

# The Frisco-Man

to load their respective sides of the car.

The right side beginning from outside shall contain 1 lining bar, 1 claw bar, 1 track wrench, 1 track gauge, 1 jack handle, 1 level board; in front right side hooked with sharp point in, 3 to 5 picks; in rear right side hooked with sharp edge inside, 2 adzes, 2 spike mauls; alongside of inner frame, dinner pails. With head resting over front axle and lever pointing toward wheel, place jack on top of tools lying on deck of car. Jack should be removed from car and carried out of way by man seated di-

rectly over it when car is to be taken off of track.

The left side beginning from outside should carry 1 lining bar, 1 track wrench, 3 to 8 shovels piled in two rows with backs of shovels up and handles forward. Hook 1 track chisel in front of frame, place water keg under foreman's seat at rear of engine, provide a small box to carry small materials, carry flags on deck of car at rear between water keg and safety device. Do not tie flags to frame of car.

No tools are to be carried on the outside of car. (See M. of W. & S. Rule No. 342.)



When babbitt metal is heated some of the tin and antimony in it is burned out, making it unsuited for use in machinery bearings, and similar purposes, after several heatings. The oxidation of the metal is indicated by the formation of a scum on the surface.



Leather machine belts should be cleaned with gasoline to give a good binding surface, rather than load them with belt grease, when they slip repeatedly.



Crew Local 440, engine 663, taken at Wyandotte, Okla. Those in picture are (reading from left) Chas. E. Rice, conductor; Will J. Amber, F. E. Nediffer and Fred Albred, brakemen; E. E. Bridwell, engineer, and J. D. Smith, fireman.



Switch Engine "Crew", Afton, Okla. Reading from the left are: Ed. Wheeler, general yardmaster, Mrs. Ed. Wheeler, Beatrice and Mrs. Ross Loker. Bottom row: D. Bohanan, M. Loyd, Mrs. R. D. Vaughn, R. D. Vaughn.



## All He Had Was Sympathy.

During the severe storm that flooded Galveston and caused some loss of life and much damage to property, an artillery officer, on leave of absence, telegraphed to his superior officer in command of the coast defenses at that point:

"Sympathy to the regiment; where are my clothes?"

The answer was:

"Sympathy from the regiment -you have no clothes."

## STUDIES IN TRAFFIC.

*Geo. L. Edwards.*

### **Car Supply and Distribution.**

Section 1 of the act to regulate commerce after defining the word "transportation" to include all cars and other vehicles and all instrumentalities and facilities of shipment or carriage, etc., provides, that it shall be the duty of every carrier subject to the act to provide and furnish such transportation upon reasonable request therefor. However, the carrier's duty to furnish such transportation is fixed by the common law and by the charter of the individual carriers rather than by the act to regulate commerce.

It is the common law duty of carriers to furnish a proper and adequate car equipment for all the reasonable needs of the business they advertise and undertake to do. If a carrier holds itself out as a carrier of commodities which require a special kind of equipment, such as oil or perishable freight, by providing rates for such commodities in its tariffs, it is the duty of such a carrier to furnish upon reasonable request, suitable facilities to insure the safe transportation and delivery of such freight unless that duty is specifically qualified by the tariff. That does not mean however, that a carrier must supply itself with a sufficient car equipment to protect the immediate movement of all freight offered it during unusual business periods and the inability of a carrier to furnish a shipper upon demand with all the cars he needs during a temporary car shortage is not subjecting him to any undue or unreasonable prejudice or disadvantage within the meaning of the act if no preference is shown between shippers.

As a practical matter, it is not always possible for carriers to furnish all shippers with just such cars as they would like and in such numbers and at such time as would best serve their purpose. Vast fluctuations and unforeseen developments

of commerce or the fault of some connecting line or lines may occasionally bring about a condition in which the best managed road with the most ample freight equipment is unable to move as tendered all the freight upon its line, and that without any fault of its own. In defining the carriers' common law duty to furnish cars during a temporary shortage of coal cars, the United States District Court in *Logan Coal Co. v. Penn. Rd.* (154 Fed. Rep. 497) used the following language: "A railroad company is not required to keep a car equipment sufficiently extensive to meet the maximum output at any part of the year but is only required to furnish car facilities to coal shippers to meet a demand adjusted and regulated to utilize the company's car equipment with uniformity and regularity throughout the year."

