

would not be responsible for any damage. It appears, however, that he failed to notify anybody else of the bad condition of the car, and as a result the load was accepted, and bill of lading issued. Had the agent been notified of the condition of the car, and that the shipper's representative had been notified not to load it, he naturally would have refused to issue the bill of lading.

In another instance we were called upon by a foreign line to pay a claim, because of damage to a carload shipment of yellow pine lumber, transferring at a point on our rails. It was found at destination, after unloading the car, that twenty pieces of lumber were entirely worthless on account of same being thickly covered with crude oil. The entire floor of one end of the car was covered with crude oil, no attempt having been made to clean the car at the point where transfer was made.

A claim recently received covered a shipment of household goods destined to a point on our line. Upon checking over the claim, it was discovered that the repair bill as furnished by the claimant for the repairing of a piano did not appear genuine. Papers were sent to the agent at destination to take up with the people who were supposed to have repaired the piano to ascertain the facts. It was found that the repair bill was an absolute fraud, the repairs not having been made. Claim was settled for \$3.40, which covered the repairs to the household goods, and which had been ascertained to be genuine. Agents should be extremely careful in checking claims for damage to shipments of household goods in order to ascertain if repair bills furnished in support thereof are correct, and also if the claim covers the actual damage done to the shipment by the carrier. Had it not been for the apparent fraudulent appearance of the repair bill for the piano we would have paid \$15.00 in excess of what was really paid in full adjustment of the claim.

Voucher was recently issued in adjustment of a claim covering damage to a carload shipment of lumber. Investigation of the claim developed the fact that the shipment had been loaded in a defective car; further, that the car had been furnished the shippers without being inspected or any attention paid to the equipment as to whether or not it would protect the shipment.

We recently paid a claim, due to loss of clothing loaded in a through car on a foreign line, carded to break bulk at one of our larger stations. The car moved through from point where loaded until unloaded on our line under side door seals 17005 and 17012; however, car had end doors and our agent at junction point failed to take record of seals on end door. This constituted an imperfect seal record on our line, making us liable under Freight Claim Association Rules. In this instance, had agent complied with the instructions with respect to taking seal record, our proportion of the amount of

this claim would have been greatly reduced.

The above will serve to show you that a great deal of the money expended in freight claim payments can be saved, providing employes take a proper interest in freight claim preventive work.

In Educational Circular No. 5, issued to all employes November 2, Mr. Whitlam directs attention to specific cases where employes have been the means of preventing claims.

As has been previously stated, the principal feature of this department of the Frisco is to remove the causes for loss and damage freight claims, and thereby establish better service for the shipping public, and at the same time obviate the annoyance incident to the filing of loss and damage claims.

We have solicited ideas from each employe, and made every effort possible to specialize along many lines with a view of bettering freight handling and eliminating claims. Judging from the many suggestions received by the Division and Terminal Freight Claim Preventive Committees, also the many letters received from employes direct, calling attention to bad cases, it is evident more interest than ever before is being taken in freight claim prevention. Recently a number of communications from agents and others, setting forth cases where, through the watchfulness of employes, claims have been prevented have been received and no doubt the following will be of interest.

I received report covering a shipment consisting of one crate of lard, arriving at one of our stations, and checking "smashed and lid off," damage evidently having been done by rough handling. The agent at destination immediately on receipt of the shipment, decided it would not be consistent to insist on the consignee offering the lard to his trade. He therefore took up the lard, and through careful solicitation was able to sell for invoice and applied the money on the claim. No loss in this instance.

At Ft. Smith recently, Yard Clerk Bax-

ter found SP-85463, sugar from Dallas to a point north leaking in the yard. With the assistance of Car Inspector Pigg, car was opened, and it was found that several sacks had been torn by nails in the floor, one sack having entirely wasted. The load was immediately straightened so as to prevent any more damage. By this action 6 or 8 sacks of sugar were saved.

My attention has been called to a shipment consisting of one sack of rice, one bundle bags, one box dried peaches, from Tulsa to Boggs. Upon arrival at destination agent discovered that the rice was in a wet and damaged condition. He immediately prepared his warehouse floor, emptying and spreading the rice to enable it to dry without any material damage. Had not this precaution been taken, we would have no doubt suffered loss of the invoice of the shipment, whereas, we are only liable for a very small damage.

I have just received remittance slip for \$1.60 covering amount realized from the sale of cottonseed and grain out of cars that had been set on the house track at Memphis as empty to load. While the amounts realized were not large, it shows that Clerk Jones is interested in his work, and looking for every opportunity to make the company money.

