cell.

dry cell is connected across the binding posts of the bell. Under ordinary operating conditions, the current through the lamp and bell circuit is sufficient to keep the armature pulled against the pole pieces.

When the armature is in this position, no current flows from the cell through the electro-magnet of the bell, as the contacts are held in the open position. If the main circuit is de-energized the bell armature springs back against the contact breaker, thus closing the circuit to the dry cell, causing the bell to ring in the usual way. If it is desired to eliminate the hum produced by alternating current the bell may be mounted on rubber or cork matting. Of course, if the 50-watt lamp burns out, the bell will ring and will indicate a failure. However, it is easy to find out if it is the lamp and provide a new one if necessary.