

them and the piling would still remain on the car. It was agreed by all that this would eliminate several double loads of piling being set out, car being bad-ordered, and transfer made.

Safety First: Safety First was brought up and discussed in several different ways. It was pointed out by chairman that the accidents that have happened during the present calendar year have all taken place in two gangs. While our personal injuries have been light, it was suggested by the chairman that there was yet room for improvement, and if the foremen of these two gangs would exercise the same precaution that the other foremen are now using our personal injuries could be reduced.

Stock pen gates: Chairman stated there is a great deal of trouble being experienced over the Division in keeping stock pen gates closed. Many agents have been locking them back in a "V" shape. This should not be done. They should be closed and lapped so they will lock with one chain, or posts be set so they can be locked wide open. Inspectors were requested, when they go over the lines, to try the gates and see if they will go back, and if not, should advise the office and we will arrange to have them fixed so they will.

Releasing cars: Chairman stated that inasmuch as the per diem rate on all cars is now unusually high, special care should be taken to release all cars of company material promptly. Foreign cars should be given preference. If unable to get train service to handle cars for unloading, foremen were asked to notify the office and chief dispatcher jointly.

Care of Tools: Chairman requested that all foremen who have anything to do with concrete tools and machinery

should be very careful when they get through with equipment and ready to send it away, or to move to another job, to see that all pistons, slides, etc. are well oiled and cleaned, and all light fixtures, such as oil cups, pipe fittings, lubricators, batteries, spark plugs, etc. are boxed up before shipping.

Foreman Sayles states he needs, for concrete work, a centrifugal pump with a six inch line of hose to pump out thin mud. Had three overflows in April which would have more than paid for this equipment.

Keeping outfits free from all scrap: Foremen were requested by chairman to see that their outfits were kept free from scrap or old wornout tools. Present price of scrap makes this matter well worth looking after, as it is now bringing more than at any time since we have been here. If any old wornout tools on hand, send them in, and if they are worth repairing we will get credit for them, and if not, this Division will get scrap credit. Small scrap, such as bolts, etc. should be thrown on section foreman's scrap pile, as we have been doing in the past, as it would take too long for this Department to accumulate a carload of this.

Walkways on Bridges: This matter came up for discussion, and standard plans were looked over, as G-51 is now being handled to put walkways on some of our main line bridges. Attention was called to ruling that G-51 must be submitted and authority secured before any

of these walkways may be constructed, and no foreman must construct one without first getting this authority, and then they must be built in accordance with standard plans. A copy of these plans was provided for each foreman who did not have one.



STUDIES IN TRAFFIC.

Geo. L. Edwards.

MISROUTING FREIGHT

The proper routing of freight is almost as intricate and in many respects even more important than the correct application of rates.

If through an error in rate, weight or extension a shipper is required to pay more than the published rate, an overcharge claim is filed, the overcharge is refunded and each carrier receives its correct proportion. If however, a carrier misroutes a shipment and a claim for refund is filed, all lines participating in the movement must collect their full tariff charges and the carrier responsible for misrouting must stand the entire amount without the right of contribution from other interested carriers.

Misrouting of freight may occur in three general ways. First, by failing to observe the routing instructions specified by the shipper in the bill of lading. Second, failing to route shipment via the cheapest practicable route when the shipper does not specify routing, and Third, failing to transmit routing instructions to intermediate or delivering carriers resulting in the shipment moving out of line.

In the first instance, a shipper has the right to route his freight over any through route that the carriers have formed. His experience may lead him to think that one route is safer or more expeditious than another, he may prefer to deal with one carrier rather than another, or he may enjoy transit privileges under the tariff applicable to one route which are not available over any other route and if his routing instructions are disregarded resulting in the application of a higher rate or the loss of transit privileges, the carrier responsible for misrouting is liable for reparation. If the route specified by the shipper is more expensive than some other available route

still his instructions are to be observed and the higher rate collected in such case. Of course, he may not claim reparation by reason of a lower rate available over a different route.

Where a rate only is specified in the bill of lading, it is clearly the duty of the initial carrier to find the route over which the rate applies or to forward the shipment over a route taking a rate not greater than that specified in the bill of lading.

When the shipper fails to give any routing instructions, the law imposes upon the initial carrier the duty of routing the shipment over the cheapest practicable route. If there are available both an all-rail and a rail-and-water route, the shipper should be required to specify whether an all-rail or a rail-and-water route is desired and his failure to do so relieves the carrier from taking into consideration the rail-and-water route in selecting the cheapest route. In this connection however, a route which includes a car ferry over which the freight is ferried in the car is to be considered an all-rail route.

