

Traffic Sermons Born of Experience

An agent was unable to find a box of dry goods for which he had billing when consignee called to take delivery, and gave a notation of shortage, making a short report showing box short from car. The shippers duplicated the missing box, which contained seasonable dry goods worth \$350.00, and filed claim for their loss, which was paid. About four months later a shipment of household goods which had been stored at the station in question was taken from storage and the box of dry goods discovered. The household goods were in the warehouse when the dry goods arrived, and had been removed from the premises and placed in other storage soon after. The box of dry goods was removed with the household goods, and the agent in whose care it was, could not say how it came about. There could be no reason except failure to properly check the household goods out of warehouse. The Company has the box and will sell it for whatever it will bring. The box contains dry goods for the spring of this year. Merchants are now buying their fall and winter stocks, and next spring's styles will have changed until we cannot expect to realize more than fifty cents on the dollar, which makes our net loss about \$175.00. This is only one item of the large amount paid every year for packages which are lost through improper warehouse supervision.

An agent recently accepted a car of household goods on a bill of lading bearing the abbreviation "O R Rel." This car was transported for the rate applying on household goods released to \$10.00 per cwt., but the consignee

filed claim for \$300.00, and we find ourselves outstanding the difference between the two rates and with no means of enforcing the released valuation clause because the bill of lading was not made specific when issued. If the agent had merely taken the time and made his notation similar to this: "In consideration of the transportation of this shipment at the rate of 15c per cwt. by the carrier, the shipper declares that each article does not exceed \$10.00 per cwt. and agrees that in case of loss or damage, claim shall not be filed or paid for a greater valuation," and had the shipper signed it, in addition to his signature to the bill of lading, we could compel the claimant to observe his part of the contract.

Several claims have been received lately where bills of lading, presented to agents for signature, were dated back several days and the date not noted by the agent and claims filed for asserted delay in transit on carload shipments of grain that were part of a contract covering several cars which were to be shipped within a specified length of time.

Often claims are received covering shipments billed via wrong routes, caused by agents accepting billing over 'phone and misunderstanding the routing instructions given by shippers. In one instance recently the 'phone billing was not confirmed in writing by shippers and consequently the error was not detected until the car reached destination on the wrong delivery track.

Agents cannot be too careful in seeing that each and every bill of lading

is properly dated and correctly made out.

More than a year ago, in his address before the National Hay Association, on July 16, 1912, Chairman Prouty of the Interstate Commerce Commission said:

"No man can foretell whether in the years to come it will be or it will not be necessary to allow some increases in the transportation charges of our railroads. If that time comes, it will be the duty of the Commission to permit that advance. It will not only be

its duty as an act of justice, but it would be its duty to you in the highest conservation of your interests."

While the Commission hesitates to perform an obvious duty, American railway credit is discredited in the money markets of the world. The necessity for an advance in freight rates which was urgent in 1910 is still more pressing today. The railway can know no genuine relief while operating expenses and taxes absorb over 73% of their revenue derived from carrying freight and passengers at unremunerative rates.

Chance-Takers.

"All railroad men are not chance-takers, but there are a few," says the yardmaster of a railroad.

"A trainman who throws the switch and does not lock it or latch it, which ever is required by rule, is heading you into trouble. A fireman who fails to put the water crane or other appliances in their proper place may cause you to be knocked from your train. The flagman who does improper flagging may do a job of short flagging on you some day and let you collide with his train.

"The engineer and conductor who run their train by danger signals carry you to the hospital. The operator who sleeps under a clear signal and wakes up at the call of the key and takes an order for your train after you have passed, heads you to the cemetery. It is such men that we brand as chance-takers.

