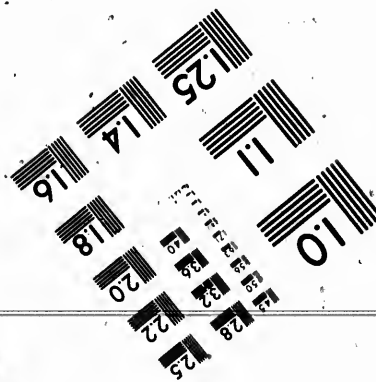
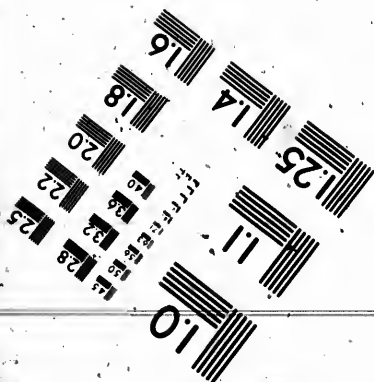
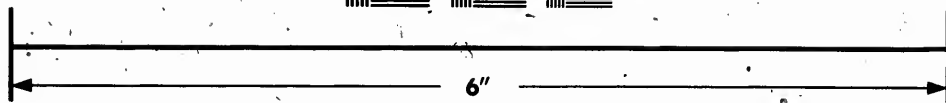
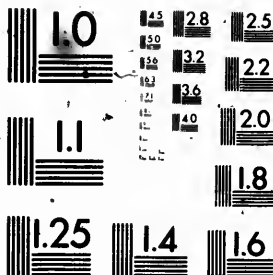


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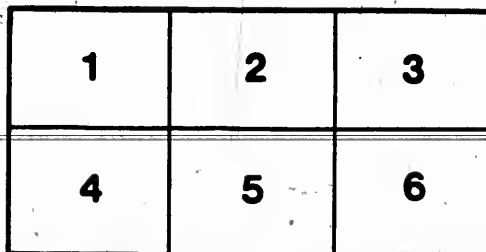
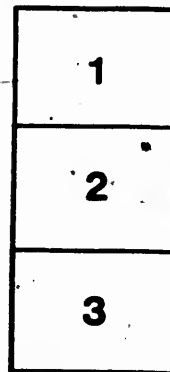
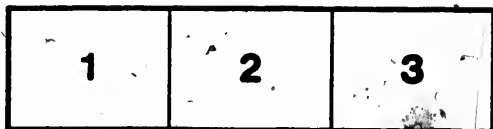
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RULES

**Governing the Condition of, and
Repairs to Freight Cars**

FOR THE INTERCHANGE OF TRAFFIC.

Revised at Saratoga, N. Y., June 10, 1884.

The within Rules and Rates have been Adopted

BY

The Grand Trunk Railway Company,

AND TAKE EFFECT ON AUGUST 1, 1884.



