

*Some Cases of Quick Thinking*

"They say that Merkle pulled a bonehead play in the last game," ruminated Mack. "But, as I look at it, it was quick thinking on the part of 'Home-Run' Baker and our lead-off man, young Eddie Murphy. If you recall the play, Murphy was on third when Baker hit to Merkle, the Giants' first baseman. Murphy, who had started home as the ball was hit, stopped at just the right place between third and the plate. Baker, seeing that Merkle had the ball and could tag him out, also stopped. Merkle tried to touch Baker, but our third baseman started back for home, enticing Merkle to follow him. When the Giants' first baseman was off his balance, Murphy made a dash for the plate. Merkle finally threw to McLean, the catcher, but too late to get Murphy, and he also lost Baker, who made first base safely. You might call that quick thinking by wireless, for Murphy and Baker acted together intuitively—without those signals we hear so much about."

"Collins isn't a slow thinker," was suggested.

Connie Mack grinned. "The 'king of second basemen' made a play in New York against the Yankees in the regular season that sure raised a rumpus. There was a man on second when Borton, of New York, not a fast man, hit a grounder almost over second. Collins made a phenomenal stop, for it was ticketed as a safe hit, but he was in no position to throw the ball to first—couldn't have got his man possibly. To my surprise, even, Collins tossed the ball to Barry, who shot it—relayed it—toward first. I do believe Borton would have been out, but unfortunately the umpire got in the way of the throw, and the ball hit him. Acting under the rules, the umpires

made Borton bat over. Although the play wasn't actually pulled off, it was as remarkable an instance of quick thinking as I have ever seen. There, again, was double quick thinking!

"There is a play of ours which is popularly called the 'double squeeze.' It was new last season. The 'single squeeze' has been played some time—the runner on third, the bunt, with the runner starting as the pitcher winds up, and the man across the plate before the ball can be picked up and thrown to the catcher—in other words, the runner 'squeezed' home.

"In the double squeeze there are runners on both second and third, with nobody out or only one out. At a signal from the batsman, seen by the base runners but by none of the opposing players, the man on third starts for home as the pitcher begins his wind-up, and the runner on second breaks for third. Now, the important thing—the most necessary thing—is that the man at bat should connect with the ball, whether it is over the plate or wide. If he connects with it, yet knocks it only to the pitcher, the man on third is sure to score, while, if the ball is fielded to first, to catch the batter (as often happens), the runner also scores from second.

"But, as I say, the main thing is to connect with that ball. It takes a keen eye—of course, a clear head. Our short-stop, Barry,—the best in the business in my opinion,—has a way of connecting with that ball; he's there every time. Which is all the certificate of good moral character I need to give Jack Barry."

"How does it happen," I asked, "that you have so many men who, as Thomas said, have 'never known the taste of liquor? Does it mean the survival of the fittest, or does it mean that you prefer the abstemious player?"

"Both," replied Mack. "Five years ago I would take a man who drank, provided I thought I could handle him—and gradually break him of the habit. Now I wouldn't bother with a youngster who drinks. That's my fixed policy—I have changed."

"On account of age?"

"No—wisdom! I've proved up to my own satisfaction, this business of clean living and quick thinking. It's the stuff champions are made of. There's nothing to that."

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### **Claim Preventative**

The organization of a Freight Claim Preventative Committee on the Northern Division, at a meeting called by Superintendent O. H. McCarty, at Ft. Scott, Kans., May 7, is an important move in the right direction.

The object of this Claim Preventative Committee is, as its name indicates, to devise ways and means for preventing and eliminating freight claims. It is a movement started to interest our employes in claim preventative matters; to correct conditions in our transportation department, and practices of employes having to do with the handling of freight, resulting in damage of any kind.

It is proposed that the committee hold four meetings each month at the following points: Fort Scott, Pittsburg, Kansas City and Springfield. The first meeting will be held at Fort Scott, June 9, at which time the dates for the meetings at other points will be arranged.

The feature of discipline will not enter into the work of the committee nor will punishment be inflicted as result of anything which might come up at the meetings or be reported by the committee. The purpose of the meetings is purely educational.

