

**PREVENT CLAIMS, SAVE \$100,000**

A \$100,000 reduction in freight claim payments is aimed at for the fiscal year ending July 1, 1915, and in order that this may be accomplished the co-operation of each employe having to do with the handling of freight is essential.

It is estimated that there are 15,000 employes in the service who handle freight in some capacity between the time it is received and the time it reaches destination. If each of these employes would be the means of preventing a \$5.00 claim, it would result in a saving of \$75,000 during this fiscal year.

Seventy per cent of the claims received are for amounts less than \$10.00 and 60 per cent are for amounts less than \$5.00. Therefore, it is the small claims that go to make up the large sums paid out yearly, and which have averaged close to \$500,000 during the last five years. The average amount of every claim received is \$10.00, therefore to bring about a decrease in claim payments of \$100,000 we will receive 10,000 fewer claims. This would mean approximately 20 per cent less work for employes on this railroad who have to handle correspondence in connection with claims. It would mean fewer O. S. & D.'s, and, while it would be hard to estimate the amount of labor and stationery saved, it would unquestionably run into large sums.

Circular No. 7, issued by G. E. Whitelam, superintendent freight loss and damage claims, to all employes who have to do with the handling of freight, directs attention to thirty-seven items as the principal causes that lead to loss and damage claims. These claims are listed below in the order of their relative importance:

1. Rough handling in starting and stopping trains, in switching at stations, on the road, and particularly in yards.

2. Damage caused through improper stowage.

3. Live stock and perishable freight delayed in transit.

4. Failure to re-ice perishable shipments properly before starting and while in transit.

5. Loading freight liable to be damaged by water in cars with leaky roofs, or cars that are not otherwise water-tight.

6. Freight stolen in yards, in transit and in depots.

7. Failure to keep proper seal record of cars received from connecting lines and otherwise.

8. Failure to properly check freight to and from drays and to and from cars.

9. Rough handling of freight by employes in loading and unloading from cars.

10. Failure to properly inspect cars before permitting them to be loaded with grain, to know that they are in fit condition.

11. Failure to record on waybills and make report of all freight damaged, over and short.

12. Signing bills of lading without positive knowledge that freight has been received.

13. Failure to see that all package freight is properly marked and in accordance with marks shown on bill of lading and waybills.

14. Freight damaged in handling.

15. Freight freezing account box car service and failure to note proper exceptions when received.

16. Concealed damages, concealed shortages.

17. Damages account negligence of employes.

18. Damaged when received from connecting lines and no exceptions noted.

19. Damaged when received from shippers and no exceptions taken.

20. Careless checking of freight to and from connecting lines.

21. Frail packages, improper packing, etc.

22. Damage caused through wrecks, derailments, etc.

23. Failure to load into car for which checked and billed, going forward later, but not accompanied by billing.

24. Erroneous and improper loading.

25. Failure to take proper exceptions against freight received not in good shipping condition.

26. Failure to safeguard the company's interest in delivering freight in a damaged condition to consignees.

27. Failure to inspect shipments of live stock and to take exceptions against when received from connections in a damaged condition.

28. Failure to trim down, brace and block off freight before closing car doors.

29. Failure to remove freight on platforms when exposed to the rain, to a safe place.

30. Delivering order shipments without surrender of the original bill of lading.

31. Failure of yard clerks to examine cars before reporting them as empty and to make a list of any packages found in cars.

32. Carelessness in the matter of making and sending out arrival notices.

33. Failure to inspect stock cars before loading to see that they are in proper condition in every way to receive live stock.

34. Failure before loading to properly inspect and clean cars.

35. Claims caused through misrouting and account of incomplete waybills.

36. Failure to compare waybills with bill of lading or shipping ticket.

37. Inaccurate and illegible bills of lading or shipping ticket.

The above are what might be termed preventable causes and it is hoped every employe will study them carefully and conscientiously and ask himself, "Am I giving the best that is in me to bring about a decrease in claim payments, or am I doing just enough to get by?"

Freight claim payments is a transportation expense, and is charged to the same account as salaries. A reduction in freight claim payments of \$1000.00 a month is equal to taking off a switch engine, or reducing station expense \$1000.00; in fact, it is the same as \$1000.00 reduction in any transportation charge.

Freight claim preventive committees are being formed on each division and at each terminal, all of which should be in active operation within the next thirty days.