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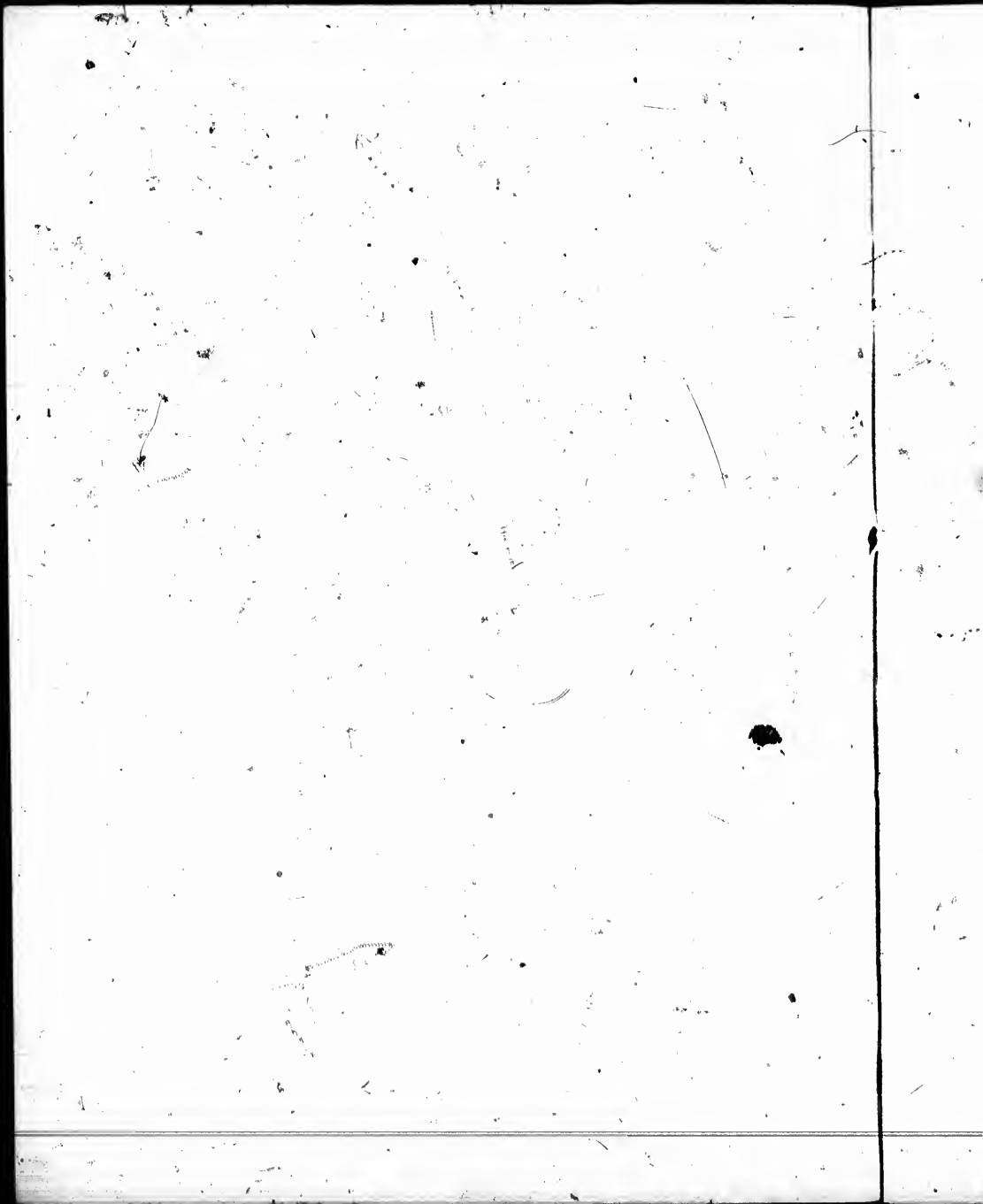
Revised at Saratoga, N.Y., June 10, 1884.

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Grand Trunk Railway Company

OF CANADA.

Montreal, August 1st, 1884.

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 put 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 $\frac{3}{8}$ inch from tread of wheel.
- d. Flanges less than 1 inch thick.
- e. Wheels chipped on the tread to a depth of more than $\frac{1}{2}$ inch or leaving the tread less than $3\frac{1}{2}$ inches.

f. Axle journals cut, or less than $2\frac{3}{4}$ inches in diameter, and the size of journals shall be proportioned for capacity as registered on cars:

60,000 lbs. (4 axles) to be not less than $3\frac{3}{4}$ inches in diameter.

50,000 lbs. (4 axles) to be not less than $3\frac{1}{2}$ inches in diameter.

60,000 lbs. (6 axles) to be not less than $3\frac{1}{2}$ inches in diameter.

40,000 lbs. (6 axles) to be not less than $3\frac{1}{4}$ inches in diameter.

30,000 lbs. (6 axles) to be not less than 3 inches in diameter.

20,000 lbs. (6 axles) to be not less than 2 $\frac{3}{4}$ inches in diameter.

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 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 a 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 may note such defects, and the car be accepted subject to being received back in the same condition.

RULE 6.—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 shall 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. 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 fol- lowing defects :	
.....	
.....	
.....	
..... Inspector at	

RULE 7.—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 8.—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.

RULE 9.—Each road shall give to foreign cars 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.

Roofs lost off cars while in transit, and which upon examination show faulty construction, namely: the ends of the carlines improperly fastened to the plates, tin roofs improperly cleated down, or rotten carlines or plates: the owner of said car or cars shall be at the expense of replacing the roof. Railroad companies are not responsible for roofs of foreign cars lost off

while in their possession showing defects as stated above.

RULE 10.—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 11.—Prices for wheels and axles furnished shall be as follows :

One new 36-inch wheel (less defective) on same axle,
\$11.

Two new 36-inch wheel (less defective) on same axle, \$21.

One new 33-inch wheel (less defective) on same axle, \$8.

One new 33-inch wheel (less second hand) on same axle, \$6.

Two new 33-inch wheel (less defective) on same axle, \$16.

Two new 33-inch wheel (less second hand) on same axle, \$12.

One new axle-turned and fitted (less defective), \$8

“ “ “ “ (less second hand) \$4

Second hand wheels (less defective), per wheel or per pair, \$2.

