

Get Together

Section men, round house employes, switchmen, yardmasters, office clerks, operators, firemen, brakemen, engineers, conductors and officers are afforded opportunity of getting together on friendly footing, for the discussion of plans for efficiency and betterment of service in all departments, through meetings of the River and Cape Division Efficiency Association.

This association, organized recently, is composed of employes in all branches of service on the River and Cape Division. Meetings are held on the fourth Sunday of every month.

At a meeting in the Pullman Theater, recently, the following members were elected to serve for a term of six months: President, L. C. Beasley, night chief dispatcher; First Vice-President, Joe Barclay, car foreman; Second Vice-President, J. W. Jay, chief yard clerk; Third Vice-President, John T. Marsh, brakeman; Secretary and Treasurer, J. G. Sarius.

President Beasley of the association appointed the following, members of the Executive Committee: Chairman, L. A. Gibson, conductor; C. McBroom, chief clerk; S. F. Lippard, engineer; J. B. Taylor, conductor; and J. B. Gilliam, general foreman.

The Executive Committee was instructed to draft by-laws and rules for the government of the association and present them at the August meeting. This was done, and these rules and by-laws were unanimously adopted.

At the August meeting the Executive Committee, in accordance with the by-laws, appointed the following committees:

Loss and Damage Committee Chairman, C. S. Pankett, conductor; E. H. Smith, brakeman; and John Leman, transfer foreman.

Transportation Committee Chairman, W. L. Ramage, dispatcher; L. S. Shively, conductor; E. Barclay, engineer.

Maintenance Committee Chairman, John

I. Stevens, accountant; W. H. Pryor, water service foreman; J. J. Phayer, roadmaster.

Station Operation Committee Chairman, E. McCutcheon, chief clerk to agent; Ed. Miller, assistant chief clerk to superintendent; A. Foreman, rate clerk.

Mechanical and Terminal Committee Chairman, W. H. Williams, general yard master; J. C. Bryan, assistant superintendent locomotive performance; R. W. Stokes, car repairer.

The duty of the members of these committees is to handle, to the best advantage, any and all reports submitted to them by members of the association.

At the August meeting President L. C. Beasley forcibly impressed upon the members that the meetings are intended for betterment of conditions and explained that any employe having any recommendation or practice he desired to report or have corrected, or any practice he desired put into effect, should bring same up at the meeting and it would be referred to the chairman of the committee under which the subject would properly come. The chairman will confer with his committee regarding the matter after which it will be passed to the Executive Committee, with ample time for consideration before the next regular meeting.

Members have been assured that no matters discussed at these meetings will be handled outside of the association.

Superintendent Claiborne and Assistant Superintendents Frazier, Jordan and Moran are doing all they can to make the association a success, having furnished a place to meet, a clerk to keep the minutes, etc. They have instructed that boxes be put up at different points on the line for suggestions for the different committees to handle.

While the association is still in its infancy, it is believed it will only be a short while before it will be able to give a splendid account of the progress made in efficiency through united effort.

CLAIM REDUCTION CAMPAIGN

A statistical report showing claim payments, number of cars handled, revenue, claim payments per car and claim payments per \$1000 revenue, as well as the percentage of claim payments to revenue, covering live stock, flour and grain, for the fiscal years 1907-08 to 1913-14, has been compiled by G. E. Whitlam, superintendent freight loss and damage claims.

The statement shows that the claim payments per car, covering stock, decreased from \$3.21 in 1907-08, to \$1.37 in 1913-14; flour decreased from \$1.21 to 71 cents per car; and grain from \$2.03 to 94 cents.

The statement is very gratifying and shows what can be done by specializing on certain commodities.

The Frisco is now specializing on all commodities, through its Freight Claim Preventive Committees, and a big decrease in claim payments is expected as result.

