

CANADIAN ROADMASTERS ASSOCIATION.

At a meeting of roadmasters held at Smith's Falls, Ont. Sep. 15, 1897, it was decided to organize The Canadian Roadmasters Association, the membership to be confined to roadmasters & assistant roadmasters in good standing on any regularly operated railway in Canada, members to be admitted by a majority vote of the Executive Committee. The membership fee was fixed at \$2. The officers elected were: President, W. Shanks; Vice-President, J. Jelly; Secretary, J. Drinkwater; Treasurer, J. Brennan. Other members of Executive Committee: A. McAuley, J. Shanks, W. Kelly, R. Shanks.

The 2nd meeting of the Association was held at Ottawa Sep. 20, 1898, President W. Shanks in the chair, there being a fair attendance of members.

In opening the meeting the President said: It is generally known that roadmasters are good speakers. It is customary for the chairman of such a meeting as this to open the proceedings with an address, but I am relieved very much on this score because I see many other better speakers than myself here to-day, & I will therefore make my address very short. I would say before proceeding to routine business that I am very pleased to see the large attendance at our meeting, though I would rather it had been a good deal larger. There is no doubt that meetings of this kind, if properly conducted, will prove beneficial both to ourselves & to the roads we represent. As I am not a speaker myself, & there are many here who are, I will not take up your time further, but will proceed with the regular order of business.

The Secretary read the minutes of the first meeting, also the Treasurer's statement, both of which were adopted. The roll was then called.

COMMUNICATIONS.

The Secretary reported having written to the management of the various Canadian railways requesting that facilities be given their roadmasters to attend the meeting, & read a number of replies, including the following:—

C. M. HAYS, General Manager G.T.R., wrote:—"I am sorry to learn that the Association did not select a more central location, convenient to the officers of our line, as in that event we should have been glad to have had as many of our roadmasters attend as could be conveniently spared from their work, but in view of the fact that the latter part of September, the date set for the meeting, is an unusually busy period for all of our roadmasters, of which you are doubtless aware, I fear that most of our men will not find it convenient to attend, as, with the exception of 1 or 2, it would mean an absence from duty of 3 or 4 days at least. If the next meeting could be arranged to be held at a more convenient time & place, central to our line, I would be glad to have as many of our roadmasters attend as could find it convenient."

D. POTTINGER, General Manager Government Railway System, wrote:—"There is no objection to our roadmasters attending the meeting of the Association if they desire to do so, & if the Chief Engineer can spare them from the work. We have a good deal of work going on at this season of the year & it will not be closed up in September, & it is not always convenient for the men looking after such work to be away from it."

W. WHYTE, Manager C.P.R. Western Lines, wrote:—"The date of your meeting is about the very worst time of the year for our roadmasters to leave their tracks, as our fall rush of traffic will then be on us. However, applications from any of our roadmasters will, no doubt, be considered by their Superintendents."

T. TAIT, Manager C.P.R. Eastern Lines, wrote:—"I am very glad, indeed, to hear that

the roadmasters in Canada have formed an Association with the object of discussing matters in connection with the maintenance of roadbed, &c., as I think that such discussions & exchange of experience & opinions cannot but be productive of good results. I have written our general superintendents asking them, on application from their roadmasters, to give as many of them as they can spare leave of absence & transportation to enable them to attend the meeting at Ottawa."

E. J. CHAMBERLIN, General Manager Canada Atlantic & Ottawa, Arnprior & Parry Sound Rys., wrote offering to extend the courtesy of those lines to roadmasters attending the meeting.

T. HICKEY, Roadmaster Michigan Central, wrote regretting inability to be present owing to the Roadmasters Association of America meeting at Denver, Col., Sep. 13 to 15, & suggesting that future annual meetings of the Canadian Association should be fixed so as not to clash with meetings of the U.S. Association.

OFFICERS ELECTED.

The following were elected by acclamation: President, W. Shanks, C.P.R., Carleton Jct., Ont.; Vice-President, J. Leslie, O. A. & P. S. Ry., Ottawa; Sec.-Treas., J. Drinkwater, C.P.R., Winchester, Ont. Other members of Executive Committee: J. Shanks, C.P.R., Montreal; W. Wallace, C.P.R., Ottawa; M. Keefe, O. & N.Y. Ry., Ottawa; J. R. Brennan, Gatineau Valley Ry., Ottawa.

The Secretary's report showed a membership of 31, the following lines being represented: Canadian Pacific, Intercolonial, Canada Atlantic, Ottawa, Arnprior & Parry Sound, Gatineau Valley, Pontiac & Pacific Jct., Central Ontario, Michigan Central, Manitoba & Northwestern.

