

A number of cards were turned in, and each was handled in the proper manner. Meeting adjourned at 3:00 P. M.

SALEM COMMITTEE.

Meeting held in the office of the station agent, was called to order at 8:00 P. M., February 16. Those present were: A. McCormick, foreman; E. M. Frew, agent; Percy Pelton, night foreman; Chris Jasen, section foreman; B. E. Lutzenberger, brakeman; Thos. R. Judd, car repairer; Joe Norton, cashier; Ray Johnson, warehouse man and J. L. Bangert, clerk. Visitors present were: G. H. Lutzenberger, conductor; D. B. McMurtrey, brakeman; Clem Satter, engineer; Henry Mayberry, brakeman; Chas. Leonard, operator; W. E. Smith, brakeman; R. M. Furry, fireman, and Paul McMurtrey, brakeman.

The minutes of last meeting were read and approved, after which the cards were

taken up and disposed of. Meeting adjourned at 9:00 P. M.

KANSAS CITY COMMITTEE.

Meeting held in office of Superintendent Terminals, Kansas City, January 28, with the following members present: J. M. Flanigan, chairman; F. E. Morgan, clerk; A. Matthews, B. & B. foreman; H. Ferguson, roundhouse foreman; G. M. Green, section foreman; D. W. Cadagan, agent; M. F. Flanigan, yardmaster, and C. Nelson, G. F. C. D.

Meeting called to order at 9:45 A. M., by the chairman. After roll call minutes of previous meeting taken up and approved, after which the cards received since last meeting were taken up and acted upon.

H. Ferguson, roundhouse foreman, read a paper on Safety First which was enjoyed by all.

INSPECTION COMMITTEE REPORT.

By Committee.

The committee appointed by Master Mechanic Forster, at Kansas City, to inspect and report on the condition of machinery and tools, met at 12:30 P. M., February 7, and reported their individual findings, and discussed ways and means toward improvements where necessary.

The question of unsafe hand chains was particularly investigated on account of some two or three injuries being sustained by the careless manner or other causes, from breaking of hand chains. We find while we have $\frac{1}{4}$, $\frac{3}{8}$, $\frac{1}{2}$ and $\frac{3}{4}$ inch chains, the smaller sizes are in nearly all cases used by the workmen regardless of the weight handled. We also found a number of "my own chains" in the shop. It was recommended by the committee that $\frac{1}{4}$ inch chain be eliminated for shop use, except for special jobs, the committee to decide the special jobs.

All chains were ordered to blacksmith shop for repairs and bad chains replaced

by new ones with flat hook instead of square, ordered that chains be examined each 90 days.

A few sledges with defective faces were found, and handles ordered cut out at once and sledges sent to blacksmith shop along with wrenches with spread or crooked jaws.

The committee was not positive as to the scope or extent to which it should go, as to whether we should act on the general condition and proficiency of machinery and tools in general, or only as to Safety in the use of same. We decided to combine both, as one without the other will not bring the proper results. It was recommended that all tools with defective heads should be gathered up and dressed on the afternoon of the last work day each week.

Also, that a form be gotten out so each recommendation can be filled in by the committee and a copy handed to the

General Foreman and one retained by the committee, date of recommendation shown thereon.

The committee again met at 12:30 P. M., February 9, and a committee of two was appointed to see Mr. Flanigan and Mr. Kew as to condition of shop hospital, and also toilet rooms, and to report at the next meeting. It was decided to keep note book, and each member of committee note any improvement necessary in machinery, tools or safety appliances, and to report at the next meeting.

It was brought out that on account of the limited number of men it was necessary to repair tools about two days per

week, so as not to interfere too much with other work. This could only be remedied by a small additional force. Guards recommended placed on machines was checked up and committee ordered to notify General Foreman of those not so applied. The shortage of bolt cutter dies and flat chisels noted and General Foreman notified. Numerous other questions were discussed, such as careless handling of oxyacetylene tools and appliances by car department employes. Efficiency in the care and use of tools and the concentration of tools and appliances at one place so a check could be kept on efficiency and carelessness of the users of same.



Safety Record.

The Frisco makes a new record in Safety First. The number of casualties to trespassers on the company's property has been checked.

A record compiled in the office of F. A. Wightman, superintendent of safety, shows that for the four months ending October 31 last, the number of casualties to trespassers and "outsiders" totaled exactly with the same period in 1915. Another record shows that casualties to employes at the Reclamation Plant at Springfield, have been reduced 5 per cent.

This remarkable record is the result of increased efficiency in the Safety work of the Frisco. It has been made in spite of increased operation, and in chance for more accidents at the Reclamation Plant, the feat of reducing the casualty list was accomplished in the face of a 35 per cent increase in the total number hours of labor.

During the last year Superintendent Wightman has waged a ceaseless campaign against the carelessness of persons who have no right to trespass upon the railroad property. Every effort has been put forth to demonstrate the dangers of such practice.



