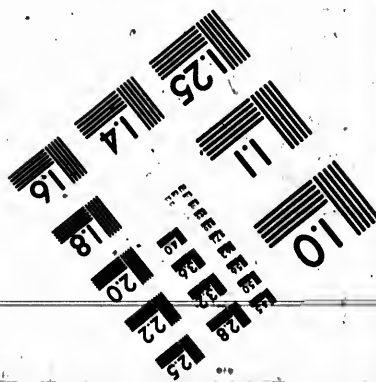
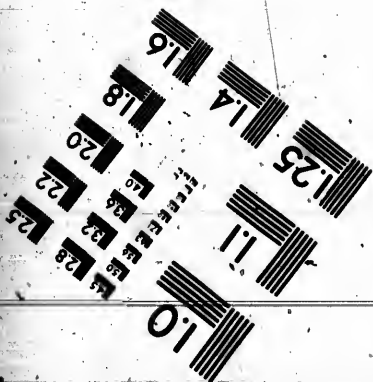
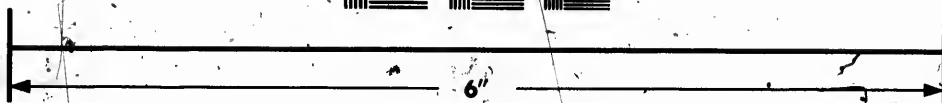
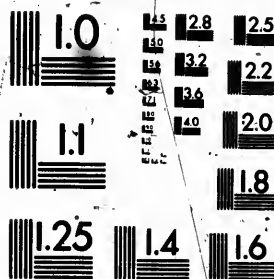


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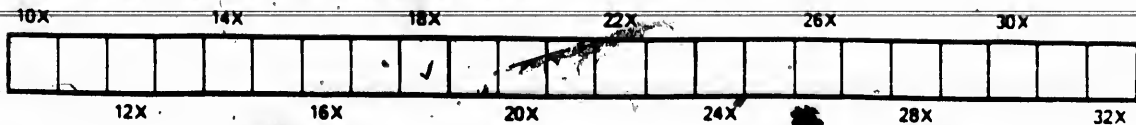
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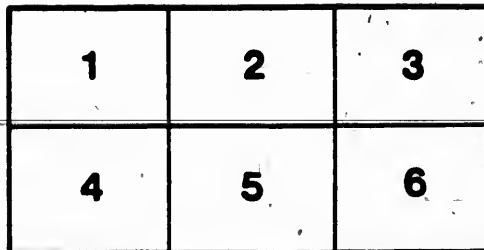
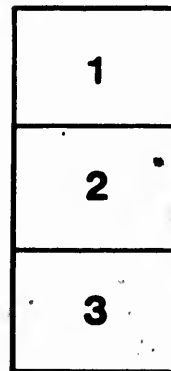
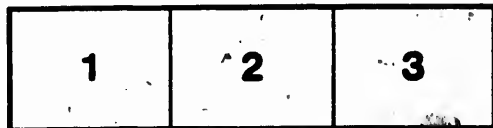
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Darius Barnett

