

NEWS OF THE LABOR WORLD

POINTS ON HANDLING AIR-BRAKE TRAINS.

Contained in an Article Contributed to the Lackawanna Bell by P. J. Langan, Traveling Air-Brake Inspector of the D. & W.—The D. & W. Board for Today—Large Number of New Members Join Clerks' Association—Larger Hall Needed.

In the last number of the Lackawanna Bell, P. J. Langan, of this city, the traveling air-brake inspector of the Delaware, Lackawanna and Western railroad, contributed the following article on "A Few Points on Handling Air-Brake Trains":

This is a subject which should interest all classes of railroad men, especially on the coast having heavy grades. As we depend on the air brake for safety and fast time, it is well that we should give it the necessary attention, and sacrifice a little time for instruction to insure your safety. To the engineer I would say, upon your good judgment and knowledge of the brake the greatest responsibility rests in getting your train safely over the road; therefore, you should read all circulars issued by your company relative to air brakes carefully and file to them, as they afford you means of protection and insure you from being cut out from any part of your train. Before leaving any terminal point, satisfy yourself that the air apparatus on your engine is in good working order and do not wait until you are out on the road and break down. I will admit everything in good working order and break down a few miles out. These things will happen if they cannot be prevented. But there is no cause for a train going out with air apparatus that is not capable of doing its work, and on arrival at destination failing to report any defective points. The air pump is the manufacturer, and without a good pump it is impossible to do good work, therefore it should be in good condition. Do not allow it to get out of order. See that your lubricator is working properly. Don't stop the air cylinder with oil, and above all don't run the pump too fast. It is not safe to fill your hose too fast. It should be run; your pressure should be over 100 on this point. When you couple to a train of forty or fifty cars be sure that you have your own pressure. Let your pump run at a moderate rate of speed, not exceeding 100 strokes per minute, while the inspector goes over the train to take up the hose in the train pipe and before coupling, make sure that the hose is applied to the brake make a service application of fifteen pounds and at the same time reduce the length of train line exhaust.

The idea of a fifteen pound reduction is that, due to leaks in train lines, the pressure can be retained longer in train pipe than if a twenty pound reduction was made, thereby giving the inspector a chance to locate the same if he would it on previous inspection. Also, a fifteen-pound reduction with five or six inch standing pistons travel is equal to a full service application and will be sufficient for the inspector to make his adjustment of the brake. Do not infer from this that it would be full service while running, as your piston travel varies from one to two inches more while running, due to the wear of the journal bearings and the lost motion in the pedestals. After releasing the brake leave the handle of brake valve in full release position at least ten seconds, and do not touch the handle until you or you will break in two. You have already noted by the length of train line exhaust that it takes five or six seconds to exhaust the brake on forty cars. It also takes the same time to re-apply to the rear end of the train and it takes as many more seconds for the brake to release.

In starting down a heavy grade be sure that your auxiliaries are charged to seventy pounds pressure. Make your first reduction not less than seven pounds and keep an eye on the air gauge. Don't lean your head out of the cab window in making the reduction, as you may make your eye doing to heavy falling water or a sudden gust of wind. You will then have to release immediately and before you can recharge to seventy pounds in the auxiliaries it will be necessary to apply the brake. You are then making your first reduction and instead of five or seven pounds reduction to steady the train, it will require ten or twelve pounds. In this manner you drain your auxiliaries in which the brake power is stored for each particular car.

Don't wait until your train gets a start on you of from twenty to thirty miles per hour, as I contend that a train starting at a moderate speed running at the rate of eighteen or twenty miles per hour is equal to ten or twelve pounds reduction running thirty miles per hour. And as it requires only one-half the time to recharge to seven pounds instead of twelve or fifteen, it is the safest policy to take the train in time.

After applying from twelve to fifteen pounds in service application, if you find that you are not reducing your speed, make a further reduction of seven or eight pounds more and call for hand-brakes, and under no conditions must you release the brake, as you are losing the gain by so doing, having full brake power and constant pressure you already have at a speed of twenty miles per hour is equal to an emergency application at a speed of thirty miles per hour. Brakes must not be applied to one or two hand-brakes to air brake cars in a case of this kind, as it certainly shows that the brake power is not great enough to control the train, if it piston travel is in good shape it would not be necessary to call for hand-brakes. If you can control a train with from ten to twelve pounds service application don't think that you can release and recharge, running at a speed of eighteen or twenty miles per hour, and get your train down to at least ten or twelve miles per hour before releasing, taking advantage of the curves so that you will have time to get the auxiliaries recharged before maintaining maximum speed.

