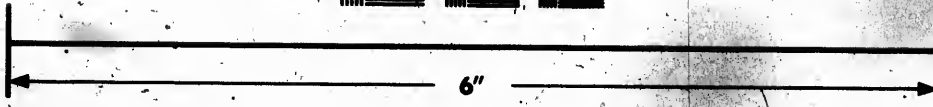
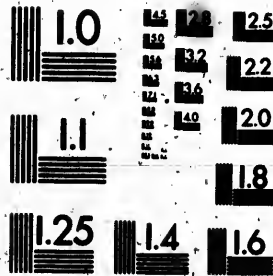


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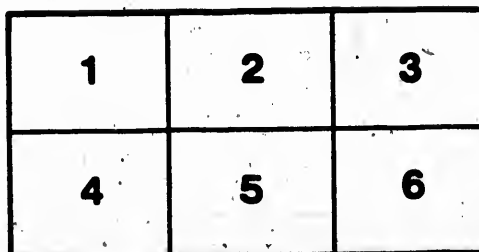
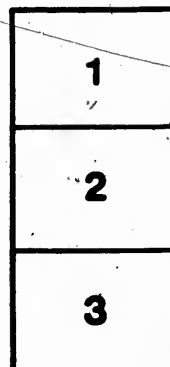
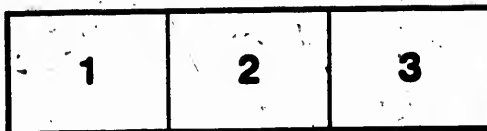
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Grand Trunk Railway of Canada.

MECHANICAL SUPERINTENDENT'S OFFICE.

Montreal, September 3rd, 1873.

Circular No. 9.

Instructions for the guidance of the Mechanical Staff in changing the Gauge of the Line west of Montreal, on Saturday, 4th Oct., 1873.

Orders having been issued to alter the Line to Narrow Gauge between Montreal and Stratford on 4th October next, I have to request your attention to the following arrangements affecting our Department :

LOCOMOTIVE ENGINES.

The broad gauge engines on Western and Central Divisions must be sent eastward to Montreal and Kingston (as per list) so as to reach these stations before the change takes place; and in working them east every facility must be given to the Traffic Department to move cars to the required points. Freight engines with trains, and engines running light, must leave Stratford not later than 4 p.m. on Wednesday, October 1st, and Toronto not later than 4 a.m. on Thursday, Oct. 2nd, in order that they may arrive at their destinations by noon of Friday, October 3rd, and the engines intended to work east of Montreal (as per list) should be despatched first.

The engines designated in the list to be left at Kingston for conversion, must be used to work trains eastward on the way down, the Belleville engines taking the trains on from Kingston; and these engines for conversion must be used to work the Belleville local train and No. 3 of Thursday, and No. 1 of Friday, October 3rd, also to do shunting duty at Kingston (to let the shunters off in good time), and thus prevent any broad gauge engines remaining fast at Belleville or Kingston.

The Montreal engine on No. 4 of Thursday, October 2nd, will be available for No. 1 of Friday, 3rd October, from Kingston, and in addition a good engine from Western Division must be supplied. No. 4 from Kingston, leaving at 3.15 a.m. on Friday, 3rd October, will be run through to Stratford with two good engines. The engine of No. 2 on Friday, October 3rd, must return at once from Brockville ahead of No. 1, and the Driver must take back a load of freight if the Traffic Department should require it to be done.

Care must be taken to have these Trains thoroughly equipped with "dogs," "jacks," &c, in case of accident, and if necessary the spare Drivers and Firemen on the Trains must assist, one of their number being appointed as leading hand.

Mr. W. McWood, Asst. Supt. will send a man on each of the last Passenger trains, with Signal Boards to put on the rear cars, and in front of each engine as soon as the trains cross; and the Locomotive foremen at Stratford, Toronto, and Kingston, must arrange for the four red Lamps in front of each engine of these trains, and must instruct the drivers when to use them as per the Managing Director's circular.

Reliable engines must be detailed to work these last broad gauge trains, so as to guard against the possibility of delay, and I would impress on all concerned the great importance of getting these trains through in good time, that no difficulty may occur in carrying out the programme which the Managing Director has laid down.

Mr. H. Roberts and Mr. K. Blackwell, Assistant Superintendents, will superintend these arrangements on the Western and Central Divisions, principally at Stratford and Toronto.

Mr. W. Welch, Locomotive Inspector, will have charge of the broad gauge engines in Montreal, and will place them in three sidings as per lists,—the first siding will be for engines to work east after the change, the second for engines to be converted, and the third for engines to be sold or broken up. He will also deliver to the Richmond men the engines allotted to that station in exchange for those which they bring to Montreal.

