THE FRISCO-MAN

Who Benefits?

C. S. Knabb, Conductor.

Safety First properly defined would cover a multitude of sins that we are all guilty of, and we should make the resolution from now on, that each and everyone of us will be more careful.

Employees should become familiar with the rules of the company. Obeying the rules will do more to aid safety than anything else.

There is not a man in the employ of this railroad who does not intend to be careful, not only for his own safety but the safety of his fellow employees. We are the ones who really receive the benefit of being careful and remembering Safety First, for, if one among us is injured or crippled for life, we all suffer with him, for we know he has depreciated in value, the company has lost the service of a good man who is no longer able to demand a good salary, and his family suffers mentally and financially.

Some employees feel Safety First is just a farce because every little whim of theirs is not immediately remedied or handled according to their ideals, but to prove this is a mistake let us call to mind the safety devices that have been installed for our benefit.

The officers of the railroad are continually trying to impress upon us the necessity of practicing Safety First; they are spending large sums of money because we are not as cautious as we should be. Let us try to do equally as well for the railroad and not let the Safety First movement be all on one side. Let us strain every effort to keep down accidents to the general public as well as ourselves.

ST. LOUIS TERMINAL MEETING.

At the bi-monthly meeting of the St. Louis Terminal Safety First Freight Claim Prevention Committee, April 12, 1916, the following were present:

P. W. Conley, superintendent; A. MacMillan, general attorney; W. J. Donaldson, secretary of affairs; J. A. McHose, engineer; E. W. Whitehead, engineer; J. J. McHose, assistant general manager; J. A. McHose, assistant general manager; G. E. Whitelam, general yardmaster; C. M. Kennedy, yard foreman; N. H. Harris, night foreman; J. C. Witham, assistant foreman.

The morning session, which was devoted to Freight Claim Prevention, was called to order by P. W. Conley, chairman at 9:00 a.m., at the Seventh Street Station.

All members having received a copy of the minutes of the previous meeting, the reading of same was dispensed with, but minutes of meetings of the various division committees were read and discussed. The various circulars issued by Mr. Whitelam since the last session of the committee were gone over and statistics carefully noted.

Since the February session, 134 postal cards reporting improper practices and conditions and suggesting improvements were received from St. Louis Terminal employees. These were discussed thoroughly and sixty-four items received from other divisions were also handled to conclusion. Ten are still under investigation.

After the regular business had been completed and the following address to the Committee. He stated that there were only about two and one-half months left of this fiscal year and he would like to see it close with the best record ever made in loss and damage and right of way and fire claims prevention. He urged the committeemen to do all they can to prevent loss and damage to freight.

Following the morning session Mr. Whitelam addressed the employees at Seventh Street, where Mr. Conley also made a short talk. There were 114 employees in attendance.
The Frisco-Man station was next visited and Mr. Whiteman made a short talk to ninety-five employees at that point. Here the committee disbanded and were instructed to report at the Tower Grove Station at 3:00 p.m. for the Safety First session.

At the afternoon meeting, called to order by Chairman Conley, thirty-nine Safety cards turned in since the last session were discussed by the committee. Of this number thirty were handled to final conclusion and nine are still under investigation.

The personal injuries which occurred at the terminals since the previous meeting were next taken up and discussed at length, after which statistics issued by Mr. Whiteman's office were up for consideration.

At 6:00 p.m. the committee proceeded to the General Yardmaster's office, Chouteau Avenue, for the evening session, where a very interesting talk was made by Mr. Whiteman.

