

THE PENNSYLVANIA RAILROAD SYSTEM



INFORMATION



FOR EMPLOYES AND THE PUBLIC

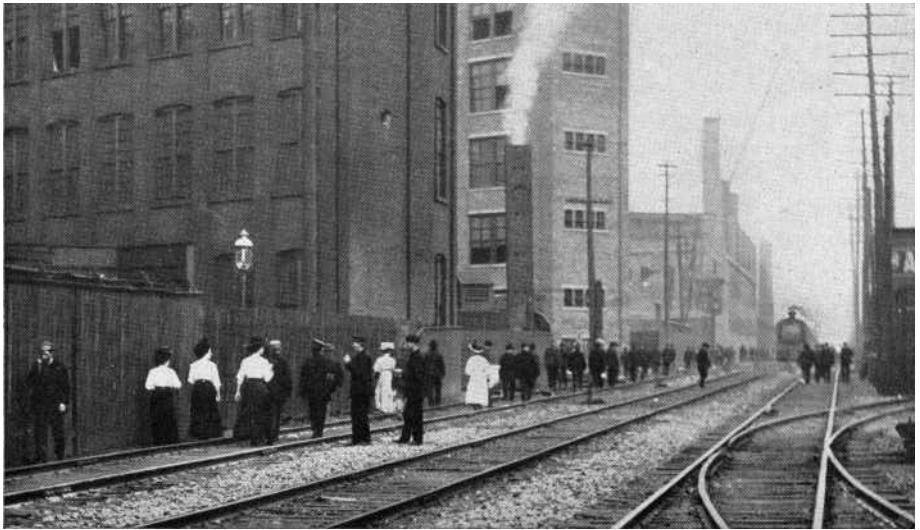
Broad Street Station
PHILADELPHIA, PA.

March 3, 1914

Pennsylvania Station
PITTSBURGH, PA.

II-11

The Paramount Cause of Deaths on American Railroads



TRESPASSERS COURTING DEATH

Factory employes making a foot-path out of the Railroad. This picture was taken at 5.05 P. M. in Cleveland, Ohio, on the tracks of the Pennsylvania Lines, at a point between Quincy and Woodland Avenues. A passenger train was approaching from the south while these people were trespassing.

Train wrecks do not cause the great loss of life on American railroads.

If there had not been a single train accident; if every machine had worked perfectly; if every employe had performed his work perfectly—nevertheless, 497 persons would have been killed and 556 injured on the Pennsylvania Railroad System last year.

They were trespassing on the Company's tracks in violation of the law.

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If you have a child and are told that 25,-000 young people in this country alone have been killed or injured while trespassing on railroad property in the last twenty years, will it make you stop and think? Or if you

In twenty years twenty-five thousand young people, minors—trespassers—have been killed and injured on our railroads—enough to make a mile post for every mile of travel in a trip around the world. In nearly every city, town and village there is some child without an arm or a leg lost trespassing on the railroad, or a little grave in the cemetery of some child (perhaps an only child) killed flipping on the cars. During the last few years of the twenty-year period fourteen trespassers were killed and fourteen injured each day of the 365 days in the year.

haven't a child of your own, if you are told that in nearly every city, town and village of this country there is some child without an arm or a leg, or the grave of a child in one of its cemeteries—all the price paid for trespassing on railroad property—will you think that it is any of your business at least to use your influence to stop that trespassing, or to uphold the hands of the railroads in their efforts to stop it?

The fact that in those 20 years four-fifths of the killed and injured trespassers, or 145,000 persons, were not tramps or yeggmen stealing rides, but generally young people, children and wage-earners living in the vicinity of the places where the accidents occurred, may stir a little interest in you.

Under these circumstances you may be willing to do something, even if it is only to use your influence to protect those who will not protect themselves. You might warn just one child of the danger in:

Walking on railroad tracks or bridges.

Loitering about railroad stations or cars.

Jumping on or off trains, cars or engines.

Crawling under, between or over cars.

Crossing tracks, without stopping, looking and listening to see if a train is coming.

Crawling under gates when they are down, or

Playing on or around turn-tables.

You might even suggest that occasionally one of your public school teachers

speak to the children on the general subject of trespassing. The railroad companies would welcome you as a real ally.

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Fifteen Trespassers Killed a Day

Day in and day out almost 15 persons are killed by American railroads while trespassing on railroad property in violation of the law. The law of averages says that 15 were killed today, 15 will be killed tomorrow, and 15 the next day, and so on from sun rising to sun rising, unless something shall be done to make people more careful.

