

# SAFETY FIRST

expected results, which will most assuredly please the Divine Creator.

The labor in this direction should be the most sublime pleasure that a man can experience, for they are assisting to carry out a part of God's great plan. One may only turn over a rusty nail or break it off of an old rotten timber, and perhaps may save a brother worker from a possible case of injury, with the result of a horrible death from some infection.

Yet, ambition dies out because we see nothing but cold figures stating agreeable facts; this is not enough for human beings unless educated up to it. You may have saved hundreds of lives, but you do not see the beaming, would-be-victim, thanking you, and yet usually this is only an embarrassing instance where neither one knows where to gather the words to express his true feelings; and yet, it is human for one man to like to have another feel grateful and so express himself. This one point is possibly slighted and would probably be remedied to a great extent by setting a goal within reach of all the employes of the Frisco -- such as the free use of a division pass or equal liberty to certain classes. The first thing would be to find out what would benefit the greatest number of employes most, and give them a way or an opportunity to report findings and do good.

Future efforts of the Committee would soon be assisted on both sides on account of increased numbers, and I find that outside of the members themselves, but few of the employes are award of the efforts of the Committee along the lines of Safety First.

In conclusion, let me add that it

would be no time until the Frisco would have the world-wide distinction of being the most careful and safest road upon which to work and travel. Remember, however, you must practice what you preach, and preach all you can. Think it, sing it, talk it, get enthusiastic and intrepid. Put your efforts in prose and in verse.

I trust you will consider this from a sincere and unbiased point of view as my full ideas of active "Safety First."

*L. A. Uhr, Signal Supervisor, Springfield, Mo.*

Self preservation is an instinct born in man and all other animals. When meeting or seeing a known danger, the first impulse is to avoid or overcome it in some way. A way is provided for every living being in existence. Some animals are protected by an armour or hard shell, which can be closed, some take refuge by flight and some by their own strength make defense. To man is given the senses of sight and hearing. He has a brain, trained in a manner that will recognize danger, and a danger once recognized will be avoided.

Not long ago a brakeman, seeing draw bars did not line and coupling could not be made, kicked a draw bar over while the train was in motion just before making the coupling. It didn't take his "pardner," who had noticed the trick, long to tell this brakeman, "I quit that because one day I lost the sole of my shoe."

This certainly proved that Safety First had reached one person and he was passing it along and looking out for the safety of his fellow workmen, and it will not be long until the man

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who kicked the draw bar will stop this dangerous practice, if we keep after him.

It is continually placing ourselves in danger and escaping that callouses our minds and dangerous practices are continued in until eventually someone gets caught. What we want to do, and I believe Safety First is doing, is to keep the minds of the men active in this cause, and thus avoid letting them get calloused by long years of bad practices.

It is the constructive action of the different Safety Committees that creates enthusiasm and keeps everyone working to prevent injury.

Accidents do not just happen, but are made, or the condition is made that causes them, and we should see that these conditions are taken care of.

Safety First might be called a mother, who prevents accidents to her children.

Men may be divided into two classes—(a) those who are capable of serious attention and mental concentration; (b) those who are not thus capable. Some railroad accidents have been due to the fact that men who belong to class b were railroad employes. Men of this type ought never to be in railroad service. You, Mr. Railroad Employee, know the type to which I refer; the man who nearly always forgets; the man who is just going to but seldom does; the man who is continually doing the wrong thing at the right time *who never makes the act coincide in kind or result with the think wanted, and who is so busy he never has time to obtain a result.*

## TO THE FRISCO-MAN:

I was employed by the Frisco Company last September, as fire knocker, and like the company fine, but on March 14th, I got injured, got two cuts on the head— one by the right eye— and also lost two teeth. But I appreciate the kindness shown me by the company, for they have treated me fair and settled right.

We, as employes, get injured and the Frisco has it to pay, but our aim is to be careful and watch ourselves and also the other fellow. My motto is, "Do unto others as you would have them do unto you." So boys let's get together and help in the Safety First work.

