

## Get the Safety First Habit.

J. F. ROBERTSON.

The most important subject pertaining to my profession, and the thought that should be uppermost in any man's mind as he climbs into the cab, is Safety First, and I believe my record will sustain me when I say I have had the Safety First habit since I entered the service.

Careful study and observation of the mistakes of others will aid us in avoiding these same mistakes.

I recall an accident that happened when I was firing on a passenger run between Springfield and Neodesha, Kansas, on Engine 100 in charge of Engineer Stevenson.

We started out on train No. 4, early one morning, with the wind blowing very hard. When we had gotten about one mile from town we found a box car on the main line. We saw the car in time to avoid striking it very hard, and the damage was slight. However, when we went back to Neodesha I was determined to find out, if possible, where the car came from. It was blown from a track that looked safe enough, but still was not, and before long a derail was installed to insure safety.

The above incident taught me to be on the lookout for such conditions at points where cars were not protected by derailing switches.

Let us all co-operate with our officials in applying the Safety First rule, thus eliminating accidents and protecting our dear ones.

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## 1912 Resolve.

January pay checks were adorned by a stub which dealt with the fact that while experience is an excellent teacher, it is well to profit by the experience of others.

Many Frisco men will probably glance at this stub and carefully scrutinize the check to which it is attached, and perhaps it will be difficult to convince them that the message on the stub is of more real value if properly utilized than the substance of the check.

Nevertheless, this is true, and more than one poor fellow who has been maimed for life will attest to its truth.

“A stitch in time may save an amputation.”

Make up your mind with your other 1912 resolutions that you are going to cut out taking fool chances.

Better be called “slow” than “peg-leg.”

## How We Get Hurt.

The Interstate Commerce Commission's report, which includes all of the railroads in the United States, for the year ending June 30, 1911, shows 129,641 casualties to employes, of which the commission states 95,302 or 73.5 per cent were due to causes for which the employes themselves were responsible, and 34,399 or 26.5 per cent were due to causes for which the railways may have been responsible.

The commission's annual report analyzing these figures as to causes has not yet been received, so its statistics for the year ending June 30, 1910, have been used in connection with the illustrative photographs of some causes of frequent accidents to employes printed in this edition.—(Editor.)



*Kicking cars across public crossing without man on top. This is a frequent cause of serious accidents and in direct violation of rule.*

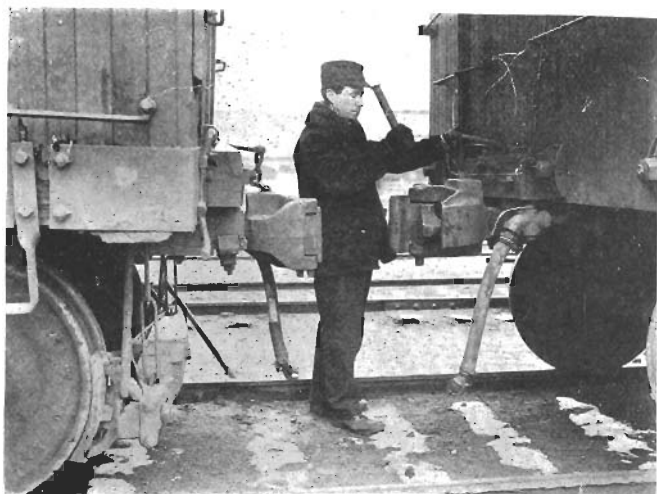
*Safety Committees have had this risk of injury removed on Frisco.*



*Squirt hose hanging on engine cab where it may be mistaken for grab iron.*

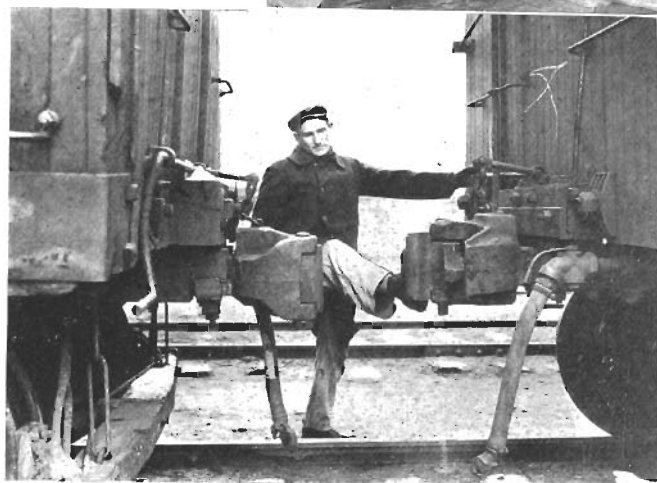
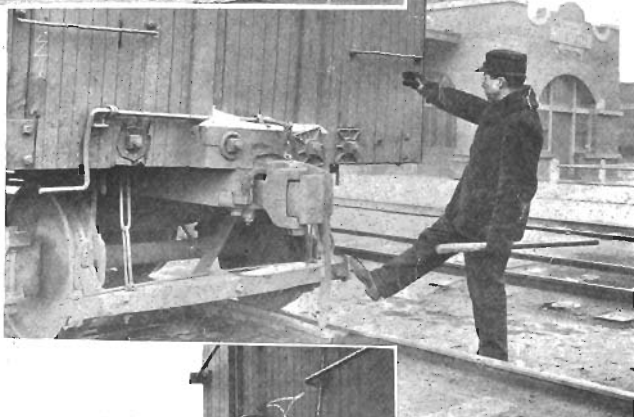
*Stepping on nails near track. 85 Frisco men injured in 18 months and 161 were injured in 12 months on another western railroad, from this cause.*





