

# SAFETY FIRST

master; J. S. McGuigan, division roadmaster; George Kinsey, section foreman; E. J. Slattery, yard clerk.

The meeting was called to order at 9:00 A. M., by the chairman, Mr. Conley. After reading the minutes of the last meeting the postal cards received since the last meeting were taken up.

The chairman next stated that he was in receipt of a letter from the General Superintendent, complaining that the Safety First Committees were not as enthusiastic as they could be.

As far as St. Louis Terminals is concerned, I am afraid that such is the case. Some of the members of the Committee fail to attend the meetings, and never think of turning in a Safety First postal card, or a Form SF-1. I am trying to do everything in my power to make Safety First a success, but of course, if I do not secure the support of others we will not get very far. Now let's get busy and see that more Safety Cards are turned in, as I am sure each and every one of you men right here today run across something which should be reported and have attention, but just pass it by carelessly, and say "some one else will report it," and in that way a card is never made out. Now I wish each and every one of you would get interested in Safety First again, and see what we can really do. When Safety First was inaugurated we received from one hundred to one hundred and seventy-five postals every month, now we are down to five and six. Of course, we all understand there are not near so many things to report, as the action taken in most cases has remedied the complaints, but there are a number of things coming up at different times, which could be reported. Please get busy and see what you can all do. We want St. Louis Terminals to be on the top and remain there.

## TUPELO COMMITTEE MEETING.

Meeting was called to order at 2:30 P. M. by Chairman M. D. Ross, with the following present: J. R. Buchanan, H. A. Orr, O. E. Bradway, M. P. Reed, J. A. Rollen, W. S. Carver, W. H. Booth, and M. E. Hamilton.

The Postal Cards were taken up and thoroughly discussed, all matters being given the proper attention.

Mr. M. P. Reed read a very interesting paper on Safety First.

Mr. W. S. Carver was appointed to prepare a paper for the next meeting.

Mr. W. S. Carver was added to the committee appointed to look into the matter of building a right-of-way fence around the yards at Amory to prevent trespassing. This committee will make report at the next meeting. Mr. M. E. Hamilton, general air brake inspector, was present at this meeting and made a most interesting and instructive talk along the lines of Safety First.

Meeting was adjourned at 4:00 P. M.

## WICHITA COMMITTEE MEETING.

The Wichita Safety First Committee Meeting held in office of General Agent, Wichita, Kansas, Dec. 9, 10:00 A. M., was called to order by S. P. Haas, chairman, with the following present: S. P. Haas, general agent; R. H. Grimes, general yardmaster; S. B. Ramsey, car foreman; T. P. Page, platform foreman; J. Amsbro, section foreman; Hughey, roadmaster's clerk.

An interesting talk was made by Mr. Grimes and Mr. Ramsey along Safety First lines and Mr. Grimes was requested to write an article to be read at the next meeting.

Meeting adjourned to meet Saturday, Dec. 23, 10:00 A. M., in General Agent's office, Wichita.

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### "Is Inspection Worth Its Cost?"

By C. A. Bodman, Chief Inspector.

In making reference to the necessity of inspection in railroading as to the cost of inspection generally, I quote one of the most efficient engineers, railroad builder and operators this country has produced, the late Mr. James J. Hill: "Inspection, careful inspection is a value at any cost, but inspection and what is implied in the word must be thorough."

The nature of present day railroading necessitates inspection of material used in equipment and upon railroads, and the nature of railroading of today necessitates a much more careful inspection than has to be given materials used in many other industries.

In the early days of railroading, train movements were slow, cars and locomotives were light and as a result the strain put upon materials was, broadly speaking, negligible. Today railroading is an entirely different question, speed is foremost, train units, such as cars and locomotives have practically doubled in capacity and weight compared to what they were twenty-five years ago, and necessarily the strain upon materials is comparatively greater.

As a result of increased strain upon materials, thorough test and inspection is essential, even though the cost in doing so may seem sometimes to those who don't know, like a needless expense. The cost of careful inspection must mean a saving to any road when they consider the great expense often incurred through the failure of some faulty piece of equipment that was not tested or inspected before being put into service. Not only the delay made possible in holding up equipment, but the vast amount of idle capital this equipment represents, to say nothing of human life sacrifices, due possibly to the

same cause. Also remember this—good safe tested and inspected material goes a long way toward claim prevention.