Among those who reported improper conditions and made valuable suggestions were:

1. T. Conley, assistant general yard master; R. L. Klein, assistant foreman, Seventh Street; John Gardner, section foreman; E. Dougherty, special officer; N. E. Maguire; E. Hamilton, switchman; Chris Nelson, general foreman, car department; A. M. McCormick, general foreman; John Gardner, section foreman; J. J. McGee, machinist; V. C. Corr, assistant superintendent; W. A. Shipp, special agent; J. D. Suren, special agent; E. O. Colyer, special agent; A. H. Withman, yard clerk; J. A. Borden, yard clerk; J. D. Williams, yard clerk; D. S. Senter, yard clerk; J. R. Borden, yard clerk; C. F. Meyer, yard clerk; J. D. Williams, yard clerk; J. J. McGee, machinist; J. D. Williams, yard clerk; W. A. Shipp, special agent; J. D. Suren, special agent; E. O. Colyer, special agent; A. H. Withman, yard clerk; J. A. Borden, yard clerk; J. D. Williams, yard clerk; D. S. Senter, yard clerk; J. R. Borden, yard clerk; C. F. Meyer, yard clerk; J. D. Williams, yard clerk.

In a brief address Mr. Chandler expressed appreciation of the large attendance and exhorted the committeemen, after several of the members could not be on hand. He read several S. F. 1 card reports made by various members and each one of the items was discussed and corrected.

The matter of cleaning engine fires in yards was thoroughly gone over and Mr. Chandler instructed that a bulletin be issued to all concerned that, when fires are cleaned, live coals from ash pans should be given a good wetting.

Following this Mr. Whiteman made a short talk upon the use of the blue flag and the strict observance of the blue flag rule by trainmen and yardmen. It was the consensus of opinion that in plowing the blue flag on a certain track—the most often being a siding or spur track—that the flag should be placed at the end of such track, near enough such track, so near the switch to be visible, but there would be no chance for the switchman to overlook the flag if it was properly performing his duties.

It was moved and seconded that it be recommended to the Central Division...
Committee that Rule 23 be modified so that blue flags be placed at clearance posts on end of track where cars are working under cars. The question was voted and unanimously carried.

A letter was read from L. N. Bassett, superintendent of terminals, Springfield, Mo., relating to handling of "twin loads," in which it was pointed out that the cars should be chained together. The matter was generally discussed and it was decided, in the interest of safety to employees and to avoid damage to equipment, that these cars, in every case where "twin loads" are involved, be chained together securely.

Mr. Wightman next read a safety bulletin entitled "The Chance Taker," and a statement showing the number of casualties of all classes during the ten months ending March 31, 1916, as compared with the same period in 1915, for the entire system.

At 12:15 p.m., the committee adjourned for lunch until 2.00 p.m. when the afternoon session was called to order by Mr. Chandler.

At the opening of the afternoon meeting Mr. Wightman called attention to the fact that agents at the various stations were not blocking trains as instructed; also to the matter of section foremen using metallic tape instead of plain cloth tape. Mr. Chandler was asked to issue a bulletin instructing that the use of metallic tape by section foremen be discontinued at once.

The Safety session adjourned at 1:00 p.m. and at 8.00 p.m. a general meeting was held in the auditorium of the Y. M. C. A., with a good attendance. Several short talks were made by railroad men and other citizens.

Among those who reported improper conditions and made valuable suggestions were:


WESTERN DIVISION MEETING.

The Safety First Freight Claim Preventive Committee of the Western Division met in the city hall, Enid, Okla., April 27, for its regular session with the following in attendance:

A. A. Meade, executive mechanic, W. D. Watson, general manager; L. E. Speckard, agent; W. H. G. McDonald, C. L. Linnell, P. J. Linnell, car foreman; C. M. Story, general car foreman; J. L. Wood, assistant superintendent of terminals; L. C. Day, enginemen's representative; R. W. A. Armstrong, line agent; A. A. Miller, general freight representative.

Superintendent H. H. Brown, present, and after a discussion of the minutes of the previous meeting, made an interesting talk upon the importance of freight claim prevention, explaining in detail what can be accomplished by each employee in the matter his best attention.

Postal cards reporting improper conditions and practices were next taken up.
by the committeemen, after which circu-
lars issued by freight loss and dam-
age claims department were read.

The first subject up for discussion at
the Safety First session was the S. F. 1
reports of the members of the commit-
tee. These were all gone into carefully
and orderly handled to conclusion or
referred to the proper department for
disposition.

