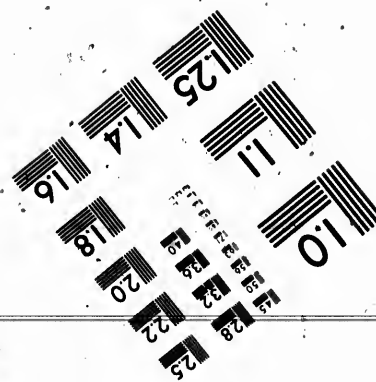
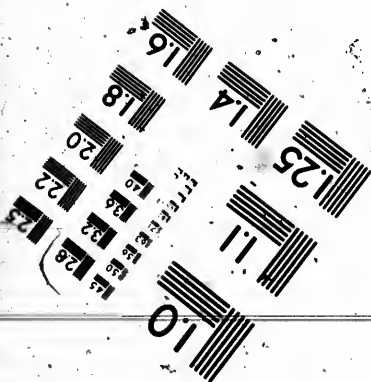
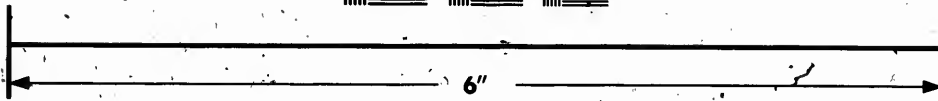
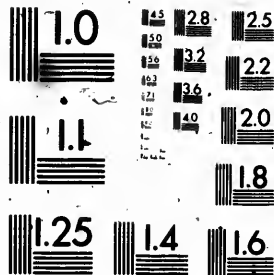


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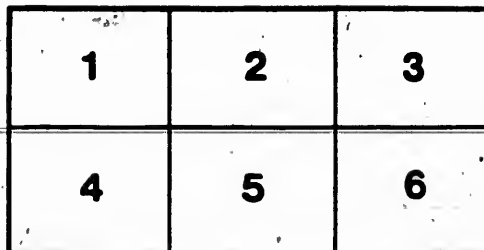
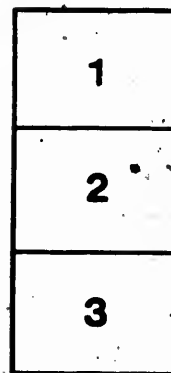
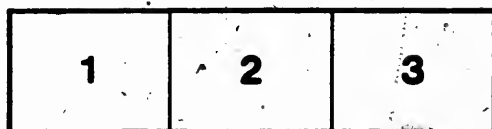
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# RULES.

