

Switchtender W. H. Smith laid off on account of the illness of his baby Arthur Cox worked in his place.

E. Hagler, foreman of the freight department, went to Newberg October 4, to attend a meeting of the "Safety First" committee. Mrs. Hagler went with him.

Andrew Mach, section foreman, of Vinita, spent a few hours here recently.

AMORY ATOMS.

Frank G. Faulkner of Birmingham, was looking after the interests of the Frisco up this way a few days ago.

NEWBERG NEWS.

Married at Newberg, Wednesday, October 4, a Mr. Davis, fireman on the Frisco, and Miss Ruth Beard of Rolla.

CUBA ITEMS.

Agent R. Stephan, visited with his family at Steelville, Sunday, October 8.

LAMAR NEWS.

Fred Baugh, agent at Farlington, Kans., visited old friends here a few days ago. Mr. Baugh formerly was an operator here.

NEODESHA NOTES.

John M. Foster, master mechanic of Kansas City, was in Neodesha a few days ago on business.

ENID JOTTINGS.

W. W. Payne, Frisco switchman, returned to work a few days ago after a vacation of two weeks, spent in Wichita.

DRUMMOND NOTES.

George White relieves Chas. H. McNeil as section foreman at this place. Mr. McNeil is taking over automobile and poultry business, Drummond to Enid.

C. H. Fontain, General Passenger and Freight Agent for W. F. & N. W., transacted business in this city September 8 and 9.

WICHITA ITEMS.

The B. & B. Department is making some improvements on our roundhouse and blacksmith shops.

Mr. C. Nelson, General Car Foreman, spent a few hours with us on October 6.

Mr. Wincheck, our roundhouse foreman, spent Sunday, October 8, with Joplin friends.

Everybody here has the "oil fever," and it is the main topic of conversation at present.

PORTIA DOINGS.

Oscar Wyatt, station man, had as his guest recently, Miss Katie Wyatt, of Pochontas, his sister.

CORDELL ITEMS.

George E. Pipes, auditor of Enid, was here on business a few days ago.

PACIFIC ITEMS.

Agent and Mrs. C. A. Smith moved to Moseile recently, where he is now employed as agent.

SENECA ITEMS.

Wess Maulding left Monday, October 9, for Oklahoma City, to accept a position with the Frisco.

KENNETT NOTES.

Dr. Paris, of the staff of the Frisco Hospital in St. Louis, and George Cale, son of Dr. Cale, superintendent at the hospital, attended the Dunklin County Fair.

CAPE GIRARDEAU NEWS.

Engineer Ed Belk has been transferred to this place as extra man and will move his family here soon. Before moving, Mr. Belk and family will visit Commerce and while there will go on a nutting trip to Hickory Grove, a place famous for hickory nuts and pecans.

Quinton Briggs has moved his family to Campbell. He is bringing out of that terminal.

Conductor Harry Arnold has moved his family to Kennett. He is running out of there as conductor of the Kennett local, and has his Sunday lay-over at that place.

SAPULPA ITEMS.

C. A. Renfro, now employed in the Frisco office here, visited in Springfield recently.

CHAFFEE NOTES.

Byrl Thompson, who has been in the employ of the Frisco here for several years, has left for St. Louis where he has a position with an express company.

J. L. Dewitt has returned from Springfield, where he has been employed by the Frisco.

Conductor E. Richmond, of St. Louis, was here for a day or two recently.

Civil engineer H. P. Barry of Memphis, was here on the 10th.

Engineer T. J. Odom was off several days recently on account of inflamed eyes, the result of wind and dust.

Charles Conyer, car repairer, is reported as recuperating from a recent illness, and expects to be at work again in a few days.

PHILLIPSBURG NOTES.

Agent F. M. Jones spent a few days recently in St. Louis. E. Combs acted as agent during his absence.

LEBANON DROPS.

Ben Schneider, operator, spent a few days in Kansas City recently.

ARDMORE ITEMS.

H. H. Westbay, claim agent of Fayetteville, was here on the 11th for a brief visit.

VINITA NEWS.

Operator W. Morgan of White Oak, was in Vinita on business a few days ago.

WILLOW SPRINGS NOTES.

Harry Fleming, who is employed in the Frisco offices at Memphis, visited here Sunday the 8th.

WESTVILLE NEWS.

Chas. Mech, of the Frisco at Fort Smith, visited with his folks here for a few days.

TULSA DOINGS.

Mr. William Mattenly, who has been connected with the Frisco for several years, has resigned his position with the Frisco, and is now with the Gulf Pipe Line Co. He and his wife moved last summer from Springfield, their home after their marriage, to Tulsa.

SAFETY FIRST

A TRIBUTE TO SAFETY FIRST.

By C. O. Claiborne, Agent, Clinton, Missouri.

Safety First means that in every department of the railroad service there is a higher calling.