CODE OF RULES

Governing the Condition of, and Repairs to,
Freight Cars

FOR THE INTERCHANGE OF TRAFFIC,

ADOPTED BY THE

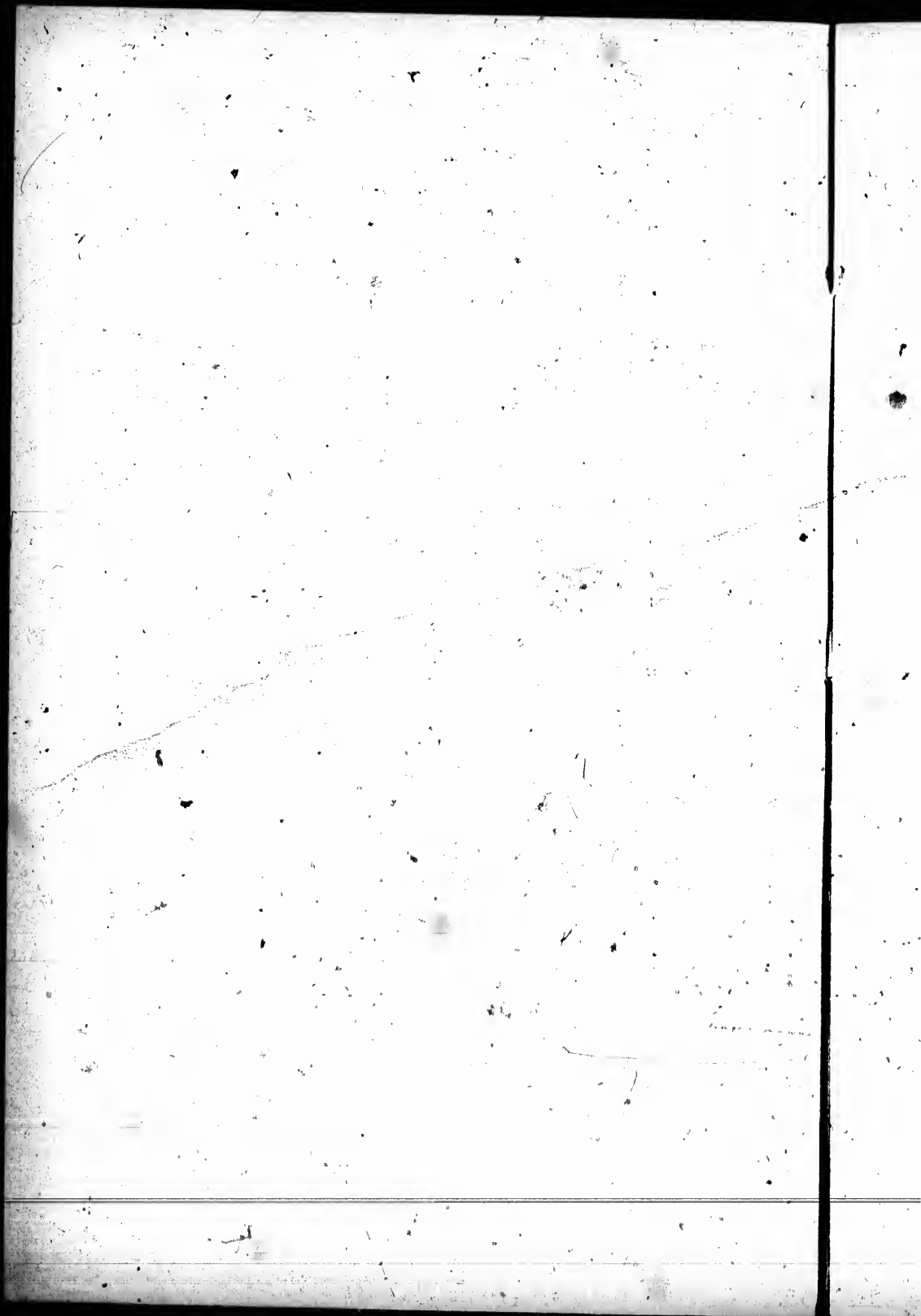
MASTER CAR-BUILDERS' ASSOCIATION.

Revised at Niagara Falls, N. Y., June, 1886.

THE WITHIN RULES AND RATES HAVE BEEN ADOPTED BY
THE GRAND TRUNK RAILWAY COMPANY,
AND TAKE EFFECT ON AUGUST 1, 1886.

All claims for wheels and axles furnished to replace those broken, also for cars damaged or destroyed, should be sent to MR. HERBERT WALLIS, *Mechanical Superintendent, Montreal, for the Grand Trunk Division*, and to MR. C. K. DOMVILLE, *Mechanical Superintendent, Hamilton, for the Great Western Division*; to whom please supply reports of this Company's cars damaged or destroyed on your line.

