

use only one form of card, and the card used by each road is practically the same. This being the case, we are showing below only a facsimile of the card used by the C. M. & St. P.:—

C. M. & St. P. Ry.

This car  
No. .... Initial .....  
FOR FLOUR.  
Inspected by .....  
Date ..... 191.....

There have been no special instructions issued by these roads as to the inspection to be made, a specially trained man being selected for the work.

The C. B. & Q. uses four different forms of inspection cards. A facsimile of the cards used is shown herewith:—

(1.) C. B. & Q. R.  
This car  
No. .... Initial .....  
Is O. K. for  
FLOUR, CEMENT, GRAIN, ROUGH  
FREIGHT.  
Inspected by ..... At .....  
Date ..... 191.....

(2.) C. B. & Q. R. R.  
This car  
No. .... Initial .....  
O. K. FOR FLOUR.  
Inspected by .....  
Date ..... 191.....

(3.) C. B. & Q. R. R.  
FIT FOR GRAIN.  
No. .... Initial .....  
Inspected by .....  
Date ..... 191.....

(4.) C. B. & Q. R. R.  
NOT FIT FOR GRAIN.  
No. .... Initial .....  
Inspected by .....  
Date ..... 191.....

There are no specific instructions for inspection issued. The master mechanics are instructed to have the empty cars inspected and carded according to their condition and the requirements of traffic.

The M. St. P. & S. S. M. is using two inspection cards, one for cars suitable for flour loading, and one for cars not suitable for flour, grain or merchandise. A facsimile of the cards used is shown herewith:—

M. St. P. & S. S. M. Ry. Co.

This car  
O. K. FOR FLOUR.  
Date ..... 191.....  
M. St. P. & S. S. M. Ry. Co.

This car must not be loaded with flour, grain or merchandise.

The instructions relative to the use of these cards are that the cars are to be given a special interior and exterior inspection, to see that sheathing, lining, flooring, roofing, doors and fastenings are in good condition; any small holes found in the floor are to be cleated over, care being taken to bevel the edges of the cleats to prevent damage to flour sacks. Cars with a bad odor, due to carrying hides, oil, etc., are not to be used for flour. Cars otherwise O.K'd, with the exception of having small oil spots on the floor, are to be painted over with quick-drying paint. All projecting nails, spikes or bolts to be removed or driven in to prevent damage to flour sacks, and all cars are to be swept out thoroughly clean. Cars fit for flour loading are to be carded O.K., and the numbers and initial of such cars are to be turned in to the agent.

The Santa Fe is using two inspection cards, one for flour and one for grain loading. There is no difference in the make-up of the cards, except one is printed in red and the other in green. A facsimile of the cards used is given herewith.

SANTA FE.  
FLOUR.

Inspected and placed in condition for flour loading.  
Inspector .....  
Date ..... Station .....  
Car No. .... Initial .....

SANTA FE.  
GRAIN.

Inspected and placed in condition for grain loading.  
Inspector .....  
Date ..... Station .....  
Car No. .... Initial .....

The Santa Fe instructions relative to the use of the inspection cards are as follows:—"Where car inspectors are located, cards will be furnished the inspectors, and at stations where there are no car inspectors, the local agents, or their representatives, will inspect all cars for grain and flour loading. If after proper inspection cars are found to be in suitable condition for grain and flour loading, a card is to be attached to the car door, three feet from the bottom of the door. Switchmen or local crews should be prohibited from placing at loading docks, platforms, or elevators, an empty car which does not have one of these cards attached. When a car has been inspected and card placed thereon and placed at loading dock, and when shipper or his representative has inspected the car and accepted same for loading, the card will be detached and returned to the representative of the company, and shall be attached to and filed by the agent with duplicate bill of lading or shipping instructions. Shippers must be notified when a car is made empty at their plant that the car must not be loaded until it has been inspected and necessary card attached."

The Santa Fe is now contemplating the use of another form of inspection card, which is made up in manifest form so that shippers can have a copy for their use. Following is a facsimile of this card:—

SANTA FE.  
THIS CAR O. K. FOR GRAIN LOADING.  
Car No. .... Initial .....  
Date ..... 191..... Inspector .....

The Frisco Lines are using three forms of inspection cards. A facsimile of cards used and the instructions to inspectors are given herewith:—

FLOUR SHIPMENTS AND OTHER MILL PRODUCTS.

"Form 255 standard, facsimile of which you will find below, must be properly filled out and applied to each car inspected by agents or car inspectors, which will indicate that car is suitable for loading of flour and other mill products. Agents or their representatives must not sign bills of lading unless form 255 standard is turned in by shipper, attached to the duplicate bill of lading or shipping receipt, and these forms must be retained in the office files for future reference.

FRISCO LINES.  
FLOUR, FEED AND OTHER MILL PRODUCTS.

Inspected and placed in condition for flour loading.  
Inspector .....  
Station .....  
Car No. .... Initial .....