Governing the Condition of, and  
Repairs to Freight Cars

**FOR THE INTERCHANGE OF TRAFFIC.**

---

*Revised at Old Point Comfort, June 11th, 1885.*

---

The within Rules and Rates have been Adopted

BY

**The Grand Trunk Railway Company,**

**AND TAKE EFFECT ON AUGUST 1, 1885.**

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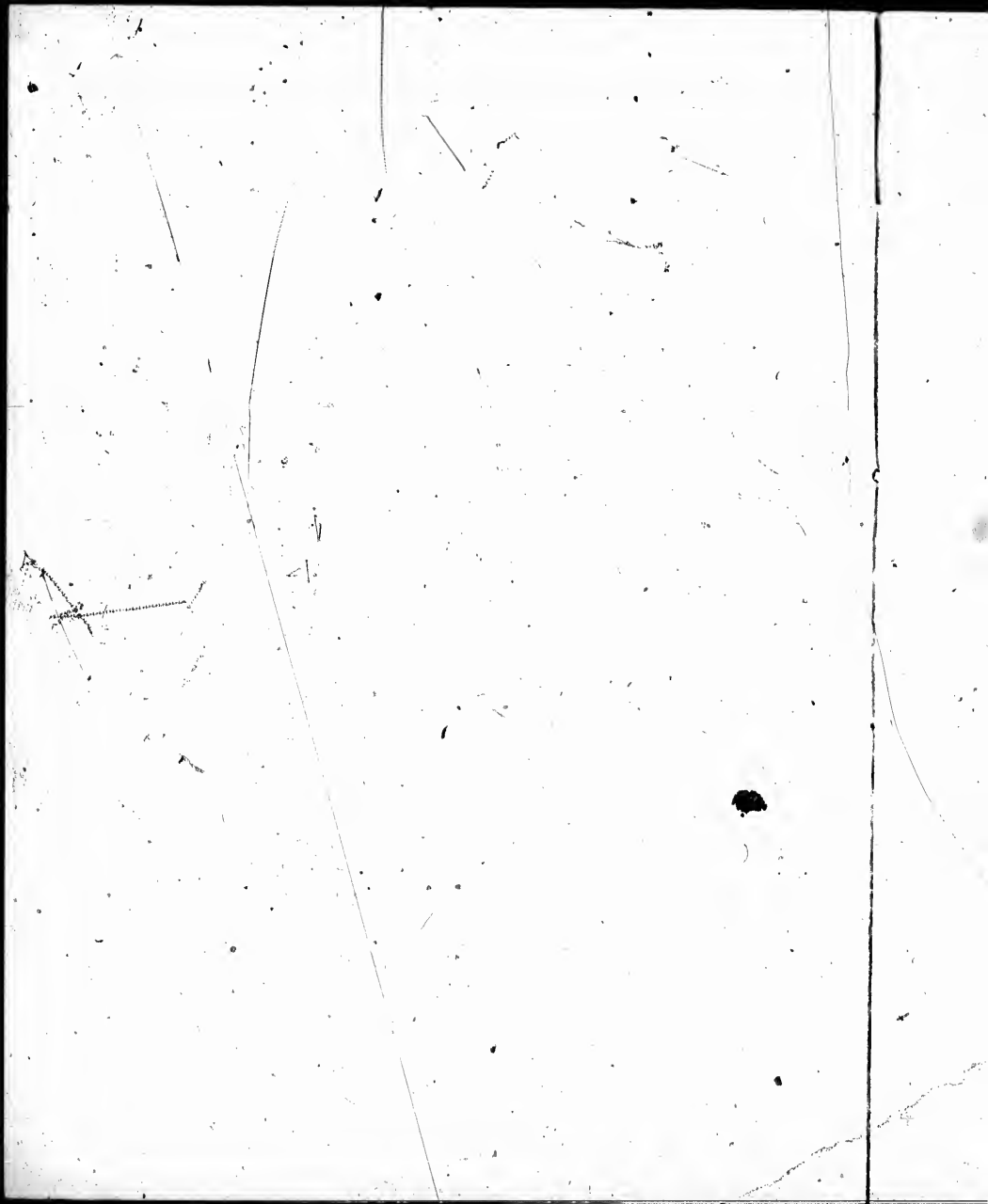
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BY

**The Grand Trunk Railway Company,**

**AND TAKE EFFECT ON AUGUST 1, 1886.**



**Grand Trunk Railway Company**  
**OF CANADA.**

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*Montreal, August 1st, 1885.*

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**Rules Governing the Condition of, and  
Repairs to Freight Cars, for the  
Interchange of Traffic.**

---

**RULES.**

**RULE 1.**—Each road is to *deliver* the cars to connecting roads in *good running order*, as defined by the following rules:

**RULE 2.**—Each road may maintain an inspector at junction stations, and refuse cars unless they are in good running order.



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

- a. Wheels cracked or broken.
- b. Flat spots on wheels exceeding  $2\frac{1}{2}$  inches in length.
- c. Flanges with flat vertical surfaces extending over  $\frac{7}{8}$  inch from tread of wheel.
- d. Flanges less than 1 inch thick.
- e. Wheels chipped on the rim leaving the tread less than  $3\frac{1}{2}$  inches.
- f. Axle journals cut, or less in diameter than mentioned below, in accordance with capacity registered on cars :
  - 60,000 lbs. (6 axles) to be not less than  $3\frac{1}{2}$  inches.
  - 60,000 lbs. (4 axles) to be not less than  $3\frac{3}{4}$  inches.
  - 50,000 lbs. (4 axles) to be not less than  $3\frac{1}{4}$  inches.
  - 40,000 lbs. (4 axles) to be not less than 3 inches.
  - 30,000 lbs. or less, (4 axles) to be not less than  $2\frac{3}{4}$  inches.

