

# SAFETY FIRST

world and often return to you bruised and discouraged.

If you would then, in your sweet womanly, motherly way soothe and cheer them up, you would soon see the cloud of trouble leave and find them filled with a new courage ready to fight the battle of life anew.

If you will do this, the Frisco employes, encouraged by their wives, mothers and sisters, will be able to give at all times the safest, most efficient service that loyal intelligent men can give and what will this mean?

A concerted move in the conservation of human life and limb will soon attract those teeming millions of the Great Southwest and you will find them riding on our trains; you will find the producer, manufacturer, shipper, shipping their products and goods on our rails. This will mean an increase of business that will give the employes a better opportunity for more rapid promotion in their line of service, a better opportunity to work full time and overtime so they can earn more money each month. That will enable them to build and beautify their homes, the homes they love so well because around their hearthstone they have heard the sweetest music ever entered the ear of man, the laughter of their babes, the patter of their little feet and because in those homes are sheltered the heart's true mate, the wife, to whom they can return and from whom they receive the sweet kiss, the chaste caress that only the pure true wife can give, which to us men means a foretaste of the joys of heaven.

In conclusion, Mr. Chairman, I hope

to see the day, and that very soon, when Union Labor, assisted by the wives, mothers and sisters of the railroad men, will join in one grand concerted move for the conservation of human life and human limbs; until then, I hope that Mr. Spaulding and Mrs. Newland will continue their good work for Safety First, and I believe the blessing of a kind and loving God will be their reward.

*M. R. Johnson, B. & B. Foreman,  
Springfield Terminals.*

Co-operation is the main wheel in the progress of every railroad. This word, used in connection with a railroad means Safety First. With the co-operation of every employe the percentage of casualties will be very small, and as result, the roads where safety is assured will enjoy a larger patronage from the traveling and shipping public.

In every business that is undertaken the motto of the company should be co-operation. The need of this word is brought out stronger in the running of a railroad than in any other business and it should be the by-word of every employe, from the office boy to the president.

How many times has the smallest detail, left out in an order to an engineer, resulted in the sacrificing of many lives? Many, many times.

The track walker making daily inspection of track along his route, fails to notice some defect in the track. Along comes the limited at a terrific rate of speed and an accident happens which may mean loss of life.

With this little illustration you will see the point. If this same track

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walker had the co-operation spirit, in other words, if, instead of assuming that he was merely a small cog in a big machine and that his work was not an important factor, he realized that he HELD as important a position as the most trusted employe, as far as *safety* is concerned, his sole ambition would be to see trains pass safely over his allotted stretch.

Let us remember that *Safety Comes First* and in doing this we will dispense with thousands of needless heartaches and will enjoy the peace and happiness which only comes to those who do their work well.

The Eastern Division Safety Committee wound up its sessions for the year with an enthusiastic meeting at the Elks' quarters, Aurora, Mo., Monday, May 11. Two interested visitors were Superintendent D. W. Hickey of the Missouri Pacific railway who is introducing the Safety First movement on the White River Division of that road; and Mr. George J. C. Wilhelm, secretary Railroad Y. M. C. A. Monett, Mo.

The business session lasted practically all day after which the Committeemen were taken automobiling by Conductor Miller of the Greenfield Branch.

In the evening 1500 citizens of Aurora, together with a delegation of Missouri Pacific employes from neighboring points, attended the public Safety First Rally held in Armory Hall, and enjoyed and profited by the excellent program provided.

Attorney Dick McPherson, on behalf of the citizens of Aurora, extended a cordial welcome to the visitors and

expressed deep appreciation of the work the committee is promoting.

Chairman J. F. Simms of the Eastern Division Committee reviewed the history of the Safety First movement since its inauguration, in September, 1911, its development and subsequent achievement. He emphasized the need of securing the co-operation of the general public to insure the complete success of the accident prevention campaign,—particularly that phase of it directed against the most prolific source of railroad accidents—TRESPASSING. He explained that to arouse enthusiasm and win support, the Eastern Division Safety Committee adopted a plan of holding business sessions at prominent cities and towns along that division and winding them up with public meetings in the evening.

One of the most profitable and instructive talks of the evening was made by Chairman W. B. Spaulding of the Central Safety Committee. By means of a series of stereopticon views, Mr. Spaulding brought the spectators to a vivid realization of the enormous loss of life and limb due to the trespass evil. He pointed out that during the twenty-three years ending June 30, 1913, this one source has brought about the serious injury or death of 215,266 citizens of the United States—the number of fatal and non-fatal cases about equally divided. Mr. Spaulding stated that the great loss in the productive power of labor and the destitution it entailed made it imperative that every community concern itself with creating a general public sentiment that would bring about State and national legislation to end or at least diminish this evil.

## S A F E T Y F I R S T

Pat Nelson, section foreman, Conway, Mo., followed Mr. Spaulding with an address upon education. He directed his remarks chiefly to the younger generation, of whom there were a number in the audience. Mr. Nelson dwelt at length on the value of education, bringing out the idea that it was the key to the door of opportunity. To illustrate his point, Mr. Nelson related incidents in history relative to the lives of several of America's most illustrious citizens.

Secretary Wilhelm of the Monett Y. M. C. A., was then introduced. Mr. Wilhelm has for several months been visiting towns along the Frisco for the purpose of addressing the school children regarding the dangers of trespassing on railroad property. His object is to dissuade the children from walking along railroad tracks, playing on turn tables and lumber piles, but he directs his efforts particularly to inducing the boys to abandon the dangerous pastime of hopping trains. For the benefit of the young people who were in attendance and for the enlightenment of parents, Mr. Wilhelm discussed this subject forcibly and at length.

