there is every possibility of locomotives being shopped for expensive repairs before actually required, while others, overdue for shopping on a basis of work done, remain in service, a source of trouble and expense to everybody. We make tests and establish standards as to tonnage, that locomotives of the same class shall haul and they are not arbitrary for all divisions irrespective of grades and curves—then why require a locomotive to make as much mileage with the same amount of repairs if in way freight service on a heavy division as in through service on a light division?

Locomotives in assigned service will, I am satisfied, make more mileage at less cost than those in the pool, and in a given time-say 18 months-the assigned locomotive will possibly make the greater mileage, due to its receiving more care and attention, which will keep it in continuous service; but in a rush of traffic for a short period the pooled locomotive will make the greater mileage. Where traffic is fairly steady, I believe that the assigned system is the best, but where of the number of locomotives due for shopping or shortly to become due for shopping, and a host of other information. It will be noticed that in the mileage

It will be noticed that in the mileage set for different classes of locomotives to accomplish, there is no provision made for the class of service in which the locomotive is engaged, and it is therefore necessary sometimes to reduce the mileage required for locomotives working under severe conditions, such as way-freight service on a heavy division. It is a difficult and unsatisfactory matter to make rigid laws in cases of this kind, and the rules are necessarily slightly elastic.

Co-operation between the various branches of the mechanical department depends very much more on the men than on the system, and if the heads of the different departments all pull together, with the idea of attaining greater efficiency, and their subordinates back them up to the full extent of their ability, it will not be difficult to get results. The operating department should be very careful and very complete with its reports of repairs required when sending loco-

CANADIAN GOVERNMENT RAILWAYS. REPORT OF SHOP REPAIRS REQUIRED.

is in shop. If No. 3 repair, describe fully what work is required to be completed in the shops.

STANDARD MILEAGE BETWEEN REPAIRS, EITHER NO. 1 OR NO. 2.

FROM AND PARTY AND A			
Pacific	100,000 Ten-whe	eel 90,000	
Consolidation, C1 Class	70,000 Switch	ing 50,000 to	60,000, or 2 years' service.
Consolidation, C2, 3 & 4 Clas	sses 80.000		
Miles made since last no. 1 or no	. 2 repair	Mileage less or n	nore than standard
Class of Service		.To be repaired :	at
Estimated cost of repairs: Labor		aterial	
Last no. 1 or no. 2 repair	Place		Class of repair
Cost: Labor	Material	Total	Per mile
Date of last no. 3 repair	Date of las	st Flexible Stavbo	It Examination
Date of last internal examination		Date of last	annual test
Date of last external examination			
Engineman	Checked and	signed, Foreman	
General Boiler Inspector	·····	Master Mechan	nie
Shonning Annroved .	Cost s	nd Mileage Clerk	
Suppling upploted.	CCLU L	ind mineage orein	
General Mas	ter Mechanic.		Supt. Rolling Stock.
Data			
Date			
Actual cost of above repairs:			
Labor Mate	erial	Total	Per Mile

heavy fluctuations in traffic have to be met, it might entail too great a capital I have known a locomotive in outlay. assigned service, when the locomotive man was taking an interest in his work, to make 55% more mileage than a locomotive of the same class, in the same service and division, in the pool.

The movement of power from one divi-sion to another should be done only under the advice of the motive power department, i.e., as far as selection of locomo-tives of the same class is concerned, otherwise it would possibly result in some locomotive houses having a high percentage of power over the shopping period and other with a similar proportion of power just out of the shop.

In order that we may have a compre-hensive idea of the condition of our power at all times, the monthly statement reproduced herewith, showing the monthly mileage report of locomotives tributary mileage report of locomotives that, has to Moncton shops at June 1, 1918, has proved to be of considerable value. The form is self-explanatory and it is easy to get an idea of the condition of any particular locomotive, of the general condition of a particular class of locomotive, motives to the shop, and should promptly report any defects in engines turned out of the shop. The shops department should work conscientiously, with the idea of making all locomotives good for their full mileage, and should pay special attention to any peculiar or unusual defects reported by the operating department. The engineering department should be ready at all times with advice and assistance to the shops and operating depart-ments, and when investigating any defects should spare no pains to get right at the root of the trouble before attempt-

ing to eliminate it. The foregoing paper was to have been read before the Canadian Railway Club in Montreal early in October, but owing to the influenza epidemic, its reading was postponed until the November meeting.

The Railway Y.M.C.A. at Field, B.C., was opened Oct. 2 in the building oper-ated formerly by the C.P.R. as the Mount Stephen Hotel. It has 55 bedrooms, with dining and luncheon rooms in connection.

War May Put Railway Track Work on a New Basis.

As a result of war conditions railway maintenance of way seems likely to attain a higher plane and to be accorded the attention which its importance to railway service demands. Such result will come, however, only through a trying and strenuous period of change. This radical change has been foreshadowed for some time and is indicated anew by the proceedings of the recent Roadmasters' and Maintenance of Way Association's convention.

These war conditions have compelled attention particularly to the vexed prob-lem of labor supply and labor efficiency in railway track work. A direct out-come of this is the establishment of higher wages and the introduction of new methods of obtaining and controlling labor. This, together with the growing tendency to distribute maintenance work over the entire year, instead of concentrating it within a few busy months, may mean that railway maintenance will be come a field for permanent gangs rather than for the shifting and ever-changing forces which have been characteristic of American railway service.

Supplementary to this is the wider consideration and use of labor saving machinery and appliances, which is the opening of a broad field of development. Such devices serve two different purposes. They may release men for military or other essential service, and they may enable a small force to do as much work and as good work as a larger force with-out such equipment. Furthermore, they may result in better work and greater permanence with consequent reduction in maintenance and increase in economy. Appliances that contribute to the stability of the track may be classed as labor saving devices from the fact that they tend to reduce the amount of maintenance work required.

Conservation of material used in track is another improvement forced by the shortage due to war conditions. Special care must be given to the proper use of existing supplies in order to make the most of what we have and avoid all unnecessary requisitioning of new material which is badly needed for other purposes. Much old material which once would have gone for scrap can be made available for use again if proper care is given to it. That which cannot be utilized directly must be collected to add to our stores of raw material.-Engineering News Record.

Railway Company's Liability for Damaged Goods.—The C.P.R. has been or-dered by a Quebec court to pay \$229 damages to M. W. Fisher, for damages to 4 packages of merchandise. They were delivered at Pallerer to 28. delivered at Bellamy station on June 28, 1917, and they were left on the platform during a rainstorm. The company claimed that they may be that they were left in an exposed position by the consignor, and therefore it was not liable for any damage. The court held that the responsibility for caring for reads delivered to the second to the second to the goods delivered to it for consignment belonged to the company directly they were delivered into its agent's possession.

Smithers, Chairman of the A. W. Board, G.T.R., is expected in Montreal shortly to make his annual inspection trip over the line. It is reported that during his visit he will discuss with the Dominion Government the question of the acquire-ment of the G.T.R. and the G.T. Pacific Ry. for the Dominion.