

Man as a Debtor to Mankind.

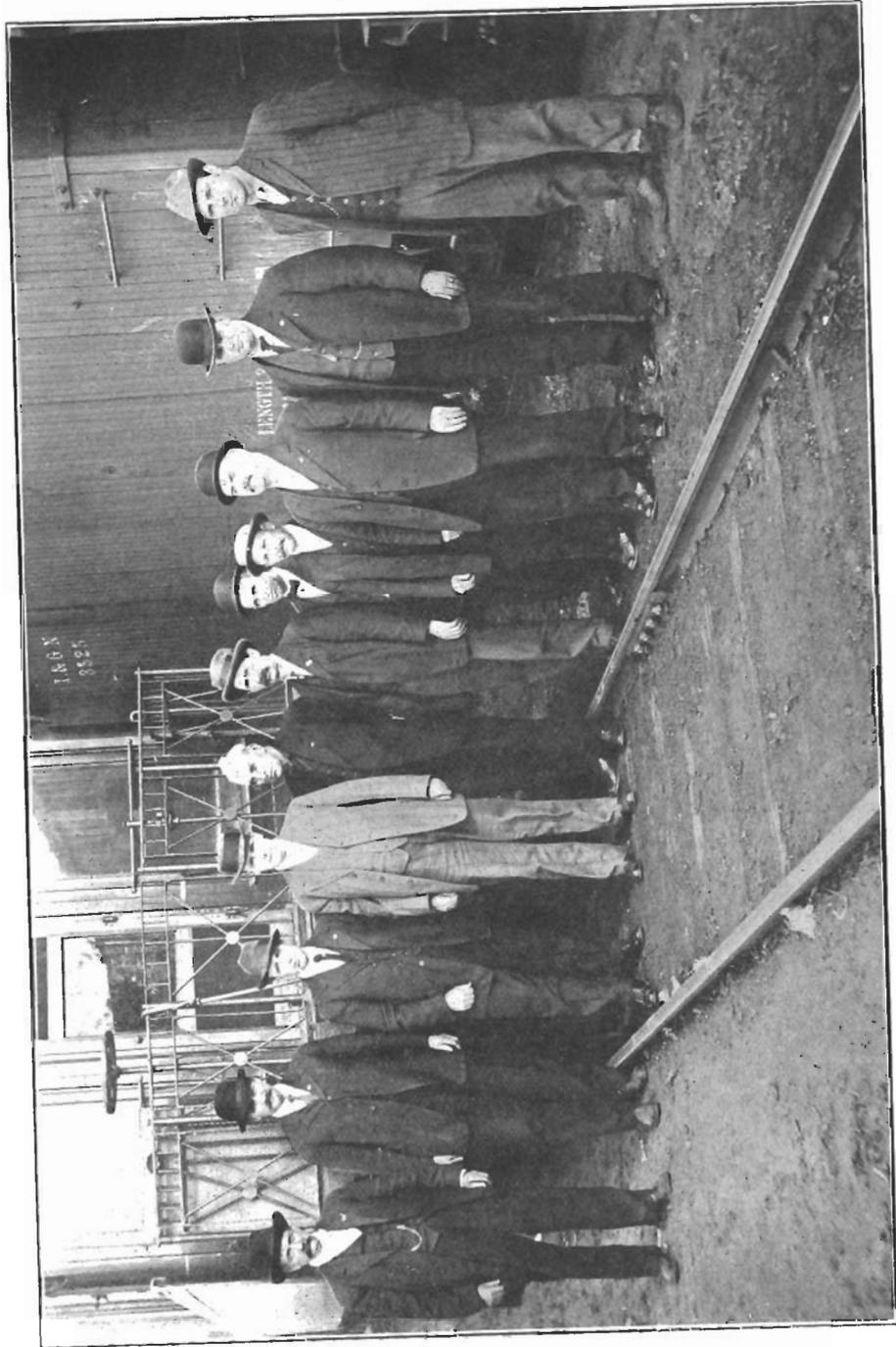
JOHN F. LONG.