JOSEPH HICKSON,
Gen'l. Manager Grand Trunk Ry.



CODE OF RULES
GOVERNING THE CONDITION OF, AND REPAIRS TO, FREIGHT
CARS FOR THE INTERCHANGE OF TRAFFIC

ADOPTED BY THE MASTER CAR-BUILDERS' ASSOCIATION.

Revised at Niagara Falls, N. Y., June, 1886.

GENERAL.

RULE 1—Each Railway Company shall give to foreign cars, while on its line, the same care as to oiling and packing that it gives to its own cars.

Care of foreign cars.

DELIVERING AND RECEIVING CARS AT INTERCHANGE POINTS.

RULE 2—Cars must be delivered in good running order, and returned in as good general condition as when received.

Condition of cars delivered.

RULE 3—Cars may be refused for any of the following defects:

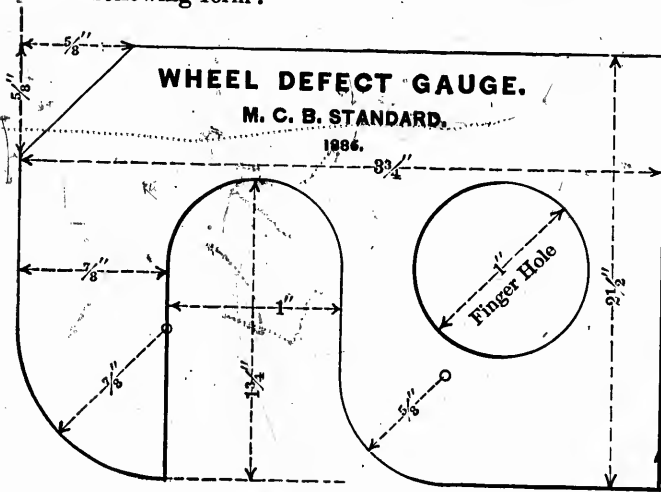
Defects for which cars may be refused.

DEFECTS OF WHEELS.

- a. Worn or slid flat, exceeding $2\frac{1}{2}$ inches in length or diameter.
- b. Worn flange, flanges less than one inch thick, or having flat vertical surfaces, extending more than $\frac{7}{8}$ inch from tread.
- c. Wheels cracked or broken in any manner.
- d. Shelled out; Wheels with treads defective on account of circular pieces shelling out, leaving round, flat spots

deepest at the edge, with a raised centre. Wheels must not be condemned from this cause, unless the spots are over $2\frac{1}{2}$ inches in length, or diameter, or are so numerous as to endanger the safety of the wheel.

- e. Wheels chipped on the rim, leaving tread less than $3\frac{1}{4}$ inches in width when measured from the flange at a point $\frac{5}{8}$ inches above tread.
- f. Wheels with flanges chipped, so that they are unsafe to run.
- g. The determination of flat spots, sharp flanges, thin flanges, and chipped treads shall be made by a gauge of the following form :



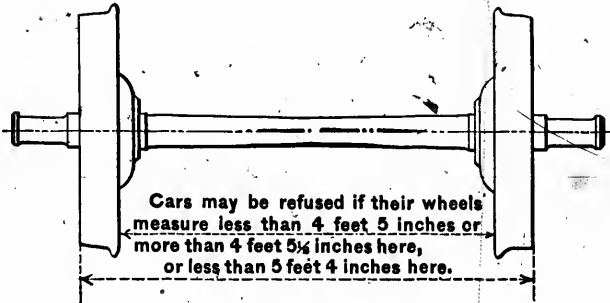
DEFECTS OF AXLES.