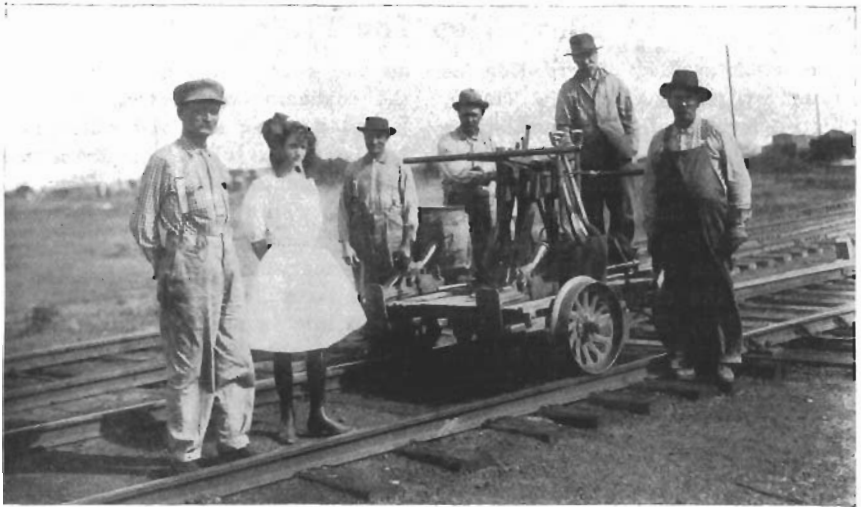
"You are very familiar with the chance-taker and it is your duty to get him in line with this movement or point him out to one of the officials. You owe this to yourself, your family and the company. You certainly know that unless you get him, he will get you sooner or later."—Ex.

Crocker Force.

The station force at Crocker, Mo., is shown in the accompanying reproduction. Reading from left to right, are: W. B. McEvelley, third trick op-



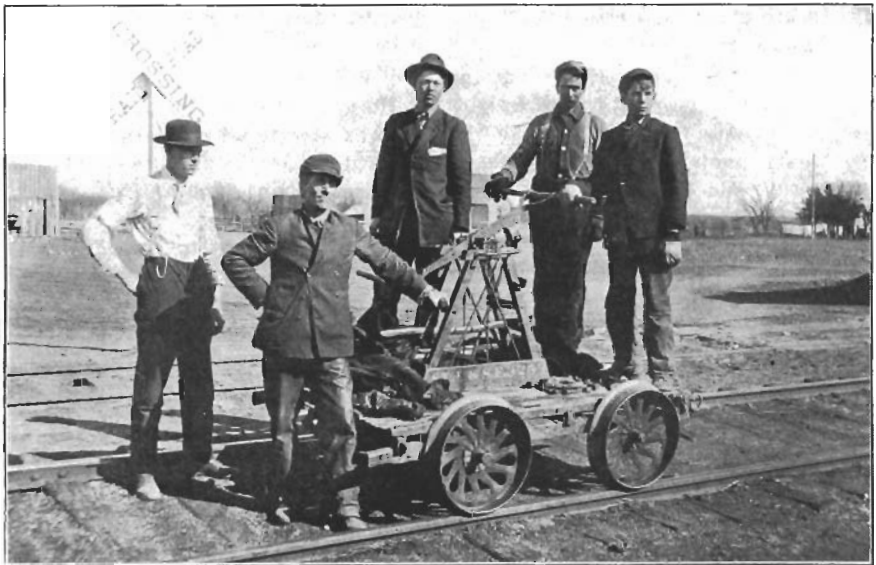
erator; G. A. Burd, first trick operator; R. E. Patterson, second trick operator; F. R. Ellett, agent, and C. E. Pennington, helper.



As Foreman Robert Fitzgerald, in charge of Section G-68, Quanah, Texas, together with his gang, arrived at the car house recently, just at quitting time, the above photograph was taken.

Foreman Fitzgerald may be seen on

the extreme left, being welcomed home by his little daughter Roberta. Mr. Fitzgerald has been employed on the Quanah Sub-Division for the last ten years.



Section Foreman S. W. Reed and gang, Section F-32, Andover, Kans. Foreman Reed is shown in front of

car, on the ground, with his hand on the car. Standing just back of him is former Agent Earl Wolf of Andover.

Harry Hop The Train

An article entitled, "Harry, Hop the Train," written by Edward L. Tinker, Safety Supervisor, El Paso and Southwestern Railroad, has been published in booklet form, attractively illustrated, by the Safety Bureau of the St. Louis and San Francisco Railroad, for distribution among employees.

In brief, the article deals with a little newsboy, Harry Hopper, who lost a leg in an attempt to hop a train.

