

asked employees in every department to join in this great move and to give the Company their hearty support. I am going to treat this request as if it was my fellow-worker making it. If I cannot say or do anything for the Safety Move, I will do nothing against it. Above all I do not want to be a "stumbling block."

I would like to hear from some of the committeemen on the different parts of the system, through THE FRISCO-MAN.

Wishing you, one and all, a Merry Christmas and a Happy New Year.

T. F. GAINES,

Member Safety Committee,
Southeastern Division.

"It Is Not My Business."

R. H. PHINNEY.

On August 9, 1911, a call was issued by Superintendent Cantrell, for a meeting at Neodesha, at which the special order of business was to be the organization of the Kansas Division Safety Committee.

The necessity of a Safety Committee and an organized and aggressive campaign against accidents and personal injuries was a novel idea to employes on this division. The need of such a movement was, however, quickly made apparent by the reading of statistics by the chairman showing the appalling number of personal injuries which have been sustained by our own employes from causes which care and forethought would easily have removed. The old habit of indifference to conditions which are dangerous, passing them by without thought because "*It is not my business.*" was shown to be the source of by far the greater number of our accidents, especially to our fellow-workers and it needed but to have this fact clearly shown to arouse the interest necessary to start the movement forward to gather force and enthusiasm as its beneficial results are shown and we sincerely hope to never stop.

Many good natured flings are taken at the members of the various com-

mittees. A brakeman finding a board beside the track in which an ugly nail is sticking up, remarks to his pal: "Send for the Safety Committee, here is a nail;" but he picks up the board turns it down or throws it away and the *cause* is removed, where formerly he would have passed it by as "Not my business," and perhaps he or his partner would have been laid up for days or weeks by the same nail later on. They are thinking of it and talking of it and so long as they have it in mind good results will surely follow.

There is a strong fraternal feeling among all railway employes and at first many looked with suspicion at the committeeman as though it were but another means of being "turned in" but no employes name has ever been mentioned in reports of our various committeemen. The fact or practice only, is reported and remedy applied or action taken. When this fact becomes known and each one of the 23,000 employes of the Frisco feel, as they should, that it is entirely proper and in line with good fellowship to report every dangerous practice or condition which he knows to exist a tremendous step forward will have been taken in the movement having in mind your welfare and mine and the protection of those near and dear to us: Safety First.

Life Saving Laws.

M. C. BYERS.

Passenger Engineer A. Harlin was killed and his fireman W. J. Buchanon, painfully injured November 29, 1911, at Hayti, Mo. The fatal accident occurred within the corporation limits and at a point about one thousand feet east of the depot, on the Caruthersville Branch, and was caused by No. 812 striking a cow. The engine derailed and when the train stopped, was headed in almost the opposite direction from that in which it had been running. Reports indicate that the animal could not be seen until the train was within about three car lengths, as the view was obstructed.

The records indicate that over a period of years a number of accidents of this kind have occurred. Indeed, it is remarkable that under the conditions which exist in the majority of small towns and villages, where hogs and cattle are permitted to roam at will, that unfortunate accidents of this kind are not more frequent. It is not uncommon to see within the corporation limits of towns, cattle standing on the tracks at public crossings and only moving off when the train approaches close to them. Frequently cattle will stand within a short distance of the track, and it is impossible for an engineer to know at what moment they may take a notion to get on the track.

When it is known to be a fact that accidents of this kind may be prevented and, furthermore, that they will be prevented in the future, it seems a pity that prompt action is not taken to bring this condition about at once.

It was only a few years ago that the European countries were pointed to as being places where such accidents did not occur, due to the laws

which prevented not only the public from trespassing on the rights of way of the railroads, but compelling owners of stock to keep them from running at large. The safety movement is spreading, and in the more thickly settled portions of our own country the same protection is now being afforded, and in some sections it is a most unusual sight to see animals running loose upon the street, and causes immediate comment as to whom the owner may be, etc.

This is in striking contrast with conditions in the newer part of our country, where the writer has seen hogs standing on the steps of the court house in a town which certainly should be large enough and have sufficient civic pride to make this condition impossible.

