

S A F E T Y F I R S T

The Central Safety Committee met in the office of General Superintendent J. A. Frates, Springfield, Mo., April 26, for its regular bi-monthly session with the following members present: T. B. Coppage, J. A. Frates, J. E. Hutchison, P. T. Dunlop, P. O. Wood and W. B. Spaulding, chairman. J. A. Murphy, special safety first representative, was a visitor.

One of the subjects decided at the meeting was the basis on which Safety First prizes are to be awarded to divisions in future.

It was suggested that the present basis viz: ratio of personal injuries to train miles, be changed and that prizes be awarded on basis of number of casualties to number of employes on a division.

A vote of all divisions was taken on this recommendation, resulting in one dissent only, and the Central Safety Committee decided the change be made on the basis recommended, and this new basis will be used in determining the winner at the end of the competitive year—May 31, 1915.

A vote of the division and terminal committees was also taken on the question of whether meetings should be held monthly or bi-monthly, the result of which was to have been turned in to the Chairman of the Central Safety Committee.

Nine committees only took a vote on this question—five were in favor of monthly meetings, four in favor of bi-monthly meetings. Five committees took no vote at all. The result is the opinion of the majority of the committees on this subject is still unknown.

The large number of S. F. 1 reports attached to the minutes of the meeting of the Eastern Division Safety Committee attracted the attention of the Central Safety Committee members who feel

assured that such action will do much to increase the number of safe men on the Frisco—one of the necessary things to be attained in order that casualties may be kept down to the minimum.

The Central Safety Committee also commended the Western Division Committee for its continued activity in injury prevention work as reflected in the large number of items regularly appearing in its minutes, the nature and character of those items, and the action taken thereon.

The large number of S. F. 1 reports attached to the minutes of the Ozark Division Committee meeting was especially pleasing to the Central Safety Committee, and it is hoped every safety committee on the Frisco will make special effort to promote the cause along the line contemplated by the S. F. 1 report.

It was especially gratifying to the Central Safety Committee to note the large number of car defect items reported by the River and Cape Division Committee and the prompt action taken in the correction thereof. The Committee again wishes to re-affirm its opinion that the active use of defective car card MP 46 by everyone who has opportunity to use it, will be one of the most important factors in diminishing the number of injuries that are likely to occur to trainmen and switchmen.

The Central Safety commended the North Side Shop Committee, as well as the New Shop Committee, on the interest taken in Safety First and the prevention of work accidents also for the number of items reported in the minutes of their meetings.

J. M. Flanigan, chairman, Kansas City Terminal Safety Committee, is planning to issue a series of Safety First Reminders to the employes under him.

SAFETY FIRST

Reminder No. 1, issued April 12, is as follows:

- Safety First before everything else.
 All personal injuries have a cause—help remove it.
 First aid to the injured is good, but keep the necessity of it from overtaking you.
 Every personal injury prevented means a happy home.
 Take an interest in your fellow employees' welfare.
 You can help by practicing Safety First.
 For the best remedy on earth—use Safety First.
 Injuries are poor investments—keep away from them.
 Remember Safety First always.
 Should you see something likely to cause a personal injury, report same to the Chairman of your Safety Committee.
 The Safety First prize is something to be proud of—help us win it.

Overlooking the Obvious.

Frisco men will have no trouble in noting the application of the following editorial, from the St. Louis Republic, April 25, 1915, to the steam railroad business. Had the editor had steam railroads in mind when writing it, he would unquestionably have asserted that the greatest cost of accidents

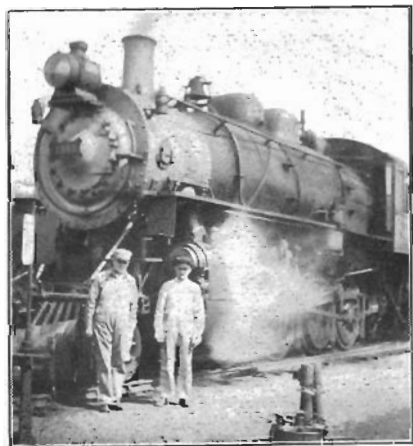
is not money but **MEN**; not dollars that may be replaced, but **HOMES** that cannot be restored.

