

able to reduce personal injuries on our division, not only hope to but going to reduce them and we will here request every man employed on the Central Division to be with us and be one of us in this work. Let us look out for each other as well as self. We are all a big family of Frisco boys.

Some have better positions than others, but with such a big family of boys as father Frisco has, it would be a hard matter to all have the best, so be content with what you have and be on the lookout for the safety of yourself and all your brothers anywhere on the Frisco.

One of Committee.

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### **Safety First.**

JAMES CONNELLY.

Statistics show that every two hours and fifteen minutes one railroad employe is killed; every six minutes one is injured. Taking this as a basis it would mean that during every twenty-four hours approximately eleven employes are killed, and 240 injured. You can readily see what this would run to in the course of a year's time, and figuring that these employes who are killed and injured have families on an average of two, who are wholly dependent on them for support, makes the hazard appear very appalling.

I merely give the above figures in order to impress upon the minds of all the employes of the Frisco the importance of eliminating the many minor defective conditions that exist, which can often be easily remedied if action is taken at the proper time and place, and thereby greatly reduce the deaths and injuries. In order to bring about a more perfect and successful organization we must have the support of every employe, irrespective

of whether such employe is a member of the safety committee or not. With the co-operation of every employe we may expect untold of results. The committee invites you to make report to it of anything you find, which in your judgment warrants attention, as your report may be the means of saving a life or preventing an injury.

Ninety-eight per cent of the bad conditions which existed reported to the Springfield Terminal Safety Committee have been found of sufficient importance to cause action to be taken and remedy applied. Let us all, with one accord, get together, and I am confident that the results obtained at the expiration of a year will be surprising.

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### **"Safety First."**

This has been adopted as a daily motto of Mr. Fred Alsop, timekeeper in the Machine and Erecting Department of the New Shops.

On November 18th, Fred shouldered his gun and started for the Kimischi Mountains in Southeastern Oklahoma hunting for bear, panther and wildcat. (Before starting he expressed himself as being loaded for bear.) Fred left camp equipped with the necessary paraphernalia for executing his plans but when he saw what he thought was a black bear his courage left him and he ran for camp, without gun and without hat. On his arrival at camp he tried to tell the boys what he had seen and begged them to get their best guns and dogs and go with him to the spot. They went, but only to find his gun in a battered condition as though thrown by a scared and running boy. They also found the old "sow" which Fred had seen only a few minutes before and his only explanation was "Safety First."

### Oklahoma in Line.

H. B. CHENOWETH.

Since the Frisco has adopted the Safety First habit, Oklahoma City has fallen in line, and the committee is doing all it can to reduce the number of accidents.

Our committee meets on the tenth of each month, at which time some very interesting matters are discussed. From reports, all of the members are giving a great deal of their attention to the Safety First work, and are asking all employes to do the same.

We have had no accidents recently, which I feel sure is due to the good work of the committee.

If all employes will take an interest in this movement I am confident the number of accidents will be reduced very materially.

### A Little History.

C. M. WHITNEY.

As a member of the Safety Committee and being requested to give a letter giving our individual views as we see them, I will try in my poor way to see what I can accomplish, not as a great writer, but as an employe trying to do the best I can for the good work which I believe this committee is doing.

As the employes who work for the company are gradually becoming more familiar with the conditions that the company is up against in paying large claims to persons injured, they are beginning to understand, as they have never before, through the work of the Safety Committee calling their attention to the little things around the yards, stations, shops and along the line that may cause an injury to some employes or to an outside person.

When this committee was first organized, it was looked upon somewhat

as a joke, but we are gradually getting the employes to see that it has some meaning, also a great many of the employes misunderstood the work, and the committee was looked upon as so-called spotters or trying to get some one in trouble. This should be made clear to all the employes that this is not the intention of the committee or what it was organized for, as in the reports at the regular meeting of this committee, no names are used and who is ever at the head of the department in which the cause of some one is liable to be injured on account of some defects in his jurisdiction, his attention is called by the committee to have it attended to at once.

The committee will be glad to have any employe call their attention to anything that they may think would cause injury to any person, so that it could be taken up each month at the regular committee meeting and have same corrected and thus avoid the possibility of someone being injured and the person who calls the attention of any committee man to this, shall be given the proper credit due them, in this way, you will be a great help to the committeemen, and will accomplish much more in the future by having the good will and help of all employes.

I believe that a great deal of good has already been accomplished by the committeemen, but the work is only just commenced and as the object of it is more thoroughly understood by all, the company will reap a great benefit by having less claims for injuries to pay.

I do not believe that railroading is like it was some years ago, I remember, when I was an inspector, when the old cast drawbar and the link and pin was used, in those days I was around the yard-master's office considerable, and saw many switchmen

employed by the yard-master, and it was then a rule of the company, that when a switchman was employed, that he should be furnished a stick to hold "link up" in coupling up cars, I have seen the yard-master, after the new employed switchman had filled out his application, very gravely hand the new switchman the "stick" and he would take it from the hands of the yardmaster, and just as gravely place it back on top of the yardmaster's desk for him to hand to the next man employed and the same stick was used the year around, the consequence was for disobeying this rule that there was very few switchmen those days without a finger or two gone or a crippled hand and which no doubt cost the companies thousands of dollars, but companies now-days do not make rules to be disobeyed and they are getting their employes interested in helping them to keep down these injuries. Hoping that the Safety Committee will be better understood in the future and wishing the assistance of all employes to help them accomplish the good work.

