

Safety Talks at Sapulpa

At the monthly meeting of the Southwestern Division Safety Committee, in the Auditorium of the Y. M. C. A. Building, Sapulpa, Okla., Saturday, June 28, the following members were present: S. T. Cantrell, chairman; H. Campbell, roadmaster; J. F. Long, master mechanic; W. H. Mullens, section foreman; J. D. Heyburn, assistant superintendent locomotive fuel service; R. D. Purcell, conductor; T. A. Fry, conductor; J. Gambill, fireman; D. A. Bowersock, general foreman B. B. & W. S.; W. J. Wallace, engineer.

After the discussion of several items of general interest, the following address was made by Conductor Ralph Purcell:

The railroads all over our land today are being confronted by many serious problems. The majority of these are problems of which the officials are much concerned, but the greatest general movement of any time is the "Safety First" movement in which every man of the railroad world is a factor.

It is high time to understand and believe that the "Safety First" movement is no fad—it is here to stay, a permanent feature of the present and future railroading. In fact, it will be due to this movement that railroading will reach its highest point of efficiency.

The American railroads are in many respects one of the wonders of modern science. No other nation offers to the public such luxurious means of travel and such ready means of transportation in the commercial world.

Their efforts in the past have been to maintain luxury and elegance, and the public have demanded speed. It has been a competitive factor among the various roads. Both the public and the railroads overlooked the most important feature—"Safety First."

The "Safety First" movement had its birth as have all other great and lasting movements, from necessity. The stupendous problem confronting the

officials at that time was a way to decrease the terrible toll of life and limb. In order to bring about a solution of this great problem, the "Safety First" movement was launched.

The most deterrent factor among the employes was their thoughtlessness over little things, not willful by any means, but just a callousness toward danger. So this necessity brought about a form of education, an eye-opener, a brain tonic, look,—think. A railroad man's work is naturally a work of great variety and makes an appeal to men which should broaden character rather than narrow it. Standards have been adopted from time to time, and safety appliances have been added as necessity demanded, regardless of cost; and regardless of all cost and the strenuous effort that has been made, they have failed to obtain the object that concerned us as a whole. Safety appliances are useless unless intelligently used.

The educational feature of this movement has been enlarged to include the public, who are in greater need than the employes. The employes know, but fail to do; the public does not know, hence theirs is a sin of omission. The public receives so many impressions, so many facts so highly colored, that they cease to be facts, and, consequently, they believe many things which are not so, and the important facts which they should know and understand, they fail to appreciate.

Safety First, it is hoped, will promote conciliation between the public and the railways, and enable the railroads to have a strong, progressive system, adequate to handle the nation's business without delay and loss, thereby securing the public as a co-operative booster for them. Most all men are beginning to realize that it does pay to do work efficiently and more safely. One of Mr. Richard's epigrams is good advise at all times, "Better be careful than crippled."

It is true the roads are adding new material at all times, but they are making an effort to secure the best from the line of recruits. The time is not far distant when the unsafe man

will be a back number. He is a source of danger to the public and to the railroad employes. If we are to work under first-class conditions, with best of machinery and latest safety devices, we must be first-class men mentally and physically.

President Delano paid high tribute to the railroad man when he said:

"Railroad men do not claim they are better than any other men, but considering the problem broadly and fairly, it has always seemed to me that railroad men would average up with any equal number of bankers, manufacturers or merchants."

Safety First draws a mental picture not only of safety for you but safety for the millions. Our sense of justice to every other man has, under this movement, been steadily growing, and why? Because the slogan, Safety First, was in it the voice of reconstruction of principles.

It has been said that the priests are engaged in the greatest task in the world—that of saving souls; but if we are not going to save the lives, there are not going to be any souls to save. Fellow-workers, let us save plenty of material for the priests.

Chairman of General Safety Congress of the Baltimore & Ohio, A. Hunter Boyd, gave a word picture worthy of repetition. With your permission I will borrow his thunder:

"Practically all of the retiring members of the Safety Committee will continue to be real safety men and gradually by getting the co-operation of the majority of men not on committee, we will find greater promptness among them to adopt and use intelligently safety devices. We will never reach the ideal, but come so much nearer it than we have in the past that all the officers and employes will be ashamed of the accident records of past years."

Engineer W. J. Wallace delivered the following address, which was written by Conductor A. K. Boggs:

I appreciate very much and thank you for the opportunity afforded me at this meeting of publicly expressing my views upon the greatest movement ever undertaken by any railroad system.

Safety First has always been my motto and I have never had any cause

to regret it. I am requested by the invitation committee to talk on conditions as they existed before this movement was organized, and as they are today. No harder subject could have been picked for me, for to me the past is gone; the present is here today, but gone tomorrow. It is true, no doubt, that past experience has taught us many things, but the future looms up before us with wonderful possibilities offered to us, that we may make the way safer and better for those who follow us, and that they may profit by our past experience is the only reason we should recall it.