Those who read the classics of American humor will remember Artemus Ward's hero who had been in prison many, many years pondering the problem of escape when a brilliant thought struck him and—he opened the window and got out. One of the things upon which the street railway men have expended much thought is the accident problem. They have spent untold millions for improved brakes and all sorts of improved contraptions for opening and closing doors. But with all their trying, the cost of accidents remains a heavy burden upon the street railway business and a constant cause of antagonisms between the companies and the public.

It has long been known that the principal cause of all the trouble was just plain carelessness upon the part of the people and the employees of the roads, and, that being true, it occurred to the United Railways Company of this city several months ago to ask everybody to be careful. The company has made this request in many forms and many places in the last three months. It has kept the safety-first idea before the public all the while, and the result of this simple, inexpensive and salutary policy has been a reduction of 23 per cent in the accident rate for the last three months.

It would be possible to philosophize upon this result at great length, showing how men are forever trying to contrive machines and systems to combat evils when what is needed most is a change of heart or head such that they will be able to see the open windows that have been there all the while.

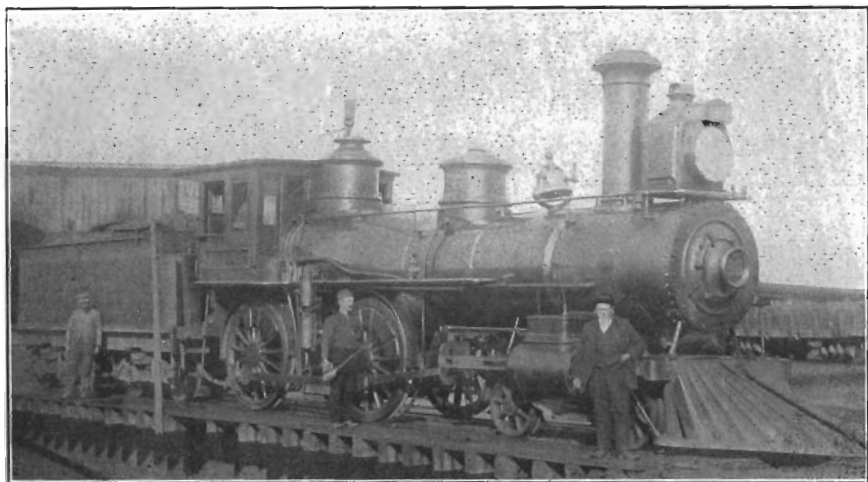
IN THE NEWBURG YARDS.



H. J. Davidson, engineer, and E. Lane, fireman; leaving Newburg, Mo., for Springfield, with train No. 33, engine 1343. Photograph taken by Blacksmith A. Ellsworth.



E. H. Higby, switch engineer, and W. A. Delishmid, switch fireman, Newburg Yards; were snapped by Blacksmith A. Ellsworth, as they were turning in after a day's work.



The above reproduction showing Engineer Frank L. Street, leaving Neodesha, Kans., with No. 3, which is now known as No. 7, was taken in 1887.

Mr. Street, who is a veteran in point of service, may be seen in the reproduction standing beside the engine ready to "oil her up."

The old gentleman on the turntable with Mr. Street is the late "Nick" Walker, who will be remembered by many of the "old time" engineers running on other

divisions, particularly Engineers Stephenson and Hasler.

Mr. Walker was the first round house foreman at Neodesha, and continued to serve in that capacity until 1896, when he left the service because of his advanced age. Mr. Walker is the father of Engineer Nick Walker, at the present time running on Nos. 7 and 8, between Wichita and Ellsworth.

The picture was forwarded to The Frisco-Man by "Bob" Holland, division roadmaster, Neodesha, Kans.

Central Division Notes.

Steel Gang S 2.