Another case meriting attention: On train 440, October 9th, Conductor O. R. White and Brakemen N. G. Hudson, J. T. Randall and Jesse Bushnell handled Swift meat peddler car from Kansas City out of Afton without waybills. Waybills for this meat are supposed to come by mail in advance, but in some way miscarried in this instance. Crew mentioned worked the car from Afton to Monett without waybills, unloading every shipment at its destination and completed trip without any shipments over or short. This was determined by Conductor keeping a list of what he unloaded, going up and then checking up with the agent on his return trip next day after the waybills had reached them by mail.

These are but a few of the many instances that have been called to my attention recently, where employes have taken very active interest in the Frisco's welfare. There is no question but what the \$100,000 asked for in claim reduction will be obtained if all employes handling freight will give the same attention and care in the performance of their duties as was done in the above instances.

"Doing Good Work."

Virgil M. Gantt, Car Inspector,
Birmingham, Ala.

I have become deeply interested in the work being done by the Preventive Loss and Damage Committee, and we must all admit that someone is doing

some very effective work, or luck is with us this year.

However, we know that some of us are lending our efforts along that line, and where efforts are made results are bound to be received, but to get all employes interested we must show results. Some are willing to follow after they are shown, hence it is up to us to show them.

I have an idea that I believe would increase the prevention of loss and damage spirit. It has sprung from an article published in the October issue of *The Frisco-Man* regarding articles that could be purchased through the amount saved, which to me seems enormous.

I suggest that the Central Committee take the average amount of claims paid in, say five or ten years, and, when we manage to reduce the claims for the year 1914 and 1915 below the average, that this amount be used to purchase articles and that they be so labeled as to be identified as the work of the preventive loss and damage campaign.

B. S. Shirk, having been assigned to other duties, the jurisdiction of F. E. Brannaman is extended to cover the Springfield and Clinton Sub-Divisions and the Chadwick Branch, effective November 1.

"Lumisheen Still Ahead."

Examine the front end and stacks of Frisco LOCOMOTIVES 185-1024, South-eastern Division, 212-1100 Ozark Division, 1004-1005 River & Cape Division, 959-3694 Memphis Terminal, and you will find them as bright as a silver dollar. "RABOK" LUMISHEEN properly applied under direction of officials at Memphis accomplished these excellent results."

SAFETY FIRST

"Being crippled generally means changing your occupation; it renders you less fit for promotion; it reduces your earning capacity; it shortens your life; it changes every condition of living; it interferes with the plans you have made for educating your children; it means living cheaper in a less desirable neighborhood; the cutting off of those pleasures which you and your family now enjoy.

"YOU CANNOT AFFORD TO TAKE CHANCES. TAKING CHANCES IS A CRIME TO YOURSELF AND YOUR FAMILY."

The Central Safety Committee met in office of General Superintendent J. A. Frates, Springfield, Mo., October 26, for its regular bi-monthly session.

Various subjects pertaining to safety were discussed and acted upon by the committee at this meeting, but one of the principal topics brought up was Item 16, submitted by the Western Division, reporting that lag screws instead of bolts are being used in the second grab iron from the bottom on Frisco 120,000 series cars.

The Western Division was advised by the committee that this was not the case, that all the grab iron on Frisco series 120,000 were applied with bolts at the time of the construction of these cars and therefore the Central Safety Committee believes that what the Western Division safety committee means is that they have found some car or cars of the 120,000 series on which a lag screw had been used in making a repair.

The Central Safety Committee has

learned of a number of cases where car men in making repair to handholds and to save themselves the trouble of using a bolt, which would take a little longer time, have used a lag screw after cutting off the head and putting a thread on the head end and after driving in lag screw had applied nut so as to make it appear that a bolt had been used.

The Central Safety Committee sent out a circular on this subject and denounced in as strong terms as were at its command such an act on the part of any car man, whether on the Frisco or any other railroad.

The Central Safety Committee knows no way to put a stop to this sort of cheating which puts in jeopardy the lives and limbs of trainmen and switchmen except for individual persons who are interested in putting a stop to this practice to keep on the alert with a view of catching car men guilty of this practice.

The Central Safety Committee can give some assistance in a general way if the particular number and initials of the car on which such repair work is discovered will be reported to it, so that investigation can be made in the hope of discovering the point at which the work was done and the man who did it. Such general statement as is made by the Western Division Safety Committee in respect to a whole series of cars is without value for the reason that the statement is made to apply to all the cars in a series when the charge should have been limited to the car or cars in that series, giving the numbers on which the committeeman found the class of work complained of.

SAFETY FIRST

The following paper was read by Conductor J. F. Tooley, at the meeting of the Eastern Division Safety Committee, Springfield, Mo., September 26:

I have been working for the railroad for a number of years and have always tried to put those with whom I come in contact, as well as myself on the safe side.

Safety First is a motto that should ever be in our minds. When we see anyone in danger, we should, in a friendly way, approach them and endeavor to show them the safe side. We should at all times be cautious and work for the safety of the many lives entrusted to our care.

