

Congratulations.

Twin sons, each weighing 3 1-2 pounds, were born December 1 to Mr. and Mrs. David Payne at their home, 2224 Vernon Ave., Springfield. Payne is a clerk in the Frisco general store room.

Battle Royal.

Car repairers A. Nunn and G. C. Mahoney, of the Springfield shops, were recently detailed to replace the draft timbers on a bar-order car. On removing the broken parts they discovered a full grown Missouri coon perched on the body bolsters between two inter-sills. She possessed a rather defiant attitude from the start, and not only offered the defensive but soon it was clear that she was leading the attack.

An investigation of the movement of the car revealed that it had been loaded with apples at a station on the Northern Division, and consigned to a cider and vinegar factory at Springfield.

The bruised lading was in a leaking condition, and the juice found its way through the decking. It is thought by the witnesses, and by the way "most capable to judge", that the weary wanderer had become intoxicated with the fermented juices, and was not responsible for her raving attitude.

Mr. Mahoney, who was reared on a farm, and accustomed to the methods of warfare of this kind, led the attack. Worn out brake shoes and knuckle pins were employed as artillery, and even the prodding with a brake rod, in imitation of the ancient Grecian Battering Ram, failed in their efforts to subdue the infuriated one.

Almost exhausted, the men were considering evacuating the premises when airbrakeman George Pealer stepped into the ring. Mr. Pealer, widely known for his resourcefulness, commanded all to stand back and "I'll fix him," and with a few minutes application of 90 pounds of air, the flag of truce went up.

A cheer arose from the by-standers, and all seemingly agreed that the job was well done, when some ungrateful one was heard to say, "That coon could entertain a dozen houn' dawgs, but what could resist Pealer's air?"

After all signs of life had become extinct, the martyred one was removed from the repair track, and his fur coating now adorns the south side of a wood shed at the home of George W. Moore, general foreman of the Car Department.

New Equipment.

Because of the increased volume of business done at the Springfield ticket office, a new ticket case has been installed which will contain 300 ticket racks. The one containing 200 racks has been too small to handle the business now done by the office.

Changes and Appointments.

Effective Monday, November 20, Roadmaster R. Hinkle returns and resumes duty on 61st track division, Enid, exclusive, to Vernon, inclusive, relieving Acting Roadmaster T. F. Jones, who returns to his section.

Effective December 1, Mr. D. L. Forsythe is appointed Inspector Train and Station Service with headquarters Springfield, Mo.

Effective November 17, J. L. Morgan is appointed Agent, Hopeton, Okla.

Effective November 18, O. O. Stires is appointed Agent, Carmen, Okla.

Effective December 5, Fisher, Greenup, Fisk, Gansel and Shea will be flag stops for trains 610 and 621.

Effective December 5; train 644 and 645 will discontinue handling passengers on Perry Sub-division, between Enid and West Tulsa.

Effective November 14, Carmen, Okla., is discontinued as telegraph office. Agency will be maintained as non-telegraph station.

STUDIES IN TRAFFIC.

George L. Edwards.

Beginning with this issue a section of the Frisco-Man will be devoted each month to the study of traffic and transportation subjects in which every employe is invited to participate.

The local station employes should find these studies of particular interest as they pertain to a vast amount of detail which must be interpreted and enforced through the local office. However, to follow them intelligently it will be necessary to secure Conference Ruling Bulletin No. 6 with Supplements 1 and 2, which contain almost 500 rulings of the Interstate Commerce Commission and a copy of the Act to Regulate Commerce as amended. Those publications will be sent free to employes who send in answers to the questions which follow the article on Freight Classification.

In connection with this section we will open a question box and invite questions concerning the subject under discussion, but such questions must be confined to the subject and written so as to leave room for answer on the same sheet of paper.

Questions, answers and other correspondence relating to this section should be mailed direct to Geo. L. Edwards, Webster Groves, Mo.

FREIGHT CLASSIFICATION

Freight classification is essential to any system of rate making. With thousands of commodities presenting an infinite variation in weight, bulk, density, value, cost of handling, etc., the only method of equitably distributing the burdens of transportation upon the various articles is found in classification. This was recognized by the first American railroads which adopted crude and simple forms, quite similar to those used by the canal corporations in the New England states, but with the rapid development of industry which brought into use an infinite variety of articles, the matter of classifying freight became very complex. This was aggravated by the fact that every road had a classification of its own, which was made without regard to the classification of its connections and some of the more important carriers had two or three different classifications in effect on different parts of their line. As late as 1885 there were more than 130 different classifications in effect in a few New England states alone, but with the passage of the Act to Regulate Commerce, approved February 4, 1887, it was realized by the carriers, that a more uniform system of classification was necessary in order to comply with the terms of that law and

railroads in Trunk Line Territory immediately joined in a common classification known as Official No. 1.

