

**SURPLUS MATERIAL AND
TRACK ACCOUNTS;
SUPPLEMENT TO "THE SCIENCE
OF RAILWAYS", 17 VOLUMES**

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Surplus Material and Track Accounts; Supplement to "The Science of Railways", 17 Volumes by Marshall Monroe Kirkman

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MARSHALL MONROE KIRKMAN

**SURPLUS MATERIAL AND
TRACK ACCOUNTS;
SUPPLEMENT TO "THE SCIENCE
OF RAILWAYS", 17 VOLUMES**

Surplus Material AND Track Accounts

THE COLLECTION OF SCRAP AND SURPLUS ARTICLES,
AND AN EFFECTIVE METHOD FOR KEEPING
THE ACCOUNTS OF TRACK MATERIAL,
TOOLS, LABOR, ETC., AND MAK-
ING RETURNS THEREOF

SUPPLEMENT TO
"The Science of Railways"
17 Volumes

BY
MARSHALL MONROE KIRKMAN

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GUARDING A COMPANY'S PERSONAL PROPERTY AND
GATHERING UP THAT WHICH IS UNUSED, IN-
CLUDING SCRAP, SURPLUS TOOLS, MATERIAL
AND MISCELLANEOUS ARTICLES.

The care and disposition of railway track supplies (including tools) naturally suggests itself in connection with the reference to road accounts and returns elsewhere herein. More particularly, however, that feature relating to scrap and the surplus material and implements that accumulate on a road and that need constant and special attention. Against the surplus on one section there will be found more often than otherwise a lack of needed material and tools on another section. One does not, however, offset the other. Wherever a deficiency exists the foreman or person in charge, it is probable (unless under great restraint), will continue to call for what he needs until he gets it. In the case of a surplus, however, it may be allowed to accumulate and so remain a long time without effective effort being made to dispose of it. It is not in the way, and it may be needed sooner or later. Moreover, the foreman—or person in charge—is busy and the pressure on him to send in the surplus is spasmodic.

Nevertheless, he would give the subject more attention if he had more leisure. But his every hour is crowded to the full with important work. So that oftentimes nothing is done with scrap and surplus articles. What is the remedy for this? To issue a circular calling on everyone to send in his surplus? That would be an easy way if it accomplished the purpose; but it would not do this, except in part. Everybody is busy, and circulars are soon forgotten. Moreover, the collection of the surplus requires a searching examination. About everything has been tried to remedy the evil—and failed. It is a business in itself and the only way it can be accomplished is to send an auditor over the line. Not in a private car or on a freight train, but on a hand or motor-car in company with the superintendent or roadmaster. In this way he will overhaul every building and tool-house, not forgetting to look behind each; scrutinize every nook and corner, every foot of track and right of way; note every bit of scrap, every item of material, every tool, every implement, every piece of furniture.

Having in this way ascertained the surplus on the line, he will report the same to the general storekeeper, who will take immediate measures to have it sent to the storehouse most convenient for its sale or distribution when needed. Or, if any surplus article is withheld he will find out the reason therefor and insist upon compliance. It may not be easy in every case to get the surplus shipped. For the working forces of a road cannot always get supplies and tools promptly as

they need them, and so hold on with honest tenacity to any surplus they may have—this against a rainy day—against the times they will need the things they are asked to part with. So that it requires not only tact, but considerable energy and perseverance to secure the transmission of the surplus once it has been located. But its shipment should be insisted upon rigorously; even if there is some doubt as to its advisability. If this last is done we may hope that, in the course of time, particular pains will be exercised to send off any unneeded articles; and when this is not done that the futility of attempting to hold possession of the surplus after its discovery (coupled with the censure that attaches to the act), will lead everyone to act promptly and effectively in the emergency. Thus the duties of the auditor will be much simplified and the expense and worry of the general storekeeper's office be much lessened.*

In this way an efficient service will be slowly built up; and if the auditor of material and labor continues diligent in his work, it will be maintained thereafter with little difficulty, to the great and lasting good of the railroad interested.

I have referred above to the fact that while there may be a surplus at one point there may be a deficiency somewhere else. Thus, to illustrate, one section will be short of tools while

*In this connection, it is presupposed that the auditor, in his search for surplus material and tools, will take into consideration contemplated work as well as that being done at the moment of his examination.