The cheapest practicable route may not always be the cheapest route. Carriers forming an indirect and more circuitous route, in order to attract business, often publish a rate lower than that applicable over the more direct routes and when such indirect route is unreasonably long as compared with the more direct routes carriers may not be required to consider it in selecting the cheapest route. A shipment was tendered without routing instructions and the initial carrier routed it over a direct route, a distance of 358 at the rate of 22 cents. A rate of 19 cents was available over another route a distance of 617 miles. The Commission dismissed the claim on the grounds that

the cheaper route was not a reasonable route.

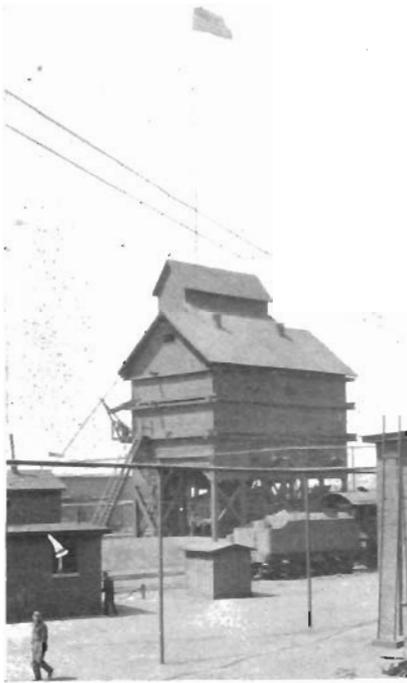
There is however, no fixed rule or distance for determining just where an unreasonable route leaves off and the reasonable route begins. Indeed, a route may be reasonable for the movement of dead freight and unreasonable for the transportation of perishable freight; so in such cases great caution should be used and when for any reason it is desirable to forward freight over a shorter and more direct route carrying a higher rate, the better practice would be to

consult the traffic department giving them all the facts.

It often occurs that a shipper will specify routing in a bill of lading and also insert the rate he expects to have applied. It should be ascertained that the rate is applicable via the route specified and if it does not apply, the shipper should be required to designate whether the rate or the route is to be followed and to erase one or the other before the bill of lading is executed. The Commission has stated that carriers will be held responsible for any damage which may result from the failure of their agents to follow such a course.



Flag Raising at Fort Scott.



The accompanying photograph gives a view of Flag sent up to the breezes by the employes at Fort Scott on April 14.

As shown in photograph the Flag was raised on pole placed on top of the Coal Chute at that place, which is about 135 feet high. In addition to about 150 employes of the Roundhouse and Car Department, the following officials were present at the ceremonies: John Forster, master mechanic; Messrs. Carter and Hesser, assistant superintendents; C. D. Toler, superintendent locomotive performance; W. A. Johnston, car foreman; J. A. Irvine, wrecking foreman and J. A. Henshaw, general foreman.

The Rev. Albert Watkins addressed the assembly, after which the Flag was raised amid cheers and the blowing of whistles.



I. C. S. Report.

The following is a report of lessons passed for April, by Frisco employes:

J. M. Robinson, Monett, Mo.; E. H. Barter, Ft. Scott, Kans.; R. E. Estes, Ft. Smith, Ark.; W. H. Phipps, Ft. Smith, Ark.; H. E. Golden, Springfield, Mo.; C. C. King, Enid, Okla.; T. S. Smith, Memphis, Tenn.; C. O. Hufford, Springfield, Mo.; W. S. Whitten, Birmingham, Ala.; V. W. Martin, Memphis, Tenn.; T. F. O'Connor, Memphis, Tenn.; F. O. Mason, Monmouth, Kans.; O. C. Thurmond, St. Louis, Mo.; G. T. Allison, Newburg, Mo.; E. Hutchison, St. Louis, Mo.; W. Hutchison, St. Louis, Mo.; A. E. Rinker, Joplin, Mo.; G. R. Tronell, Sapulpa, Okla.; F. L. Lewis, Sherman, Tex.; F. D. Stroops, Neodesha, Kans.; Geo. Stanley, Greenfield, Mo.; W. W. Lewallen, Hugo, Okla.; B. M. Johnston, Springfield, Mo.; L. A. Noblett, Springfield, Mo.; W. O. Bonnell, Springfield, Mo.; D. Ege, Springfield, Mo.; L. H. Gomer, Memphis, Tenn.; G. Hodge, Springfield, Mo.; J. M. Davis, Springfield, Mo.; C. J. Saxe, Monett, Mo.



WITH THE AGENTS



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

SHIFTS.

L. B. Lindley installed permanent agent Arapaho, Okla., April 20.

A. A. Whittaker installed permanent agent Bonita, Kas., May 7.

Mrs. P. David installed temporary agent Plantersville, Miss., May 7.

