

In addition to this inspection by the roundhouse inspector, a boilermaker looks over every boiler, both internally and externally, after each trip. Every

while the engineer does not use this particular coal, nevertheless, on account of that taken out at the beginning of the run, he is held for this amount, and

Formerly, another stub was attached for the engineer's own use, but now another more complete form, one of which is shown in fig. 3, is used for

Intercolonial Railway of Canada

Oct. 16, 1911

Storekeeper:—
Please furnish for Locomotive No. 276

SPRINGHILL JCT. 276

OIL, PINTS						Greases		Waste	
Headlight Kerosene	Signal	Valve	Engine	Car	Catch	Cup	Journal	Cotton	
8	2	1 1/2	3			2		2	

(Signed) J. W. McBeath
Engineer.

Fig. 1. Locomotive Engineer's Requisition Blank on Storekeeper for Run Supply.

Intercolonial Railway

LOCOMOTIVE FUEL TICKET

Oct. 16 1911 Eng. No. 276

Received at Moncton

BITUMINOUS.

4 Tons

Name J. W. McBeath

Occupation Engineer

Correct H. H. Wry
Foreman

Fig. 2. Fuel Ticket given by Locomotive Engineer to Coal Foreman.

14 days the boilers are thoroughly washed out and all the staybolts tightened. With the roundhouse attention given the locomotive as outlined in the above, Intercolonial freight locomotives will run 80,000 miles, and express locomotives 100,000 miles before requiring complete overhauling. About the time half these mileages are completed, however, the locomotives are called in to the shops for what are termed "specific" repairs, which include the replacing of such parts as tires, piston rods, and similar members that are subject to proportionately greater wear than are other parts of the locomotive.

The locomotive after this roundhouse attention is ready for its next run. Alongside of the board mentioned earlier, on which the locomotive locations are listed, there is another board containing three columns: locomotive, train and hour of departure. The engineer, knowing his particular train or run, when he reports for duty, ascertains the locomotive to be used by consulting this board, which is kept posted by the roundhouse foreman. The authority of the latter comes from the traffic department, which advises him of the number of cars to be hauled, giving him a means of selecting the locomotive most suited to the purpose.

The sundry stores required by the engineer have been computed for every run on the system, so that each engineer is kept within a certain allowance. This schedule of stores for the runs is posted in the foreman's office. The engineer, knowing his run, jots down the stipulated quantities on a form provided, as shown in fig. 1. This slip is handed over to the storekeeper in exchange for the supplies.

The locomotive is watered in the roundhouse, and being previously coal-ed, is ready for its run. Consider the same run as that previously dealt with—from Moncton to Springhill Jct. and return. When Springhill Jct. is reached, the coal supply will require replenishing, which is accomplished at the Springhill Jct. coal chutes. As a check on this, a slip such as that shown in fig. 2 (where two are illustrated) is made out and handed to the station agent. This slip (no. 1) the station agent signs and forwards to the fuel agent at Moncton for the latter's records. Similarly, on return to Moncton, the locomotive is re-coaled, and

slip no. 2, fig. 2, made out, and as there is a coal foreman there, it is given to

that purpose. Reference to this sheet will show that a very complete record

ENGINEER'S REPORT

INTERCOLONIAL RAILWAY

Form No. 2012
17-7-11 30M

ENGINEER J. W. McBeath FIREMAN Ed. Connors

LOCOMOTIVE No. 276 CONDUCTOR McMannas

From day the 16th day of October 1911

Train No.	Class of Service	STATIONS	Distance Between Stations	Tons of Coal Received	Advertised time of Departure	ACTUAL TIME		NO. OF CARS ON TRAIN	
						Departure	Arrived at Station	Passenger	Freight
Ex	Freight	Moncton			23:30	23:30			
		Springhill		4					
		Moncton	130	4			16:40		24

CLASSIFICATION OF LOCOMOTIVE MILEAGE
(See other side for Instructions)

PASSENGER				FREIGHT				MIXED			WORK	TOTAL
Train	Help	Light	Shunting	Train	Helping	With Ca-boose only	Light	Shunting	Train	HELP		
				130								130

TO BE FILLED IN BY FOREMAN						TO BE FILLED IN BY ENGINEER	
(1) Came on duty		(2) Advertised time of departure or time ordered		(3) Actual time loco. placed in hands of Hostler		TIME ALLOWANCE	
						Days	Hours
23:30		23:30				1 1/4	5

Foreman at Point of Departure will fill in No. 1 Column, "Time came on duty," and No. 2 Column, "Advertised time of departure or time ordered." Foreman at Point of Arrival will fill in No. 3 Column, time placed in hands of Hostler, and explain any excessive detention which occurs after arrival at station.

Signature of Foreman at point of departure A. P. Metcalfe

I hereby certify that this trip has been made and the above allowance of time is correct.
Foreman at Pt. of Arrival C. White

REMARKS Freight and pick up between Moncton and Springhill set off cars at Amherst and Maclean going out. also picked up cars at Pannier Jet set off cars at Amherst on return.

Fig. 3. Locomotive Engineer's Report Sheet containing Essential Features of the Run.

him to sign and forward to the fuel agent.

of the run is contained on this report. In this particular case it was not one