When I call to mind the dangerous conditions which existed years ago, it makes me wonder how I could possibly be here today to write these words. I can see switch stands that hung out in space over narrow fills, and the brakeman had to be an expert to drop off the side of a car. If he failed to catch the switch stand it meant a roll down the dump for him, and where switches happened to be located on level ground, it was made the dumping place for broken links and pins and rocks which were not wanted any place else—nice place for a brakeman to drop into. There was no place provided along side the track to get to the switch. We always had to take the center of the track and run ahead of the engine or cars, over ties not filled in. Now this is all changed. The ground around the switch stand is filled and leveled off, and then there is a place provided outside of the track to make a run for the switch. Even bridges that are located near to switches are provided with a walk and guard rail. That alone will save many a brakeman from bruises and broken bones.

When a man started out as brakeman twenty years ago, Safety First was foremost in his thoughts. When he went down to the yard to go out on his run, the first thing he did was to go over the top of the train, inspect the brake wheels to see that they were properly fastened on the staffs, and look at the brake to see that it would hold when he set it; would have the engine take the slack out of the train; would go along the train and find out whether the links, pins, and brake chains were in good condition, for he well knew if any of them were out of

order, it might mean an accident to him or someone else.

How many brakemen do you see today who will go up and down the train looking for defective operating rods or grab irons? The safety appliances which have been thrown around the men have taken away the safety alertness that surrounded the trainmen of twenty years ago. The various committees have accomplished wonders in reducing the dangerous conditions that have always surrounded us. The men and officials have drawn closer together by the movement which is the letter "A" in the alphabet of Safety First.

To get in closer touch with the dangerous conditions that now exist, is my understanding of the object of this movement. I believe greater results would be attained if the members of local committees, except the chairman, were appointed for terms not to exceed three months. By doing that we would have new men, new blood and probably new ideas. I would like to see these men picked from among the younger men in the service. You can't tell what bright thoughts along the line of Safety First will come from the brain of some curly-headed boy. The old men have always worked in the safety column. The fact they are here today is a living evidence to that. The laws of our country are written in plain English, yet it takes a Supreme Court sometimes to decide just what they mean. The same thing applies to our rules and instructions. Day by day we work among men with whom we differ as to what a rule means. Accidents might be avoided if the Central Committee would be considered the Supreme Court to put a construction on every rule, in order that the employes over the entire system would understand the rules alike. Before the various committees were organized it was no easy matter to get a dangerous practice stopped, but now there is not a man among us who ever misses the opportunity of getting before the proper one the dangers as he sees them, for he well knows the remedy will be applied.

Still, there is an untold work to be done in educating the public, as well as the employes, to be careful today that they may be whole tomorrow, and

education is the only thing that will do it.

I would like to see printed on every train order blank in red ink the words:

DON'T fail to show this order to your crew.

DON'T pull up and back in when you can head in.

DON'T fail to see that the switches are properly set after you use them.

DON'T fail to give the coming train extra protection in stormy weather, regardless of the right you may have.

DON'T fail to see that the order signal is clear when you pass it.

I would like to see printed on every ticket the words:

DON'T get off the train when it is in motion.

DON'T be afraid to ask the employes to help you; that is their business.

DON'T fail to comply with the rule of the railroad; it will help them to make your journey a safe one.

I would like to see signs hanging in depots and cars bearing the words:

DON'T fail to read your ticket; the information contained therein may be of vital importance to you.

DON'T board a train without knowing positively that it is the right one for you to take.

And above all things—

DON'T get on the train unless you are going some place; the train crew will take care of your friends and loved ones. They may seem gruff and surly, but try them and see.

I would like to see placed in the space between each car window the words:

DON'T place your baggage in the rack above you or in the aisles; it might cause some one to be injured.

The warning would be a great benefit to some people.

I would like to see on a prominent place on every way-bill:

DON'T unload this freight and leave it where it might cause some one to be injured.

DON'T is a wonderful word; it should be placed in every conspicuous place to keep ever fresh in the minds of the employes and the public of dangers that may lurk there.

I can look back to childhood's happy days and hear over again my mother say, "My boy, don't do that again."

The years have quickly passed since then and the time is fast changing the color of my hair from black to gray, but not a day passes but I hear over and over the words, "Don't do that again."

DON'T be afraid of your superintendent. He won't hurt you. If you make a mistake, tell him about it and tell him the truth. Go to him with your troubles the same as you did with your father when you were a boy. He is all the father some of us have now. He will help and advise you. If DON'T want to discharge you. The better man he can make of you, the better superintendent he will be and the safety first movement can be carried on to a much better advantage.

DON'T take up his time telling him about the mistakes of others. We can each one attend to that ourselves. If we don't he will find it out soon enough.

Now let our motto be Safety First, Safety Last and Safety All the Time, and whatever you do, DON'T forget it.