The last report of the Central Safety Committee shows a notable decrease in personal injuries and loss of lives, which is an evidence that our employes are taking great interest in the Safety First Movement, but there is much work along this line yet to be accomplished.

We should not strive to be counted a hero, or try to win great honors, but we owe it to ourselves and fellow men to be ever watchful and quick to act in any case where Safety First may be applied.

If we could only be impressed daily with the importance of this Safety First movement it would be a great help in the saving of many lives and limbs. We have but one thought as we start out to our work and that is to practice what we preach, to be ever on the alert, work for safety and the welfare of all.

The Decalogue of Safety.

The ten commandments of Safety First promulgated at the annual meeting of the National Council for Industrial Safety, at Chicago, October 13, are:

"Thou shalt have no other thoughts than thy work.

"Thou shalt make no unnecessary risks, nor try to show off, nor play practical jokes, for by thy carelessness thou mayest do injury which will have effect into the third and fourth generation.

"Thou shalt not swear nor lose thy temper when things do not come just right.

"Remember that thou art not the only one on the job and that other lives are just as important as thine own.

"Honor thy job and thyself, that thy days may be long and in employment.

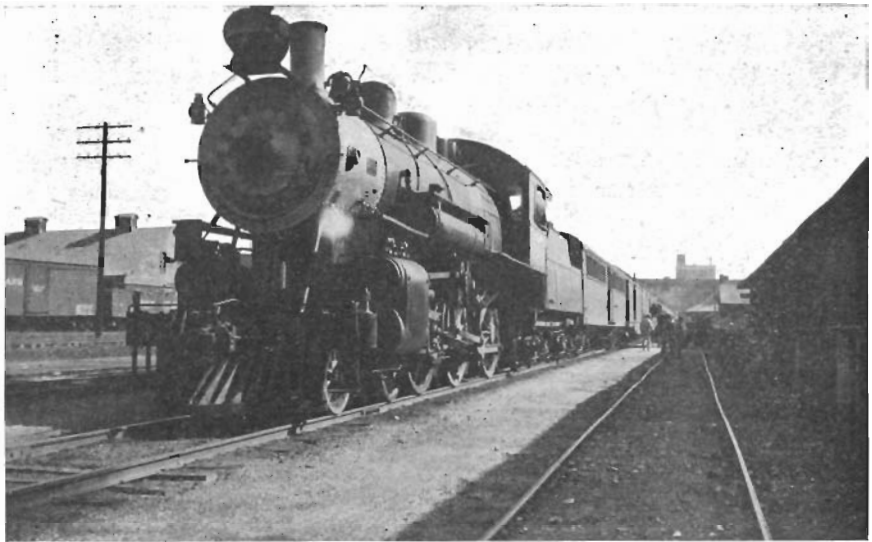
"Thou shalt not clean machinery while it is in motion.

"Thou shalt not watch thy neighbor's work, but attend to thine own.

"Thou shalt not let the sleeves of thy shirt hang loose, nor the flaps of thine coat be unbuttoned as they may get caught in the machinery.

"Thou shalt not throw matches or greasy waste on the floor, nor scatter oil around bearings, as a dirty worker is a clumsy worker, and a clumsy worker is a menace to his fellow workers.

"Thou shalt not interfere with the switches, nor the cables, nor the engines, nor anything else that thou art told is dangerous."



No. 408 ready to leave Oklahoma City with her regular train, and in addition, one car of war horses, which are being shipped by Wells Fargo Express Company.

“The Cigars.”

The following communication has been received from P. T. Dunlop, general superintendent motive power, regarding a reproduction published in the last issue of the magazine:

The Frisco-Man makes inquiry on page seven, as to who the two men are, standing in the door of the Supply House, South Side, Springfield, Mo.

In view of the fact that this photograph shows rather intelligent looking men, I would never discovered their identity were it not for the fact that I distinctly recognize the cigars that mysteriously disappeared from my desk while Messrs. Hamilton and Cabeen were interesting me in another economy proposition.

Juvenile Page.

A page of this month's issue of *The Frisco-Man* is devoted to reproductions of the children of employes at Chaffee, Mo.

Little Roy Bell is the three months' old son of Stationary Engineer William Bell.

Baby Flossie Bell is the twelve months old daughter of Robert Bell, boiler maker apprentice.

Mabel Lucile Hurt is the five months old daughter of Stationary Engineer Claude Hurt.

Amelia Alice Flynn is the little daughter of Head Boiler Maker J. P. Flynn.

James Hobbs is the four months old son of Blacksmith Helper Frank Hobbs.

Another Stub.

Another evidence of the economy affected through the use of the pencil holder has just reached *The Frisco-Man*. It is the stub of an indelible pencil, measuring just one-half inch in length including the point, used in the office of round house foreman H. S. Dingman, Kansas City, Mo.