

Minutes  
of  
Safety Meeting

Green River Day



Green River, Wyoming  
June 18th, 1923



UNION PACIFIC SYSTEM  
UNION PACIFIC RAILROAD COMPANY

OFFICE OF

Superintendent

IN REPLY PLEASE REFER TO

No.

Green River, May 29, 1923

Mr. E. S. Brooks,  
U. P. Coal Co.,  
Rock Springs, Wyo.

Dear Mr. Brooks:

The citizens of Green River and the Western Division are planning an immense Safety Rally for June 18th, invitations for which will be forwarded the entire official staff of the Union Pacific Coal Co. at a later date.

One of the main features of the day is a parade bringing out such Safety features as we are able to put clearly before the Public with the limited room at our disposal, and was wondering if arrangements could be made for one of your mine relief outfit teams to appear.

If it is agreeable to you, would like to have arrangements made for team to report to me not later than 11:00 AM, morning of June 18th.

Hoping to hear favorably from you in this connection, and with warm personal regards, I am

Yours very truly,

*W. L. W. Clark*  
*Mr. Gilson; will be there with his  
Combination First aid and Helmet team.  
Will you ask for Transportation for 7 Men Post up  
to Green River and Return.  
May 31/23. *GMP**



May 31, 1923.

Mr. W. C. Wolcott, Supt.,

Green River, Wyoming.

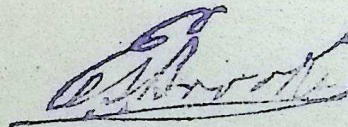
Dear Sir:

Acknowledging yours 29th, extending invitation to attend the Safety Rally for June 18th:

Many thanks for the invitation, and we will be there with the combination First Aid and Helmet Team.

If you will look after the car supply for the week ending June 16th, we will work Rock Springs, Superior, Reliance and Winton on Saturday so that all who care to avail themselves of your invitation will be at liberty on Monday.

Yours truly,

A handwritten signature in blue ink, appearing to read "E. Brooks", is written over a horizontal line.



June 5, 1923.

Mr. J. O. Holen,  
Mine Superintendent,  
Superior, Wyoming.

Dear Sir:

You will, no doubt, have heard through the Premier people that the Premier deal is called off. We have had nothing from Mr. McAuliffe in the matter, but Mr. Bletcher, at Ogden, this morning advised me by 'phone that he had called off the deal. This for your information.

Unless some change in our plans, we will arrange to work all mines Rock Springs field June 16th. This for the purpose of giving all employes, who care to take advantage of the invitation of the Railroad Company to their Safety Rally at Green River on the 18th, the opportunity to attend.

Yours truly,

A handwritten signature in blue ink, appearing to read "C. J. Brooks", is written over a horizontal line.



June 6, 1923.

Mr. F. L. McCarty,  
Mine Superintendent,  
Rock Springs, Wyo.

Dear Sir:

For your information the use of the  
First Aid Park has been tendered to the Union  
Pacific Railroad Company on Sunday, June 17th,  
for a ball game between Green River and Rawlins,  
the home grounds at Green River being used for  
their Safety First demonstration on June 18th.

Yours truly,





THE UNION PACIFIC COAL COMPANY

Rock Springs, Wyoming,  
June 6th, 1923.

Mr. F. L. McCarty,  
Rock Springs, Wyo.,  
Mr. J. O. Holen,  
Superior, Wyo.,  
Mr. Thos. Foster,  
Reliance, Wyo.,  
Mr. Wm. Redshaw,  
Winton, Wyo.

Dear Sir:

Officials of the Union Pacific Railroad Company anticipate "big doings" at Green River on June 18th at which time a crowd approximating three to four thousand people is expected.

Should any of your office employees desire leave of absence for that date, it will be O.K., providing some competent clerk is left to protect the office in the event some matter of importance requires immediate attention.

Yours truly,

*E. Brooke*

2126504  
4-27-23



# THE UNION PACIFIC COAL COMPANY

E. S. BROOKS  
GENERAL MANAGER

ROCK SPRINGS, WYO.

June 12th, 1923.

Mr. F. L. McCarty, Mine Supt.,  
Rock Springs, Wyo.  
Mr. Thos. Foster, Mine Supt.,  
Reliance, Wyo.  
Mr. Wm. Redshaw, Mine Supt.,  
Winton, Wyo.  
Mr. J. O. Holen, Mine Supt.,  
Superior, Wyo.

Dear Sir:

Referring to my letter 6th instant,  
relating to Safety First rally at Green River on  
June 18th, so long as a competent person is  
left on the job in the office, outside and under-  
ground, it will be agreeable to allow as many of your  
Foremen, Assistants and others to attend this  
celebration.

Yours truly,





UNION PACIFIC SYSTEM  
 UNION PACIFIC RAILROAD COMPANY  
 OREGON SHORT LINE RAILROAD COMPANY  
 OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY  
 LOS ANGELES & SALT LAKE RAILROAD COMPANY

## REPORT OF SAFETY MEETING

*Name of Committee:* Western Division

*Location of Meeting:* Isis Theatre, Green River, Wyo.

*Date of Meeting:* June 18th, 1923

*Hour Convened:* 8:00 a. m.      *Hour Adjourned:* 11:00 a. m.      *Hours in Session:* 3

*Time Devoted to Inspecting by Committee* \_\_\_\_\_ *Hours*

### MEMBERS OF COMMITTEE

(Show absentees by X before the name. See note below)

NAME	OCCUPATION	LOCATION
G. J. Adamson	Division Engineer	Green River
F. W. Allen	Engineer	Rawlins
P. A. Beck	Supervisor B. & B.	Green River
A. A. Benson	Foreman M. W. Rep. Shop	Green River
J. E. Baker	Conductor	Rawlins
C. W. Craig	Division Storekeeper	Green River
M. R. Clark	Claim Agent	Ogden
T. Crosbie	District Foreman	Evanston
I. B. Ellison	Section Foreman	Hampton
E. Gowdy	Trainmaster	Rawlins
x C. D. Gudgel	Safety Agent	Green River
H. DeHeer	Fireman	Evanston
T. W. Hays	Signal Supervisor	Green River
E. B. Halstead	R. F. of E.	Rawlins
A. Henley	Engineer	Evanston
G. B. Halsey	Signal Maintainer	Rawlins
L. S. Helms	Manager D. C. & H.	Green River
F. A. Jones	Agent	Wamsutter
A. V. James	Master Mechanic	Green River
E. Baumgardner	Trav. Fireman	Rawlins
M. McCourt	Special Agent	Green River
F. P. Nelson	Switchman	Evanston
D. M. Raymond	Car Foreman	Green River
R. J. Romick	Yardmaster	Evanston
W. C. Shelver	Asst. Superintendent	Green River
R. M. Seale	Trainmaster	Evanston
A. Scott	Roadmaster	Rock Springs
W. J. Shaub	Brakeman	Evanston
L. H. Starr	Conductor	Evanston
A. C. Thomsen	Claim Adjuster	Green River
O. C. Wilks	General Roadmaster	Green River
S. Wilson	Section Foreman	Echo
J. Whittaker	Signal Maintainer	Wahsatch
S. D. Karst	Fireman	Rawlins

NOTE: Above list should contain only complete personal of actual appointed committee members. Visitors present at meeting as well as other information should be shown on Sheet B. See instruction note on top of same.



SAFETY COMMITTEE MEETING: *Continued*

Name of Committee: WESTERN DIVISION

Month: JUNE, 1923

NOTE—Please enter below: (1) Visitors present and occupation of each. (2) Letters and communications; give short reference such as date, from whom and subject. (3) Accidents discussed; give brief reference to each. (4) Talks by visitors or members in interest of Safety First; give name and subject. (5) Papers read on any specific subject; state name, etc. If additional sheets needed, substitute same and mark Sheet C, etc.

## VISITORS

J. W. Hawk	Mayor	Green River
John Hay	Banker	Rock Springs
A. D. Hamilton	Inspector I. C. C.	Salt Lake
H. A. Adams	Asst. to Gen. Mgr.	Omaha
O. S. Jackson	Supt. M. P. & M.	Omaha
C. J. Lane	General Freight Agent	Omaha
R. B. Robinson	Engr. M. of W.	Omaha
Edson Rich	Asst. Gen. Solicitor	Omaha
H. L. Snyder	Spl. Rep. of Gen. Mgr.	Omaha
A. R. McNitt	First Claim Agent	Omaha
I. A. Sharon	Asst. First Claim Agent	Omaha
J. F. Cox	Asst. Gen. Claim Agent	Omaha
R. B. Porter	Asst. Gen. Attorney	Salt Lake
J. C. Gale	Chief Special Agent	Omaha
F. W. Pflieger	Signal Engineer	Omaha
H. A. Hansen	Supt. D. C. & H.	Omaha
E. S. Brooks	V. P. & G. M. U. P. Coal Co.	Rock Springs
S. F. Gibson	Safety Supt. U. P. C. Co.	Rock Springs
R. A. Pierce	Gen. Supt. O. S. L.	Pocatello
C. E. Brooks	Supt. O. S. L. Mont. Divn.	Pocatello
R. E. Brooks	Supt. O. S. L. Utah Divn.	Pocatello
Cleve Hauk	Brakeman (Rep. Utah Divn. Safety Committee)	Pocatello
A. W. Woodruff	General Superintendent	Cheyenne
J. E. Mulick	Superintendent	Cheyenne
J. W. Burnett	Master Mechanic	Cheyenne
J. M. Guild	Trainmaster	Laramie
L. B. Garry	Safety Agent	Cheyenne
G. O. Brophy	Legal Department	Kansas City
E. D. White	Sec. Board Pensions	Omaha
D. B. Allen	Reclamation Inspector	Omaha
Paul Rigdon	Chief Clerk to President	Omaha
G. H. Likert	Fuel Cons. Engineer	Omaha
B. E. O'Neil	Fuel Supvr.	Cheyenne
C. C. Barnard	Superintendent	Denver
W. Upton	Chief Dispatcher	Denver
E. C. Grant	Sig. Supvr.	Denver
F. C. Hunter	Safety Agent	Denver
Dan Konold	Engineer	Evanston
W. R. Pickrell	Asst. Sig. Supvr.	Evanston
F. A. Raybourne	Water Service Foreman	Evanston
A. Thomson	Roadmaster	Evanston
James Brown	Storekeeper	Evanston
G. A. Cluff	Agent	Evanston
I. C. Butts	B. & B. Foreman	Evanston
A. J. Laving	Conductor	Evanston
R. H. Harrison	Brakeman	Evanston
R. L. Starr	Engineer	Evanston
Will Crawford	Fireman	Evanston
J. T. Romick	Car Foreman	Evanston
J. M. Henderson	Car Inspector	Evanston
John Lythgoe	Sig. Maintainer	Evanston
Joe Barnes	Switchman	Evanston
G. Sundberg	Section Foreman	Evanston
J. M. McNeil	R. F. of E.	Evanston



