

## Accident Prevention.

Address delivered at banquet "Frisco Club" at Springfield, Mo., Monday, November 20, 1911, by W. B. Spaulding, Chairman Central Safety Committee.

The rule "Safety First" has had a conspicuous place in every code of railroad rules in use in this country since railroading began some eighty years or more ago. Codes of rules have been many times revised, particular rules have come and gone, but the "Safety" rule has not only been retained, but has been given increased emphasis in every revision.

The standard code of rules in force on 250,000 miles of railroad in the United States and Canada is the expression of the best railroad minds in the two countries of the result of more than three-quarters of a century of railroad thought and experience. No rule in this code is couched in stronger language than the rule enjoining safety. The reason is obvious. The able men who have developed the transportation business to its present marvelous magnitude and efficiency have keenly recognized that the prosperity and welfare of both the employes and the employer depended upon freedom from accidents and the physical well being of its men.

Notwithstanding this, the alarming increase from year to year in the number of cases of personal injury occurring on the railroads in this country, in the majority of which the workers were the victims, indicated that the safety rule was being better observed in the breach than in the performance. The experience of every railroad was alike. In 1906 the Frisco operated 5,000 miles of track and in 1910 the mileage was the same, yet in the latter year there was 55½ per cent more personal injury cases placed on the company's records than in the former year, and it had handled but 22 per cent more business.

The train service contributed but a comparatively small portion to these totals. Investigation of the records disclosed that the greater number was made up of the aggregate from all other departments and branches of the service and mostly the result of carelessness and thoughtlessness on the part of somebody. That the majority were avoidable.

It was recognized that to diminish the accidents that were causing infinite hardship to the victims and their families and depriving the company of the services of its trained and experienced men, the active co-operation of all of the employes was indispensable, so at Springfield on August 2, 1911, the movement for accident prevention by the individual efforts of the employes in co-operation with the company was inaugurated.

The Frisco company employs from 20,000 to 25,000 men, depending upon activity of business. When any large body of men desire to accomplish anything, an organization is essential. The organization for accident prevention was furnished in the form of division and terminal safety committees with subordinate yard, roundhouse and station committees with duty to look for and remove all defects liable to cause injury, capable of being removed by them, and by moral suasion eliminate risky or reprehensible practices known to be productive of same result, and to enlist the active aid of all their associates in the work of accident prevention. The division committees to make periodical inspection trips in special train over their entire division, make monthly reports to

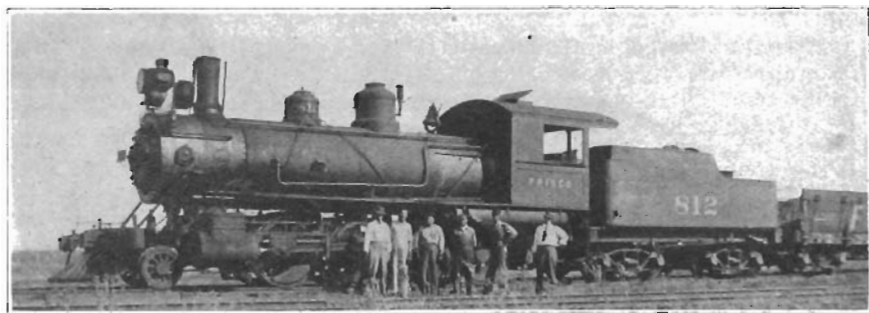
a central safety committee of all things done by them for accident prevention, including in their report all defective or dangerous conditions not within their power to rectify, with their recommendations as to action, as well as any matters of interest to the whole system for consideration and action by the central committee or the management. The central committee meet regularly at Springfield on the twentieth of each month, go over all the division and terminal committee reports and send to the chairmen of each division and terminal committees a copy of its proceedings showing the action taken by central committee on all recommendations made to it.