- g.* Brakes not in efficient condition.
- h.* Brake wheels, steps, ladders or running boards not securely fastened or in bad condition.
- i.* Drawbars or attachments in bad order.
- j.* Leaky roofs on merchandise or grain cars.
- k.* Spliced draw sills or draw timbers.
- l.* Intermediate timbers or outside sills recently spliced in a manner not provided for in the rules.
- m.* The general condition of cars considered unsafe to move in heavy trains.
- n.* Doors in such condition as to render them unsafe as protection from fire and storms.

**RULE 4.**—In order to give good dispatch to the movement of cars the inspection by the receiving road and the repairs by the road offering the car shall be promptly made.

**RULE 5.**—In case a car has defects which do not render it unsafe to proceed on its journey before being repaired, the inspectors shall note such defects, and the car be accepted, subject to being received back in the same condition.

In such case a card  $4\frac{1}{2}$  x  $6\frac{1}{2}$  inches, in the form shown below, may be affixed under the body of the car, for guidance of other inspectors, preferably on the inside of the cross-frame tie-timber, stating the defects with which the car will be received back, and when the car is so repaired the card will be removed.

Any company finding a car with card on it may make the repairs noted by card, and make bill for the same to the Company putting on the card, the card to accompany the bill as voucher for the work done.

In making out such bills the prices to be charged shall be as follows:

1. Castings, 2 cents per pound.
2. Malleable iron, 5 cents per pound.
3. Wrought iron, including bolts and nuts, 5 cents per pound.
4. Labor, 20 cents per hour.

No percentage shall be added to either labor or material.

All cards shall be printed and filled in on both sides.

<i>Name of Road.</i>	
Car No.....	Date.....
Initial.....	Line.....
Will be received at any point on this company's line, with the following de- fects:	
.....	
.....	
.....	
.....	
Inspector at.....	

**RULE 6.**—Every effort shall be made to cause the least possible hindrance to the dispatch of traffic in the inspection of cars, and the settlement of any disagreements arising thereunder.

In case the receiving and delivering inspectors disagree as to the condition of the car, the case is to be immediately referred to their superior officers.

**RULE 7.**—Each road shall give to all cars of other roads while on its line the same care as to *repairs*, *oiling* and *packing* that it gives to its own cars, and shall return them in as good general condition as they were when received. Should this not be done

the car may be refused upon its return until it is repaired, or until the company which has used it agrees to pay the expense necessary to restore it to such good general condition.

Locks are not to be considered a part of the proper equipment of a car, and if left on the cars when offered to foreign roads it will be at the risk of the owner.

The car owner shall be at the expense of replacing roofs lost off cars while in transit, and which upon examination show faulty construction, namely, the ends of the car lines improperly fastened to the plates, tin roofs improperly cleated down or rotten car lines or plates.

**RULE 8.**—Wheels and axles used to replace those broken or worn out under fair usage will be charged to the company owning the car.

Wheels with flat spots exceeding  $2\frac{1}{2}$  inches in length or diameter, or flanges with flat vertical surface extending more than  $\frac{7}{8}$  of an inch from the tread of wheel, or less than one inch thick, shall be considered worn out wheels.

Wheels flatted by sliding or wheels having treads or flanges chipped are not to be considered as worn out under fair usage. Such wheels shall be replaced by the company sliding or chipping them, at their own expense. The condition of each wheel removed must be noted on all bills. All wheels removed for any cause shall be reported to the owner of the car.

**RULE 9.**—Bills rendered for wheels and axles shall be in accordance with the following schedule of prices for material, with the proper debits and credits.

	New.	Second Hand.	Scrap.
One 36" wheel.....	\$15.00	\$10.00	\$6.00
One 33" wheel.....	11.00	8.00	5.00
One 30" wheel or less.....	10.00	7.00	4.00
One axle.....	11.00	7.00	4.00

And in accordance with the following rates for labor:

Boring and fitting wheels, each 50 cents.

Drawing and replacing per axle, 50 cents.

Turning axles each, 40 cents.

When only one wheel is put on an axle it must be of the same circumference as the other wheel on the same axle.

But in no case shall a new wheel be mated with a second-hand wheel.

Prick-punching the wheel seat or shimming the wheel shall under no circumstance be allowed.

