

# THE PENNSYLVANIA RAILROAD SYSTEM

Broad Street Station  
PHILADELPHIA, PA.

November 10, 1913

Pennsylvania Station  
PITTSBURGH, PA.

21

## Things to Think About

“Think nought a trifle, though it small appear;  
Small sands the mountain, moments make the year.”

—Young’s “Love of Fame.”

### Quick Thinking and Acting Counted Here

Myron Delaney is a thirteen-year-old son of Track Foreman Delaney, who resides at Cook’s Run, Pa. One rainy and foggy afternoon recently he was standing at Cook’s Run Station when he saw a landslide moving slowly down an embankment to the tracks of the railroad. Realizing that “No. 51,” the “Buffalo Day Express,” was already overdue, he ran down the track in an effort to flag the oncoming passenger train before it reached the landslide, which by this time had covered the passenger track to a depth of a foot for a distance of about thirty feet.

Running his hardest, young Delaney got 450 feet beyond the slide as No. 51 came in sight. His signal to the engineer enabled the latter to apply the emergency brake in time to prevent what might have been a serious accident. As it was, the application of the brakes caused hardly any shock at all to the train. It cost only \$25 to repair the damage to the locomotive, and no one was injured.

The Superintendent of the Renovo Division sent Myron Delaney \$10 as a small token of his appreciation of the boy’s act.

### Personal Responsibility for Safety

Few people realize the concern which railroad officers feel over accidents of every kind.

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Recently a laborer on one of the divisions of the Pennsylvania Railroad, while trying to move a track level from the track, was struck by a train and injured. The laborers in the gang had left the track as a train approached, when the Foreman saw a tool resting on the rail. He called to two men to take it off, and it could have been done easily without going on the track. Doubtless in their eagerness to obey orders, the laborers jumped on the track with the train not a hundred feet away. Fortunately only one of them was badly injured.

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The papers describing the exhaustive investigation made of this accident eventually reached Vice-President W. H. Myers, and he made this pertinent comment, which the General Manager has asked the General

Superintendents to bring to the attention of all Track Supervisors and Foremen :

"These papers show that the Foreman took some precautions for the protection of his men, but they were not sufficient, as one of the men was injured. If the track level had been noticed sooner and directions given to have it removed, or if the men had been sufficiently trained not to leave the level where it would be struck by a train, there would not have been an accident.

"I should like to see the condition created where anyone in charge of men would feel the personal responsibility if anyone is injured in his charge. There can always be shown contributory negligence, but it ought to be our endeavor to make contributory negligence more and more difficult. It was fortunate in this case that the man was not killed."

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## The Cost of Carelessness

After twenty-seven years of service on the Pennsylvania Railroad, Henry Aul was killed not long ago at Shadyside, Pa., on the Pittsburgh Division. He was an employe of the highest type, careful always to perform his whole duty to the Company, but in this instance he was careless about his duty to himself, and waited too long to get out of the way of an express train that struck and killed him. The case is mentioned because it illustrates how fatal it may be to relax vigilance when working about tracks or even in crossing them.

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The records in the Relief Department since 1886 show that Aul had never reported a single injury, except a slight sprain, which suggests that even the most careful of men cannot afford a single lapse in the caution that counts for safety.

## One of the Unsung Heroes

It is a commonplace that the heroes whose names do not get into the newspapers are a legion compared to those whose deeds are exploited in print. One of the former class is Pennsylvania Railroad Conductor H. A. Miller, of Philadelphia, who probably would be surprised to know that the incident in which he showed up so well is all down in black and white in the General Manager's office. It happened this way: The crossing watchman at Swanson and Mifflin Streets, in Philadelphia, was so busy looking out for the safety of others that he did not see a car and engine backing out of a storage track to the main track. But Miller was watching the watchman, and when it became evident that he was not watching himself, Miller jumped to the track and succeeded in getting the two of them almost clear of the track before both were struck by the engine tank. That two men were only slightly injured instead of one being killed is due entirely to Miller's quick thinking and action.

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## Cleanliness Next to Safety

Six months ago it was announced that quarterly examinations would be made of employes in the dining car and restaurant service of the Pennsylvania Railroad to make sure that they were entirely fit to cook or serve food and handle linen. This rule has now been changed to provide for physical examinations of all dining car and restaurant men every thirty days. Only a one hundred per cent. perfect report on his physical condition will enable an employe to remain in this branch of the service, and when a man is laid off as undesirable for any cause he cannot return to work until he receives a "Certificate of Ability" from one of the Company's doctors.

## How a Derby Hat Proved Fatal

"A sub-station foreman of an electric line in Northern Indiana was explaining some work to his men in a recently built sub-station. To point out some details of construction, he used a derby hat held in his hand. The rim of the hat came in contact with wiring, which completed the circuit from the high tension line through his body

to the ground. This caused a shock which proved fatal. It developed later that the rim of the hat was reinforced with a small steel wire."

