

## Car Equipment with Reference to Safety Devices.

By A. E. Beck, Claims Agent, British Columbia Electric Railway.

"It must be made difficult for employees to cause accidents or for the public to meet with them," is a good rule for the management of railway corporations to ever have in the mind's eye. It is not just to hold a railway corporation or any person wholly responsible for that which could not be wholly prevented, but there are negligent acts on the part of both the carmen and the public which, although frequently present, are

more numerous than any other class. Street car passengers insist on freedom of entrance and exit and rebel against forcible restriction. If people would not get on or off a car while it is in motion our work would be greatly lessened, but that is just what they will do despite our many efforts to warn them, and in their rashness and haste they are all too frequently assisted by the too impetuous conductor or motorman.

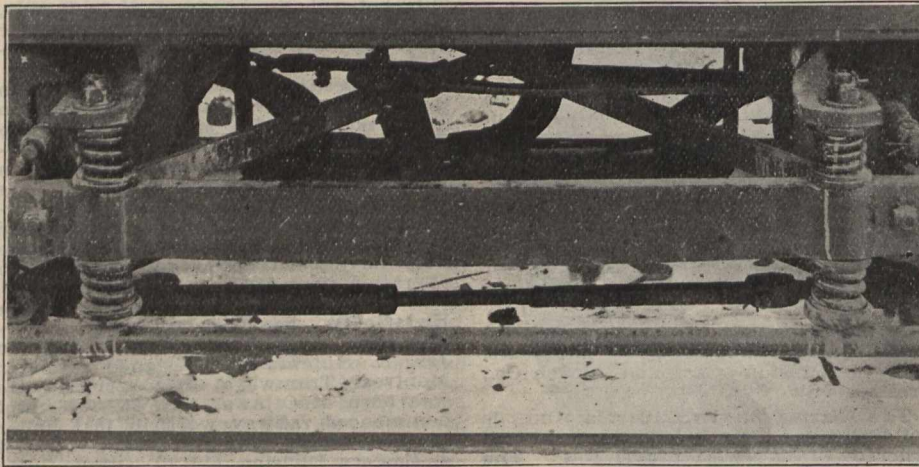
Where the summer car is so much used, both summer and winter on this coast, and where doors, gates and folding steps are not provided, an answer must be given to (one foot on the step and the car started)—"Why did you not

warning was not heard the fact that it had been given would be susceptible of proof by others as to the actual occurrence.

"Was the whistle blown before the accident?" and "Was the door opened before the car came to an actual stop?" are recurrent questions which indicate that we must protect ourselves from ourselves; that we must equip our carmen, both mentally and mechanically, by lectures and actual tests in the proper use of safety devices so as to make it difficult for accidents to occur. But we must not overburden the men who have already "too much to do," as they, as well as the public, chafe under the yoke of restriction.

Our work of protection should include the "higher ups" as well as the men, the principles of the doctrine of public safety being preached constantly to the superintendents.

The foregoing is an abstract of a paper read at the Pacific Claim Agents' Association's convention at Los Angeles, Cal., recently.