SAFETY COMMITTEE MEETING: *Continued*

Name of Committee: WESTERN DIVISION

Month: JUNE, 1923

## VISITORS (continued)

W. H. Hamilton	Roundhouse Foreman	Evanston
George Thomas	Boiler Foreman	Evanston
L. R. Nicholls	Machine Foreman	Evanston
Earl Parsons	Drop Pit Foreman	Evanston
J. M. Milan	Pipeman	Evanston
R. A. Giles	Painter	Evanston
G. H. Bodine	Machinist	Evanston
Willard Davis	Mach. Appr.	Evanston
John Morrow	Mach. Helper	Evanston
T. Ahern	Blacksmith	Evanston
J. L. Murphy	Machinist	Evanston
J. Burdett	Mach. Helper	Evanston
Leo Critchfield	Mach. Fed. Insp.	Evanston
L. Fotheringham	Boilermaker Appr.	Evanston
J. T. Whittle	Boilermaker	Evanston
V. Schofield	Pipefitter	Evanston
J. C. Bobolis	Hd. Sty. Engineer	Evanston
O. Wallwork	Clam Shell Operator	Evanston
J. Parkinson	Laborer	Evanston
Hyrum Barnes	Car Rep. Appr.	Evanston
J. H. Buck	Car Repr.	Evanston
W. J. Nolan	Dist. Foreman	Green River
J. A. Hitchcock	Electrician	Green River
Chris Jensen	Machinist	Green River
Hardie Rollins	Blacksmith	Green River
Charles Fenton	Loco Carpenter	Green River
James Davis	Machinist	Green River
Vernon Johnson	Mach. Appr. Reg.	Green River
George Widdop	Frt. Carman	Green River
A. A. Timothy	Frt. Carman	Green River
Ervin Allard	Sh. Metal Worker	Green River
Geo. Langsdon	Boilermaker	Green River
Edw. Mason	Boilermaker Helper	Green River
R. E. Hanson	Clerk	Green River
S. S. Hoover	Asst. Yardmaster	Green River
A. A. Benson	Foreman M. W. Rep. Shop	Green River
Philip Riley	Switchman	Green River
A. H. Moerke	Engineer	Green River
S. G. Thornhill	Agent	Green River
L. R. Wheeler	Agent P. F. E.	Green River
E. E. Waltman	Sig. Maintainer	Green River
J. C. Wallach	Sec. Storekeeper	Green River
H. W. Brown	Agent	Rock Springs
W. H. McKinney	Conductor	Rock Springs
W. F. Baxter	Brakeman	Rock Springs
Claud Ballard	Engineer	Rock Springs
Frank Wendt	Fireman	Rock Springs
A. Walker	Sw. Engr.	Rock Springs
Lee Moss	Switch Fireman	Rock Springs
H. C. Robinson	Machinist	Rock Springs
Zeb. Whaley	C. C. Foreman	Rock Springs
J. E. Hodge	Eng. Foreman	Rock Springs
W. R. Gilpin	General Foreman	Rock Springs
M. F. Flynn	Car Foreman	Rock Springs
I. J. Bagley	Yardmaster	Rock Springs
A. J. Covert	Sig. Maintainer	Rock Springs
A. Scott	Roadmaster	Rock Springs
P. Pritza	Asst. Sec. Foreman	Rock Springs



SAFETY COMMITTEE MEETING: *Continued*

Name of Committee: WESTERN DIVISION

Month: JUNE, 1923

## VISITORS (continued)

R. Blondin	Ticket Agent	Rock Springs
R. H. Grigsby	Store Dept.	Rock Springs
Clarence Jensen	Mach. Hlpr. Appr.	Rawlins
A. C. Taylor	Mach. Helper	Rawlins
J. C. Gunning	Machinist	Rawlins
D. K. Redmond	S. M. W. H. Appr.	Rawlins
O. I. Sjolín	S. M. Worker	Rawlins
C. E. Moser	S. M. Worker	Rawlins
George Coulson	Machinist	Rawlins
J. A. Tobin	Gen. Foreman	Rawlins
Tom Thomas	Mach. Helper Appr.	Rawlins
A. Moser	Mach. Helper	Rawlins
J. A. Ballard	Truckman Tender	Rawlins
E. Kooms	Machinist	Rawlins
Hiram Williams	Boilermaker	Rawlins
Fred Campbell	Boilermaker Hlpr. Appr.	Rawlins
A. D. Swanson	Carman Freight	Rawlins
Ole Larson	Carman Freight	Rawlins
Casey Adams	Mach. Hlpr. Appr.	Rawlins
L. R. Engstrom	Machinist	Rawlins
Clyde Kipp	Mach. Helper	Rawlins
C. Arp	Mach. Helper	Rawlins
Lexie Holloway	Mach. Hlpr. Appr.	Rawlins
J. C. Smith	Machinist	Rawlins
John Lyons	Mach. Helper	Rawlins
M. J. Clifford	Sw. Engineer	Rawlins
L. U. Wier	Sw. Fireman	Rawlins
Earl Brown	Road Engineer	Rawlins
L. Stroud	Road Fireman	Rawlins
J. P. Hanson	Car Repr.	Rawlins
C. Albright	Machinist	Rawlins
L. P. Hodges	Brakeman	Rawlins
E. F. Harper	Switchman	Rawlins
Harry Ryan	Conductor	Rawlins
T. J. Kiernan	Wrecker Foreman	Rawlins
W. W. Boyd	Steamfitter Foreman	Rawlins
J. E. Barton	Asst. Sig. Supvr.	Wamsutter
C. D. Halsey	Sig. Maintainer	Rawlins
A. A. Gulley	Roadmaster	Rawlins
J. Nelson	Section Foreman	Rawlins
A. Linsberg	Lineman	Rawlins
S. E. Tolliver	Agent	Rawlins
C. C. Campbell	Yardmaster	Rawlins
E. B. Halstead	R. F. of E.	Rawlins



SAFETY COMMITTEE MEETING: *Continued*

Name of Committee: WESTERN DIVISION

Month: JUNE, 1923

The meeting was called to order at 8 a. m. by Chairman Wolcott. Mayor J. W. Hawk, on behalf of the City of Green River presented Mr. Wolcott with the Key to the City of Green River. His remarks are as follows:

Mr. Chairman, Officials of the Union Pacific, Citizens and Visitors: I am indeed happy on behalf of the citizens to welcome you to Green River today. If your pleasure is as great as ours, then we are satisfied. We have endeavored to make this day as characteristic of old time hospitality as our limitations permit, a hospitality characteristic of those old pioneers, who by self-denial and hard work made it possible for us to enjoy what we do today. One of these possessions which we enjoy as a result of their efforts is the great Union Pacific System. The value of this great system was foreseen by those men and their successors and our present officials are to be congratulated upon the consummation of that vision, not only on the construction, but the maintenance in such a way as to bring security to the lives of employees and patrons, and the confidence of the public in the security of the lives and property entrusted to the Union Pacific, indicates the success that their efforts have brought forth. I am not a public speaker, I can only say that we welcome you and ask you to enjoy yourselves and have a rip-roaring good time and in order that you may feel confident of our welcome, I present you with this, the key to our city. It unlocks our treasures, our hearts you already possess. I thank you, ladies and gentlemen.

Mr. Wolcott:

Mr. Mayor, Citizens of Green River and Visitors: On behalf of the Safety Committee of the Western Division I accept this token of your hospitality. It is a great pleasure to meet in your city and partake of your hospitality and I am confident that both the committee and your citizens will benefit by this get-together meeting. I thank you.

After the regular business of the Safety Committee was disposed of, a number of the visitors gave short talks which are given below:

Mr. Sam Wilson, Section Foreman, "A Review of Safety."

Many people think Safety First is a new idea. This is not the case. Always from the beginning of American Railroad a cardinal rule has appeared on almost every rule book, "In all cases of doubt or uncertainty, the safe course must be taken and no risks run." This or a modification of it can yet be seen in practically all the rule books of early days. But it was for many years more honored in the breach than in the observance. In recent years, however, we have come to understand that for every trained man who is killed or injured an untrained man takes his place. The trained man costs money, the money is wasted. The untrained man will cost money to train and while training may cost the lives of other trained men. That is also money wasted. The Safety First movement initiated on humanitarian grounds has a broad economic foundation. Today the whole United States is a network of Safety First propaganda and hardly a railroad of any prominence but what is actively engaged in promoting it. Newspapers are fond of the Safety First story because of its human interest appeal. The average newspaper story states that American Railways pay out a billion dollars yearly for Safety. This huge sum according to the newspapers is spent for elimination of grade crossings, installing improved signal and switch devices and educational campaigns. But no authoritative statistics can be compiled showing the total amount so spent, for who, for instance, can say of the interlocking or automatic block signal system that it is only for Safety First and not as well for saving time. Who can compile the various expenditures not only of the many safety bureaus but of the talks, signs, campaigns, the effort not only to improve the public attitude toward its own lives, but to impress on the railroad man himself that his life is worth more than a minute to his road and infinitely more to him than the saving of a few steps or the flipping of a car or taking a chance to save time.