Employes are invited to send ideas, suggestions and criticisms in line with the work of the committee, direct to any member, or to Chairman O. H. McCarty. Of course, the ideas advanced should be written legibly and briefly, but above all else they should be specific.

In case of emergency, report should be made direct to the party concerned, as well as to superintendent, in order that immediate action may be taken. In other words, all detrimental situations should be corrected promptly as possible.

The Northern Division was the first on the Frisco, and perhaps the first on any railroad, to organize a committee to try out this new plan, and its success depends entirely upon the cooperation of employes in all branches. It is up to the men to see the results are not disappointing, and if they are alive to the opportunities offered to correct situations that are causing claims, it will be but a short while before all that has been planned by the organization will have been achieved, and freight claim payment will be materially reduced.

Members of the committee are to serve one year and those elected for the current term are: O. H. McCarty, superintendent, Ft. Scott, Kans., chairman; E. Otton, warehouse foreman, Kansas City, Mo.; M. R. Taylor, switchman, Fort Scott, Kans.; G. Taggart, car repairer, Baxter, Kans.; Ben Gould, conductor, Fort Scott, Kans.; D. M. Lay, special agent, Kansas City, Mo.; S. G. Manlove, engineer, Fort Scott, Kans.; W. G. Wolfe, general agent, Pittsburg, Kans.; G. R. Carson, yardmaster, Pittsburg, Kans.; P. W. Sayles, brakeman, Fort Scott, Kans.

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The Ballast Department wants chats from everyone. Send them in.

# SAFETY FIRST

## SPRINGFIELD TERMINAL RALLY

When the Springfield Terminal Safety Committee figured up the results of their work in injury prevention for the ten months of the current competitive year, they found their excellent record put the terminal prize right within their grasp. To keep up enthusiasm and cheer themselves and other terminal men on to victory, a Safety First Rally was held at the Diemer Theatre, Springfield, Mo., April 16th.

The theatre was filled with an enthusiastic audience of terminal employes, their families and friends, who enjoyed to the utmost the entertaining and instructive program provided.

Charles R. Bush, chief clerk, Reclamation Plant; B. F. Edmunds, car inspector, and B. M. Moseley, machinist, made addresses in which they declared their allegiance to and confidence in the Safety First plan for the prevention of work accidents resulting in injury, if not death, of railroad men. They also pointed out what men in their respective branches of service could personally do to insure greater safety to themselves and their associates in their daily work. Mr. Moseley, by a clever childhood story, demonstrated that in the work for greater industrial safety it was the workman who "got the candy."

Engineer M. J. Murphy directed his remarks to the members of organized labor of every class, and, in the eloquent and forceful manner for which he is noted, urged all railroad labor orders to formally endorse the Safety First movement and vigorously espouse and promote its object and purpose in every possible way. Ex-

tracts from Mr. Murphy's talk will be found on another page of the magazine.

Mrs. Floy Newland, superintendent, Frisco Women's Safety League, who was in Springfield for the purpose of perfecting the local organization of this league, made a short talk in which she explained that the object of the League was to give the Safety First movement the aid and benefit of woman's influence. Casualties, she stated, are inimical to Frisco homes, therefore it is necessary for Frisco women to encourage and aid the movement for their elimination.

W. B. Spaulding, chairman, Central Safety Committee, exhibited for half an hour stereopticon views illustrating a large number of frequent causes of injury to railroad men and the needlessness of these occurrences.

The musical entertainment of the evening was furnished by Mrs. R. E. Brooks, Miss Mabel Reed and the Frisco Glee Club. Their performances elicited great applause to which they generously responded with encores.

*E. L. Chrisman, Agent, Jefferys, Mo.*

I am rather young in railroad service. In fact, have been with the railroad only since January 30, 1914, but I am for Safety First, last, and all the time, and the following little incident brought home forcibly the importance of this great movement:

About two or three weeks after I secured position as agent at Jefferys, I was waiting for north bound train No. 24, due here at 9:12 a. m., on which I shipped a few cans of cream each morning. It was late, and to

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save time, I had placed my truck, from which I loaded the cream, along side of the track. Before 24 arrived, No. 21, south bound, due at 10:12, came in and slowed down for one passenger to get off. This passenger started to swing off just before the train had come to a perfect standstill. He noticed the truck just in time to pull himself back on the car step and avoided striking the truck, which would have undoubtedly resulted in some broken bones, if nothing more serious.