In taking a switch descending a grade, it is always good judgment to raise the train in time by making a service application of seven or eight pounds. Guide as closely as possible in making the stop for the switch, with not more than ten or twelve pounds reduction. When you enter the switch don't allow the train to get a start, as it will be impossible to recharge your auxiliaries to seventy pounds, and you will be breaking with a lesser pressure. I would advise you to get a start at all times in taking a switch by beginning to use it when you make your first reduction and continue to do so until you come to a full stop. When stopped in the switch, brakemen will set hand-brakes to hold train, so that the engineer may release and recharge the train, leaving the switch. It is a bad practice to use sand after making a full service application, as there may be wheels sliding in train, and the moment they strike the sand it will put fat spots on them. If stopping at a water tank full a little short, leave your brakes set. Don't release until the brakeman close the angle cock back of tender. Be sure to have your excess pressure, and after being coupled to the train make a service application of seven or eight pounds. Note the discharge from train line exhaust. Train your car to this, as there are times that the brakes can be released from the head end, but cannot be applied from the same source. If in running your train down the hill you have just released the brake and a flag looms up before you, either make a full service or an emergency application. Don't attempt to make a five or six pound reduction, as your train pipe pressure is greater than your auxiliary and the brake will not take hold until you have reduced train pipe pressure below auxiliary reservoir pressure. In conclusion, I would ask that the crews work together in this matter and assist the inspectors at all terminal points in making tests, as it is our desire to make the necessary repairs at the points to dispense with further trouble when on the road.

Eye and Ear Examination. Commencing Thursday, January 3, 1901, Dr. W. E. Lambert will be at the Young Men's Christian association rooms, Hoboken passenger station, to examine employees on sight and hearing. Examinations will be held from 2 to 6 p. m. week-days, except Saturday, and from 10 a. m. to 2 p. m. on Sunday. It will be necessary for every employe in train, engine, yard and tower service to report to the examiner at the earliest possible moment in order that the examinations may be com-

pleted quickly. This will include all conductors, train, baggagemen, brakemen, engineers, firemen, drillmasters, drillmen, switchtenders, and men in charge of interlocking plants. C. H. Ketcham, Superintendent.

Meeting of Clerks. The retail clerks held a very interesting meeting Wednesday night in their rooms, 408 Spruce street. The feature of the evening was the election and installation of fifty-two new members. Industrial hall was found too small to accommodate the rapidly growing union and a committee on hall was appointed, and an effort will be made to secure Carpenters' hall for their next meeting.

The 6 o'clock p. m. closing movement has been generally complied with and the clerks are jubilant.

Order from Superintendent Dudgeon. West-bound passing switch at Co-hocton has been completed and will hold eighty-seven cars, clearing both ends.

Robert Dudgeon, Superintendent.

Night Yardmaster Appointed. D. A. Condon has this day been appointed night yardmaster in charge of Kingston yard. He will obey his instructions.

Edwin M. Rine, Superintendent.

Board for Today. Today's D. L. and W. board is as follows: Thursday, Jan. 3.

WILD CATS EAST. 8 p. m.—E. M. Hallett, 10:30 p. m.—J. W. Devine, 11:30 p. m.—T. McCarthy.

Friday, Jan. 4. WILD CATS EAST. 12:30 a. m.—T. Doodican, 2 a. m.—F. L. Van Weener, 4 a. m.—J. Burdick, 6 a. m.—G. Bart, 8 a. m.—J. Murray, with McDaniel's men, 10 a. m.—F. Stevens, 12 a. m.—T. J. Thompson, 2 a. m.—H. Babin, 4 a. m.—O. Randolph, 6 a. m.—H. J. Henning, 8 a. m.—A. F. Mallen, 10 a. m.—John Sears, 12 a. m.—R. Castner.

SUMMITS, ETC. 5 a. m.—east—E. McAlister, 7 a. m.—east—M. G. Moore, 9 a. m.—east—H. Gilligan, 11 a. m.—west—G. F. Frougier, 1 p. m.—west—H. N. Nohok, 3 p. m.—west—J. Carriere, 5 p. m.—west from Cayuga—McLain, 7 p. m.—east from Say—Aug.—E. Duff.

PULLER. 10 a. m.—A. B. Staples.

PUSHERS. 8 a. m.—Hoyer, 10 a. m.—Morgan, 12 p. m.—Merrill, 2 p. m.—Lanning.

PASSENGER ENGINEERS. 7 a. m.—Gaffney, 9 a. m.—Stanton, 11 a. m.—Magover.