- h. Axles bent or with journals cut.
- i. Axles with journals of less diameter than the following limits :

60,000 lbs. car.. limit,	$3\frac{5}{8}$ in.
50,000 " "	"	$3\frac{1}{4}$ "
40,000 " "	"	$3\frac{3}{8}$ "
30,000 " " (or less).....	"	$2\frac{1}{4}$ "

DEFECTS OF MOUNTING WHEELS ON AXLES.

- j.* Loose wheel.
- k.* Out of gauge, or wheels that measure less than 4 feet 5 inches or more than 4 feet 5½ inches between flanges, or less than 5 feet 4 inches over treads.



OTHER DEFECTS.

- l.* Brakes in bad order.
- m.* Brake wheels, steps, ladders or running boards in bad order, or insecurely fastened.
- n.* Drawbars or attachments in bad order.
- o.* Draft sills or draft timbers spliced.
- p.* Intermediate or outside sills recently spliced in a manner not prescribed by the Rules.
- q.* Leaky roofs on merchandise or grain cars.
- r.* Doors which are not sufficient protection against fire or storms.
- s.* Special or general defects of bodies or trucks, which render cars unsafe to run.

RULE 4—A car with defects which do not render it unsafe to run must be accepted, but in such cases the Company to whom such car is offered may require that a defect card shall be securely attached to the car, preferably on the inside of cross-tie timber.

Defect cards, use of.

RULE 11—In the case of cars belonging to private parties or corporations, other than Railway Companies, or that are not cared for or controlled by a railroad company, the repairs of such parts as fail under fair usage, or from faulty construction, may be made by Railway Companies, and shall be paid for by the owners.

Individual
cars,
repairs of.

BILLS FOR WHEEL AND AXLE WORK.

RULE 12—Bills rendered for wheels and axles shall be in accordance with the following schedule of prices for material, with the proper debits and credits:

Wheels and
axles, prices
for.

	NEW.	SECOND-HAND.	SCRAP.
One 36-inch wheel.....	\$13 00	\$9 00	\$5 00
One 33-inch wheel... ..	10 00	7 00	4 50
One 30-inch wheel (or less)...	9 00	6 00	4 00
One axle.....	10 00	7 00	4 00

and with an additional charge of \$1.50 for all labor, for each pair of wheels and axle removed from the truck. If new wheels and axles are substituted for second-hand wheels and axles, proper charges and credits shall be allowed, although such substitution be made on account of any one loose or defective wheel, or a defective axle.

RULE 13—Bills for wheels and axle work shall be in the following form:

Wheels and
axles, form
of bills.

Bills for wheel and axle work must make specific mention of each wheel and axle removed or applied:

Bills which do not embody all the information called for by the headings of the columns, may be declined until made to conform to the requirements of the rule. If no marks are found on wheels or axles removed, a notation to that effect must be made on face of bill.

RULE 14—In noting on bills the cause of removal of wheels and axles, the following terms shall be used:

Worn Flat—Flat spots exceeding $2\frac{1}{2}$ inches in length or diameter. Care must be taken to distinguish this defect from "slid flat."

Worn Flange—Flanges less than 1 inch thick, or having flat vertical surface extending more than $\frac{7}{8}$ inches from the tread.

Cracked Plate—Cracks in plate when not extending through hub to axle. Length of crack must be stated.

Cracked Hub—Cracks extending from axle outwardly through hub. Length of crack must be stated.

Cracked Brackets—Bills should state the number of brackets cracked.

Broken in pieces—

Shelled Out—Wheels with treads defective on account of circular pieces shelling out, leaving round flat spots, deepest at the edge, with a raised centre. Wheels must not be condemned from this cause, unless the spots are over $2\frac{1}{2}$ inches in length or diameter, or are so numerous as to endanger the safety of the wheel.

Loose Wheel—

Out of Gauge—Bills should state the variation from limits prescribed in Rule 3.

Small Journal—Journal smaller than prescribed by Rule 3. Diameter of journal must be stated.

REPAIRING AND SETTLING FOR FOREIGN CARS.

