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line he is applying for work on. In such cases it may result in accidents, as confusion of different rules would probably lead to it.

The American Code of Interurban Train Rules is a step in the right direction, but still the same confusion might occur in the mind of a man, say, who had been working on steam railways under the Standard Code, entering electric interurban service. The rules materially differ from each other in the essential features, and while the Standard Code would not be adopted in its entirety, with one or two deviations from it, it could, in my opinion, be adopted successfully.

The British Columbia Electric Ry. Co. is, I believe, the pioneer in this respect, as the Standard Code of Train Rules, approved by the Dominion Railway Board and the Province of British Columbia, was adopted and has been in successful operation on its interurban lines since Mar. 1, 1911. The daily service on these lines is 477 scheduled trains during a period of from 5 a. m. until 12.30 a. m.—operation covers from $7\frac{1}{2}$ minutes to approximately a three hour headway—on one branch line a $7\frac{1}{2}$ and 15 minute service is in operation, a total of 208 trains. Prior to the adoption of the Standard Code of Rules referred to, some doubt existed as to the applicability of them—where an infrequent schedule was maintained no difficulty presented itself, but with a close headway of $7\frac{1}{2}$ minutes, it was deemed necessary to make a slight change, in order to cover this feature, without departing to any great extent from the strict interpretation of the Standard Code.

It must be admitted that delays are preferable to accidents, but actual experience has proven that delays do not occur so frequently, nor are they of such duration since trains are operated in strict accordance with the Standard Code of Rules and on time schedules as they were previous to such time. Minor changes in the wording of the Code to suit local conditions may be made without in any way altering the general principle of safety. A deviation was made in the matter of flagging, Rule 99. The Standard Code reads as follows:—

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| (a) In day time, if there is no down grade toward train within one mile of its rear, and there is a clear view of its rear 2000 yards (40 telegraph poles) from an approaching train | } 500 yards
10 telegraph poles. |
| (b) At other times and places, if there is no down grade toward train, within one mile of its rear. | |
| (c) If there is a down grade toward train, within one mile of its rear. | } 1200 yards
24 telegraph poles.
1800 yards
36 telegraph poles. |

The rule as amended to conform to Electric Interurban operation is as follows:—(a) Distance the same. (b) Eliminated entirely. (c) 3000 feet.

In suburban service, where stops are frequent, the continuous acceleration does not exceed 25 miles per hour, therefore, the distance for flagging is considered ample. In frequent and isolated service, where train operation is adopted under the multiple unit system, motormen have the reverse feature in addition to quick action of their air brakes, which enables a stop to be made within the limits of safety. In this instance only have the essential features of the Standard Code been amended, the other rules have been successfully carried out without any appreciable delay in train operation.

During very foggy, and other stress of weather, in the operation of suburban service, one minute fusees have been adopted—these fusees are used when a station stop is to be made and before reaching such station. The one minute fusee allows for ample immediate rear end protection. It also eliminates any delay in maintaining the running schedule, any rule lays whatsoever, rule 99 governs absolutely. The above illustration of one minute fusee is given to indicate that although such rules can be put into successful operation, although not covered by the Standard Code, rule 99 has not in any way been affected by it.

The terminal clearance in double track operation might be eliminated as serving no good purpose, although for single track operation, this