

"Uncle John"

John W. Houston, in charge of the pumping station at Steelville, Mo., who celebrated his seventieth birthday April 5, 1914, has a record of forty-one years continuous service to his credit and is probably the oldest employe in point of service now in the employ of the Frisco.

"Uncle John" as Mr. Houston is familiarly known among his associates, really entered the service of the old Atlantic and Pacific Railroad in 1869, in the bridge and building department, but, because of work on the Gasconade bridge being suspended four months later, he was obliged to seek employment in other fields.



On September 4, 1872, Mr. Houston re-entered the service on the Salem Branch, in the bridge and building and car departments under Foreman Lively. In 1880, he was promoted to foreman which position he held until June, 1896, when the round house was

moved from Sankey, Mo. From 1896 to 1904, Mr. Houston was employed on the main line of the Frisco as carpenter in the bridge and building department, after which he was assigned to the car department at Salem, Mo. He remained at Salem until 1906, when he was assigned the pumping station at Steelville, Mo., which position he continues to fill.

Chester Rogers

That little Chester Rogers has rail-roading right in him is very evident even at the early age of three years, for he spends his hours of play build-



ing railroad tracks and bridges and inventing trains to run upon them.

Chester is the son of Isaac A. Rogers a car repairer, North Yard, Kansas City, Mo.

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The many contributions which *The Frisco-Man* receives is ample evidence of the interest taken in Safety First.

Safety First is essentially practical and of fact. It lends itself to almost every incident of every day life, and it is therefore unnecessary to step back into the realm of history or ascend into the regions of fancy for an article upon it.

In fact, the best time, place and period to stage an article upon Safety First is 1914 and anywhere on the Frisco.

B. L. Young, Agent, Northern Division.

Safety First! After a careful search, I find the meaning of these two words have been respected for ages, and believe I am safe in saying that there are but few who have reached the age of accountability, who have not heard of the Good Shepherd's saying of the Ninety and Nine safely sheltered in the fold, "but one was lost and gone astray." This is the teaching of the Bible, but how graciously it applies to our Safety First of modern times; now that this Book is the Gift of God to man, upon which the laws of nations are founded, we cannot overestimate its teachings in connection with our work.

Not only is it for your Committee to act as the "Good Shepherd," but we must have the united effort of every employe on the Grand Old Frisco, from the humblest laborer to the highest official; then, the showing will reach the highest possible point in prevention of personal injuries. It is my hope and desire that the Frisco Lines will lead the world in reducing injuries to its employes and the traveling public; by so doing we attract the eyes of commerce and the traveling public to our road, which means more business, likewise more employment for safe men and women.

I believe the day is close when the

man who ignores this Safety First movement will be the man who will be looking for employment; his fellow workers will shun him on this account and report it to his superiors for final action, which, no doubt will be dismissal; he will then apply to other firms or corporations and meet the same fate, as Safety First has been installed there also and they cannot use such an individual.

This kind of a character in search of employment may be compared to some kind of a criminal; he is not a man, with whom his employer or co-worker wish to associate, because of his recklessness. He may not divest you of money or personal effects, but his carelessness may rob you of a hand, foot or an eye, or worse still, your life—your family of a father or brother and your community of a good citizen; therefore, I say again, that if a man does not adopt the principals of Safety First, he will be a back number.

The station man asks how he can aid Safety First—This can be worked out best at the various stations, as the agent is better acquainted with conditions at his own station—conditions that would possibly cause some accident or injury; have them corrected, and if not in position to do this, refer it to your Committee. Watch your

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station grounds for obstructions, see that no boards with nails are permitted to lie around, your truck in place, blocked, and tongue hooked up, stock chute gates locked, your office and freight house locked; and see that the merchandise car is properly protected, if not in person, by lock or seal.

The public will appreciate this move on your part, and the management will heartily approve of it.

Figuratively speaking, Safety First means an increase to our pay checks, as injury and death means great expense and often long suffering. By adopting these principles, we hope to eliminate this and bring happiness to many homes.

*J. E. Rosenbalm, General Foreman
B. & B., Eastern Division.*

It is becoming more and more manifest, as time goes on, to those having charge of machinery which controls the industry of the world, that in this age of invention, machinery and make time, the move for safety is the subject for real study and desire. The Bible tells us "That the desire of all nations shall come," so we should take courage to press the matter of Safety First, and make it a matter of Safety First, as the word implies, and not a matter of "Safety Last."

When we think of the great disasters that occur, and the loss of life and the great suffering to humanity, because of carelessness, because of thoughtlessness, because of someone's failure to do his duty, it should stir us to greater zeal.

There is retribution in all things, and sometimes—Yes I will say, oft times, the innocent must suffer along

with the thoughtless or guilty. That such a condition of things will continue forever, is not possible. Even the operation of the natural law of cause and effect would eventually bring retribution.

We understand that order is God's first law, and when we look upon the millions of planets working through space in such harmony and beauty, with never a failure—always on time, we begin to see the need of this same principle being installed in every man's mind, from the one who controls by the mind down to the hand that holds the throttle and the man who spikes the rail.

