

Safety First From an Agent's View Point.

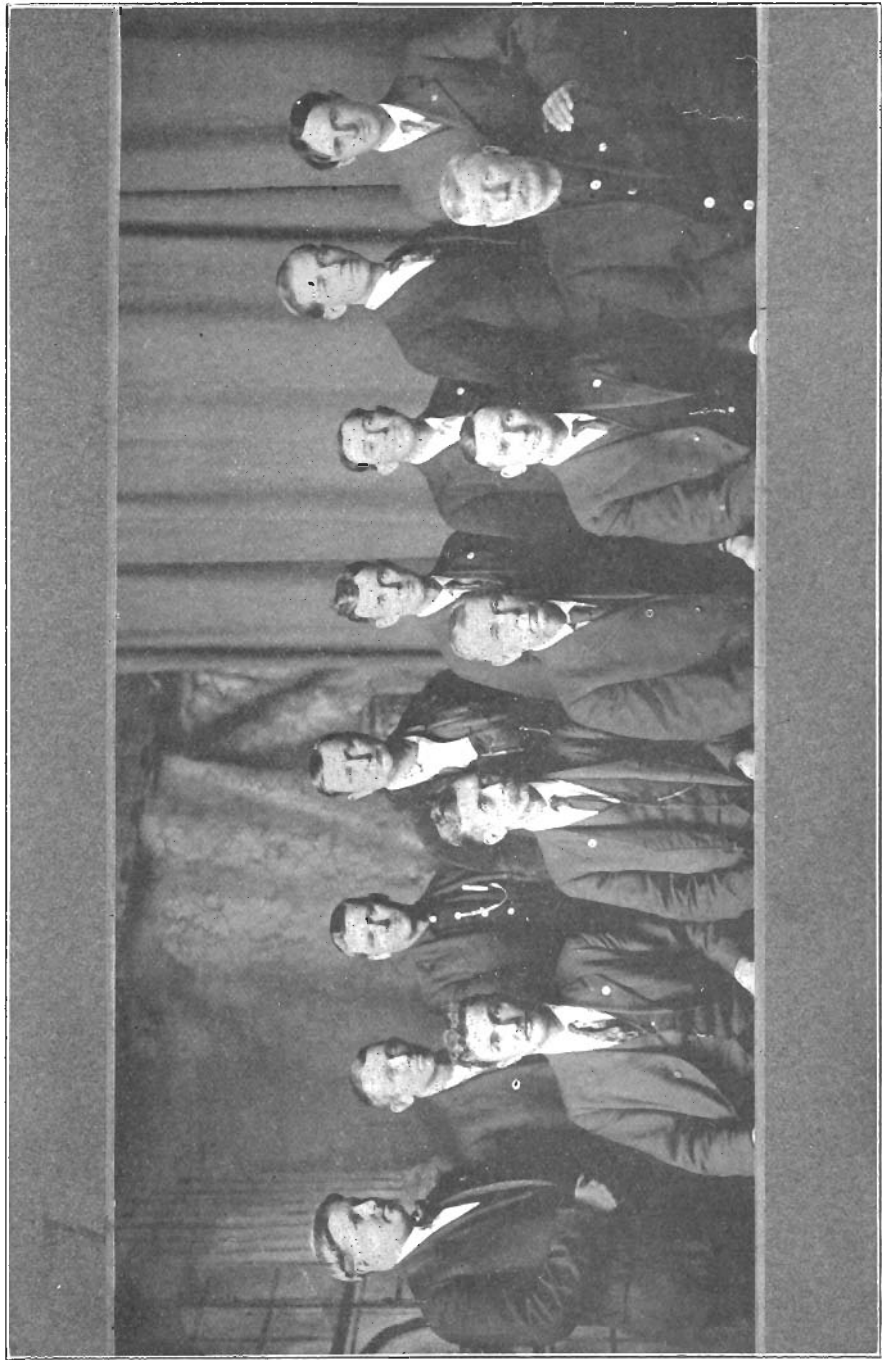
R. C. MILLS.