RULE 10.—One railroad company rendering a bill against another for wheels or axles *shall note on the bill*, which shall be of the following form :





A full and exact description of the mode and manner of failure, name of manufacturer, the date cast, and all shop marks as found on such wheel or axle removed, as well as the owner, number, class and line of cars from under which they were taken, with date and name of station at which they are removed. They shall mark on the inside hub of the wheel substituted the date of its application. Bills may be declined until the above information is fully furnished. If no marks or date are found on wheels or axles removed, a notation to that effect must be stated on bill.

The following terms shall be used on the bills for wheels and axles in noting the defects of wheels that have failed under fair usage :

*Worn Flat.*—Where the flat spot or spots exceed  $2\frac{1}{2}$  inches in length or diameter, care must taken to distinguish this defect from "slid flat."

*Worn Flange.*—Where the flange is less than one inch thick or has flat vertical surfaces extending more than  $\frac{1}{2}$  inch from the tread of the wheels.

*Cracked Plate.*—This term is to be used in reporting all cracks that may occur in the plate other than those extending from the wheel-fit toward the rim, caused by bursting. In the report the length of the crack must be given.

*Cracked Brackets.*—The number of brackets cracked must be stated in the report.

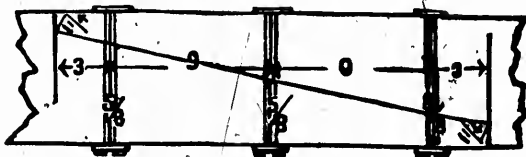
*Shelled Out.*—This term is to be applied to wheels which become rough from circular pieces shelling out of the tread leaving a rounded flat spot, deepest at the edge, with a raised centre. No wheel must be condemned for this fault unless the spots are over 2½ inches in length, or their number is so great as to interfere with the safe running of the wheel.

**RULE 11.**—If an accepted car of another road is injured upon a road it shall be repaired by and at the expense of the company in possession thereof as promptly as it repairs its own cars.

Such repairs shall be permanently and thoroughly made, and shall conform to the design in detail of the original construction (provided the same can be determined from the car itself), and with the same form and quality of material originally employed.

The companies may, however, agree with each other to substitute for broken parts new standards, such as the axle bearing and box adopted by the Master Car-Builders, improved draw-bars, etc.

RULE 12.—Sills broken or materially injured must be replaced by new ones of the same size and of good quality, an exception to be made of intermediate and outside sills to which the draw timbers are not attached, which, if broken, may be spliced once with a "ship splice," as here shown, of 24 inches in length; and secured by three  $\frac{5}{8}$ -inch bolts, the ends of the splice to be not less than 12 inches from the bolster, all to be done in a workmanlike manner.



RULE 13.—Any company departing from the above rules without authority shall be liable for the cost of changing the car again to the original standard. The car may be refused until the changes

are made or an agreement entered into to send it to the owner for such alterations, in which case proper credit shall be given for the material removed.

**RULE 14.**—Companies shall promptly furnish to each other, upon requisition, and forward free over their own road, standard materials for the repairs of their cars injured on foreign lines. In such cases the following prices may be charged :

- a. Iron castings, 2 cents per pound.
- b. Brass journal bearings, 18 cents per pound.
- c. Malleable iron, 5 cents per pound.
- d. Phosphor bronze bearings, 20 cents per pound.
- e. Forgings, bolts and nuts, 5 cents per pound.

**RULE 15.**—When either car-tracks or bodies are destroyed on a foreign road, the owners must be notified immediately, that a settlement may be speedily effected.

The company destroying the same shall have its option whether to rebuild it or pay for the same at the established price.

If it elects to pay for it, a deduction shall be made by the owner for the depreciation of the car-truck or

body at the rate of 6 per cent. per annum upon the yearly depreciated value of the parts destroyed since last built: Provided, however, that such allowance shall in no case exceed 60 per cent. of the established price.

If only the body of the car is destroyed and the company destroying it returns the trucks they shall be delivered to the nearest point on the road of the company owning car free of charge.

Until further revision of these rules the prices for settlement under this rule shall be as follows:

Eight wheel box car, 32 to 35 feet long.....	\$450 00
“ “ “ 32 feet long or under..	430 00
“ “ cattle car, 32 feet long or over..	450 00
“ “ ordinary stock car, 32 feet long or under .....	425 00
“ “ gondola car, 20-ton drop bottom	400 00
“ “ “ coal car, 20-ton hopper bottom.....	450 00
“ “ gondola, 31 feet long or over...	350 00
“ “ ordinary gondola car, less than 31 feet long.....	300 00



leased cars which are marked with their names or initials as they would for cars owned by them and so marked.