While at Swissvale, Pa., last summer, my attention was called to a man who had been arrested two or three days before for walking across the right of way of the Pennsylvania Railroad at this station. It was reported that he paid a fine of fifteen dollars and costs for disobeying the municipal laws, and unless he was a very wise man it is probable that he resented this punishment as being a restriction of his personal rights instead of appreciating that this lesson was for his own good and might some day result in saving his life.

It would seem more important that laws be passed forbidding owners of stock to allow them to run at large, than to prohibit persons to trespass on the railroad right of way. The trespasser simply loses his own life, while the man who permits his stock to run at large takes no personal risk upon himself, but places not only the engine and trainmen in great danger, but also the traveling public.

It is suggested that in view of the vital importance of enacting and en-

forcing proper stock laws that the question receive the attention of all interested in the "Safety First" movement, and that all employes of the railroads take the matter up with the municipal authorities along the line, and also with the legislative bodies of the various States. There is no question but what the necessary laws will receive great opposition, but they are sure to be enacted in time, and there is no reason why sufficient pressure cannot be brought to bear upon the municipal and legislative bodies, so that they would be glad to make the life of the railroad man and the traveling public safer at the earliest possible moment.

Pulling Together.

W. H. BROOKE.

Never in the history of the Frisco Railway has it at any time put into effect any plan or organization that will be of any greater value to it than the Safety Committees. At first the Safety Committee on the River and Cape Division was regarded as a joke, and many remarks were made about the extra expense added to the company from which there would be no returns; but the faithful work that has been done daily by the members of the Safety Committee has won the confidence of many employes who are not members of the committee, and

they are continually showing their confidence by bringing up matters of importance to members of the Safety Committee.

The Safety Committee has made a remarkable showing on the River and Cape Division, as many dangerous conditions have been overcome and which could have never been brought about without the aid of the Safety Committee. The many things that have been removed and adjusted were small items, and the work has been done at a small cost, which, no doubt, means a saving to the Company. Besides, it works on the officials at the head of the different departments in a different way from general letters and bulletins, as all concerned now try to keep everything in the clear and keep out from under the wing of the Safety Committee, for the more charges preferred against one the smaller one feels, especially when the allowance has been liberal, material very plentiful and weather conditions fair.

No one who has the interest of the Company at heart will ever at any time have a "chip on the shoulder" for any member of the committee, and I believe that the work of the Safety Committee on this Division will gradually improve, and the results achieved will be far greater in the future than they have been in the past.



**OUR AGENT
WILL TELL YOU WHY.
ASK HIM.**

**WE HAVE PAID
OVER \$129,000.00 IN CLAIMS
TO FRISCO EMPLOYEES**

**THE STANDARD
ACCIDENT INSURANCE CO.
OF DETROIT, MICH.**

If you will write us, mentioning this publication, we will send you a handy souvenir for your pocket.

Carelessness—Trouble.

GEORGE SIEBER.

Every Frisco employe realizes the object of the Safety First movement, and their co-operation is earnestly requested.

We all know that carelessness is the cause of most of the accidents on railroads not carelessness on the part of the one that is injured, but lack of interest in the person who has charge of little things.

For instance. A conductor in a hurry fails to have his train thoroughly examined, and often a broken flange or some other "bad order" which has been overlooked, will cause serious damage. If we could just realize the importance of doing the little things correctly, the greater things cannot help but be done right.

I know that each department has its inspectors, yet every employe of the Frisco owes it to himself and his fellow-workmen to be on the lookout for conditions which may cause injury to anyone. He should not hesitate to report anything which looks at all dangerous to him.

Safety First.

C. E. TEETER.

"Safety First!" This fast growing popular slogan is now to be heard at almost all times, all places, and by all employes. This, I believe, indicates that we are getting into the true spirit of the enterprise, and are out for unbounded success.

