

The Canadian Railway War Board's Work.

Abbreviations for Cars:—For the sake of uniformity in compilation of interchange and other car reports, it is directed that Canadian lines adopt the following abbreviations:—

- "A"—Automobile cars.
- "B"—Box cars.
- "C"—Coal gondola cars.
- "H"—Hopper cars.
- "CK"—Coke cars.
- "P"—Flat cars.
- "LP"—Live poultry cars.
- "MW"—Ballast cars.
- "R"—Refrigerator cars.
- "SD"—Single deck stock cars.
- "DD"—Double deck stock cars.
- "PH"—Palace horse cars.
- "T"—Tank cars.

Commodities liable to damage cars.—One of the railways has issued the following circular:—"When box cars are necessary for shipments of freight, either in carload or less than carload quantities, which is liable to damage sides, ends or floors of cars, only old cars must be loaded, and when system cars are used, only those having a carrying capacity of 30 tons or less are to be so loaded. This includes such freight as: Acids of all kinds, asphalt, empty oil barrels, empty carboys, fertilizer, bulk or packages, gasoline, glue stock, grease, hides, ice, lime, bulk or packages, marget waste, molasses, paints, petroleum and products, phosphates, syrups, tallow, tankage, tar, turpentine, kerosene and other oils, or any other commodity liable to leak or that will taint the car and render it unfit for movement of foodstuffs. System box cars exceeding 30 tons capacity and system automobile or produce cars, must not, under any circumstances, be used for such freight."

It is suggested that all member lines might with advantage issue specific instructions somewhat similar to the foregoing.

General Embargoes.—In issuing other than general embargoes, it is desired that the following exemptions be made in the order of priority shown:—1. Live stock and perishables. 2. Fuel, including coal, coke, charcoal, cordwood, slabs, edgings. 3. Shipments consigned to or for account of Imperial Munitions Board and Director of Overseas Transport, and to officers of United States Government departments. 4. Food for human consumption, including grain, grain products, sugar, salt, canned goods. 5. Food for animals and poultry. 6. Railway material and supplies (other than coal or coke when consigned to an officer of the railway at a station of the railway. 7. Shipments consigned to manufacturers of locomotives and cars. 8. Supplies for coal mines. 9. Oils. 10. Tank cars, loaded and empty. 11. Empty gas cylinders.

Obligation of Supplying Rolling Stock.—Canadian railways have been asked by the Board to be governed by the following regulations issued by the United States Railroad Administration's car service section:

1. (a) When cars are to be loaded to destinations within the same switching limits in which the shipment originates, the obligation of supplying equipment ordered rests with the road upon which the car is to be loaded.

(b) When cars are to be loaded on a switching line to destinations beyond the switching limits, primary obligation for equipment ordered rests with the carrier road which is to receive the loaded car for road haul, subject to paragraphs 2 and 3.

2. A road haul line loading cars in switching service destined to points be-

yond the switching limits on another carrier road shall furnish the equipment from such supply as may be available within such switching limits and such carrier roads will make necessary equalization locally within weekly periods.

3. A terminal switching line loading cars in switching service destined to points beyond the switching limits on a carrier road shall furnish the equipment from such supply as may be available on its rails and when equipment required is not available, will call upon the carrier road to furnish necessary cars under paragraph (b).

4. The use of equipment as above is subject to car service rules, and exceptions may be made only upon authority of the car service section or the regional director having jurisdiction.

5. Shippers will be required to place order for equipment desired with proper representatives of the road on which cars are to be loaded.

Shipments to Consignees.—From time to time embargoes are issued by railways to the effect that "at request of consignee" shipments will not be accepted when billed to such consignee. For obvious reasons it is inadvisable that an embargo be placed for the reason stated. The issuance of an embargo in this manner conveys the impression that the railway is responsible for regulating the receipts of the consignee, and the railway might be involved in difficulty due to non-fulfillment of contracts entered into by outside parties.