**RULE 18.**—When a car is damaged or destroyed on a private track, the railroad company delivering the car upon such track shall be subject to the same responsibility as if the damage or destruction had occurred on its own track.

**RULE 19.**—Any railroad company may become a party to these rules by giving notice of its adhesion through its General Manager or Superintendent to the President of the Master Car-Builders' Association. Each company may withdraw from its participation in these rules by giving thirty days' notice to other roads through a general circular.

**RULE 20.**—These rules shall take effect on and after August 1, 1885, and be introduced for discussion and revision during one session of the Master Car-Builders' Convention of each year.

**RULE 21.**—The Executive Committee of Master Car Builders' Association shall receive and consider all changes, amendments and additions to these

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 revision, with recommendation for adoption or otherwise.

The above rules were agreed to at a meeting of the Master Car Builders' Association held at Old Point Comfort, Va., June 11th, 1885, and have been adopted by this Company, taking effect from August 1, 1885.

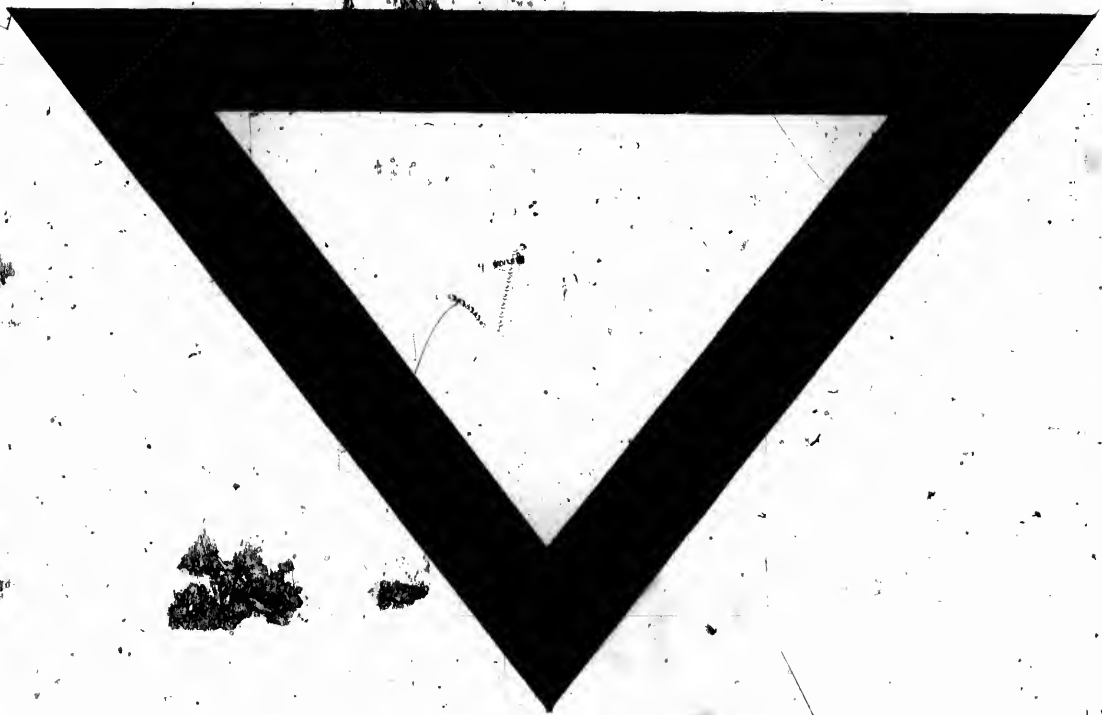
NOTE.—All claims for wheels and axles furnished to replace those broken, also for cars damaged or destroyed, should be sent to Mr. Herbert Wallis, Mechanical Superintendent, Montreal, for the Grand Trunk division, and to Mr. C. K. Domville, Mechanical Superintendent, Hamilton, for the Great Western Division; to whom please supply reports of this Company's cars damaged or destroyed on YOUR LINE.

JOSEPH HICKSON,

*General Manager, Grand Trunk Railway.*









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