The attention of all employees who have to do with the handling of freight is directed to the statement below showing what material the \$100,000.00 reduction in freight claim payments asked for, would purchase:

Mechanical and Car	
4	1040 class locomotives
4	1306 class locomotives
91	Cabooses
125	36-ft. box cars
9,488	Freight car axles
11,111	Engine markers
13,002	Freight car couplers
21,505	Steam hose
66,666	Air hose
80,080	Cast iron brake shoes, engine
256,110	Locomotive scoop shovels
263,158	Steam gauge lamps
303,030	Water gauge lamps
322,581	Cast iron brake shoes, freight car
526,315	1 gallon oil cans
714,444	½ gallon oil cans
714,444	Red lantern globes
833,333	White lantern globes
999,999	Engine torches
2,000,000	Pounds cotton waste
3,333,333	Machine bolts, average size
5,000,000	8 penny nails
Maintenance and Track	
2,419	Hand cars
18,832	Track jacks
25,907	Track bolts
32,671	Track spikes
116,279	Crossing planks 3x12x16
149,253	Axes
151,515	Cross ties creosoted
185,185	Spike mauls
185,185	Crossing planks 3x12x10
188,679	Track shovels
204,082	Cross ties, white oak
416,666	12 qt. water buckets
1,000,000	The plates

The following educational bulletin, issued by G. E. Whitlam, superintendent freight loss and damage claims, cites six cases where this railroad was

obliged to pay claims for damaged freight because of rough handling and lack of proper inspection by our employees.

It is wholly within the power of employees to correct conditions such as narrated in the paragraphs published below and each and every one is asked to do what he can to put a stop to this carelessness, which not only is proving so expensive to the railroad, but creating dissatisfied patrons as well:

This company was recently required to pay a claim account rust and damage to carload of iron which shippers loaded into a light box car, which was transferred en route to a stock car, and allowed to travel therein to its destination about eight or nine hundred miles away from the point of transfer. On arrival at destination, the iron was found to be damaged, not only by reason of improper handling at time of transfer, but also by reason of having become very wet from water blowing into the open car, causing the iron to rust. The resultant damage was great, as stated, and could have been avoided had proper equipment been selected for the transfer and proper care used in handling the material from the original to the new car.

We recently paid four claims for damage to bottles moving in as many cars and earning in revenue less than \$300.00. These claims were filed for breakage which could be the result of nothing except rough handling in transit, inasmuch as the bottles were carefully packed and properly loaded and braced under the supervision of employees of this company. The four claims aggregated approximately \$550.00 and left us heavy losers on the traffic handled. In this case carelessness somewhere, proved very expensive.

We were required to pay for damage to 300 sacks of cotton seed meal loaded in a defective car. Our inspector at point of

origin passed the equipment as fit for this loading and his employer, the company, had a right to expect that the roof would protect the consignment to its destination. However, on arrival at destination, almost the entire load was found to be water-soaked because of a leaky roof, which Car Inspector at that point declared to have been of long standing, and it was necessary for us to pay for the damage. Surely, the car could not have been in first-class condition when originally loaded, although it was passed as such.

A car of cotton seed oil recently delivered us in switching service was hit hard enough in the terminal to shift the tank on car frame, breaking steam pipe and requiring transfer. Loss of oil and cost of transfer amounted to nearly \$100.00 which was caused entirely by carelessness in switching.

A shipment of horses recently loaded at one of our stock yards moved over one division and on arrival at the next terminal, two horses were found to be down account floor having given away under their weight, making it necessary to unload the horses and return them free of charge to loading point and pay the owners damages for injuries which the horses suffered. This stock car was examined and pronounced in fit condition for loading by the regular Car Inspector whose duty it was to make these inspections. It may not at all times be possible to detect rotten planking in the floor of stock cars and for that very reason, unusual care should be exercised in selecting cars to be loaded with horses or mules in order that existing defects of every kind, that might result in damage, be discovered and repaired before the car is used.

Claim was recently filed on a car of plate glass moving about 450 miles without noted exceptions. In the next 200 miles the car moved, it was set out five times for rebracing and replacing a shifted load. Glass worth more than \$1700.00 was broken and claim for its value paid. It is very apparent that the car had unusually rough handling on several occasions after it was first set out for rebracing, or the employes repairing the braces performed their duties in a very inefficient manner. It is needless to say that the loss could have been avoided had every one given this car of glass the same careful handling and attention that would have been given it had it been the property of those who were handling it.

