

## Maintenance of Way Flagging Rules for Impassable Track.

The Canadian Railway War Board applied to the Board of Railway Commissioners recently for an order to amend general order 188, re uniform maintenance of way flagging rules for impassable track, so as to provide for the use of the Brennan signal, or a device of a similar character, in lieu of manual flagging as required by general order 188. The board passed general order 248, Aug. 19, amending general order 188 in several particulars. As amended it now reads as follows:

1. Before undertaking any work which will render the main track impassable, or if rendered impassable from any cause or defect, trackmen, bridgemen, or other employees of the company shall protect the same as follows:

2. (a). On double track; (b) on three or more tracks; (c) in mountain territory; and (d) on all lines with frequent or fast train service—

Send out a flagman in each direction with stop signals, at least 1,500 ft. in daytime, if there is no down grade toward the obstruction within one mile, and there is a clear view of 6,000 ft. from an approaching train; 3,600 ft. at other times and places, if there is no down grade toward the obstruction within one mile; 5,400 ft. if there is a down grade toward the obstruction within one mile. The flagman must, after going the required distance from the obstruction to insure full protection, take up a position where there will be an unobstructed view of him from an approaching train of, if possible, 1,500 ft., first placing two torpedoes on the rail (not more than 200 nor less than 100 ft. apart), on the same side as the engineer of an approaching train, 300 ft. beyond such position. The flagman must display a red flag by day and a red light by night, and remain in such position until recalled or relieved.

3. On other lines—

(a) By day place a red flag and, in addition, by night a red light, on the same side of the track as the engineer of an approaching train, at a point 600 ft. from the defective or working point, with two torpedoes placed on the rail opposite each other so as to cause but one explosion, 150 ft. in advance of the red signal, and provide further protection as follows:

(b) By day place a red flag, and, in addition, by night, a red light, on the same side of the track as the engineer of an approaching train so that it will be clearly in his view, at least 3,600 ft. from the defective or working point, if there is no down grade toward the obstruction; 5,400 ft. if there is a down grade within one mile of the obstruction, or as much farther as may be necessary to ensure full protection.

(c) Place two torpedoes (not more than 200 nor less than 100 ft. apart) on the rail on the same side as the engineer of an approaching train, 300 ft. in advance of the red signal.

(d) Between sunset and sunrise, and during stormy, foggy, or smoky weather conditions, flagmen must be placed instead of the outer signals referred to in clause (b).

4. Trains stopped by flagman, as per rule 2 and rule 3 (d), shall be governed by his instructions and proceed to the working point or working point signal, as the case may be, and there be governed by signal or instructions of the foreman in charge.

5. Trains stopped by red signal, as per

rule 3 (c), shall replace the torpedoes exploded and proceed to the working point signal, and there be governed by signal or instructions of the foreman in charge, unless in the meantime stop signal has been removed.

