

**M.C.B. Rules of Interchange.**

The President of the Canadian Railway Club, E. A. Williams, recently appointed W. E. Fowler, Master Car Builder, C.P.R.; W. Alderson, General Car Inspector, G.T.R., and S. King, Master Car Builder, Intercolonial Ry., as a committee to report their interpretation of the rules of interchange as revised at the Master Car Builders' Association meeting at Saratoga, N.Y., in June. The committee has reported as follows:

It cannot fail to be very gratifying to the members of the M.C.B.A. (who have worked so hard and faithfully for several years past to bring about conditions which expedite the movement of cars between the different companies so tremendously different from those in vogue 15 or 20 years ago) to know that with each successive year the necessity, or even demand, for changes in these rules grow strikingly less. The most striking change in the rules of this year is in the elimination of the various section numbers and assigning to each section a rule number of its own, and the bringing of each subject under its proper heading. This will be admitted as a step in the right direction, and although it may, for a short time, be somewhat confusing to the different interchange inspectors (who have become so accustomed in the past to quoting from rule 3, for instance), the change must naturally be a very beneficial one.

In order that this report should not be unnecessarily long, we will only refer to those parts of the rules which were changed, the first in order being that shown on page 4, as new rule 6, requiring that duplicate defect cards shall be furnished for lost or illegible cards. This is merely a transfer of old rule 9 to its proper place in the rules.

The defect gauge for determining defects of wheels under all capacities of cars is shown in a very compact form on page 6, and will be recognized as a great improvement over the former practice of using two gauges.

A very just and equitable change has been made in old rule 3, sec. 21, which is now new rule 28, the new rule reading: "Journal bearings and journal box bolts which require renewal by reason of change of wheels or axles, for which the delivering company is responsible, regardless of the previous condition of the bearings." This rule, being placed in delivering company's responsibility location, makes it impossible to charge the owner of the car with either journal bearings or journal box bolts which may be renewed in connection with the removal of wheels on delivering company's responsibility.

Sections 12, 13 and 15 of old rule 4 have now been transferred to their proper place, and appear in the new rules as nos. 74, 69, 70 and 71, and sec. 12 of old rule 4, referring to the form of repair card, is so changed as to now show car number and initials at the bottom of the card instead of the top, for convenience in checking.

Sec. 9 of old rule 5 has been transferred from its former place under heading of "Instructions for Billing" to "Instructions to Repair Men," and now appears as new rule 72.

New rule 79 reads as follows: "For repairs made on defect cards, the card must accompany the bill as voucher for the work done, but no bill shall be rendered for repairs which have not been made." This appears to have been necessary, as in some cases there has been a suspicion that bills have been rendered for repairs which had not been made. While it is not supposed that any railway company would sanction action of this kind, it was thought best to have the rule explicit.

It will be noted in new rule 91, which takes the place of sec. 13 of old rule 5, there have been added several items referring to repairs of air-brakes. This will undoubtedly be of great assistance in making up bills, and gives

a very good idea of what the different charges for labor are based upon.

Rule 94 is also entirely new, reading: "In the application of channels they should be charged out at the market price plus the necessary labor for drilling, etc.; credit should be at prices quoted above for similar metal." This seems to have been made necessary by the increasing use of merchant shapes of rolled iron and steel.

New rule 104, which takes the place of old rule 5, sec. 21, has been modified, by providing a charge of three hours for replacing coupler with pocket attachments, as against two hours for coupler with stem attachments. This is only just and equitable, as it will take fully one hour longer to apply couplers with pocket attachments, than those with stems.

Old rule 5, sec. 22, has been cut up into new rules, 105, 106, 107 and 108. It will be noted that the last paragraph of old sec. 22 has been eliminated from the new rules, it having been considered unnecessary.

Old rule 5, sec. 23, which appears as new rule 109, represents a great deal of care in making up a schedule that is very complete and equitable, for labor charges allowed in air-brake work, and puts this part of the M.C.B. rules in a very complete and finished condition.

Old rule 5, sec. 24 and 25, which now appear as new rules 110 and 111, change the prices allowed for air-brake equipment in settling for destroyed cars, from \$36 to \$27.50. This is only proper, as it represents the actual price paid for air-brake equipment, considering the discounts allowed.

In old rule 5, sec. 24, which appears as new rule 110, the price for a 40-ft. flat car has been established, viz., \$180. As 40-ft. flat cars are coming very largely into use for carrying long timber, structural steel, etc., this addition will be very much appreciated.

