

Report of Committee on Revision of Rules of Interchange.

The Master Car Builders' committee presented through J. W. Taylor, Secretary, a report, reviewing the numerous suggested changes in the rules on interchange, and passing judgment thereon. The more important recommended changes are abstracted as follows:

Rule 1. To make more explicit what is meant by this rule, covering the maintenance of cars on foreign roads in repair, the word "running" is omitted.

Rule 2. This rule as it affects leaking tank cars to be changed to read, "Cars containing inflammable liquid which is leaking, must be repaired or transferred without unnecessary movement, or at nearest available point." Also, that bad order cards be attached to car after lading is transferred, before returning to delivering line, showing thereon the defects and date car was refused.

Rule 3. New rule as follows: "(a) Cars will not be accepted in interchange unless equipped with air brakes having $1\frac{1}{4}$ in. air brake pipe and angle cocks; also quick action triple valve, pressure retaining valve and an efficient hand brake. (b) Cars will not be accepted in interchange equipped with stem or spindle coupler attachments. (c) Cars built after Oct. 1, 1914, with journals or journal bearings other than M. C. B. standard, will not be accepted in interchange. (d) Cars built after Oct. 1, 1914, will not be accepted in interchange unless equipped with either the no. 1 or the no. 2 M. C. B. standard brake beams and so marked plainly on strut by stamping or casting on. (e) After Jan. 1, 1915, tank cars (empty or loaded) will not be accepted in interchange unless the safety valves are stenciled to show adjusted, etc., within the time limit required by pars. 5, 6 and 7 of the M. C. B. specifications for tank cars. (f) After July 1, 1916, cars will not be accepted in interchange unless stenciled showing month and year originally built. Cars built prior to 1895 may be stenciled 'Built prior to 1895.' (g) After Oct. 1, 1915, no car built for the purpose of carrying products which require the use of salt with ice for the refrigeration of such products will be accepted in interchange unless equipped with suitable device for retaining the brine between icing stations. (h) After Oct. 1, 1916, cars will not be accepted in interchange unless equipped with all metal brake beams. (i) After Oct. 1, 1916, cars will not be accepted in interchange equipped with continuous draft rods. (j) After Oct. 1, 1916, no car will be received in interchange unless the body of the car is marked as provided in rule 86, i. e., either capacity, maximum weight, and on tank cars limit weight no. 1 or limit weight no. 2. (k) If the car has air signal or train line steam pipes, the hose, pipes and couplings are at owner's risk, unless the car is stenciled that it is so equipped. (l) When two or more cars chained together, or any car which requires switch chains to handle them, are delivered at an interchange point, the receiving road shall deliver to the delivering road at the time an equivalent number of switch chains of the same size as the chains so used on the cars delivered, or, in lieu thereof, furnish a defect card for such chains. It is felt that it would be much better to concentrate these special requirements regarding the interchange of cars under one head or rule than to have them scattered all through the book."

Rule 4. Changed to read, "Defect cards shall not be required for missing material in fair usage from cars offered in interchange. Neither shall they be required of the delivering company for improper re-

pairs that were not made by it, with the exception of the cases provided for in rules 35, 56, 57 and 70."

Rule 9. Stem yoke not required to be specified on billing repair cards, as they are not acceptable after Oct. 1, 1914.

Rule 12. Referring to the use of the joint evidence card, add new paragraph as follows: "The joint evidence may be obtained at any point on the home line at which the improper repairs are found, but preferably at the point where the car is received, and only after an actual inspection has been made."

Rule 17. Revised as follows: "(a) In repairing foreign cars: Defective non M. C. B. standards may be replaced with M. C. B. standards (which must comply with M. C. B. specifications), provided such substitution does not impair the strength of car. Any increased cost resulting from and any expense of alteration necessary for the application of such M. C. B. standards shall be charged to the party responsible for the repairs. Any expense of alteration necessary for the application of such M. C. B. standards to be charged to party responsible for the repairs. Scrap credits to be allowed for undamaged parts thus removed. (b) Malleable iron, wrought iron or steel M. C. B. standards may be substituted for each other or for gray iron M. C. B. standards. Gray iron M. C. B. standards applied in lieu of malleable iron, wrought iron or steel M. C. B. standards shall be considered as wrong repairs. (c) In replacing M. C. B. standard couplers or M. C. B. temporary standard couplers, the dimensions of shank and butt of M. C. B. couplers standard to the car must be maintained. (d) If the car owner elects on account of improper repairs to remove M. C. B. standard or M. C. B. temporary standard coupler in good condition, secondhand credit should be allowed, and charge be confined to secondhand coupler applied. (e) When necessary to renew brake beam, any metal brake beam meeting M. C. B. specifications may be used, provided that the beam applied is at least as strong as the beam standard to the car. (f) Billing repair card to specify kind of material applied and removed, and bill rendered in accordance therewith. (g) Cast iron brake shoes may be replaced with brake shoes having reinforced back and the increased cost charged to party responsible for the repairs. (h) White pine, yellow pine, fir or cypress may be used when repairing siding, when of equal grade or quality to the material standard to the car. Fir, oak or southern pine may be substituted for each other in renewing or splicing of longitudinal sills. These changes will discourage the use of non M. C. B. standard material and facilitate freight car repairs."

