

SAFETY FIRST

Our love, our service, our helpfulness to others, invariably comes back to us intensified, sometimes a hundred thousand fold. There never was a person who did anything worth doing, who did not really receive more than he gave.

As a rule the curse of life arises from the misconception of significance. Men will toil and strive, plan and scheme to accumulate a great hoard of gold. Why strive for wealth when a Morgan must lay down his gold at the grave and a Harriman surrender his securities? Why strive for wealth and power that passes like the ephemeral dew and leaves prince and pauper peers in death? Why strive for fame, that feather in the cap of fools, when nations and people fade like flowers from the face of the earth and are forgotten? Even continents fade from the great world's face and the ocean bed becomes the mountain's brow.

In the finality of life all men are equal. There the millionaire is as poor as the medicant, the master as powerless as the slave. There the statesman surrenders his honors, the worldling his pleasures, the proud man his dignities and the laborer rests from unrequited toil. Though we may attain fame and fortune and write our names in letters of gold among those whom the world calls great, we should not forget that there will come a time when our acts must pass in review before Him, who notes the sparrow's fall. Then we will not be measured by our gold ducats nor gilded frippery, but by the standard of service we have rendered, by the good deeds we have done, by the sacrifices we have made and by the temples we

have reared in the hearts of our fellow men.

Nothing has ever happened in this world, nor never will happen, as great within itself, as far reaching in its general consequence, as the coming of the Son of God, the Eternal and the Infinite, into this world in the form of man. It stands absolutely alone and without parallel. It was the deeds He did, and the service He rendered, that stamped Him at once the grandest Man that has ever graced the tide of time.

The same sentiment has inspired the greatest heroes of history. Washington was imbued with it when he struck from the brow of the down-trodden race the badge of servitude and placed in its stead the crown of sovereignty. Father Demican was imbued with the same sentiment when he left home and friends, kindred and country, and went forth to die for the miserable lepers in mid Pacific.

But no cenotaph arises to commemorate his sacrifice. Silent as his own dead lips are the trumpets of fame. The Twentieth Century marks the culmination of an era of human triumphs, a brilliant correlation of victories over the cohorts of ignorance and prejudice. But its crown of imperishable glory is the recognition that manhood is more valuable than money, that man's deeds are worth more than his dollars, that his highest attainments can only be reached through his service for others.

These things should give impetus to safety organizations, should inspire them to work; work not only in the interest of Safety First, but in the interest of any other movement that has

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for its purpose the protection of its rights and the advancement of its welfare and will add to the prosperity and glory of the road.

To All Operators

Boys, let's get together and help the rest of the employes of the Frisco Railroad in the Safety First movement.

We can do it by keeping our platforms clear of trucks and all kinds of material likely to be the cause of crippling or otherwise injuring trainmen.

When we have unloaded express from trains, and are through with trucks, let's not leave them where a trainman can stumble over them or get hit by them.

Place the trucks at the side of your station, or string them in a line and block them. If a truck is left standing on the platform as a passenger train goes by, the suction is sometimes great enough to start the truck rolling, and, if there is no block or anything to hold it, it will roll towards the track, and it may come in contact with the train and cause a derailment, which may result in the loss of a life.

Let us each take particular pains with orders we receive for the different trains. Be sure we are right and then go ahead, always making certain the order is right before giving it to a trainman. In this way we can save many delays and sometimes much trouble.

When we hear trainmen talking about things that have gone wrong, that is the time to preach to them the two great words—SAFETY FIRST. Be certain to do this and after a short while these two words will become im-

bued in their minds and they too, will help in the movement.

It is mighty easy to get a fellow hurt, but it is awfully hard to get him well, so let us get together and help in the Safety First work.

OPERATOR,

Eastern Division.

The Golden Rule

"Do unto others as you would have them do unto you," is the title of a Safety First tribute begot of experience, written by Frank J. Nevins and issued by the Central Safety Committee of the Frisco.

Every line of this book is well worth reading by every one, but particularly by those in the railway service, and, that it is of interest to others in callings foreign to the railway service, the following letter from Rev. W. J. Williamson of the Third Baptist Church, St. Louis, will attest:

"I appreciate your thoughtful kindness in sending me the very interesting pamphlet by Mr. Frank J. Nevins. I have read it with the deepest interest and you may be sure a minister is glad to see the business life of the world put on the basis of the eternal law of God. This is one of the most interesting pamphlets I ever remember to have read. It will attract wide attention, and what is of vastly more value will do a great deal of good for the Frisco system and for all business men who read it."

Every visitor to the Panama-Pacific International Exposition will have an opportunity of actually driving an automobile about the grounds. A concession has been let to a Chicago firm to operate two hundred tiny motor-driven chairs. Each one will seat two persons, and one of the persons must act as chauffeur. As the speed of the machine is not high no danger can possible result from their use by the novice in the automobile game.

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ECONOMY AND SAFETY FIRST

I. N. LaChapelle, Car Foreman, Joplin, Mo.

Much has been said from time to time upon the subjects—Economy and Safety First—and it seems these should be first in the minds of all Frisco men.

It is economy to practice Safety First and it is Safety First to practice economy. If every employe would always place economy first in all his actions, he would find himself practicing Safety First; on the other hand, if he would place Safety First in all cases, he would find himself practicing true economy.

True economy means more than the saving of every thing that causes loss in some way or other if neglected, whether money, or its representatives, material and time, and the man who practices economy, not only helps himself but everyone with whom he comes in contact, and the same can be said of the practice of Safety First.