Loose wheels refitted on second hand axle, per wheel or per pair, \$2.

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

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

RULE 12.—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 $\frac{7}{8}$ 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 $2\frac{1}{2}$ inches in length, or their number is so great as to interfere with the safe running of the wheel.

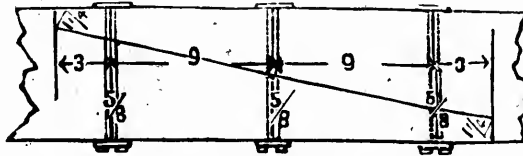
RULE 13.—If an accepted foreign car is injured upon a road it shall be repaired by and at the expense of the company in possession thereof as promptly as it repairs its own cars.

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 14.—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 inter-

mediate and outside sills to which the draw timbers are not attached, which, if broken between bolster and end sill only, may be spliced with a "ship splice," as here shown, of 24 inches in length, and secured by three $\frac{5}{8}$ -inch bolts, all to be done in a workmanlike manner.



RULE 15.—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 16.—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, 20 cents per pound.

c. Malleable iron, 6 cents per pound.

d. Phosphor bronze bearings, 25 cents per pound.

RULE 17.—When either car-trucks 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.

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.....	\$500 00
“ “ “ 32 feet long or under..	480 00
“ “ cattle car, 32 feet long or over.	500 00
“ “ ordinary stock car, 32 feet long	
“ “ or under	470 00
“ “ gondola car, 20-ton drop bottom	430 00
“ “ “ coal car, 20-ton hopper	
“ “ bottom.....	505 00

Eight wheel gondola 31 feet long or over...	380 00
“ “ ordinary gondola car, less than 31 feet long.....	355 00
“ “ ordinary flat car, 31 feet long or over.....	340 00
“ “ “ flat car under 31 feet long	330 00
Four “ gondola car with truck and drop bottom.....	305 00
“ “ box car.....	230 00
“ “ ordinary coal car	205 00
One pair 4-wheel trucks	222 00

RULE 18.—If the company destroying the car elects to rebuild it, no allowance shall be made for betterment. In such case the car-truck or body shall be rebuilt by and at the expense of the road destroying it; upon the same plan and of the same kind and quality of materials as originally constructed, within sixty days.

RULE 19.—Running repairs, namely: Such parts as fail under fair usage or require frequent renewals from wearing out or failure resulting from faulty construction on cars belonging to private parties shall be paid for by the parties owning the car. This not to include cars bearing the initials of any railroad company, or that are cared for by a railroad company.

And it is recommended that railroad companies in making contracts with private parties insert this rule, or words to the same effect, in their contract.

RULE 20.—When a car is damaged or destroyed on a private track, the railroad company delivering the car upon such track shall be responsible to the car owner for the making good of the damage by the owner of the private track.

RULE 21.—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 22.—These rules shall take effect on and after August 1, 1884, and be introduced for discussion and revision during one session of the Master Car-Builders' Convention of each year.

RULE 23.—Upon application of the roads representing one-third of the whole number of cars in interest, it shall be the duty of the President to call a meeting for the revision of these rules between August 1, 1884, and August 1, 1885.

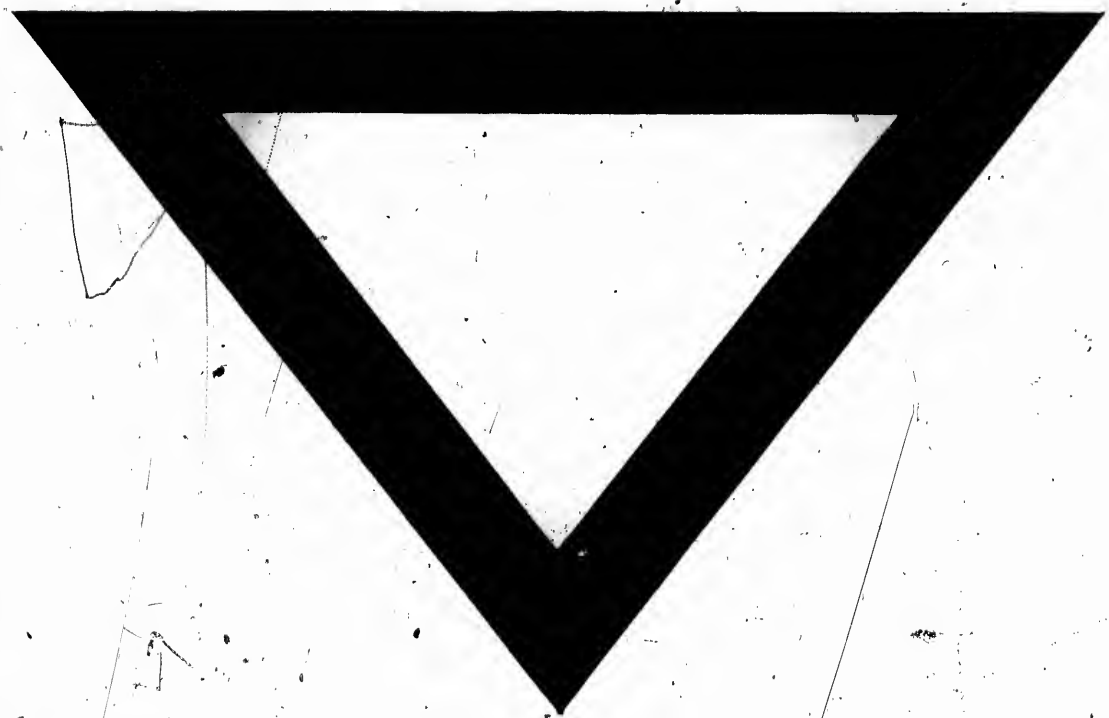
The above rules were agreed to at a meeting of the