RULE 15—Foreign cars if damaged shall be promptly repaired by the Company causing the damage; such repairs shall be

Wheels and axles, terms to be used in rendering bills.

Foreign cars damaged, repairing.

thoroughly made, and the work shall conform in detail to the original construction (provided it can be determined from the car itself), and with the same quality of material originally used; new standard parts may, however, be used if agreed to.

Precautions
in mounting
wheels.

RULE 16—Wheels on the same axle must be of the same circumference.

New Wheels must not be mated with second-hand wheels.

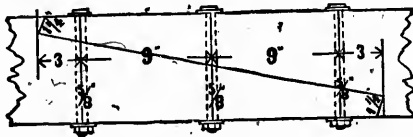
Prick-punching or shimming the wheel fit must not be allowed.

Wheels applied must be marked on inside with date of application.

The wheel seats of foreign axles must not be reduced to fit wheels, but the wheels must be bored to fit axles.

Spliced
sills.

RULE 17—The sills other than centre sills to which draw timbers are attached, may be spliced once and held by three $\frac{5}{8}$ -inch bolts, as shown below.



The splice may be located either side of body bolster, but the nearest point of any splice must not be within 12 inches of same.

Repairing
cars with
wrong
material.

RULE 18—Any Company repairing foreign cars with wrong material, and not in compliance with Rules 15, 16 and 17, shall be liable for the cost of changing such car to the original standard, or to the requirements of Rule 17.

Repairing
cars with
wrong
materials,
defect cards

RULE 19—A Company using wrong materials in such repairs, shall place upon the car, at the time and place that the work is done, a defect card, which defect card shall pass the car back to the owning road.

Foreign
cars
destroyed,
repairing,
etc.

RULE 20—When either the bodies or trucks of cars are destroyed on a foreign road, the owners must be notified immediately.

The Company destroying bodies or trucks shall have its option whether to rebuild or settle for same.

RULE 21—If the Company destroying the car elects to rebuild, either body or trucks, or both, the original plan of construction must be followed, and the original kind and quality of materials used. The rebuilding must be completed within 60 days from the original date of damage or destruction. In such cases no allowance shall be made for betterments.

Foreign cars rebuilding, manner of doing work.

RULE 22—The settlement prices for new cars and trucks shall be as follows:

Foreign cars destroyed, basis of settlement.

Box car, eight-wheel, 32 feet long and over	\$450 00
“ “ under 32 feet long	430 00
Stock car, eight-wheel, 32 feet long and over	450 00
Stock car, eight-wheel, under 32 feet long	435 00
Gondola car, eight-wheel, Drop bottom, 20 tons or over	400 00
“ “ “ 15 “ or less.	375 00
“ “ hopper bottom, 25 tons or over	450 00
“ “ “ 20 “ over	425 00
“ “ “ 15 “ less.	400 00
“ “ plain, 32 feet long or over	350 00
“ “ plain, under 32 feet	325 00
Flat car, eight-wheel, plain, 32 feet long or over	300 00
“ “ “ under 32 feet	290 00
Box car, four-wheel	230 00
Coal car, four-wheel, ordinary	200 00
Gondola car, four-wheel, drop bottom	300 00
Trucks, car, four-wheel, 1 pair	200 00

Depreciation due to age shall be estimated at 6 per cent. per annum, upon the yearly depreciated value of bodies and trucks, provided, however, that allowances for depreciation shall in no case exceed 60 per cent. of the value new.

Refrigerator cars and other freight cars designed for special purposes, not specifically referred to above, shall be settled for at special rates, as may be agreed to by the parties in interest, but the deduction for depreciation due to age shall be on the same basis as for regular freight equipment cars.

Foreign cars destroyed, returning trucks.

RULE 23—If only the body of a car is destroyed and the Company, destroying it elects to return the trucks, they shall be put in good order and delivered free of freight or other charges to the nearest point on the road of the Company owning the car.

