on making delivery to consignee, weighs the shipment in the presence of the consignee, the consignee is satisfied. Clark gives consignee expense bill for 2 barrels babbitt metal 100 lbs., then he sets off short report, attaches "Big Jim"'s 346, and a letter of explanation, forwards 30 claim department. A claim is prevented.

Silver City and Dowds are passed without any unusual happenings. Pulling into Mohawk, about 11:30 a.m., "Big Jim" feels a hungry spot, but decides to do the unloading before going to dinner. The first thing unloaded is a barrel of bleaching powders, with the head bursted in. The shipment is from Wagner Yards to Brown & Co., at Mohawk. Mr. Brown saw barrel with head bursted in, makes a "howl" for damage notation on expense bill. Agent Bliss requests Mr. Brown to bring over his invoice for a count. Bliss has noticed that powders are in metal cans. The count checks with consignee's invoice. Bliss decides to check rate. Turning to page 120, item 11, of Western Classification, he finds: "Bleaching powders, not otherwise indexed by name, in metal cans, padded in barrels, L. C. L. takes first class. In bulk, in barrels L. C. L. third class."

Way-bill reads: "1 barrel bulk bleaching powders, weight 250 lbs., rate 15 cents, freight collect 38 cents." Bliss corrects to read: "1 barrel bleaching powders in metal cans, weight 250 lbs., rate 22 cents, freight collect 55 cents." First and third class rates are 22 and 15 cents respectively, from Wagner Yards to Mohawk. Brown makes howl against increased rate, but Bliss shows him extract of section 10 of the Act to Regulate Commerce, as shown on page 1 of Western Classification.

Brown reads the false billing clause, talks to himself, pays the bill, signs up, and takes out his powders.

"Big Jim" returning from dinner is feeling good, and feels better when Bliss tells him he need not make any 316 for the barrel of bleaching powders. Two claims are prevented, consignee grumbles, Company's revenue increased 17 cents, and "Big Jim" feels good. Big doings at Mohawk—Bliss on the job.

Fossil is next station south of Mohawk. Bill Border is agent at Fossil. Bill receives way-bill for 20 barrels fresh apples from Granger. Way-bill reads: "20 barrels apples, weight 3,500 lbs., rate 70 cents, charges collect $10.50." But Bill notices that five of the barrels have cloth tops. Turning to page 180, item 15, of Western Classification, he finds: "Apples in barrels with cloth tops L. C. L. take first class, in barrels with wooden tops third class." The first class rate from Granger is 90 cents. The third is 70 cents.

Bill corrects way-bill to read: "5 barrels apples with cloth tops, weight 750 lbs., rate 90 cents, charges $6.75; 5 barrels apples with wooden tops, weight 750 lbs., rate 70 cents, charges $3.25, total collect $12.00." Increased revenue $1.50. Consignee sells for apples, pays bill, signs up, then he notices difference in rate. He makes kick, Bill cites consignee's tariff quotation. Consignee then "bets" the next time he buys apples from that shipper, the shipper will put them in barrels with wooden tops. Bill thanks him, wishes him good luck, and tells him that is what the railroad company wants, to get shippers to pack their freight in stronger containers, and prevent loss and danger. Another step toward claim prevention.

At Arrowhead "Big Jim" is advised by dispatcher to prepare for zero weather to-night. He remembers he has car-load of potatoes in his train. He assigns his work to make Yale. FEiman Blane feeds the "Brute". Engineer Thomas handles the "Brute"'s lungs. The "Brute" is the engine, it helps prevent claims. Yale is reached in good time, potatoes are placed in round-house to prevent freezing. A large claim is prevented.
SAFETY FIRST AND CLAIM PREVENTION.

KANSAS CITY TERMINAL MEETING.

The Safety First-Freight Claim Preventive Committee met in regular session in office of Superintendent of Terminals, Kansas City, January 24th.

The meeting was devoted entirely to Safety First, and the afternoon to Claim Prevention work.

After the meeting was called to order the first thing up for discussion was the 59 cards reporting improper and unsafe conditions and practices received by the committee since its last meeting.