Mr. Welch will also take charge of the new narrow gauge engines, and will arrange for their equipment with tools, lamps, &c., taking care that each man's outfit is completed from the old stock which he has brought in.

ENGINEMEN AND FIREMEN.

Two of the senior Montreal drivers and their firemen will be sent to Stratford by No. 4 of Thursday, 2nd October, to bring down narrow gauge engines No. 280 and 281 as soon as the line is narrowed, one of these to remain at Kingston to run No 1 of Monday, 6th October, and the other to run through to Montreal; both these engines must take freight from Stratford or other stations, if required.

Men must be sent from Toronto to Stratford by No. 4 of Friday to bring down engines after gauge is changed, and 3 sets of men must be sent to Kingston, from Toronto west, for new engines.

We shall require at Montreal, either before or by No. 1 of Friday, October 3rd, 15 sets of men from Belleville, 19 sets from Brockville, and 7 sets from Toronto West (if possible men acquainted with Central Division), and 3 sets from Toronto East, to take back new narrow gauge engines. These men on arrival must report to Mr. Welch, who will billet them to boarding-houses provided for their reception, and will allot to each set of men the new engines they are to run, as per list supplied to him.

Mr. Blackwell will arrange to send men to work the I. C. R. Engines at Kingston and Cobourg, also for men and passenger engine to Brockville on 5th October to run the Local Train of 6th October, he will also arrange for men and engine from Toronto to Belleville for the local of same date.

Drivers selected for new engines, who do not take down their old engines, must bring with them their tools and lamps.

Foremen must understand that the equipment of the new engines will be made complete from the old stock, and a list of tools must be sent in with each engine, for which a receipt will be given by the party appointed to take charge of them.

CAR STOCK.

In changing the cars at Montreal and Stratford, three gangs of men will be provided to work eight hours each. It will be necessary also that a sufficient staff of men be selected for attaching the brakes as fast as the cars are changed, and these must be a distinct staff from the men working at the Nutter Machine. A sufficient number of horses must also be provided—probably six at each place.

One set of N. G. Pullman Car trucks will be sent to Toronto, and a sufficient number for the cars on Western Division will be sent to Stratford.

Trucks will be provided for 40 Brake Vans to be changed at Stratford, and 40 Vans at Point St. Charles.

Each Locomotive Foreman must see that his Auxiliary Car is changed to Narrow Gauge, the trucks for which will be supplied in good time.

The number of Passenger Cars changed at the different Stations, will be in accordance with the Circular issued by the Managing Director. Those at Stratford, will of course be changed under the Pullman Elevator, and at other Stations the Locomotive or Car Foremen must arrange for the work to be completed by daylight, on Monday, October 6th.

Mr. W. McWood, Assistant Superintendent, will have charge of the whole of the arrangements for changing the gauge of cars.

CENSUS OF CARS TO BE TAKEN WEST OF MONTREAL.

A Census of Cars will be taken at the time the trucks are changed, for which purpose two men will be placed at each "Nutter" machine at Stratford and Montreal—one by day and one by night—who will take the Nos. and description of all cars changed, on a printed form, which will be provided, and foremen must report to me the number changed each day.

Locomotive Foremen between Montreal and Stratford, must take a Census of all Passenger Cars changed, and of any cars disabled or off the track, on their Division, on Sunday, 5th October; and the Car Foreman at Brantford must make a return of all broad gauge cars at that station on the same date.

Mr. W. McWood will arrange to have the Agents' books inspected at all junctions on the Central Division, and a correct account made up of all G. T. R. broad gauge stock which are away on connecting roads on Sunday, 5th October.

HERBERT WALLIS,
Mechanical Superintendent.

LIST OF BROAD GAUGE ENGINES TO WORK EAST OF MONTREAL (IN CANADA) AFTER 5th OCTOBER, 1873.

NUMBERS OF ENGINES.	Total Engines.	BUILT BY.	Description.		
			Cylinder.		Wheels
			Dia.	Stroke.	Dia.
No. 1, 2, 3, 4, 5, 6, 7, 8, - - - - -	8	Portland Company..	16	26	5.0
" 27, 28, 29, 30, 31, 32, - - - - -	6	G.T.R. Pt. St. Charles	16	26	5.6
" 175, 176, 178, 179, 180, 181, 182, 183, 209	9	" Trevithick ...	16	24	5.0
" 221, 222, 223, 224, 225, - - - - -	5	Fairbairn England..	17	24	5.0
" 231, 232, 233, 234, 235, 236, - - - - -	6	Mason, Taunton, Mass.	16	26	5.0
" { 239, 240, 241, 242, 243, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, - - - - -	15	Kingston Loc. Works	16	26	5.0
" { 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, - - - - -	25	Neilson, Glasgow ..	16	26	5.0
" { 299, 300, 301, 302, 303, 304, 308, 309, 310, 311, 314, - - - - -	11	Schenectady Loco. Works	16	22	5.6
" 305, 306, 312, 313, - - - - -	4	" " "	16	22	5.0
Total	89				