Old rule 5, sec. 24, now appears as new rule 110. After considerable discussion in the convention, it was agreed that the amount of \$25 additional, which was formerly allowed for bodies of cars of 60,000 lbs. capacity or over, having journals four inches or over, when destroyed and being settled for, be increased to \$40, provided the cars had metal body bolsters. This would certainly seem to be warranted by the prices which have to be paid for new cars at present.

Old rule 5, sec. 26, now appears as new rule 112. It will be noted that tank cars (except the tanks) are now included with refrigerator and other special cars, which are to be settled for when destroyed, at present cost price, instead of at a fixed price arranged for by the rules.

Old rule 5, sec. 28, which now appears as new rule 114, adds centre pins, continuous draft keys, draft springs and couplers to the items which switching roads will be allowed to bill against car owners. This is an indication that the M.C.B. Association consider that switching roads have been somewhat hardly used in this respect in the past, and in this connection your committee would call attention to the trend of the M.C.B. rules each year, toward increasing owners' responsibility.

The effect of the new plan of settlement for service of foreign cars is apparent in the changes to old rule 6, sec. 1, which, appearing as new rule 117, now reads that "the company on whose line the bodies or trucks are destroyed shall report the fact to the owner immediately after their destruction," the word "immediately" taking the place in the new rule of the words "not later than 30 days" in the old rules. This is certainly in the line of progress, and will be very beneficial, as we have known of several cases in the past where cars had been destroyed and notification to the owners held off until 30 and even 60 days had elapsed. As under the per diem rules the per diem payment only ceases

with the notification to the owner, it is to the interest of the railway company destroying the car to see that these notifications are promptly made.

In further connection with the per diem plan of settlement, new rule 120 has been added. It reads: "The company on whose line the body or trucks of a car are seriously damaged, aged, but not destroyed, may notify the owner and ask an appraisal on the damage done to the car as a basis for the disposal of the damaged car." This will frequently be of very great assistance in disposing of cars which are seriously damaged, and will undoubtedly enable them to be put into service with very much less delay than was formerly the case, cars having been held two and three months for some special form of material which had to be obtained from the owners. Under this new rule, however, the owner and the company responsible can come to an understanding, car be returned to the owner, proper repairs made promptly by them and car be put into service.

Old rule 7, sec. 2, which now appears as new rule 123, has also been changed to conform to the new per diem settlement conditions, and now reads as follows: "A car which is safe to run, but unsafe to load on account of serious damage caused by wreck or accident, shall be reported to the owners for appraisal and disposition, and disposed of as provided in rule 122, if the owner so elects." The section of rule 122 which is referred to reads: "If the owner elects to have it sent home, he shall furnish two home cards, noting upon them existing defects and the route over which the car is to be returned to its owner." This new rule also will be a great assistance in getting prompt movement of cars seriously damaged, and which may require some special materials which can only be furnished by the owners.

In conclusion we would state that while there are several points in the new rules which, with slight changes, would, in our opinion, very much better the situation, we do not think this is the proper time to refer to them, believing that this should come up at some time shortly before the next convention.

### Minneapolis, St. Paul and Sault Ste. Marie Ry.

Following are extracts from the report for the year ended June 30, presented at the annual meeting in Minneapolis, Sep. 19:

Gross earnings from all sources	\$6,257,591 47
Operating expenses	2,941,627 40
Net earnings	3,315,964 07
Fixed charges, taxes, etc.	1,729,462 59
Surplus	1,586,501 48

During 1901 a fair grain crop was harvested along the Co.'s road, which, coupled with the excellent general business conditions, resulted in a substantial increase in gross, net and surplus earnings.

The mileage was increased by the completion of the following lines: Wishek, N.D., to Pollock, S.D., 69.82 miles; Summit Jct. to Frederick, Wis., 22.43 miles; extension of Rice Lake Branch to Birchwood, Wis., 16.19 miles, and two or three small spurs aggregating 2.01 miles—making a total increase in mileage of 110.45 miles, or about 8.5%. The gross earnings show an increase of 37.7%, the net earnings 68%, and the surplus 38.8% over 1901. The operating expenses were 47.3% of the gross earnings—compared with 56.1% of the preceding year, 49.6% in 1900, 56.6% in 1899 and 54.1% in 1898. Notwithstanding the decreased percentage of expenses, the property and equipment has been maintained in excellent condition.

During the early spring and summer of 1902 there was a very large immigration into the Northwest. The Co. has received a very liberal percentage of these settlers, and a largely increased acreage has resulted—par-