

4. What Can Transportation Department Officers and Employes Do to Promote Fuel Economy?
5. The Functions of a Railroad Fuel Inspector.
6. Method of Illustrating Value of Components of Coal.
7. Fuel Distribution Record System.

Who Benefits?

C. S. Knabb, Conductor.

Safety First properly defined would cover a multitude of sins that we are all guilty of, and we should make the resolution from now on, that each and everyone of us will be more careful.

Employes should become familiar with the rules of the company. Obeying the rules will do more to aid safety than anything else.

There is not a man in the employ of this railroad who does not intend to be careful, not only for his own safety but the safety of his fellow employes. We are the ones who really receive the benefit of being careful and remembering Safety First, for, if one among us is injured or crippled for life, we all suffer with him, for we know he has depreciated in value, the company has lost the service of a good man who is no longer able to demand a good salary, and his family suffers mentally and financially.

Some employes feel Safety First is just a farce because every little whim of theirs is not immediately remedied or handled according to their ideals, but to prove this is a mistake let us call to mind the safety devices that have been installed for our benefit.

The officers of the railroad are continually trying to impress upon us the necessity of practicing Safety First; they are spending large sums of money because we are not as cautious as we should be. Let us try to do equally as well for the railroad and not let the Safety First movement be all on one side. Let us strain every effort to keep down accidents to the general public as well as ourselves,

ST. LOUIS TERMINAL MEETING.

At the bi-monthly meeting of the St. Louis Terminals Safety First-Freight Claim Prevention Committee, April 12, 1916, the following were present:

P. W. Conley, superintendent terminals; A. McCormick, general foreman; W. T. Dougherty, sergeant of special officers; J. A. McElroy, engineer; Ed. Murphy, machinist; J. J. McBrady, boiler-maker; Edw. Hamilton, switchman; M. E. Kinney, receiving clerk, 7th Street; H. R. Palmier, check clerk, Broadway; R. L. Klein, assistant foreman, 7th Street; Chris Nelson, general foreman, car dept.; M. Dumphy, yard clerk; Thos. Francis, car inspector; J. A. Maroney, general yardmaster; W. H. Harris, night yardmaster; W. J. Brumbaugh, switchman.

The morning session, which was devoted to Freight Claim Prevention, was called to order by P. W. Conley, chairman at 9.00 a. m., at the Seventh Street Station.

All members having received a copy of the minutes of the previous meeting, the reading of same was dispensed with, but minutes of meetings of the various division committees were read and discussed. The various circulars issued by Mr. Whitlam since the last session of the committee were gone over and statistics carefully noted.

Since the February session, 134 postal cards reporting improper practices and conditions and suggesting improvements were received from St. Louis Terminal employes. These were discussed thoroughly and sixty-four items received from other divisions were also handled to conclusion. Ten are still under investigation.

After the regular business had been completed G. E. Whitlam addressed the Committee. He stated that there were only about two and one-half months left of this fiscal year and he would like to see it close with the best record ever made in loss and damage and right of way and fire claims prevention. He urged the committeemen to do all they can to prevent loss and damage to freight.

Following the morning session Mr. Whitlam addressed the employes at Seventh Street, where Mr. Conley also made a short talk. There were 114 employes in attendance.

The Broadway station was next visited and Mr. Whitlam made a short talk to ninety-five employes at that point. Here the committee disbanded and were instructed to report at the Tower Grove Station at 3.00 p. m. for the Safety First session.

At the afternoon meeting, called to order by Chairman Conley, thirty-nine Safety cards turned in since the last session were discussed by the committeemen. Of this number thirty were handled to final conclusion and nine are still under investigation.

The personal injuries which occurred at the terminals since the previous meeting were next taken up and discussed at length, after which statistics issued by Mr. Wightman's office were up for consideration.

At 6.00 p. m. the committee proceeded to the General Yardmaster's office, Chouteau Avenue, for the evening session, where a very interesting talk was made by Mr. Wightman.

Among those who reported improper conditions and made valuable suggestions were:

H. T. Conley, assistant general yard master; R. L. Klein, assistant foreman, Seventh Street; John Gardner, section foreman; E. Murphy, machinist; W. T. Dougherty, special officer; S. E. Maguire; E. Hamilton, switchman; Chris Nelson, general foreman, car department; A. M. McCormick, general foreman; John Gardner, section foreman; J. J. McBrady, boilermaker; H. M. Robinson, local freight agent, Seventh Street; M. Dumphy, yard clerk; R. E. Trout, signal engineer; G. F. Logan, operator; C. F. Meyer, yard clerk, Chouteau Avenue; Thomas Francis, car inspector, Compton Avenue; J. J. Flynn, yard clerk, Ewing Avenue; H. Wiese, yard clerk, Ewing Avenue; Leo Hall, bill clerk, Chouteau Avenue.

