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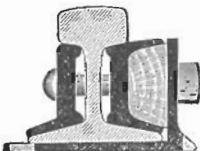
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## A New Year's Resolution.

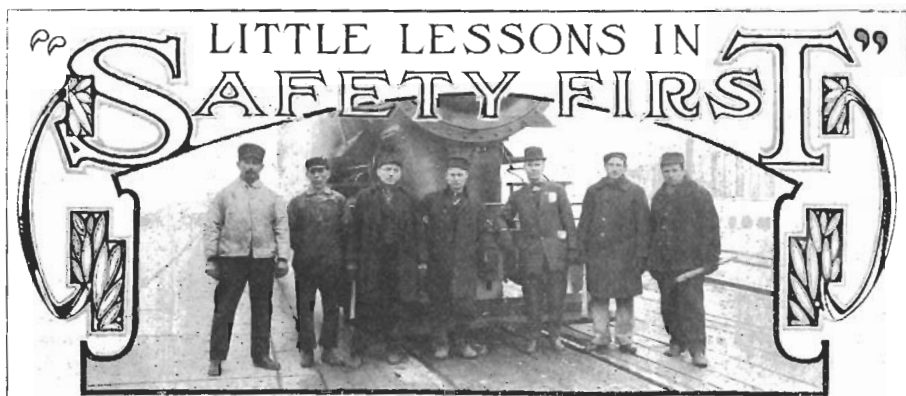
**Whereas**, in the cycle of time, the year Nineteen Hundred and Twelve is now upon us; and

**Whereas**, in the year Nineteen Hundred and Eleven that is now past and gone, there were almost innumerable accidents, causing loss of life and limb not only to passengers, but also to employees of the Saint Louis and San Francisco R. R. Co.; also entailing the destruction of much equipment; therefore be it

**Resolved**, that we each and everyone form ourselves into a great army of workers, to the end that we may eliminate, by our own care and forethought, as much as possible, such defects and bad practices as are generally recognized as being mainly instrumental for personal injuries, which accidents have in times past brought sorrow and grief, suffering and despair, and in many instances, misery and destitution; and, whereas, in the year that has passed and gone many of those men with whom we worked side by side have made and filed their last report; therefore be it further

**Resolved**, that as a tribute to their memory and looking toward our own and others' safety, and to the happiness and welfare of our own homes, that we, through the means which the Company has provided for us—the "Safety First" movement—do watch for and report any and all such defects or bad practices as are liable to cause personal injury, with the ambition that the year Nineteen Hundred and Twelve will witness fewer of such accidents than the year Nineteen Hundred and Eleven.

ALL FRISCO EMPLOYEES.



Vol. VI, No. 1

SAINT LOUIS, MO.

January, 1912

## We Are Working for the Banner.

### II. OLDHAM.

What I have seen in the Birmingham Yard since the Safety Committee was organized:

I found a switchman on the front end of his engine at noon hour, using a hammer cutting a wire in parts about five inches long. I asked him what he was doing, and he said he left these short pieces of wire some place on the engine, so he could find them to repair broken lift chains. This was on the 28th day of September. Together with the General Yardmaster, a check of such occurrences was made and we can give the numbers of twenty-seven ears on which repairs of this kind have been made by switchmen alone in the month of October.

I saw a switchman carry a board that had a half-dozen nails protruding through it, fifteen car lengths and hand it to the fireman; and I heard him say, "Put that damn thing in the fire box before some poor night 'switcher' gets his 'hooks' on one of those nails."

I saw a switch foreman stop his engine until he walked down ten car lengths and met one of his helpers that he had seen standing in the middle of the track, step on brake beam of flat car, grab the brake staff and swing up on the car while it was in motion, and told him that he could not work with him if he continued to catch ears in that manner.

I saw a brakeman leave the front end of his engine at Pratt City and run ahead of the engine in the middle of the track. The engineer

stopped his engine and train immediately, and I heard him say to the man, "Don't you ever do that trick again. I have never hurt a man in twenty-three years and I don't care to do so now in the face of the efforts we are all making to help the Safety Committee along."

With twenty-five years of yard service, I have seen many new things spring up, but I can say I never saw anything equal the Safety Committee's work. Every man on the terminal seems to have it in mind, and old switchmen, who have never given these dangers a thought, are putting forth every effort to avoid accident. I am local chairman of the terminal, with eight members, but I have noticed almost every man in the company's employ doing something in the direction of safety, and men who until now had known nothing of safety began to labor wherever work could be found.

WE ARE WORKING FOR THE BANNER.

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## Freight and Accident Claims.

TO THE FRISCO-MAN:

St. Louis, January 3d, 1912.

In order to partially explain the necessity for and the opportunity within reach of the different Safety Committees, I am going to give for your paper a little resume of the freight claim situation on this railroad during the year 1911.

Personal injuries are, of course, the most important, but freight damage follows very closely along with personal injuries, and in reducing one, the other is reduced as a result of the same effort.

During the year mentioned, there were claims filed to the number of 54,745. The average amount for each claim was a trifle less than \$9.00, the different amounts running from \$1.00 to \$1,000. I give the number of claims filed, because I do not believe the majority of our employes understand the magnitude of this one item, and believing that if they knew that by eliminating these freight claims, the company would save half a million dollars a year, they will all appreciate our anxiety about the damage to freight and other property, and will work with a better understanding to help the management reduce the number in the year 1912.

Yours very truly,

W. C. NIXON,  
Vice-President.