FURNISHING MATERIAL AND BILLING WORK DONE.

Furnishing material.

RULE 24—Companies shall promptly furnish to each other upon requisition, and forward free over their own road, material for repairs of their cars injured upon foreign lines. Requisitions for such material shall state that it is for repairs of cars, and give numbering and lettering of such cars when possible.

Bills for work done, basis.

RULE 25—Bills for work done on defect cards or for material furnished on requisition shall be on the basis of the following charges and credits :

MATERIAL.	CHARGES.	CREDIT.
Cast Iron.....per lb.	2c.	3/4c.
Malleable Iron....."	5.	1/2.
Bolts, Nuts and Forgings....."	4.	1.
Cast Steel....."	9.	3/4.
Brass Journal Bearings....."	16.	9.
Phosphor Bronze Bearings....."	18.	10.
Pine (Yellow, White or Norway).....per ft.	3.	—
Oak....."	3.	—
Labor.....per hr.	20.	—
1 Box or Stock Car, Side Door.....	\$5.00.	—
1 Box or Stock Car, End Door.....	3.00.	—

No percentage to be added for either material or labor.

MISCELLANEOUS.

Leased cars, treatment of in bills.

RULE 26—In rendering bills leased cars shall be treated as belonging to Railway Companies whose name or initials they bear.

RULE 27—For the mutual advantage of Railway Companies interested, the settlement for a car damaged or destroyed on a private track shall be assumed by the Railway Company delivering the car upon such track.

Cars destroyed on private sidings, settlement for.

RULE 28—Any Railway Company may become a party to this Code of Rules by giving notice through one of its General Officers to the Secretary of the Master Car-Builders' Association.

Conditions of participation in Code of Rules.

Any Railway Company which is a party to this Code of Rules shall be bound by same through its successive revisions, until one of its general officers files with the Secretary of the Master Car-Builders' Association its notification of withdrawal.

Acceptance or rejection of this Code of Rules must be as a whole, and no exception to an individual rule or rules shall be valid.

RULE 29—The Executive Committee of the Master Car-Builders' Association shall receive and consider all changes, amendments and additions to this Code of Rules which may be proposed to them during the year, and shall report all such proposals to the Association at the time of the Annual Convention and revision, with their recommendations in reference to same. In case of any dispute or question arising under these rules the same may, by mutual consent, be referred to the Executive Committee, whose duty it shall be to decide the case. This decision shall be final and binding upon all parties concerned.

Rules, revision of, duties of Executive Committee, M. C. B. Ass'n.

RULE 30—In the revision of these Rules by the Association, each Railway Company shall be entitled to one vote for each 1000 8-wheel cars (or major part thereof) owned, or in process of purchase. Two 4-wheel cars shall count as one 8-wheel car. A two-thirds vote shall be necessary for adoption.

Rules, revision of basis of voting.

RULE 31—This Code of Rules shall take effect August 1, 1886, and shall be introduced for discussion and revision at one session of the Master Car-Builders' Association Convention each year.

Rules, in effect Aug. 1st, 1886.

LIST OF RAILROAD COMPANIES

WHICH HAVE ADOPTED THE CODE OF RULES GOVERNING THE
CONDITION OF, AND REPAIRS TO, FREIGHT CARS FOR THE
INTERCHANGE OF TRAFFIC.