Two years later found the United States divided into three grand divisions for the purpose of freight classification, known as Official, Southern and Western Classification Territories and with slight modification, these divisions remain to this day.

The Western Classification Territory, subject to a slight overlapping with the Official in the state of Illinois, lies west of a line drawn from Sault Ste. Marie through the straits of Mackinac and Lake Michigan to Chicago, south along Illinois-Indiana state line to the Ohio river, thence along the Ohio and Mississippi rivers to the Gulf of Mexico. The committee which presides over this territory and which promulgates the Western Classification from their headquarters in Chicago, is composed of three members who are not identified with any particular road and who sit in continuous session and give their entire time to the work of classification.

The Official territory lies east of the Western and roughly speaking, north of the Ohio and Potomac rivers. The committee administering in this territory has recently been reorganized and is now composed of four members, but unlike

the Western committee, their acts are not final but must be referred to the individual roads for approval. The Southern territory lies south of the Official and east of the Mississippi river. The committee in charge of this territory meets but three times a year.

While the major classifications govern generally in their respective territories, subject to the various exceptions, several of the states have failed to adopt them in connection with their intrastate tariffs, therefore, rates between points in the states of Illinois, Iowa, Nebraska, Mississippi, Georgia and Virginia are governed by state classifications, and in many instances these state classifications have interstate application. For example, class rates from certain groups in Iowa and Wisconsin to points in Illinois are governed by the Illinois classification, while the Iowa state classification governs between numerous points in Iowa and Illinois. Likewise the use of the major classifications is not restricted to their respective territory. Through joint rates from points in Missouri, Arkansas, Mississippi and Louisiana to Trunk Line and Central Freight Association Territories are governed by the Official, from Central Freight Association Territory to Missouri and Kansas by the Western, while through joint rates from Buffalo, Chicago and Milwaukee to points in Alabama, Mississippi and Tennessee are governed by the Southern.

A discussion of the extra-territorial application of the different classifications is beyond the scope of this article but it will be well to remember that where through joint class rates are in effect between points in different classification territories, the classification governing at point of destination usually but not necessarily applies and every tariff, in order to comply with the rulings of the Commission, must specify on the cover or title page, which classification governs.

January traffic studies will be confined

to classification rules and Interstate Commerce Commission rules governing the transportation of explosives. This is a big subject and is of prime importance to those who wish to keep up with the work of this section.

The following questions are all answered by rules of the Western and Southern classifications except those relating to explosives which are answered by rules of the Western Classification and St. L. S. F. Circular No. 201-G.

1. Name five articles which must not be accepted for transportation.

2. If shipment is tendered with other than uniform bill of lading, or if shipper refuses to accept the terms of the uniform bill of lading how will charges be assessed?

3. For transporting two telegraph poles weighing 3000 pounds, which on account of their length require two flat cars, what weight and rate should be used in assessing charges?

4. What provision does classification make for loading and unloading heavy and bulky L. C. L. freight which cannot be handled by regular station employes?

5. May charges be advanced to shipper, draymen, etc., and billed as advances?

6. What do you understand by articles "in the rough", "in the white" and "finished"?

7. Name five explosives which may be transported without car certificate or placard.

8. Name two explosives which require car to be placarded "Inflammable".

9. What distinguishes a high from a low explosive?

10. Name five explosives and two inflammable articles which are forbidden in interstate transportation.

DON'T use cotton to represent snow around your Christmas Tree. If you must have snow use powdered mica or asbestos fibre—Safety First.

SAFETY FIRST



Section Foreman W. C. Lane and gang, Eldorado, Okla., on a stretch of new track. Foreman Lane has been in the service for 14 years.

COMMITTEE MEETINGS.

FORT SMITH COMMITTEE.

Meeting of the Fort Smith Safety First Committee was called to order November 4, with the following present: C. H. Baltzell, superintendent; W. P. McNair, agent Fayetteville; G. W. Green, general agent, Fort Smith; W. M. Henry, master mechanic; M. L. Crawford, general foreman; J. D. Heyborn, asst. supt. fuel service; T. L. Litten, general yard master, and R. O. Maness, section foreman.