It was then I realized how much better it would be to hold a train until I could pull the truck to the side of it than to place it there before hand and have an accident.

It is certainly much better to hold a train a few moments and avoid an accident than to go ahead and save those few moments and perhaps be the cause of injuring someone. It doesn't take as long to prevent an injury as it does to cure one, and besides the time part of it, injuries are not always curable.

I would say to all Frisco men, and to others, let's all do what we can in the interest of Safety First. We have an excellent medium through which we can work together in harmony and to our advantage, *The Frisco-Man*, so let's stand for Safety First and BOOST.

Engineer M. J. Murphy, one of the speakers of the Safety First Rally, Springfield, Mo., April 16, brought out in his address the following interesting points:

It seems strange, in this enlightened age, that it would be necessary to in-

augurate a campaign of education to teach an intelligent man the safe way to perform his work to avoid injury to himself and his co-workers, but when we realize the appalling number of able bodied men who each year are maimed and crippled for life; the number of homes made desolate because of accidental deaths of bread winners of the families, any person who gives the subject thought must conclude that something must be done to conserve the lives and limbs of railroad employes.

In the interest of the conservation of human life and limb, it is necessary to turn to some other means, to adopt some other plan than that of legal enactment, or the pay of more money in personal injury or death claims, to protect the life and limb of railroad employes.

As there is no way by which we can measure the value of human life, or maimed and crippled limbs, we should for humanity's sake, get busy and do everything within our power to conserve and save that which is priceless to us, our lives and the limbs that God gave us.

If railroad employes will but wake up and do their part by a concerted move together with the managers of the railroads, they can prevent the angel of death from entering into thousands of our homes and preserve the free use of the limbs that God gave us.

In discussing this Safety First movement with employes of the Frisco and other roads, I have found a great many who were skeptical, who did not believe in the companies being honest in their intention and who

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thought that the managers of the railroads were prompted in this movement from selfish motives because of the laws compelling them to pay larger sums of money for personal injury and death claims.

As an employce in the position of a locomotive engineer, I hold that I am not interested in the motive, be the motive what it may, that prompted the railroads to inaugurate the Safety First movement, so long as the result of this movement protects to me the free use of the limbs that God gave me and protects to my wife and children my life.

My wife, my children and I are the ones that receive the greatest benefit of all and I would rather see the managers of the railroads and other employces through their Union Labor Orders work together towards the conservation of human life and limb than to meet conditions as they are and then come together in a concerted move to pay to the injured employce and the widow and the orphan the entire net revenue of the railroad.

Now, Mr. Chairman, as this Safety First movement can and will protect the life and limb of the employces and the patrons of the railroads, I hope that the day is near, very near, when we will see a concerted movement on the part of the railroad managers and their employces that will have for its purpose the conservation of human life and limb. I can see hopeful signs now on our horizon because of a movement started here on the Frisco in the last year, and, while I do not wish to throw any bouquets or flowers at our Chairman of the Central Safety Committee, I deem it only just to you,

Mr. Spaulding, to say that you have had the fore-thought and wisdom to enlist in the interest of this Safety First movement the greatest influence on the railroad men in existence, namely, the influence of the mothers, wives and sisters of the railroad men, and with the able assistance of Mrs. Newland, you are now organizing in every division point of the Frisco the Woman's Safety First League.

Now, to the wives of the Frisco men, I want to speak a few words. Please look back to the days when you were in the full bloom of your young girlhood, when the men who are now your husbands first came to you to woo and win your love.

There must have been some personal charm in them, something good in them, that attracted you and caused you to select them for your husbands, the father of your children, in preference to the score of other suitors you had.

You are now their wives, the mother of their children, and to you who are the happy mother, I would also speak. You know when your little child in its play or otherwise falls down and otherwise bruises itself, it comes to you with its childish troubles and you pick the little one up in your arms, hold it to your breast, kiss its bruise and soothe its troubles away, and you soon have it the happy smiling child, ready to return to its play again.

You should remember that your husbands are only great big overgrown babies, who, in their battle to obtain the bread and keep the shelter over you and your children, they come in contact with the rough edges of the