The act to regulate commerce contains no provision which expressly or by implication gives the commission authority to require a carrier to acquire additional equipment or to supply itself with such kind and number of cars as in its opinion would constitute a necessary car service.

It may prescribe and enforce reasonable rules for the exchange, interchange and return of cars as between carriers when carriers fail to agree upon such rules, but in the absence of discrimination, it has no authority over the distribution of cars among shippers. However, if discrimination is practiced or even threatened, the commission may assume jurisdiction and prescribe rules for the distribution of cars as has been done from time to time in the coal industry.

In the matter of car distribution at a time when there was a shortage of coal cars, the Commission held that the only regulation or practice that is just, fair and reasonable, is to allow each mine a proportion based upon its ascertained

capacity and without regard as to whether the mine furnished fuel coal, commercial coal or both. It was further held, that carriers should post at intervals the ratings of the various mines upon their lines, based upon the disinterested and intelligent examination of experts into all the factors which make up their capacity both actual and potential. This involves an examination of the working rooms, thickness of the seam, switch and tippie efficiency, number of employes, character and number of machines used, and so forth. When the ratings of the various mines have been determined, all available cars including private cars, leased cars, system and foreign line fuel cars, as well as cars in the commercial service, are counted in assigning each mine its share. The rule laid down in *Railroad Commission of Ohio v. Hocking Valley Ry. Co.* (12 I. C. C. R. 398) and consistently followed whenever the Commission has taken over the distribution of coal cars is, that each mine is entitled to all of its leased and private cars, all system and foreign line fuel cars assigned to it, and a sufficient number of cars in the commercial service to make up its proportion. If, however, the leased and private cars of any particular mine, together with the system and foreign line fuel cars assigned to it, are more than its proportion, all such cars must be delivered to it and all other available cars distributed among the other mines on the basis of a changed percentage.

It should be understood however, that the act to regulate commerce leaves carriers free to initiate their own rules and regulations and the Commission may interfere only when it becomes necessary

to prevent some wrong forbidden by the act. Therefore, it has no authority to order a carrier to establish a system of mine ratings or car distribution until it fairly appears that without it, discrimination will result which can be prevented by the order.



## QUESTION BOX ANSWERS.

R. S. T.—Express and transfer companies operating trucks, wagons, drays, automobiles, etc., are not subject to the act although performing services in connection with carriers as they are not carriers belonging to any of the classes enumerated in the act.

O. M.—Transit privileges such as milling in transit, "floating" cotton, etc., are a part of transportation as defined by section 1.

T. J. M.—Cars furnished shippers should be in suitable condition for use and not in such condition as to require shipper to go to the expense of preparing them for shipment such as cleaning, repairing, furnishing racks, grain doors, etc. However, if the shipper undertakes to put such cars in condition for use, it would be unlawful for the carrier, in the absence of tariff authority, to honor a claim or make any allowance for such work. There is a material difference between service and facilities furnished a carrier by a shipper and one who is not a shipper, for while a carrier may contract with a third party for repairs to their equipment or for racks and grain doors to be furnished, it may not lawfully reimburse a shipper for the expense thus incurred unless expressly so provided in its tariffs. See Conf. Rulings Nos. 19-78-292-360.





## WITH THE AGENTS



*This department is for matters of interest to Agents. All Agents are welcome to contribute.*

### **INNOVATIONS BY FREIGHT ACCOUNTING DEPARTMENT.**

*F. C. Freiburg.*

PROGRESS is the paramount issue of today. We cannot stand still and keep abreast of the times. This is particularly true of men in the railroad service. Frequent changes and improvements have been made in railroad methods, rules and regulations in the last few years. Although it may not have been forcefully impressed upon you, nevertheless considerable thought has been given by our management for the welfare of its employees. It is conceded that the duties of the station agent and his assistants are many. Bearing this in mind, it has been the aim of the Freight Accounting Department to lighten their burden as much as possible. From time to time freight reports have been greatly simplified, thereby lessening the work of the station force.