We broke the record for one day's work at Dillon, Mo., last week laying 10,071 feet of 90-pound steel and one switch. Boss "Bob" Walton bought himself a new necktie on the strength of this.

The rail laying machine seems to have settled down in serene peace, and does its daily quota of labor without a hitch. This under the direction of Engineer Roy Carmical. The midnight trip from Sampson to Conway seems to have broken old "Harvey," much as one would break a balky horse.

"Big Bill" Long, boss of the adze crew, visited his home in Brush Creek last Sunday and came back minus his mustache. No details of the catastrophe are at hand.

George Hendrix, boss spike clearer, brought his guitar with him this trip and the hills resound with melody till the small hours of the night. Timekeeper Moll leads with his banjo and the "Kommissary Kwartet" also contribute. We have an audience of "Arkansawyers" each evening.

We were honored Wednesday with a visit from H. M. Eshelman, chief dispatcher at Fort Smith.

Tuesday we had with us J. D. Heyburn, assistant superintendent of locomotives.

Messrs. Harris and Koch gave us a talk on Safety First in relation to the Steel Gangs, and we resolved to keep a clear record on the Central Division. Three rousing cheers.

Sunday, May 2, was the occasion of the long-talked-of game between the steel smashers and the shovel stiffs. The game was called at 9:30 A. M. with the following line up: Steel Smashers—Bob Walton, p.; Roy Carmical, c.; Bill Long, ss.; George Hendrix, 1; Jay Moll, 2; Jim Wallace, 3; Ben Saunders, 1f.; Ted "Melody" Conway, cf.; Bud Hanson, rf.; Carl R. Gray, Jr., bench manager.

Shovel Stiffs—Louis Hayes, p.; Leo Hendrix, c.; Bill Dryden, ss.; Frank Smith, 1; Jim Henderson, 2; Mike Mitchell, 3; Waldo Prim, 1f.; Clesie J. Wilson, cf.; Pat Gallagher, rf.; Manager Slim Hall.

Umpire, R. B. Lemons; scorekeeper, J. E. Godat. The dinner bell rang in the midst of the seventh inning and the game broke up in short order. Scorekeeper had missed his check along in the third inning when runs came in a steady stream, and with the consent of both managers it was called a draw.

Woman's Department

MRS. E. G. NEWLAND,

Augusta, Kansas, Editor



If you want to have a good time go to Amory. If you want to have a better time go there when the Ladies' Safety First League is in session. This is also true of Memphis.

Witness the following accounts of the meeting at those points and learn for yourself:

Amory Rally.

April 21 was Safety First day at Amory, Miss.

The regular monthly session of the Woman's Safety League, in the Assembly Room of the Frisco Building, at 1.30 P. M., opened the program.

After the roll call and short talks by some of the members, the minutes of the previous meeting were read and adopted.

The Membership Committee reported fourteen new members, bringing the total Amory enrollment up to 104.

A Program Committee was next appointed, consisting of Mesdames R. R. Love, H. H. Hudson and J. L. Lewis, after which the regular business session closed.

General Manager E. D. Levy made a trip to Amory to participate in the day's program accompanied by T. B. Coppage, superintendent transportation, and R. F. Carr, superintendent Southeastern Division, all of whom addressed the League.

Mr. Coppage announced that a branch league would be organized at Memphis, April 27, and expressed a desire to have as many of the Amory ladies attend as possible.

After the social session refreshments were served in the Frisco Park and music and dancing enjoyed.

A Safety First Rally, by the employes of the Frisco and the citizens of Amory, was held in the evening, at which a number

of Amory business men, as well as the visiting officials made addresses along the lines of Safety First.