This was recited on a placard at the Manhattan Division's Safety First Exposition held recently in Pennsylvania Station, New York, and the following warning was appended :

"In view of the above accident, it would be well for all men who have occasion to work in the vicinity of high tension currents or other electric wiring to bear this fact in mind."

## The Railroad Fights Typhoid

**Here is a case where a typhoid epidemic broke out and the Pennsylvania Railroad organization co-operated with the State authorities and dealt with the situation promptly and efficiently. Good work is the best evidence of good citizenship.**

Renovo, Pa., is what is called "a railroad town," because of the large number of employes of the Pennsylvania Railroad living there. It is the headquarters of the Renovo Division.

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On September 27th the Superintendent of this Division received a report that there were "likely two or three cases of typhoid fever in Renovo." Investigation developed that there were eighteen cases in the city.

The first thought of the City and Railroad Authorities was to locate the source of infection. Special bottles of water from Paddy Run, Drury Run, Hall's Run, from the supply of the city of Renovo, and also of South Renovo, and from the Susquehanna River, which has its source above Renovo, were hurried to the Railroad's chemists in Altoona for analysis. The State Board of Health was also notified, and an investigation into the city's milk supply was started. Already a number of railroad employes had been stricken.

On September 30th there were thirty-six cases of typhoid fever in Renovo. The hospital, to the support of which the Railroad contributes regularly, had put in ten

new additional beds, and was caring for twenty-three cases. A committee brought nurses from Ridgway and Lock Haven as they were needed.

Dr. C. J. Hunt, Assistant Chief Medical Inspector of the State Health Department, had arrived by this time. He made a survey of the territory from which Renovo gets its milk, dividing it into two sections, Jersey Shore and Nesbet, Pa., as one, and Muncy and Montgomery, Pa., as the other. He immediately stopped one farmer from shipping, as he found that two of this man's farm hands, who thought they had "summer grippe," were suffering from a most virulent type of typhoid. Several days later the source of infection was located in dairy farms near Muncy and Jersey Shore, Pa.

The thoroughness and promptness with which the Renovo people and the Railroad officials dealt with the epidemic brought it under control within a week, but not before some fifty cases had developed.

On October 20th it was announced that no new cases of typhoid had developed in the two weeks previous.

But one person died as a result of the epidemic.

## On the Right Train—Off at the Right Station

How many thousands of people board the wrong train in the course of a year? How many thousands get off at the wrong station, or are carried beyond their destination? It would be difficult to answer these questions, but whatever the right figure may be, the Pennsylvania Railroad is trying to reduce it by a general notice which calls the attention of Trainmen to the importance of long-standing rules in regard to the announcement of the destination of trains as they are loading, and in regard to calling station stops plainly and sufficiently in advance to enable passengers to leave the car comfortably, instead of in a rush to avoid being carried beyond the station. A general order just issued lays stress on the importance of calling out in all coaches before the train starts all stations at which the train will stop.

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## Keep Car Aisles Clear

Many accidents are caused by passengers falling over baggage and baskets placed in car aisles by other travelers. Trainmen try to keep the aisles clear of bags and other obstructions, but not infrequently a passenger will observe the request to move his valise out of the aisle only to put it back again when the Trainman has passed. Most of the accidents caused by obstructed aisles happen as the train leaves a terminal and before the Trainmen have had time to go through the cars. This fact makes it evident that en-

tirely to remove the cause of these mishaps it is necessary to get the co-operation of all travelers, who, if they understood that obstructed aisles and even slightly projecting suit cases were often responsible for painful injuries, would be more careful where they place their baggage, and would not wait to move it inside the seat line until asked to do so by Trainmen.

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## The 1913 Flood

To record the history of "The 1913 Flood and How It Was Met by a Railroad," the Pennsylvania Lines recently published a booklet by Mr. Lewis S. Bigelow, illustrated with many half-tone pictures, showing the destructive effect of the waters. A copy of that booklet was sent to Governor Cox, of Ohio, whose State was seriously affected by the floods, and who himself took such a constructive part in the work of relief. Governor Cox's acknowledgment of the booklet was as follows:

October 13, 1913.

This will acknowledge receipt of your pamphlet, "The 1913 Flood and How It Was Met by a Railroad." I want to congratulate you upon this interesting and useful piece of literature. We who passed through the flood appreciate in a measure the heroic efforts of the Pennsylvania Railroad to maintain its service under the distressing conditions, and we rejoiced at the tremendous efforts of the road to restore transportation facilities in the shortest possible length of time. When the complete history of the flood has been written the Pennsylvania Railroad and its officials will occupy a prominent place in that history.

Thanking you for your courtesy in sending me a copy of the pamphlet, I am

Very truly yours,

(Signed) JAMES M. COX.

**"PEOPLE DO NOT SEEM TO AGREE, IN THE PRESENT CRISIS OF OUR AMERICAN INDUSTRIAL AND NATIONAL LIFE, ABOUT THE NECESSITY OF GETTING AT THE FACTS AND AT THE REAL NEWS IN THIS COUNTRY ABOUT HOW GOOD WE ARE."**

**—GERALD STANLEY LEE IN "CROWDS."**