The importance of safety should appeal to every railroad employe. Its importance is greater to some than to others, as the responsibility of each is measured by the property and departments he touches, but every worthy employe, will feel a sense of responsibility in the safety of his fellow-employes and the traveling public, and no one should remain on the payroll if he cares nothing for these things. The man that looks for pay day without regard to service rendered, usually draws a small salary and is a poor employe even at a small salary.

As above stated, the responsibility of an employe is measured largely by the departments he touches as the touching of more departments means greater responsibilities and should elicit more extensive and hearty cooperation, so that a complete system of harmony might exist between all departments, each working for the good of all and for the interests of the company generally. No one should work for his own department and care absolutely nothing for any other; every employe should be an active safety worker with open eyes and willing hands reporting to the regular committeemen everything that will aid in this great work, as it should be understood that the committeemen are selected for the purpose of carrying on this work by the aid of each and every employe and that no employe should hesitate for one minute to report to the nearest committeemen any irregularities coming under his observation, that same may be adjusted speedily to prevent injury and loss.

The agent touches nearly every department of railroad operation. If our responsibilities are to be measured

by our opportunities I do not understand how any agent cannot feel a sense of responsibility. His task is not completed, his work is not done, until he has entered into hearty cooperation with each department touched and with the one object in view, that of bringing about a closer relationship between all departments, so that all employes in all departments may work together in perfect harmony to accomplish the greatest good for our company and the best protection for our fellow-employes. Our eyes should ever be open so that we may see all the irregularities, as I am persuaded that what we see is of as much benefit as what we do. We should not inspect our stations and station platforms keeping everything in proper shape and yet be blind to the fact that broken ties, loose crossing planks and broken draw heads in our yards are liable to take the life of men in the train service. Our eyes should be open to see the things that affect the track and transportation departments as well as our own. We should look beyond this to a careful inspection of industries, seeing that overhead spouts are kept back to clearing distances, that lumber and other materials are not piled closer than the regulation distance from our tracks, as a small encroachment means increased liability of personal injury. Let us remember at all times that the supervision of the agent in a sense, extends over the entire terminal or yard, including station grounds, platforms and industries and that his duty as an agent has not been fully performed until he has made himself cognizant of all conditions, and from personal knowledge knows that all equipment and grounds



SAFETY COMMITTEE, MONETT TERMINALS.

Left to right, bottom row: Chris. Nelson, car foreman; T. K. Underwood, general foreman mechanical department; W. J. Mills, agent; O. W. Brinton, assistant yardmaster; Bert Tetcher, switchman.
Top row: W. B. Berry, machinist; C. D. Rucker, machinist; Fred Walton, car inspector; Charles Johnson, car inspector; J. A. Johnson, watchman; E. Hugel, check clerk; C. T. Calkins, clerk; H. C. Fleming, switchman.

are in proper shape for use with safety.

The safety work claims the attention of an agent in two ways; first demanding his co-operation in every possible way to further protect the employes and the public, and requiring that he never sleep on his rights and premises, but be wideawake and alert at all times, working to that end.

In the second place, it is the duty of an agent to use to the advantage of our company, by advertising all the good work that has been, and is being accomplished by the Safety Committee movement. I believe this because I have faith in the work and am persuaded that we are going to accomplish just what was intended in the organization. If this is done, it will be the greatest thing that has ever been done to get our system of rail-roading and our service favorably before the traveling and shipping public. Every agent may then cite the public to the work of our committees and with no small degree of satisfaction and pride, solicit business for the line

that has provided safe transportation facilities.

Each agent is a solicitor whether he canvasses the shippers for routing orders or not. He is the company's representative before the public in his town or city. He should be the biggest man in the city (not the biggest feeling), and should be known as THE ONE EMPLOYEE that is interested in his company's welfare and the comfort and safety of its patrons. He should have the confidence of the public to the extent that it will rely on his information and place implicit confidence in him.