The public generally, or the average railroad employe for that matter, it would be safe to assume, is ignorant of the fact that the "Frisco," in their great effort to promote "Safety," have a department of Tests and Inspection, with a staff of trained inspectors that test and inspect the material that goes to make up their equipment and maintenance.

In imparting this information to you employes that do not know such a department exists, it will be to the mutual advantage of all to use this information as a means to promote increased shipping and passenger travel, and it can be done.

Do not lose an opportunity to advertise the efforts of the Frisco to make our road one of the most dependable and safest roads for both shipping and travel; advertise the fact that by the careful inspection and test of material the cause for delays in shipping and accident in travel on the Frisco has been reduced to a minimum.

Considering the above facts, I think we can truthfully agree in the expressed opinion of the "master railroader" that careful inspection of materials is a value at any cost.

### Safety First.

By E. E. Dix, Agent, Ft. Scott.

The question of Safety First is challenging the attention of operators and operatives in all lines of human endeavor, the country over. Transportation companies and industrial concerns are establishing "Safety First" departments, the maintenance of which involves large expenditures and statistics show it is money well spent.

The object of Safety First is not only economic but humanitarian, hence it

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should be a pleasure as well as duty to do what we can to further the cause. At my first and only meeting with this committee I saw some of the possibilities of accomplishments along Safety First lines, and determined for myself, that my service on this committee will be active and I have no doubt you have all made the same resolve.

To my mind the one important, necessary and outstanding thing to do is to keep alive the Safety First spirit, make it so infectious that every co-worker will become inoculated with this spirit. Safety First is a warning to think, and thinking minimizes hazards. Gentlemen, I believe this work is worth while, let us go to it.

## Safety First.

*By S. L. Oliver, Agent, Memphis.*

Safety First is a great movement, national in scope, that has been spreading from railroad to railroad, from industry to industry and from State to State, seeking to reduce the tremendous toll of death and injuries produced each year. ■

The reduction is sought on the theory that a large percentage of all accidents are preventable. The work is continuing and even expanding, because the results are justifying this assumption more rapidly than, I think, the most ardent of Safety workers dared to hope for at the beginning.

Safety First is not a question of dollars and cents, it is a question of saving life, the most valuable thing in the world, which when once gone, can never be brought back. It is trying to save men from losing their legs and their arms, which can never be put back. It is trying to stay the making of widows and orphans, destitution and misery. Neither the officers nor the law can do it, but the workmen can do it if they try, and it was to

educate these workmen that the great Safety First movement was started some years ago, and it is for that purpose that these meetings are held on the Frisco System, the railroad that was among the first in the Safety First organization of which its aim is to impress upon the men that it was they and not the stockholders or officers of the road who were being killed and injured; that they are the controlling factor in the work; that every time an employe is killed or injured it not only brings suffering and sorrow to himself and family, but it necessitates the employment of an unexperienced man in his place, thereby increasing the risk of injury to all other employes, and at the same time decreasing the efficiency, whether it be in the shop, on the repair track, on the section, in fact any organization in which employed.

As we all know, it is the little things that count. Same holds true when applied to accidents and the "little" accidents are frequently those which pile up the greatest burden of suffering, a rusty nail, an infected cut, a cinder or steel filing lodged in the eye, which some fellow workman has tried to remove with a dirty handkerchief, or even the end of a match, any of these is liable to produce for the individual as serious a result as though the hand or foot had been deliberately crushed, or the eye put out by the lash of a breaking belt.

There has been so much said and written, concerning Safety First that there seems but little left, but let us be untiring in our efforts to lend a helping hand or a kind word whenever we find a fellow worker, or even a stranger, taking chances either through carelessness or ignorance, and be ever mindful of the Golden Rule of railroading, "Better Cause a Delay than Cause an Accident," or that it is better to be careful than to be crippled.

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## Safety First.

*By D. W. Cadagan, Agent, Sheffield.*

I well remember when the Safety First movement was first started. If I mistake not, the railroads were the first to take up the matter. There was more or less adverse criticism on the part of the employes. Some of them were under the impression that it was a one-sided affair. That its aim was to benefit the employer only—that the employer had no heart—that he cared not how many of his employes were crippled or how many of his employes' homes were left fatherless.