The following report shows where Freight Claim Preventive Committee meetings were held during the month of September, and the number of employes attending same:

Considerable enthusiasm has been stirred up among the employes along freight claim prevention lines, and it is believed interest will grow, which will bring about an improvement in

transportation and result in less loss and damage to freight.

Division	Date	Where Held	Attendance
Eastern	Sept. 14	Monett	35
St. Louis	Sept. 22	St. Louis	260
Springfield	Sept. 23	Springfield	62
Memphis	Sept. 24	Memphis	68
Kansas City	Sept. 28	Kansas City	220
Ozark	Sept. 29	Thayer	60
Ozark	Sept. 30	Jonesboro	30
Northern	Sept. 29	Ft. Scott	41
Northern	Sept. 30	Pittsburg	30

Total 806

In addition to these meetings, a meeting was held at Chaffee September 3rd, at which 45 employes were present, and one was held at Ft. Smith September 8th, at which 40 were present, also one at Francis on the 11th, at which 49 were present. This makes a total of 940 employes who attended meetings pertaining to freight claim prevention during the month of September.

At a meeting in office of Superintendent J. M. Chandler, Francis, Okla., September 11, the Red River Division Freight Claim Preventive Committee was organized, composed of the following members:

Superintendent J. M. Chandler, chairman; J. J. Shaw, acting master mechanic, Francis, Okla.; B. D. Fallon, agent, Hugo, Okla.; G. W. Edgerton, yardmaster, Hugo, Okla.; F. T. Bowles, yardmaster, Okmulgee, Okla.; W. J. Russell, platform foreman, Madill, Okla.; M. H. Bowman, special agent, Francis, Okla.; T. W. Byrne, engineer, Francis, Okla.; O. D. Wright, conductor, Francis, Okla.; C. L. Hileman, brakeman, Francis, Okla.; T. J. Smith, engine foreman, Francis, Okla.; Geo. A. Gladson, car inspector, Francis, Okla.; L. R. Kennedy, car foreman, Hugo, Okla.; H. L. Davis, switch engineer, Hugo, Okla.; C. A. Irvin, assistant superintendent, Francis, Okla.

At a meeting in office of Superintendent C. F. Hopkins, Sapulpa, Okla., September 12, the Southwestern Division Freight Claim Preventive Committee

was organized, consisting of the following members:

Superintendent C. F. Hopkins, chairman; R. C. Mills, general agent, Oklahoma City, Okla.; W. H. Hutchison, assistant superintendent, Sapulpa, Okla.; C. J. Drury, master mechanic, Sapulpa, Okla.; J. J. Daley, general yardmaster, Sapulpa, Okla.; B. F. Parrott, warehouse foreman, Tulsa, Okla.; M. L. Cutler, special agent, Sapulpa, Okla.; J. W. Cullum, engineer, Sapulpa, Okla.; W. R. Connerly, conductor, Monett, Mo.; W. C. Bryant, brakeman, Lawton, Okla.; R. E. Meadors, engine foreman, Afton, Okla.; F. C. Baker, car inspector, Oklahoma City, Okla.; C. S. Simpson, car foreman, Sapulpa, Okla.; C. C. Prescott, switch engineer, Sapulpa, Okla.

At a meeting in office of Superintendent W. G. Koch, Fort Smith, Ark., September 9, the Central Division Freight Claim Preventive Committee was organized, composed of the following members:

Superintendent W. G. Koch, chairman; Frank Burns, master mechanic, Fort Smith, Ark.; J. T. Hulehan, assistant superintendent, Fort Smith, Ark.; R. H. Phinney, assistant superintendent, Fort Smith, Ark.; L. Armstrong, general yardmaster, Fort Smith, Ark.; G. W. Green, general agent, Fort Smith, Ark.; J. G. Johnson, platform foreman, Fort Smith, Ark.; E. S. Neil, special agent, Fort Smith, Ark.; R. E. Broechus, engineer, Fort Smith, Ark.; A. C. Miller, conductor, Fayetteville, Ark.; C. R. Phipps, brakeman, Muskogee, Okla.; P. L. Pruitt, switchman, Muskogee, Okla.; S. W. Brink, car inspector, Fayetteville, Ark.; C. A. Hall, general car foreman, Fort Smith, Ark.; W. L. Corrotto, engineer, Fort Smith, Ark.