It is the opinion of the writer that no man belongs to himself. The only thought that a man should give to himself is to keep in such condition that he will be able to perform his duties properly, both physically and mentally; such a man, when his day's trials are over and he lies down at night, has the satisfaction of feeling that his duties have been well performed. It matters not how disagreeable your surroundings may be, inclement weather and other conditions, we must take satisfaction in knowing that the results of our labor are means by which our families and others depending upon us are made comfortable.

Sometimes in looking at our emblem, Safety First, I wonder if anything could be more appropriate to serve to act as a constant warning or guide in the path of duty. No man has a right to wilfully make himself a burden to any one in any way. The man who commits suicide goes into a room, hides himself from the outside world, shoots or otherwise destroys himself: his troubles, so far as this world is concerned, are over. But what of the wife, mother, father, sister, brother or friends, do they get off easy? No! they are called upon to suffer the publicity and all that goes with an act of this kind. In fact, they are called upon to carry the burden of this man's wilful act. The only way a man would be justified in killing himself or utterly disregard all rules of safety, which is suicide, would be—first, to see that those who are dependent upon him are provided with the necessities of life, that they should never want for anything; secondly, that they have a counselor who would take the interest in them that a father

would and act as their guide through life, he should provide a man upon whom his country could call in case his services are demanded. In getting this man he must not simply choose a man from the ranks, but in some way form or mould a new being; if he were simply to take a man from the ranks it would mean a vacancy from the particular file from which the man was chosen. He should not inconvenience any one in the matter of properly laying him away after he is dead, which would mean digging his own grave and burying himself and leaving it in such a manner that it would not be a pitfall or a dangerous crossing for the living, etc. All this is intended to show how utterly impossible it should be for a man to bring himself to believe that he has any right to become a burden to his fellow-men by doing any act, either carelessly or wilfully, that would cause injury to himself or his fellow-workmen.

The meaning of the word "safety" is a state of being safe or out of danger, freedom from risk or hazard, of harm or evil, exemption from hurt or injury or loss, quality of making safe or secure. If I were an artist or an affluent speaker I would no doubt be able to portray in mind's eye the picture of suffering due from accident from taking chances, carelessness, forgetting, indolence and utter disregard for their fellow-workers, which causes accidents around the shops and unhappiness in general, but speaking strictly from the experience of both working in the shops and handling men in the shops, where there are many classes of men to deal with and where a close study of human nature is essential, we find in order to pre-



CENTRAL DIVISION SAFETY COMMITTEE.

Standing from left to right: Thomas Perry, section foreman; J. B. Kuhn, fireman; J. D. Parsons, agent; H. H. Brown, traveling agent; J. S. Brown, section foreman; E. J. Nelson, general foreman; E. & P. Thomas, Laitton, yardmaster; Felix Smith, traveling agent.

vent accidents a simple method must be followed, as suggested by a good old brother, who, in addressing his congregation, touched upon a point that seemed to strike a good old sister in the audience and she raised up quickly, striking her hands together and shouted, "that's right, brother; preach it, sing it, pray it."

The man working with men, in charge and responsible for one man or a million men, must preach the safety habit. Appeal to the men in the name of their families; show them actual cases of suffering in families due to accidents; tell them of your personal experiences, endeavoring at all times to keep the subject of safety before them in keeping it pictured in their minds so that it will be centered on "safety" in the same manner as the eye would be centered on a large red sign "Danger."

If you notice the man being careless, caution him about it, take pains in talking it over nicely with him, explaining to him that carelessness is next to murder, but do not stop here, make it your business to keep your eye on that particular man and see that he follows your suggestion. Many times, no doubt, in your experience with men you look back and recall times you saw a man doing a dangerous thing and it was on the tip of your tongue to caution him about it, but you felt that he was older and more experienced than you and that it might bring forth some sharp retort from him and you said in your mind, "Oh, well, let it go" and later on a serious accident happened from that same cause.

