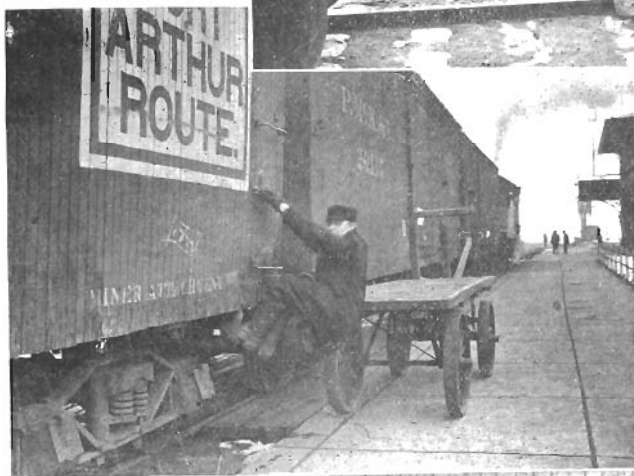


Opening knuckle with hand when cars are near together. There were 20 trainmen and switchmen killed and 26½ injured on railroads in the United States doing this during the 12 months ending June 30th, 1910.



The carelessly left station baggage truck does its deadliest work as shown in this picture. Passengers and other persons are continually being injured by stumbling over truck handle left lying on platform instead of being hooked up on truck as it should be.

Riding on cars to uncouple. 15 trainmen and switchmen killed and 69 injured on railroads in the United States during 12 months ending June 30th, 1910. Doing this.



Interest Will Increase.

M. H. RUDOLPH.

The members of the Safety Committee need not feel discouraged should they, at first, find a lack of interest or co-operation among the rank and file of employes. Any general instructions are apt to be considered as applying to the "other fellow," and while many will enter into the spirit of the movement readily, others may not until their attention is specifically called to its advantage.

It would be manifestly unfair to believe that any employe would deliberately injure a co-worker, and it should be the aim of each committeeman to show such employes that their negligence may result in injury to themselves, or to other employes. It is only human to follow the lines of least resistance, and only persistent agitation can bring about the desired results.

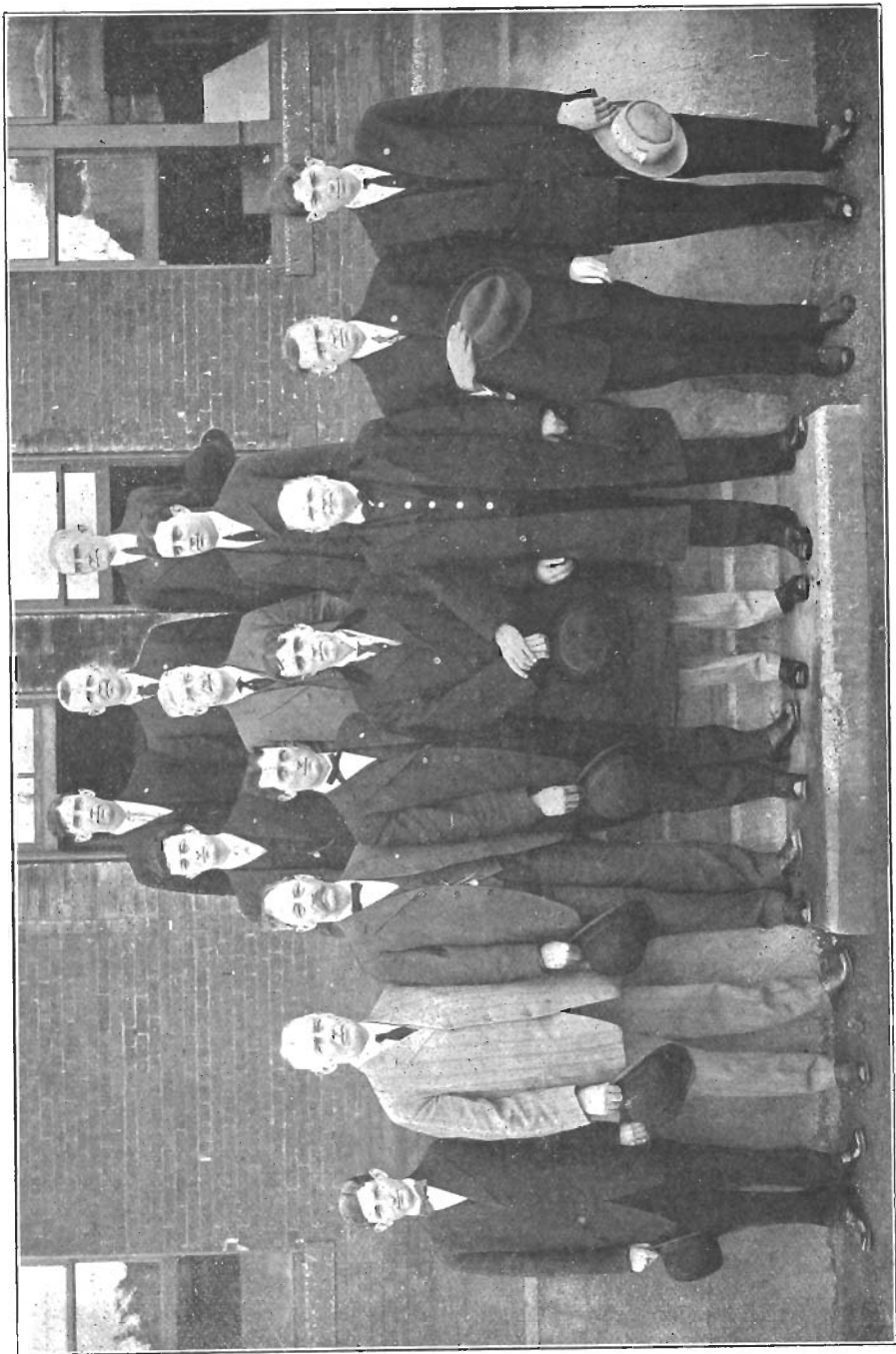
That results may be reasonably expected is evidenced by the interest manifested at the meetings of the different Division Committees. A fair sample is that of the St. Louis Terminal Division, which met November 9th, with fifteen members present. There were reported at this meeting 44 items, twenty-three (23) of which were permanently corrected, and two (2) temporarily improved, within five days after the meeting, and at practically no extra expense.