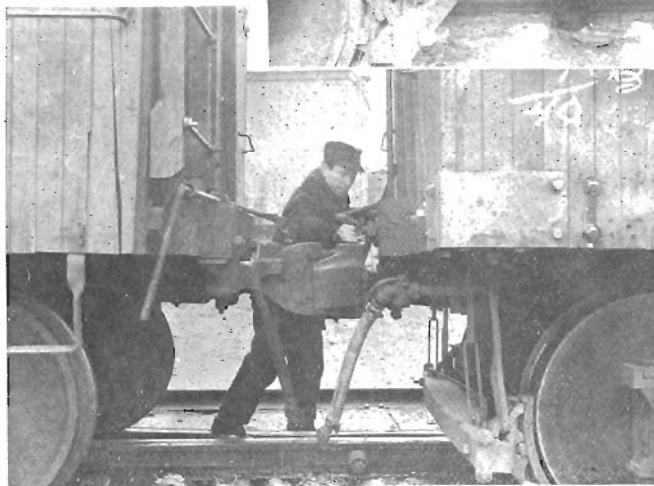
*Adjusting couplers — cars accidentally moved. 12 train men and switchmen killed and 77 injured from this cause on railroads in the United States during 12 months ending June 30th, 1910.*

*Standing on track and jumping on cars as they approach. This is so dangerous that rule 637 forbids it.*



*Adjusting coupler with foot. 239 switchmen and trainmen were injured on railroads in the United States during the 12 months ending June 30th, 1910, doing this and some Frisco men are now wearing artificial legs for the same reasons.*

*This picture shows one of the ways by which 8 trainmen and switchmen were killed and 43 injured in the 12 months ending June 30th, 1910, by being caught by the unexpected movement of cars due to a mistake or misunderstanding in giving hand signals.*



*During 12 months ending June 30th, 1910, there were 13 trainmen and switchmen killed and 121 injured on railroads in the United States as a result of going between cars when in motion unnecessarily and contrary to rule. This picture shows switchman's foot caught between guard and main rail.*

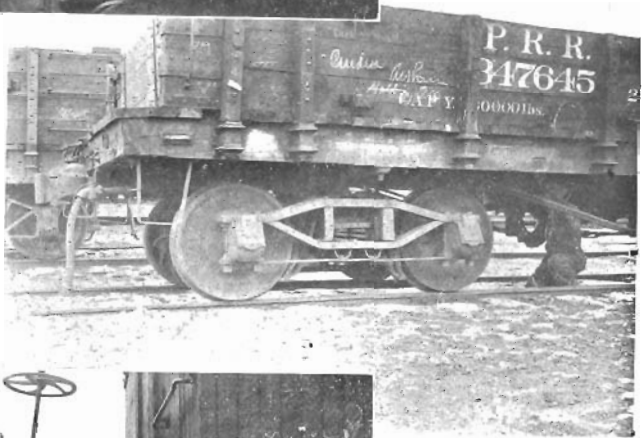
*Encoupling without using lever. The Interstate Commerce Commission says that 8 trainmen and switchmen were killed and 129 injured on railroads in the United States during 12 months ending June 30th, 1910, doing this unnecessarily. Sometimes the lever is out of order but Rule 637 forbids trainmen to go between cars while in motion to uncouple them.*





*This is not a safe way for trainmen to go from one side of the track to the other. Frisco foreman of switchmen lost part of his hand doing this, caused by cars starting unexpectedly causing him to fall and before he could get his hand out of the way, was caught and crushed by car wheel.*

*Violation of the Blue Flag rule. There were 2 Frisco men killed and 8 injured during 18 months ending December 30th, 1911, from this cause.*



*This picture represents trainman going between cars while in motion and reaching across couplers to close angle cock while walking along with the moving cars and stumbling over de-rail. Angle cock should be closed and air hose separated before signals are given for movement of cars.*