There are on the sixteen division and terminal committees and their several sub-committees, 350 committeemen. These committeemen have since the time of organization to date made report on 2,050 items and show 1,778 final corrections and 199 temporary corrections, an average of 659 per month, with North Texas lines not heard from for October. The items reported and corrections made are the innumerable things that cause accidents, from covering a hole in station platform, hanging up baggage truck handles where they belong, and fixing

disconnected lift lever chains, on through the entire list.

It is impossible that so many causes of accidents be removed as soon as found and accidents not be prevented, but more than this, the inspiring of care in the careless, the stimulation of interest in the heretofore indifferent will be the greatest factor in diminishing the accident list.

After this plan of accident reduction has been in operation awhile, comparative statements will be issued showing in figures concretely the result that has been achieved. I fully expect that the figures for the current fiscal year will show 50 per cent less personal injury cases than the same prior twelve months. You members of the Frisco Club know what this means in lessened pain and destitution; what it means in added happiness and prosperity. I ask your continuing active aid that such an achievement may be attained. Spread the doctrine announced by Mr. J. H. Baldwin, of the Superintendent Motive Power's office, "Experience is a good teacher, but do not wait until you have experienced an accident—forethought is the best safeguard." "A stitch in time may save an amputation."



**Engine 812, Hauling Ballast on the Enid District.**

Taken while waiting for No. 609 at Okeene, Okla.

*Left to right are:* Conductor W. W. Wayne, Brakemen Ben Clamppet and J. E. Oliver, Engineer C. A. Harley, Fireman J. O. Hadley, and Claim Agent L. L. Smith.

## "An Appeal For Fairness."

FRISCO EMPLOYEES:—

My attention has been attracted to an address, entitled "An Appeal for Fairness," delivered by Mr. George W. Simmons, at the semi-annual meeting of the Pittsburg Traffic Club, Pittsburg, Pa., November 9, 1911.

I have requested THE FRISCO-MAN to publish this in our magazine for the benefit of its readers.

Mr. Simmons is the Vice-President of the Simmons Hardware Company, of Saint Louis, and his past record justifies me in recommending that you give anything that he may say very careful consideration.

Yours very truly,

W. C. NIXON,

Vice-President.

*Mr. President and Members of the Pittsburg Traffic Club—*

I am greatly honored in being invited to address the Pittsburg Traffic Club, particularly upon a subject such as the one assigned to me this evening, and assume that I am asked to speak from the standpoint of a merchant whose business is so generally spread out over the whole country as to bring him in touch, not only with general business conditions, but with the sentiment of business men of all sections as well. I trust you will bear in mind that the ideas I express are not based on my belief in my own ability to read the public mind, but rather, because of exceptional opportunities, which the daily conduct of my business offers for an accurate knowledge of what the small merchant in the small town and cross-roads village all over the country thinks about these subjects, which deserve and demand the close attention of all our commercial interests during the next twelve months.

Important events have been following so closely upon one another during the past month or two, that the plain business man finds it difficult to keep up-to-date and know just where he stands, as his ideas, formed today, are so frequently altered by the developments of tomorrow. I shall not dwell upon the succession of causes which led up to present commercial conditions, except to say that when a series of bountiful harvests, coupled with the unparalleled prosperity to which they so largely contributed, set the

American people going at so swift a pace, getting faster and faster each day, it was not to be wondered at that a sudden jar and smash-up in 1907 was the signal that the time had come to stop and readjust things. The difficulty which arose, as the result of this abnormal business, still confronts us today—that of legislating against bad methods of business without harming the legitimate effort as well. With such a liberal supply of poison being furnished to the American mind by the stories of "Frenzied Finance" and hundreds of yellow journals and muckraking magazines, is it any wonder that the average man who is easily influenced by a plausible tale is inclined to believe these inflammatory statements? And is it remarkable that the political wind-jammer, who cries out with dramatic eloquence that because a man is rich he must be dishonest, and because a corporation is successful it must be crooked, and because it is doing a big business it must be a trust, throttling the small competitor and grinding him to powder under its remorseless feet!—is it any wonder that this politician, whose chief ambition is to secure or retain public office, should eagerly seize upon the credulity of the average business man and utilize it for his own benefit? That this business man is a disciple of the big talker is clearly shown by the resigned patience with which he awaits the predicted "down-fall of the interests," and by the personal sacrifices which he makes in the blind belief that he is helping to "pay the price" to overthrow the