Order brings harmony, while confusion brings death and disaster. Obedience is a safe guard, while disobedience and selfishness is the sure road to much trouble. Through selfishness and disloyalty wicked Cain slew his brother, and then said, "Am I my brother's keeper?" What I would like to impress on every man's mind is, that he is his brother's keeper, and that he who saves a life, is a hero, indeed; that he who saves another's foot, arm, or finger, is no less a hero, because these are things which man cannot replace.

It is needless to present statistics to show the results obtained by the Safety First movement since this movement was inaugurated—this has been shown time and again, and I will not dwell on the subject, further than to state, that it is not only the visible defects, etc., which we should all strive to remove, but those defects, etc., which to some are not visible.

It is, I believe, an established fact, that with virtually all of us, Safety

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First is second nature—if we are traversing a thoroughfare, crossing railroad tracks, etc., do we not, almost without thought, look to see if a danger is approaching? It is this thought or second nature, which we must cultivate, agitate, argue with our fellow workmen, until we have indelibly placed it not only in the minds of our fellow workmen, but in the minds of the multitude who reside along our right of way, our neighbors. If we continue in well doing, serving those with whom we come in contact, laying down our lives, in other words, doing with our might what our hands find to do for the comfort and protection of others, we can, at least have a happy and free conscience, as the days go by.

I am glad to look into the happy faces of the Frisco employes, as I go up and down the line, looking after the work allotted to me—I am sure I can trust them to use every precaution for the safety of those, who pass their way.

James Eib, Roadmaster, Eastern Division.

Self preservation, or Safety First is the first law of nature. It was for this principal our fore-fathers banded themselves together, and for which they fought so manfully during the early days of civilization in America. The same care was taken by the early settlers of the fair land which we today enjoy, comparatively free from the dangers which beset them on every hand. Theirs were dangers, incident to the time and place, but we today are confronted with another form of danger, the danger of civiliza-

tion, and it is against this danger we are battling—battling not alone for our own safety, but for the safety of our fellow man, and those who are dependent upon us for protection and safety.

When we stop to think of the baleful results which may and often do follow the taking away of a father, protector of our boys and girls, our hearts stand still and our blood runs cold; the great responsibility presses heavily upon us and we are appalled at the mighty task which confronts us and are want to say "*I can do nothing.*" But another thought comes, *I can help*, and the burden seems to lighten, our minds clear, and we are ready to do our share in this great organization, which we have formed for the protection of ourselves, our kindred, and our fellow man and if we would have it accomplish the results, for which it was formed, then we must, each one of us, stand shoulder to shoulder and help.

We should not confine our labors for Safety First to the line of road for which we work, nor to any one thing. The principle is world wide and should be broadened out and the general public taken into our confidence. They stand in as much, if not more need of education along this line than do the employes of our road and to this end, I would recommend the holding of great mass meetings in all of the larger cities, and public meetings in all towns, under the direction of men capable of presenting the matter to the people in a manner which would leave lasting impressions on their minds, not alone for the prevention of accidents to themselves, but

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also to those with whom we come in contact.

Speaking from a roadmaster's point of view I would say, watch out for the little things and the big things will not be so liable to happen.

The men under me are continually cautioned regarding the necessity for looking after weak points; of not putting off until tomorrow that which should be done today; and they are warned against taking chances which might in any way result in accidents causing loss of life or limb.

F. S. Morrell, Conductor, Northern Division.

"Safety First!" That is an expression that is really uppermost in the minds of the majority of every class of laborers, from the highest official to the most humble section hand, or pit workman in any field of action; but, as yet, it has not been given the attention it should have.

"Safety First" is two frail words, which express figures of undemonstrative action on the part of all co-workers interested in shielding the careless from harm, injury or possible death. It is expected to convey a feeling of security to us and the public at large; and with the proper zeal, will, without doubt, bring marvelous results in reducing the columns of figures shown each year by statisticians of the numbers maimed and killed by railroads. It is not a mere movement for the harvest of a vast amount of riches or glory, but for the more noble and glorious purpose of promoting the good will, without remuneration, of all mankind, more especially co-workers, by giving to them a feeling of se-

curity, which should be reciprocated by every worker, until he has been cut down naturally by that silent old man with the scythe. It will eventually cause that terrible dreaded good-bye to give away to one of sunny depths.

Ancient history and mythology give us a glimpse of "Safety First," if we will but remember when the Sun God drove his team of fire breathing steeds across the earth each day. Being a very hard pair to manage, he had refused innumerable times to let his son drive, not feeling that he was safe, but when he finally relented, his son almost set the earth on fire in places and froze it in others. He never allowed his "Safety First" spirit to wane again. He had received his lesson. This happened two thousand years before Christ.

Every man or boy has received his lesson in some way by the time he has gained a position on a railroad, and why should he allow his vigilance to relax. There has been thousands upon thousands of increased hazards for a laborer's life since, but the balance has been tipped slightly in man's favor, by science and philosophy, and there is not such a large number of men employed but what there can be a wonderful decrease in that gloomy line of figures.

Every movement should possess motive, and in this case, this qualification blazes forth in the mind of every thoughtful man and woman, imbued with the object in view. There should be in this the aesthetic emotion induced by the mind being more than pleased in its apprehension of beauty, when elevated and transplanted by the