

to be attained, namely, that of securing to every employe a watch regulated well within the limit of variation allowed by the Co.

Watches must be cleaned at least once in 15 months, but it is not advisable to postpone this to the limit, as inspectors cannot possibly provide standard loaning watches for all at one time. When watches need cleaning or repairing they may be left with the inspector, or if the owner desires, may be taken to such watchmaker as the owner may select, but the watch carried in the meantime, before being used in service, must be submitted to the inspector for examination, who will, if satisfactory, issue a certificate & mark across it "loaned watch," & forward each certificate at once to the Chief Inspector of Time Service. When a watch is repaired or cleaned by other than an inspector, it must afterwards & before being used in service be submitted to the inspector for examination & approval. An employe having his watch cleaned by other than an inspector must get from him a statement in writing as to the cleaning of the watch & the date thereof, because when the watch is presented for half-yearly inspection the inspector cannot issue certificate without proof of the cleaning. When a watch is left with the inspectors of the Co. to be cleaned or repaired, a standard watch will be loaned to the employe free of charge, until his own is returned to him, but the loaning watch must not be kept out longer than 15 days without the permission of the inspector.

Inspectors will supply a watch movement of the minimum standard of excellence for use on this railway, put up in a case of such metal as the employe may wish, with the price, if desired, payable in monthly payments as may be agreed upon—not, however, exceeding 4 in number—the amount of such payments to the inspectors to be deducted from the pay roll, if desired. It is not obligatory on employes to purchase standard watches from the inspectors, but all watch movements must be up to the Co.'s standard.

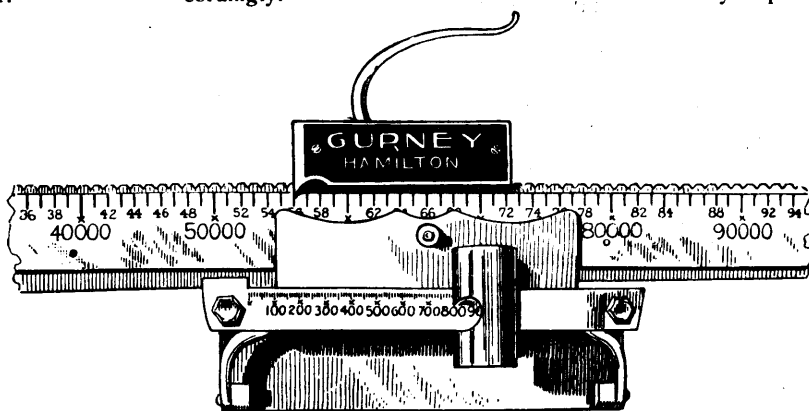
Superintendents will send lists of employes who are required to carry standard watches to the inspectors before the commencement of each half-yearly inspection (that is the last week of June & Dec. of each year) & inspectors will thereon check off the watches as presented for inspection, returning all lists to the Superintendent at the end of the inspection months (Jan. & July). Superintendents will see that all certificates of the half-yearly inspection of watches are filed with them by the end of the months of Jan. & July in each year.

All employes of the Operating Department who, under these instructions, are not required to carry a standard watch must, if opportunity offers, compare their watches daily with standard time. Roadmasters & bridge & building masters must compare their watches with the watches of their foremen whenever opportunity offers.

The purpose & aim of this system of watch inspection being to ensure efficiency & safety in train service, & afford greater security to life & property, the hearty co-operation of employes in making the operation of the system successful is earnestly enjoined. It is hoped that officers & employes, other than those who by these instructions are required to carry standard watches, will, as opportunity offers, furnish themselves with such watches.

Agents & others in charge of the Co.'s clocks have been notified that clocks will not

be allowed to remain in service until, owing to their defective condition, they no longer keep reliable time, but will be ordered to Winnipeg by the Chief Inspector of Time Service for cleaning & repair about every two years. When a clock requires to be sent in for cleaning or repair, a relief clock will first be supplied by the Assistant Inspector of Time Service. The clock requiring repairs must then be shipped to him. In the event of a clock getting out of order before it is ordered in for cleaning or repair, the agent or employe in charge of it must report the fact by wire to the Assistant Inspector at Winnipeg, so that a relief clock may be supplied & the defective clock shipped to him at once. Cards will be supplied to agents & those in charge of clocks with which enginemen & trainmen will compare their watches (which will hereafter be known as comparison clocks) for recording the daily rating & the winding, setting & regulating of such clocks. These cards must, after the record of each month is complete, be forwarded to the Chief Inspector of Time Service, Montreal. Agents & others in charge of the Co.'s clocks must, hereafter, every day without fail, compare them with standard time, & if they vary more than 30 seconds, correct them, setting them at 8.55, 9.55, or 10.55, whichever hour it may be that standard time is sent over the Co.'s wires on the division, & checking them with standard time at 8.56, 9.56, or 10.56 accordingly.