The child was the son of a former railroad man, who, while kicking in a coupling, had his foot so badly mashed that amputation was necessary. Being unable to continue in railroad service Harry's father purchased a news stand and sold papers for a living, the boy assisting him by taking papers out to sell.

Harry took up his stand near a railroad station, and while there selling his papers had often noticed switchmen and brakemen jump trains when they were going fast, ride a way, and then swing off.

After a short while Harry got into the habit of playing around freight trains and later as they went slowly by would jump on the step, ride a little way, and then jump off.

When warned of the danger of this pernicious habit, Harry would reply, "I've been hopping these trains for a month and never got hurt, so I guess nothing can happen to me." One day, however, as Harry made a jump to the step of a box car, his foot slipped and he hung dangling by his hands. His strength gave out, his hands gradually loosened their grip and he fell to the ground. One poor little leg struck across the rail and the heavy steel wheels passed over it.

Though Harry screamed in agony,

no one heard, until after some time the conductor on the rear platform looked out and saw a huddled heap beside the track. The train was stopped immediately and the crew ran down to where the boy was lying, almost dead.

Together they picked Harry up, carried him to the station and later conveyed him in ambulance to the hospital. He was laid upon the operating table and the doctors cut away his trousers and shoes and then with a sharp saw cut off his poor little leg just above the knee.

Harry awoke from the effects of the chloroform in great pain. He lay in bed for weeks and weeks and during this time his father would hobble out to see him with his mother and little sister. Of course they all felt badly and his mother would cry because she knew her little boy would be a cripple for life and would never be able to play around like other boys, or ride a bicycle and skate and run and jump and play baseball.

He gradually grew better and when he was able to leave the hospital the trained nurse who had been very good to him, bought him a little pair of crutches.

Harry then went to the country to stay with his grandfather until he fully recovered from his dreadful accident.

While there he watched the children at play, particularly the boys enjoying a splash in the old swimming hole. He sat on the bank and sighed, and, though he did not tell anyone, his little heart was nearly breaking as he realized that never again could he join the boys in the swimming pool.

As he sat there he thought to him-

self, "It would be fearful to have any of the other little boys or girls lose a leg as I did. If they only knew how much it hurt and how hard it is not to play around like other children, they would never go near a freight train."

Harry later returned to the city and began selling papers for his father again. As he thought over his misfortune, an idea came to him. Going up to the general offices he saw a man sitting at a desk.

"Are you the man at the head of this railroad," he asked.

"No, I am only the superintendent. Anything I can do for you?"

Harry then related to the superintendent how he had lost a leg and said, "I don't want to have any other little boys or girls to have the same thing happen to them that I had. If you can fix it I'd like to go to all the schools and talk to the children."

The superintendent assured Harry that it would be all right, so he started out on his journey and went through many cities. In each place he talked to the little boys and girls, explaining to them if they would always remember the seven "Nevers" they would

not get hurt by railroad trains and lose a leg as he had.

Harry Hop the Train's Seven Nevers.

1. Never cross the tracks by night or by day,
Without stopping to listen and look each way.
2. Never walk along the railroad ties—
You can't always trust your ears and eyes.
3. Never hop a freight, for nothing quite heals
The wound received under grinding wheels.
4. Never, on a hot or sunny day,
Sit beneath box cars to rest or play.
5. Never crawl under a car of freight
When the crossing's blocked—
—play safe and wait.
6. Never board, or alight from, a train that is moving;
Accidents, daily, its danger are proving.
7. Never play games 'round the tracks at the station—
There are much safer places to seek recreation.

Section Men Meet

Roadmaster A. Sherrey has just recently inaugurated a plan to have meetings of his section foremen as often as possible to enable the men to get together and exchange ideas and to give them opportunity to become better acquainted.

The meeting at Fort Smith, Ark., October 8, at which fifteen foremen

were present, was a decided success in every way.

Speeches were made by Mr. Sherrey and each of the foremen on various subjects pertaining to track work, economy and material, and much time was given to discussion as to how to keep switch lights burning with best results. Difficulties were thrashed out and reports and time books gone over, and each man had a bunch of new ideas invaluable to section work.