ears standing in the railroad yards. In the United States, a very large number of children are killed or maimed in this way every year. We ask your cooperation in keeping YOUR boy away from railroad property.

These cards have been sent to all Division and Shop Superintendents in order that any employees in their respective departments who may have occasion to use the cards may be able to get them.

ANNUAL CASUALTY LIST FOR 1919

The annual statement of the casualties reported to the Interstate Commerce Commission and to the Safety Section, United States Railroad Administration for the calendar year 1919 is compared with the calendar year 1918, the Frisco Lines show the following result:

Class of Service | 1919 Inc | 1919 Dec | 1918 Inc | 1918 Dec |
---|---|---|---|---|
Passengers | 192,731 | 192,731 | 202,202 | 202,202 |
Employees | | | 161,675 | 161,675 |
Trackmen | | | 51,192 | 51,192 |
Other Employees | | | 6,766 | 6,766 |
Total | | | 116,665 | 116,665 |

Automobiles and other outsiders killed and injured at or upon grade crossings class as non-trespassers. An increase in this class of 18 killed; 68 injured, emphasizes the necessity for eternal vigilance not alone on the part of the railroad and its employees, but the awakening of the public is essential. The result for the year in this connection, lamentable as it is, does not spell failure of the efforts of loyal safety advocates in railroad service. To the contrary, the very large increase in travel by automobile is alone responsible.

A reduction of 18 in train service employees killed is a most satisfactory record. Casualties to employees classed “Other Employment” also shows a handsome reduction. If other branches of service had maintained a ratio of reduction in fatalities equal to the reduction made by the “train service” and “other employment” classes the total fatalities for employees would have been 18—a reduction of 36 compared with the actual reduction of 24. More saved to their families and their associates.

It is unfortunate that the 1919 performance does not reflect a decrease in all classes of casualties. Circumstances entirely beyond the control of loyal safety committee members wholly responsible.
sponsiible. A derailnient of a passenvr train-cause broken axle, which frac-
ture was inside of wheel seat or hub—

an invisible defect and impossible of
detection by any kind of inspection
other than removal of wheel from axel.

This accident swelled our casualties to
passengers for the year to the extent
of 3 killed, 69 injured. The greatly in-
creased use of the automobile will
alone account for the increase of cas-
ualties involving non-tresspassers.

Book of Rules is the Treasure House of
Railroad Wisdom

By C. H. Carpenter, Dispatcher,
B. & O.

T

T HE best way to avert accidents
on a railroad is to carry out the
rules and regulations that are
issued to cover operation. Think of
it—ninety per cent of the accidents on
the railroads in the United States each
year are caused by failure to obey the
rules.

As a preamble to the book of rules
on every railroad in this country there
are certain general rules something on
this order:

1. To enter or remain in the
service is an assurance of willing-
ness to obey the rules.

2. Obedience to the rules is es-
sential to the safety of passengers
and employees and to the protec-
tion of property.

3. The service demands the
faithful, intelligent and courteous
discharge of duty.

The essentials of safety—faithful
and intelligent compliance with rules.
There are rules to cover practically
every situation, and if the rules and
regulations of our railroads were
obeyed to the letter, accidents would
be reduced to a negligible figure.

Let's do it. We have good rules.
We have a good railroad. We should
have very few accidents, large or
small. We should have few personal
injuries.

Let every man study the rules thor-
oughly and often; let every man live
up to these rules; let every man see
that his fellow worker lives up to these
rules; then accidents and personal in-
juries will decline. Whenever an old
employee observes a new employee or a
careless employee ignoring a rule, such

as failing to see that switch points fit
up properly after throwing a switch,
or holding a tool in a dangerous man-
er, or any such thing, let him in a
friendly way call the attention of the
careless man to the risk, and impress
upon him the importance of doing the
thing right. Let every employee report
to the Safety Committee unsafe phys-
ical conditions and unsafe practices,
but do not content yourself with mere-
ly reporting them. Correct the condi-
tion or practice, if possible, and re-
port the facts; if impossible to per-
sonally correct the condition or prac-
tice, report the facts for attention of
the proper officers.

Let every man say each day before
beginning his work:
I know the rules.
I will obey the rules.
I will take no chances.
I will think before I act.
I will be sure that I do everything
right.
I will do nothing that endangers
another man.—B. & O. Employes' 
Magazine.

The Shorn Lamb.

"Why did Wilkins decide to stay in
the army?"

"He didn't see any other way of get-
ing an overcoat this winter."—The
Home Sector.

Very Much So.

"I see where some officer is charged
with making a soldier eat his cigare-
ette."

"Then I don't wonder the men com-
piled of being on a light diet."—Balt-
imore American.
CLOTHES are a medium of self-expression. Women with a sense of "fitness of things" usually dress conservatively and thus secure a wardrobe that embodies interesting style, quality and individuality. Prevailing fashions give every woman a chance to select colors, textures and models that please her and become her. She who is wise will choose that which will stay "good."

Now that the "social season" is on, one naturally thinks of evening gowns. They are luxuriously lovely; many with sleeves, tiny puff affairs and round neck lines well off the shoulders, hips extended and skirts ruffled and flounced.

Evening wraps are glorious and wonderful as the dresses they cover; they show big collars, wide sleeves and broad hips. Some of fur are lined with furs so beautiful they are made reversible. Dark velvets are used which bring out the effect of the light colored gowns beneath.