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### Correct Small Troubles.

W. G. WOLF.

Just a few words relative to the installing of a Safety committee on this line. I am of the opinion that the rank and file of the employes do not realize the importance of a safety committee and I do not believe that the safety committee themselves had any idea of what could be accomplished until after several meetings the division safety committee held. I believe that it is the little things which causes our minor accidents that need the most attention, for as a rule large things of a serious nature have always been watched. I cite just a few

instances of little things which have been brought to the attention of the employes since the inauguration of the safety committee. To let trucks remain with handles laying on the platform, not giving it the least thought of the danger that there was in it. This was looked into by safety committee and is now remedied by having handles of baggage trucks always hooked up. I have passed the baggage trucks for quite a number of years with handles laying down and never once gave it a thought of the danger, but after being placed on safety committee and looking after such matters I saw this practice was very dangerous. Iron door sills in waiting rooms of long wear, becoming smooth are very dangerous, liable to cause a person to have a very hard fall, whereby it could be easily remedied by using nothing but a chisel and hammer to rough it up.

I believe that the safety committee with the hearty co-operation of all the employes, will be the means of reducing the number of injuries to employes as well as patrons to a minimum, but the committee must have the hearty co-operation of all the employes to accomplish this.

I can see from personal experience that the meetings of the safety committee that have been held on this division have surely been quite beneficial. Of course, it will take some time to make a big showing along this line but I think all the employes are commencing to realize the importance of such a committee and the good that will be derived therefrom. There are hundreds of little things around a railroad that would cause minor accidents that in a very few minutes can be remedied with but very little work and no expense which heretofore have gone unnoticed unthoughtfully.

### Efforts Appreciated.

MRS. J. J. SHAW.

It is to the mother at her fireside the splendid work undertaken by the Safety First committees most strongly appeals. Whether she may have sent forth to his daily toil the husband, son,



GERALD SHAW

brother or father, to know a united effort is being put forth to lessen the risks he must encounter that he may bring back his dependent ones their daily bread.

The one going forth may be a humble track walker, or the highest official, but the joy of returning is the same if either has been able to lend some assistance to the committee who have their united interest at heart.

### Watch the Other Man.

E. L. FAY.

The most important thing to guard against in railroading, in my opinion, is to always keep in mind what the other man is going to do. If one will always have this uppermost in mind, it will, in a great many instances, keep him from getting into trouble, as well as guard the safety of others. One always knows what he, himself, is going to do, but it is difficult sometimes to tell just exactly what the other man is going to do. An incident occurred several years ago at Plymouth, which is now Monett, which I have never forgotten. At that time the terminal for the trains on the Central Division was Pierce City. No. 7 was going west, in charge of the late Conductor George Smith. I was dead-heading on this train. Conductor Smith had orders to meet the extra passenger train at Plymouth, which would be a regular train from Plymouth to Ft. Smith. He also had some other orders. The dispatcher intended to make one of the other orders void, and the operator, by mistake, made his meeting point order void. Conductor Smith came out, and called "All aboard!" I told him that I believed the operator had made a mistake, and while we were talking, the train came in sight from Pierce City. Had he pulled out when he came out of the depot, we would have had a head-on collision about half a mile from Plymouth.

When a conductor has any work to do around a station, it is always better to call his crew together, and have an understanding as to just how the work is to be done. When it is practicable to do so, consult the engineer, and explain every move to him. By doing this, it reduces the chances of accident about 90%. Of course on local freights,

and trains that do local switching at all stations, it would be impracticable to consult with the engineer, for on trains of this kind, he is watching out for signals, and expects to work according to signals.

It is always a good idea, when one is meeting a train and holding the main line, to open the switch, as something might happen, whereby the train one is meeting could not stop. If the switch were open, they would not run into you, at least.

A conductor, in charge of the train, should watch his brakeman, and see that he does not take undue chances in switching, or doing other work as-



signed to him around a train. A great many young men, when first starting in the railway service, are apt to be more or less careless. Whenever a conductor sees a man that is inclined to be that way, he should talk to him and get him to be more careful, and not take any chances. Another thing that is very essential, is for a brakeman to look over the train every time it stops long enough. Oftentimes wrecks would be avoided by the discovery of brake beams being down, broken flanges and other defects.

There is nothing in connection with

the Transportation Department that is child's play. If a man does his duty, he will be on the alert from the time he leaves until he arrives at his destination, and if everyone would look at things in that light, the causes for accidents and personal injuries would be very much lessened.

### Safety.

U. N. MARTIN.

The safety organization is for the reduction of accidents and loss of lives and he who improves an opportunity to save a life sows a seed which will yield fruit in opportunities for himself and others.

In the beginning and on down through the ages, among the great principles that has prompted man, one great and fundamental principle has ever been in evidence, namely, self preservation. Self preservation and safety are synonymous. In all the inventions of modern and medieval times, there has been and must be a veneer of safety without which their usefulness is absurd. Never before in all the history of railroads has there been such necessity for safety as at present with the increasing number of employes and the safety committee was inaugurated to remedy this condition of affairs.

One of our first and important rules in railroad work should be "Look ahead," or be on our guard for the unexpected and be ready as far as circumstances will permit to prevent accidents and trouble that might occur. Railroading is a great checker game and the players (employes) should figure on results before making a move and count on being safe every time.

A trainman in kicking a drawbar over to make a good coupling will get caught too often because he does not figure to be safe himself, but thinking