Crossing Watchman John Robertson, Oklahoma City, and shanty built by himself.



APPEARANCE COUNTS.

I recognized it from appearance, so will you.

Whenever or wherever you see a Silver Gray Locomotive Front End, or a good lasting Black on a Coal Car with real white stenciled letters that are not discolored, or a well preserved Steel Bridge that does not rust, you can set it down that there is a good reason for these conditions. What is the reason?

"RABOK" paint to be sure.—*Adv.*



Claim Prevention.

H. E. Gabriel.

If at the end of the month the man who reads your gas meter should present you with a bill that was out of all proportion, as compared with the amount of fuel you figured had been consumed, you would immediately surmise that something was wrong in the pipe line, and that a large amount of fuel was escaping, from which you were receiving no return, and beyond doubt, action would be taken at once that would result in locating the leak and stopping it.

Should any of us become connected with a mercantile firm, through financial investment, we would make it a point to investigate their manner of doing business and see whether or not all legitimate returns were being secured. Should it develop that through mishandling and thoughtlessness the firm was losing about three or four per cent on this investment, we would immediately institute a method of investigation and education, that would have a tendency to reduce this loss.

This rule also applies in the handling of railroad traffic, and, considering the thousands of tons of freight shipped in the course of a month, it is easy to see that little things occurring at each and every station (some of which apparently caused by negligence), quickly ran the leak up to thousands of dollars.

In times past very little was thought of the possible breaking of a box, containing a class of freight that would thereby sift out and cause the loss of a small portion of its contents. A torn sack of flour meant practically nothing to any member of the train crew or station force. If a cow got down in a car, and there was no one in charge of the stock, it was customary to move the car on and shift the responsibility to some one else, with the result that the animal would probably be dead on arrival at destination, thereby

causing a loss that could easily have been avoided had the matter been handled properly and promptly.

It is not uncommon now days to hear of section men or others, around stations, noticing a leak in the side of a car that was going by in some train. This car contains grain or some commodity that could easily sift out and before the car arrived at destination, it is more than probable, a large loss would have occurred. Instead of passing this up, telegrams are sent to the men in charge of train at the next telegraph station and they will stop the train at once and temporarily repair the damage, carrying the car to terminal where permanent repairs are made. At the present price of grain, such action would mean a saving of considerable money in the matter of Freight Claim Payments, that would otherwise be paid when car was placed over a scale at destination and it was found the weight was considerably below that at which it was billed.

Every superintendent is glad to note that his section foremen are reclaiming hides from animals that have been killed, but it is with greater pleasure that he observes the great reduction in the number of animals killed. The latter reflects great credit on his section forces in repairing and maintaining right-of-way fences, and also the attention that engineers are giving to matters of this kind and the handling of their engines to avoid striking stock. The men on a fast passenger or freight train dislike very much to reduce the speed of a train that has probably caused him to exert unusual effort, in order to overcome time lost on schedule. In the past the stopping or slowing down of a train, in order to avoid striking stock, was never thought of, but, through the system of education that has been going on with respect to the amount of money paid out for the killing of stock,

the men have taken this as a personal matter, and a great effort on the part of all of them, generally, has reduced the number of animals killed, for which they are responsible.

The remarkable showing made on the Frisco, through the intelligent handling of this subject, and the ready and willing aid given by all classes of employes, speaks plainly what can be accomplished.

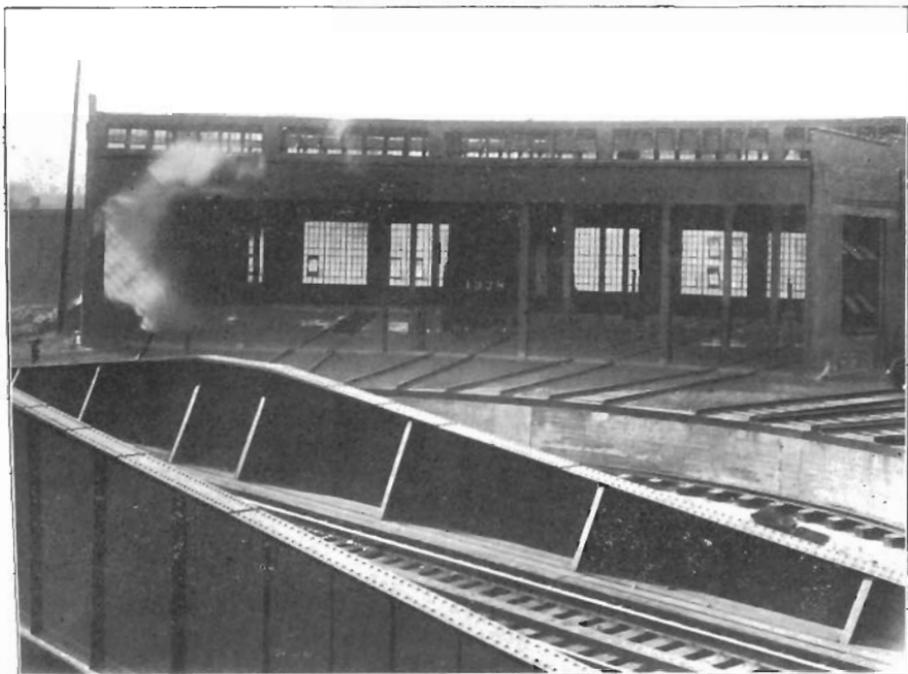
Freight Claim Prevention is a subject upon which volumes could be written, and the statistics sent out by our Freight Claim Superintendent are so arranged that they constitute very interesting reading and create deep interest in the minds of all who have to do with the handling of freight. The good that has resulted from the distribution of bulletins and other reading matter is reflected in results, and has been responsible, in a great degree, for the decrease in our Freight