To the average man the word "trespasser" means evil doer. It does not mean that to the statistician. It means a man, woman or child who walks the tracks, crosses at an unprotected point, or otherwise gets in the way of a train. In thirty years our railroads have killed over a hundred thousand and injured about a hundred and twenty thousand more. These persons were just walking the track or jumped a passing car, two thirds of them were reputable citizens of the locality where they lived, fourteen per cent were children, twenty per cent were hoboes. But all these citizens, children and hoboes were trespassers. Enough has been said to show that Safety First must be a movement and is a movement directed at men rather than methods. While signals, cars rails, and train accident prevention are an important part of the campaign, it is education which is doing the greatest work to stop the needless loss of life. Hence it is that in its broad plan of greater conservation of human life that Safety First considers as much the making of Safety men as of Safety things, and elimination of the chance taker. It is a fact that the greater number of accidents of all kinds result from carelessness, thought-



SAFETY COMMITTEE MEETING: *Continued*

Name of Committee: WESTERN DIVISION

Month: JUNE, 1923

lessness and chance taking rather than from defective equipment or failure of machinery. It is also a fact that, fire, collision, derailment and what the public knows as railroad accidents, is responsible for only the smaller part of deaths and maimings on railroads. The educational, the attempt to make men, women and children, employes and non-employes alike, realize that trespassing is the cause of most of deaths and injuries, that the greatest cause is disobedience of personal Safety rules, that wrecks and accidents to trains come last, constitute a large part of the Safety First crusade. But this is not all of it. While such matters as the elimination of grade crossings are highly important, they are less so than the elimination of human equation in track and train operation where such equation can be eliminated.

For twenty years or more public sentiment has been keenly awakened to the importance of preventing railway accidents. This sentiment has crystallized into carloads of Federal, State and Municipal statutes, ordinances and regulations until today a serious problem in railroad operation is to find a means of conducting traffic with any profit through the tortuous labyrinth of legislative enactment and judicial construction. The basic thought producing this legislation seems to have been that railroading is a material thing, naturally and inherently dangerous, like gun-cotton or dynamite and that all that is necessary to curb its natural destructive tendency is to prescribe and regulate the physical conditions of its maintenance and operation. Our legislations have apparently proceeded entirely upon the theory that the corporation is the only agent to be considered and dealt with. We have scores of laws regulating the hours and conditions of employment and prescribing certain experience which men must have to hold certain positions. Yet the personal injury record as to employes is growing worse. The reason for this is that we have not given due consideration to the human element. We can pass laws and make rules but the employe must be educated and trained to obey and comply with them. Necessary as some of our railroad laws are, Congress and State Legislatures may enact laws until their combined tonage cannot be pulled with a 5000 engine, officials may go on issuing rules, bulletins and notices until every section house and caboose looks like a circulating library and you may keep an inspector in every shop, but we go on with this string of preventable accidents until we men as we work upon the track, as we stand before the machine in the shops, as we repair equipment in the yards, as we handle engines and cars, begin to think how we can make this move and do this work in the safe and proper way. Until we become convinced, and with a firm determination act upon the conviction that we can, and we will do our work without these accidents.

Railroad service is not naturally hazardous, it is only as dangerous as employes make it themselves by their omission to take reasonable precautions for their own Safety. Let every man ask himself, what are causes of preventable railroad accidents, let them think over, analyze the facts, see if he cannot explain it as due to one of these three causes: Neglect of little things, violation of rules and instructions or taking chances. These three causes produce many accidents. Their origin is in the personality of the employe and their prevention must come from the same source. Let us think how an accident might happen. It does not take much time. Get the Safety habit and the rest will be easy. In any systematic plan for accident prevention it should be kept in mind that while Safety devices are necessary and important, they afford the means of preventing only a small percentage of accidents. Important as these devices are, I believe that in the public mind too much has been expected from their use. A study of the theory aside from the practice of accident prevention leads to this conclusion, if all men at all times, were as careful as they could be and in theory should be, there would be little need for Safety devices. The necessity for such devices is in inverse ratio to the careful and prudent habits of those by whom the devices are to be used. Indeed there is in theory this objection to Safety devices: That they tend to eliminate the necessity for personal thought and alertness, in other words if it were possible to so cultivate the human element on our tracks, in our shops and yards, that accidents would because of such acquired prudence of the employe be thereby generally prevented, this method would be preferable to the use of Safety devices.

But as we cannot improve the human element to this extent, we use Safety devices to accomplish the purpose. They are at best but devices and their effectiveness for Safety depends upon the intelligence and willingness with which they are applied and used.

Let us see why so many employes are killed. Eternal vigilance should be inspired by the higher grade of employes to first protect himself and then to constantly keep the idea in mind of employes with lesser intellect. Our brain is composed of numerous cells, 37 to be exact, and while one set is working on one problem, others are sleeping, and if our "Safety First" sell is not cultivated to a standard of alert accuteness, we are unable to call it into instant action. Many people have brain paralysis, which while only lasting a few seconds, is sufficient to cause them to be caught. Why did the young man at Echo on May 21st step in front of a moving engine? Why did the man at Hampton step in front of No. 6 the day before? Simply because that little brain cell called caution was sleeping for the small fraction of a minute. Now these little cells are located a little above and back of the ear. The man with very full caution development will not make a success of railroad work because he will be afraid to take responsibility. The man with full development will make a safe man, will have very little



SAFETY COMMITTEE MEETING: *Committee**Name of Committee:* WESTERN DIVISION*Month:* JUNE 1923

trouble and no accidents. The man with moderate caution development will be the chance taker and will have many accidents and much trouble. The man with small and very small caution development will be killed or badly injured if they stay in railroad service and will be the means of injuring others by their carelessness.

In conclusion will say that while much has been accomplished and the Safety First movement has a great start, much remains to be done. The success of any business depends upon the hearty cooperation of its employees. A continuance of the interest already displayed will inevitably result in the elimination of many more conditions which might cause accidents and this company urges that the efforts of every man along the lines of Safety be increased, that vigilance be displayed to the end that all preventable accidents may be avoided and every cause or condition which cause an injury be eliminated. I thank you.

M. John Hay, Banker, "Memories."

Mr. Chairman, Ladies and Gentlemen: It is a great pleasure for me to be here today and meet the old men—and of course the ladies are not old—with whom I was formerly associated with and worked with here on the Union Pacific for a great number of years.

This is my first time to visit with you men in this Safety First movement. Now we all know it is a splendid thing; you get better acquainted, hear other men's ideas and working all together these meetings should be very profitable to you as employees and to this railroad in increased efficiency.

Efficiency, however, is a thing that can be carried too far, which reminds me of a story I want to tell you about that. Over in Laramie a great many years ago when I used to work for the railroad, we had a great many Englishmen come out to the country and the people proceeded to rob them right. In those days they started what they called book accounts, they counted their cattle and booked them—but of course they had no record of the bunch or so here and there that were stolen. But anyway, everybody had a good time and everybody enjoyed it. This firm that I speak of had headquarters in New York and they employed for this cow outfit an efficiency expert in New York. The superintendent was located on the ground and every evening he had to make his report to the efficiency expert by wire. Now you all know what happens in the spring of the year and the weather conditions, sometimes snow and wind. Well, the superintendent came in one evening and sent a wire to New York something like this—Very severe blizzard raging, cows calving, calves dying and many of the cows. What shall I do? and the efficiency expert wired back promptly—Stop calving.

Now you haven't any such conditions on the Union Pacific. The men controlling this line were brought up among you and you younger men and your sons, some of them taking up the railroad work, will be managing these properties later on. These men haven't made themselves entirely, it is the cooperation of the employees in every line of work that placed them up where they are today. You all have the same opportunity. You can go to school and get an education, but you can't come out with that education and run a great railroad like this,



SAFETY COMMITTEE MEETING: *Continued*

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without knowing the business. I have seen a great many good men come here from Yale and Harvard, highly educated, splendid men, but they did not have that training necessary to direct a great system like the Union Pacific Railroad. Their education made it possible, when they applied themselves, to pick it up quicker, but they must come up through the ranks. You have such men as Grey, Calvin, Jeffers and Woodruff, all of them men of actual experience. You all know what is said about your general manager in railroad circles of the country, that he stands head and shoulders above any operating official in the country as general manager. Now you can go to that kind of a man and tell him your troubles, you can meet him and call him Bill. It's not necessary to sneak around the block and hide out from him and you can all feel that you are absolutely safe and that nobody is after your job, and that so long as you do your duty you need not worry and you have the same opportunity for promotion that these men had.

There is today greater opportunity for advancement in the railroad world than in any other line of endeavor. The railroads must have good men, they can't run the line without them. The General Manager can't run the railroad himself, the General Superintendent can't run it, but with the cooperation of men like you have on the Union Pacific it is accomplished. In my time we had 56 pound rail and small engines but at that time the men on the Union Pacific believed it was the best railroad in the country and I believe they were right. You have seen it advance, you have seen hundred pound rail laid and you have seen it double tracked and you now have a railroad you should be proud of. You can get out and over your division in eight or ten hours and your districts in three or four, and safely.

The public must give you its business and to prosper you must handle it safely and economically. When you prosper, the public prospers with you and we must therefore work together.

I got out of the railroad game a good many years ago, got too fast for me, I guess, and went into the banking business and the sheep business and the cow business. Now the same efficiency cannot be applied to the livestock business as it is in the railroad game, but if you can and would apply the same Safety First principles in placing so much money in the bank or wherever you please, each month, it would add to Safety First on the railroad, and if the railroad men of the country, from the officials down, would start in and say, I am going to save so much every month, in ten years time you could buy the railroads if you wanted to and you would never miss it. It is a duty that you owe to your family, it is a duty you owe to yourself. I know how it is, I know how we always waited for the pay car and always needed money and never could save anything because we didn't try. Often you see a man or boy sending money home to his mother. I always said, that boy will bear watching, because he is trying to put something by and trying to do something. You know that any corporation or business that does not watch its income and its expenditures would not remain in business long and that same thing applies to the individual. I simply mention this as it works in connection with Safety First. Any man that begins to save his money, lay away a small portion of it and builds him a home, is a better citizen a better employe and will advance faster. I thank you.

Mr. Dan Konold, Engineer, "Experiences."

Ladies and Gentlemen: About thirty-one years ago it was my pleasure to enter the service of the Union Pacific. This gentleman on the platform, Mr. Hay, was the man who employed me, and I want to say at this time that I am glad he did employ me.

