

# HOW BEST HANDLE L. C. L. TRAFFIC

**W**E SHOULD impress upon our receiving clerks the importance of closely examining less-car-load goods to see that they are in shipping shape and if not, to set the machinery in motion to notify shippers or manufacturers of the necessity of doing so.

Containers constructed of poor lumber, end grain nailing, and of insufficient strength and security to carry contents to destination, should not be used. Instead, sound and strong containers, made up of sound lumber, three way corners, suspension strips, diagonal bracing, and effectively nailed should be used, to prevent loss and damage. Fibre board and other containers, with none, or inadequate interior packing, also contribute to loss and damage. Fragile articles, not marked "handle with care" or similar precautionary marks follow in line, as do packages not marked to show "this side up" as a guide for proper stowing to protect contents.

Articles marked with poor labels or tags, which become obliterated or are torn off in handling, resulting in the goods being classified as "no marked freight" and sent to sales depots to be sold, are other factors or loss and damage which add to the loss of "entire package account." Goods should be plainly and durably marked for consignee and destination. Labels should be effectively secured with glue, or equally good adhesive. Tags should be made of strong material and fastened to wooden containers with large headed tacks at the corners and center. Bags, bundles and bales should have the tags fastened to them with strong cord or wire.

After we have satisfied ourselves that the goods are in shipping shape, we should see that we handle them carefully; that they are placed on trucks in the proper manner and that glass and fragile parts are not placed next to the body of the truck. When long articles protrude over the blade of the truck, the blade should be well covered to prevent it from cutting through the container and damaging its contents. Trucks should be carefully loaded, so articles will not fall off and become damaged, especially when barrels and cartons of glassware, etc. are being handled. In unloading the trucks, each piece should be taken off carefully; dumping any part of the load from the truck is decidedly bad practice. When the latter method is used, it is sure to cause damage.

The selection of sound and clean equipment for the loading is very essential, if damage is to be prevented, from the elements and contamination. The practice of letting truckmen stow freight in cars improperly or providing an insufficient number of men to do the work right is a reflection on the ability of those charged with the supervision.

Stowing in cars should be performed with the consideration it deserves. Heavy articles should be placed

BY J. J. QUIRK

*Special Representative  
Freight Claim Prevention*



J. J. Quirk

on car floor, bottom down, top up, and lighter ones on top. Articles with mirrors and glass parts should be placed so that glass parts will be near the car walls, to protect

them from damage by other freight.

Crates with contents screwed, or anchored to the inside members, should be placed so that the "to and fro" movement of the car, will not tend to dislodge the screws or anchors. Cartons and sacks and bag goods should be placed, so that they will not be cut

or damaged by the sharp corners of wooden containers. Wrapped or unwrapped chairs and other articles with protruding legs, should be loaded by themselves, or loaded, so the legs will not become entangled with other freight and snapped off. A good deal of damage is done to reed furniture, through legs being broken off by other freight.

A container should never be forced into a space, too small to receive it. This practice not only causes damage to the container that is forced in, but to the adjacent containers and freight. Long articles should be loaded so they will not enter between the slats of containers and damage contents. Nor should freight be loaded on crated articles in a manner so it can enter between the slats and damage the finished surfaces of articles inside.

One man should not attempt to put up or let down a heavy and bulky container. In doing so, the container usually gets away from him, topples over on other freight,

or falls to the car floor, causing damage not only to the container he is handling, but to other containers. Stowers should not themselves punch containers into place with the blade of the truck, or permit the truckers to do so. This practice, as a rule, causes if not visible damage, concealed damage. During the course of stowing, broken or loose members of containers, should be replaced or renailed.

When a car is finally loaded the contents should be stowed and blocked, to avoid shifting and damage. If the doorway space is not utilized, the freight in the ends of the car should be tapered down toward the doorway, to prevent it from falling over in transit. Often the freight is not tapered down and as a result it falls over, as soon as the car is moved, and becomes damaged.

The same care used in stowing should be exercised in unloading the cars at destination. Freight when placed in the freight house should be piled carefully and in order. When freight is unloaded into large freight houses and is taken from them with motor trucks or other vehicles, a driveway should be set apart of sufficient width to enable the trucks to turn around without contacting the freight. A good practice to follow is to place the large containers near the driveway, for the reason if they are struck by the trucks they are not so apt (Continued on page 38)

# ON TOP OF THE WORLD

THE MAN who has a job and justified hope of a better job is sitting on top of the world! Mark that word — *justified*. Only training justifies job assurance and better job hope. Today thousands of men are acquiring this training through spare-time study of I. C. S. Courses. Their example is a definite suggestion to intelligent men. Go ahead, prove your own intelligence by marking and mailing this coupon!

## INTERNATIONAL CORRESPONDENCE SCHOOLS

Box 5411-J, Scranton, Penna.

Explain fully about your course in the subject marked X:

- |  |   |
|--|---|
| <input type="checkbox"/> Roadmasters                       | <input type="checkbox"/> Locomotive Fireman                   |
| <input type="checkbox"/> Section Foreman                   | <input type="checkbox"/> Air Brakes                           |
| <input type="checkbox"/> Bridge Engineering                | <input type="checkbox"/> Steel Car Repairing                  |
| <input type="checkbox"/> Office Employees                  | <input type="checkbox"/> Machinist and Toolmaker              |
| <input type="checkbox"/> Mechanical Drawing                | <input type="checkbox"/> Boilermaking                         |
| <input type="checkbox"/> Locomotive Engineering            | <input type="checkbox"/> Tinsmith and Pipefitters             |
| <input type="checkbox"/> R. R. Signalmen                   | <input type="checkbox"/> Car Inspectors                       |
| <input type="checkbox"/> Gas-Electric Welding              | <input type="checkbox"/> Diesel Engines                       |
| <input type="checkbox"/> Air Conditioning of Railroad Cars | <input type="checkbox"/> Railroad Transportation Salesmanship |

Name.....Age.....

Occupation.....Employed by.....

Address.....

Employees of this road will receive a Special Discount

## How Best Handle L. C. L. Traffic

(Continued from page 15)

to become damaged as the lighter containers, and the latter should be placed in the rear of the pile, so that they will be protected against damage, and in a measure, against theft.

When freight is delivered to a truckman, a joint inspection of it should be made and notations made of any damage found. A notation fully describing damage to an article places the carrier's responsibility and tends to protect the carrier from any subsequent damage that may occur after the goods leave its possession. Carrier's representatives should discourage the common practice of truckmen putting over-hanging loads on the tail-board of their trucks and tying them with ropes. This practice invariably causes damage to the freight. Some damage is caused by the improper unpacking or uncrating of articles by consignees. In a great many instances, hammers or bars are used to batter the containers apart, instead of using the proper method of cutting containers, so the tops of them can be lifted from the articles.

The Freight Container Bureau has furnished the carriers with pamphlets, showing how containers

should be cut apart and these have been furnished to shippers and consignees, and carriers should see that all interested should adopt the method. Damage located in unloading from the cars and damage found by inspection at consignees' stores and the cause of it, should be reported back to the initial carrier for correction either by the carrier or shippers.