Claim Payments per thousand dollars of revenue earnings.

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Be More Efficient.

R. O. Beale.

“There may be some difference between inefficiency and immorality, but we have never been able to tell what it is. The results from inefficiency and the results from immorality are always the same. There is absolutely no difference whatever between a man deliberately stealing or wasting his employer’s money. Whether the money is stolen or wasted the result is the same. The difference in intent makes no difference in the result. Inefficiency is the result of ignorance, so is immorality. Let us all put forth every effort to make ourselves more efficient in handling our work in every branch of service and realize our slogan—\$8.50 Freight Claim Payments per \$1000. gross Freight Revenue.”



Roundhouse and Turntable, Chouteau Ave., St. Louis.

(Continued from page 4.)

Beets:—Early Blood Turnip Beet, or Crosby's Egyptian. Beet seed may be planted as soon as ground can be properly prepared in spring. Sow the seeds in rows eighteen inches apart, and cover with at least $\frac{1}{4}$ inch of dirt. As soon as plants are growing nicely thin out to stand three inches apart in the row. Plant a new bed every two weeks to secure a continuous supply of tender beets throughout the summer.

SECOND PLANTING PERIOD ABOUT APRIL 20.

Cabbage:—Early Wakefield, or Flat Dutch. Cabbage will do well in any good garden soil. The best results will be obtained by securing cabbage plants from three to five inches in height for transplanting. Set the plants as deep as the first lower leaf. Make the rows at least two feet apart, setting the plants one foot apart in the row. Frequent cultivation will be necessary to succeed with cabbage. A small handful of air slacked lime placed around each plant at least one inch from the stem of the plant will serve as a protection against club root, or stem rot.

Plant additional beds of lettuce, radishes and beets.

THIRD PLANTING PERIOD ABOUT MAY 1.

Beans:—Bush Beans, Improved Golden Wax, Stringless Green Pod. Pole Beans, Kentucky Wonder.

Bush beans should be planted two or three seeds to the hill to insure a good stand. The hills should be six to eight inches apart in the row and the rows at least two feet apart. Cover the seed with at least one and one-half inches of good dirt.

Pole Beans:—On account of the height of pole beans, the hills should be at least three feet apart each way. Plant from six to eight seed to each hill, thinning out to two or three after plants are nicely

started. A strong pole or small piece of lumber from five to seven feet long should be set firmly in the ground within two to three inches of the growing plants. Sweet corn planted in the hill two weeks before the beans are planted will furnish a very satisfactory support for the vines and save the expense of securing poles. The plant may be pinched back when its growth reaches the top of the pole. This will force its growth of side branches.

Additional plantings of lettuce and radishes.

FOURTH PLANTING PERIOD ABOUT MAY 15.

Cucumbers:—Evergreen, or Extra Long White Spine, or Improved Long Green. Cucumber vines will spread over considerable area unless their growth is trained on fences or some support provided for this purpose. Sow about ten seed to the hill, dropping them well apart. The hills should be at least four feet apart. Cover seed not over $\frac{1}{2}$ inch deep. When plants are firmly established thin to four plants to the hill. Cucumbers ought to be picked every other day to insure a continuous supply whether they are needed for the table or not.

Tomatoes:—Spark's Earliana, New Stone. On account of the difficulty of raising strong, healthy tomato plants from the seed at home, it is best to buy plants ready for setting in the garden. Secure plants from five to ten inches in height, with good stocky growth. Young tomato plants are very tender and should be handled carefully in resetting. Keep the roots damp or moist at all times. Set the plants in the garden about $\frac{1}{2}$ inch deeper than they were in the for ing bed. Tomato plants will grow very large in most soils. For this reason, plenty of space should be left between the rows, at least, three feet. The plants may be from two to three feet apart in the row. Either wires stretched from posts set eighteen to twenty feet apart in the row,