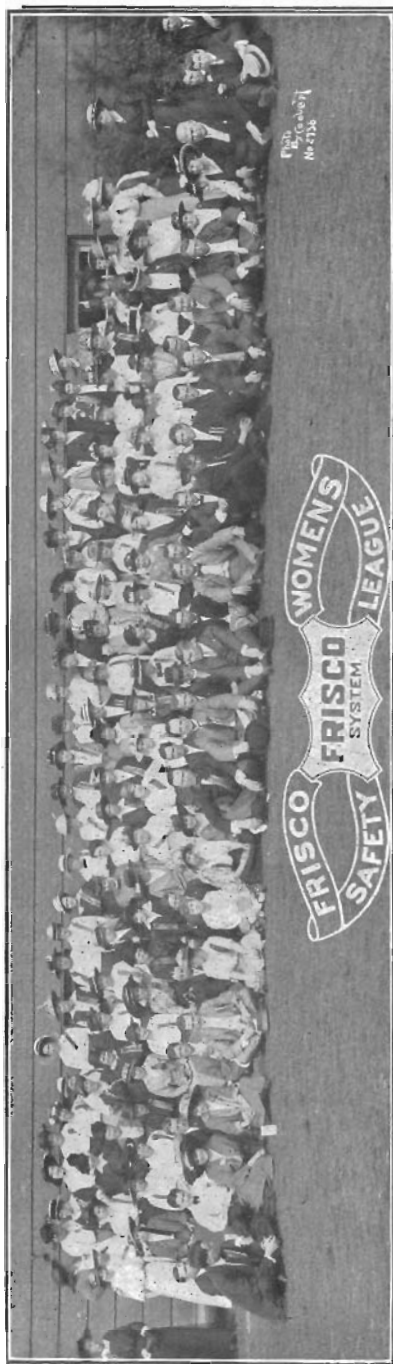
Memphis Terminal Organizes.

On April 27 Safety First enthusiasts took possession of Memphis, Tenn.

This date was set for the organization of the Woman's Safety League, and in response to the invitation of E. L. Magers, superintendent terminals, the Ozark and Southeastern Divisions sent delegations. The Ozark representation was headed by Mrs. C. H. Baltzell, president.

The Amory, Miss. League attended en masse, headed by Mrs. J. C. Pentecost, with all of the officers, a number of men-folks, and all of the members (about eighty), with the exception of a few who stayed at home, for Safety's sake, to see that none of the menfolks got careless and hurt somebody in the absence of the others.

The party was met at Memphis by Superintendent Magers and wife, and those who had arrived on earlier trains. After lunch Mr. Magers headed a trolley excursion to Overton Park. Returning to the Grand Central Station, a Frisco train then took the crowd to Riverside school where the meeting was held at which the officers were elected and the work of organization completed.



Many Meet at Memphis.

The meeting was opened by prayer, and after one or two musical selections and a talk by Mr. Magers, Mrs. Carden was chosen to act as chairman and conduct the election. The following officers were elected: Mrs. C. J. Meadows, president; Mrs. E. C. Felts, vice-president; Mrs. V. H. Spencer, secretary; Mrs. E. L. Magers, treasurer. After the election short talks were given by T. B. Coppage, L. M. Harris, Mrs. C. H. Baltzell, Mrs. J. C. Pentecost, president of Amory League, and the newly elected President, Mrs. C. J. Meadows.

At the close of the meeting all the Memphis ladies present signed the roll and were given a badge pin by Mrs. Newland.

Mr. and Mrs. Magers presided at the dinner served at 6.30 in the Grill Room of the Chisca Hotel. As the guests rose from the tables, they gave the Amory yell: "One, two, three, who are we? Safety First from Amory!"

After the program was completed the party returned to the station where a Southeastern Division train was waiting to take them back to Amory.

It was indeed a day of excitement and pleasure and although it was quite an exhausted party that arrived at Amory at 11.45 P. M., the strains from a negro band on the Station platform could not be resisted and several of the party engaged in dancing for some time.

Many thanks are due Mr. Magers and his organization for the manner in which they entertained the Southeastern Division of the Woman's Safety First League and the day will long be remembered by each of its members.

Among those present were: Mr. T. B. Coppage, superintendent transportation; R. F. Carr, superintendent Southeastern Division, and M. D. Ross, assistant superintendent Southeastern Division.