There is much that has been done along the lines of Safety First in the last thirty years. At that time we had the old pocket couplers with the Miller hooks and we had a few Janney couplers; the automatic coupler at that time was just coming into use. We handled 75 and 80 cars in the train with Janney couplers and pocket couplers, with the Miller hooks on the head end and maybe a few automatic couplers on the hind end and often we didn't have over 25 or 30 cars of air and these trains broke in-two and when they broke in-two there was no way of telling when or how the train would stop and the only way the conductor and rear brakeman could tell was by the slack, and they were required to be on the alert at all times keeping this feature in mind. Often times at night the brakemen were required to go over the top of their trains and fell in between these break-in-tuos. So you can see with the coming of the automatic coupler and the automatic air the saving of lives and the saving of property and the saving of delay that has resulted, and we have advanced and advanced until at the present time we have the finest equipment and protection that can be devised.

There are a good many things in regard to Safety devices that I would like to talk about. One of them is the Safety Switch. It is one of those things that does not look like much, but I want to tell you of an experience in connection with that. I was working on the Salt Lake Division of the Short Line, it was on Christmas Eve, 1904. We headed in at Toana with a high class train and cut off the helper and we had a little work to do there. While we were there the local crew was working doing some switching. We got orders to proceed and proceeded down the mountain to the second station below Toana and headed in for the passenger trains, two sections of



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No. 5 and No. 9. There were two helper engines on this district and just as we got into clear we heard something coming down the track and figured it was one of the helpers that had been cut off and was running down light. I got down off the engine and then I could see it coming, and it was a car of steel rails going about 50 miles an hour. I saw the conductor come out of the depot and start for the switch as fast as he could go. The operator had been on the alert and reported this run-away car. You can imagine how we all felt with these passenger railroad and this car loaded with steel rails coming down a two percent grade. Well, we all held our breath wondering whether the conductor would be able to reach the switch and throw it in time. He arrived at the switch just in time and the car went down the wye and some of this rail went 25 feet into the ground.

We advanced a little further and installed block signals. And I want to say that I think the block signal is one of the finest things that has ever been installed. It is a warning to engineers handling the train, and by this signal he knows whether the block is clear, he knows whether he can use it, it gives him confidence going over the piece of track, knowing that there are no trains ahead of him. I am going to tell you of an experience I had along that line when they first installed block signals. I went out of Evanston on No. 3 one morning in the spring of 1906. That morning we had 17 cars on No. 3. The day before they had installed block signals on the 9th district, the first block installed at Curvo for westbound trains and at Castle Rock for eastbound trains. It was about four o'clock in the morning when we arrived at Curvo and the block signal was red. I stopped for it and whistled out a flag and called for the flagman to go ahead and flag. He came up and we stood there four or five minutes and he said, well, you had better go ahead, and I said, No, I won't go until you flag the block. Well, there was a foot of new snow and he wouldn't go, and he went back and got the conductor and the conductor came up and he said, you have been here about 15 minutes now, you had better go on. I told him I would not go until the brakeman went down and saw the condition of the track. Well, the Superintendent was on the rear end, and he said he would go and get him, but that bluff didn't work, so he finally told the brakeman to go ahead and flag, and just around the curve he found three rails broken out. Well, you can see what a fortunate thing that block signal was for me that day. It probably saved the lives of several employees and a great deal of property. Before we got out of there, and we were there three or four hours, the Superintendent, Mr. Hilliker it was then, came over and expressed his appreciation of our compliance with the rules.

A month or two later in the same spring I had a fruit train of about 40 cars and was coming into Peterson and not being able to see the blocks reduced the speed of the engine. The order board was red so I called for it and the operator cleared it for me, but the block signal the other side of the order board was red, and I headed in on the passing track, and I had no more than got into the clear than around the curve came a big coal train of about 2700 tons. You can just imagine what would have happened if I had proceeded when the order board was cleared and that block signal hadn't been there.

A little later in the summer of the same year I had a meeting point at Baskin on a fruit train with a high class train coming west. I left Echo and proceeded up the hill, and I could see the block signal in advance a considerable distance was red and that signal called my attention to the fact that something might be up the line and I looked up there and about a mile away, I could see a little smoke. I didn't hesitate, but backed up right away and got into clear and a short time later the westbound came down the hill. He had a heavy train and so did I, and if we had met, they would probably still be picking up cars.

I could go on and tell of any number of cases where block signals saved not only property but the lives of many men.

One of the other Safety First features that has come in late years is the 16 hour law. I have always been in favor of a rest period and I have always endeavored to be one hundred per cent fit when I went out. Of course I know there are times in any man's life when he is not physically one hundred per cent, and the 16 hour law gives him a chance to get his rest and be better able to take care of himself and his family and when he goes out, the company's property. This is one of the Safety First ideas that was adopted by the government, they just took a little action that was well needed at the time.

In conclusion, ladies and gentlemen, I would like to say that we have advanced in a great many directions in Safety First in the last thirty years. It is a great work, it has helped to educate the men, made them see the necessity of getting together and educating themselves, to help the other fellow and make the railroad safe for everybody. I thank you.

Mr. E. D. White, Sec. Board Pensions, "Veterans."

Mr. Chairman and ladies and gentlemen. I think that our time is limited. I know that when I was asked to speak that I was told I would have ten minutes. The subject I was assigned was "Veterans." I went to work



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for the Union Pacific in 1892, in September. That is a long time ago, and I feel that I really ought to be classed among the veterans of this railroad. Whether they wanted me to speak about the veterans that are still in service or the veterans that are on my payroll and report to me, I was not advised, but I am going to speak on the veterans who are on my payroll, the pension pay roll, and report to me. I feel that I am more qualified to talk about them than the veterans who are still in service.

I want to say this, that these men who have reached the age where it has been decided to allow them a period of rest, are men who have looked after the interests of this company for a good many years, and are still looking after it. I have on my payroll some 562 of these veterans, and I want to tell you that they are all alive and full of pep and take as much interest in life as they ever did. When they started to issue those blanks for the soliciting of traffic along with the Union Pacific Magazine, one of these old fellows sent a dozen of them in.

say old, I mean that he had passed his 70th year, when the rules say that he shall retire, but he is still doing business for the Union Pacific.

Now the reason so many of these old fellows stayed in the game so long and are still in good condition is because they took such an active interest in the work and what was going on. That reminds me of a story in connection with that which I know will interest you. I was standing in a drug store where they had a nickle-in-the-slot telephone and in came a colored boy and he sat down and dropped a nickle in the slot and said: Madison 332. Yas suh-----Are you the people what advertised for a colored boy-----You say you got a man?-----Well, is there any probability of his not being satisfactory to you so you might want another boy?-----You say he's entirely satisfactory and you don't think you'll be needing another boy?-----Yes suh, thank you. Well, I thought, here's a chance to show that boy how he missed out on that job, so I stepped up to him and said, George, don't you know the way to get a job is to go after it right, and he looked me over carefully, and said, Say Boss, I'se the nigger what's got that job and I was jus' checking up on mahself to see how I stands. And that's the reason these old veterans stayed at it so long, they were always checking up on themselves. And they were men who did not ask that their burdens be made lighter, rather they prayed that their strength should be made equal to the obstacles confronting them, and they had lots of obstacles.

I just want to give you some idea of what the company is doing for these men. In the year ended June 1, 1923, the Union Pacific paid \$264,526.23 in pensions. The pension roll runs a little better than \$22,000.00 per month. Last year we pensioned 63 of these old timers and 43 died during the year. Taking into consideration that these men are all above 70, that isn't such a bad death average.

We owe much to these men, they made this railroad what it is today and taught the rest of us fellows how to run it. If they didn't teach us personally, they taught somebody who did. At the last pensioner's meeting at Omaha, I had occasion to introduce the General Manager and I made the remark that there were men sitting in that room who had probably trotted the General Manager on their knee, and the General Manager in answer said that he thought some of them got pretty close to him at one time, but he didn't seem to remember that it was with their knee.

Now this Safety movement is a great thing. I don't believe the men who established it had any idea how far reaching it would be. In fact it is so far reaching that I noticed it reached a country where few such things penetrate, China, and the President of the Republic of China gave a very convincing demonstration of his belief in the principles of Safety First in making his get-away just like Kaiser Bill, when he found it necessary to do so.

These old boys whom I am talking about had their trials and their problems just as you and I do to make a success of life and these old men—they are not old in that sense of the word, but they have reached the age where the rules say they are to take a rest—in the evening of these useful lives, they stand ready to impart valuable information and give us any help they can and I want to tell you that their heads are level and their minds clear and when you meet problems that perplex you, something that has never come up to you before, go to them for advice. They have been through the same thing that you are going through and they will be ready and willing to help you out all they can.

Now in closing I have just a little stanza of a poem from Hawthorne that I want to quote you. I have changed the "I" to "we." The privilege of using "we" they say belongs to monarchs and editors, but as I was once an editor, I take this privilege—

We want to be known as men who win,  
As fellows with nerve and Pluck,  
Who finish everything they begin,  
Men who can whip their luck.

I thank you.



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Mr. D. B. Allan, Reclamation Inspector, "Safe in Safety."

Mr. Chairman, Ladies and Gentlemen: A few weeks ago these cities and towns in Wyoming entertained a delegation representing the various manufacturing firms of Omaha and vicinity. Today the citizens of Green River are entertaining, in what promises to be a most unique fashion, a large delegation from a big manufacturing plant that produces a commodity which in importance and volume completely foreshadows the combined output of every manufacturing plant in the Missouri Valley. A commodity which is vital to the progress of the nation; a commodity which is closely woven with the everyday interests of every man, woman and child of the republic; a commodity which when economically manufactured and properly distributed means prosperity for the entire nation; a commodity, Mr. Chairman, which has served as advance agent of civilization; a commodity which is the only thing the Union Pacific manufactures, the only thing it has to sell; and that commodity is transportation.

My friends, a get-together meeting such as we have here today is a good thing, a good thing for the railroad employe and a good thing for the citizens of Green River. The air seems permeated with the spirit of good fellowship and friendship. Friendship between individuals, or between individuals and a community or friendship between different communities or between a community and the members of a big corporation like for instance the Union Pacific, is not a mere matter of sentiment, nor is it a matter entirely of affection. Friendship, like patriotism or love of country is based on well defined principles, which in the case of patriotism is the principle of a man giving to his country more than he can ever expect to receive in return. Friendship is based on the principle of giving service and the you-help-me and I'll-help-you idea, and that man isn't your friend who isn't willing to serve you, and you aren't his friend unless you are willing to serve him, and out of that common interest or the association of common service grows that beautiful, living tangible thing that we call friendship.