SOUTHWESTERN DIVISION MEETING.

The Safety First-Freight Claim Prevention Committee of the Southwestern Division met in the parlor of the Y. M. C. A., Sapulpa, Okla., April 17, for its regular bi-monthly session. April 18 the committee devoted to a trip on local train between Sapulpa and Oklahoma City.

The Safety First session was called to order at 10.00 a. m., by Superintendent J. M. Chandler, with the following present:

J. M. Chandler, superintendent; F. A. Wightman, superintendent of Safety; B. S. Shirk, assistant superintendent; J. T. Brooks, assistant superintendent; F. C. Gow, assistant superintendent; B. D. Fallon, assistant superintendent; J. A. Sartori, master mechanic; H. Campbell, roadmaster; W. A. Moore, general agent, M. H. Bowman, special agent; M. L. Cutler, special agent; C. W. Hardberger, switchman; J. J. Charles, conductor; J. E. Woodward, B. & B. foreman; L. A. Seitz, conductor; A. L. Deaton, conductor; E. L. Gardner, engineer; Jim Turiff, engineer; J. M. Cheek, fireman; John Stroud, fireman; W. F. Doran, switchman; Fred Mason, machinist; J. W. Berry, brakeman.

In a brief address Mr. Chandler expressed appreciation of the large attendance and explained to the committeemen why several of the members could not be on hand. He read several S. F. 1 card reports made by various members and each one of the items was discussed and corrected.

The matter of cleaning engine fires in yards was thoroughly gone over and Mr. Chandler instructed that a bulletin be issued to all concerned that, when fires are cleaned, live coals from ash pans should be given a good wetting.

Following this Mr. Wightman made a short talk upon the use of the blue flag and the strict observance of the blue flag rule by trainmen and yardmen. It was the concensus of opinion that in placing the blue flag on a certain track—*for protection while working under cars on that track*—that the flag should be placed at the end of such track, as near the switch as possible, so there would be no chance for the switchman to overlook the flag if he was properly performing his duties.

It was moved and seconded that it be recommended to the Central Division

Committee that Rule 23 be modified so that blue flag be placed at clearance post on end of track on which carmen are working under cars. The question was voted and unanimously carried.

A letter was read from L. N. Bassett, superintendent of terminals, Springfield, Mo., relative to handling of "twin-loads," in which it was pointed out that these cars should be chained together. The matter was generally discussed and it was decided, in the interest of safety to employes and to avoid damage to equipment, that these cars, in every case where "twin-loads" are involved, be chained together securely.

Mr. Wightman next read a safety bulletin entitled "The Chance Taker", and a statement showing the number of casualties of all classes during the ten months ending March 31, 1916, as compared with the same period in 1915, for the entire system.

At 12.15 p. m., the committee adjourned for lunch until 2.00 p. m. when the afternoon session was called to order by Mr. Chandler.

At the opening of the afternoon meeting Mr. Wightman called attention to the fact that agents at the various stations were not blocking trucks as instructed; also to the matter of section foremen using metallic tape instead of plain cloth tape. Mr. Chandler was asked to issue a bulletin instructing that the use of metallic tape by section foremen be discontinued at once.

The Safety session adjourned at 4.00 p. m. and at 8.00 p. m. a general meeting was held in the auditorium of the Y. M. C. A., with a good attendance. Several short talks were made by railroad men and other citizens.

On April 18 the Committee made a trip from Sapulpa to Oklahoma City on local train. At 2.00 p. m. the meeting was called to order by Acting Chairman B. S. Shirk, who read Mr. Whitelam's letter of April 11, file B, regarding cards bearing inscription "Lost But Paid For". Mr.

Whitelam's letter of April 7, in regard to the number of claims received and amount, was read and discussed.

Following this cards reporting improper conditions and practices were read and discussed, which closed the business session.

An evening meeting was held at the Lee Huckins Hotel, Oklahoma City, April 18, at which a number of brief but interesting talks were made by B. S. Shirk, assistant superintendent; F. A. Wightman, superintendent of safety; and Messrs. Watson, Van Ness, Carter, Mills and Fallon.