I am persuaded that we should allow our newspapers to write extensively of our "Safety First" movement and I have already arranged with two of our greatest dailies, The Oklahoman and the Times, to give an extensive writeup as soon as our December FRISCO-MAN is published.

Agents, let us show ourselves workmen that need not be ashamed rightly dividing our supervision with all departments, ever remembering united we stand, divided we fall.

The Women Can Help.

MRS. P. P. PALMER.

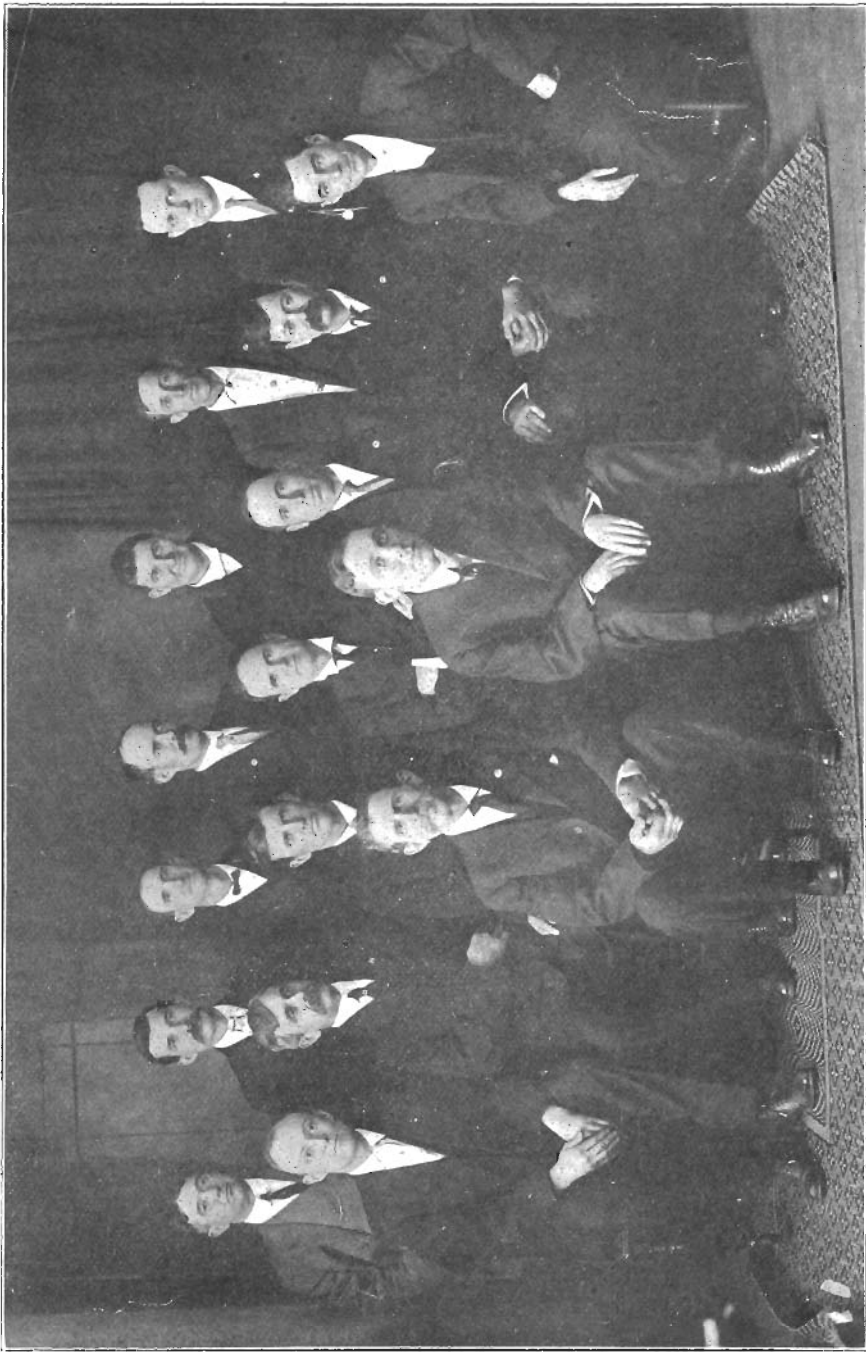
THE FRISCO-MAN is a regular visitor at our house, and I have noted with a great deal of interest the work which the Central Safety Committee has outlined to do for the benefit of the employes of the Frisco.