For instance, take the man who is always in an unreasonable hurry to do every thing assigned to him, who does things in a half way, never finishing anything. Part of his time, at least, is wasted, and he neglects to put into practice Safety First. A job half done is often worse than if left undone. True economy lies in doing everything right, and if this is accomplished there is no waste of time or material.

If every man would get into the habit of keeping these two subjects in mind at all times, a point would soon be reached where every man employed by this company would be doing justice to his employer and receive justice in

return, and there is no greater recompense than the knowledge of having done justice to yourself and your fellowmen.

In the first ages the question was asked, "Am I my brother's keeper?" It has always been answered in the affirmative, when a man has stopped to consider it and allowed his sense of justice to answer, until today it is no longer disputed that the true success of one cannot be accomplished without at least reflecting in some degree the success of others. Since the happiness of one tends to the happiness of all, we should be willing to help bring about the realization of the command of the Great Master—"Do Unto Others as You Would That They Do Unto You."

When we read the statistics published from time to time, showing the percentage of increase in the prevention of accidents made on this line since the inauguration of the Safety First movement (and this is part of true economy) we are convinced that the time is fast approaching when all men will realize that each of us is duty bound, in justice to ourselves and others, to make this great command our purpose in all our actions.

It has been said and demonstrated that "Right is Might" and that he who willfully does wrong will suffer in consequence, and neglect to do right is willful at all times.

Men are sometimes heard expressing themselves as not believing in these two movements, doubting the motives of those who are taking hold of them

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and helping advance their principles. Such men are only doing themselves injustice, retarding their own progress. They know they are talking against their own welfare, but let us be charitable to them knowing that—

There is so much bad in the best of us,
And so much good in the worst of us,
That it behooves any of us,
To speak kindly to the rest of us.

Some Good Results

R. C. Holmes, Conductor, Ozark Division.

Some good results from Safety First are shown on the Ozark Division, such as the careless habit of riding on the engine pilot is no longer practiced.

Trainmen are more particular in placing cars on spurs and sidings, getting them in proper clearance, thus preventing injuries to persons on passing trains.

I have often wondered if a trainman could go home and sleep with a clear conscience, if in a hurry to do his work, or through carelessness, he would leave a car outside of proper clearance, and thus cause an injury to some innocent person.

No, I don't believe there is a man on the Ozark Division who is that careless. Let's not leave any traps of that kind. It is far better to consume a little more time in doing our work and do it right, than to depend on the other fellow altogether to place a red card to notify us of danger. Look for a dangerous place and attach a red card yourself occasionally.

The bad practice of conductors sending train orders to the engineer in care of the brakeman is no longer in force. A little more time is con-

sumed by the conductor delivering his orders properly, but there is the satisfaction of knowing the orders are thoroughly understood.

If each employe will comply with the rules coming under the heading "Safety First," good results are sure to follow, there will be less destruction of property, and greater than all fewer deaths and injuries.

"To secure radical improvement in the absolute prevention of railroad accidents it is the clear duty of organizations of employees, for the protection of themselves as well as the public, to co-operate vigorously and efficiently with the management in the strict enforcement of all rules affecting safety."

Why Should I Be a Believer in Safety First?

C. E. Huff, Brakeman, Southwestern Division.

We frequently hear it said Safety First makes spotters and informers of employes, in that they report one another.

I have been on a committee about three months and I have yet to hear one report read that could in the least way injure any employee; but I have heard more than 250 reports made from the Southwestern Division alone, all of which were reporting conditions whereby you and I might be injured or

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possibly killed. These reports consist of buildings, bins, platforms, etc., too close to the track, board laying between or adjacent to tracks with nails sticking up, drawbars and other obstacles for us to fall over in yards, runaways for bridges, cattle guards, gates open and various other subjects. Knowing the work that is being done now and the conditions that have existed in the past, I must say that, for the railroad employe and his family, Safety First is a "God-send."

Who ever heard of yards being clear of all forms of obstacles between tracks until the advent of Safety First? Who ever thought that you and I would quit using break beams for foot boards, kicking drawbars, riding low pilots and etc., until the advent of Safety First, and still our work is only commenced. It behooves every employe who sees anything he considers dangerous, to report it and at least do his part in having the wrong righted, and after having reported it, if the man responsible for the correction is negligent, ding dong at him until you at least get an answer. Then, and only then, have you done your part, and I am quite positive you will have the management back of you.

Ordinarily a kicker is one who never does anything himself to correct a wrong, but expects the other fellow to do it for him. I find this to be the fact in fraternal orders as well as Safety First.

Were it possible to get each and every employe to be as careful in the handling of the business entrusted to him as he would if he was working for a private party, can you guess what the result would be?

Now what is the cause of the wonderful decrease in accidents? Is it Safety First? In the several months I have been on Committee, as I have said before, more than 250 reports have been rendered. Don't it seem possible that at least a few accidents might have resulted had not more than 90 per cent of these reports been corrected. This work has been going on since July, 1911, and anyone who worked prior to that time knows that a good work has been done whatever the source might be.

We are told that no demerits are imposed or discipline administered as result of a report on a Safety First condition. This, seemingly, is where we gain an advantage, in fact, I have yet to be shown wherein Safety First is not to our advantage, when it is to our disadvantage in any respect, and I have made this decision after having investigated.

When you see wherein the movement is for your good, put your shoulder to the wheel, remembering that at least possibly you are saving some fellow employe from being crippled for life or his wife and children from becoming widow and orphans.

Practice Not Theory

R. S. Nance, Conductor, Southwestern Division.

We have assembled at this Safety meeting today for the purpose of devising means that will better secure the safety of our fellow employes and ourselves. That ought to be established for our guidance and protection what might be termed a code of safety