The following statement shows loss of life and the number of people injured each year for the past fourteen years, as a result of trespassing on the property of the Pennsylvania Railroad System in violation of the law:

Year	Killed	Injured	Total Killed and Injured
1900	518	659	1,177
1901	662	689	1,351
1902	637	719	1,356
1903	764	714	1,478
1904	777	738	1,515
1905	887	794	1,681
1906	874	794	1,668
1907	916	775	1,691
1908	743	691	1,434
1909	633	683	1,316
1910	585	582	1,167
1911	527	447	974
1912	463	442	905
1913	497	556	1053
Totals	9483	9283	18,766



HOW TRESPASSERS DISREGARD WARNINGS

These workmen have just left a factory and are on their way home. This short cut to home frequently proves a short cut to possible injury and death.

You are terribly excited about grade crossings, and you should be, but do you know that in 1912 there were in these United States only 1125 persons killed at grade crossings, while the total toll of trespassers was 5343 killed and 5536 injured? There are laws against trespassing in almost all the States and arrests are made for violating this law; but is it human nature to expect that a man or woman will be deterred from trespassing by the prospect of a fine of a few dollars when he or she is willing to risk life or limb as well as the fine? All trespassers are neither killed, maimed, nor fined. When the greater risk doesn't stop them, the prospect of the little injury to the pocket will be of small deterrent effect. Possibly some figures and a few facts may interest you if you've read this far.

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ON THE PENNSYLVANIA RAILROAD EAST OF PITTSBURGH THERE WERE KILLED, WHILE TRESPASSING ON RAILROAD PROPERTY, DURING THE SEVEN YEARS FROM 1907 TO 1913 INCLUSIVE, 2697 PERSONS, or more

than one every day. Owing to the activities of the Railroad police and others the improvement has been marked, for whereas 572 trespassers were killed in 1907, the number was reduced to 255 in 1912. The figures for 1913 show a tendency in the wrong direction; 301 trespassers were killed. This must be checked.

The Pennsylvania Railroad police made more than 6000 arrests in 1913 of tres-

Four hundred and ninety-seven people were killed and 556 were injured last year while trespassing on Pennsylvania Railroad System property.

passers and "illegal train riders." Eighty-eight per cent. of these were convicted. But in Pennsylvania it was often the case that the fine was determined by the amount of money on the prisoner—\$1, \$2 or \$3—or where there was no money the alderman before whom the prisoner was arraigned lost interest and discharged the prisoner. The commissioners of one

As one of the steps in its campaign to reduce trespassing, the Pennsylvania Railroad System makes exhaustive investigation of every case where a trespasser is killed or injured. Practically half of those killed in 1913 while trespassing were useful citizens; only 250 of them were "unidentified, mostly tramps." All of the deaths and injuries to trespassers on the Pennsylvania Railroad System are classed in the Interstate Commerce Commission's reports as "accidents on steam railways."

county went so far in June of 1912 as to serve notice that they would refuse to accept prisoners committed to jail for trespassing on railroad property unless the railroad company agreed to pay their board. This, too, in spite of the fact that the railroad pays taxes for police protection. And there were cases, too, where the prisoner committed for a period of ten days was released immediately on the departure of the railroad officer.

Since the inauguration of its crusade against trespassing and illegal train riding the Pennsylvania has been free from the offensive train rider—the yeggman and other criminals. **The trouble now is from the suburban commuter, the factory hand, and the man who prefers using the tracks to a poor public road.** There was an instance on the Eastern Pennsylvania Division where one of the farmers' associations passed resolutions condemning the railroad company for its activity in the pursuit of trespassers, claiming that it resulted in driving tramps into the lateral highways—greatly to the distress of the farmer and his family.

THE PEOPLE CAN MAKE THEIR PUBLIC OFFICERS DO THEIR DUTY OR REFRAIN FROM RE-ELECTING

THEM. If the public highways paralleling the tracks are decently kept up, this, too, will diminish the loss of life through trespassing, by removing the temptation to trespass.

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Useful Citizens Killed

In the total of 2697 trespassers killed by the Pennsylvania Lines East of Pittsburgh in the years from 1907 to 1913 the country lost, economically, the services of many trained men, for of this total but 1379 were unidentified, which means mostly tramps. This takes no account of the suffering involved by the other 1318 trespassers and their families. Among this number, aside from 24 boys, 23 girls, and 120 women, there were 310 laborers, 212 miners, 25 employes of other railroads, 25 farmers, 16 blacksmiths, 17 carpenters, 17 glass workers, 7 engineers, 7 iron workers, 11 machinists, 13 masons, 12 steel workers, 6 students, 9 painters and representatives of almost every known trade and profession.

Who is responsible for the deaths of more than 85,000 people—trespassers on railroads—in the past twenty years?