The word "safety" has an unfathomable meaning when considered seriously—our roadbed, bridges, trestles and equipment are all constructed with a view to safety. Congress, a few years ago, enacted a law called "Safety Appliance Act," and has, at subsequent times, passed various other

laws by which it was hoped to further promote safety among employes and the traveling public. While it is not my intention to defame these Acts; still, I believe, that when an organization of determined railroad men, bound together by the tie of a common purpose and incentive, resolve to take matters into their own hands as an act of free volition, no law ever enacted can be compulsory enough to rival such results.

It is impossible to determine the degree of injury to life and limb that has been averted by reason of previously existing menaces being removed. If one life is saved, or one life long injury prevented, then we feel that our work has not been in vain. During our recent inspections a large number of apparently dangerous conditions have been removed.

Every railroad employe should consider that he is in reality a member of this important system organization, and should feel himself in duty bound to be always on the alert in this matter, quick to perceive, quick to report, and to co-operate with his committee for the sake of humanity and those near and dear to him. For we are, indeed, our "brother's keeper."

The company does not require or expect its employes to incur any risk from which, by the exercise of their judgment and personal care, they can protect themselves, and enjoins upon them, and demands, that they shall take the time and use the means necessary to, in all cases, do their duty in safety.

Rule 632.

Frisco Rules and Regulations.

An Inspection Trip.

Hello Mr. Frisco-Man:

Here we come with something for you. On November 9th, 1911, the Safety Committee of the Central Division left Paris, Texas, at 6.30 A. M. for Ft. Smith, Ark., in Superintendent H. H. Brown's private car 860. Stopped and inspected every siding and station on line, moved a great many things that we considered unsafe and made repairs to several cars and depots. On arrival at Antlers, Okla., we had the picture of the committee taken of which one enclosed to you.

Will try to give you a lineup of our committee commencing with our chairman, H. H. Brown, the man in light clothes. We are proud to have Mr. Brown for our chairman; the way he presides over our meeting and the deep interest taken in the committee's work appeals to you at once that he is in favor of it where conducted on business and safety principles, no other way will go with him and where business comes up every man must give close attention to the subject on hand and then be prepared to give his opinion on the same. Mr. Brown believes in doing and do it right now; don't put off until tomorrow what you can do today, but if the committee finds a defect fix it right now.

On Mr. Brown's right is the only Jack Parsons, the station agent at Tahlequah, Okla. There is only one Jack Parsons and this is the original.

On his right is J. E. Kuhn, fireman, and he can tell you every place where a signal cannot be plainly seen and where stock sometimes bother by getting on right of way; just give him a chance and he will get off and fix the fence.

On his right is that good old soul, Tom J. Perry, section foreman at Ft.

Smith. There is the man we can't get along without and Tom can see a kink or loose joint as far as any man and it must be fixed right now.

On Mr. Brown's left is the gray headed man. Well, every man, woman and child knows him on the Central Division and I guess some brakemen wish they didn't know him.

On his left is Mr. J. Nelson, foreman of bridges and buildings. On his left is Tom L. Litten, night yard master at Ft. Smith. Now, when Tom don't hang the tonnage on you it is because he can't dig it up.

On his left, Felix Smith, traveling agent for Central Division. Felix is always looking for lost or stray freight, seeing that cars are supplied to shippers and settling complaints along the division.

On his left is Mr. Frank Burns, master mechanic Ft. Smith, just mention to him there is something wrong with an engine and see how quick he will have it remedied; he is another do it right now.

On his left is Jim Newton, passenger engineer on 5 and 6, between Ft. Smith and Paris, Texas. Look him square in the face; can't you see nerve? Well, it takes lots of nerve and good cool judgment on 5 and 6.

On his left, brakeman Gregory, who was in service on the train. Our conductor in charge, Mr. Jahon Milkuson, don't appear in this picture, I think he is on the other side of that I. & G. N. box car, getting a seal record.

Now, Mr. FRISCO-MAN, as a whole this is a pretty fine bunch don't you think?

I know if you would see them on a trip with saw and hammer in hand fixing something that is not safe you would think so.

We are proud to be one of the safety committee and we hope to be