

Traffic Orders by the Board of Railway Commissioners.

The dates given for orders are those on which the hearings took place, and not those on which the orders were issued:—

Classification of Gramophones and Records.

16705. June 5.—Order 16479, May 10, 1912, directing that in the Canadian Freight Classification, gramophones, graphophones, phonographs and records be transferred from their present positions to the Musical Instruments List, and that they be also included in the second class rating applicable to Musical Instruments, all kinds, not otherwise specified, carloads, minimum 12,000 lbs., is to be put into effect by the railway companies not later than July 15, 1912.

Indicating Changes in Tariffs

16900. June 27.—Re indicating changes in freight, passenger and express tariffs: It appearing to the Board that comparison of freight, passenger, and express schedules with those which they supersede or amend, should be facilitated; and in pursuance of the powers conferred by sec. 322 of the Railway Act; and upon the report and recommendation of the Chief Traffic Officer, it is ordered that all freight, passenger and express tariffs, and supplements thereto, applying between points in Canada, or from any point in Canada, to a foreign country, filed with the Board on or after Sept. 1, 1912, shall, except as hereinafter provided, indicate advances thereby made in existing tolls by the symbol "A" (capital), and reductions by the symbol "R" (capital), with the necessary explanatory note, in the following manner, namely:

1. Schedules which show the rates opposite the stations. The proper symbol to be shown against each rate, or each rule or regulation, changed.

2. Schedules in which the rates appear in a table separated from the station list—(a) Unless the station groupings have been varied relatively to their rates, the proper symbol to be shown in the rate table in the manner prescribed in sec. 1. (b) If the station groupings have been varied relatively to their rates, the proper symbol, or symbols, to be shown against the reference on the station page to the rate table, and against each rule or regulation changed.

Provided that if any rates or matter be necessarily so closely printed as to leave insufficient space for the symbols, or if the latter be otherwise unsuitable, and in such cases only, increases shall be printed in full-faced type, and reductions in italics. And it is further ordered that the requirements that the title page, or front cover, of all tariffs and supplements bear, at the top, the word (or words) "Advance," "Reduction," "Re-issue," or "New Rates," as the case may be, is not hereby abrogated.

Eye and Ear Tests for Railway Employees.

The Assistant Chief Commissioner, Board of Railway Commissioners, D'Arcy Scott, gave the following judgment, June 28:—

On November 9, 1910, the Board issued order 12225, which, among other things, required that certain employees on train and engine service should undergo an eye and ear test before a competent examiner. The railway companies do not interpret those provisions of the order in the same manner, and a question has arisen as to whether the examination of the seeing and hearing of employees should take place indoors or out in the open, under conditions as they would get them in actual employment on the railway.

The matter was discussed at length before the Board on Oct. 3, 1911, and judgment was reserved.

Representatives of different companies had submitted a majority and a minority report in connection with the matter, and the Board has had the benefit of a very carefully prepared report from its Chief Operating Officer. A majority of the railway companies desire to have an indoor test only, both for those seeking employment in the railway service for the first time, and those already in the employ of the company who must pass a satisfactory test in order to retain their positions, or be promoted.

The minority report of the railway companies, which is practically endorsed by the employees' representatives, recommends the indoor test under certain conditions. Undoubtedly, the indoor test is more convenient for the railway officials, and more accurate than the outdoor test, and in some respects a more definite standard of seeing and hearing can be established by it. The outdoor, or field test, is a difficult one to submit a man to on all occasions, owing to the changeable conditions of the weather, atmosphere, etc.—but under favorable circumstances it is, I think, by far the more satisfactory test, especially for a man who has had experience in railway service. I think, therefore, that we might lay down the following general principles to govern in this matter:

1. No person shall be employed in railway service until he has passed the indoor test satisfactorily.

2. Any employee going up for a periodical examination or an examination for promotion, shall be examined by the indoor test; and in case he fails to pass the indoor test satisfactorily he shall be given an outdoor test, according to the uniform rules submitted herewith; and in such case the latter shall be taken as the governing test; and, during the outdoor examination, the candidate shall be permitted to wear glasses, as provided for in the said rules, if he wishes to do so.

For the purposes of this memorandum, promotion means going from fireman to engineer, or from trainman to conductor; but it does not mean a change from freight service to passenger service without a change of rank, such as a freight engineer being made a passenger engineer, or a freight conductor being made a passenger conductor.

As to the wearing of glasses while on duty, I think any employee who requires to use glasses should be encouraged to do so, but he should be required always to carry a duplicate pair with him lest an accident may happen to those he is wearing.

There are a number of details respecting the method and character of both the indoor and outdoor tests to which the Chief Operating Officer has given careful consideration. He has submitted a code of rules on standards of visual acuity, which is attached hereto, and which he recommends for the approval of the Board as uniform rules governing the determination of visual acuity, color perception, and hearing of employees on steam railways. I think the Board should adopt these rules as its standard.

This judgment was concurred in by Commissioners Mills and McLean. The order had not been issued up to July 23.

Tests on the Grand Trunk Railway.