The good book says, expressed in every day language, "Seek Ye First, Safety, and other thoughts will be added to you." It says again that the most excellent way is love. There seems to be no close connection between the modern idea of Safety First and love, the greatest thing in the world. Yet the biggest asset any railroad company can have is a connective tissue of friendship and brotherly love that includes all, from the man on the section to the President in his office.

The slogan, Safety First, springs out of the community of common interest as a watchword for the conservation of life and property. The man who keeps it in the foreground of his consciousness does so when he leaves his task and rejoices that he is his brother's keeper. Every railroad man carries upon himself responsibility to keep the life and property of others safely and securely. If his thoughts about himself and his task are right the most humble man in the service will realize that this work is a high and noble calling.

The first thing any man should seek about his job is the right thought about himself and the task. When the section man fastens a rail safely with the thought of its saving life and property, he does an act as sacred as a psalm and holy as a prayer, an act far more important to mankind than when the President signs an order for more rails.

The reward for Safety First does not always appear in the pay check, yet no Safety First man ever loses his reward for

it comes to him in increased capital of self-made manhood; in the joy that comes from service delivered of which no one will ever know; in the big thought that a man as big as the General Manager is on the little job in plain clothes.

The man who means to regard Safety First in everything every day, may encourage himself at times with the thought that he is at least helping God Almighty run the world with fewer accidents, losses, fewer tears, less broken lives and broken limbs and broken hearts. The highest ambition is to serve the most people well and faithfully. To serve is life's opportunity and reward. To be a friend to your job is Safety First. The pay check represents the smallest part of what is added to one's pay in life and pleasure in service, if Safety First reigns in the top of one's head.

SAFETY FIRST

*H. G. Cummins, Div. Storekeeper,
Cape Girardeau.*

In Revelations we read: "He that overcometh shall inherit all things."

In the past the writer has had little or nothing to do with the "Safety First" campaign that was inaugurated some two or three years ago, and while always believing in the principle, and feeling that much good was being done by the different committees, gave it only a passing thought, and was satisfied to allow others and perhaps more competent ones to continue the good work. But our meeting of August 19th had not progressed far when he was filled with a desire to get into the work and assist all possible in bringing about an ideal condition in this commu-

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nity. However, when our worthy chairman asked me to read a paper before you today it seemed impossible to accept, and there was a strong feeling that it was a mistake after all. But the encouragement offered from the first has led me to believe that, though apparently out of my line, something might be said that will aid in this work, and the following lines copied from a magazine article determined me to go ahead:

"When a great enterprise is on, a good worker cannot stand aloof, priding himself on what he could do if he would or what he would do if he had more to do with; he simply takes in hand the little or the much that he has or knows and puts it to use. There is no profit or contentment for him in any other procedure. The best work of any man is not done in the sweat shop of necessity, but in alluring devotion to high ideals. Great leaders of men are such because they love their work and cannot keep away from it; and they arouse like enthusiasm not by standing aside to theorize or criticize, but by getting into the work and showing by force of example and well directed energy how to secure results."

That much has already been accomplished by the different committees in the past cannot be denied, but you will, I know, agree with me that the work is in its infancy and that there is more to be done, and it would seem that the forming of these local committees was indeed a very wise movement, and one from which much good can be anticipated.

It goes without saying that this committee is not going to be a sluggard in the race, and that each and every member will exert every possible effort to better conditions in our community. The little time I have had to devote to the work I have found, somewhat to my surprise, that the public is keenly awake to the

necessity of lending assistance to this very important movement, and many valuable suggestions have been offered; these suggestions are coming not only from Railroad Employees but from citizens in other lines of business.

In this as well as in every undertaking, the best results are obtained when all interested are working together harmoniously, and this should ever be kept in mind. There is but one object in this move, and that is to secure the adoption of methods, and provisions for betterments that will eliminate dangerous conditions, and thus lessen accidents which often result in serious permanent injuries and loss of life, as well as destruction of property. There is nothing in the way of personal gain to be looked forward to. It should therefore be our unselfish aim to bring about conditions that will be helpful to all mankind. To this end I am going to presume to make some suggestions which worked out well, I feel sure, lessen the possibility of accidents.

It has already been stated in these meetings that the greater number of accidents now are among the trespassers, and it is pleasing to note that this committee has already taken action in the hope of reducing this evil, but there is still more to be done in this direction. In fact, I would say that the matter of trespassing is of the greatest importance at this time, and we cannot do better than to devote our entire energy to it. Corporations and others have in the past resorted to law to prevent this great evil, and while no doubt much good has been done, trespassing has never been eliminated or it would not be one of so much importance with us today. It would therefore, seem that we should look for some other method with which to deal with the proposition, and the "*Law of Kindness*" is suggested. Let me here

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quote you a few lines from an article recently read on this subject, which leads me to believe that much may be accomplished through its operations.

