

RESPONSIBILITY FOR ADJUSTING PUMPING UNITS:

The setting of oil feeds on all of the above types of lubricators is to be done at the home terminal of each engine and in the case of the Nathan Type DV and LB and Westinghouse Type F-1-A lubricators, seals are to be placed on covers to forestall tampering with settings by unauthorized parties. Settings must be rechecked at every monthly inspection to insure proper adjustment at all times. If seal is found to be broken at any time, lubricator settings must be rechecked and lubricator resealed at first terminal equipped to do this work.

Oil feed setting specified above must be strictly adhered to and under no circumstances are they to be deviated from without proper authority. If, for any reason, settings specified prove unsatisfactory on any particular locomotive, matter should be taken up with Superintendent of Motive Power giving full particulars of trouble experienced.

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Please study over the above proposed instructions and let me have your recommendations, based on your experience, for adopting these settings as standard on Pacific Lines. This matter should be given your preferred attention as we have recently come upon cases where engines were permitted to operate with oil feeds opened excessively which not only is wasteful and results in abnormal lubrication costs but also creates the danger of exhausting oil supply prematurely with resultant damage to engine and equipment. Therefore, it is to the benefit of all concerned to establish standard oil, feed settings with the least possible delay.

B. M. Brown

cc: Mr. R. W. Sundborg
Mr. A. Leask
Mr. D. L. Naismith