At a meeting in office of Superintendent C. T. Mason, Enid, Okla., September 3, 1914, the Western Division Freight Claim Preventive Committee was organized, consisting of the following members:

F. A. McArthur, master mechanic, Enid, Okla.; J. W. Hall, agent, Blackwell, Okla.; A. L. Johnson, general yard master, Enid, Okla.; W. H. Thomas, platform foreman, Enid, Okla.; F. M. Peck, engineer, Enid, Okla.; W. W. Harris, conductor, Enid, Okla.; C. F. Clark, brakeman, Enid, Okla.; H. W. Shelton, switchman, Enid, Okla.; Leonard Mead, car repairer, Enid, Okla.; W. H. Caywood, foreman, car department, Enid, Okla.; H. F. Gilley, engineer, Enid, Okla.; J. W. Chaiborne, assistant superintendent, Enid, Okla.; J. W. Marling, assistant superintendent, Enid, Okla.; C. T. Mason, superintendent, Enid, Okla.

Milby Bagged

A. B. Milby, formerly storekeeper at Memphis, Tenn., was presented with a handsome traveling bag by the store department and shop employes upon his departure for Sapulpa, Okla., where he has been transferred.

The employes filed in Mr. Milby's office at noon hour, September 17, and, with a few well chosen remarks by C. K. Crowley, boiler inspector, the gift was presented. Mr. Milby responded with a few words expressing appreciation.

Mr. Milby has many friends in Memphis, all of whom regret to see him leave, but he carries with him their best wishes for success in his new field.

Waiting

While waiting for his daddy, who had just returned from his run from Monett, Mo., the photograph herewith



reproduced was snapped of Robert Norman Vorce.

The little fellow, who is one and a half years old, is the son of Fireman R. M. Vorce of Springfield, Mo.

LET'S LAUGH

Putting One Over

Mrs. Henpeckke—You never did anything really clever in your life!

Mr. Henpeckke—You seem to forget, my dear, that I married you.—Judge.

Try It

A—Time flies.

B—I can't. They're too quick for me.—Christian Register.

Such is Tradition

"Isabel has been married four times and complains her latest husband is the worst of the lot. Won't stay home of night."

"Well, the last match always goes out."

Pat's Advice

Pat (the hodcarrier, to the carpenter who is vigorously sucking his thumb, cursing at the same time)—Don't yez know how to drive a nail yit widout smashin' yer fingers?

Carpenter—No; and neither do you.

Pat Bedad, but Oi do. Hold the hammer in both hands.

Once Too Often

Parson Black (sternly)—"Did you come by dat watch-melyun honestly, Bruddeh Bingy?"

The Melon Toter—"Deed did, pahson; ebry day fo' nigh on two weeks!"

—Puck.

Soft Stuff

"Here's a sad story in this newspaper."

"Tell me about it."

"A man was knocked senseless by being struck on the head with a bundle of old love letters."

"That's the first time I ever heard of petrified mush."

Jailless Crimes

Killing time.

Hanging pictures.

Stealing bases.

Shooting the chutes.

Choking off a speaker.

Running over a new song.

Smothering a laugh.

Setting fire to a heart.

Knifing a performance.

Murdering the English language.—Judge.

Blundered

Exc—"Cigar, old man?"

Wye—"Thanks! (puff). Capital weed this. Aren't you going to smoke, too?"

Exc (examining the remaining one)

—"No, I think not."

Wye—"What's the matter? Did you give me the wrong one?"—Boston Transcript.

An old colored man who is employed at the Memphis shops had been ill for some time. Upon his return to work he was asked:

"Blue, did you lose your income while you were sick?"

He studied for a moment, scratched his head and replied, "I don't know, sah, if dat happened or not, but I's sure was a sick man, sah."

Nothing New

A reporter was interviewing Thomas A. Edison.

"And you, sir," he said to the inventor, "made the first talking machine?"

"No," Mr. Edison replied; "the first one was made long before my time—out of a rib."—Tit-Bits.