

THE PENNSYLVANIA RAILROAD SYSTEM



INFORMATION FOR EMPLOYEES AND THE PUBLIC



Broad Street Station
PHILADELPHIA, PA.

March 17, 1914

Pennsylvania Station
PITTSBURGH, PA.

II

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How this Railroad Safeguards Its Employes and the Public

“He is free from danger who, even when safe, is on his guard.”

—Syrus' Maxims

Efficiency reports on the Pennsylvania Railroad in 1913 covered the work of officers as well as the rank and file. A compilation just made shows that during the year more than two million efficiency tests were made to ascertain the observance of train safety rules. Out of this number of tests 99.9 per cent. showed employes living up to the strict letter of the rules.

Mr. W. W. Atterbury, Vice-President of the Pennsylvania Railroad, in charge of Operation, has sent to the General Manager a letter stating:

“The constant vigilance which these checks promote is essential to safe operation.

“Do not forget that we are all fighting to safeguard the persons and the property intrusted to our care, and in order to do so successfully each must not only do his part, but must also have confidence that all others can and will do their part. No man should feel that in these checks is any personal reflection, but, on the contrary, that they are intended for his individual protection. This is the spirit in which they are made.”

This record accounts, probably more than anything else, for the fact that last year the Pennsylvania Railroad carried 111,000,000 passengers without a single one of them being killed in a train accident.

Records for last year show that exactly 56,929 tests were made in the use of signals, and 99.4 per cent. of them indicated perfect observance by employes. Out of 2705 signals set at caution all but 8 of the cases observed were duly obeyed. Sixteen thousand and more tests were made of observance by enginemen of flagman's signal, and in only 11 cases did employes fail in their duty.

With reference to the general discipline, 5,961,732 observations were reported, with 8120 failures, showing a record of 99.9 per cent. perfect. These tests included everything from employes reporting late to smoking on duty, leaving headlight burning in day time, using foot to adjust couplers, the use of reliable watches—in all there were 93 different kinds of observations made, and exactly 784,675 observations were made on the use of intoxicants by employes, and only 158 cases required discipline.

What Mr. Prouty Said of the P. R. R.

"What is a railroad for? What is the only purpose for which a railroad is constructed and operated? To transport merchandise and passengers. What is the only source of income which a railroad has? The only source of income it has is the money which it derives from the service of transportation. Consider for a moment a great railroad system like the Pennsylvania, the greatest railroad system in the whole world. Why, gentlemen, hundreds of millions of dollars have gone into the construction of that railroad. In the past, few institutions in the world have enjoyed better credit than the Pennsylvania Railroad. Its very name is synonymous with financial strength.

"Let the Government reduce the charges of that railroad so that it can simply pay for those charges the expense of its operations, and what have you? That magnificent property is absolutely worthless. Its credit is destroyed. It can sell no share of stock and can sell no mortgage bond. When you reduce the rates of the railroads of this country to a point where they no longer yield a profit, you have destroyed the value of their property, you have annihilated their credit, and you have made it absolutely impossible for the railroad to provide the service which you must have."

—Hon. C. A. Prouty, before the National Hay Association Convention, Kansas City, Mo., July 16, 1912.

One Reason for Keeping Luggage Out of Car Aisles

The Pennsylvania Railroad last year paid out \$5143.40 on account of accidents to passengers who tripped over other passengers' grips placed in the aisles on passenger trains. That is one of the reasons why the Company instructs its trainmen not to permit luggage to remain in the aisles of passenger coaches.

An Old Passenger Car Put to Good Service

Does anyone ever stop to think where all the old passenger cars go?

One of the employes of the Pennsylvania secured one of the wooden passenger cars discarded in favor of steel coaches, had it moved from the rails as if it had been a house, and turned it into a fine clubhouse which he and his friends use when they are off on their vacations.

The seats in the car were removed, one end was fixed up as a kitchen, and chairs, beds and a stove did the rest. A screened porch gave the necessary touch of outdoors—and the "bungalow" was complete.

A Man Who Was On the Job

This letter to C. B. Smith, Fireman on passenger train No. 32—a Lock Haven-Harrisburg local—on the night of January 27, 1914, speaks for itself:

"While your train was running perhaps fifty miles per hour, you saw the opposite track near Dalmatia was obstructed by a mass of ice which had come down the mountain. You immediately threw a lighted fusee on the obstructed track and had another ready to throw if a train was seen before reaching the next telegraph tower, from which place a report was made to this office.

"This showed the quick-wittedness which is a characteristic of the best railroaders, a thing highly appreciated by the officials and by fellow employes, as it makes for safety of operation.

"I not only want to thank you for having done this, but to congratulate you on having this characteristic.

"Yours very truly,

(Signed) "H. P. LINCOLN,
"Superintendent."

Death from Carelessness

There were 721 accidents to passengers on the Pennsylvania Railroad last year due to the carelessness of the passengers themselves, or to a disregard of the rules of the Company. Though no passengers were killed on the Pennsylvania Railroad in a train accident, seventeen passengers were killed on the property of the Pennsylvania Railroad as a result of their own fault. Seven of those killed either fell, jumped or stepped from moving trains. Four jumped from ferry boats.

