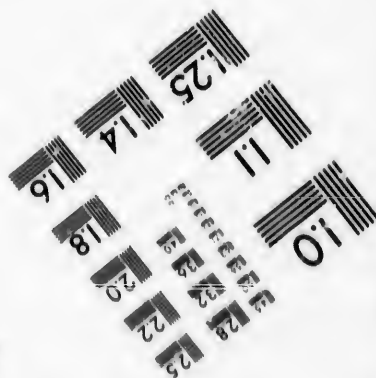
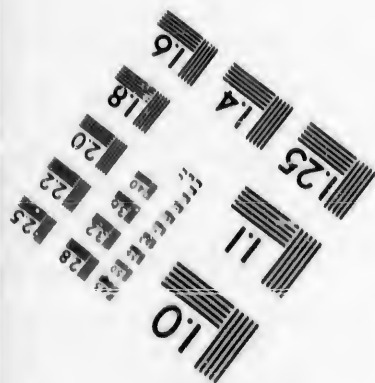
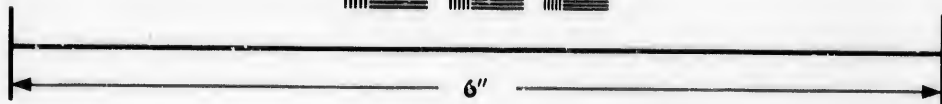
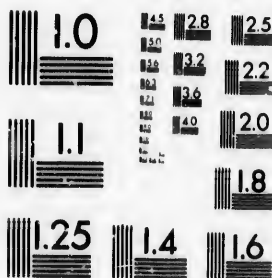


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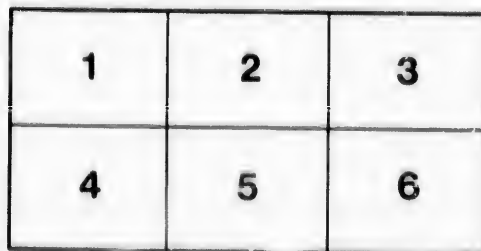
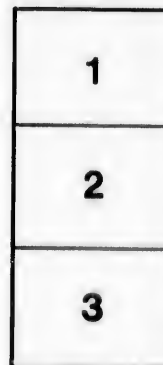
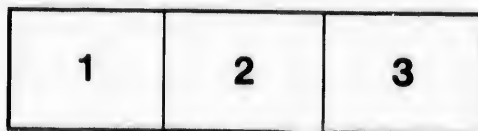
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MIDLAND RAILWAY OF CANADA.

Mechanical Department,

CIRCULAR No. 6.

April 19th, 1883.

To all Foremen, Wheelmen, Car Inspectors, and Car Repairers.

New cast iron truck wheels, when pressed on to axles, must be clearly marked with the shop initial where the work is done, and the date.

If the wheels are then kept in stock, and afterwards put into service at some other place and time, they must be re-marked underneath and close to the first marking.

The marking is to be made on the inside plate, with the light cut of a cold chisel, using roman figures for the date. Thus the marking for Port Hope to-day would stand

P.H.—XIX.—IV.—LXXXIII.

Or, Port Hope, the 19th day of the 4th month, of the 83rd year. The roman letters and initials to be about one inch long.

Car inspectors and repairers must see that all wheels are properly marked before being put into service under cars; and it is equally necessary, that in removing wheels they paint on the inside plate the date of removal.

In our contract with foundries supplying wheels, it is specified that new wheels are to be given to this Railway Company for those that do not run for one year under ordinary conditions of service; and if the men and foremen concerned are not careful to see that wheels are marked properly when put into service, and painted properly when taken out of service, this Railway Company will suffer heavy loss by their carelessness.

Men at out stations, receiving from any workshops, wheels that are not properly marked, must promptly report the fact to the Mechanical Superintendent, so that the error may be corrected, and the neglect brought home to the man at fault.

A careful record must be made of the nature (and if possible of the cause) of all defects that make it necessary to remove truck wheels.

Monthly reports must be sent to the office of the Mechanical Superintendent on Forms Nos. 52, 53 and 51, of all truck wheels removed, all truck wheels put in, and all truck wheels put under foreign cars the expense of which is properly chargeable against foreign railways. All information upon this latter point, is contained in the printed "Rules for Car Interchange," which have been approved by this Company and its connections.

In reporting casualties where there are failures of wheels or axles, foreman must give on the "Casualty Report," a full statement of the forge or other mark or brand on the axles, and not only the name of the maker of wheel but all marks and dates on the inside plate.

In the case of an axle breaking, the diameter at point of fracture, and the appearance of the fracture should be noted.

In sending in Form No. 52, put a red cross on left hand side of sheet against the record of those wheels that have been removed before making mileage for one whole year.

Schedule giving Shop and Station Marks:—

P H PORT HOPE.

U X UXBRIDGE.

L N LINDSAY.

B V BELLEVILLE.

T R TORONTO (Don.)

S B SCARBORO.

P B PETERBOROUGH.

W H WHITBY.

L V LORNEVILLE.

M D MIDLAND.

S T STOUFFVILLE.

C B COBOCONK.

H L HALIBURTON.

M N MANILLA.

M A MADOC.

W K WICK.

Mechanical Superintendent's Office, Port Hope.

J. DAVIS BARNETT,
Mechanical Superintendent.