REED RECORDING ATTACHMENT FOR RAILWAY TRACK SCALES.

Recording Attachment for Track Scales.

The Gurney Scale Co., Hamilton, Ont., has issued a circular about the Reed Recording Attachment for railway track scales. The circular says the attachment is designed to give a mechanical record of weight shown on the beam, thereby avoiding all disputes which so frequently arise in taking the weight from the beam in the ordinary manner. In the use of the Reed Recording attachment a mechanical record of the weight is obtained & it is not necessary for the weighmaster to read the beam. Railway managers & users of railway track scales generally will appreciate the advantage of securing an absolute correct record of weights. It is claimed that the Reed Recording Attachment embraces the following advantages: Simplicity of construction, absolute accuracy of record, complete record of weight at one operation, a movement that is not affected by dirt, dust or the weather, no type, ink pads, electric battery or clock work, necessity of reading the beam obviated, can be applied to any scale now in use.

The illustration on this page shows a section of a railway track scale beam equipped with the Reed Recording Attachment. The construction, it will be noticed, is as simple as that of the ordinary railway track scale beam, the sliding poises being as free to move as without the Attachment. In the beam are placed puncturing pins at intervals on an in-

cline to correspond to lines of figures on a graduated card. The large poise is provided with a card-holder; the small poise has a brass casting & a puncturing pin which extends back to the card-holder. When weighing a load, a graduated card is placed in the card-holder. After the beam is balanced the holder is pressed toward the beam & the recording pins puncture the card. One movement records the total weight of the load. The card-holder is the only extra movable part over that of the ordinary beam. The correct weight can be had in less time than by reading the beam, & a record is obtained which can be referred to at any time. The Recording Attachment presents a great advantage when weights are in dispute, & the burden of proof will rest upon the party who has no attachment on his scale.

Amendments to the Railway Act.

As it will probably be some little time before the acts passed at the last session of the Dominion House are printed, we give the provisions of the Act to amend the Railway Act in full as follows. It is chap. 23 of the statutes of the session:—

1. The Railway Act, chapter 29 of the statutes of 1888, is amended by inserting, after section 6, the following section:—

"6a. Street railways and tramways, while hereby expressly declared to be subject to such of the provisions of this Act as are referred to in section 4, shall not by reason only of the fact of crossing or connecting with one or other of the lines of railway mentioned in section 306 be taken or considered to be works for the general advantage of Canada, nor to be subject to any other of the provisions of this Act."

2. The said section 6a shall also apply to all electric railways (as distinguished from electric street railways) passing through or over the Queen Victoria Niagara Falls Park, or through or over the property of the province of Ontario lying upon or along the Niagara River & known as the Chain Reserve.

(2.) The said Act is further amended by inserting after section 14, the following sections:—

14a. Whenever proceedings for the drainage of lands have been taken by any landowner under the provisions of an Act of the legislature of any province in that behalf, & it appears to the Railway Committee that an outlet for such drainage works is required over, across or under the lands of the Company, the Railway Committee may, upon the application of the landowner or engineer in charge of the works, or of the clerk of the municipality, & on due notice to & hearing the parties, order the Company to construct & provide upon its lands all necessary means of drainage, as in such order specified, upon the landowner first complying with such terms as to payment or security, if any, for payment of the whole or so much of the cost of construction & maintenance of the said drainage works, as the Railway Committee in such order provides.

14b. Whenever any application is made under the last preceding section or under section 14 of this Act, the Railway Committee may, if it thinks proper, direct an inquiry to be made in the locality in question by a person appointed under section 12 of this Act, & may authorize such person to hear the parties & take evidence under oath, & may also, if it