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 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

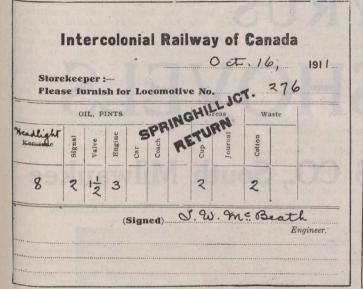


Fig. 1. Locomotive Engineer's Requisition Blank on Storekeeper for Run Supply.

2 Intercolonial Rallway Intercolonial Railway LOCOMOTIVE FUEL TICKET LOCOMOTIVE FUEL TICKET Oct. 16 1911 Eng. No. 27.6 Oct. 16 1911 Eng. No. 276 moncton Received at Received at Springhill BITUMINOUS. BITUMINOUS. A Tons Name J. W. M. Beath Occupation. Occupation Correct

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

14 days the boilers are thoroughly wash-

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

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 ensineer, 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 ensineer have been computed for every run on the system, so that each 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 coaled, is ready for its run. Consider the same run as that previously dealt with from Moncton to 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 will show that a very complete record

ENG	ENGINEER'S REPORT INTERCOLONIAL RAILWAY													Form No. 2012 17-7-11 30M	
					. 0					-	-				
ENGINEER J. W. Th. Beath FIREMAN Ed. Conners															
LOCOMOTIVE No. 276 CONDUCTOR The Thanks From day the 16th day of October 1911															
	,	*	ion day	the	!	6 Lh		day of.	0	love	~	1911			
Train	-	lass of	STATIONS			Distance		ns of	Advertised	1	ACTUAL	TIME	No. of Cars on Train		
No.		ervice				Between Stations	Re	ceived	time of Departure	Depo	Departure Arr		Passenger	Freight	
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			Springhill			-		4		1997		11			
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Passenger					FREIGHT					MIXED					
Train	_ Help	Light	Shunting	Train	Helping	With Ca- boose only	Light	Shuntin	g Train	HELP LIGHT		Work	T	OTAL	
				130									1:	30	
-		100		1		-		LED IN	BY FOREMAN			То не	FILLED IN I	BY ENGINEER	
Freeman at Point of Departure will fill in No. Lower Transcate Company and No. Column, "advertised time of departure or time ordered." Foreman at Point of Arrival will in let, and explain any excessive detention which occurs after arrival at states."						Advertised time of departure or time ordered				TIME ALLOWANCE			TIME ALLOWANCE		
									ostler	Days	Days Hours		YS Hours		
ler, and explain any excessive detention which occurs after arrival at station.						23.	30						5		
Signal at po	Signature of Foreman at point of geparture A. P. Metcalle of the strong at point of geparture C. White														
DEA	REMARKS Freight and pick up between moneton and springfull set off cars at amherst and macean going out. also picked up cars at														
ma	cea	n g Jet	oma	on	t. Set s.	ff co	also	o of	- am	d i	of st		at		

Fig. 3. Locomotive Engineer's Report Sheet containing Essential Features of the Run. of the run is contained on this report. In this particular case it was not one him to sign and forward to the fuel