all-powerful trust. As long as this average business man--and I mean the merchant of the small town or the small merchant in the large town--remains in that frame of mind, just so long will he be the tool by which the politician retains his office. The average political spell-binder doesn't care a straw for most of the things he shouts so loud about--he is simply joining in with the rest of the popular outcry and helping to swell the noise so loud that the conservative voice of the man of affairs--the man who pays the freight--is drowned out.

It has been said that we are passing rapidly through the period of the popularity of the demagogue, but that we still have ahead of us two other periods--one the realization of and opposition to the demagogue, and the other, the repudiation and overthrow of the demagogue. I pray that these two periods may come quickly and I should almost be ready to predict that by the end of 1912, the working people--from bitter experience of shorter hours, and in many cases no work at all for the deserving laborer with a family to support, who is eager and ready to work if he could but have the chance--will have their eyes opened to the basic cause of their adversity.

Prosperity is the one great essential feature of our national life, and the public leader who will take up a campaign in behalf of business, regardless of his party or his politics, will command the majority of votes all over the country. We have a business establishment maintained at Washington in the name of the people of the United States. The members of the Cabinet constitute the Board of Directors, and the President is the Chairman of the Board. Why should we not have a business management for this business establishment with a business man to run it? Don't misunderstand me to deplore that legislation which has curbed the wild mania of unreasonable business, which went so far beyond the lines of economic progress as to bring the inevitable result when the pendulum of popular opinion swung back the other way. I am a firm believer that the corporation which does an interstate business should be responsible to the government for its actions, and that certain regulations should be prescribed for the proper conduct of its business, and that, as far as possible, these regulations should not conflict with the laws of the various States in which it operates--but I believe that the government must have the authority, if necessary, to prevent an interference with its regulations by any State laws

with which they might be at variance. In other words, that the corporation should have only one master whom it serves, and not forty-eight different masters.

In a short time Congress will assemble again at Washington and both parties are expected to vie with each other in passing so-called popular measures so that each may maneuver into a good tactical position for the coming campaign. Whether these measures hurt the business of the country or not seems to be a minor consideration, and from my observations, I am forced to concur with the ideas recently expressed by Mr. James J. Hill--that the people, as a whole, have very little confidence in the commercial aptitude of Congress and its ability to remedy the conditions which now seem to depress business. It seems to me quite natural, however, that this should be so when we reflect that in this, the greatest commercial nation of the world, upon whose prosperity depends the prosperity of the world, where we have over fifteen millions of people engaged in trade and manufacture--yet we have less than fifty members of Congress who are business men. There are said to be 135,000 lawyers in the United States, and yet they are represented by 212 lawyers in our National Congress. Those lawyers, learned as they may be in the law or in the theoretical side of business, can not, because of a lack of actual experience, know the commercial needs of the country as those men know it whose very bread and butter, the happiness and welfare of whose families and those nearest and dearest to them, are entirely dependent on their insight into and their thorough mastery of the commercial problems of the day.

