

Snugly quartered in a Pullman sleeper you command a thousand watchful hands and eyes for body guards.

But their vigilance would accomplish nothing without equipment in perfect order. On such factors as the proper adjustment of a telegraph receiver and the responsiveness of an electric switch rests your "Safe Home!"

That travel has been made secure today is a tribute to the excellence of electrical equipment no less than the skill of operation and the care of supervision that our steam railroads have consistently maintained.

It is a curious fact that steam railway travel as we know it today is made possible **only by the use of electrical apparatus.** Not for safety alone is this true, but for the successful operation and very life of the road. Signal devices, the telegraph, the telephone—all are necessary to maintain regular schedules. It is this interesting relation between two mighty forces that suggested our theme.

### ARE YOU INTERESTED IN YOUR JOB?

**D**O you know that Thomas Edison went to school at Port Huron, Michigan, and one day the school-teacher sent for his mother and said: "I believe you might as well take Thomas out of school. He is **not** just right. There is no use in his wasting his time here." From that time on Edison has not been in school. When the teacher asked him a question his mind simply went blank. Even today, if you should put Thomas Edison on the witness stand, his mind would go blank. We are all deficient in some respect. There are some things we can do and some things we cannot do.

Did you ever see anyone who was interested in his work that did not succeed, whether he was an employer or an employe? This success may manifest itself in various phases, but the happy man, happy in his work, is a success if he is accomplishing things and going on to bigger and bigger things.

Have a good heart-to-heart talk with yourself. Say to yourself: These men have accomplished things simply because they were interested in what they were doing. Being interested in what they were doing they worked. They were so interested that even rest and sleep and physical welfare were really neglected.

If you are really interested in your work you are bound to succeed, for you will do it better. Real interest **greatly** outweighs ability when interest is lacking, and while you may feel that your ability is not equal to that of another, your real interest and **devotion to your work** will bring you a greater amount of success than one who possesses much ability, but has an aversion for his work.

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The greatest stumbling block in the pathway of success is common, ordinary laziness.

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A loud talker is sometimes mistaken for a brainy man. That is why a big bass drum will draw a crowd.

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You will never be fired out of a job if you are always fired with ambition and enthusiasm.

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If you have the will power to do a thing, you will soon acquire the man power.

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Springtime is tonic time. For quick action and best results, try a mixture of pep, push and punch.

### Serious Obstacles

To a real man mean nothing more than an invitation to pull off his coat and clear them away.

### Beating Father to It.

"What did your little ones say when you told them there is no Santa Claus?"

"They asked me if I was just finding it out."—Washington Star.

# Pension Honor Roll

(W. D. Bassett.)

**T**HE following employes have been recently retired and placed on the pension roll. Their retirement from active service brings to a close many years' association with their fellow employes, who extend to them their very best wishes, and hope that many years of enjoyment are still before them:

John Calvin Bridges, who was recently placed upon the pension list, was born at Auburn, Logan County, Ky., on Nov. 11, 1849. He entered the service of the Frisco Railroad on June 18, 1900, as a laborer in the Machine Shops at Springfield, serving the company faithfully to the date of his retirement on Nov. 30, 1919, when he became seventy years of age.

Ira Towne was born near Olena, Huron County, Ohio, on August 27, 1847. His first experience in railroad service was as a night operator for the C. B. & Q. R. R. in 1874. He entered Frisco service with the old Blackwell, Enid & Southwestern Railway in June 1901, as agent at Breckenridge, Okla., and served continuously in that capacity and at that station until he became seventy years of age on August 31, 1917. He was one of the few employes who, by reason of war conditions and inability to obtain competent agents, was permitted to remain in the service until Dec. 31, 1919; this additional service, however, not entering into the computation of his pension allowance.

John Solomon Bales, who was recently retired and pensioned, was born in McMinn County, Tenn., on March 2, 1848. He entered the service of Red River, Texas & Southern Railway while it was under construction, and served continuously thereafter as a laborer and lamp tender at Sherman, Tex., until date of his retirement on August 31, 1919, when he became seventy years of age.

Martin Heiser, who was retired and pensioned on October 31, 1919, when he reached the retirement age, was born at New Hamburg, Scott County, Mo., on September 5, 1849. He entered the service of the old Hauck lines prior to their absorption by the Frisco, and served continuously in various capacities in the shops at Cape Girardeau until time of his retirement.