These committees will do much towards bringing about the desired decrease in freight claim payments and to keep up enthusiasm and interest along freight claim preventive lines.

Let your slogan this year be, "A \$100,000 reduction in claim payments."

At a meeting in the Y. M. C. A. building, Thayer, Mo., July 9, the Ozark Division Freight Claim Preventive Committee was organized, consisting of the following members: C. H. Baltzell, su-

perintendent, chairman; J. H. Livings-ton, agent, Mountain Grove, Mo.; F. D. Thayer, conductor, Thayer, Mo.; P. H. Trussler, engineer, Thayer, Mo.; H. A. Wright, brakeman, Willow Springs, Mo.; P. E. McCarty, engine foreman, Jonesboro, Ark.; E. H. Banks, switchman, Thayer, Mo.; Jeffrey Thomas, car inspector, Thayer, Mo.; C. B. Carson, platform foreman, Jonesboro, Ark.; W. T. Griffin, special agent, Memphis, Tenn.; E. E. Nichols, conductor, Jonesboro, Ark.

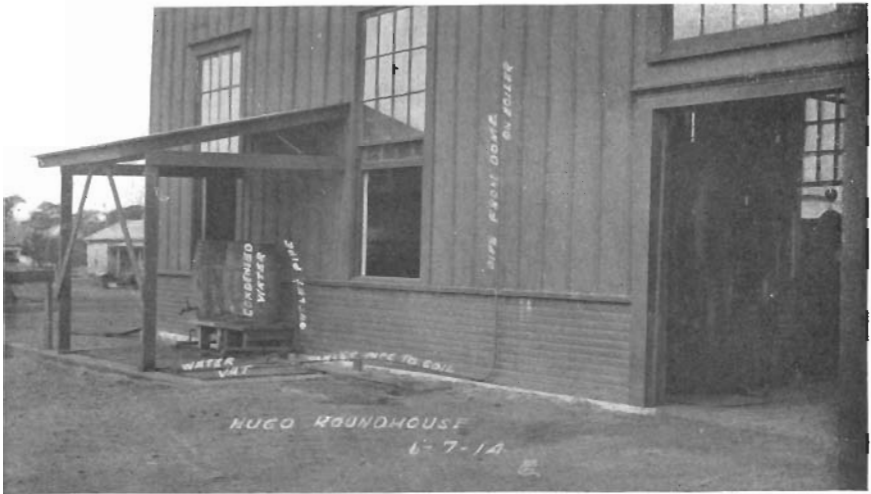
At a meeting in office of Superintendent J. M. Flanigan, Wednesday, July 8th, the Kansas City Terminal Freight Claim Preventive Committee was formed, consisting of the following members: J. M. Flanigan, superintendent terminals, chairman; John Forster, master mechanic; J. Z. Roraback, agent; E. M. Otto, warehouse foreman; W. J. Fisher, general car foreman; John Hogan, general yard master; J. S. Ellinger, receiving clerk; Pat Larkins, day switch foreman; Fred McDaniels, day switchman; C. F. Ford, night switch foreman; William Barker, engineer; Dan McCarty, Car inspector.

At a meeting in office of Superintendent E. L. Magers, Tuesday, July 14th, the Memphis Terminal Freight Claim Preventive Committee was organized, consisting of the following members: E. L. Magers, superintendent terminals, chairman; S. L. Oliver, agent; L. J. Leysaht, general foreman; J. W. Coker, general car foreman; J. J. Hayes, general yard master; W. C. Fisher, platform foreman; J. P. Kelley, receiving clerk; A. L. Kohlbly, day switchman; G. C. Morrison, night switchman; S. A. Dean,

engine foreman; William Kuhn, engineer; J. A. Herr, Car Inspector.

At a meeting in office of Superintendent P. W. Conley, Monday, July 13th, the Saint Louis Terminal Freight Claim Preventive Committee was organized, consisting of the following members: P. W. Conley, superintendent terminals, chairman; H. M. Robinson, agent, Seventh street; M. H. Rudolph, agent, Broadway Station; F. P. Collins, receiving clerk, Sev-

enth street; G. L. McIlvain, foreman, Broadway Station; G. W. Watkins, receiving clerk, Broadway Station; Ben. Haley, switch foreman; J. H. Hammond, switchman; L. N. McDonough, transfer inspector; C. J. Dockley, car inspector; C. Neilson, car foreman; Harry Pierce, engineer; Walter Brady, switchman; J. Fallman, switchman; Joe Maroney, general yardmaster; T. B. White, night yardmaster; W. T. Dougherty, chief special officer.