Transportation of Mails.—As, on account of the increases in the costs of transportation, it is apparent that the rate of compensation allowed railways for the carriage of mails is inadequate, it is intended to make application to the Dominion Government at an early date for the establishment of mail carrying rates which will fully compensate the railways for the service given. In order to permit of necessary action being taken, member companies have been asked to furnish statements showing the present compensation received, the cost of the service performed, and the increase in cost since the establishment of the present rates, and also to recommend what increases in rates should be obtained.

Canadian Railway Board of Adjustment No. 1.

Case 1, heard Sept. 10, Brotherhood of Railroad Trainmen and Toronto, Hamilton & Buffalo Ry. Claim for reinstatement, pay for time lost, of brakeman Earl Stewart, discharged on account of accident involving rear end collision.

Joint statement of fact as to controversy existing between T. H. & B. Ry. and the Brotherhood of Railroad Trainmen, submitted to Canadian Railway Board of Adjustment No. 1. "On January 29, 1918, a rear end collision occurred on the T. H. & B. Ry. about 3½ miles east of Hamilton, at the Albion bridge. On the date in question extra west locomotive 53, left Stoney Creek shortly after 7 p.m., and about the Albion bridge was stopped on account of light locomotive 16, having stopped about two locomotive lengths inside of automatic block signal 331, which was standing at 'danger' on arrival of extra 53. Rear Brakeman Earl Stewart left the caboose of extra 53, which was standing on the bridge, to flag, but only got back about 700 ft. before extra west locomotive 70, showed up around curve and, passing him, struck rear end of ex-

tra 53 standing on the Albion bridge. Conductor Darche of extra 53 was killed in the collision, and another employe was injured, while one other employe riding in the caboose got out without injury. Brakeman Stewart was, on Feb. 9, 1918, 'discharged for failure to comply with flagging rule, Jan. 29, 1918.'

"The contention of the organization is: That flagman Stewart left the caboose of extra 53 as promptly as possible after stopping; that he got out as far as possible, with the time at his disposal, before extra 70 showed up around the curve, and that, for that reason, it was improper to hold him responsible for the accident.

"The contention of the company is: That flagman Stewart did not get back the proper distance required by rules to flag extra 70, and that he did not get back as far as he could have gone with the time at his disposal after extra 53 stopped. He was discharged for reasons above quoted.

"F. F. Backus, General Manager, T. H. & B. Ry.; W. J. Goodfellow, General Chairman, B. of R. T.—T. H. & B. Ry."

After analyzing the foregoing statements of fact and hearing additional evidence submitted by each party to the controversy, the board considered the following questions:—

1. Did Stewart observe T. H. & B. R. flagging rules? Answer, yes.

2. Should Stewart be paid according to schedule for all time lost? Answer, yes.

The unanimous opinion of the entire board is, and they take this opportunity of impressing on all concerned, that flagging rules must be rigidly observed to prevent accident resulting in damage to property to injury to person, and that everything possible must be done to afford full protection to trains.—U. E. Gillen, Chairman; S. N. Berry, Vice Chairman.

Contagious or Infectious Diseases on Trains.—The Board of Railway Commissioners has issued the following circular: "Railway companies are required to issue instructions to conductors of trains carrying passengers, to report, immediately, to the proper officer, any case, or cases, that they know of or have reason to suspect, of a passenger, or passengers, suffering from contagious or infectious diseases, having travelled in any of the cars in their trains; and, furthermore, instruct the official designated to have such car, or cars, removed from service and thoroughly disinfected in accordance with clause 5 of general order 35, before permitting the same to go into service again."

The Metric System in Great Britain.—A report presented to the Imperial Parliament recently, by the committee appointed to make suggestions as to the commercial and industrial policy to be followed after the war, contains certain conclusions relative to the adoption of the metric system in Great Britain. The committee states that having given the subject very full consideration, it is unable to recommend the compulsory adoption of the system, expresses itself as not being convinced that it is better than the present British system, and as satisfied that the practical objections are such as to outweigh any advantages claimed for it.

The Grand Trunk Pacific Ry. inaugurated a direct service between Regina and Weyburn, Sask., Sept. 1, over the Regina-Northgate line as far as Talmage, then over the recently completed branch into Weybury. The service is tri-weekly, each way on Tuesdays, Thursdays and Saturdays.