



SAFETY COMMITTEE, ST. LOUIS, SAN FRANCISCO & TEXAS R. R.

Left to right: J. M. Chandler, trainmaster; C. E. Boss, master mechanic; W. B. Drake, vice-president and general superintendent; A. A. Graham, general foreman; A. G. Morrison, claim agent.

"I Didn't Think."

B. L. WINCHELL.

"A good general rule for avoiding trouble, is to not let things begin to happen."

This recent very wise utterance seems to me the basic principle in the SAFETY FIRST movement. It is a good deal like preventing drunkenness. He who does not drink at all can never drink too much. The official, or employe, of a railway company who opens the way for a mishap, might have avoided an exceedingly serious after-consequence, as we all know that it is often a combination of little things which leads to the greatest casualties.

One of the saddest of all admissions is, "I didn't think." The late-lamented Bill Nye once said of a friend: "——— doesn't think; he just thinks he thinks."

We are all human, and sometimes with the best of intention our minds are not sufficiently alert in the right direction, and yet few of us are properly on our guard, except in the presence of a recognized emergency. We do not bear in mind that an emergency may be lurking just back of an everyday occurrence. The ugly head of a serious possibility does not generally show itself, but occasionally we leave the right opening, and it bursts in upon us at fearful cost of life and limb.

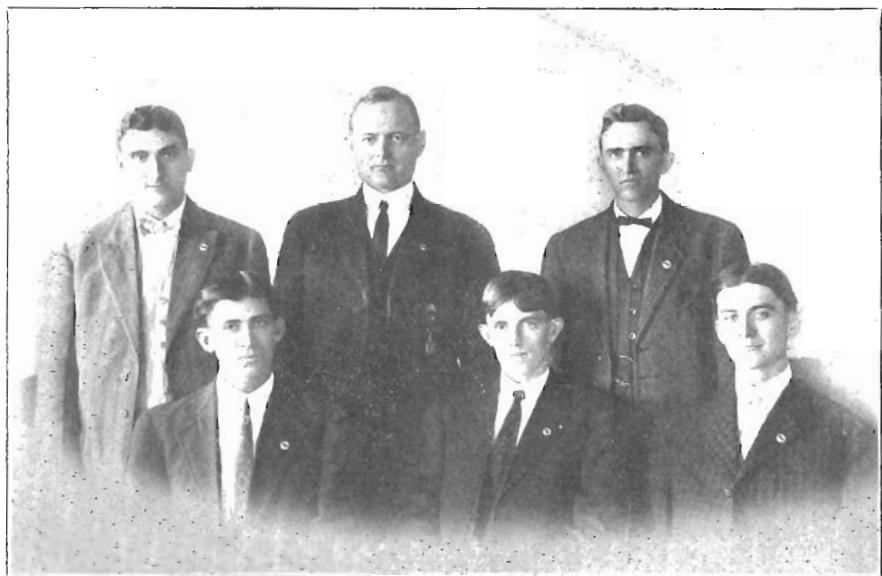
Good railroad work in any department requires full experience and knowledge of the work to be undertaken; a clear brain, one which while on duty is alert for the greatest accomplishments, and one which is continually watching for and guarding against the things which may go wrong. This necessary mental condition can only accompany general good health; so that as a foundation for all, good habits, both mental and physical, are an absolute necessity in the campaign for prevention of trouble and disaster.

From the Feminine Viewpoint.

MRS. MAUDE GASTON.

The old maxim, "self-preservation is the first law of nature," does not always hold good with the railroad man. He is careless, and by so doing, not only endangers his own life, but the lives of others.

Railroad accidents are nearly always the result of carelessness or the violation of some rule of the company. The injuries that follow are many. This carelessness and violation of the rules is not premeditated; in fact, I do not know of an employe who would intentionally



YARD AND SHOP COMMITTEE, RED RIVER DIVISION.

Left to right, top row: C. M. Gearhart, yardmaster; P. D. Hohnsbeen, assistant superintendent; W. T. Darrough, switchman.

Lower row: C. F. Weddington, car man; Homer Shivers, storekeeper; J. L. Harvey, general foreman.



SOME FOREMEN OF 12 AND 13 TRACK DIVISIONS.

Reading from left to right, standing: L. Carson, J. H. Perkins, B. W. Adams, D. S. Palmer, H. B. Morris, S. G. Craft, William Trisler, Roadmaster S. B. Peter, W. A. Bryant, Sam Trewatha, John Rayburn and John Rayburn, Jr. Bottom row: F. M. Waterman, Patrick Williams, P. H. Hamilton, Joe Sherer, Sam Prewett, Willis Epley.

be careless or violate a rule. They do these things thoughtlessly, and the results have brought sorrow to many homes.

How often we shudder when we see men running between moving cars, jumping on and off fast-moving trains, taking so many chances that are foolish and unnecessary.

Recently, a brakeman, while switching a train in one of the company's yards, in order to set the brakes and stop the train quickly, ran in between the moving cars, slipped and fell, was run over and killed, leaving a wife and widowed mother to mourn him. Could any accident be more uncalled for?