Frisco Picnic

The Frisco employes of Springfield, Mo., enjoyed their twelfth annual picnic at Fort Scott, Kans., Saturday, June 21.

Five special trains left the Mill Street passenger station, at intervals of fifteen minutes, carrying approximately 4,000 employes and their families. The first train arrived at Fort Scott shortly after 9 o'clock, and before 10 o'clock all the entire Springfield delegation was enjoying the hospitality of the Kansas town.

The picnic opened up at Gunn Park with an invocation by Rev. George W. Satterlee, followed by an address of welcome by Hon. E. C. Gates of Fort Scott. There was a splendid musical program under the direction of Hoover's Band of Springfield and the A. B. C. D. Orchestra.

The afternoon was devoted to athletic events prepared by the entertainment committee, which consisted

of races, swimming events, dancing, and also a ball game between the Springfield and Fort Scott teams. A performance by the Airdome Stock Company was one of the afternoon's attractions.

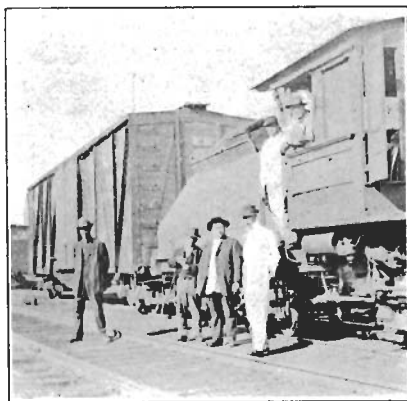
Card of Thanks

Words will not express our feelings of gratitude to the employes of the Frisco for the many kindnesses shown us during the recent illness of our baby, Ara, and when death came into our home and claimed her but for the goodness of our friends and fellow-workers it seems that we could not have borne our grief. Your tenderest sympathy, your love and the very beautiful floral remembrances, were indeed kindly thoughtful of you, will never be forgotten, and we thank you sincerely.

MR. & MRS. C. F. MOFFITT,
Memphis, Tenn.

At Fort Smith

The accompanying reproduction is from a snapshot taken in the Fort Smith, Ark., yards in July, 1911, and the employes shown therein are all



still in the service. Reading from left to right, they are: William Piper, F. P. Litten, C. C. Monds, Lem Vines and Charles Vogel.

Division Office Efficiency Associations

Since the Frisco Office Efficiency Association was organized in September, 1912, there has been organized in each of the ten division offices what might be termed a branch association, having for its object the same principles as laid by the parent association, namely:

The mutual benefit and improvement of its members by bringing about better co-operation among the clerks, the standardization of work and the elimination of all unnecessary work and duplicate information.

A great amount of good has already been accomplished by these associations, and they are bound to accomplish all that they have set out to do. A number of valuable suggestions have been made to the parent organization, which have been adopted, and further, a great many improvements have been worked out in the division offices which otherwise would not have been accomplished.

Enthusiasm and co-operation is the key-note of each association. The division officials and their lieutenants are in hearty accord with the movement, which has gone a long way toward accomplishing the results that have been obtained.

The date the various associations were organized and the officers are as follows:

Northern Division.

Organized April, 1913.
 President, J. J. Cummins.
 Vice-President, C. E. McKenzie.
 Secretary, C. N. Day.
 Meetings held semi-monthly.

Ozark Division.

Organized May, 1913.
 President, L. O. Crowder.
 Vice-President, A. L. Walters.

Secretary, R. E. Fleming.
 Meetings held semi-monthly.

Southeastern Division.

Organized February, 1913.
 President, F. W. Hampson.
 Secretary, R. L. Cason.
 Meetings held semi-monthly.

River and Cape Division.

Organized March, 1913.
 President, D. E. Buchanan.
 Chairman, C. McBroom.
 Secretary, C. N. Allen.
 Meetings held semi-monthly.

Kansas Division.

Organized November, 1912.
 President, O. O. Rule.
 Secretary, G. G. Harrison.
 Meetings held semi-monthly.

Eastern Division.

Organized March, 1913.
 Chairman, L. L. Dyer.
 Secretary, A. R. Dieterman.
 Meetings held semi-monthly.

Central Division.

Organized December, 1912.
 President, T. H. Edmundson.
 Vice-President, B. Paine.
 Secretary, H. G. Beimfohr.
 Meetings held monthly.

Red River Division.

Organized January, 1913.
 Chairman, F. A. Warner.
 Secretary, J. B. Crutchfield.
 Meetings held semi-monthly.

Southwestern Division.

Organized December, 1912.
 President, W. E. Hemker.
 Secretary, M. E. West.
 Meetings held weekly.

Western Division.

Organized October, 1912.
 President, P. D. Hayes.
 Vice-President, M. V. Benson.
 Secretary, A. J. Dicks.
 Meetings held semi-monthly.