

notions; high grades of finished lumber; tobacco, furniture, household goods and certain grades of tin and galvanized iron.

In the arrangement of the above classification, the items shown under A, viz., flour and sugar, have been grouped together in order to secure cars which might be necessary for such shipments, i.e., those free from soiled floors and interiors carrying odors liable to damage the goods; whereas cars selected for classification B, intended for bulk grain, clearly indicate by their character what might be suitable for their safe transportation; likewise classification C, covering the commodities mentioned, could be safely transported in a car which, while it should be tight, need not necessarily be as carefully selected as to other conditions as a car for classification A, intended for flour and sugar.

On back of cards, inspection instructions should be printed as follows:—

INSPECT FOR.

Classification "A"	Classification "B"	Classification "C"
Leaky roof.	Leaky roofs.	Leaky roof.
Loose siding.	Loose siding.	Loose siding.
Loose roof boards.	Loose roof boards.	Loose roof boards.
Shifted roof sheets.	Shifted roof sheets.	Shifted roof sheets.
Broken Door stops.	Broken door stops.	Broken door stops.
Leaky doors, tops and sides.	Leaky doors, tops and sides.	Leaky doors, tops and sides.
Broken end posts.	Broken end posts.	Broken end posts.
Broken or loose door posts.	Broken or loose door posts.	Broken or loose door posts.
Protruding nails in floor and lining.	Holes in floor and around center plates and draft bolts.	Protruding nails in floor and lining
Floors soiled by oil, grease or any material carrying odors likely to damage lading.		

METHOD OF INSPECTION BEFORE LOADING.

Inspection to be made at point of loading whenever practicable.

At point of distribution from which car is forwarded to loading station, and again by agent.

Cars received and unloaded at station where no inspectors are located, should be inspected by the agent.

Aside from the master car builders' inspection of car, including roof, running boards, air brakes, safety appliances, and running gear, as well as the external inspection of sides, ends, doors, ventilators and windows, an internal inspection must be made of the roof and siding, with doors, ventilators and windows in closed position.

Search for light indicating openings and cracks which might produce leaks.

For loose, damaged and broken boards, loose knots, knot holes, bad joints, etc.

For all nails and bolts extending above surface of floor and lining and nails protruding through roofing.

For water stains indicating cracks and air spaces.

For cracks sufficient to admit storm water beating through opening, also for openings and bad joints around window and doors.

For metal sheets out of position along edge of subcarlins or down from edge of ridge pole.

For small holes in metal roofs due to rust or small openings in roof from other causes.

Doors must open and close properly.

The floors should be clean, dry and free from defects sufficient to admit moisture, and any fouling by previous shipments, such as fertilizer, oils, and other freight which would damage more perishable commodities. If the centrepin is uncovered, it might be necessary to cover it with a piece of board, depending entirely upon the character of freight to be loaded.

Inspect closely for defects in framing which might, by reason of their weakness, allow the sheathing to be readily broken or damaged.

After a car is thoroughly inspected and known to be in good condition and suitable for the transportation of the commodities in classification A, B or C, as the case

may be, the inspector or agent, as provided for, making such inspection or able to certify to the condition of the car, must make out the prescribed certificate of inspection card and tack it to the car just under car number.

After the car is placed and accepted for loading, the certificate of inspection card must be detached from car and delivered to the agent before bill of lading is issued. The card must finally be attached to the agent's office copy of bill of lading or shipping ticket, for future reference in case of question arising as to the condition of car before loading.

Inspection of car bodies, doors, and the placarding of bad roofs, etc., as well as making notation of the extent of damage, is at present given attention; but it is also true that the general results seem to indicate that improvements can be made and higher efficiency obtained, since it seems

following not only the prescribed certificate of inspection card, but the instructions covering its use; and it is their belief that if the composite card, with instructions covering its use, is not satisfactory in all its details and in shape to be used on the roads now making use of such cards, very little work remains to make it uniform and satisfactory.

Supplementary Report from Committee.

