

of the regular passenger, mixed or freight trains designated by the numerals 1, 2, and 3, but an extra freight. It might also have been cab (caboose), work, push, help or light, according to conditions. The stations are filled in, also the mileage return, and the coal taken on at terminals. The advertised time and actual time (the same in this case) are next filled in, followed by time of arrival back at point of departure.

As the most important function of this engineer's report sheet is to furnish the motive power department with an accurate knowledge of the locomotive mileage, particular attention is paid to that part of the report. Spe-

"Shunting engines should be allowed mileage at the rate of six miles per hour, that is, a locomotive shunting for ten hours should be shown in column headed 'Shunting' as having run sixty miles, and specified as 'Passenger' or 'Freight,' as the case may be.

"No allowance shall be made for shunting of a road locomotive between terminals, that is, an engine running between Moncton and St. John should show no mileage for any time which may have been made at any way points shunting cars into or out of the train."

The above instructions thoroughly cover the I.R.C. classification of mileage. It is from this that the engineer knows the proper column to mark down the mileage.

The time allowance is based on the ruling that 100 miles constitute a 10-hour run for this class of traffic. This means $1\frac{1}{4}$ days allowance for the 130-mile run. The time allowance gives the engineer $1\frac{1}{4}$ days' pay, even if the run were made in less than this specified time; that is to say, there is a certain minimum pay for a given run. Should the time exceed that allowed, extra pay is given—in this case for 5 hours.

The Moncton roundhouse foreman (night, in this case) signs at time of departure, and also does likewise on return.

At the bottom of the forms, space is provided for sundry remarks concerning the trip. This form, filled in with actual operating information from a run, gives an idea of the operation of the system. This completed card is forwarded to the motive power department and there entered into the locomotive

is intended to meet a different kind of terminal delay. In this case, the train has been made up and is under orders, but has to wait four hours to let a train pass. In this case, four hours detention is allowed. The same slip is used when the engineer, after leaving his train, is blocked in the yard and prevented from reaching the ashpit, where he leaves the engine.

There is also a slip, corresponding to the shop overtime slip, shown in fig. 6. It is used when it is necessary to have the switching engine in operation during meal hour. All these three last described slips are handed in to the roundhouse foreman, as were the others.

This system would appear to be quite complete, and all that could be desired. As a means of exchanging ideas it

Form No. 58.
12-15-10 Rev.

INTERCOLONIAL RAILWAY.

TERMINAL DELAY.

Awaiting return trip at Campbellton
 Engineer W. Rushton
 Fireman H. Donahue
 Time left duty on Train, Engine No. 241
 from at o'clock
 on Sues day the 17th day of October 1911
 Time ordered on Special Train, Engine No. 241
 for Moncton at 21 o'clock
 on Sues day the 17th day of October 1911
 Time left duty to time ordered hours
 Less hours specified at Terminal
 Time allowed for terminal delay waiting orders 2 hours.
 CERTIFIED CORRECT.
J. Dureau Foreman
E. Price District Supt.
This form to be filled in by the Engineer or Fireman, and certified to by the Foreman, and attached to ticket form 2012.
 The Mechanical Accountant will forward this form to the district Superintendent for certificate.

Fig. 4. Terminal Delay Slip used when waiting over before Return Trip.

Form No. 59.
6/2/04/0m

INTERCOLONIAL RAILWAY.

TERMINAL Detention Slip.

This 19th day of October 1911
 Engineer W. M. Beath
 Fireman Ed. Conners
 Engine No. 276 from Moncton
 Arrived at Moncton Station at 19 o'clock
 Engine placed in the hands of the Engine Turner at 23 o'clock
 Time allowed for detention 4 hours.
 Detained on account of waiting for train
 CERTIFIED CORRECT.
 Station or Yard Master C. D. Robard
 District Supt. J. S. Halliday
The Engineer claiming terminal detention will make out and attach this slip to his trip-ticket.
 The slip to be sent by the Mechanical Accountant to the District Superintendent, who will have it certified, if correct, by the Station or Yard Master, and then return it to the Mechanical Accountant.
 The District Superintendent to inquire into the cause of delay in each case where the claim is made.