WILD CATS WEST. 4 a. m.—C. Bartholomew, 6 a. m.—W. Hoar, with G. Smith's men, 8 a. m.—J. Baxter, with Barber's men, 10 a. m.—T. Fitzpatrick, 12 a. m.—Haggerty, 2 a. m.—John Galagan, 4 a. m.—O'Hara, 6 a. m.—J. R. McCann, 8 a. m.—J. Ketcham, 10 a. m.—John Fanni, 12 a. m.—J. E. Masten, 2 p. m.—Kingsley.

NOTICE. Riding takes Conductor G. T. Staples' crew on a full run. Conductor J. H. Masters will run 6 p. m. Summit East with Gilligan's men, Jan. 4.

All conductors and brakemen who have not been through eye and ear test, must go through today.

This and That. Chief Claim Agent P. M. Dyer, of the Lackawanna railroad, was in the city yesterday.

Arrangements are being made for the introduction of new motive power at the Lackawanna car shops.

J. M. Daly, the Lackawanna's superintendent of transportation, went to New York yesterday on business for the company.

M. J. Casey, chief clerk to Superintendent of Transportation J. M. Daly, contemplates a trip to his old home in Kentucky in the near future.

Division Passenger and Freight Agents Smith and Ten Brock are now comfortably quartered in their new office on the second floor of the Lackawanna station.

There is a rumor that the order of the three "Es" will be rigidly enforced in future on the Lackawanna railroad. It pertains to Intemperance, immorality and insubordination.

The Dickson Manufacturing company has received an order for twenty more engines from the Colonial Railroad company, of Canada, for whom a number of locomotives were built some time ago.

LIFE SAVERS AT WORK. An Illustration Taken from the Annals of Lake Erie.

V. B. Hibbert, in Frank Leslie's Popular Month.

On the night of the 21st of October, 1882, the schooner Sophia Munch came down across Lake Erie, bringing a cargo of iron ore from Marquette. It was blowing a gale, and just as she arrived off Cleveland her rudder was disabled by a heavy sea. Both anchors were let go, and she came to outside the breakwater and hoisted a signal for assistance. A couple of tugs started out to bring her in, and, thinking that there would probably be trouble, Keeper Goodwin went with them, taking all but one of his life-savers. Reaching the schooner, the life-savers managed to board her, at much risk and with great difficulty, leaving only Surfman Diel on one of the tugs to assist in handling the ropes. The towlines were made fast and the anchors flung, but they had hardly started for the harbor entrance when the jerking of the vessel in the rough and dangerous sea broke both hawsers, and before the anchors could take hold again she had drifted so far toward land that the tugs could not reach her. She was leaking, and the sea was breaking over her with such violence that the men could do little at the pumps for fear of being washed overboard; and, worst of all, in a little while she began to drag. It was a rocky shore toward which she was drifting, but fortunately the lake-bottom beneath her was of sand and the water no deeper than the full height of her hull. The captain consulted the keeper, and they decided to scuttle her where she lay. Augers were bored in the deck, the holes were bored in the deck, the water poured in, and she settled till she lay just wash, while the men took to the rigging and waited for help.

Meanwhile the tugs had gone back to the harbor, and Surfman Diel and the one man who had been left in the station were hustling around in the endeavor to pick up a volunteer

DR. J. C. CHASE'S VERMILION PILLS. NERVOUS PROSTRATION, BRAIN FOG, HEADACHE, HEART FAILURE. A circular logo with a portrait of a man and text describing the medicine's benefits for various ailments.

crew to assist them in rescuing their comrades. It was not an easy task at two or three o'clock in the morning, but they finally got hold of the lighthouse-keeper, the customs inspector and three others. The life-savers and the men whom they had risked their lives to help were clinging weakly to the rigging when a shot from the life guard went whizzing by, squarely over the vessel, and a light rope dropped just about the foremast. The hawser and whipblock were quickly hauled out and made fast, and in a few minutes more the breeches buoy came sliding through the darkness. The keeper went ashore first to oversee the operations on the beach, and the others followed one by one till only Surfman Hatch was left on the foremast, and another surfman and a sailor in the mizen-rigging. Between them the sea was breaking over the mizzen portion of the vessel with great violence, and the mizzen-boom and gaff were swinging back and forth across the deck and threatening to knock the life out of any one who should come in their way. Surfman Diel then volunteered to go out and consult Hatch as to the best means of saving the two men left. They talked it over, and Hatch determined to try and make his way to the mizen-mast, and, if possible, bring them back with him. He reached the stem without mishap, but at such great risk that it seemed foolhardy to return. Diel waited a little while, and then, as no one appeared, he went ashore to report to the keeper. The situation was worse than before, for now there were three men instead of two, and it was decided that the only way of rescuing them was to throw another line to the mizen-rigging. But now a new difficulty presented it. They had not enough ropes and tackle. The problem was solved by Diel's making another trip to the wreck, and cutting the whip-block loose from the foremast, to which it had been made fast. He and the block were hauled back to the beach together, another shot was fired with unerring accuracy from the life gun, and the three men were safely brought ashore, Hatch last of all. The vessel went to pieces, and was a total loss.