The rank and file of this railroad, the men and women who really do the things worth while, know that its general manager is their friend because he has always shown himself willing to serve them and he absolutely knows that they are his friends because they have always proven willing to serve him, and really Mr. Chairman, there is the true basis of that proud spirit, that grand spirit, that Union Pacific spirit, if you please, that has made this railroad what it is today. You will remember that during one of the late Red Cross drives, there was displayed in many conspicuous places a poster of a saintly woman carrying in her tender arms one of the shattered reminders of the great war and underneath the words, "The Greatest Mother in the World." The picture was so appealing in its strong tenderness, so appropriate a tribute, that the picture might well have been called Safe in the arms of the Red Cross.

Mr. Chairman, considering the phenomenal results that have been attained by the accident prevention movement of the Safety Department of the Union Pacific Railroad company, which has reduced casualties to employes on duty from about 1500 in 1913 to something like 450 in 1922, would it be too much stretch of the imagination, too great a flight of fancy to visualize the Union Pacific employe so enveloped in the protecting atmosphere of Safety to make him as safe in the arms of Safety as the shattered soldier was safe in the arms of the Red Cross?

My friends, the work being done by Mr. Adams and his various division Agents, by the Central, the Division, the District and Local Safety Committees is really a labor of love, a service of the heart and the very least we can do, citizens and employes alike is to hold up the hands of these men by giving our utmost in encouragement and loyal support. We must appreciate that the success of any movement, political, educational, religious or the success of this Safety movement depends not so much upon the men in the Safety Department as it does upon the support and cooperation of the rank and file of the employes and the fullest measure of success will never come to this movement until we give them our very best, our one hundred per cent in cooperation and support.

Therefore, let all of us, citizens and employes alike make such high resolves here today, that will speed the coming of that day when every man in the shop, in the roundhouse, on the rip track, the section, in the caboose and the locomotive cab goes to his daily labor, the loved ones left at home will have no fears because they will absolutely know that Jack or Bill or Tony is "Safe in Safety."

Mr. A. W. Woodruff, General Superintendent, "A Safe Employe."

Mr. Chairman, Citizens of Green River and Fellow Employes. Mr. Jeffers has asked me to extend to you his regrets at not being able to be here. He is confined to his room on the car, quite sick, nothing serious. He probably should not have left Omaha, but he was very anxious to be here. He insists that he will be out this afternoon although it is doubtful whether the doctors will permit.

We had a similar gathering at North Platte a short time ago, and one of our engineers in addressing the meeting said that when people asked him what he did, he used to tell them that he was a railroad man, but



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now he said had quit telling them that, and when they ask him now if he is a railroad man, he tells them he is even more than that, he is a Union Pacific man. And I think the term is a good one.

Talking direct to you Western Division Officials and employees, our Safety record for the year here so far is rotten. Our tonnage is good, our operation is good, our train accident record is good, but the personal injuries on the Western Division are the highest on the entire Union Pacific Railroad. The lesson to be gained from this can be gained by comparing this division with the Nebraska Division. Two and a half years ago they were at the foot of the list. They took a fresh start and began again and for two years they have been at the top. Their standing at the top of the Union Pacific probably puts them at the top of the whole United States so far as accident prevention is concerned.

I want to give you a few figures to show you how you stand as compared with the Nebraska Division for the period January to April, 1923, in casualties per million man hours.

	Western	Nebraska
Brakemen	46	—
Yardmen	36	13
Engineers	18	—
Firemen	27	—
Shopmen	13	2

This will give you an idea of just how you compare with the division that is in the game. It was an inspiring sight at North Platte to see the President hand the General Manager the banner indicating that the Union Pacific has surpassed the other units of the system, which in turn means the best showing in the United States.

What I want to get down to is this, that the Union Pacific has fallen from the top of the list as between the units and it is the Western Division that has pulled it down and it doesn't look like we can get into the lead again unless the Western Division can snap out of it and get into the game. It isn't up to the officials and the Safety Agents entirely. It was done on the Nebraska Division by every employe making up his mind to get that banner and every man worked towards that end. I realize that you have had some hard luck, some brakemen have fallen off trains and been jerked off and some employes and others have been caught crossing between cars and other injuries that could have been avoided if the men had been watching themselves.

I see some of the local chairmen here today. I am going to ask that you put this thing up in your lodges, and endeavor to get the men to realize that it is only by their efforts that the Western Division is going to get out of the rut it is in. The men out here have always been held up as men who could come through in a pinch, and we want to get it to them that unless the Western Division can come through and speed up, that the banner is lost to the Union Pacific. But I believe as Mr. White said, that they are men who can whip their luck and come through.

Mr. G. O. Brophy, Spl. Rep., "Progress of Safety on the Union Pacific."

Mr. Chairman, Ladies and Gentlemen: I am very glad to have this opportunity to come out here to the Western Division and renew old acquaintances and talk to you a little about Safety First. I just listened to the remarks of the General Superintendent and was surprised to think that the Western Division had fallen down on Safety. When I was on the Western Division as trainmaster at Evanston, we had a safety committee there, we were just organizing this Safety movement at that time and there was a great deal of suspicion between the men and the officers of the railroad and all the employes thought we were trying to put something over on the employes. The organization officers warned the men to be careful, and it was a long time before the railroad men were led to believe that there was a sincere motive behind the safety movement. On the Western Division or the part of it that I was in charge of at that time, we had as I said before, our regular committee and monthly meetings, although it was a long time before the men came to realize the good it was doing and the necessity for it.

On some of the Divisions there was a tendency towards laxity in the Safety Work and I asked our Superintendent about it, asked him if the Safety Work was going on, and he said so long as he was Superintendent it was going on and it did. When he was made General Superintendent he followed the same tendency towards Safety First and when he became General Manager he was still more active in the Safety First work. During the retrenchment period a year ago, when everything was being cut down to the minimum, the Safety department was not cut down, because he wanted it to function undisturbed. And it has been through the efforts of that department and with the cooperation of the entire railroad that we have been able to retain the system banner



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two years. And now Mr. Woodruff has said that we were in danger of losing it. I can't conceive it, I can't believe that. I think that the men on the west end are just as good today as they ever were and I know that you are going to get into the game and bring the showing of the Western Division back where it should be. On the Kansas Division we didn't win any banners in this contest, but we did our best and we gave them all a race for their money and I don't envy any division that did win the banner, because only one can win it and all any of us can do is our best. My time has been taken up and I must finish. I want to thank you all and assure you of my best wishes.

Mr. H. A. Adams, Asst. to General Manager, "Eternal Vigilance."

Mr. Chairman, Ladies and Gentlemen:

At occasions like this people seldom ever like to listen to speeches. This is indicative by the many who come in and go out during the time these men have been trying to get their short messages over to the employee and his family. I notice a great many ladies come in and sit for a moment and go out, not realizing that some of the speakers may say something that would be so beneficial to the husband, the sweetheart, the brother or the entire family. But as I say, it is hard to hold the attention on a day like this, with so much going on.

In the brief space of time that I have been allotted, I want to leave this thought with you, that Eternal Vigilance, constant thinking, is the only salvation for your Safety in any walk of life. Eternal vigilance is the price of Safety. The problem is to get this principle before the employee in any industry, to think, stop and think before he makes the leap.

Now you hear a great deal about our banners. The administration banner was presented under government control to the Union Pacific as the railroad making the best showing in accident prevention, only having nine reportable accidents in the period of two weeks. While this is a good showing, in the entire month of June last year we only had fourteen reportable accidents, and it is my hope that in 1923 we will exceed the records made in 1920, 1921 and 1922 and that in the future we can bring these accidents down almost nil. These banners that you hear so much about do not mean so much. We mention them of course, because they are insignia of superiority. But as far as being behind in the Unit contest, thirty days from now the Union Pacific will be at the head of the four units, do not worry about it, and we will win the banner in 1923, and the Western Division will help us do it. It is the duty of other officials I believe to say things of a corrective nature and in the nature of criticism, but I want to tell you of the good things you do. And we have some dandy good Safety men on the Western Division. You have been unfortunate and there have been some light cords that need tightening up, but I believe after this demonstration today that the officers and employees will take on new life and endeavor to bring this Western Division up in all departments. I appreciate that you are working on some new track and that you are employing a great many men who never handled rails before and never saw a tie and consequently your supervision should tighten up, for without active supervision you cannot get results.

Ladies and gentlemen, I believe get together meetings of this character, bringing us all together, wife and brothers, son and daughter, sweetheart and so forth, to enjoy entertainment such as we are promised, are of wonderful value in the work in which we are engaged.

I want to thank you for your interest and attention and hope that you all enjoy this day to the utmost. I thank you.

An outline of the program for the day follows:

- 7:01 a. m. Special Train arrived from Evanston.
- 7:30 a. m. Special Train arrived from Rawlins.
- 7:45 a. m. Concert—Evanston Band escorted Committees to Safety Meeting.
- 8:01 a. m. Safety Meeting—Isis Theatre.
  - Address of Welcome, Mayor J. W. Hawk.
  - Response, Chairman W. C. Wolcott.
  - Regular order of Business.
- 9:30 a. m. Addresses (Given above.)
- 10:45 a. m. Formation of parade at Isis Theatre.
- 11:15 a. m. Parade Departure—
  - Consisting of Troup of Cavalry, U. S. Flag,
  - Boy Scout Escort, Evanston Union Pacific
  - Military Band, Administration Banner,
  - General Officers, Unit Banner, Division



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Safety Committee, Local Safety Committees, Rawlins Union Pacific Band, Floats portraying Safety Practices, Kimball School Band, Green River business floats, Denver Union Pacific Band, Historical Floats, Members of the Rodeo Company, Dr. Hawk's "Menagerie," the Denver Union Pacific Band and Green River Citizens and Guests.

The features of the parade were—Three automobiles advertising the Careful Crossing Campaign—The first bearing the words "Cross Crossings Cautiously," the second, a fine new car bearing the sign, "I Did," and the third, a wrecked car on a truck bearing the sign, "I Didn't," with a standard crossing bell ringing.