The other cases of deaths were due to the following causes: Alighting from train, became confused and was run over by an engine at a station; attempted to board a moving train; jumped through a coach window; stepped from train into canal feeder and drowned; stepped off station platform in front of train; struck by train after alighting from another train; while waiting for train child started to cross tracks, woman rushed forward to rescue, both struck by train.

Railroad Employes as Fire Fighters

Last year 823 fires occurred on the property of the Pennsylvania Railroad System; this was the smallest number of fires in a year since 1904. The fire loss for the year was \$271,288, the smallest, with the exception of one year, in the past 35 years.

As showing a steady improvement in efficiency, in 1908 the Company's employes extinguished 274 fires out of a total of 1397 which occurred on railroad property.

The Railroad has issued a circular giving the causes of all fires on the System in 1913, in order that employes may realize that their efforts to minimize losses from fire are effective and are appreciated.

A Medal for Safety Work

At the Dresden Exposition of Hygiene the American Museum of Safety installed, at its own expense, an exhibit of accident prevention and health promotion. The Pennsylvania Railroad supplied material for part of the exhibit.

The Company was not only awarded a commemorative medal for the excellence of its part of the American exhibit, but was paid the signal honor of a request for its permanent addition, with some others, as a part of the well-known Museum of Safety in Berlin. This is the first non-Germanic exhibit to be accepted for the permanent collection of the Berlin Museum, which was founded and is maintained entirely at the expense of the Imperial Government.

\$500,000 Spent in Odds and Ends for Safety

Just for odds and ends that would tend to increase safety on its lines, the Pennsylvania Railroad has, in the past four years, spent \$500,000. This was entirely apart from any expenditures of much larger sums put into steel cars, signals and the many other things the Railroad provides to increase safety of travel and employment.

On the twenty-nine divisions of the Railroad, thirty-eight safety committees have been at work studying accidents and making recommendations calculated to remove causes of accidents. These safety committees have made 20,213 recommendations, 15,790 of which have been adopted. Safety guards of various kinds have been installed at a cost of \$119,140; in addition to this sum \$304,766.68 has been spent in carrying out the recommendations of safety committees. It has cost more than \$3146 to hold Safety First rallies, while the time of the men on safety work alone cost \$60,124.

Employes Efficient in Rendering First Aid to the Injured

C. D. Fisher, Gang Leader at Pavonia Shops, has become so expert in rendering First Aid to the injured that he has twice been awarded the American National Red Cross Society first prize of \$50 for the best "First Aid" work actually done among railroad men in a year. He was awarded the prize for 1911 when he rendered "First Aid" to 136 employes, and for 1912, when he attended 142 patients.

Mr. Fisher took a three months' course in First Aid to the injured at the Central Young Men's Christian Association in Camden in 1906, and in April of that year received a certificate from the American National Red Cross Society. That same year he passed the New York State examination for First Aid to the injured, and received another Certificate. In 1909 he was successful in secur-

ing the International Red Cross Certificate for "First Aid."

Mr. Fisher has systematized and made more efficient the First Aid to the injured working at Pavonia Shops. He keeps posted as to the condition of injured employes, both at their homes and at hospitals; he visits the points where First Aid boxes are kept to see that they are properly equipped, and instructs other workmen in First-Aid-to-the-Injured methods.

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"Safety First" work has advanced to such an extent on the West Jersey and Seashore Railroad that a number of employes have been specializing in giving First Aid to the injured. The following have passed the examinations given by the American Red Cross Society, and have been awarded Elementary First Aid Certificates :

BENJAMIN BEALE	FREIGHT CAR PAINTER	PAVONIA SHOPS
RUSSELL S. BOSCH	PATROLMAN	NEWFIELD
H. G. BROWN	THIRD RAIL REPAIRMAN	WESTVILLE
J. H. CLINE	BOILER MAKER	CAMDEN ENGINEHOUSE
W. A. CONRAD	LINEMAN	WESTVILLE
W. E. DOWN	GANG FOREMAN	PAVONIA SHOPS
W. B. ETRIS	CLERK	CAMDEN ENGINEHOUSE STOREROOM
W. W. FRAZEE	CLERK	ELECTRIC CAR BARN, CAMDEN
WM. A. HOLLWARTH	MACHINIST	PAVONIA SHOPS
WILLIAM J. LEE	FREIGHT CAR REPAIRMAN	ATLANTIC CITY
RUSSELL E. MILLER	ENGINE CLEANER	ATLANTIC CITY
FRANK H. MOORE	CLERK, FOREMAN CAR INSPECTOR	ATLANTIC CITY
D. J. MULDOON	ASSISTANT FOREMAN	ELECTRIC CAR REPAIRS
W. R. RIEDER	WATCH ENGINEER	WESTVILLE
F. S. SMITH	ENGINE INSPECTOR	CAMDEN ENGINEHOUSE
J. G. TWEEDY	ASSISTANT SECRETARY	P. R. R. Y. M. C. A.
A. E. WAGNER	CLERK	ENGINEHOUSE, ATLANTIC CITY
C. E. WILLIAMS	ATTENDANT	CAMDEN STOREHOUSE
W. G. ZELLEY	CLERK	GENERAL FOREMAN'S OFFICE, PAVONIA

The Pennsylvania Railroad System's total operating revenue for the year ending June 30, 1913, was \$382,446,214, while in wages the System paid \$189,397,069—more than \$500,000 a day—and 49.5 per cent. of its operating revenue.