Short Sea Trips. OLD DOMINION LINE. Norfolk, Va. Old Point Comfort, Va. Richmond, Va. Washington, D. C. A vertical advertisement for the Old Dominion Steamship Company, listing routes and contact information.

HANNA AND THE REPORTER. The Latter, with Characteristic Diplomacy, Carried His Point. From the Saturday Evening Post. During the recent campaign, when Senator Mark Hanna made a quiet, flying trip to New York, one day, a newspaper that had been busily attacking him sent a reporter to his hotel. "He's here on some errand important to the public," said the editor. "Watch him; see whom he meets, and make him tell what they talk about; get the whole story." The reporter went to the hotel. He found Mr. Hanna in a quiet corner of the lobby and started his errand. The senator spoke with angry emphasis. "Why should I say a word to your paper? It has done nothing but attack me, misrepresent me and vilify me. Why should I say a word to you?" "My newspaper," replied the reporter calmly, "has a very wide circulation. We want to know all about this trip so far as it concerns public interests. Wouldn't you prefer to tell us yourself rather than have us learn—possibly by unavoidable incorrectness—in some other way?" "The senator's sternness relaxed somewhat, but he still spoke with curtness. "I'll tell you. I have come here on private matters only. I have no errand of public interest or importance. I am to meet no one here. Now, I have told you this like a gentleman, and the three men were safely brought ashore, Hatch last of all. The vessel went to pieces, and was a total loss.

EUGENE FIELD'S POEMS A \$7.00 BOOK. Given Free to each person interested in subscribing to the Eugene Field Memorial Society Fund. A vertical advertisement for Eugene Field's poems, offering a free book to subscribers.

Failure. In life's more often due to exhausted nerve force than to lack of capital. Sexine Pills. THE SIZE OF TEXAS. An Interview Which Sheds Some Light Upon This Subject. A vertical advertisement for Sexine Pills, featuring a testimonial and a comparison to the size of Texas.

CONNOLLY and WALLACE. SCRANTON'S SHOPPING CENTER. A large, stylized advertisement for Connolly and Wallace, located at the shopping center in Scranton.

Sale of Ladies' Jackets

Here are consolation prices for those who, for one reason or another, failed to procure new Winter Jackets. There are about two hundred and fifty which are to go at greatly reduced prices. All in most recent styles.

For Instance: At \$6.50, Jackets Worth \$8.00 to \$10.00. At \$8.00, Jackets Worth \$10.00 to \$12.50. At \$10.00, Jackets Worth \$12.50 to \$15.00. At \$12.50, Jackets Worth \$15.00 to \$20.00.

Equally good fortune for those seeking finer garments. There are lots of fine Cloth and Velour Jackets worth from \$25.00 to \$50.00. These also will be sold at reduced prices.

CONNOLLY & WALLACE, 127 AND 129 WASHINGTON AVENUE

STATEMENT OF THE THIRD NATIONAL BANK OF SCRANTON. United States Depository. At the close of business Dec. 13, 1900. A financial statement table showing resources, liabilities, and capital.

E. Robinson's Sons Lager Beer Brewery. Manufacturers of OLD STOCK PILSNER. A vertical advertisement for E. Robinson's Sons Lager Beer, highlighting their 'Old Stock Pilsner'.

MOOSIC POWDER CO. Rooms 1 and 2, Com'l Bld'g. SCRANTON, PA. Mining and Blasting POWDER. A vertical advertisement for Moosic Powder Co., specializing in mining and blasting powder.

Lace Curtain News. Shrewd buyers will take advantage of the special prices made on our entire Lace Curtain Stock. Many small lots at a fraction of their real value. WILLIAMS & McANULTY. LEADERS IN CARPETS, WALL PAPER, DRAPERIES, 129 Wyoming Avenue. A vertical advertisement for Williams & McAnulty, advertising lace curtains and other home goods.