The 59 reports were next read and discussed after which the following paper entitled "Get The Habit" was read by C. R. Reu, general foreman shops:

I have been an enthusiast on the question of "Safety First," although I believe the Committee chose the wrong member to write a paper on the subject. I believe the Safety First habit has become deeply imbedded in the minds of all our employes. You will also agree with me, after hearing Mr. Wightman, Superintendent of Safety address the employes and explain his views on his question, there's not much remaining to write about. However, I want to tell all the employes who have not got the Safety First habit, get it.

Don't kid about Safety First, you might be the goat. If somebody says your goat about Safety First when you are not practicing it, don't get mad and hot like the business end of a hornet, just look around a while and get some other fellow's goat when you see him not practicing Safety First. There is no end of stray goats when the question of Safety First is evoloved.

The success of every institution is built upon a combination of individual selves. No man can help make an organization greater, better, more successful and more efficient without making himself the same.

The Safety First movement is a good habit we must all acquire. Habits were born in us, habits we have cultivated and habits we don't know we have. A prouche is a habit, harmful to yourself and distasteful to others. Knocking is a habit, born to discontent or envy. Forget these habits when approached by an employe who has been kind enough to warn you of danger when you did not think Safety First yourself.

Cultivate enthusiasm politeness, consistency, smiling and shaking hands. Safety First your favorite habit. Practice it while at your work, on your way to and from your work and at your home. Always remembering, "Do unto others as you would have them do unto you."

Don't neglect reporting or correcting anything you may see that is liable to cause injury to yourself or fellow employes. Keep in your memory that beautiful motto: "It is better to be safe than sorry."

The management don't ask its employes to take chances. You do what you would? The chance taker is-the accident maker.

Now let us all obey the rules which are made for our safety and be all right always. If the employes and the officers of the employes could have been obeyed if the above rules and rules had been followed, there would not have been all the trouble and many of the employes of the Company who are now big men in their line would be injured.

Safety First statistics were next read by Mr. Wightman and it was noticed that the Kansas City Terminals made an excellent showing in decreasing personal injuries, as the first seven months of this fiscal year they have made a decrease of 60 per cent.

The question of the red defective car cards came up and was discussed at length, it being noticed, from all appearances that all cards which were being applied were not removed and sent in to the chairman as per instructions. Foreman Nix, of the car department, stated he would look into this matter and get it "straightened out."

The committee then adjourned to the machine shop and held a meeting with the employees at that point. Master Mechanic Forster made an interesting talk on Safety First, after which Mr. Wightman addressed the employes. About 350 employes attended this meeting. Following this the committee adjourned to office of general car foreman and held a meeting with the yard forces. Mr. Flahighan made a brief talk and Mr. Wightman closed the meeting with an interesting talk on Safety First. There were 51 present at this meeting.

The afternoon session was called to order at 2.30 p.m. and opened with the reading of the postal cards received by the committee since the last session. Eighteen cards were handled and in addition sixteen cards turned in on cars received from connecting lines without seals, 11 cards on pin seals, and 12 cards on various matters.

T. J. O'Brien, switch foreman, next read the following interesting paper:
The FRISCO-MAN

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Since the inauguration of this move, the railroads have saved thousands of dollars and have been largely instrumental in preventing many accidents which yearly claim the lives of their employes.

At the beginning, many employes were skeptical of this move, fearing that the Company had started something for its own benefit and to the detriment of all others. After being convinced that the move was a harmonious one and a 50-50 proposition, the employes have become as much interested as the officials and are willing to lend every effort to perfect a more thorough understanding. The fact that the move has the endorsement of the majority of the employes can readily be seen by the decrease of money expended by this Company.

All have done well—we have won honors and now have annual transportation for our wives as well as ourselves. Let us try and make the coming year more profitable than the past and recommend that the Company hire only experienced men when available, especially in the yards where cars must be handled so many times and where efficiency alone can prevent more damage than any one thing.

Mr. Whitelam next read various statistics and commented on same, also talked on the various advertising gotten out, requesting that the committeemen send in any suggestions they may have along that line, assuring the men that their ideas would have due consideration.

After a general discussion by all members on freight claim prevention, during which several good things were brought out, the meeting adjourned.

Regular meeting was held at the Freight House, Kansas City, from 12.15 to 12.45 p.m. Mr. Whitelam made an interesting talk and explained what brought about the big decrease in freight claim payments, also what we are expected to accomplish during this fiscal year through careful handling of freight.