Fig. 5. Terminal Detention Slip for use when Detained under Orders.

record book, which, of course, is out of the scope of this article.

The forms shown in figs. 4, 5 and 6 are others used by the engineers under different circumstances. That in fig. 6, the terminal delay form, is used when an engineer, having completed half of a return trip, is delayed for any considerable period before the train he is to take is made up. In fig. 4, Engineer Rushton should have left Campbellton on the return half of his run at 21 o'clock, but on account of delay, he was held at Campbellton for 2 hours before his train was ordered out. No allowance is made for such terminal delay unless the period of delay exceeds 10 hours.

The terminal detention slip in fig. 5

Form No. 60.
22-3-11 Rev.

INTERCOLONIAL RAILWAY

ORDER FOR SHUNTING DURING DINNER HOUR

Where day, the 19th day of October 1911
 Engineer W. M. Beath
 Fireman Ed. Conners
 Station Moncton
 Time Allowed 1 hr.
 By whom ordered yard master
 and why required 75 train
C. D. Robard Station Agent or Yardmaster
J. S. Halliday Superintendent
The Superintendent will enquire into each case and if he finds the service absolutely necessary and time correct he will certify to same.
 When necessary to use Switch Engine during meal hour, Agent or Yard-Master will supply Engineer with this order, properly filled out and signed.

Fig. 6. Order issued to Locomotive Engineers for Shunting during Meal Hour.

would be well if officials of other roads—or of this road—would make comments on the system in order that its good and bad features might be discovered. A description of other systems would likewise be appreciated, that a comparison might be drawn. The discussion that would ensue would doubtless prove of value to all. Any communications on the subject will be appreciated by The Railway and Marine World.

Train Rule Examinations Made Easy is the title of a 234 pg. book, 4 by 6½ ins. by G. E. Collingwood. It is a complete treatise on train rule instructors, superintendents, trainmasters, conductors, engineers, brakemen, switchmen, train dispatchers, operators and others, and deals with the American Railway Association's standard code of train rules. The text is divided into three parts, of which the first explains the meaning of the rules, being really a re-writing of the subject matter of the code in the form of a connected exposition. The second part presents a set or examination questions designed to completely cover the code. Answers to the questions are given separately in the pages following. The standard code is reprinted as the third part of the book. The text is followed by about 25 pages of diagrams showing hand, flag and lamp signals and train signals. The book is published by the Norman W. Henley Co., New York, at \$1.25 and can be obtained through the Railway and Marine World's book department.

cial instructions relative to the proper classification of the mileage are printed on the back of the report sheet, and being instructive from the standpoint of just how this railway arrives at its locomotive mileage, these instructions are given in full as follows:

"When a train is handled by one locomotive only, the mileage of that locomotive between stations is classifiable as 'Train.' This train mileage represents the miles over which the traffic is hauled as distinguished from the locomotive.

"Mileage of a locomotive which starts on a trip with caboose, for the purpose of hauling traffic to the end of its run, is classified as 'Train'; if incidental to the run, the locomotive makes part of the run between as described, with caboose only, the mileage should be classified as 'Train' also.

"When a locomotive runs dead-head from one lay-over point to another, hauling caboose only, such mileage is to be classified as 'Freight with caboose only.'

"When a train is divided—the locomotive proceeding with a portion of the train and returning 'Light' for the remaining portion—the mileage while hauling first section is to be classed as 'Train'; while running without attachment to be classed as 'Light'; while hauling remainder to be classed as 'Helping.'

"The mileage of a 'Helping' locomotive while running 'Light' to be classed as 'Light' under 'Passenger,' 'Freight,' or 'Mixed,' according to the service necessitating the run.

"Work includes mileage of engines hauling track construction material, picking up wrecks, running snow-plough, clearing and hauling snow; also service of engine and enginemen hauling pay train, and special non-revenue trains, etc.

"The classification should show the actual miles made by the locomotive without reference to the time for which the enginemen are to be paid.