E. D. Egan installed permanent agent Fall River, Kas., May 2.

J. E. Strain installed temporary agent La Cygne, Kas., May 1.

M. H. Jacobs installed permanent agent Marionville, Mo., May 1.

W. H. Lohnes installed permanent agent Norwood, Mo., May 3.

B. R. Hargrove installed permanent agent Vanduser, Mo., May 3.

L. A. Pickard installed permanent agent Pochahontas, Ark., May 1.

M. V. Burnes installed temporary agent Sawyer, Okla., May 1.

Karl Kirch installed permanent agent Eram, Okla., May 1.

B. W. Carley installed temporary agent Davidson, Okla., May 1.

R. E. Singleton installed permanent agent Tuskahoma, Okla., May 5.

H. M. White installed permanent agent Stanley, Okla., May 5.

W. E. Richardson installed permanent agent Red Fork, Okla., May 5.

H. G. McKinstry installed permanent agent Luther, Okla., May 3.

G. R. Arnold installed permanent agent Yeager, Okla., May 1.

H. E. Sallee installed temporary agent Carl Jct., Mo., April 28.

J. T. Lane installed temporary agent Malden, Mo., April 30.

Effective April 13, 1917, Wardell, Mo., (located on the River & Cape Division --Deering Branch--Leachville Sub-Division --Station No. TH-210) opened as a ticket only agency, William E. Brown installed ticket agent.

J. R. Jones installed permanent agent Verdigris, Okla., April 30.

G. J. Robinson installed permanent agent Morrison, Okla., April 27.

S. A. Craig installed temporary agent Peckham, Okla., April 25.

H. D. Scott installed permanent agent Grider, Ark., April 30.

C. R. Heasley installed permanent agent Bay, Ark., April 30.

John Finn installed temporary agent Joiner, Ark., April 25.

C. O. Reed installed permanent agent Matthews, Mo., April 27.

J. W. Constant installed permanent agent Clifford, Okla., April 24.

F. J. Ruess installed permanent agent Brickeys, Mo., April 24.

A. H. Charleville installed permanent agent Imperial, Mo., April 23.

C. W. Blakeslee installed permanent agent Manitou, Okla., April 19.

Effective April 17, 1917, ticket only agency opened at Low Wassie, Mo., G. W. Collins installed ticket agent. Station No. S-338, located on Ozark Division, Current River Branch.

W. O. Batts installed temporary agent Casey, Okla., April 16.

T. E. Beaty installed permanent agent Haverhill, Kas., April 16.

C. W. Miller installed permanent freight agent Tulsa, Okla., April 18.

J. T. Hulehan installed permanent agent Sapulpa, Okla., April 16.

J. T. Stephens installed permanent agent Le Panto, Ark., April 12.

J. W. Barton installed permanent agent Hunter, Mo., April 9.

Effective May 7, Amagan, Ark., (Southern Division --Bonnaville Branch --Station No. S-443) opened as a ticket only agency, L. O. Balch installed ticket agent.

J. B. Patrick installed permanent agent Crosses, Ark., April 10.

Chas. Farrell installed temporary agent Olden, Mo., April 10.

H. W. Stout installed permanent agent Salt Fork, Okla., April 16.

S. A. Craig installed temporary agent Clifford, Okla., April 10.

G. P. Blomeyer installed permanent agent Zalma, Mo., April 17.



Ticket and Telegraph Office, Amory, Miss. Station.



Change of Time.

Effective May 7, there was a general change of time in passenger train schedules, affecting trains on the River and Cape, Northern, Southern and Western Divisions. In announcing the changes, General Passenger Agent, J. N. Cornatzar, explains that while he does not show any changes at intermediate stations in his circular letter, Agents will be furnished with new time cards promptly, and requests that they then give as much publicity as possible to any changes affecting their locality.



Section living quarters, Sipsey, Ala. Photo by J. E. Shipman, Carpenter Gang.

We have here a view of William Leek, agent at Jerome, Mo. The young lady in his arms is Miss Virginia Winifred Bryant, daughter of agent and Mrs. C. F. Bryant, of Bourbon, Mo. Grandpa Leek says that although Miss Virginia is only ten days old, she is the best looking young lady in Bourbon.



Ames, Okla., Station. Agent C. W. Giberson in foreground.



THE TRANSFORMATION.

At first it was a little white book, with one line written in ink across the first page showing that James Wilson had deposited \$1. ***** the page became crowded with writing **** the book became full of written pages, and James Wilson has thousands of dollars he would never have had except for that little white savings bank book.

Come and get one.

The Central National Bank of Tulsa
Tulsa, Okla. —Adv.