

SAFETY FIRST

to furnish their quota of injury and death causes. He pointed out the unnecessary existence of any of these causes and showed that all of them were within the sole control of the employes.

Mrs. Floy Newland, Superintendent of the Frisco Women's Safety First League, made an address explaining this movement among Frisco women, the details of its organization and its scope, and the results it is hoped this league will be able to accomplish in the cause of safety.

C. H. Danner, Conductor, Northern Division, delivered a very striking address which will be found printed in full on another page of this magazine.

J. S. Wright, Shopman of the Kansas City Southern at Pittsburg, made a strong talk for the Safety First movement and his address also appears in this issue of *The Frisco-Man*.

The Frisco Fort Scott Male Quartette and the Kansas City Southern Male Quartette of Pittsburg, together with Miss Alta Wagner, Mrs. D. H. Poole of Parsons, Kans., Miss Lucy Porter, Miss Eva Jones, and Miss Alta Haines, furnished the music for the evening and delightful music it was, all musicians receiving enthusiastic receptions and all being forced to respond to encores.

The Northern Division Safety Committee is to be congratulated on the success of this meeting and the beautiful decoration of the hall. One of the decorations most commented upon was a large, illuminated, transparent reproduction of the "Safety First" emblem, which was located at the center of the stage.

*E. L. Hill, Member Red River
Division Committee.*

The first thought this subject suggests is that we have been almost criminal in so long neglecting this the most important duty we owe the public, and many of us have wondered why, in past centuries, the world has seemingly ignored man's right to live. Many volumes could be written on this discussion, but after all, could any good follow a determination of this question.

It may be that we have been "money mad" and again it may be that there have been so many problems confronting us that we have just now reached this most important one. Whether we are today on a higher level than occupied by our early ancestors, or whether the world moves as the tide, we cannot determine, but it is sufficient to say that at this time the world is wide awake to this duty, from whatever cause, and it has become recognized by all thinking men, that our first duty is the protection of human lives from accidents and casualties.

May we not point with pride to the fact that we, as railroad men, are the first to join hands with the movement and offer every assistance within our power. Not only have we accepted the suggestions and demands of the world at large, but we have drawn from both branches of our business, the employer as well as the operator, representatives, and organized them into Safety First Committees, whose sole duty and only object is to promote and advance this movement.

This organization, or whatever you

SAFETY FIRST

may choose to term it, stands in the same relation to the railroad world as does the life saving service to the Marine world, or the fire department of our different cities to the commercial world.

The movement being young, completed statistics have not yet been compiled, and the world today eagerly awaits the outcome. We can safely say that the movement's origin is the result of the general movement started in 1849, when Congress appropriated \$20,000.00 for the establishment of the life saving service which took concrete form in 1871, in the founding of the present institution which has grown to such proportions that today more than 200 stations guard the Atlantic Coast, while half as many more watch the Great Lakes and the Pacific Ocean. Following this lead, in 1865, New York City organized the first paid fire department, which has grown until today it is recognized as one of the necessities of every city and village.

It is doubtful whether the efforts for Safety First are at this time fully appreciated, but the good that has already resulted cannot foretell its future and whether the movement ever attracts the attention that it justly deserves, those identified with it will be rewarded at no distant day, with at least a consciousness that if one life has been saved, or one accident averted, their efforts have not been misdirected. It is not the hope of receiving a hero medal or mercenary benefits that brings us together, but rather a desire to save the greatest of all things, human life, and if we, in

any measure, accomplish our purpose, then our reward is sufficient.

And in this connection we are not so selfish as to deny anyone the pleasure of feeling that they have been instrumental in any good accomplished. There is honor sufficient for everybody; there is work sufficient to command the efforts of all. Then let us invite the whole world to join us and try to relieve the world of some of the sorrow.

L. M. Simmons, Member Red River
Division Committee.

In my opinion a duty we owe to ourselves, our families and our fellowmen is to practice and teach safety as best we know how.

I have been working on railroads since January 7, 1895, and can positively say that I have always played safe. I have been employed as locomotive fireman on two trunk line roads, worked a short time at the throttle, have been employed as switchman, brakeman, and have carried the train book, and up to the present time have never been in the hospital a day as a result of injury, nor have I ever been the cause of anyone else being injured. I have never, through carelessness, caused any damage to the company's property.

There is much satisfaction in knowing, when we start out on our trips, that we have a safe man on the engine and that all the other members of the crew have taken Safety First into consideration; that when we drive into the station the agent is also looking into the safety movement. He has moved his trucks, barrels and

SAFETY FIRST

boxes to prevent the dragging of trainmen from the side of cars.

I have taken several steps in the safety work since being employed by the Frisco and I sincerely hope that each and every move has been a benefit to the company, to myself and my fellow men.

Recently, as a train was pulling out of passing track at Oran, Mo., a little boy attempted to hop the train, and missed his hold, and the wheels of the car passed over one of his legs.

Section Foreman E. Mantel, who has been in charge of the section at that point for more than twelve years, as well as his wife, had repeatedly warned the little fellows regarding the dangers of hopping cars and trespassing on the railroad's property, but unmindful of the danger, the children continued in this pernicious practice.

Safety First literature was secured and has been distributed pretty thoroughly over the entire town by the employes at that point in an effort to save other little fellows from the fate of the one mentioned above. Children, who the employes are unable to see and talk to regarding the dangers of trespassing, can be reached through this literature and it is believed it will prove of invaluable assistance in promoting safety on the Third District.

Fireman, Chaffee, Mo.

Firemen can assist in promoting the Safety First movement in many ways, but particularly by kindness, aiding those who are new and young in the service, who have not become accustomed to conditions.