The following is as complete a list as can now be made of the companies which have adopted the above code. If the names of any railroad companies which have adopted the rules are not included in the following list, the officers of such companies are requested to notify the Secretary of the Master Car-Builders' Association, so that the names of such companies may be included in the list hereafter :

Atchison, Topeka & Santa Fé.	Chicago & Grand Trunk.
Baltimore and Ohio.	Chicago & Iowa.
Boston & Albany.	Cincinnati, Washington & Baltimore.
Boston & Maine.	Cleveland, Columbus, Cincinnati & Indianapolis.
Boston, Hoosac Tunnel & Western.	Cleveland, Mt. Vernon & Delaware.
Buffalo, New York & Phila.	Cleveland & Marietta.
Burlington, Cedar Rapids & Northern.	Cincinnati Southern.
Canada Southern.	Connecticut River.
Central Iowa.	Cumberland Valley.
Central Vermont.	Delaware, Lackawanna & Western.
Champaign & Havana.	Delaware & Hudson Canal Co.
Chesapeake, Ohio & Southwestern.	Detroit, Grand Haven & Milwaukee.
Chesapeake & Ohio.	Detroit, Lansing & Northern.
Chicago, Burlington & Kansas City.	Des Moines & Fort Dodge.
Chicago, Burlington & Quincy.	East Tennessee, Virginia & Georgia.
Chicago, Milwaukee & St. Paul.	Fitchburg.
Chicago, Rock Island & Pacific.	Flint & Pere Marquette.
Chicago, St. Louis & Pittsburg.	Grand Trunk & Great Western Division.
Chicago, St. Louis & Western.	Gulf, Colorado & Santa Fé.
Chicago, St. Paul, Minneapolis & Omaha.	
Chicago & Alton.	

Hannibal & St. Joseph.
 Hartford & Connecticut West-
 ern.
 Housatonic.
 Houston & Texas Central.
 Illinois Central.
 Indiana, Bloomington & West-
 ern.
 Indianapolis & St. Louis.
 Intercolonial of Canada.
 International & Great North-
 ern.
 Kansas City, Fort Scott & Gulf.
 Kansas City, St. Joseph &
 Council Bluff.
 Lake Erie & Western.
 Lake Shore & Michigan South-
 ern.
 Lehigh Valley.
 Louisville, Evansville & St.
 Louis.
 Louisville, New Albany & Chi-
 cago.
 Louisville & Nashville.
 Maine Central.
 Marquette, Houghton & On-
 tonaon.
 Mexican Central.
 Michigan Central.
 Milwaukee, Lake Shore &
 Western.
 Missouri Pacific.
 Minneapolis & St. Louis.
 Minnesota & Northwestern.
 New York Central & Hudson
 River.
 New York City & Northern.
 New York, Chicago & St. Louis.
 New York, Lake Erie & West-
 ern.
 New York, New Haven &
 Hartford.
 New York, Ontario & Western.
 New York, Pennsylvania &
 Ohio.
 New York, West Shore & Buf-
 falo.
 New York & New England.
 New York, Susquehanna &
 Western.
 Norfolk & Western.
 Northern Pacific.
 Old Colony.
 Ohio & Mississippi.
 Ogdensburgh & Lake Cham-
 plain.
 Pennsylvania Company.
 Pennsylvania Railroad.
 Pennsylvania & New York
 Canal and Railroad Co.
 Peoria, Decatur & Evansville.
 Petersburg.
 Pittsburg, Cincinnati & St.
 Louis.
 Pittsburg & Lake Erie.
 Philadelphia & Reading.
 Providence & Worcester.
 Richmond, Fredericksburg &
 Potomac.
 Richmond & Danville.
 Rochester & Pittsburg.
 Rome, Watertown & Ogdens-
 burg.
 St. Paul & Duluth.
 St. Joseph & Grand Island.
 Saginaw Valley & St. Louis.
 Seaboard & Roanoke.
 Shenango & Allegheny.
 Southern Central.
 Terre Haute & Indianapolis.
 Texas Pacific.
 Toledo, Cincinnati & St. Louis.
 Toronto, Gray & Bruce.
 Troy & Boston.
 Union Pacific.
 Virginia Midland.
 Western Car Co.
 Western Maryland.
 Wilmington, Columbus & An-
 gusta.
 Wilmington & Northern.
 Wilmington & Weldon.
 Wisconsin Central.
 West Jersey.