When men take such chances and are so careless, is it any wonder that railroad business is classed "most hazardous"?

If the careless railroad man could look at the results of his carelessness from a woman's view point, or if he could behold the distress of his loved ones after some careless act of his that had caused him to forfeit his life, do you think if he might try again that he would take another chance, however small it might seem?

But he never gets another trial and those dependent upon him are left to battle with this world.

Imagine if you can how a woman shrinks from having to fight this problem of living all alone, perhaps with little helpless children depending on her effort, or perhaps an aged mother trying to struggle on after her boy has been snatched from her by some careless act of his own at the very time in her life when she needed his love and protection most.

O! that something might be done to do away forever with carelessness on railroads.

Carelessness has probably caused more sorrow and suffering than anything ever has.

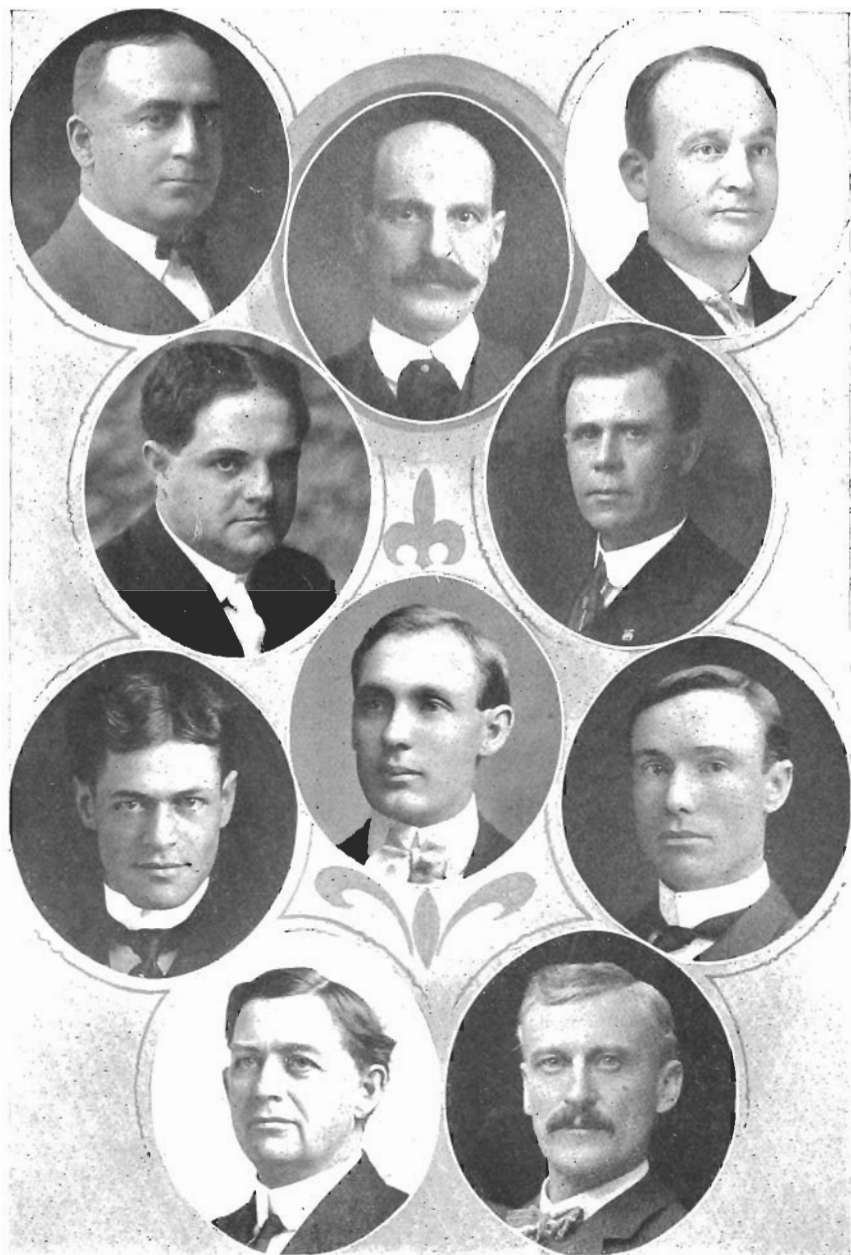
Don't wait, trusting to chance that you will escape.

Be sure and be on the safe side.

Don't take a chance; there is too much depending on it.

Think how those at home pray for your safety, and for their sakes and your own, protect the life that means so much to those who are dear to you.

Railroad employes, however, are not the only ones who take chances. The public in general is a pretty close second, often to their own sorrow, as is shown by the old couple who were driving to town one day. They attempted to drive across the tracks in front of an approaching train. The wagon was struck and completely demolished and the old couple were thrown into a mudpuddle but were not



CENTRAL SAFETY COMMITTEE.

First column, top to bottom: J. A. Frates, E. D. Levy, M. C. Byers, D. E. Fitzgerald. Center column: W. B. Spaulding, Chairman; Robert Collet. Third Column: R. E. Trout, J. E. Hutchison, R. F. Carr, G. A. Hancock.