The meeting was then opened up for a
general discussion of injuries to trackmen.
A large percentage of the injuries occur
in extra gangs due to spikes flying and
hitting persons. It was decided that this
could be avoided, in a measure, if the
party pulling the spike would use pre-
cautions, though of course in some few
cases it cannot be helped, because of
detective spike heads.

The subject of switchmen getting on
engines from the front end was discussed
at length and it was found that this
practice was not indulged in much on
the Western Division, since the necessary
instructions were out prohibiting this
violation of safety rule and that the
yard master and all concerned were on
the lookout for such violations.

The matter of protection of the blue
flag on the End-mixed was given careful
consideration.

Among those who relayed improper
conditions and made valuable suggestions
were:

Henry, telegrapher, E. M. 1.
Johnson, A. C. 1.
McCarthy, J. E. Driver, special agent, G. M. 1.
F. McColl, Engineer, S. F. 1.
J. J. Head, agent, Enid, T. M. 1.
Parson, P. M., foreman, A. C. 1.
Addison, F. E., foreman, A. C. 1.
B. E. Sprenen, J. L. Johnson, D. B. to Enid.

This Job Needs a Trained Man

You can't expect to step into a job that
pays a big salary until you've prepared your-
self for it. It's a serious question, this
problem of getting ahead. There is only
one solution—you must have training—be
able to do work that others can't do, or
your pay will stay at a level with theirs.

The Success of the International Corre-
spondence Schools is to help just such
men to get good positions and hold them.

Let your salary rise steadily and report
the result of your work at the meeting of I. C. S.
trainers January 2, 1906. Print this article
and keep it. What the I. C. S. have done for
others they can surely do for you. Mark and mail this coupon.

I. C. S., Box 8605, Scranton, Pa.
Not So Loud.

Farmer—"Do you like chickens?"
Citrus, nervously—"Hush! not so loud. My will might hear you."

Another Patient.

When little Bob bumped his head, Uncle Jim gathered the youngsters in his arms and said:
"There! I'll kiss it, and the pain will all be gone."
Cheerfully smiling, the youngster exclaimed:
"Come down into the kitchen; the cook has the toothache."

New Evidence.

"Why do you want a new trial?"
"On the grounds of newly discovered evidence, your honor."
"What's the nature of it?"
"My client dug up $400 that I didn't know he had."
-Washington Herald.

Postcard Politics.

"Why is there such a hot fight over the appointment of postmaster in this little town?" asked the stranger. "The office doesn't pay anything much, does it?"
"That ain't it, mister," replied the native. "You see most of us are particular as to who reads our postal cards."

His Boast.

Lady—And you say you are an educated man?
Warried Will—Yes, mum, I'm a roads scholar.—Panther.

"As She Is Spoke."

A conductor and a brakeman on a Montana railroad differ as to the proper pronunciation of the name Eurelia. Passengers are often startled at this station to hear the conductor yell:
"Your a liar! Your a liar!"
And then from the brakeman at the other end of the car:
"You really are! You really are!"—Boston Globe.

Wanted to Know.

An Irishman having just landed in New York got a position on the railroad as flagman at one of the principal crossings. One day came the "20th Century Limited" about 20 minutes late. The Irishman held out his red flag and stopped the express. The engineer jumped out very much angered, and asked the Irishman why he had stopped the train when he knew they were 20 minutes late. The Irishman replied: "That's just what I wanted to know. Where have you fellows been for the last 20 minutes?"

Passenger (whose foot has been trodden on): "You are very clumsy with your feet, conductor."
Conductor—"What d'y expect for a 'halfpenny a mile, Pavлов?"—From The Bystander.

Mere Supes, Most of Us.

All the world's a stage, but only a few performers get the spotlight.—Boston Transcript.

Observant Child.

Teacher—What is water?
Willie—A colorless fluid that turns black when you wash your hands.—Panther.