

CANADIAN  
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REQUIREMENTS  
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**Handrails Etc. for Locomotives and Fenders.**

The following general order 171, passed by the Board of Railway Commissioners and dated Aug. 1, was issued Aug. 31: Re the question of hand rails and small foot rests on the outside of cabs of locomotives; and a railing on the tender to prevent men from slipping off when they are passing over the tender or when the locomotive is taking coal or water. Upon hearing the matter at Ottawa, May 4, 1915, in the presence of representatives of the Brotherhood of Locomotive Engineers, the Brotherhood of Firemen and Enginemen, the Grand Trunk, Canadian Pacific and Canadian Northern Railway Companies, and the New York Central, Rutland and Michigan Central Railroad Companies, and what was alleged, and reading the replies of the railway companies interested to supplement 1 to the Board's circular 142, July 6, 1915, and the report and recommendation of the Chief Operating Officer of the Board, it is ordered:

That the railway companies be directed to equip all locomotives of 100,000 lb. or over with handrails on the sides of cabs above the windows, near the top of the cab, and running the entire length of the same, the rails to have a clearance of 2 in. between the inner side of the rail and the outside wall of the cab, and to be securely fastened at each end, with a support in the centre; and that where the running boards do not project beyond the side of the cab an additional piece be added, to project not less than 1 in. from the side of the cab and running the full length of same.

That the tender of all such locomotives be equipped with a railing on both sides, on the top of the coping; such railing, if made of round bar iron or of iron pipe, to be not less than 1 in. in diameter, supported by three columns, one at each end and one in the centre, standing 8 in. from the top of the coping; the said rails to run the full length of the fuel storage well, or clear of the back coal wall on the tender; that on the space back of the coal wall, where the water man hole is located, the coping or railing project 8 in. above the top of the tank and run around both sides and back of the tank not less than 8 in. high, supported by columns to make it secure. That plans showing the proposed foot rests and the railing on tenders be filed for the Board's approval.

That the railway companies be permitted to operate locomotives used in international traffic, and merely passing through Canadian territory, equipped in accordance with the Interstate Commerce Commission's regulations. That this permission shall not extend to locomotives operated from or entirely within Canadian territory.

The English Channel Tunnel, which it is proposed to build between Dover, Eng-

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