We sometimes see a man in jacking up a heavy load leave the jack carelessly latched, handling the lever carelessly, bending over it almost asleep and the next thing we were called upon to do was to pick the man

up and carry him home, his jaw being broken by lever striking it, and later accept the burden of caring for his family, and if we had only said, "Bill, hold onto that lever and keep your head out of the way," it would have saved him as well as his family much suffering and you an additional burden.

Very often in raising cars, tanks and engines we handled jacks very poorly, foundations insecurely placed or using defective jack, and for the sake of a little time we are inclined to pass the job by and let the men indulge in this careless practice, which later resulted in an accident and our conscience becomes stricken in our not having insisted on the man using necessary safety precaution.

Of course, it must be understood that there is a way in calling men's attention to things; we must not "bully" the men and have them scared, but if they do not seem to understand how it should be done, we should step right in among them and take hold of the job and explain how it should be handled; in this way we not only gain the good feeling of the men but you make them more confident in themselves. For an illustration of this and the result gained from it, watch a man in charge of a bunch of workmen who stands off from them and is abusive, especially when some higher official is on the ground, and you will note that while his men may be as busy as bees, they are in the way of each other, stepping on one another's feet and everything is confusion; watch the other man who goes at a certain piece of work with his bunch of men, who has made the practice of working with them, showing them the best method of doing work, and you will note the men take hold of everything with confidence, they know what they are expected to do and do it and much better results



RED RIVER DIVISION SAFETY COMMITTEE.

Left to right, top row: J. B. Mann, car inspector; George Rosbach, engineer; J. H. Vick, brakeman; Roy Snyder, secretary; J. H. Norris, conductor; P. T. Polson, roadmaster; C. A. Irwin, traveling agent.
Center row: S. H. Charles, superintendent; L. G. Michner, agent.

are obtained, with less liability of accidents.

Now, in the opinion of the writer, going back to the story of the old lady, we would add to the request to "preach it, sing it, pray it," after we have done this let us compel them to do it and if it is found that it is impossible to teach a man to overcome his carelessness it is a duty we owe to the Company, as well as to ourselves, the man and his family, to get rid of him. By doing so, it is possible that the man may get other employment where he is less liable to injure himself or others. The responsibility of the man working with men, or in charge of men, is indeed a great one

and the lives and the future of the men and their families lie in his hands. If a man is careless the men around him get careless and accidents follow. Accidents mean somebody suffers, homes broken up and boys and girls thrown on the world and not given an opportunity to equip themselves for the battle of life.

So, in conclusion, would say to all fellow-workmen, as we go down the pathway of life, "preach safety, sing safety and pray safety," and when we are finally called to account before the Supreme Ruler we can respond with a feeling that we have done our best to pay the debt we owe to mankind.

Progress of Safety Devices.

F. L. STREET.

During an experience of thirty-seven years in railroad work, thirty-five years as a locomotive engineer, almost thirty-two of which has been with the Frisco Lines, many changes have been made which have tended to greater efficiency, and more safe and modern means of handling a business which at best must necessarily be full of hazard.

The modern coupler has replaced the old link and pin. As late as the year 1870 or 1871, all couplings, both passenger and freight were the link and pin, and I remember well the frequent accidents caused by trainmen getting caught between the platforms of passenger coaches while making couplings, to say nothing of the appalling number killed and injured in freight car couplings. This has all been done away with by the modern automatic car coupler.

As early as the year 1863, efforts were made to perfect a power brake

to take the place of hand braking on passenger trains. The first one, which I also remember well, was a windlass running crosswise under the engine deck with a friction wheel at both ends which by means of a lever, in handy reach of the engineer, brought these friction wheels in contact with the rear driving wheels, causing the windlass to revolve and to draw on a long chain which was wound on the windlass and extended to the brake rigging under the entire train. This invention was used pretty generally on all roads at this time.

Another power brake for passenger trains at about the same period, had for its power, a strong coil spring and was used only for emergency purposes and operated as follows: In addition to the regular hand brake staff, another one was placed at the opposite side of the platform and ran down through a good sized drum or case, which rested and was fas-