- 12:01 p. m. Lunch period and Band Concerts, Lunch for the visiting officials in the Union Pacific Dining Room.
- 1:20 p. m. Departure for the hunting grounds.
- 2:30 p. m. Chicken fight.
- 3:30 p. m. Bear fight.
- 4:30 p. m. Coyote Hunt.
- 5:30 p. m. Barbecue at City Park.
- 6:00 p. m. Battle Royal between eight dark skinned Gladiators.
- 7:00 p. m. Addresses—Mr. Edson Rich and Mr. C. J. Lane. (Printed below.)
- 9:00 p. m. Dancing—  
Island Park, U. P. Social Hall, Rex Theatre.

The program went off without a hitch and everyone was unanimous in voting the day a high success.

The Barbecue was of the genuine old fashioned type and 2000 pounds of beef and corresponding amount of other trimmings were fed to the "starving multitude." It is conservatively estimated that 5000 people were fed at the barbecue.

Following are the speeches at City Park in the afternoon:

Mr. Edson Rich, Asst. General Solicitor, "Some of the Important Problems of Transportation."

Ladies and Gentlemen. I do not wish to take up very much of your time this evening, but wish to bring out a few problems which the railroads have to contend with.

In the early days the transportation of products and materials was carried on by pack horses and mules and rafts on the water ways. Then as we became more progressive there were wagon trains and steamboats, but finally the question of handling the transportation of this country became so great that no one man could take care of it himself, so great companies were formed and railroads were built for the purpose of transportation, which was then becoming world wide.

It was for this purpose that the great Union Pacific railroad was built across this continent, very much for military reasons, it is true, but as a matter of fact this was not the main reason for its being built. It was built for the purpose of taking the products of this part of the country to the markets in the east and to markets in the west.

Transportation facilities of this kind are what give you the value of your property in Green River. If it were possible to remove the Union Pacific over night I want to ask my hearers what the value of the property in Green River would be?

People have the idea that the railroads are something apart from any other business in the world. As a



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matter of fact the railroad is a business similar to that of any merchant in Green River, but of course it is on a larger scale. But the trouble with the railroad is it cannot move when it wants to like the average business man can. When a railroad is once in operation, it is there to stay. In order to maintain that railroad it is necessary for the railroad to make enough money to pay its running expenses and some return on its investment.

There is no reason why you should complain any more of a return made by a railroad company than you should complain of a return made to a merchant or to a bank or rancher. As matter of fact, they are all businesses conducted for the general benefit of the community.

Now, gentlemen—and ladies, I just had two or three thoughts that I wanted to bring to you. I notice I am down on the program for an address. An address is a long-winded affair, it is supposed to be couched in grand and eloquent words and phrases. I am not going to make you an address, but I do want to call your attention to two or three matters that are important to the people of this community.

It is a peculiar fact that the people who ship over the railroad always get along with the railroad, but the politician the man who goes to congress or to the legislature is always and eternally attempting to stir up some issue between the railroad and the people, not for the purpose of doing any good to the people, but for the purpose of making the people think they are doing some good so they may be returned to the legislature or congress. As I said, the people who use the railroads do not complain.

The politician will tell you that rates are too high and that the railroads are robbing the people. Let us see if we can whether the rates are too high. As I stated a few minutes ago, it is necessary for a railroad to keep running to make enough money to pay its expenses, pay its employees wages, buy its coal and at the same time pay some return on its investment. All they ask to earn is some return, the same as any merchant. As a matter of fact they fall below that. It is true that the rates are much higher than in 1913, in the pre-war period, but let me ask you if you do not have to pay more for everything that you eat, or everything that you wear. Let me ask you if living in general does not cost you a great deal more than in 1913 or prior to that time. When you go to a merchant now and pay \$40.00 for a suit that in 1913 cost you \$20.00, you do not complain, your entire living is higher now. The railroad rates are no higher than general living. Everything that the railroad buys costs much more than it did in 1913. The wages paid the employe are much higher than they were in 1913.

For that reason, in all fairness, it seems to me there should be no complaint about railroad rates, inasmuch as they have not increased in as great a proportion as have other items of living expense.

The politician will tell you that the whole trouble is due to a law passed in Congress in 1920. That law goes by various names. It is known as the Esch-Cummins bill. It is called the transportation act. Now the politician tells you that the whole trouble lies with this law and that the law should be repealed and a great many men believe that and have in mind that Congress should do something towards a repeal of that law.

As a matter of fact, when they say that, I sometimes think they don't know what is in that law. That law was framed just before the government gave up control of the railroads. It was necessary to have such a law. It was necessary in order to prevent the bankruptcy of the roads for that kind of a law to be passed, but there was an attempt made by the wise men in Congress to make that law so broad that it would take care of a great many of the features of the operation of the railroads.

This law provided for paying the railroads what was due them. It amended in a great many respects, the Interstate Commerce Commission act. It provided for a railroad board that would hear all disputes between the railroad and the employees. It provided that this labor board would fix the salaries and wages of the employees. no one wants that law repealed, and when the politician tells you they do, they don't mean it.

As a matter of fact, they refer to one section, known as section 15-a, the section which gives the I. C. C. the right to fix the value on railroads and then it provides that railroads could earn six per cent on that value. If they earn over six per cent, it is divided between the railroad and the government. If they earn less, that is all they get. There is no case where a railroad earned six per cent on their valuation. The commission finally lowered the percentage to five and three-quarters. No railroad has yet earned five and three-quarters per cent. And yet it is urged by politicians that this law should be repealed. This law is also called the guarantee act. Anyone calling it the guarantee act is deceiving you and misleading you. It is not a guarantee act in any sense of the word. If the railroad makes only one per cent, that is all it gets and there is no promise that the government will make up the difference. If the railroad does not make anything, there is no agreement on the part of the government that it shall be paid anything.

These are things that the people should think about and not allow themselves when they go to the polls to be mis-lead by false statements.



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One other thing. Suppose that clause were repealed. That would leave the railroads where they were before the law was passed, which would permit them to keep all the money which they might earn so that would be no solution to the question whatever.

Now the politicians say, "Well, there is just one thing to provide proper handling of the railroads for the benefit of the common people and that is for the government to take over all these railroads and operate them for the benefit of the people." We have had several examples of government ownership and in no case was it a success. In Europe, many countries own and operate their railroads. Living in Europe is very cheap, wages are low, taxes high and yet freight and passenger rates are higher yet than they are in this country. The United States Government was obliged during the war to take over the railroads in the United States. The government guaranteed them certain earnings. There were only two railroads in the United States that paid out and in every other case the government had to pay the loss, and the people are still paying it in taxes.

Four or five years ago the government of Canada took over control of most of the largest railroads in Canada. The loss to the Government has averaged about one hundred million dollars per year. There was one large railroad that did not go into the control of the Canadian Government and that was the Canadian Pacific. During that time the Canadian Pacific has paid dividends of 7 per cent and its stock on the market is higher than that of any railroad in the United States.

Now Ladies and Gentlemen, I have taken a few minutes longer than I should have to present you these few thoughts, but they are all worth considering. I do not believe the people out in the country have any complaint to make against the railroads. It is the politicians, the blocs in Congress so called, who stir up this continual issue so that when the people go to the polls they may be persuaded to return them to the various legislatures and Congress and now, on behalf of the Union Pacific, we want to thank you for the many entertainments you have given us, and you may rest assured that the people of Green River and the surrounding country will have a warm place in the hearts of the Union Pacific officials from this time on. I thank you.

Mr. C. J. Lane, General Freight Agent, "Transportation."

Compose yourself, friends, for while I would like to talk to you for a long time, the committee on arrangements has safeguarded you against this, and has put a stop order on me. There are a good many differences of opinion on how long an address should be. I think the best definition was given by Judge Armour in addressing a convention in New York City, when he said the proper length for an address was the same as the proper length for a woman's skirt—Just short enough to hold the attention and just long enough to be disappointing.

My assignment is Transportation, or the importance of it. I can hear you say, what is the importance of Transportation, and what makes it cost so much. From the beginning of time there has been an interlacement of transportation problems. Nobody has ever been able to get away from it. It is simply a case of always wanting something you haven't got. One of the first things in the first family was that they wanted something that was not there. Adam found out that he had to have his vitamins, his calories and other balanced foods. Do not look for all these things, because unless Dr. Gilligan gives you a prescription, you will probably find them in the cellars of Talliaferro and John Hay.

Our ancient friends soon found that the bare skin would not stand the changes of seasons and weather conditions, that they had to have shelter and clothing. It had to be moved from one territory to another and that furnished the first expression of conveyance, the first thought of power and draft. Some one had discovered that wood floats on water and they hollowed out places in logs and had the first boats. Then somebody discovered that between the shoulder blades and the crupper parts of a mule there was a wasted space, so he puts packs on the back of the mule and made the best of that opportunity.

Adam bit into this Osage orange, probably mistaking it for one of the sweet Sicilian variety and ever since then, we have never been able to get the taste out of our mouth.

By what means these great stones in the pyramids and the obelisks were hauled from one point to another and put in place will probably never be known. The chances are they were drawn by a multitude of slaves who were content to make a mile a day. It does not make any difference whether Columbus or the Icelanders discovered America or whether Gorlando or Sir Walter Raleigh was the first to settle in this country. The fact is that Transportation made it all possible. That slender colony of 102 people settled down in this country. Epidemics broke out among them and 42 per cent of them died the first 12 months they were here. They had to bury their dead and scatter things over their graves so that the Indians would not learn of their receding numbers. They were hopeless. They were 600 miles from any other communication or help. They had to have means of transportation. They built canals up and down the Charleston river down to Hadley Falls. In 1825



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the Erie Canal was completed, but it moved too slow. It was like a kidney stone, it didn't come through, and didn't do anybody any good.

Then they said, give us some smooth surface that we can fix some sort of rails on and use something similar to wagon wheels that will move swiftly, and on the 30th day of May, 1830, the B. & O. started its first train from Baltimore. The problem of transportation seemed soon to be solved. In 1837 the Pennsylvania incorporated. It took them nine years to get to Pittsburg, a distance of 51 miles. There were 2,700,000 people there after 165 years.