The extremes to which some of our public men seem to be drifting is illustrated in the fact that during the last session of congress a bill was introduced in the United States Senate, with the support of a number of Senators, whose object was to bring about a recall of the Supreme Court judges, simply because they decided a case, based on law and evidence, and because that decision was not popular with the people at large, who knew neither the law nor the evidence. Another group of Senators attempted legislation to legally forbid the United States courts from pronouncing any act of Congress unconstitutional. Their idea, apparently, is to allow Congress, moved by any wave of sentiment, to vote away, by a bare majority, the very foundations of our commercial and domestic life. Had that bill become a law, a majority of Congress would have been able to confiscate

private property, enact class legislation, exempting some and disabling others; in fact, they might have pulled down the only protection we have against the misuse of high office, by those temporarily in power. It was only by the veto of the President himself that a step in this direction was stopped after both Houses of Congress had approved and endorsed the new statchood bill, including the recall of the judges.

You also doubtless remember the statement made in a public address during the past summer, by the Attorney-General of the United States, the highest official in our Department of Justice, that in his belief the government should fix the prices of the leading commodities. Has anything more radical than this ever been suggested? None of the reformers of the old countries, in their wildest moments, would have dared go so far as to attempt to take possession of the industry of the greatest commercial nation the world has ever known, by dictating to the man who makes a livelihood at his trade, at what price he shall sell the product of his labor, leaving him only the duty of providing the cost.

It is therefore remarkable, in the face of these conditions and these efforts by our highest legislative body to set aside the Constitution of the United States with its guarantee of life and liberty to all, to attempt to dictate and to remove the judgment from the greatest tribunal the world has ever known—our Supreme Court, because it was not influenced by popular clamor—is it any wonder that in spite of the very attractive prices offered in many directions at the present time, the man with money to invest should hesitate, particularly the foreigner who is seeking American enterprise, and who often sees only the surface indications of commercial upheaval without realizing the sound, underground basic conditions of American industries? Is it any wonder that he should hold off or that the capitalist should let his money lie idle in the banks? And there seems to be little or no chance that the man who is ambitious for the plaudits of the people will change his tactics, as long as this sort of utterances are being made by the highest of our public officeholders and as long as the demagogue mimics them in his pose as the "champion of the down-trodden masses." Because a number of people make large fortunes in time of prosperity is no argument against prosperity itself. The man who makes a thousand dollars should not complain because another man makes ten thousand. It is all, in the long run, a matter of brains, and has been since the world began. If Almighty

God had intended people to be equally prosperous, He would have made all brains of the same dimensions. Discontent and jealousy of the more successful has always existed and it always will continue to exist, and it is only because these feelings are now being catered to by the politicians and being encouraged by such inflammatory speeches as I have mentioned, that they are daily growing worse. We are drawing the lines closer and closer around our great corporations and making it harder and harder for our railroads to maintain their earnings; other countries, however, are taking directly the opposite course and doing everything in their power to encourage and build up their industries which furnish employment and profit to the whole people, while ours here are now being choked into increasing dullness. These vast expenditures, which would be of immeasurable benefit to the business world, are steadily decreasing and the country as a whole is suffering accordingly.

The latest example of this policy of "Destruction" is the government suit to dissolve the U. S. Steel Corporation. I am inclined to share the view that if this attitude of antagonism to large business interests is to continue at Washington, then it is well to have this suit started and prosecuted to as early a verdict as possible, so as to remove the doubt and uncertainty which exists today; but I fail to see why the government should not first have discussed the situation informally with the officers of the steel corporation (and I am reliably informed that they made no attempt to do so) and pointed out the particular instances in which it thought the steel corporation was operating against the law, as now interpreted by the Supreme Court. I believe that the officers of the steel corporation would have not only met them half way, but would have even gone farther than their own lawyers might think necessary, and done their level best to comply with the Administration's ideas. I form this opinion, not upon any theory or wild guess, but upon the fact that ever since the steel corporation was organized, the firm with which I am associated has had large and constant dealings with them, and I am glad to bear this public testimony to the fact that their methods of business and their attitude toward their customers and the public have always commanded our respect. Never have they attempted to dictate to us as to where we should buy nor in any way hampered us when our purchases went to their competitors, the "outside mills." They have never dominated us or shown any evidence of trying to create a monopoly in any line of