Thanking the company for past favors I still remain, one of the boys,  
QUIGLEY LONG.

Such a man should never be placed in a position where human life and safety are dependent upon his attention to duty. The writer excludes this class of men from those to whom he addresses this communication. They are hopeless."

"The chain is no stronger than its weakest link and everyone working for this railroad is a link in some chain. You may fail just at the wrong moment; you may let go and the chain break and something happen; then the material in that particular link that you are in may be analyzed in an investigation, and it may be deemed best to put in that material in the hot forage fire of discipline and wedge it, repair it and put it back in the chain and try it again. If it stands the strain then the repairs have been worth while and accomplished the purpose; but if there is another failure and it has to be welded again, you know someone will say, 'We will go and get a new link; we cannot bother with this.' Now each man take this to heart; do not be a weak link."

# Women's Department

MRS. E. G. NEWLAND,



Augusta, Kansas, Editor

The editress of the Woman's Department having been a grippe victim, therefore unable to furnish her usual interesting quota of news, the editor donned skirts and courage to occupy the space so ably filled by Mrs. Newland.

It would seem the expression, "An ounce of prevention is worth a pound of cure," was coined for Safety First.

The leaven in this ounce of prevention must be the woman. She must fix the principles of Safety First so firmly in the minds of the wage earners that Safety First becomes not a slogan but a habit.

Unfortunately, it is comparatively easy for a movement as great as this to become passive instead of active. This is because Safety First is everybody's business, therefore, the correlative nobody's business, and, until civilization reaches a point where the crime of carelessness is recognized as such, and where the duty of man to those dependent upon him is properly appreciated, and the "Smart Aleck" and the "Show Off" is classed with the jackass, it will be necessary to constantly stimulate the interest in Safety First to demonstrate its importance.

The Safety First Rally at Fort Scott, Kans., March 14, was a decided success from the women's point of view. After the men's business meeting, the Northern Division of the Woman's Safety League was organized and the following officers elected.

Mrs. E. P. Magner, Fort Scott, Kans., president; Mrs. W. C. Knight, Parsons, Kans., first vice-president; Mrs. George Seiber, Fort Scott, Kans., second vice-president; Mrs. J. E. Roberts, Cherokee, Kans., third vice-president; Mrs. S. W. Rheem, Fort Scott, Kans., secretary; Mrs. G. L. Swearingen, Fort Scott, Kans., treasurer.

Thirty-one women were enrolled as charter members of this division, and more than double the number would

have been obtained, had the special train from Pittsburg reached Fort Scott in time for the meeting. There is room for all, however, and we expect in a short time to see the name of every woman on the Northern Division on our roll.

The social part of the day's program was delightful, and a wonderful spirit of fellowship and comradeship was evinced, which promises success for the movement and many pleasant times in the future. I hope the other divisions will follow in the wake of the Northern and "get busy."

In a communication addressed to the Woman's Department, Mrs. F. O.

Miller, wife of Engineer F. O. Miller of Hugo, Okla., says:

I am certainly pleased to know the ladies have a department in *The Frisco-Man*, where they may aid in the Safety First cause, for I am sure no one could be more interested in this great movement than the mothers, wives, sisters and daughters of the employes. No one could be more concerned than the loved ones at home, who realize the danger in all branches of work where there is no thought of Safety First, and who wait patiently for the safe return of their dear ones who are out at their various labors.

Who is left with the burden to bear when the support of the home is taken away. Considering this, is it any wonder that the ladies, whose hearts throb at the thought of accidents which may cripple or perhaps cause the death of those dear to them, are glad of an opportunity to express their ideas.

Stop for a moment and think how these accidents can be avoided. Here's the way. Stamp Safety First in the minds of all, and keep it there. Don't make a move until you are sure it is going to be a safe one, not only for yourself, but for everyone concerned. Then, and not until then, can the loved ones at home be sure of your safe return. Think of the pleasant hours at home when we know that every man on the road is a Safety First man. Can there be anything more assuring? I say, No.