James Andrew Harley was born at York, Penn., on October 15, 1852, and entered railroad service in the capacity of freight

brakeman on the Chicago, Pekin & S. W. Railway in the fall of 1872, serving as such for 1 year and 6 months. He later became fireman on the same railroad and was promoted to engineer in 1878. The Santa Fe purchased this line in 1884, retaining him in its service. Mr. Harley left the Santa Fe in 1888 and entered the employ of the Toledo, St. Louis & Western Railway in 1889, running between Charleston, Ill., and East St. Louis, until 1895, when he resigned and entered the service of the Elgin, Joliet & Eastern Railway at Joliet, Ill. He later was employed by the Kansas Midland Railway at Wichita, Kan., as engineer, which railroad was absorbed by the Frisco Lines in 1897, and his service with this company as engineer has been continuous until, by reason of ill health, he was forced to retire, October 16, 1919.

George Miller, traveling boiler inspector, who was recently retired and pensioned account of total disability, was born at Hannibal, Mo., on April 14, 1861. He entered railroad service as boilermaker apprentice for the old Hannibal & St. Joe Railroad on January 2, 1879, remaining with them until September, 1889, when he entered the employ of the Frisco as a boilermaker at the North Shops in Springfield. He served continuously thereafter in that capacity and as boiler inspector and traveling boiler inspector until date of his retirement.

Joseph Louis Weatherford, who was recently retired and pensioned by reason of total disability, was born at Moberly, Mo., on October 20, 1866. He entered the service of this company as a switchman at Joplin, on October 26, 1898, being later transferred to Kansas City as switch tender and pilot. He took the last passenger train out of the old Union Station at Kansas City in the 1903 flood, and backed the first train into the old station after the flood. He also backed the first passenger train into the new Union Station at Kansas City on the night of the opening. He was known to all of the old railroad men as "Old Spot."

The Board of Pensions, at its meeting held on February 23, 1920, authorized payment of pension allowance as follows:

No. 333. Joseph Louis Weatherford, pilot, Kansas City Terminals, aged 53 years October 20, 1919. Length of continuous service, 21 years, 1 month. Monthly pension, \$25. Pension effective January 1, 1920.

At this meeting T. A. Hamilton was elected a member of the board to succeed J. S. Pyeatt; resigned.



**SOME VETERANS RECENTLY PENSIONED.**

Top row, left to right: James S. Bales, J. A. Harley, J. C. Bridges, Martin Heise.  
Bottom row: George Miller, Ira Towne, J. L. Weatherford.

Amount paid pensioners July 1, 1913, to Feb. 29, 1920.....	\$267,552.25
Total number employes pensioned during same period.....	277
Total number of pensioned employes who have passed away.....	79
Total number of employes on pension roll as of March 1, 1920.....	198

**In Memoriam.**

No. 29. Edwin Byron Messick, crossing watchman, Kansas City Terminals, residence 1111 West 43rd Street, Kansas City, Mo., died March 4, 1920. Pension effective July 1, 1913. Amount per month, \$20. Pension ceased March 31, 1920. Total pension received, \$1,620.

**The Phantom Headlight.**

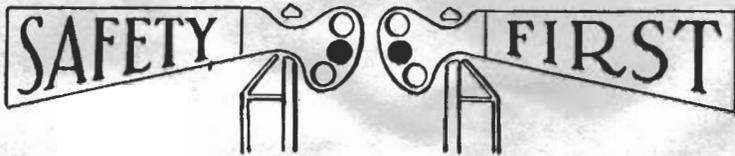
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fort to solve the mystery of the phantom engine in Hiner's Cut, and Pat

Flynn was pressed for explanation and theories, and was asked to exercise special surveillance.

"This is a very strange and puzzling affair," said the Superintendent to Pat, "and we shall feel relieved to find a satisfactory explanation."

"It is a grea-a-t mystery," said Pat with long breath. "It sure is." But when Pat had sufficiently figured it out that he himself had unwittingly been the cause of it, he heaped fresh curses upon the head of Murphy for buying such luxuriant furnishings as a five-foot mirror, and became a staunch supporter of the ghost theory as explaining the phantom headlight.—*Copyright Short-story Pub. Co.*



# A Resume of the Work Done by Safety Committees During 1919

## Reports of Safety Committees Show Good Results for the Year

**R**EPORTS from various safety committees on the work done and results obtained during the year 1919 indicate continued improvement in our efforts to reduce accidents. While reports from all the committees are not available, the reports received and published are indicative of the work done by all.