THE DUTIES OF SECTION FOREMEN.

The committee, J. Shanks, J. Brennan & J. Leslie, reported as follows: The duties are in summer to keep track in proper surface, level & line, renew ties, also change broken & worn-out rails, keep switches & frogs in good order & keep same properly blocked to prevent trainmen from getting caught in them, to keep all track bolts properly tightened, keep all farm & all public crossings in repair, also do light repairs to right of way fences, keep track to good gauge & adze down ties on curves where rails roll outward, keep ditches properly cleaned out. In winter to keep track properly shimmied up & prevent same from spreading, keep all switches & frogs & sidings clear of snow & ice, see that snow plough signs are put up & kept up all winter at crossings, keep the right of way clean & tidy & free of old ties, brush, weeds, &c. Foremen should ride over their sections on passenger, light or freight engines when opportunities occur, say once a week.

MR. JELLY.—Is this report supposed to cover the whole of a section foreman's duty?

THE PRESIDENT.—This report was drawn up that it might be discussed & amendments proposed if necessary.

MR. JELLY.—In moving the adoption of this report I would like to make a few remarks. I presume that different roads have different rules in connection with these matters, & I also presume that none of them have more for their foreman to do than the C. P. R. has. However, I think the report as a whole, as far as I can see, is all right. Nevertheless, the duties of a section foreman very often exceed those mentioned, but I think the chief duties are enumerated.

MR. MORIN.—I notice one very good idea in this report; that is the suggestion that foremen be permitted to ride on engines over their sections. Permission should be given to section foremen to ride on engines or passenger trains over their sections, so that they will be able to see all the bad spots on the sections. If this could be arranged with the

superintendents it would be a great benefit to the roadmaster & to the company. Another thing, I think that section foremen should visit all of their sections after a storm or high wind, & should go over the section personally both day & night. Just at present I do not notice anything else that calls for special mention.

MR. DRINKWATER.—Referring to the point taken by Mr. Morin, as to foremen riding over sections on engines, I may say that this has been the custom on our division for about a year. It was an understanding arrived at with the General Superintendent, and the Locomotive Department were advised to allow section foremen to ride over their own sections & such parts of adjoining sections as was necessary, on engines pulling passenger trains. This has been practiced on our division for about a year, & I find that it has been very beneficial. Of course you sometimes get a foreman who is afraid to ride over any section but his own (laughter), but there is much difficulty experienced in picking out bad spots without doing so. We all know how difficult it is for a foreman to locate a bad spot unless he knows within half a mile or so of where it is, & this new arrangement has brought about a great deal of help to section men, & gives roadmasters considerably less to do, & of course that is what we are all after. (Laughter.) I was under the impression that this was being practiced all over the system.

MR. JELLY.—Might I ask if it was through the order of the Superintendent that this was arranged?

MR. DRINKWATER.—It was arranged through an order of the Superintendent & Master Mechanic to allow section foremen to ride on engines over their own sections from one station to another, & we have instructions to have them ride over their sections at least once every 2 weeks.

MR. MALLOY.—I approve of this report as a whole, but, like Mr. Jelly, I think there are many duties of a section foreman other than those named. Besides these duties it is certainly the duty of a section foreman to go wherever his duty calls him, & at any time. However a section foreman's duty is very well expressed in the report, though there are many unforeseen duties which are perhaps hard to get at & express. I am in favor of adopting the report as it stands.

MR. KELLY.—I have very little to say, but like those who have spoken I think there are many duties of a foreman which are not included in the report, though I am in favor of adopting it as a whole, & think perhaps that it is not necessary to name all the duties which a foreman may be called on from time to time to attend to. For a foreman to ride on an engine over his section once a week is a very good thing, & as Mr. Morin has said, I think all foremen should go over their sections after a heavy storm.

MR. KEEFE.—I favor the adoption of the report as it stands, as I think it covers practically all the duties of a section foreman. It is a standing rule with some companies that a sectionman is at liberty to ride over his section on an engine, & as far as visiting track after storms or high winds is concerned, it is the usual custom, I suppose, to go over the section if there is any prospect of danger whatever.

THE PRESIDENT.—I think that the report covers about what our rules cover, with the exception of riding on engines. I think this would be a very good feature.

The report was then adopted.

ELEVATION OF CURVES.

The committee, R. Shanks, W. Kelly & J. Jelly, reported as follows: We believe in curve easement at the tangents & that the elevation should commence to run off at the same point on the curve that the easement com-