

cracked or worn out, or hanger pins working out, key bolts working out, defective wheels and all other parts of trucks and couplers and their attachments should be scrutinized and examination made to see that every piece is in its proper place and in shape to do the work required of it. Don't depend on the next man to do what you should do yourself. It may never reach him. I know that we are sometimes apparently covered over and the common argument comes to us that we are expected to do more than it is possible to accomplish, but this is not true. If at any time more work is expected than can be done there is always a way to explain when a man has done his duty. Don't let that same argument which has been working against mankind since the time of Adam and Eve convince you that it is at any time necessary to neglect one's duty to succeed.

The car man who repairs the defective parts, also owes it to himself and his fellow-men to perform his work in good, first-class shape, realizing that more or less confidence is placed in him by the man in charge and, consequently, by all who come in contact with his work. Should he find something that has been overlooked, he should call his foreman's attention to it. The same responsibility applies to the coach cleaner, the laborer and, in fact, every man in our department should make it his duty to see that he leaves nothing undone to promote at all times the principles of Safety First.

Much has been accomplished in the past by the co-operation of all employees, but there is still much to be done and we should work with renewed and determined efforts to overcome all possibilities of accident,

which always bring sorrow and distress to someone.

After all there is no greater recompense than the knowledge of having done our duty to ourselves and our fellow-men, and, as exemplified by the greatest Man that ever trod the globe—"To do unto others as you would that they should do unto you"—is never left unrewarded.

Small Things

The following essay was read by J. D. Barrow, at the meeting of the Central Safety Committee, at Springfield, Mo., October 20, 1913.

The prevention of injury to one's self and brother-worker should at all times be uppermost in our minds and should be paramount to all the duties of each day.

Each man should make every effort in his power to look into the details of small things which may come up during the performance of his duty, with a view to correcting defects should any be found.

The neglect or oversight of little defects, failing to do some little but much needed thing, often results in disaster and death, causing sorrow and misery to those who are dependent upon the one injured.

The fact that such conditions exist and are made manifest to us every day, is the greater reason why men should arouse from the seeming indifference towards these little things and urge others to a more vigilant, careful and intelligent working ability; make them mindful of their own safety and the safety of others; make men become interested in the performance of duty and not wholly in the blowing of the whistle or pay-day—for as a rule such men are careless

and are a menace and dangerous to other workmen.

Men should train themselves to hunt out the small things which are defective, for the reason that great things are only the assembling of small things into one body, and a structure of any kind cannot be perfect if composed of defective or imperfect parts, and can be no stronger than it is in its weakest place. Hence we see that by caring for the small things the greater ones care for themselves.

A little precaution takes a little time, but often to save a little time some little thing has been omitted and serious results have followed. A nail in a scaffold would seem too small to be worthy of notice, but how often by neglecting to drive a few in some weak place, someone has been injured and a home deprived of a provider

Some will say that accidents are unavoidable, but in most cases we find the injuries are the result of negligence on the part of the injured, or by someone connected with that particular line of work, failing to look after the little things that needed attention.

Of the injured who pass through the doors of our hospitals, one could attribute the greater part of the injuries to negligence on the part of someone to look after the small things.

All men engaged in the duties of railroad life should be admonished to ever be on the alert for small defects, small things left undone, and small things that are obstacles in the way of safety and to see that such defects, omissions and obstacles are corrected, supplied or removed, as the case may be, so that safety may be assured.

Then injuries will have been reduced to such an extent that men will cease to look upon them with unconcern and indifference and will take a deeper interest in the welfare of others, the moral influence of the Safety First movement will have been felt throughout the entire system, and families will have reason to rejoice that husband, father and son have been spared to them in health and life to enjoy the blessings of home and its comforts.

Bi-Monthly Meetings

At the October meeting of the Central Safety Committee, Springfield, Mo., October 20, a resolution was passed that all future meetings of division and terminal safety committees, as well as Central Safety Committee, be bi-monthly, instead of monthly, as at present.

It has been decided that all division and terminal safety committees shall meet on some day during the week beginning with the second Monday of each month of the odd numbered months of each year and the Central Safety Committee will meet during the same week of the even numbered months.

This will place the meetings of the division and terminal committees and the Central Safety Committee, one month apart, and thus afford the Central Safety Committee more time to investigate and consider recommendations made by the various division and terminal committees.

If any division or terminal safety committee finds that they are unable to thoroughly transact all business that may come before them in one day, they should remain in session two days, or whatever length of time

may be necessary to finish their work in a manner satisfactory to themselves.

The Central Safety Committee will in future hold its meetings at the division or subdivision headquarters of the several divisions of the road in rotation, instead of at Springfield, as in the past, being of the opinion that by holding its meetings on the different divisions, the Central Safety Committee will have opportunity of becoming better acquainted with the various committeemen and other division and terminal employes and that as result greater effort will be put forth to reduce the number of casualties on the Frisco.

BOYS' HOTEL.

Admiral and Vine Blvds.
Chas. B. Hahn, Supt.

Kansas City, Mo., Nov. 5, 1913.
Safety Bureau,
St. Louis & San Francisco R.R.,
St. Louis, Mo.