Among those who reported improper conditions and made valuable suggestions were:

J. W. Berry, E. L. Gardner, M. L. Cutler, J. A. Turriff, H. Campbell, J. Stroud, W. F. Doran, J. E. Woodward, A. L. Deaton, W. H. Fox, F. Bassett, J. J. Charles, P. D. Sheehan, G. J. Schueler, W. Abbott, L. A. Seitz, V. J. Chastain, C. S. Goldsmith, W. E. Boyd, L. E. Edmondson, R. C. Mills, E. W. Allen, W. E. Boyd, J. R. Jones, C. B. Brebbelbis, W. R. Grace, S. L. Martin, C. E. Johnson, H. R. Swearingen, O. A. Little, M. H. Bowman.

WESTERN DIVISION MEETING.

The Safety First-Freight Claim Preventive Committee of the Western Division met in the city hall, Enid, Okla., April 27, for its regular session with the following in attendance.

F. A. McArthur, master mechanic; W. D. Windsor, car repairer; C. E. Schofield, agent Winfield; H. R. Vance, fireman; T. A. Lambert, machinist; F. E. Brannaman, assistant superintendent; F. E. Bates, assistant superintendent locomotive perf.; C. M. Story, general car foreman; F. E. Porter, passenger brakeman; J. R. Dunworth, passenger conductor; L. R. Pinix, switchman; C. W. Kennedy, freight conductor; F. W. Morey, freight brakeman; R. Aaron, roadmaster; D. C. King, roadmaster; W. H. Dennis, special agent; A. L. Johnson, general yardmaster.

Superintendent H. H. Brown, presided and after a discussion of the minutes of the previous meeting, made an interesting talk upon the importance of freight claim prevention, explaining in detail what can be accomplished by each employe giving the matter his best attention.

Postal cards reporting improper conditions and practices were next taken up

by the committeemen, after which circulars issued by freight loss and damage claims department were read.

The first subject up for discussion at the Safety First session was the S. F. 1 reports of the members of the committee. These were all gone into carefully and either handled to conclusion or referred to the proper department for disposition.

The meeting was then opened up for a general discussion of injuries to trackmen. A large percentage of the injuries occur in extra gangs due to spikes flying and hitting persons. It was decided that this could be avoided, in a measure, if the party pulling the spike would use precaution, though of course in some few cases it cannot be helped, because of defective spike heads.

The subject of switchmen getting on engines from the front end was discussed at length and it was found that this practice was not indulged in much on the Western Division, that the necessary instructions were out prohibiting this violation of safety rules and that the yard master and all concerned were on the lookout for such violations.

The matter of protection of the blue flag on the Enid rip track was given careful consideration.

Among those who reported improper conditions and made valuable suggestions were:

C. W. Giberson, agent, Ames, Okla.; W. W. Harris, conductor; J. L. Morgan, freight clerk, Cordell, Okla.; C. E. Schotfield, agent, Winfield, Kans.; W. H. Dennis, special agent; O. O. Stires, agent, Hopeton; J. B. Gribble, freight clerk, Arkansas City; W. L. Brewer, agent, Goltry; J. J. Hood, agent, Dacoma; J. M. Lee, cashier, Pawnee; Paul Hope, agent, Jennings; H. G. Snyder, abstract clerk, Enid; J. B. Wood, agent, Pawnee; F. A. McArthur, master mechanic; F. E. Brannaman; A. L. Johnson; D. C. King; Thomas A. Lambert; F. E. Bates; H. R. Vance; F. E. Porter; J. L. Reed, conductor; H. Fischinger, engineer; P. P. Palmer, engineer; C. W. Avery, conductor; W. S. Prewett, car repairer; F. E. Bates, assistant superintendent locomotive performance; C. S. Stuart, brakeman; L. R. Pinix, switchman; A. Driskell, B. & B. foreman; Mark Dillow, helper, Breckenridge; T. A. Lambert, machinist, Enid; F. E. Porter, passenger brakeman; J. M. McClain, brakeman; F. W. Scudder, fireman.