Committeeman J. W. Morrill next followed with a **Safety First** talk from

### **Nail Shims**

The problem of shims between rails has often puzzled section foremen. It has been suggested that a ten penny nail or a nail corresponding to the distance required by the temperature, is one of the best shims to be used, as the nail can be removed with but little trouble, and the usual danger of a mashed finger avoided.

a locomotive engineer's viewpoint, restricting his remarks to the theme of the evening, namely, walking on railroad tracks. Mr. Morrill explained to the audience the great nervous shock and the grief that is inflicted on every engineer who has the misfortune to run down any human being, or who narrowly escapes so doing. He referred to the practice common among many trespassers of remaining on the track, when a train was approaching, until the train is so close to them that it would be impossible to stop; yet they could safely step off the track before the train reached them. He explained that the trouble in cases of this sort is that the engineer has no means of knowing whether or not such person will heed the screaming alarm of the whistle and step off the track before it was too late, as he gives no indication that he is aware of the approaching peril, and will accordingly act in a sane way.

But the feature of the program which made an instant impression, was the beautiful selections rendered by Mrs. Gregg of St. Louis, who was a visitor at Aurora on the date of the meeting. Mrs. Gregg is a singer of unusual ability which, with her charming personality, won the enthusiastic applause of the entire audience.

Philosopher—Young man, in order to succeed in life, you must begin at the bottom and work up.

Charlie Sagundo—That was not my father's motto. He began at the top and worked down.

Philosopher—And made a failure, I suppose.

Charlie—Not at all. He made a fortune in coal mining.

# Women's Department

MRS. E. G. NEWLAND,

Augusta, Kansas, Editor



## **WAR IS DECLARED! 50,000 Volunteers Wanted!**

To go to Mexico did you say? No. They are not wanted to shoot, maim and kill, but to enlist as Frisco soldiers in our warfare against death, warped and twisted bodies, legless, armless and sightless men.

The women of '61 will tell you that the man who said "War is hell" spoke the truth. They will also tell you that in the light of the years that have passed since then, they can say with Hosea Bigelow:

"Abstract war is horrid,

I sign to that with all my heart,  
But civilization doos git forrid

Sometimes, on a powder cart."

All great reforms have been brought about by war. It has a purpose and those who died have, by giving their lives as a sacrifice benefitted the world, and the loss was not in vain.

But who is benefitted by the death of the railroad man who takes a chance? The world at large is not, for it has lost a worker, a bread-winner; the company is not, for it must choose a less experienced man to fill his place; his family is not, for the income is gone instead of the position in society, the education of the children, travel and all the advantages before enjoyed, there is the eternal question of bread and butter, which the widow finds leaves no time or money for the com-

forts or pleasures of life.

The thought of war with Mexico has stirred the blood of our patriotic men, both young and old, and the veterans of '61 would, if they could, join those of '98 in the defense of the flag for which they once faced death.

At a moving picture theatre in Chicago recently, an actress appeared on the stage bearing the Stars and Stripes. The audience cheered lustily, rose to their feet and sang "The Star Spangled Banner." Then someone called for "America." The orchestra struck up and for fifteen minutes the people sang "Columbia," "Rally 'Round the Flag," "Dixie" and other national hymns dear to the hearts of Americans. The flag which caused the demonstration was only a piece of cloth of red, white and blue. It is what it STANDS for, an equal right to life, liberty and the pursuit of happiness, that makes it loved and honored by our citizens.

Should not our Safety First emblem kindle a like sentiment in our hearts? Does it not stand for all that makes life worth while to us? Our fathers, our grandfathers, husbands and brothers fought for the flag of our country. If we can love and reverence that which cost the life-blood of our loved ones, what about the emblem which will protect and save for us the ones upon whom we depend for support

and to whom we look for companionship, love and happiness?

My heart thrilled with pride when at the public safety meeting in Springfield, Mo., our emblem was thrown upon the screen, and the audience burst into a hearty applause.

When women everywhere awake fully to what Safety First means to them, its emblem will be greeted with the honor it deserves. Let us all be up and doing our share toward the education which alone can bring this to pass.

The Safety First Rally at the Diermer Theatre, Springfield, Mo., April 16, was well attended by Frisco women who listened attentively to the accident prevention addresses made by the various speakers.

On the afternoon of April 12, the women met at the Royal Arcanum Hall and duly organized the Springfield branch of the Frisco Women's Safety League. Officers were elected and interesting talks were given by a number of the women. Considerable interest was evinced in the Safety Work, all of the women expressing a desire to learn more of the movement. L. N. Bassett, superintendent terminals, presided and was assisted by W. B. Spaulding, chairman of the Central Safety Committee.

The Springfield "Leaguers" will meet with the Terminal Safety Committee in May and learn of the work of the committee, and the league members are planning for a very interesting and profitable day.

While in Springfield to attend the Safety Rally, I visited the South Side and the New Shops. The shops are wonderful from a woman's point of view. I wish I was big enough to un-

derstand the workings of all the different machines.

The conservatory at the New Shops is something of which to be proud and my heart swelled with gratitude and pleasure as I looked down upon it to realize the tenderness and love of the beautiful which lurks beneath the commonplace exterior of smudged



Mrs. G. M. Bear, President, Springfield Terminal Branch, Frisco Women's Safety League, and Mrs. E. G. Newland, Director of the League.

faces and worked stained clothes. Surely we can reach the hearts of our Frisco men in the same way the flowers do, by the sweetness and beauty of our lives and by giving them our best in return for their care and love.

As I learn more of railroad life, I find that every where the best Safety men are those whose homes are made happy by a wife who cares more for the man than she does for his pay check. Oh, if Frisco women could only have their eyes opened wide, I am sure there would be a revolution. Surely they would not be so selfish if