If we do not like the way a man

works, there's no use knocking him. We all had to be taught, and, when we see one of these younger men in the service doing something wrong, let us go to him in a friendly way and speak to him of it. Show him where he is in error and help him to get right. If we treat these new employes with kindness and help them through, you may be sure they will appreciate it, and when their day comes, they will not hesitate to return the favor.

If a man's down, help him up. Do not proceed to "bawl" out a fellow for his error and then turn around to a bunch of his associates and brag and boast of the way you "called him down." This only serves to embitter him and diverts his attention from his work. The embarrassment he has been subjected to, is paramount in his mind; his work suffers; and as result of his absent-mindedness he is likely to cause injury to himself or his associates.

What's the use of knocking when a man is down,

When he's down ain't that enough,

What's the use of being rough;

Lay your hammer on the shelf,

You may need a boost yourself;

So what's the use of knocking when a man is down.

Mace Jacques, Switchman, Monett, Mo.

What qualifications should we cultivate to be Safety First men—that is, to put safety into our work whatever it may be?

To perfect and bring out the real value of Safety First so that it may be applied properly, I claim the requisites to cultivate and put into prac-

SAFETY FIRST

tice are cautiousness, accuracy and quickness.

Let us, as an example, look over the causes of accidents which have resulted in the destruction of property and the loss of life and limb, and I believe we will find what a great part cautiousness, accuracy and quickness would have played as preventatives.

Every railroader wants to be a Safety First man; wants to practice safety in the performance of his duties; but there are many things happening which could be avoided if the three safety essentials mentioned above would be kept in mind by all concerned in the handling of their daily work.

In an article in the January issue of *The Frisco-Man* a Saint Louis switchman speaks of the little things likely to cause injury to workmen, such as defective grab irons on cars and small obstructions on the right of way.

Now, if the persons who so neglectfully left these obstructions in the path of others; failed to inspect grab irons on cars, and so on, had exercised a reasonable amount of accuracy and had seen to it that things were placed where they belong and not left on the right of way for employes to stumble over; if cautiousness and quickness had been called in to play in inspecting grab irons on cars; in other words, if the persons assigned to this work had been cautious in locating defects and quick in having such defects remedied or repaired the causes of accidents mentioned would be entirely eliminated.

It takes more than a good, clear-minded man to be a safety man; deep

study of the subject is required; a Safety First railroader is a man with a fixed determination to put forth all his efforts to cultivate and develop a set of safety rules and then apply them to his work.

W. P. Wright, Shopman, Kansas City Southern Railway, at Safety First Rally, Fort Scott, Kans., March 14.

In life, in every phase of industrial activity, in every plot of political chicanery, in every religious or civil movement, everything has its price and that price must be paid, whether in blood or in fortune, whether in dishonor or persecution--that debt must be paid.

Whether it is cheaper to pay the debt that commercial industry levies in life and blood, in mangled limb or groan of anguish, in despair and poverty; or in the intelligent use of the minds God has given us and in the ever watchful use of those faculties we possess, we as workers must determine and act accordingly.

In the particular line of activity that is so close to many of us on the road or in the shops, the idea of Safety First does not receive the thought it should.

There are, alas, too many who are skeptical as to the real intent of the movement and there are many who must be taught by argument or demonstration the great good that lies under the caption "Safety First."

We must remember 'tis the little things that count.

A loosened brick in a wall, may mean a blow that could cause death or insanity.

Edged tools lying about, or a board

SAFETY FIRST

with a protruding nail, could easily result in the loss of a foot.

The careless use of a sledge or punch might mean the going through life with but a single eye.

The taking for granted that a machine is in good condition, may make someone wear an empty sleeve.

A lighted match carelessly thrown into a rubbish heap may mean death to many innocent people.

MEN! learn to kick that banana peel from the sidewalk and lay aside the piece of rubbish or tools from the path you and others must use.

True it is, we cannot correct all the wrong conditions we may meet, but we can report them to those whose duty it is to correct them.

The man who breasted the waves of the Rubican; the one who stood on the bridge at Arcola; the man who from the bowels of the Titanic sent the frantic call for help upon the frozen air—each one was a hero.

The man who saves a fellow workman from death or accident; the person who prevents, by word or act, sorrow and distress, although unhonored and unsung, is none the less a hero.

GENTLEMEN—the movement for safety is a serious one.

Until men discard their selfish creed and recognize their duty to their brothers, the wail of the broken heart and the cry of the orphan will be heard.

Not until the toiling millions learn to conserve life and limb—and the human life was never so highly prized as now—not until corporations shall lend their aid to prevent sorrow and disaster; not until the criminally negligent and careless workman shall have been

taught that they are not alone the contents of God's Universe, will man work in peace and joy and safety.

We need not be officials or have a place on the safety committee to be efficient in the prevention of accidents. The track walker should see the broken rail or the sweeper should see a faulty chain more quickly than the foreman or superintendent. What we must do is to be ever on the alert for things that may be wrong about us, remembering that our brothers' welfare is our welfare; that what hurts the other man hurts us; that what gives us pleasure, will give others pleasure; that what saves our lives, will save the lives of others, and that in saving others we ourselves seek safety.

Conductor C. H. Danner, at Safety First Rally, Fort Scott, Kans., March 14.

The Safety First movement, in my opinion, is being promulgated on the railroads in the United States for the following three reasons:

First: To stop bad practices.

Second: To improve or remove bad conditions.

Third: To circumvent danger.

Bad conditions prevail in railroad business as well as in any other lines of business. These conditions grow worse, improve or disappear in accordance with the efforts we put forth individually or collectively to correct any of them.

The most perfect railroad, with all the modern safety appliances the human mind has or will devise, will not lessen the casualty list until we realize the dangers connected with our every day duty and regulate our