### THE GENERAL SITUATION.

By H. G. Spencer, Claim Agent.

The question of what results, in my judgment, have been obtained through the Safety Section during the year 1919 is a very difficult one for me to answer.

The customary and probably the only practical method of measuring the results obtained by the Safety Section is to record the number of accidents and comparing the number occurring over different periods of time. While this may be the only practical way of arriving at comparisons, we must not lose sight of the fact that such method does not take into consideration the relative number of chances or opportunities for accident and consequently may be, at times, unfair to districts or locations where the chances for accident have, for any reason, materially increased.

Of course, the ultimate results of the safety movement must be measured by the reduction of avoidable accidents to the lowest possible minimum; but before the practical results may be ex-

pected, there must be a mental preparation, prompting all men who are exposed to hazard, to think in terms of Safety First, before they act and thus avoid the chance or opportunity of accident.

Each time a possible accident is avoided, if such avoidance is due to the teachings of the Safety Section, is a victory for the Section, and although it is not possible to record such victories they are nonetheless true results that will sooner or later show in the reduced number of accidents to be reported. It is unfortunate that it is not practical to score such victories instead of scoring the accidents, which represent our failures, or that a comparison of the number of accidents to the number of chances cannot be secured.

In a material way, the greatest results I have noticed during the year just passed, is the increased interest shown by some of the foremen, in the different departments. Some of these are "cut in" all the time when with or near their men; offering a word, a suggestion or a little assistance, when necessary to drive home a Safety point and showing, by example, the difference between safe and unsafe practices.

Some of these foremen are so interested in the work of the Safety Section that they take it to heart, personally, when one of their men violate any of the rules of safety or sustain injury under avoidable circumstances.

While this increased interest is not altogether a result of the 1919 work of

the section, it has become more noticeable during that time and is, in my judgment, one of the greatest results obtained during that year, and one that will lead to still greater results in the future.

The working foremen are in closest touch with the men who are exposed to hazard, and if the Safety Section can further the interest taken by them in keeping the matter of personal safety always before the men, the results for the succeeding years will be still greater than they have been for the year 1919.

### EASTERN DIVISION.

By J. W. Bowler.

A great many accidents have been prevented by instructing men to perform their duties in the proper way and guarding them against the unsafe conditions and unsafe practice in performing their work.

I think in this way more accidents are prevented than in any other. No man should be afraid or hesitate in correcting his fellow man when he sees that he makes a mistake or takes a chance by doing his work in an unsafe way.

There has been a great many conditions corrected in the past year in order to promote Safety First on our division.

Electric bells have been installed at road crossings, station platforms have been repaired where there were holes or defective boards in platform, and overhead wires that hung too low were raised so they would clear men on top of trains with safety.

The coal chute apron has been fixed so it would raise high enough to clear a man on side of car. This condition was corrected at Newburg.

Covers have been made for water boxes in Newburg yard opposite the depot and placed on same, in order to prevent anybody from stepping in same.

The condition of overloading tanks with coal at places has been stopped, in

order to avoid danger of people being hurt by coal falling from tank in yards.

Freight cars in transit have been held at terminal on account of loads being shifted; necessary to reload same in order to avoid danger. Some of these cases were corrected and posts that are put up inside of coal cars, which are wired over the top, in some cases work out and places in wire become broken, causing the load to be in dangerous condition. There has been a number of these cases corrected.

In some cars passing through here loaded with wood or mine crops, same being improperly loaded, causing the doors to spring open at bottom, letting the wood fall out, causing a very dangerous condition. This condition was corrected by taking it up with the division on which cars were loaded and having the cars properly loaded in the future.

Electric lights installed on material platform east of store room Monett. This was necessary account platform being next to oil room and oxweld plant.

Practice of boiler washers at Monett opening throttles while filling up boilers was stopped.

Central Avenue crossing not sufficiently protected at Monett. Additional crossing watchman was put on.

At Clinton pipe connections used in connection with interlocking plant in north end of yard were so constructed that they were dangerous for men switching in having to step over them. This unsafe condition was corrected.

Brake staffs on certain stock cars, 47,000 series, too near center of car, causing brake wheel to extend over the running board. On September 16, Superintendent Car Department advised he had relocated the brake staff on this series of cars and moved them out towards side of the car some ten or twelve inches distance so the brake wheel will clear the running board nicely, and as fast as these cars pass through shops for repair these brake staffs will be relocated.

During the year a great many unsafe conditions around stock pens, freight