Having been asked by a member of the committee to say a few words in regard to what a woman's ideas upon the subject may be. I have decided there is a large part to be taken by the wives, mothers, daughters and sisters of those for whose benefit the Central Safety Committee is attempt-

ing to bring about conditions which will render the performance of their work less dangerous.

No one but the wife or mother of a man who is engaged in train service has any idea of the long hours spent in waiting and suspense for the loved ones who may be experiencing trouble and serious accident miles away.

Now that the movement "Safety First" has been started we women have an opportunity to help more than ever before. Since we can take no part in their work outside of the house,



NORTHERN DIVISION SAFETY COMMITTEE.

W. G. Wolfe, J. W. Springer, U. N. Martin, Wm. Trisler, George Solber, J. C. Fetterman, G. L. Swearingen, B. F. Cummings,
B. A. Beland, G. Marks, E. F. Swartz, G. A. Perrine, J. W. McNew, J. A. Brown, R. Griffiths, W. B. Cobbage.

it is our duty to make the home a place of comfort and happiness as much as we can.

It is said "Men must work and women must weep," so we must do our part in the home, and hope that the home and comforts there will help make the hard roads easier for the husband or father when away, and help him keep a watchful eye for the danger he is always in.

Men whose homes are unpleasant are not happy, consequently, are not the ones who go forth best fitted for the long hours and hard work of a railroad man's life. The man who starts each day with a clear head

after sufficient rest is the one who will be less likely to meet with accident. Many an accident has happened because of worry over domestic troubles which had taken possession of a man's mind at a time it meant disaster.

So to help the great good of the movement Safety First, we women must look out for and take care of the man, keep him in good condition physically and mentally and see that he has no unnecessary cares to worry him.

In conclusion will say there are many things which might be added if space permitted, but I believe these are the most important.

Out For the Banner.

H. A. VAN NESS.

There is a time in a man's life for action, and then a time to think it over; when joints are beginning to get stiff I sometimes wonder why it was not arranged so that a man could think first and avoid mistakes and mishaps.

The Southwestern Division Safety Committee has started a big crusade against accidents. Our watchword is, "Safety First." Our regular meetings held the tenth of each month are very instructive as well as interesting. The experience of the past in the many ways employes and patrons of a railroad company meet with accidents may be guarded against if the employes will think of the little pasters on their pay check, the stamp on the correspondence, or the little button worn on the lapel of the coat, "Safety First."

Many employes not members of the different division committees often ask, what are the safety committees for? What are their duties? The question is easily answered and in many ways.

The railroad man little knows what minute he may meet with accidents that could have been prevented if some thoughtful brother had removed the obstacle before it was too late. Many seem to think that the swinging of a car door, a loose board, or a rod that has come from its bearings, a hole in the depot platform, or along side of track, swinging stock yard gates, buildings built too close to track—all these things and thousands of others come under the head "Safety First."

Another question comes from the employes. Why are so many men put on the different committees? This is of the most importance. The man in train service may not think many of the moves he makes are dangerous, but he can see danger in the acts of men in the track department, bridge and building department, mechanical department, etc., while each member of the other departments may see many dangerous moves made by the man in train or yard service. Men