There's a Safe Way to Handle a Track Jack

Track jack should never be operated inside of a rail if it can be avoided. If it cannot be avoided, be sure and get out a flag.

Track jack outside of rail is the safe way.

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The Man On The Job

B. M. MOSELEY, Machinist, North Shops, Springfield, Mo.

This article was awarded second prize by "Safety Engineering," a publication offering each month prizes for articles by "The Man on the Job," containing suggestions, etc., relating to industrial accident prevention.—(Editor.)

"The Man on the Job" covers such a broad field that to be brief on this subject is no small task. I believe him to be the best "Safety First" appliance of all, for it is he who first discovers the danger and is most likely to be the first victim. To secure his best effort along this line is to accept his warning of danger, whether it be real or imaginary, and to show some interest for his safety by asking some plain questions, such as, "Do you realize what an accident means to you—the loss of a limb or a life?" No company can repay you for the injuries you have sustained. You, the man on the job, are the heaviest loser; and you and a thoughtful mind form the most perfect system in reducing industrial accidents.

My experience as erecting engineer for four years has given me some chance to prove that this is true. I had charge of erecting heavy machinery in sawmills and mines. The labor furnished me was mostly unskilled and the appliances were very crude. Such work is hazardous. My first move was to assemble all the men under me and tell them just how I had planned to handle the work, giving details and then pointing out the danger, bearing in mind that the man on the job is the one to protect himself and his fellow-workmen from accidents; and with this well in mind, myself and crew were harmonized in working for safety. With this method I never crippled one man in four years,

always having a new crew on every job and many times having negroes and convicts for my crews.

"The man on a swivel chair" cannot shed much light on the subject to "the man on the job." The men on the job do not always take well to the ideas of the man on the swivel chair, in this movement for reducing industrial accidents. The man on the job looked at it as being beneficial to the man on the swivel chair and thought that the movement concerned himself only as being in a measure forced to carry out something for the man on the swivel chair. The man on the job is sensitive, but does not reason in very many different ways. He views most all things from a selfish viewpoint, and here is your chance to put him in front instead of in the rear of this Personal Injury Prevention Movement, and harmonize the man on the job in the same way as the bandmaster does his musicians, with the understanding that carelessness is dangerous to all in the shop and factory, and that safety and thoughtfulness are beneficial to all.

Pumpless Tank

A unique feature of the tank recently erected at Proctor Okla., is that it requires no pump or pumper,

being filled from a spring about half a mile distant.

Miss L. E. Morgan of Fort Smith, Ark., forwarded to THE FRISCO-MAN photograph of the Proctor tank herewith reproduced.

Since 1879

Robert A. Kirkpatrick has met the paymaster on every trip he made to Springfield, Mo., since 1879.

Mr. Kirkpatrick entered the service of the Frisco, April 19, 1879, as machinist at the North Springfield Shops, and about a year later was transferred to the roundhouse where he has served continuously up to the present time.

Mr. Kirkpatrick is now sixty-five years old, but is hale and hearty and does not take off his cap to any of the younger men when he is assigned a job of work.

Twelve out of every thirteen employes killed, thirty-three out of every thirty-four employes injured, are in little accidents, not in collisions or derailments, so try to prevent little accidents.

Red River Agents Meet

Twenty-six agents of the Red River Division attended the meeting of the Local Freight Agents' Association at Okmulgee, Okla., September 22.

Many important items of interest to the agents were discussed at the meeting, and an interesting address was made by L. C. McCutcheon, assistant superintendent freight loss and damage claims.

Mr. McCutcheon called attention to the fact that though business had increased on the Frisco since 1909, claim payments had decreased ten per cent in that period. He explained that this was partly due to the careful examination by the Springfield office, as well as the division office, into the cause of every claim for lost or damaged freight on the railroad. In this manner the matter is brought to the attention of the party responsible and the necessary improvement effected.

A communication from Superintendent Hopkins, read at the meeting, gave figures showing the progress made by agents on the Red River Division in getting out pink slips. It was decided that too much importance could not be attached to the matter of getting out pink slips, as the revenue of the railroad depends to a great extent upon successful solicitation.

Many important letters from J. H. Doggrell, superintendent freight loss and damage claim with reference to solicitation of freight, checking of freight, the condition of warehouses, surplus stationery, etc., were read and discussed at the meeting. Also the important circulars issued by Mr. Doggrell since the last meeting of the association.