We are officially advised that the Board's decision will make very little difference on the G.T.R., as that company's tests for prospective employees have always been very rigid and all trainmen, yardmen, engineers, and firemen are required to go through an eye and ear test every three months of their service. The indoor tests consist of holding a set of cards with letters of different sizes at a distance of 30 ft. from the candidate; a glass being placed over one eye while the other is being tested. There is also a small card with small letters which is held at a distance of 30 ins. Each employee must be able to distinguish

all letters. After this reading test, comes a color test, which consists of telling different shades of yarn. In this a box containing 67 shades and 7 shades of each color is used and an employee must be able to distinguish between them. In the hearing test one ear is plugged and a clerk recites a phrase which must be repeated correctly by the employee who is 30 ft. away.

Canadian Northern Railway Earnings, Etc.

Gross earnings, working expenses, net profits, increases or decreases, compared with those for 1910-11, from July 1, 1911:—

Earnings.	Expenses.	Net Earnings.	Net Increase
July \$1,475,900	\$1,114,800	\$361,000	\$13,400
Aug. 1,420,600	1,105,900	314,700	51,700
Sept. 1,576,400	1,157,000	419,400	38,200
Oct. 2,028,900	1,348,500	680,400	99,900
Nov. 2,001,500	1,336,300	665,200	106,300
Dec. 1,831,400	1,327,600	503,800	144,000
Jan. 1,223,100	1,004,400	223,700	122,000
Feb. 1,203,400	965,800	237,600	101,800
Mar. 1,572,700	1,146,900	426,800	72,000
Apr. 1,608,100	1,205,000	403,100	42,000
May 1,822,100	1,364,000	458,100	54,900

\$17,769,100 \$13,074,700 \$4,694,400 \$846,800
Inc. \$4,035,200 \$ 3,188,400 \$846,800

Approximate earnings for June, \$1,769,500, against \$1,465,300 for June, 1911.

Mileage in operation 3,851, against 3,354, same period, 1911.

Canadian Pacific Railway Earnings, Etc.

Gross earnings, working expenses, net profits, increases or decreases, compared with those for 1910-11, from July 1, 1911:—

Earnings.	Expenses.	Net Profits.	Increases
July \$9,661,818.14	\$5,958,789.81	\$3,703,028.33	\$218,408.74
Aug. 10,421,904.42	6,346,333.41	4,075,571.01	383,898.68
Sept. 10,049,084.97	6,131,638.17	3,917,446.80	5,847.16
Oct. 11,207,991.99	6,526,887.24	4,681,104.75	175,944.23
Nov. 10,570,694.80	6,588,328.81	3,982,366.46	250,244.23
Dec. 10,654,871.67	6,549,141.41	4,105,730.26	810,196.37
Jan. 7,328,781.81	6,245,924.11	1,082,857.70	426,739.83
Feb. 8,931,907.20	6,548,040.53	2,383,866.67	239,159.16
Mar. 10,519,328.76	6,803,317.65	3,716,011.11	561,834.57
Apr. 11,301,349.46	7,185,597.67	4,115,751.79	958,777.18
May 11,360,420.81	7,679,905.68	3,680,515.23	736,480.47

\$112,008,144.03 \$72,556,503.89 \$39,451,640.14 \$5,776,480.62
Inc. \$17,319,986.18 \$11,543,505.56 \$5,776,480.62

Approximate earnings for June, \$10,848,000, against \$9,040,000 for June, 1911.

Commencing with July 1, the mileage in operation, was increased to 11,117.

Grand Trunk Railway Earnings, Etc.

Following are the earnings of the G.T.R., C.A.R., G. T. Western Ry., and D.G.H. and M. Ry., for May, as compared with those for May, 1911:—

GRAND TRUNK RAILWAY.			
	1912.	1911.	
Earnings	\$3,366,300	\$3,060,000	
Expenses	2,359,300	2,041,000	
Net earnings	\$1,007,000	\$1,019,000	

CANADA ATLANTIC RAILWAY.			
	1912.	1911.	
Earnings	\$ 202,100	\$ 185,650	
Expenses	204,400	177,400	
Net earnings	\$ 2,300	\$ 8,250	

GRAND TRUNK WESTERN RAILWAY.			
	1912.	1911.	
Earnings	\$ 557,400	\$ 528,300	
Expenses	441,300	485,200	
Net earnings	\$ 116,100	\$ 43,100	

DETROIT, GRAND HAVEN AND MILWAUKEE RY.			
	1912.	1911.	
Earnings	\$ 177,500	\$ 168,000	
Expenses	173,600	160,000	
Net earnings	\$ 3,900	\$ 8,000	

Approximate earnings for June, \$4,653,475, against \$4,437,438 for June, 1911.

TRAFFIC RECEIPTS OF THE SYSTEM.

Aggregate from Jan. 1, to June 30:—

	1912.	1911.	Increase.
G. T. R.	\$18,605,299	\$17,333,392	\$1,271,907
C. A. R.	1,046,129	999,631	46,498
G.T.W.R.	3,202,444	3,197,363	5,081
D.G.H. & M.R.	1,017,878	1,006,049	11,829
Totals	\$23,871,750	\$22,536,435	\$1,335,315