For the six months period of this fiscal year Kansas City leads the principal stations in number of tickets billed to error and Kansas City is going to try to keep at the head of the list. There was an attendance of 135 employes at this meeting.

The committee also held meetings with yardmen at yard office at which a forcible talk was made by Mr. Whitelam which was heartily received by the 34 men present.

The Committee then went to the Broad- way Station, where Mr. McCutcheon addressed 112 station and office employes. The following paper, contributed by H. Palmier, chief clerk, Broadway Sta- tion, was then read:
Mr. Wightman stated a number of his committeemen had failed to make one such memorandum by the time at which he had expected it. The following is a list of these members:

1. Mr. Wightman
2. Mr. R. W. Johnson
3. Mr. James A. McPherson
4. Mr. John E. Waller
5. Mr. Charles W. Green
6. Mr. William H. Brown
7. Mr. Samuel J. Smith
8. Mr. George W. Davis
9. Mr. Joseph M. O'Brien
10. Mr. John A. Morgan

Mr. Wightman said that he had been very much disappointed by the lack of progress made in this matter and that he would be compelled to take some action if the committee did not improve its performance. He recommended that all members of the committee should be required to make a report of their progress at the next meeting and that any member who failed to make a report would be held responsible for the failure.

The next item on the program was the reading of the postmaster's report. After the report was read, the chairman asked the members to suggest any improvements that could be made in the handling of mail. The members suggested that the postmaster should be given more authority to make changes in the procedures of the office and that the postmaster should be allowed to consult with the other members of the committee before making any changes.

The final item on the program was the discussion of the question of legible dray tickets. The chairman said that he had received several reports of accidents caused by the use of illegible tickets and that the committee should take steps to prevent this from happening. He recommended that the committee should require all draymen to use legible tickets and that the tickets should be checked by the committee before they were issued.

The meeting adjourned at 6:00 p.m. after the last item of business had been discussed.
as there is a great danger of striking people, or in gaining the displeasure of the people who are present. I shall not have the authority to stop the meeting if it is not held in the spirit of cooperation.

I have to inform you that the conditions set forth by the Council are not acceptable. We should not proceed with the meeting if it cannot be held in a peaceful manner. The presence of an audience is essential for the success of any meeting, and I would like to make sure that everyone is respected and that the meeting is conducted in a respectful manner.

The personal injuries which had occurred since the last meeting were discussed and were looked into thoroughly.

The Committee then adjourned to General Yard Master's Office, Chestnut Avenue, St. Louis, for a meeting with thirty employees. Interesting talks were made by Mr. Wightman, Mr. McCulloch and Mr. Robinson. Among those who reported injuries and made valuable suggestions were:

K. Smith, Seventh Street Station; R. Brown, 1111 East Avenue; J. Smith, 111 East Avenue; W. Brown, 111 East Avenue; R. Brown, 111 Sixth Avenue; J. Brown, 111 Sixth Avenue; E. Brown, 111 Sixth Avenue; W. Brown, 111 Sixth Avenue.

SPRINGFIELD RALLY

A Safety First Rally under the auspices of the Eastern Division, Springfield Terminal and Springfield Shore Safety Committee, as well as the Frisco Women's Safety League, will be held at the Denoyer Theatre, Friday evening, February 25th.

The program includes music, singing, and fancy dancing. General Manager E. D. Levy and General Superintendent J. A. Frates will deliver addresses.

A photography entitled "Steve Hill's Ascending" will be given.

The following interesting addresses, delivered by employees at the Store and Freight Claim Prevention meetings, are well worthy of the consideration of all employees.

T. F. Gaysen, Conductor, Southern Division.

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J. H. Livingston, Aylmer, Mountain Gose, Mo.

Safety First Rally will be held in cooperation with those who have required due right for the purpose of insuring more safety for the public and for the employees.

First, the consideration of employees in purchasing defective equipment is something that we should think about. Second, the consideration of employees in purchasing defective equipment is something that we should think about. Third, the consideration of employees in purchasing defective equipment is something that we should think about. Fourth, the consideration of employees in purchasing defective equipment is something that we should think about. Fifth, the consideration of employees in purchasing defective equipment is something that we should think about.

Other practices that cause personal injuries are,