When the report was sent to the Secretary for printing, a copy was also forwarded to the eight railways now using a certificate of inspection card, inviting from them criticism and suggestions as to what might be further offered in the committee's report. The real object, as explained to them, was to obtain their views upon the conclusions reached by the committee, and to further ascertain if in their judgment a uniform plan and the uniform card, as suggested by the committee, will meet the requirements; furthermore, if they would be willing in the interest of uniformity to use it in lieu of what might now be their practice. The following is a synopsis of the replies received:—

Great Northern Ry.: Is satisfied with present system of inspection, using a single card for flour lading.

Chicago, Burlington & Quincy Rd.: Considers it would be a good idea, if possible, to use the one card, but apprehends some difficulty in actual practice getting switchmen and trainmen to take time to read the card and handle the equipment accordingly, citing a somewhat similar situation surrounding the use of C. B. & Q. card 1, shown in the report. The use of this latter card contemplated scratching out all items except the one for which the car was suitable for loading. The objection was met by changing to special cards, printing them in different colors.

Chicago Great Western Ry.: Is very much in favor of a uniform system governing the inspection of cars for the different commodities, and regards the proposed card submitted by the committee as fulfilling the requirements.

Chicago, Milwaukee & St. Paul Ry.: Reports that the uniform card as suggested by the committee would seem to satisfactorily meet the requirements, but considers shippers would object to attaching the card to the bill of lading. This road is taken as acquiescing in the proposition, since it was not the intention that the card be attached to the bill of lading.

Minneapolis, St. Paul & Sault Ste. Marie Ry.: Accepts the card as a satisfactory solution, but suggests the addition of another classification to cover rough freight. But in this connection, as has been explained, your committee started out this year with the idea of avoiding any reference to rough freight, preferring to confine their time to methods necessary for the handling of commodities readily damaged by moisture, etc.

Illinois Central Rd.: Advises they see no reason why a uniform card covering the overhead inspection of box cars cannot be agreed upon for all railways, and express themselves as being very glad to modify the cards they now have in use, in the interest of uniformity.

Atchison, Topeka & Santa Fe Ry.: Answers by stating they consider there is a great deal of unnecessary switching and cross hauling of empty cars which might be overcome by such an inspection, etc., and would be satisfied to make a trial of the card recommended in the committee's report.

St. Louis & San Francisco Rd.: The position is taken that better results have been obtained by using a distinctive card for the different commodities. They are not in favor of using one card, as proposed

to be generally accepted that any observation, inspection, and amount of prevention can be more economically directed at the time of selection and preparation of the car than through repeated repairs and attention to cars en route, only to find car arriving at destination offering opportunities for criticism and possibly heavy damage claims. Hence the fact remains that the successful launching of any systematic and uniform practice hinges upon a closer inspection of equipment as to the physical condition of the superstructure for the loading of certain commodities, and such inspection should be made in the best possible manner, to meet local conditions.

Hoping that the committee has at least approximately succeeded in working out a composite certificate of inspection card which will be acceptable to the roads now employing such a practice of inspection, your committee would recommend that such roads be asked to use the card, or designate what might be done to make it acceptable, keeping in mind the desirability of reaching a uniform card. If this can be successfully obtained, it will give the association a standard card, and with the information gathered from them, other roads will be able to consider the card, and use it if they so elect.

While it is very clearly understood that several roads, as above indicated, have used the certificate of inspection card with profit, and have succeeded in very materially reducing the damage to shipments and claims therefrom, other roads have indicated their lack of particular interest in any such move on account of either a vast difference in the variety of commodities handled, or on account of the proportion of shipments not requiring such a careful inspection predominating, hence it would seem to remain with each road to work out and decide for itself what such a plan of inspection might net them. It is certain, however, that the most earnest and sincere cooperation on the part of the railways is absolutely necessary, otherwise the maximum benefit is not to be obtained for the amount of money thus expended.

Your committee believes it perfectly feasible for all roads interested in the proposition to enter into the work of inspection along the line of that referred to,