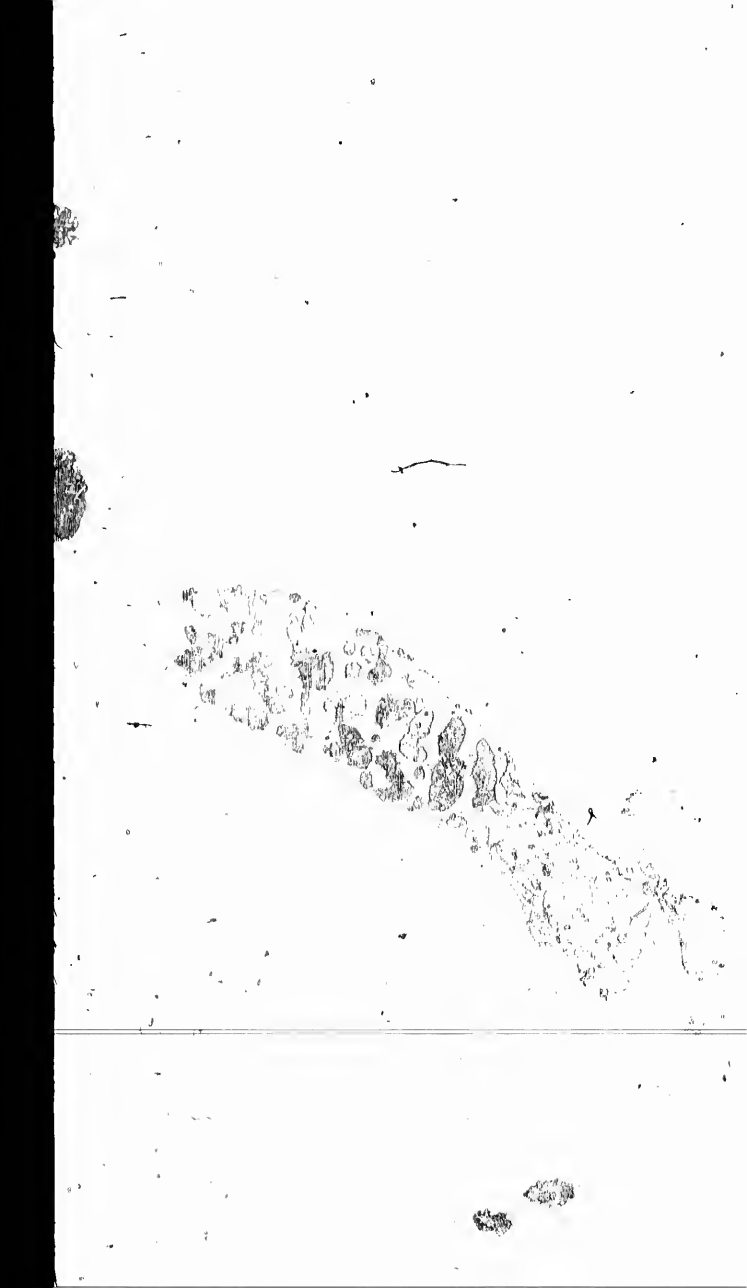
Master Car Builders' Association, held at Saratoga, N. Y., June 10th, 1884, and have been adopted by this Company, taking effect from August 1, 1884.

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; 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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