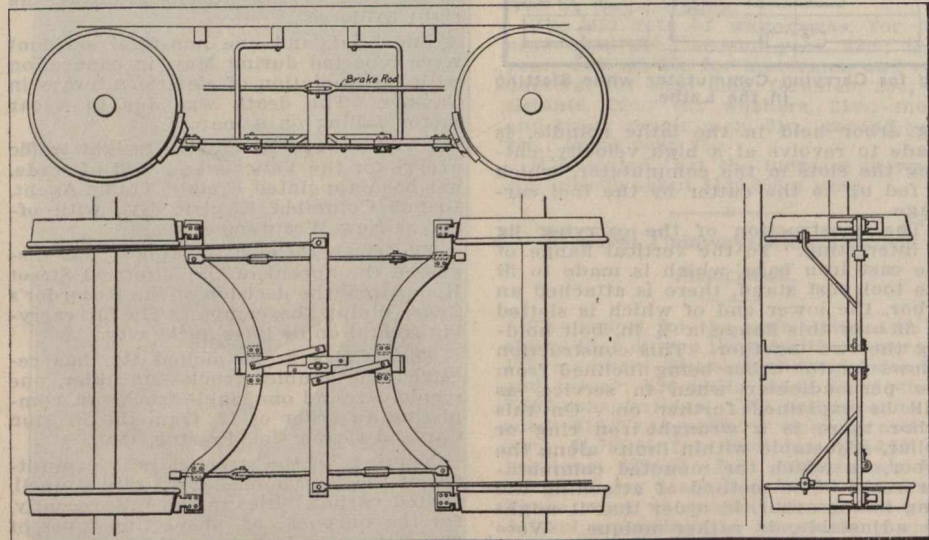


Inside Hung Brake Rigging on Hull Electric Co.'s Cars.

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The brake rigging of the Hull Electric Co.'s cars, which operate between Ottawa and Aylmer, Que., has been considerably altered from the form it takes on leaving the car works. The outside hung rigging so generally used, was found by this company to be rather cumbersome, constantly becoming clogged up in rough weather from its exposed position outside of the wheels. An inside position was deemed preferable, with the result that the inside hung brake rigging shown in the accompanying illustrations was designed. Several of the company's cars have had this new rigging applied, and it is reported that the results attending their use have been most satisfactory, both from an operation and a maintenance standpoint.

The construction, which is much simpler than that of the outside hung type, consists of a very few simple parts, and is clearly outlined in the line illustration.



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preventable and for which we must find a cure without recommending quack remedies. Success has attended our efforts in the educational field, such as "barn" talks to the men, addresses to school children, warnings to passengers by placards and press notices, etc., but our experience teaches us that some measure of physical restraint is also necessary to protect ourselves and the thoughtless or heedless. Already we have minimized the attacks of our adversary, as is shown by a constantly decreasing casualty list.

While it is true that public safety must be recognized as of primary importance, it is also true that attention must be paid to certain economics of car building to prevent the car being equipped with safety devices to such an extent as to make both operator and car in danger of being overburdened by a bundle of mechanical absurdities.

Well directed efforts have been made to so construct the car itself that, structurally, it will conduce to public safety, and these attempts have brought forward many types of cars, each having its own champions. Steam railways have almost universally accepted a standard car pattern and perfection in this line appears to have been about reached, but we yet await the perfectly constructed street car. Is the standard street car an impossibility? Will the time never come when the man on the street will be as familiar with the structure and safety equipment of a car in Los Angeles as in New York or elsewhere? The provision of such a standard car would be a very desirable factor, as in its construction could be embodied the results of our concentrated endeavors for the prevention of accidents.

The more serious accidents happen at the front end, where they are most difficult to prevent, the time for action being but a brief moment, and the danger occasioned by a cause beyond the control of the motorman. Here we must endeavor to lessen the severity of the impact and prevent mutilation.

The accidents at the rear end are

tell me the car was about to start?"—and similar queries. The writer suggests the installation of an electric bell, operated by either the motorman or conductor by means of a push button and ringing simultaneously at the front and rear of the car, at the points of entrance and exit. This would serve to warn passengers and also provide for the "proceed" or "stop" signal to the motorman. By this means the motorman could signal the approach of a passing car and

provision is made for warning those waiting to board a car which is already overloaded as well as the person who approaches the car unobserved from side or rear, as is frequently the case, after the "proceed" signal has been given. With such a system of warnings carried out, parties knowingly assuming the risk of accident would be the authors of their own misfortune in case of mishap. Even in the event of the allegation by the injured person that the

Western Canada Power Co.—W. McNeill, Assistant Manager, W.C.P. Co., stated at a public meeting in Burnaby, B.C., July 16, that contingent upon certain negotiations in progress with the Provincial Government, the company would start construction upon the projected electric railway through North Burnaby by the fall. The matter under discussion was as to the cost of the bridge across the Pitt River, and a decision was expected by the end of August.