"Men are slowly learning the true method of reform as they labor for the redemption of the world. Experience has shown that more good may result from an insignificant kindness than from the most elaborate ritual of punishment and cruelty. The punisher labors to satisfy himself by taking vengeance upon the wrong-doer, but the kind man endeavors to change the motive of the sinner in order that he may become a right-doer."

Next in importance are the conditions about the shops and yards, under which we are working today, and some of which I will here mention.

Insufficient clearance of storehouse building, and liability of accident on what is known as coach track. On this same track all coaches are cleaned. There is not room for a man on a ladder to clear cars on the Main Line. A great deal of switching is done on this track, and for a great part of each day the track is full of cars, making a dangerous point for the men going back and forth between the shops and storehouse. Men from the shop are going to the storeroom every few minutes for material, and many times several men are required to move heavy material on trucks over the four tracks on which a great deal of switching is done (including the main line) between these two points.

A great part of this traffic can be eliminated, and perhaps a more economical method employed at a small expense, greatly reducing the liability.

All men employed in the Car Department are required to cross these tracks six times each work day, to check in and out, which of course increases the liability.

To work out satisfactorily the above, with what was outlined at our previous meeting, will give this committee employment for some time to come. At the same time we should no doubt undertake to increase the public interest in this move, and it has occurred to me that this might be done through a series of articles in the newspapers of this section. It has also occurred to me that with the interest already shown by the public, that we might have a committee working with similar committees of the commercial organizations and county and city governments.

I do not feel that we can go too far in our efforts in this direction, and I am sure each of the organizations mentioned above, and perhaps others, will gladly appoint committees to work with us, and who will render valuable assistance.

It hardly seems necessary to bring out in detail in this paper all that needs correction. In fact, it would take up too much valuable time. It may, perhaps, be thought best to have a standing committee to study conditions in different sections and bring them in from time to time, or as fast as this committee can handle and dispose of them.

Let us all join hands in one grand effort to overcome and bring about an ideal condition in an ideal community.

The Middle Fish.

Laura gazed intently at some sardines lying in an opened can.

"What seems to interest you?" her mother asked.

Pointing a pudgy finger, the little girl answered:

"I was just thinking what a lot of trouble that middle fish would have if it wanted to turn over."—*St. Louis Post Dispatch*

SAFETY FIRST

In the last issue we mentioned that we had a number of cars which were equipped with the Vapor System of Heating, manufactured by the Chicago Car Heating Company.

This is the system which is used in the all-steel Pullman sleeping and parlor cars. In these cars the pipes are divided into several heating units or circuits of pipe and this allows the smoking and toilet rooms to be independently heated.

The heat can be cut out from under the berths at night without interfering with the balance of the car so that warm toilet and smoking rooms with cool berths is the result.

Where cars have staterooms there is provided a separate heating circuit for each room so that the occupant may have the temperature to suit his requirements.

Address Chicago Car Heating Company, Railway Exchange, Chicago, for instruction book giving valuable information on steam heat.—*Adv.*

Safety First

"Safety First" is good as it is, but it can be made better if each of us will only lend our assistance to the maxim, those who have been in the Frisco service prior to the inauguration of the Safety First movement please bring your memory back to the condition of unsafe practice in which employes of all crafts were doing their work.

Bring back to memory those conditions, then divide them with the present method, and the outcome of those figures will show the result.

It appears to me that your observance of previous happenings is enough to keep you continually upset, and that it is only your duty to prevent as many personal injuries as you can.

Don't ever pass up anything dangerous thinking that you will correct it on your

return trip, it may be too late. Think about those at home who are continually praying for your safe return; to them you are under obligations and your obligation extends to your family, yourself, your fellow workmen, your company. Then ask yourself if you have done all you could have done to prevent personal injuries.

Memory brings back to you those times when father, mother, sisters, sweethearts, simply said to you when you went to your work, "Goodbye John, hurry back." Now those same people will not only say to you goodbye, but will add, "be carefull and don't get hurt," and those words should always be retained in your mind.

Don't you remember the time when switchman "Jack" stepped in between the cars when they were still moving, to adjust the knuckle? Do you remember hearing of him leaving some of his fingers between the couplers? If you see this practice today it is your duty to stop it.

Do you remember the times when you thought that the blue flag the carman displayed was only a minor affair, and was disregarded by yourself and others? If you still feel that way about it, please change your mind. Those who placed the blue flag there know what it means and what they are doing, and if you don't know it is your duty to find out. Strict observance of this rule is necessary.

Hundreds of other similar affairs will immediately enter your mind, and it is your duty to guard against accidents. Remember the best safety device is a careful workman. Don't ever hesitate to invest in "Safety First", it will pay you 100% dividends.—*C. Nelson.*

Does It Pay?

A. E. M.

Some years ago the writer was asked by a prominent Superintendent of Motive