"The roofs must be carefully inspected to ascertain if waterproof, the doors to see that they fit tight, and are in good condition. The interior must be inspected carefully to see that the floor is free from oil stains, and other substances that would result in damage. The doors should be pulled shut and inspected for leakage. All nails and other projections that might cause damage must be removed, driven in or covered up.

"The doors of all cars loaded on Frisco rails and on foreign line rails for movement via Frisco, must be wedged, papered and stripped in the following manner: Drive one wedge between each door shoe and the door, which will force the door up against side of car. After the wedges have been applied, a strip of odorless asphalt paper, 11 inches wide, must be applied over the openings of the car door, that is, one strip on each side of the door and one on the top of the door, the paper to be held in place with narrow wooden strips.

CEMENT AND PLASTER SHIPMENTS.  
"Form 261 standard, facsimile of which you will find below, must be properly filled out and applied to each car inspected by agents or car inspector, which will indicate car is suitable for loading. Agents or their representatives must sign bill of lading unless this form is presented by shipper, attached to the duplicate bill of lading or shipping receipt, and these forms must be retained in office files for future reference.

FRISCO LINES.  
CEMENT OR PLASTER.  
Inspected and placed in condition for cement or plaster loading.  
Inspector .....  
Station .....  
Car No. .... Initial .....

"Great care must be exercised in selecting cars for this loading. Roofs must be in first class condition, so as not to admit water, and all nails or other projections that will damage the product

removed. The doors must be wedged by driving two wedges between each door shoe and the door, which will force the door tight against the side of the car.

GRAIN SHIPMENTS.

"Form 256 standard, facsimile of which you will find below, must be properly filled out and applied to each car inspected by agent or inspector, which will indicate that car is suitable for grain loading, and has been properly coopered and burlapped. Agents or their authorized representatives must not sign bills of lading unless form 256 standard is presented by the shipper, attached to the duplicate bill of lading or shipping order, and these forms must be retained in the office files for future reference.

FRISCO LINES.

GRAIN.

Inspected and placed in condition for grain loading.  
Inspector .....  
Date ..... Station .....  
Car No. .... Initial .....

"A standard grain door section is 7 ft. long and 20 ins. wide. Usually three or more sections are used for each door. They should be placed in position and nailed to the door posts with 8 penny nails. Large nails or spikes must not be used. Care should be exercised to see that the doors fit closely, and that there are no holes in them. Nails protruding from door posts must be pulled out so that the grain doors will fit closely. Grain doors made of light material must not be used for the bottom or middle section, account pressure being greater on these sections. Doors made of good strong lumber should be used.

"Burlap will be furnished by the store department upon receipt of proper requisition, cut in strips 8 ft. long and 40 ins. wide for the doors, and 3 ft. long and 40 ins. wide to cover the draft bolts. Two strips 8 ft. long should be used to cover the grain doors. This leaves 6 ins. over each end of the grain door for tacking to the side of the car.

"The lower strip should be allowed to lap on the car floor 8 to 10 ins. in order to make a leak proof joint. It must not be tacked to the car floor. The top strip should lap over the lower strip from 4 to 6 ins., and should not be tacked to the grain door. Wooden strips will be furnished with the burlap to tack the ends of the burlap to the side of the car, so that the grain will not leak through between the end of the grain doors and door posts.

"The short pieces of burlap are to be tacked over the draft bolts and held in place by short strips of wood tacked around the edges. Burlap should be applied loosely and not stretched tight across the boards, so that it can give and not tear from the bulging of the doors.

"In addition to using burlap over the grain doors and draft bolts, it should also be used wherever necessary to prevent the leakage of grain."

As the result of an endeavor to fit together the cards now in use, your committee wishes to direct attention to some of the differences in their style; however, in the main they seem to have been designed for one and the same purpose. While the general practice seems to be to use cards bearing printing in large letters showing a specific commodity, or in some cases one or two products, we do not seem to be able to readily get away from a card on which provisions will be made for the designation of the shipment for which the car is inspected and made suitable without introducing more than one card, which was not wanted unless it can not be avoided. A sample of such a card, representing the result of a combination of all cards, with their instructions, would seem to be as follows:—

A. B. & C. Ry.

This car  
No. .... Initial .....  
O. K. FOR SHIPMENT OF COMMODITIES.  
Under ..... Classification .....  
Inspected by .....  
Date ..... 191..... Station .....  
(Size of card, 6 by 8 inches.)

Your committee wishes to point to the three apparent classifications of lading for which the box car is on some roads and in some localities receiving special attention before loading. The three classifications, as will hereinafter be referred to, would seem to cover the situation, at least until improvement can be suggested and worked out. The idea contemplates—

Classification A.—Flour and sugar.

Classification B.—Bulk grain.

Classification C.—Lime, cement, plaster; boxed, sack and crated packages of seeds, coffee and merchandise; hay, dry goods and