The most recent change has been in the adoption of a daily duplex Freight Received Report. At one writing the station record of Freight Received, as well as the report to the Freight Accounting Department, is made; thereby saving the time of making one extra report, as formerly.

In addition, the weekly shipper's order Report 26-C Local has been abolished, effective February 1st -and instead -the shipper's order ladings are attached to the waybills, or in lieu thereof a small memorandum slip when the lading has not been surrendered at the time waybill is reported.

Under our current instructions, agents are permitted to make adjustments as well as to refund overcharges on shipments previously reported. To facilitate the accounting of such corrections, we have put into effect on the first of this month, a weekly report Form 61-Local. This report has several advantages from an agent's stand point. Instead of adding or deducting the under or overcharge of

local corrections in the Freight Received record, the cash book, as well as on form 35-Local, a direct credit or debit is taken on the new report. This prevents confusion in the accounting, especially to beginners. Furthermore, it has the effect of properly separating such entries in the cash book, and facilitates balancing of the accounts. It keeps apart current business from adjustments on previous months, and on that account, can subsequently be more readily checked and located.

Later on we may have something to say about mechanical appliances now used by modern and up to date railroad accounting offices. In the meantime, for our mutual benefit, an invitation is extended to all Frisco employes visiting St. Louis to inspect our mechanical accounting devices that have greatly benefited and assisted us in reducing the station accounting work.



### **A Suggestion.**

The following anonymous "idea" evidently came from an Agent, and although we would appreciate it much more if he would have given his name and address, we think it is worth attention. The communication reads:

"If the wire that binds a book of book tickets together were inserted from the other side, leaving the open brad on the top, then agents could lift the wire and sort the tickets which would be quite a help when making ticket reports."



A congressman-elect recently traveled from Philadelphia to Washington in his own biplane, piloted by an army officer. He says he is the first man to fly to congress.

## Shifts.

C. R. Langford installed permanent agent Welling, Okla., February 13.

S. W. Cooper installed ticket agent Sterling, Mo., February 13.

S. T. Westwood installed permanent agent Haworth, Okla., February 12.

Raymond E. Abbott installed agent Stanton, Mo., February 12.

H. M. White installed temporary agent Talihina, Okla., February 10.

Effective February 9, Rock Island, Okla., (Central Division—Arthur Sub-Division—Mile Post 431.7—formerly known as Maney Jct.) opened as a ticket only agency, joint with Midland Valley. J. P. Talbot installed ticket agent.

C. E. Gerteis installed temporary agent Tulsa, Okla., relieving J. T. Hulehan resigned.

W. E. Rash installed temporary agent Wilson, Ark., February 9.

W. H. White installed temporary agent Cement, Okla., February 9.

C. M. Rice installed permanent agent Tuskahoma, Okla., February 9.

R. T. Henderson installed permanent agent Cyril, Okla., February 9.

J. T. Lane installed temporary agent Zalma, Mo., February 8.

R. K. Rodgers installed temporary agent Clayton, Okla., February 8.

J. F. Elchert installed temporary agent Rosedale, Kans., February 5.

J. J. Guidroz installed permanent agent Morrison, Okla., February 5.

J. M. Story installed permanent agent Dewey, Okla., February 6.

R. F. Wright installed permanent agent Claremore, Okla., February 1.

E. R. Slocum installed permanent agent Bristow, Okla., February 2.

H. L. Turner installed permanent ticket agent Holly Springs, Miss., February 5.

W. R. Marsh installed permanent agent Reeds, Mo., February 1.

T. T. Gillihan installed permanent agent Prescott, Kans., February 2.

D. W. Sherman installed permanent agent Wallerville, Miss., February 5.

J. O. Bolton installed permanent agent Deckerville, Ark., February 5.

R. D. Newman installed permanent agent Eram, Okla., February 1.

W. L. Hadaway installed temporary agent Foreman, Ark., January 31.

J. R. Burt installed permanent agent Mineral Wells, Miss., January 31.

C. H. Bowman installed temporary agent Terlton, Okla., January 29.

W. L. Brewer installed permanent agent Goltry, Okla., January 30.

J. W. Alderman installed temporary agent Valley Park, Mo., January 29.



View showing men of Yale Shops, Memphis, Tenn., submitted by J. A. Williams, piece work checker.