Tulle is much in favor for evening dresses. Black tulle is especially nice with jet trimming.

A dress of gathered pink and white tulle is charming with vertical stripes of pinked taffeta ruching sewed over it from waist to hem. The neck is finished with a band of the ruching.

There is a strong hint of the Oriental in fashions, colors and designs for spring.

Many of the new spring suits are made with straight lines, with coat to the line or in finger tip length. Narrow string belts define the waistline on some suits; others show narrow belts of leather.

Angora cloth and duvetyn is combined with silk of a rough weave. Some smart sports coats have collar and cuffs of checked angora cloth.

For a suit of service, style and comfort one could choose heather mixtures, homespun or Scotch tweeds in a warm brown, tan, blue or gray. The coats are loose fitting, usually with a belt, and the skirts short and of a comfortable width.

Taffeta suits and taffeta evening wraps in dark blue and black will be popular. There are some new Eton models that the longer coats will prevail.

Advance styles in millinery show new materials, new colors and new trimmings. Dark greens, dark blues, pastel shades, rose and lavender and vivid reds are among the colors.

On a hat of emerald green straw are straw rosettes of yellow, white and black, and a facing of green taffeta. Bunches of grapes in brilliant colorings form an effective trimming.

A turban of blue taffeta has the crown covered with metallic green and brown leaves.

Duvetyn and straw and duvetyn and Georgette are combined for smart hats. Autumn colorings are used in many different ways on flowers, leaves and feathers. A turban of brilliant red may be trimmed with a bunch of red and yellow cherries.

A frock of dark blue tricotine is embroidered in dull green worsted.

(Continued on page 58)
Yardmaster and Mrs. Connell, of Dora, announce the birth of a daughter.

Mrs. Ed Elack, of Thayer, Mo., was the recent guest of Mr. and Mrs. R. E. Reedlove.

Mr. and Mrs. B. 0. Williams, of the freight house, recently entertained quite a few of the clerks, of the freight house, at their home, and we enjoyed being their guests and hope to have other invitations.

Misses Mary Lou Sterling and Cammie Adkins, of the freight house, spent the week-end with the latter's parents, at Mountain Pinson, recently.

Mrs. Nellie McGowen, of the Yard Office, has been ill with the "flu," but is improving.

Cashier and Mrs. Gray Richardson, of Dora, announce the birth of a son.

Rain, rain, rain, but who couldn't smile in the rain, when she is carrying a purple silk parasol, but she is willing to share it with all "the boys."

Assistant Superintendent Gabriel, of Amory, spent one morning in Birmingham recently. All who met him, Gabriel liked, but the writer is wondering how she missed this pleasure, but she did.

Dispatcher Flinn, of Amory, spent one of his "one-day vacations" in Birmingham recently.

Mrs. Goldsmith and daughter, Miss Viviet, of Dora and Sipsey, arrived from Oklahoma and seem to like their new home.

Miss Eliza Bill Funt spent one Sunday morning recently with her friends around the Railroad. Bill says it is fine to not work on Sundays.

Miss Glennie Pearl Simmons spent a couple of days at Dora and Sipsey on Company business recently. It is her opinion that the people around these places do not know of the high cost of living, as they sure fed her. So wonder she likes to go to Dora.

Agent Prent Florton and Conductor J. Y. Royd, of Sipsey, were in the City recently attending Court. After being arrested by the authorities, they were all paid and Conductor Boyd had a court all his own. However, there seems to have been no one present but the widow and herself. What are you trying to do, J. Y., cut a certain conductor's hair, or just show him where you stand? He saw you all right, and thinks your actions are O. K. as long as the friend in Amory does not get wise.

Agent and Mrs. Howell and children, of Empire, spent the week-end in Birmingham recently.

All our Dispatchers, including the Chiefs, always report a big time, enjoying their "one-day vacations."

Chief Dispatcher Quinn reports having enjoyed a huge plush steak on the dining car while making inspection trips recently.

Announcement has been made of the engagement of Operator Roy Borders, of Dora, to Miss Windham, the marriage to be solemnized during the month of February.

We understand several of our operators will be married during the month of February, but since we cannot get anything official we will tell you about them next month. Boys, let us know about your marriages and we'll give you a "write-up." We're for you.

Clerk B. F. Thompson, of the freight house, is ill with the "flu."

We are all glad to have Cashier G. O. Wright on the job again, after having been seriously ill.

Assistant Superintendent Morton was in Memphis recently on Company business.

Conductor Ford S. Jones is anticipating a great trip to the Mardi Gras this month—his and his "daughter." (Exact word of Mr. Jones.)

Wanted to know—Why a certain conductor ran to the floor of his cabin with shaving soap all over his face, between Ruth and Elmin Allen? Did you like her looks? Was she the "red-headed one" or "brown-headed one"?

February 14th is Valentine Day and this year is Leap Year. Have you selected your "VALENTINE" yet?

Clerk Rob Vanderford intends visiting his relatives and friends in Springfield soon. We think Rob wonders what his girls are doing. Well, Rob, if they could see you and your Birmingham girl, they wouldn't waste any more time and attentions on you, having their energy was useless, and we think there would be about right, but as you have said, "What they don't know doesn't hurt them."

NOTE.—Any employee who has anything they would like to contribute to this column or for publication in the "Frisco-Man," please bring or mail same to Miss Glenie Pearl Simmons, Assistant Super-