The method of obtaining pure drinking water, through the construction of a water condenser, put into effect by the round house men at Hugo, Okla., will unquestionably prove of interest.

A one-half-inch pipe runs from the steam dome of the boiler to the outside of the building and down the wall into a Baker Heater coil, which is submerged into a vat of water. A one-half inch pipe runs from the other end of the Baker Heater coil up out of the water vat into the water bar-

rel. Steam from the dome of the boiler is condensed through this pipe. A valve is placed in the one-half inch pipe line at the steam dome and another at the barrel, so the amount of water condensed may be regulated. The water vat outside the boiler room is the feed water supply to the boiler and fresh water is running into this vat all the time to take the place of that which is used by the boiler and the air compressor. This is very easily constructed and insures pure water.



# BALLAST

- ☞ Real loyalty is an unfadable true blue.
- ☞ A man is always twice as sick as a woman.
- ☞ Custom and precedent should be caution signals.
- ☞ Trifles may tickle fancy, but we rarely fancy triflers.
- ☞ The greatest trouble maker known is old Take A Chance.
- ☞ Care was coined with creation, but man coined carelessness.
- ☞ The best way to argue with most men is to argue *with* them.
- ☞ Each minute is an opportunity to make the next minute better.
- ☞ Words are supposed to express ideas—there are good and bad words.
- ☞ Grin and growl begin with the same letters but wind up mighty different.
- ☞ If we always did what the other man did, Columbus would have never discovered America.
- ☞ Scrutinize hard luck carefully and you'll find that which never associates with luck—a reason for it.

## REMINISCENCES OF AN OLD TIMER—NO. 6

Mr. Editor:

"Do you expect to meet Mr. Dunlop soon?" asked the Boss.

"If I do," I replied, "it will not be as an author."

It has been a trifle warm lately, though, like the rest, I tell all who live elsewhere that I have to pull a blanket over me at night.

It's a strange thing that the further south you go the more they insist upon having cool nights and "there is always a cool breeze blowing in the day."

In fact, I do not know of a more fruitful subject for lying than the weather unless it is the amount of work you do for the pay you get.

It has been my experience that the man who does the most kicking about the smallness of his pay check is the one that commits a felony every time he takes it.

But to get back to the weather, which, though it may not be considered warm by some, has had the effect of wilting my ideas and blurring my experiences.

I was looking at one of Dunlop's engines the other day standing out in the middle of the entire solar system absorbing and radiating heat to the exclusion of all else, and it seemed to me that Dunlop should be arrested for cruelty to critters, but to him that is a mere trifle, he makes you squirm even to shake hands with him. But somehow that engine set me to thinking and perspiring simultaneously and at the same time.

I began to balance up humans and engines and when I figured out the cost of an engine and the value of most men and the earning power of both, it made me sorry that I was not born a ten wheeler instead of a two wheeler.

Somehow I could go to the scrap heap with much more dignity if I had made the net returns during my existence that a locomotive does.

Life is a mighty serious thing for a locomotive and it has little or no time for frivolities; in fact, I cannot recall ever having seen a full sized able bodied locomotive do anything frivolous tho' Dunlop will say that sometimes they get mighty cranky. Anyhow most of them pound along sedately as Grandma at a funeral. I suppose that sometimes when they get into the roundhouse and the clinkers are out of their grates, they indulge in a few flights of fancy or take a crack or two at the engineer that is handling them, or the fuel agent that expects them to haul tonnage on a few grains of coal, and I am certain that there has been many a heated discussion in the roundhouse among the ten hundreds upon Dunlop's book on engine failure. Of course, I'm not denying that an engine costs a lot of money to buy, to keep and to run, but if every man made one-half as good a return on the investment in him as does a locomotive, ninety-nine and forty-four hundredths of our present problems of living, law and lingering would be settled.

Somehow the more I see of engines the less respect I have for men. It is the same way with most mechanical contrivances and it is mighty strange, when you come to think of it, that men can make machines so wonderfully economically efficient and yet cannot get anywheres near the same result out of themselves. I sup-