

GENERAL REQUIREMENTS FOR INTERLOCKING- DERAILING CROSSINGS AT RAIL LEVEL.

The plan and construction of interlocking, signalling and derailing apparatus to be used at rail level crossings of intersecting lines of Railways must be arranged to conform to the following general rules :—

1. The normal position of all signals must indicate danger, derail points open, and the interlocking so arranged that it will be impossible for the operator to give conflicting signals.

2. The derail points must be placed not less than 500 feet from point of intersection of crossing tracks.

3. On side tracks the position of derail points may be located so as to best accommodate the traffic, and provide the same measure of safety indicated in foregoing rules.

4. On single track Railways derail points, when practicable, should be on inside curve, and on double track Railways the derail points should be in outside rail of both tracks.

5. Home signal posts must be 50 feet beyond point of derail, and the distance between home and distant signals must be not less than 1,200 feet. Signal post should be placed on Engineman's side of track it governs.

6. Guard rails should be laid on outside of rail in which the derail is placed and commence at least 6 feet towards home signal from point of derail, extending from thence towards crossing, parallel with and 9 inches distant from track rail, for 400 feet.

7. In case there are crossovers, turnouts, or other connecting tracks involved in the general system, the movements of cars and trains upon which present an element of danger, which danger will be enhanced by the passage of trains on main tracks over crossings without stopping, and consequently at higher speed than would be the case without the permit sought, then, and in all such cases, whether such enhanced danger be of collision between cars and trains of the same Railway, or between cars or trains of different Railways, it will be necessary, in addition to the protection of the main crossing, to provide by proper appliances against any such increased collateral dangers in the same complete manner as is required in the case of the main crossing.

8. Application for inspection of interlocking plant must be accompanied by a plain diagram, showing location of crossing and position of all main tracks, sidings, switches, turnouts, &c.

The several tracks must be indicated by letters or figures, and reference made to each, explaining the manner of its use. The rate of grade on each main track must be shown, together with numbers of signals, derails, lock, &c., corresponding to levers in tower.