The great confronting question of building railroads then, as it is now, was the question of capitalization. If anybody present is at all curious and has a paper and pencil, they can divide \$18,900,000,000 by 269,000 which is the total value of the Railroads in the United States divided by the number of miles and they will find it equals \$73,000, the cost of each mile of railroad. I heard Charles Prouty claim it was 20 billion, but taking the lowest estimate of Eighteen billion, nine hundred million, it makes seventy-three thousand dollars per mile. There are more than 40,000 miles of railroad in the hands of a receiver. Thirty-four per cent of the others do not pay any return on the preferred or common stock. It costs \$145,000 to build a pavement for one city mile or 13 blocks.

Ladies and gentlemen, there are worse things in this world than high freight rates and high passenger rates, worse things than the 3.6 per mile rate, worse things than an upper berth. There are worse things than indifferent service on the branch lines of our roads and that is impaired transportation. It is impossible to figure the cost if the wheels of transportation were to stop for a day.

We appreciate to the fullest extent the wonderful expression of these people and this turn-out. The Union Pacific Officers are complimented and I feel that we owe something to the fellows who made this country, such fellows as Taliaferro and John Hay. I thank you.

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*We Certify that report on Sheets A, B, to Q, also report on supplementary Sheets No. 1 to No. 10 inclusive, and attached hereto is a correct account of the proceedings of the committee at its meeting above mentioned.*

*Approved:*

W. C. WOLCOTT  
Chairman of Committee

J. A. WEAVER  
Secretary of Committee



## Safety Committee: WESTERN DIVISION

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			Corrected	Open for Further Consideration	No Action	Referred to Division or General Committee
	<b>SUGGESTIONS HELD OVER FROM</b>	<b>PREVIOUS MEETINGS</b>				
3004	Deck bridge north end of Rock Springs yard.	Authority requested but not yet received.		3004		
3044	Remove fence both sides of Elizabeth St. Crossing Green River.	Work completed.	3044			
3062	Vision of approaching trains obscured to travelers on highway, public crossing just west of Devil's Slide.	Wig-wag recommended for this crossing. Has not yet been approved.		3062		
3076	Renew cable used on crane in machine shop, Green River.	New cable applied	3076			
3089	Concreting along rails in back shop, Rawlins.	Considered impracticable. Would involve large expenditure as roundhouse located on cinder fill and concrete would have to be carried to great depth to be of any value.			3089	
3093	Flag boxes on back of cabs, 7000 class engines vibrate and shake them loose. Liable to fall on someone.	An arrangement of three straps to hold flags worked out at Cheyenne and Mr. Jackson advises will be made standard.	3093			
3094	Put wider shoulder on north side of track at Carter.	Will be done when second track graveling is done.		3094		
4030	Install block signal to protect trains pulling out of westbound track Point of Rocks.	Authority requested but not yet received.		4030		
4033	Install phone in maintainers' house at Riner, Tipton and Wasatch.	Unable obtain authority at this time. Will be considered at time budget prepared for 1924.			4033	
4034	Place signals at Riner, Tipton and Bitter Creek on opposite side of sidings to overcome danger of trainmen being stuck exchanging signals.	Authority received to throw these tracks over to 18 foot centers and signals to be moved accordingly. Work will be done as soon as possible.		4034		
4067	Install arc light near car foreman's office Evanston.	Work to be done by electrical engineer from Omaha.		4067		
4068	Electric light wires from car shop to B. & B. shop should be put underground. (Evanston.)	This work to be done by electrical engineer from Omaha.		4068		



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4095	Close road crossing on C. C. No. 2 lead Rock Springs.	In the hands of attorney, Rock Springs to arrange.		4095		
4105	Remove brick chimney from District Foreman's office at Rawlins.	Inspected by Supvr. B. & B. who advises there is no danger of this chimney falling over and no need of it being removed at this time.			4105	
4108	Move carbody off manhole connected to west stand pipe pits at chute. Rawlins.	M. M. advises this sewer not in use and hazard in connection with present condition, although carbody will be moved as quickly as the work can be done.			4108	
4109	Remove 100 feet fence both sides 6th street crossing Rawlins.	Authority requested but not yet received		4109		
4121	Place ball on south gate 6th street crossing, Rawlins.	Unable to get authority to do this work this year. Will be considered in the 1923 budget.			4121	
4122	Supply hood over kitchen range U. P. restaurant, Evanston.	Has been taken care of.	4122			
4124	Main line water spout Echo hard to pull around and shove back.	Supvr. B. & B. advises repairs made June 16th.	4124			
4127	Raise freight house platform at Evanston.	Held open pending further investigation.		4127		
4128	Remove pile of wheels between hold tracks 1 and 2 Evanston.	Wheels have been moved in accordance with suggestion.	4128			
4129	Extend running boards 200 and 300 class engines.	Held open pending further consideration.		4129		
4130	Discontinue helpers behind cabooses 9th district.	Trainmaster making canvas among men. Will give us complete report next meeting.		4130		
4136	Floor in roundhouse in bad condition and should be repaired.	Material has been ordered and repairs will be made soon as received.		4136		
4137	Place handles on outside of big doors, roundhouse, Evanston.	An arrangement of rings to drop flush with door when not in use worked out and rings are now being made.		4137		
4139	Renew plank in platform between machine shop and roundhouse, Evanston.	Work has been completed.	4139			



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4141	Scaffold for use of men working on dome caps and on top of engine.	Scaffold has been worked out by the men and will be tested shortly.		4141		
4143	Repair drinking fountains in machine shops, Green River.	Work completed June 6.	4143			
4146	Repair drinking fountains in roundhouse, Green River.	Work completed June 10.	4146			
4150	Switch target No. 3 track east end yard Green River missing.	Replaced and suggestion complied with.	4150			
4152	Clean track to stockyards, refuse scrapes foot board.	Suggestion complied with.	4152			
4155	Equip engines in Rock Springs territory with back up sanders.	This work completed.	4155			
4159	Repair weight ropes in roundhouse, Rawlins.	Partly completed. Necessary order additional pulleys and work will be completed soon as received.		4159		
4160	Place extension handles on roundhouse blow off lines.	Work completed.	4160			
4164	Dismantle old building formerly used for locker and wash room.	Authority requested but not yet received.		4164		
4170	Change location of broom holder west of Tipton station.	Changed in accordance with suggestion.	4170			
4178	Fire hose should be made more secure on back of engine cabs.	Trouble was with one particular engine noticed by Engr. Brink making this suggestion. This has been changed in accordance with standard and is now safe.	4178			
4180	Bridge just east of coal chute Rock Springs should be planked between rails as necessary for Engr. to walk around oiling engine.	Authority requested to do this work.		4180		
4181	Crank coming off F. M. No. 40 motors—Safety sleeves to prevent this.	Have requested Engr. M. W. authorize installation of the Safety Sleeve on all Western Division cars.		4181		
4182	Western Division tool car unsafe account wooden underframe.	We are advised new steel underframe tool car will be furnished by Mr. Nelson.		4182		
4183	Too much lateral reported on caboose 2614.	Lateral has been taken up to a certain extent and is safe.	4183			



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4185	Space between supply cars—danger to employes crossing while cars in motion.	Held open for further consideration.		4185		
	NEW SUGGESTIONS SINCE LAST	DIVISION MEETING				
	Evanston Transportation Committee					
4186	Joe Barnes, Switchman. Suggest extend lead switch from run-around track down to main lead to avoid necessity of using main line when passenger trains are here. This will also avoid necessity of going against current of traffic and in front of passenger trains at station. Connect run-around track with west yard.	Referred to T. M. and R. M. Evanston to look into and report at next Division Meeting.		4186		
4187	Joe Barnes, Switchman, Blackham and Judd have car coal near shed on Elec. Lt. spur obstructing view of crossing by auto drivers.	Car has been moved.	4187			
4188	I. C. Butts, B. & B. Foreman. Notice some section gangs have dogs out with them. These dogs may run in front of and derail passing motor car.	Referred to Divn. Engineer to issue necessary instructions.		4188		
4189	W. R. Pickrell, Sig Suprv. Steam shovel working between Emory and Baskin and when it stops working men all walk over and sit down on rail. Also applies between Strawberry and Echo.	Referred to Divn. Engineer to see that these men are instructed as to hazard of this practice.		4189		
4190	R. L. Starr, Engineer. Hoods on smoke stacks of some engines will not raise.	Dist. Foreman Evanston working on these and will give us report at next Division meeting as to progress.		4190		
4191	F. E. Ward, Conductor. Contractors gangs on Eighth District are catching on trains to ride into Granger or Carter.	Referred to Divn. Engineer to issue necessary instructions to these parties and advise.		4191		
4192	F. E. Ward, Conductor. Some passenger brakeman are not getting out to watch train when passing on double track.	Trainmaster will check this and give us report at Division Meeting next month.		4192		
4193	I. C. Butts, B. & B. Foreman. Notice children playing around water tanks in yards just west of depot building at Evanston.	Travelling Watchman instructed to watch this and correct, advising.		4193		



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4194	J. M. McNeil, R. F. of E. When engine is run light on district and markers put up, they are not taken down again and when engine returns with train markers still up. Evanston Mechanical Committee	Trainmaster and Road Foreman will check and correct, advising.		4194		
4195	J. H. Buck, Car Repairer. Water in cooler in machine shop has been standing since last summer. Suggest be emptied as it is very unsanitary.	Has been done.	4195			
4196	F. A. Bean, Electrician. Should have new extension ladder as old one is getting unsafe to use.	New ladder being made.		4196		
4197	F. A. Bean, Electrician. Suggest that open space around turntable be filled up with blocks. It is dangerous for man with push car as he might get his foot caught in this space.	Open space will be blocked up.		4197		
4198	F. A. Bean, Electrician. Suggest that when the front end man is taking the front end off an engine, that he leave one bolt and nut in until the block and fall has been attached, so there will be no danger of front end falling and injuring some of the men working on the engine.	Instructions issued accordingly to foreman and will be followed up to see lived up to.	4198			
4199	J. T. Whittle, Boilermaker. Suggest open space be made in shop fence to give men leaving shop premises a view of the road. Danger of men going out of gate being struck by auto coming down road.	Referred to Supvr. B. & B. to take care of.		4199		
4200	Joseph Parkinson, Laborer. Men getting careless about putting chains under engines in rdhs. Suggest be called to their attention again.	Foremen and hostlers instructed to be sure chains are under all engines left in roundhouse.	4200			
4201	J. Burdett, Mach. Helper. Hooks are bent up on blocks and falls and should be straightened.	Being taken care of.		4201		
4202	J. T. Whittle, Boilermaker. Baffle plates in fire doors 5000 class engines too low and it is impossible for a man in the firebox to get out in a hurry as these heat and fall down. Suggest baffle plate be raised in these engines.	Held open for further consideration.		4202		