Time has exonerated the employer against such unjust criticism. Time has proven that the employer has a heart—that it is his desire that his employes be careful, not only for the benefit of the employe and his family, but also for the benefit of his fellow-man. A few days since, I was reading an article in a Kansas City paper about Safety First. This article stated that just a year before the European war began to kill off men by the hundreds of thousands, a Safety First movement was launched in the United States. And within a short time after the gathering of statistics began, it was discovered that the occupations of peace were killing more people than any war. Wherever the Safety First movement has made progress a large reduction in accidents has resulted. In some industries the total of accident loss has been cut in half. In many instances the accidental death rate has been reduced 75%.

Kansas City has been getting a share of this good result of the movement without the knowledge of the citizens at large. For instance, during 1914 and 1915 some 400 calls were answered by the municipal ambulance concerning industrial accidents. So far in 1916, there has

been just a few more than a score. Let's consider that we are cold blooded and care nothing about the humane side of the matter but look at the matter from a tax-payer's stand-point. Each accident handled by the City averages a cost of \$50. If Safety First reduces these accidents between 300 and 400%, taxes are reduced.

I am inclined to believe that there exists among the railroad men, a belief that only those persons who have hazardous positions should take an active part in this movement. Being in the station service, I may be prejudiced in the matter, but I believe that agents have one of the best opportunities to promote Safety First. The trouble is that a great many agents consider matters of safety too lightly. Where is there the agent who has not seen small boys playing around cars? Did you ever stop to realize that it is the agent's duty not only to stop the boys playing around the cars, but to notify the parents and if necessary, notify the police officers. I believe that it is a very important matter to call trains for the benefit of passengers, especially when two passenger trains are meeting at your station. I am only mentioning these things in a casual way. There are a great many other ways for an agent to promote Safety First. But the thought which I wish to convey is that no matter what your occupation is—hazardous or sitting at a desk—menial or official—no one has a monopoly on promoting Safety First—it is open without discrimination, to all employes.

Items for the "Among Ourselves" page is what the FRISCO-MAN wants.

Work is sure cure for the blues and an empty pocket-book.—*Ex*

## FREIGHT CLAIM PREVENTION.



New Turntable at North Shop, Springfield, Roundhouse.

### MEMPHIS F. C. P. C. MEETING.

The Freight Claim Prevention Committee met at Memphis, Tuesday, November 21, in the Assembly Room, Grand Central Station, at 9:00 A. M. In the absence of Mr. Carr, Mr. Magers, assistant superintendent, acted as chairman. The following members were present: L. C. McCutcheon, assistant superintendent F. L. & D. Claims; E. L. Magers, assistant superintendent; C. J. Barnes, special agent; S. L. Oliver, local agent; J. A. Herr, chief inspector; G. W. Bowman, local conductor; C. J. Dean, agent-yardmaster; H. S. Gary, freight engineer; P. A. Goodman, brakeman; R. W. Claxton, brakeman; P. J. Welch, switchman; F. J. Lee, agent; Walt. Booker, freight conductor, and D. L. Forsythe, traveling engineer.

Mr. Gary, engineer, who had been asked to prepare a paper to be read on Claim Prevention, stated that his efforts to prepare this article had failed to produce anything that he felt would be of benefit or interest to either the committee or the F. C. P. work. He, however, made a very interesting talk on the matter.

A number of the members present were called upon for a short talk, and all responded with some valuable suggestions.

At 11:45 the Committee adjourned for

lunch, and met on the outbound freight platform with 115 employes—clerks and truckers, as well as car men. After a short talk by the Chairman, Mr. Lee read a very interesting paper on "Responsibility and how to meet it."

Mr. McCutcheon made an interesting talk, reading statistics showing errors in loading, billing, checking, etc., and urging all present to exert their efforts to make a better record and reduce the errors.

Mr. T. L. Babb, Superintendent of the S. W. & I. B., spoke shortly on the necessity at this time of paying more than usual attention to feature of double marks, account shippers rushed and getting careless about erasing old marks.

The meeting was then transferred to Mr. Carr's office at 2:00 P. M. A letter from Mr. Levy, dated November 1, was read, which urged all employes to realize the importance of the Freight Claim Prevention work, not only from the standpoint of money saved, but also from the standpoint of satisfaction to our patrons in receiving their freight in good condition.

At 6:00 P. M. meeting was transferred to the yardmaster's office with thirty-two yard, train and enginemen present. Talks were made by the chairman and by Mr. McCutcheon and Mr. Lee read his paper, which was well received.