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| <input type="checkbox"/> Locomotive Engineer | <input type="checkbox"/> R. R. Agency Accounting |
| <input type="checkbox"/> Locomotive Fireman | <input type="checkbox"/> R. R. Genl. Office Acct'g |
| <input type="checkbox"/> Traveling Engineer | <input type="checkbox"/> Bookkeeper |
| <input type="checkbox"/> Traveling Fireman | <input type="checkbox"/> Stenographer and Typist |
| <input type="checkbox"/> Air Brake Inspector | <input type="checkbox"/> Higher Accounting |
| <input type="checkbox"/> Air Brake Repairman | <input type="checkbox"/> Mathematics |
| <input type="checkbox"/> Round House Foreman | <input type="checkbox"/> Good English |
| <input type="checkbox"/> Trainmen and Carmen | <input type="checkbox"/> Salesmanship |
| <input type="checkbox"/> Railway Conductor | <input type="checkbox"/> Advertising Man |
| <input type="checkbox"/> Mechanical Engineer | <input type="checkbox"/> Civil Service |
| <input type="checkbox"/> Mechanical Draftsman | <input type="checkbox"/> Railway Mail Clerk |
| <input type="checkbox"/> Machine Shop Frenetic | <input type="checkbox"/> Electrical Engineer |
| <input type="checkbox"/> Boiler Maker or Designer | <input type="checkbox"/> Electrician |
| <input type="checkbox"/> Steam Engineer | <input type="checkbox"/> Electric Wiring |
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| <input type="checkbox"/> Civil Engineer | <input type="checkbox"/> Telegraph Expert |
| <input type="checkbox"/> Surveying and Mapping | <input type="checkbox"/> Mine Foreman or Engineer |
| <input type="checkbox"/> R. R. Construction | <input type="checkbox"/> Metallurgist or Prospector |
| <input type="checkbox"/> Bridge Engineer | <input type="checkbox"/> Chemical Engineer |
| <input type="checkbox"/> Architect | <input type="checkbox"/> Agriculture |
| <input type="checkbox"/> Architectural Draftsman | <input type="checkbox"/> Poultry Raising |
| <input type="checkbox"/> Contractor and Builder | <input type="checkbox"/> Automobiles |
| <input type="checkbox"/> Structural Engineer | <input type="checkbox"/> Auto Repairing |
| | <input type="checkbox"/> Spanish |
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Name _____

Occupation _____

& Employer _____

Street _____

and No. _____

City _____ State _____

If name of Course you want is not in this list, write it below.

LET'S LAUGH

Not So Loud.

Farmer—"Do you like chickens?"
Citicuss, nervously—"Hush! not so loud. My wife might hear you."

Another Patient.

When little Bob bumped his head, Uncle Jim gathered the youngster in his arms and said:

"There! I'll kiss it, and the pain will all be gone."

Cheerfully smiling, the youngster exclaimed:

"Come down into the kitchen; the cook has the toothache."—*Judge*.

New Evidence.

"Why do you want a new trial?"

"On the grounds of newly discovered evidence, your honor."

"What's the nature of it?"

"My client dug up \$400 that I didn't know he had."—*Washington Herald*.

Postcard Politics.

"Why is there such a hot fight over the appointment of postmaster in this little town?" asked the stranger. "The office doesn't pay anything much, does it?"

"That ain't it, mister," replied the native. "You see most of us are particular as to who reads our postal cards."—*Cincinnati Enquirer*.

His Boast.

Lady—And you say you are an educated man?

Wearied Will—Yes, mum, I'm a roads scholar.—*University of Michigan Gargoyle*.

"As She Is Spoke."

A conductor and a brakeman on a Montana railroad differ as to the proper pronunciation of the name Eurlia. Passengers are often startled at this station to hear the conductor yell:

"Your a liar! Your a liar!"

And then from the brakeman at the other end of the car:

"You really are! You really are!"—*Boston Globe*.

Wanted to Know.

An Irishman having just landed in New York got a position on the railroad as flagman at one of the principal crossings. One day came the "20th Century Limited" about 20 minutes late. The Irishman held out his red flag and stopped the express. The engineer jumped off very much angered, and asked the Irishman why he had stopped the train when he knew they were 20 minutes late. The Irishman replied: "That's just what I wanted to know. Where have you fellows been for the last 20 minutes?"

Passenger (whose foot has been trodden on): "You are very clumsy with your feet, conductor."

Conductor—"What d'y expect for a 'alpenny a mile, Pavlowa?"—*From The Bystander*.

Mere Supes, Most of Us.

All the world's a stage, but only a few performers get the spotlight.—*Boston Transcript*.

Observant Child.

Teacher—What is water?

Willie—A colorless fluid that turns black when you wash your hands.—*Panther*.