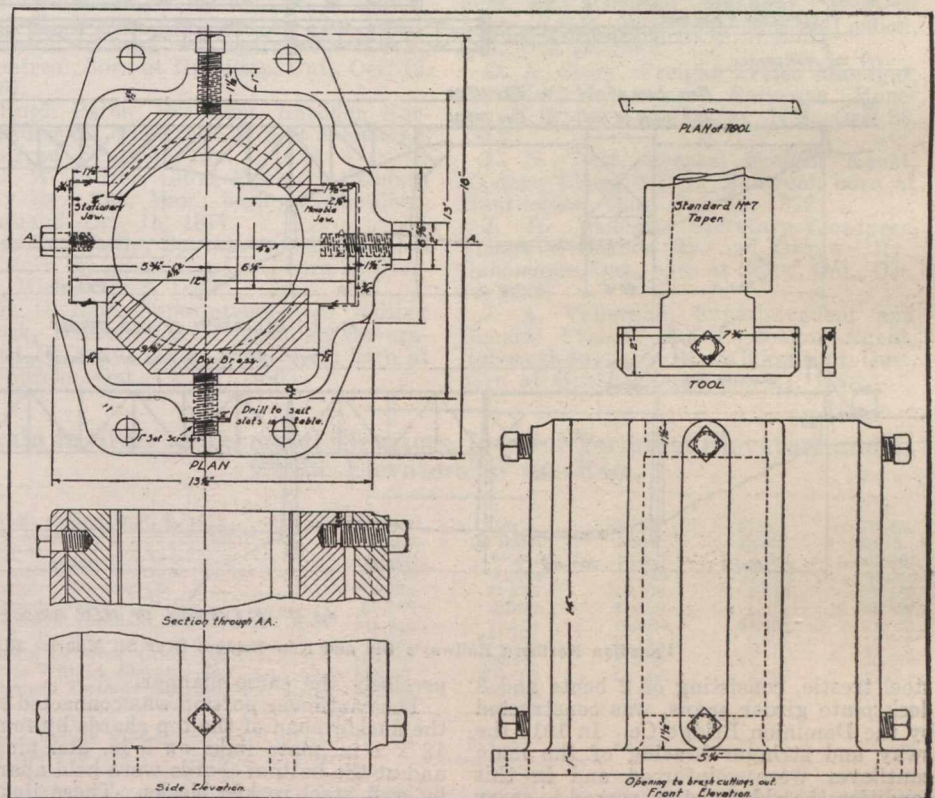
6. In the event of train order protection being provided, the defective or working point must be marked by signals placed in both directions as follows: Yellow flags by day and in addition yellow lights by night, 3,600 ft. from the defective or working point; red flags by day, and in addition red lights by night, 600 ft. from the defective or working point, on the same side of the track as the engineer of an approaching train; except on double track, where trains run to the left, in which case signals shall be placed to the left hand side as seen by an engineer of

red fuses, and a supply of matches.

The foregoing rules be printed in railway companies working time tables for the guidance of all employees. Subdivisions to be named, setting out which of the rules are applicable to each.

General orders 161, Feb. 23, 1916, and 216, Jan. 24, 1918, are rescinded.

**Increased Locomotive Production.**—At a meeting of representative locomotive builders in Washington, D.C., recently, with representatives of the War Industries Board the Railroad Administration, and government departments, one of the heaviest problems connected with the direction of war work—an adequate supply of railway locomotives—was solved. Plans were worked out whereby the output of the U. S. locomotive manufacturing plants will be doubled, the increase being from more than 3,000 on a pre-war basis to more than 6,000 completed locomotives. An equable distribution of the output to meet the military needs in France and the



Jig for holding trailer truck brasses for boring.

The illustration above shows a jig used at the C.P.R. Shops, Ogden, Alta., for boring trailer truck brasses. The face plate of the duplex rod boring machine is drilled to take the cap studs for holding the jig.

an approaching train, and there is a clear view of at least 1,200 ft.

7. When weather or other conditions obscure day signals, night signals must be used in addition.

8. "Frequent service" shall mean nine or more trains a day and "fast train service" shall mean a service at a speed of 35 miles or more an hour.

9. That the Brennan signal device, as approved by the board, or a signal of an equally serviceable type attached to the base of the rail, to be approved by the board, be used to display the signals directed to be provided under rules 3 (b) and 8 (yellow signal) of this order and rule 35 (yellow signal) of the Uniform Code of Operating Rules.

10. Flagmen must each be equipped for day time with a red flag and 4 torpedoes, and for night time, and when weather or other conditions obscure day signals, with a red light, a white light, 4 torpedoes, 3

needs of the Railroad Administration for the steam railways in the United States has been provided by the chairman which has met the approval of the government officials involved.

**New York Ticket Offices.**—A new York dispatch says the large ticket office in the world, the United States Railroad Consolidated Ticket Office, was opened at 64 Broadway, Sept. 5. Other offices were opened at 57 Chambers St., and 114 West 42nd St., Manhattan, and 336 Fulton St., Brooklyn. The Broadway office has more than 60 employees. All the trunk lines out of New York and the Sound and coast-wise steamship lines are represented.

The Reid Newfoundland Co. has given notice that, on and after Oct. 5, it will increase its freight rates 20% on traffic moving from North Sydney or Louisburg to all rail and steamship points on its system, either via Port aux Basques and rail or via direct boats to St. John's, Nfld.