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4203	Leo Critchfield, Mch. Fed. Insp. An extension pipe should be put on pops in stationary plant and carried to outside of roof as when pops blow off and man is working up there is no room for him to get out of way and there is danger of him being suffocated or falling to floor.	Held open pending further consideration.		4203		
4204	Leo Critchfield, Mach. Fed. Insp. Air pipe on drop pit No. 1 stall has valves stripped and connections loose. These are liable to blow the pipe off and hit someone.	Steamfitter instructed to make repairs, advising when done.		4204		
4205	L. Critchfield, Mach. Fed. Insp. Drop pit sump No. 1 stall has water in it that is very stagnant and it is almost impossible to work near it.	District Foreman instructed to see this work taken care of and advise when done.		4205		
4206	L. Critchfield, Mach. Fed. Insp. Hinges should be put on lye vat in air room as there is only one hinge holding and it is necessary to tip vat when using.	District Foreman instructed to see taken care of and advise when done.		4206		
4207	J. P. Nelson, Machinist. When walking through the roundhouse the other day I noticed an engine blowing quite badly. I got on the engine and noticed the drifting valve was open. Suggest hostlers and others be given instructions to make sure drifting valves are shut off on engines in the house and to report all driving valves found leaking.	Instructions issued to all concerned to see that drifting valves are closed before leaving engines. Foremen cautioned to watch this matter closely.	4207			
4208	Green River Mechanical Committee Ervin Allard, S. M. Worker. Suggest deadman be placed in each end of pit in machine shop to be used by crane to move engines instead of piece of rail which is now used.	Installed in accordance with suggestion.		4208		
4209	Ervin Allard, S. M. Worker. Notice several engines placed on outgoing lead have been left standing on the walk which goes from machine shop to roundhouse. Do not believe this is a very safe practice.	Instructions issued to discontinue this practice.				
4210	James Davis, Machinist. Several boards need changing out in walk from roundhouse to machine shop.	Repairs have been made.	4209	4210		



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4211	Charles Fenton, Loco. Carp. Manhole cover around steam pipes east end of machine shop near steam hammer need repairs.	Repairs have been made.	4211			
4212	Charles Fenton, Loco. Carp. Believe when loading scrap borings that they should be swept up from the platform as noticed there are a lot of these left and as they are very sharp might injure someones foot.	Instructions issued accordingly.	4212			
4213	Geo. Widdop, Frt. Carman. Suggest that eys-bolt and hook be placed on door at east end of car shop to hold door open as at present there is no means of holding doors open and someone might be injured as well as damaging doors.	Eye bolt and hook applied.	4213			
4214	Geo. Widdop, Frt. Carman. Believe handle of cross-cut saw should be covered with tape, as someone is liable to turn on the switch and at the same time have his hand on the metal handle and get a shock.	Corrected, handle covered with tape.	4214			
4215	Green River Transportaion Committee E. E. Waltman, Foreman Sig. Dept. Suggest installation of three new electric gates on Elizabeth street crossing, moving tower to center, cutting off one ground flagman. Only using one, ten hours, during busy time.	Held open pending further consideration.		4215		
4216	D. M. Raymond, Car Foreman. Leave fence on south side of Elizabeth street crossing, but move watchman's shanty to south side of crossing.	Fence already removed. It is opinion present arrangement should be satisfactory.			4216	
4217	E. E. Waltman, Foreman Sig. Dept. Restore watchman to crossing east of bridge from 5 a. m. to 3 p. m. and from 3 p. m. to 1 a. m. Also install gates at this crossing.	Held open pending further consideration.		4217		
4218	A. H. Moerke, Engineer. About three pieces of pipe sticking out of ground 25 yards west of west end of freight house platform. Should be removed.	Have been removed.	4218			
4219	D. M. Raymond, Car Foreman. Suggest writing a letter to Barney Kinkaid requesting him to keep his children out of the yards and keep them from crossing the railroad bridge.	Letter written to Mr. Kinkaid accordingly.	4219			



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4220	W. J. Nolan, Gen. Foreman. No. 1 should stop a car length or so east of water plug and cut engine off to get water. This is the only train that does not have to cut off.	Held open pending further consideration.		4220		
4221	D. M. Raymond, Car Foreman. Suggest that ice for Pullman cars be left on the depot side of the track while trains are in. To be hauled back after trains depart to opposite side. This to prevent porters getting off on opposite side for ice and leaving doors open so passengers can get off on wrong side.	Held open pending further consideration.		4221		
4222	A. A. Timothy, Frt. Carman. Location of fusee boxes on cabooses does not look proper to me. I believe they should be placed higher. They are at a height now to come even with a man's head or shoulder and in case of a sudden jar which would cause an explosion, someone might be injured.	Held open pending further consideration.		4222		
Rock Springs Local Committee						
4223	A. Scott, Roadmaster. Crossing watchmen should be instructed to see that bell is rung for all hand cars, push cars, etc. going over crossing and to lower gates. This gives people crossing warning something is coming.	Instructions issued to crossing watchman accordingly and they are being carried out with good results.	4223			
4224	Rex Willis, Conductor. Pile of timbers on south side of empty track causing a dangerous condition.	Referred to Mr. H. W. Brown, Agent to handle with Lionkol mines.		4224		
Rawlins Mechanical Committee						
4225	E. Keon, Machinist. Cover should be placed over syphon pit in coal chute basement.	Has been done.		4225		
4226	J. C. Gunning, Machinist. Suggest when blowing off engines in pit in roundhouse man be stationed on each side of engine before blow off cock is opened.	Instructions issued to handle accordingly.		4226		
4227	J. C. Gunning, Machinist. Suggest door be placed on fusee box to emery wheel in machine shop.	Has been done.		4227		
4228	W. R. Sanden, Car Foreman. Suggest steam box to wrecker be moved one-half car length east as at present location boom car to sit too close to switches.	This work has been done.		4228		



## Safety Committee: WESTERN DIVISION

Number of Recommendation	Name of Employee and the new Recommendation made by him should be stated definitely (Items carried over need not mention name, and give only short reference to its title—BE BRIEF BUT EXPLICIT)	Action Taken at Current Meeting (State Definitely and Briefly)	Give Item Numbers in These Columns			
			Corrected	Open for Further Consideration	No Action	Referred to Divis'n or Gener'l Com' ittee
4229	J. A. Tobin, Gen. Foreman Suggest switchmen flag by passenger engines standing at water spout on eastbound main track, as tracks are so close there is danger of hitting men working on the passenger engines.	Trainmaster has issued instructions accordingly to yard men.		4229		
4230	J. A. Tobin, Gen. Foreman. Suggest firemen on passenger engines be instructed to give warning to men working about engine before throwing clinkers out of gang-way or turn on squirt hose when standing at main track water spout, Rawlins.	District Foreman has handled with fireman and has the matter corrected.		4230		
4231	A. C. Taylor, Mach. Helper. Suggest steam pipe in roundhouse tool room be lower so men will not be liable to trip over same going through new door.	This work has been done.		4231		
4232	Rawlins Mechanical Committee S. Ivey, Whse. Foreman. Automobile unloading platform east end of freight house, Rawlins should be extended about eight feet.	Held open pending further consideration.		4232		
4233	S. Ivey, Whse. Foreman. Suggest strap iron be put along edge of freight house platform at Rawlins to prevent splintering of boards.	Held open pending further consideration.		4233		
4234	L. Stroud, Fireman. Have coal chutes raised at Rock Springs for westbound trains so they can get a full tank of coal. This in order to give more coal leaving Green River as present instructions are not to coal at Green River, which makes it necessary for fireman to get on tank to drag coal down which is dangerous on the curves between Green River and Rock Springs.	Held open pending further consideration.		4234		
4235	E. Brown, Engineer. Suggest couple of rods in coal stokers be taken out of second and 3d slides to let larger lumps of coal come through. This would eliminate necessity for dragging coal down.	Held open pending further consideration.		4235		
4236	J. Neath, Asst. Yardmaster. Put dummy air hose on switch engine as it is often necessary to get train from west switch, Rawlins and necessary to bleed off entire train which might cause serious delay to pasgr. trains.	Held open pending further consideration.		4236		



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			Corrected	Open for Further Consideration	No Action	Referred to Divis'n or Gener'l Com'ttee
4237	L. P. Hodges, Brakeman. When taking water at Wamsutter, water spout jumps up and almost knocks a man off the tank.	Referred to Supvr. B. & B. for correction.		4237		
4238	J. Nelson, Section Foreman. Cont. Oil Co. and Nat. Sup. Co. are keeping material too close to track. Will not clear man and is not standard clearance.	Referred to Agent at Rawlins to handle with these people and advise result.		4238		
4239	G. Lyon, Brakeman. Grab iron on north side east end of caboose 2615 built too close to caboose. Cannot get hand hold. This is cond. Price's caboose.	Referred to Car Foreman to correct and advise.		4239		
4240	New Suggestions offered at the W. C. Shelver, Asst. Supt. Suggest that the principle Safety rules be printed in foreign languages and copy be given to each man entering the service.	Meeting This is being done.	4240			
4241	D. M. Raymond, Car Foreman. Suggest we fix up the upper crossing at the west end of the yards same as Elizabeth Street Crossing.	Referred to Divn. Engineer to handle and advise.		4241		
4242	M. R. Clark, Cl. Agent. Riverdale crossing should be about ten feet wider. Is also quite rough and should be fixed up. Great deal of traffic on this crossing.	Referred to Divn. Engineer to take care of and advise when done.		4242		
4243	W. C. Shelver, Asst. Supt. Recent storm at Rock Springs washed away abutment bridge just east of coal chute. Up to City to repair.	Referred to Divn. Engineer to handle with city authorities.				