Rule 18. The date after which cars having couplers with stem or spindle attachments or American continuous draft rods will not be accepted in interchange, is extended from Oct. 1, 1914, to Oct. 1, 1916.

Rule 19. Definitely forbidding the use of malleable iron couplers, open knuckles and malleable or steel backed journal bearings in repairs to foreign cars, and including cast iron brake wheels.

Rule 20. Making compulsory the changing of couplers to standard height.

Rule 21. Making the spreading of car sides, an owner's defect, so that applied transverse tie rods are chargeable to the latter.

Rule 28. Eliminated.

Rule 29. Reworded to read: "When second hand axles are applied, the journals must not exceed $\frac{3}{8}$ in. over the standard length, and the collar must be not less than

5-16 in. thick. The diameter of the wheel seats or centres, must not be less than, or the diameters of the journals must be at least $\frac{1}{8}$ in. greater than, the limiting diameters given in rule 86." Balance of rule as at present.

Rule 33. New rule: "The following will not be considered as an owner's responsibility: Straightening or replacing ladders, handholds, sill steps or brake shafts."

Rules 37 and 38. Referring to combination of damages: to be eliminated.

Rule 42. Substitution for the two first foot notes of the following: "When a combination of defects involves decayed parts, or involves longitudinal sills requiring renewal or splicing, due to elongated holes, or to sills split on this account, a joint inspection statement, made as per rule 120, shall accompany the billing repair card, which together will be authority for bill against owner."

Rule 52. To read: "Running boards in bad order or insecurely fastened," owner's defects. "In making repairs to safety appliance details, nails or lag screws must not be used where screws, bolts or rivets are required by law. Handholds or grabirons must be of wrought iron or steel."

Rule 56. Extension of time with regard to rule that after Oct. 1, 1915, cars equipped with brake beams other than metal, will not be accepted in interchange.

Rule 57. Latter part changed to read: "After Oct. 1, 1914, the delivering line will be responsible for hose not conforming with the 1913 M.C.B. standard specifications, and so labelled, except that 1905 M.C.B. specification hose, the date of which shows it was manufactured before Oct. 1, 1914, may continue in service until it is worn out."

Rule 60. With regard to marking of air cylinders and valves, add "Old markings must be erased before new stencilling is applied."

Rule 62. To read: "In replacing air brake hose on foreign cars, new M.C.B. standard 1913 specification hose must be used."

Rule 69. To read: "Broken flange; chipped flange, if chip exceeds $1\frac{1}{2}$ in. in length and $\frac{1}{2}$ in. in width. Broken rim, if tread measured from flange at a point $\frac{5}{8}$ in. above tread is $3\frac{3}{4}$ ins. in width, provided these defects are caused by derailment or wreck." Owners responsible.

Rule 78. To read: "Cracked or broken flange, chipped flange if it exceeds $1\frac{1}{2}$ in. in length and $\frac{1}{2}$ in. in width; broken or chipped rim, if tread measured from the flange at a point $\frac{5}{8}$ in. above tread is less than $3\frac{3}{4}$ ins. in width; cracked tread, cracked plate, one or more cracked brackets, or broken in pieces, provided these defects were not caused by derailment or wreck." Owners responsible.

Rules 79, 80 and 82. Be made vacant.

Rule 87. To read: "Any company making improper repairs is solely responsible to the owner, with the exception of the cases provided for in rules 3, 56, 57 and 70, and excepting that a company applying axles smaller than the limits given under rule 86 shall not be held responsible for improper repairs if the car is not stenciled showing the capacity or maximum weight, or limit weight I. or limit weight II."

Rule 88. Making obligatory the marking of the improper repairs on the car.

Rule 95. Changing part of rule covering rendering of bills, as follows: "Brake beams, including shoes, heads, jaws, key bolts, cotters, brake pins and hangers, when lost with the brake beam. Brake levers, lever guides, key bolts, pins, cotters, top and bottom brake rods, whether or not they