Mr. Baltzell made a short talk to the men, giving some good ideas as to practicing Safety First, and especially referred to the use of intoxicants by employees. He brought out clearly that men who drink endanger the lives, not only of themselves and fellow workmen, but the public generally, and he asked those present to use their best efforts towards eliminating this habit among the men in their departments. Mr. Baltzell also stated that it was his opinion that there was less drinking among all classes of railroad employes at the present time than any other body of laboring men.

Mr. McNair and Mr. Henry gave very interesting talks along this line, which we greatly enjoyed.

After the necessary business had been transacted, the meeting was adjourned at 4 P. M.

SALEM COMMITTEE.

Meeting of the Salem Safety Committee was called to order by the chairman at 8:00 P. M., December 1, with the following members present: E. M. Frew, agent; A. McCormick, foreman; Percy Pelton, handyman; T. H. Houston, engineer; Joe Norton, cashier; Chris Jason, section foreman, and J. L. Bangert, clerk. Visitors were S. W. McMurtrey, baggageman, and M. Plank, brakeman.

A number of postal cards were received and discussed, and sent to the proper parties to have the matters attended to.

The chairman read Bulletin 139 from Mr. Simms' office to the committee, which was fully discussed.

After all business had been transacted, the meeting adjourned at 9:00 P. M.

SAFETY FIRST

NORTHERN DIVISION MEETING.

Meeting of the Northern Division Safety First Committee was called to order by Acting Chairman C. F. Hesser, November 11, in the office of the Superintendent, Fort Scott, Kans. The following members were present: C. F. Hesser, assistant superintendent; J. J. Cummins, assistant superintendent; C. D. Toler, assistant superintendent L. P.; E. E. Dix, general agent; G. R. Wilcox, general foreman; G. L. Swearingen, general yardmaster; W. A. Johnston, car foreman, and Stanley McQuitty, warehouse foreman. Visitors present: W. S. Pollard, claim agent, Kansas City.

The regular order of business was taken up, and a very interesting letter from Mr. Wightman regarding Safety First matters was read.

A number of suggestions as to unsafe conditions and practices were made, all of which were taken care of.

Mr. W. S. Pollard, claim agent, Kansas City, gave quite an extended lecture on Safety First, which was enjoyed by all.

Mr. G. L. Swearingen also made a short talk.

After a general discussion of Safety First matters by the committee, the meeting was adjourned at 2:00 P. M.

FAYETTEVILLE COMMITTEE.

Meeting called to order at 2:40 P. M., November 11, with the following members present: W. P. McNair, agent; Ree Alley, cashier; Jas. Keough, roadmaster; Cleve Goff, switchman; J. R. Pearce, division foreman, and J. W. Robinson, car foreman.

Meeting opened with interesting address by the chairman, after which the secretary read the minutes of the last meeting.

A large number of suggestions were made, and the proper action taken, then

followed an open discussion of Safety First matters in general and in which all took an active part.

Meeting was adjourned at 4:10 P. M., following a short talk by the chairman.

THAYER COMMITTEE MEETING.

Meeting called to order at 1:30 P. M., Saturday, November 18, by Chairman H. E. Gabriel, with the following members present: H. E. Gabriel, assistant superintendent; W. T. Tooley, roadmaster; H. F. Kirkpatrick, foreman; F. I. Dodge, car foreman; G. E. Dillard, A. S. L. P., and L. F. Conley, agent.

Minutes of the last meeting were read, after which the chairman brought to the attention of the committee statements showing quite an increase in personal injuries on the Southern Division during the first four months of fiscal year ending October 31, 1916, as compared with the same period of 1915. He requested that everyone use his influence in helping to reduce the number of personal injuries during the next period. In calling this matter to the attention of the committee, Mr. Gabriel cited a number of cases of injury which could have easily been avoided had the parties interested taken the proper precautions.

A number of unsafe conditions and practices were brought up before the committee, all of which were given the proper attention, and meeting adjourned.

ST. LOUIS COMMITTEE.

The St. Louis Terminals Safety Committee meeting, held in the office of Superintendent Terminals, at Tower Grove Station, December 9, 1916, with the following members present: Messrs. P. W. Conley, chairman; H. H. Robinson, agent, Seventh Street; H. T. Conley, assistant yardmaster; L. N. Olliges, night yard-