It has been decided that the meeting of the association will be held only four times a year, in March, June, September and December, instead of every month as formerly.

The following officers were elected to serve for the ensuing year: F. T. Coffin, Hugo, Okla., president; W. L. Alsup, Madill, Okla., vice-president; and R. W. Berry, Foreman, Okla., secretary.

Committees were appointed to serve for this year as follows:

EXECUTVE — I. McNair, Ada., Okla., T. E. Amos, Ardmore, Okla.; W. A. Simco, Fort Towson, Okla.

CLAIMS—O. S. & D's, T. G. Smith, Holdenville, Okla.; J. L. Stinson, Idabel, Okla.; W. H. Deck, Kingston, Okla.

TRANSPORTATION—George Gardenhire, Denison, Tex.; J. A. Barnard, Francis, Okla.; R. L. Lightsey, Haworth, Okla.

ACCOUNTING—S. D. King, Hope, Ark.; L. C. Norman, Beggs, Okla.; C. S. Smith, Roff, Okla.

TRAFFIC—G. A. Brundidge, Okmulgee, Okla.; S. A. Brooks, Henryetta, Okla.; T. O. Winland, Valliant, Okla.

EFFICIENCY—G. O. Hollow, Weleetka, Okla.; J. T. Dodson, Bennington, Okla.; M. C. Davis, Randolph, Okla.

The agents who attended the meeting were: J. Donohue, Kiefer, Okla.; C. B. Cook, Soper, Okla.; C. S. Smith, Roff, Okla.; W. L. Alsup, Madill, Okla; G. O. Hollow, Weleetka, Okla.; J. T. Dodson, Bennington, Okla.; H. E. Pendergast, Bokchito, Okla.; J. M.

Hart, Spaulding, Okla.; S. G. Wood, Sasakwa, Okla.; I. McNair, Ada, Okla.; F. T. Coffin, Hugo, Okla.; J. A. Barnard, Francis, Okla.; Miss Elizabeth Banks, claim clerk, Ada, Okla.; R. W. Berry, Foreman, Ark.; R. G. Bush, Ashdown, Ark.; J. L. Stinson, Idabel, Okla.; W. A. Henry, Boswell, Okla.; J. T. Holmes, Roby, Okla.; M. C. Davis, Woodville, Okla.; J. M. Whiting, Ravia, Okla.; S. D. King, Hope, Ark.; W. L. Owen, Mead, Okla.; G. H. Turner, Blue, Okla.; B. D. Follon, Sulphur, Okla.; G. A. Brundidge, Okmulgee, Okla.; L. C. Norman, Beggs, Okla.

A. Hilton, P. T. M.

A circular issued by Receiver and Chief Traffic Officer W. B. Biddle announces the promotion of General Passenger Agent A. Hilton to position of passenger traffic manager of the Frisco, effective October 15th.

When you feel inclined to neglect some Safety precaution, violate a rule or take a chance, stop and think: My Family, My Fellow Employes, My Company, are Depending on me and Expect me to Do My Duty. I will not betray the trust.

The man who takes chances gambles and the gambler doesn't live who can win always. In games of chance today's loss may be won back tomorrow, but when you gamble and lose, Mr. Railroad Man, the eye, hand, foot or life, you pay, is never won back. You cannot afford to take chances. You are not expected to. In fact, you are earnestly asked not to do it.

Trespass Laws More Needed Than Steel Cars

The Bureau of Railway News and Statistics is distributing postal cards on which is printed, under the above caption, the following table of fatalities charged to United States railways in 23 years, 1890 to 1912, inclusive:

	Killed	Per Cent.
Trespassers	103,566	53.8
Employees through their own fault or mischance	40,497	25.7
Other persons through their own fault or mischance	18,328	9.5
Employees in accidents to trains	(a) 13,630	7.1
Passengers through their own fault or mischance	4,219	2.2
Passengers in accidents to trains	3,302	1.7
Total for 23 years	192,542	100.0
Analysis.		
Through their own fault or mischance	175,610	91.2
In accidents to trains	16,932	8.8

(a) Of these, at least 50 per cent. are due to the negligence or carelessness of the victim.

"So long as legislators, commissions and critics rivet their attention on steel cars, which may cause, but never avert, a collision or derailment, the tale of railroad fatalities will grow along the line of the greatest percentage of causes," says the bureau.—Ex.