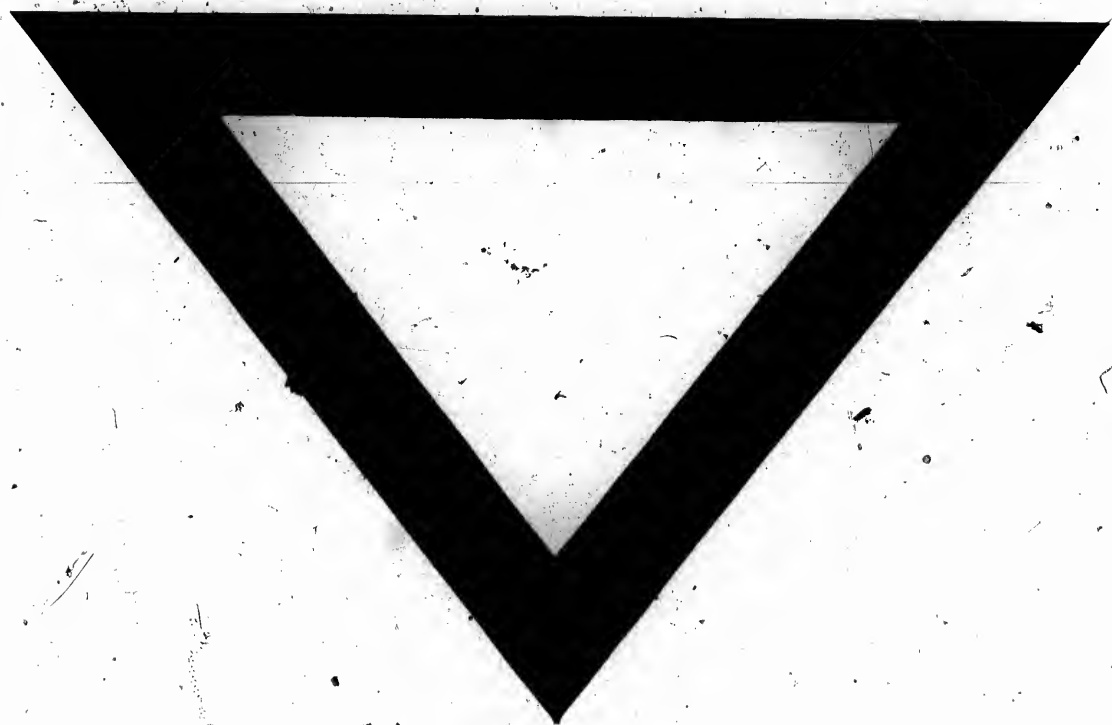
LIST OF BROAD GAUGE ENGINES TO BE SENT TO MONTREAL AND KINGSTON FOR CONVERSION TO NARROW GAUGE.

DESTINATION.	NUMBERS OF ENGINES.
Montreal - - -	No. 9, 10, 11, 12, 13, 14, 16, 18.
Montreal - - -	No. 46, 47, 49, 74, 75, 77, 80, 81, 82, 83, 84, 85.
Montreal - - -	No. 145, 146, 188, 189, 190, 191, 192, 193, 194, 217, 227.
Kingston - - -	No. 284, 285, 286, 287, 288, 289, 290, 293, 294, 295, 296, 333, 336.

LIST OF OLD BROAD GAUGE ENGINES TO BE SENT TO MONTREAL TO BE BROKEN UP OR SOLD.

No.	41, 42, 43, 44, 45, 50, 51, 52, 54, 57, 58, 59, 60, 61, 62, 63, 64, 65, 68
"	66, 67, 69, 70, 71, 72, 72 d, 73, 87, 88, 89, 90, 94, 95, 97, 100, 147, 148,
"	149, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 162, 163,
"	164, 170, 172, 173, 185, 195, 196, 197, 198, 199, 200, 201, 202, 204, 205, 212
"	206, 207, 290, 291, 292, 293, 294, 504, 505, 508, 510, 511, 512, 513, 514,
"	516, 517, 518, 519, 520, 521, 523.

*518 No 516 and 70.9. all other 8.
- are outside converted
x " " " " " "*





500
100