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The Official Organ of  
The Canadian Freight Association.  
The Canadian Roadmasters' Association.  
The Canadian Ticket Agents' Association.

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NEXT MEETING, at Detroit, Mich., probably in Jan. or  
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ria, B.C., J. J. Martin; Vancouver, B.C., L. M.  
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NEXT ANNUAL MEETING of the Grand Council in Mont-  
real, Jan. 1903.

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portance of the work justified the attention  
which has been generally adopted for the  
educating of the men, it is, however, safe to  
assert that no other individual class have been  
given the same privileges and opportunities  
of acquiring technical education regarding  
their vocation as the locomotive enginemen of  
this country, and it is pleasing to note that  
the advantages given are being embraced by  
the men generally.

Although accelerated speed and long trains  
are now the common practice on all our great  
railway systems, in both passenger and  
freight train service, the modern type of  
locomotives with ample steam producing  
qualities, and the universal application of the  
air-brake equipment renders the practice an  
accomplished success, as is very evident by  
the degree of regularity with which trains are  
handled from day to day on all the railway  
systems. Notwithstanding the fact that the  
locomotives have become larger and a great  
amount of additional appliances have been  
added to the same, the conditions prevailing  
during recent years render the vocation of  
the engineers very much less arduous,  
and the work is attended with a greater  
degree of safety than was the experience  
in former years prior to the inception of  
the modern safety methods and appliances,  
and in other respects the engineer of the  
modern locomotive has the advantage, as the  
machinery and parts of the early locomotives  
were, on account of weakness, susceptible to  
frequent failure, and were a source of constant  
trouble and risk to the engineers. Breakages  
of side rods, crank pins, wheels, axles,  
eccentric straps, etc., made up the daily list  
of casualties; but, in the modern engines  
these parts have all been strengthened or im-  
proved, so that failures of that description  
have almost disappeared, removing a diffi-  
culty experienced by their predecessors on  
account of these failures. Double tracking  
of lines, block signalling systems and other  
modern improvements have also contributed  
to lessen the immunity from accident,  
and to relieve the care and responsibility  
of the engineers to a large extent. Good  
judgment is, however, one of the most  
essential characteristics required by the en-  
gineers placed in charge of a locomotive en-  
gaged in modern train service to obtain the  
best possible results in handling the train  
safely: the economical use of fuel and other  
supplies and close attention to the condition  
of the locomotive. Good judgment must be  
exercised when handling long freight trains  
so as to prevent damage to the draw gear,  
etc. Economical fuel consumption is a ques-  
tion to which the engineers should devote par-  
ticular attention, as a small percentage of  
saving by each individual engineer will effect  
good results, when it is considered that the  
coal consumed by the locomotives on the  
Canadian railways last year cost nearly  
\$7,000,000.

The motive power department of all rail-  
ways must necessarily remain the great  
money-spending department, and by good  
locomotive management the engineers can  
effect substantial savings and reduce the  
working expense in many directions. It ap-  
pears to be the generally recognized practice  
that the engineers should graduate from the  
ranks of the firemen; therefore, it is abso-  
lutely essential that care be taken in making  
the selection of the men entering the service  
as firemen, who are to be trained to manage  
the locomotives in the future. Their educa-  
tion should be conducted along the same  
channels as is now the practice to enable  
them to render the companies the best pos-  
sible service. The adoption of the larger  
size locomotives for a time deterred a desir-  
able class of men from entering the service,  
as it was then considered necessary to be  
some kind of a physical giant to handle the  
coal consumed by one of our modern loco-