

Safety First on the Ozark

The following communication regarding the distribution of Safety First passes on the Ozark Division by Superintendent Baltzell, will be of interest to all Frisco men:

I have had a number of inquiries as to what methods were used in reducing the number of accidents on the Ozark Division 63 per cent in the last eleven months, resulting in our winning the Safety First honors.

In the first place, this splendid showing was largely due to the committee. Their untiring work and personal interest, together with the strong co-operation of every employe on the division, made it possible, not only to secure the banner but to make the most remarkable showing in the reduction of personal injuries of any division in the world.

I was fortunate in selecting my committee, securing men who had Safety First interests deeply at heart; men ever on the lookout for defects in equipment, as well as on the look out for men practicing dangerous habits in their work.

Many unique methods were used to secure these good results. One at Thayer, Mo., to prevent the evil of boys hopping trains, was the installation of a platform, steps and spring-board, together with a dressing room, at the old swimming hole in Warm Fork, opposite superintendent's office. I fixed this up for the boys and we all went swimming occasionally. I have counted as many as forty boys between the ages of eight and eighteen in the swimming hole at one time. I took occasion frequently to talk briefly to these boys upon the evils and dangers of hopping trains, and asked them, in consideration of fixing up the splendid swimming hole, that they

would promise not to hop and ride trains through the Thayer yards; they have kept their promise

Not only did the boys at Thayer heed the warning, but at a number of other stations along the road, where I have numerous boy friends. It has always been my practice to caution the boys about the bad habit of hopping trains, with result that during the eleven months in which we were struggling for the Safety First honors, I did not have a boy injured on the Ozark Division.

At our meetings, which are held every Monday afternoon at Thayer on subjects of train rules and mechanical items of interest, the men have attended with remarkable regularity and showed their interest in these meetings by coming prepared to take active part in same.

The Safety First slogan has been kept continually before our men, and they have received it in loyal, manly spirit.

It is a striking characteristic of the Ozark Division men that this spirit of co-operation exists on any and all subjects brought up for discussion.

When I was officially notified that we were the winning division, I began making arrangements for a special inspection trip with the retiring committee and the new committee, together with the chairman of the Central Committee and a few other officials; also roadmasters, general foremen B. & B., assistant superintendent and chief dispatchers, over their respective territories. This trip was made June 30. We left Springfield at 6:00 A. M., reaching Memphis at 8:00 P. M., in time to return on No. 106.

Our first stop was at Mansfield. We were welcomed at the depot by the

Business Men's Club, together with a brass band and one hundred citizens. They escorted us to the beautiful little park near the station and conferred upon the entire party the honor of membership in the Mansfield Business Men's Club. The president of the club made an interesting talk upon Safety First, in which he stated that the business men of Mansfield rejoiced with us in winning the banner.

The next stop was at Mountain Grove, where a large delegation, headed by Mayor W. S. Chandler of Mountain Grove, met us, and, but for the fact that we had to hurry in order to reach Memphis in time, they would have taken us on a sight-seeing trip in automobiles to the Fruit Experimental Station and Chicken Farm.

Our next stop was at Cabool, where a large number of citizens, on the platform to greet us, showed their appreciation by making short talks and assuring us they were proud of the Ozark Division winning the banner.

The next stop was at Willow Springs, where we were greeted by a large crowd of people, together with a brass band. Short talks were made at this point.

At West Plains we found 100 citizens at the depot, representing the West Plains Commercial Club. These people gave us their assurance of their delight in the Ozark Division winning the banner and hoped we would win it again next year.

At Thayer a fine dinner was in waiting. Members of the committee and others in the party sat down to a splendid repast. Col. Torrey made a striking speech on Safety First which will be long remembered by those present.

Leaving Thayer I arranged for an observation car—in the form of a flat car with railings and seats—for the members of the party, in order that

they might view the beauty of the Spring River country. This car was shoved ahead of the engine at a slow speed to Ravenden, where the car was set out. Then the two committees were called together in the coach and the regular business meeting for the month transacted between that point and Jonesboro.

At Jonesboro we found representatives of the Business Men's Club, who kindly invited us to take an automobile trip with them, but the time was so short we had to hurry on to Memphis.

While the committeemen, the employes and our patrons and friends along the division, contributed the largest portion of the work which resulted in our winning the Safety First banner, personally I have never for a single moment lost the enthusiasm and interest I had at the outset of this Safety First work.

In all my athletic career no contest was ever entered into with any more spirit or determination to win than in this contest, for the principal reason that so many are benefited by results. When we stop to consider that in eleven months on the Ozark Division alone, there was a reduction of sixty-three per cent in the number of men hurt—and we have every reason to believe that some of them would have been fatal—the knowledge of such results, to my mind, is sufficient for any and all the work which might have been expended.

I have found in connection with this work, that in making such a strong feature of Safety First practices and habits, getting the men interested, that we have been getting their minds concentrated in the right direction. I have found that our men in all departments have become more efficient in their particular line of

work, because of the educational features of this movement.