Dear Sirs:—The Boys Hotel is a home for boys who come off of the road and who have the wanderlust spirit to a great extent. Not long ago two of our boys went West and in Fort Scott, Kans., a policeman handed them a little pamphlet and a circular telling about the harm of hopping the trains. I should like to ask that if you have any extra copies of "Harry-Hop-the-Train" I can use them to great advantage. We had over three hundred boys pass through this house last year. About one hundred boys live with us all the time.

Thanking you in advance for any favors shown, I am,

Yours very truly,

(Signed) CHAS. B. HAHN,
Superintendent.

Pinnell's Grandson



James Henry Boyer, five months old son of P. J. Boyer of St. Louis, is at present the guest of his grandfather, H. T. Pinnell, passenger brakeman, Monett, Mo.

"Grandfather" Pinnell is one of our veterans in point of service, and, by the way, is very proud of his title.

Lee at Byhalia

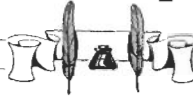
E. B. Lee, agent at Byhalia, Miss., claims to have one of the neatest and best kept stations on the Southeastern Division.

Agent Lee states that he has it from the traveling agent that Byhalia is a top-notch, A-1 railroad station.

Women's Department

MRS. E. G. NEWLAND,

Augusta, Kansas, Editor



As you are aware, a Women's Department has recently been established in The Frisco-Man. This department is under the charge of Mrs. E. G. Newland, Augusta, Kans. She needs the co-operation and support of Frisco women generally.

Won't you personally urge Frisco women in your locality to get in communication with Mrs. Newland and aid her in making the Women's Department a success.—Extract from circular issued by W. B. Spaulding, chairman Central Safety Committee, to all chairmen Division and Terminal Safety Committees.

"The knitting women counted twenty-two."

I wonder how many of you have read that horrible chapter in the "Tale of Two Cities," in which the women sat placidly knitting, and counted the heads as they fell, victims of La Guillotine?

The story of the French Revolution always strikes a chill to the heart and we are glad we were not there to see it. But how often do we stop to think that a death just as terrible may await one of our loved ones? If we had lived then and could have saved husband, father, son or brother from La Guillotine, would we not have done it, even, if need be, at the cost of our own life, as Sidney Carton gave his life for the sake of the woman he loved? Yet many of us are indifferent to Safety First and treat it somewhat lightly, knowing that it may be the means of saving the lives of our nearest and dearest. Can we afford to be indifferent?

Speaking of the French Revolution naturally brings to mind the thought of war, so we will consider the Safety First movement from that standpoint. In the world's great wars, the victory depended upon the private soldiers,

the rank and file. The generals could give orders and plan attacks, but the actual fighting was done by the men, and so it is in our own Safety First fight. The men higher up can tell us what to do to conserve life and limb, but it is up to us to do it, and every coward, every deserter, weakens the army and lessens the chance of victory. We cannot expect a victory every time, but the brave soldier will not accept a defeat as final. The hardest people to conquer are those who do not know when they are beaten.

The divisions that have won the Safety First prize must not rest on their arms, but keep on fighting, for the enemy always attacks from an unexpected quarter, if possible, and the enemies we are fighting, death, broken limbs and sightless eyes, are ever lying in wait for the unwary one. Those who have not yet won the victory must press on, undaunted by the fire of the enemy. The race is not to the swift, nor the battle to the strong, but to the stout-hearted and undismayed.

There is a thought in this for the generals in our army whom we call superintendents, roadmasters, etc.

The most successful generals in the world's history were loved by their men. If you wish to make the Safety First cause a success, get next to the men under you. If the mention of your name will bring a pleasant feeling instead of a grouch, you are a successful general.

The ability to put yourself in the other man's place, and get his point of view, will also aid you in getting him to see things from your standpoint.

You see, sisters, I am taking it for granted that the men folks read our department. If they don't, just lock the doors while you read this to them, but I am sure they are curious to know what we have to say.

Now we will discuss briefly our part in this war. There is always "The woman behind the man behind the gun," and we are it! In war times the woman's part was hardest for she had all the horror of it without any of the exultation that comes to a soldier in battle. She could only wait and watch and pray and make bandages, but we can do more, for we are right on the field of action and can strengthen, encourage and help. Keep as cheerful and happy as possible, have the home inviting to a tired home-comer and always start the men folks off to work with a kind word and a smile. My brother was for many years manager of a firm which employed a large number of traveling men and his motto was, "Always leave them smiling when you say good-by." This he impressed upon the minds of the men and it is a good one for us, for the happy man is the careful man, as Miss Leary says in her Safety letter. Let us not forget that we are the power behind the throne and exercise our power for the best good of our own loved

ones and for humanity in general.

I want to remind the Frisco women of the old saying that "What is everybody's business is nobody's business." This seems to be too much the case with our new department, everyone is waiting for someone else to do the work and the consequence is that the department is not adequately represented. Now if every woman who reads this would sit right down and write to me, I would be delighted, even if she said nothing more than "Here's wishing success for our department and Safety First." That doesn't look hard, does it? Please let us hear from more of you this month.

Young Earl

Earl E. Ellsworth, Jr., is the four and a half months old son of Fireman and Mrs. Earl E. Ellsworth of Enid, Okla. He and his mother have the



honor of receiving the "first bouquet" from Cherokee Lodge, No. 332, Enid Ladies' Auxiliary. Earl, Jr., is a bouncing boy and weighed 18 pounds at three months.