Every member of this committee felt free to point out defects, regardless of which particular department may have been negligent. It is only fair to believe that such meetings will prove advantageous in respects other than that of "safety," as it gives the employes of the different departments a clearer understanding of the difficulties of others, and a closer co-operation may reasonably be expected.

Fellow Workmen.

Every article published in this issue of THE FRISCO-MAN is written by a Safety First man, who is in the ranks with all others in the work of reducing the number of accidents and injuries to his fellow-workmen.

Therefore, in giving the names of the writers of these articles, we have omitted their titles and put all upon a parity.



EASTERN DIVISION SAFETY COMMITTEE.

First row, left to right: W. S. Warran, car foreman; W. H. Van Horn, engineer; C. R. Hutchison, traveling agent.
Second row: J. G. Shockley, fireman; F. A. McArthur, master mechanic; C. O. Yeakum, assistant superintendent.
Third row: F. G. Ward, stenographer; A. O'Hara, superintendent; G. W. Turner, general foreman; E. & B.; J. L. Hen-
dricks, section foreman; E. P. Wirth, conductor; H. Colvin, switchman; P. H. McGregor, agent; E. R. Williams, brakeman.

To the Brotherhood of Railroad Men:

At no time perhaps does the truth of the poet's words, "Kind hearts are more than coronets" touch the heart so gently and so sweetly as when a great sorrow comes into our soul and the reaper Death robs us of the dearest object of our life, just as the lightning flash strikes the strong oak of the forest and leaves it withered and dead.

It is this one sorrow that makes all nature kin and so to you, his brothers, I try to express from my grief laden heart my appreciation of the honor and the love you showed to the memory of my beloved husband, Andrew O'Hara.

I feel deeply grateful for the kind sympathy you expressed in my great loss, for the many beautiful floral tributes from your faithful hearts to his noble memory, and for all the kindnesses and courtesies extended to me in this dark hour of sorrow, from the humblest man who walks the section to the heads of the different divisions of the great Frisco Railroad System, Mr. O'Hara loved so well.

Especially to the engineer, conductor and crew of the funeral train that bore him back to his home in Ohio, where we have laid him to rest, and to the friends who accompanied us, I wish to express grateful thanks.

It is at a time like this the heart feels its impotence to voice its feelings, but I wish my message to reach every man, the officials, section men, tank men, switchmen, brakemen, telegraphers, clerks, engineers and conductors of the Frisco, as if it came from the large kind heart of Mr. O'Hara, who was one with you in life.

If his heart, on which the cold hand of death laid its touch November 29, could pulse once more, it would be with love for the brothers with whom he worked side by side, but beneath the tender fragrance of your flowers it lies still until the morning of Eternal Dawn.

ELLA F. O'HARA.



SOUTHEASTERN DIVISION SAFETY COMMITTEE.

Left to right, bottom row: J. C. Pentecost, general foreman B. & E. Amory, Miss.; H. Honaker, master mechanic, Birmingham, Ala.; J. H. Jackson, superintendent, Birmingham, Ala.; T. F. Gaines, conductor, Amory, Miss.; J. E. Ryan, engineer, Birmingham, Ala.; Victor Smith, section foreman, New Albany, Miss.
 Top row (standing): H. Oldham, terminal trainmaster, Birmingham, Ala.; J. T. Wade, flagman, Amory, Miss.; C. F. Kirchner, traveling agent, Memphis, Tenn.; W. N. Lutz, car man, Amory, Miss.; R. G. Coffey, master, Amory, Miss.; H. G. Gibson, foreman, Amory, Miss.