Think of the many accidents that have happened on the railroads of the United States in the last ten years, which investigation proved were the result of a careless or thoughtless move. What could be more distressing than to know these might have been avoided by just one thought of Safety First at the proper time?

Think of the many widows and orphans in the world today; of the many lonely homes; of the children who are in dire need of a father, perhaps a father who was taken by his own careless or thoughtless act.

Let us stop and find a way to prevent this sorrowful condition. Let this great family on the Frisco Railroad join hands, from the highest official to the most humble employe, and work hand in hand for Safety First and see how soon the Frisco will be the greatest and safest railroad in the country.

Loyalty to our company—and the best one in the United States—demands us to practice Safety First—a preserver of the lives and limbs of experienced men—in every move we make.

Careless handling of trains and anything that may cause damage to the company's property should also be avoided, and Safety First will do it. In practicing Safety First you evidence not only your ability to perform the duties assigned you, but your loyalty to the company, and since this great movement is for your benefit, you should give it your best efforts.

Think of the responsibility that would rest on you should you knowingly permit a condition to exist that might cause an injury or death to your fellow employe, who may not have been able to see this condition in time to avoid an accident.

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The poem written by E. A. H. would have been acceptable if it were in prose and E. A. H.'s name given.

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The following letters regarding the Woman's League have been received by Mrs. Newland:

I received your letter yesterday and

also the Woman's Safety League badge, and I must say it is a beauty and I am proud to wear it.

Not only am I proud of the pin because of its beauty, but because of the motto which means so much to every Frisco woman.

I wonder if the rest of the Frisco sisters are as anxious to read *The Frisco-Man* as I am. The magazine is sent to this point in care of my husband, and he knows he dare not come home without bringing me a copy as soon as it is issued each month.

You can consider me a correspondent for the Woman's Department, and, although there are not many Frisco people at this point, I will do the best I can.

Thanking you again for considering me a member of the F. W. S. L., I am,

MRS. ELLIS McCONNELL,  
Wister, Okla.

I take great pleasure in acknowledging receipt of the badge received some days ago and I am greatly pleased with same.

I believe the Safety First movement is the greatest movement on foot at the present time in railroad circles.

We know that many of the accidents causing personal injuries to railroad men can be avoided by the exercise of a little judgment and care. Let us then keep the idea of Safety First in our minds at all times, and impress it on our men folks.

My husband is a great Safety First enthusiast and realizes that it is his duty to practice Safety First at all times.

I believe that much good will be accomplished through the Women's Safety League, for there are many things the women can do to help along in this movement. She can

caution her father, husband or son, as the case may be, against taking unnecessary chances that would endanger his life or limb, or the lives and limbs of his fellow workmen.

I lived near a railroad track several years ago and have seen brakemen stand in the center of the track and jump on the pilot of an engine as the train approached. This dangerous practice is positively against the company's rules.

I have seen dangerous risks taken hundreds of times and I am confident that if the mothers and wives of these men would caution them daily regarding dangerous practices, they could be induced to break away from their reckless habits.

I hope the Safety First campaign, together with the aid of the Women's Safety League, will continue to accomplish results until railroad men will be as safe as those engaged in any other occupation, and this can be accomplished if every Frisco man and woman will do his and her duty. Count me one that is for the cause of humanity.

MRS. H. H. BRYANT,  
Morley, Mo.

I am in receipt of your letter of February 16, also the pin of the Frisco Women's Safety League.

I am sure every Frisco woman must be interested in the Safety First movement, for it is a grand work.

The number of personal injuries on the Third District have shown a decrease for the last year, and I believe will show even a greater decrease this year.

Carelessness, thoughtlessness and recklessness in the performance of duty often results in painful, if not fatal injuries, therefore, let us prac-