Last, but not least, the signing of 650 card passes for our women folks was a real pleasure to me, and as I glanced over the names and noted some poor old soul, perhaps the mother of a young man working on the section, who may not have taken a trip for months or maybe years, it was with a thrill of keen enjoyment that I signed her transportation.

The wave of Safety First enthusiasm that has swept across this country and

is now being understood for the first time by many, in the future, I believe, will bring about greater results.

Every employe on the Ozark Division has made a determined resolution that we will endeavor to win the Safety First banner for the coming year.

I hope to see my men become bigger and broader men by their experience in this work in the past, and I feel confident that every man on the division has been personally benefited by the Safety First movement.



Night force, Francis, Okla., left to right (top row): Ivy Neal, storeroom man; B. A. Chaddick, hostler; W. A. Pool, stationary fireman; Ed. Farnell, fire-builder; G. C. Chaddick, hostler helper; Bob Murkle, machinist helper; Roy Middleton, switch engine fireman;

W. C. Jones, boilerwasher; (bottom row) E. C. Johnson, fireman; Jack Byrnes, boilermaker helper; W. Y. Marsh, boilermaker.

The reproduction shows engine 1238 across the turn-table.

How We Won the Prize the Second Time

Chairman Spaulding has asked me to tell what methods were used to accomplish the remarkable feat of winning the Safety First prize the second time by the Memphis Terminals.

From a selfish view I think this is rather unfair, as we expect to go into the race with the determination of winning it again and using the same means as during the past year, but for the general benefit I will give the secret away.

The winning of the Safety First prize the second time was accomplished simply by constantly keeping up the interest in the movement and by good team work on the part of all employes within the Terminals. No credit can be claimed by the chairman nor by any individual member of the committee; the result was brought about by the employes as a whole. By reference to our reports it will be noted that almost one-third of the items submitted at our meetings were from "Other Employes," which shows that the interest is far from being confined to the members of the committee, as, unfortunately, is apt to be the case, and which I know from personal observation is the case in some instances.

Our meetings have always been interesting, each member of the committee, as well as visitors, being made to feel that their criticisms were solicited, all titles and positions being subordinated to an equal footing in our deliberations.

The winning of the Safety First prize has become a mere habit with Memphis Terminals, which we are not trying to cure, neither will we become

lax in our efforts to retain this habit.

E. L. MAGERS,
Chairman Memphis Terminal Safety
Committee.

The Safety movement at Memphis has come to stay. Under the vigilance of the Safety Committee—made up of men engaged in all branches of work—it cannot help but succeed.

These men have taken great interest in the work. They have pointed out to switchmen, engineers and firemen the danger in careless handling of high explosives, such as powder, dynamite and high explosive oils; cautioned them of the danger of not reporting defective ash pans and other fire appliances on their engines, which could drop fire. This is one of the first points gained by our Safety Committee.

The second step was with the track and bridge men. They were warned of the dangers of using defective chisels or tools of any kind, such as claw-bars with defective claws, or spike mauls with defective heads, push cars with bad wheels, or any kind of tools with bad handles. The committeemen or section boss see to it that instructions regarding this matter are carried out to the letter. The men seeing the stand taken by the "boss," and noting the result of safety to themselves, now work in every way to avoid accidents.

The committeemen and head car inspector have impressed their men with the necessity of carefully looking over a train for defects, upon its arrival at terminal, and have trained them to have all defects, no matter how trivial, repaired before the train pulls out.

The repair track committeeman has

accomplished much in training the men of his department regarding the danger of allowing boards, pieces of siding torn from a car, or old car roofs containing nails, to remain on the ground. As a result, the men have learned to gather up material of this kind and place it in a pile either to be burned, or carried off to some out-of-the-way spot where no one will be liable to step on the nails. He has impressed upon the men the necessity of having the yard cleaned up and of placing jacks where the night men working in the yards can't fall over them.

Boilermakers are to see that all tools and tool handles are in safe condition before using same, and the men working on scaffolds are to examine them and before mounting be certain that they are safe for the weight they are to support.

The electrician who cares for the wires at the Memphis Terminal has cautioned everyone regarding the dan-

gers of coming in contact with live wires, because of the high voltage used at that point

When an engine comes in the roundhouse it is thoroughly examined by the inspector, and all defects, no matter how small, are repaired by the machinist, boilermaker, truckman or springman, as the case may be, and if it should be found that a defect has been overlooked by any of the men engaged in a different class of work, his attention is drawn to it, in order that it may be repaired. By working together in this way we have fewer accidents and less engine failures than any other point on the system.

Watch the above mentioned features, appoint good men on the safety committee, have a capable chairman, and teach Safety First in your homes, and you cannot fail to succeed. By living up to the above rules we have won the Safety First prize two consecutive years, and we expect to win it again.

C. R. CROWLEY,

Boiler Inspector, Memphis, Tenn.



Aside from his duties as agent at Winslow, Ark., J. A. Winn is "engaged in raising a family—representing eleven children, nine daughters and two sons—and clover" at that point, so he says in a communication to THE

FRISCO-MAN.

Mr. Winn calls attention to the fact that the clover almost covers one son, standing at the extreme left in the picture.

Who can beat it?