



INFORMATION
FOR EMPLOYEES AND THE PUBLIC



Broad Street Station
PHILADELPHIA, PA.

May 11, 1914

Pennsylvania Station
PITTSBURGH, PA.

II

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He Risked His Life to Save Another

“The Brave
Love mercy, and delight to save.”

—Gay's Fable, “The Lion and the Traveler.”

James Irwin, Pilot of Pennsylvania Railroad ferryboat Wildwood, plying between Camden, N. J., and Philadelphia, jumped from the upper deck of his boat into the Delaware River and saved the life of a woman who had leaped into the river from another ferryboat. The following account of Mr. Irwin's heroic act is reprinted below from The Philadelphia Bulletin of March 19, 1914.

When James Irwin, wheelman of the Pennsylvania Railroad ferryboat Wildwood, was aiming his craft at her slip on the Philadelphia side of the Delaware River shortly after ten o'clock this morning, he cast a glance at the ferryboat Hammonton just pulling out.

The wheelman's gaze fell upon the figure of a young woman poised on the fore-deck rail of the Hammonton, ready to jump. Irwin's hand shot toward the bell rope, and a moment later the Wildwood's engines were reversed. He called to Pilot Charles Walton to take the wheel, and then threw off his coat.

He was not a moment too soon, as the woman had jumped, and her form was



JAMES IRWIN

seen amidst the thick ice surrounding the slip. Irwin rushed to the deck of the pilot house, climbed the rail and plunged into the icy water.

Heroism of the kind displayed by James Irwin, the wheelman of the ferry-boat Wildwood, when he saved the life of a young woman who jumped into the Delaware River from a passing vessel yesterday, calls for something more than the passing interest in the day's news. But there are hundreds of acts of fortitude and courage which never are known, for lack of the spectacular and pulse-quickening circumstances needed to make their impress on the passing public. There are heroes all around, rubbing shoulders on the street cars, or passing constantly to and fro in their daily tasks. Opportunity brings them into action and reveals their qualities in a flash.

--Philadelphia Bulletin, March 20, 1914

The cakes of ice were thick at the spot where Irwin landed. His body fortunately shot between two heavy floes, and he hit clear water. Passengers on both ferry-boats witnessed the plunges of both the woman and Irwin, and breathlessly awaited the outcome.

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Irwin was thirty feet from Miss —, and ice barred his way. The woman had gone down once, and was making no effort to cling to the ice. Numbled by shock and cold, Irwin struck bravely out. Passengers cheered and shouted by turns as Irwin's body, after the manner of a porpoise, appeared and disappeared as he swam and dived under the ice.

The Wildwood slowly swung around, other hands being now at the wheel. Deck-hands, with rope and boat hooks, stood ready. Slowly Irwin struggled toward the woman, who had gone down twice. He was at her side when she came up again, and seized her by the clothing.

The woman had fainted, and was a dead weight in his arms. He shouted for help, for cramps, caused by the chill, were beginning to seize his muscles. A deck-hand, hanging low over the side of the Wildwood, tossed a rope toward the two. It fell short and spectators waited in tense silence until it was thrown again. This time it reached Irwin, and he seized it.

The wheelman's grip was that of desperation. The ferryboat swung closer, and

two deck-hands with boat hooks, stood ready. A moment later the boat hooks were in Irwin's clothing, and the danger was over. A loud cheer arose from the decks of both boats, and passengers rushed forward to Irwin's side to aid him and shake his hand.

The woman was unconscious, and Irwin stood weak and trembling on the Wildwood's deck. Overcoats were quickly volunteered, and the brave wheelman was hurried into the boat's cabin.

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Gettysburg vs. Trespassing

Girard, in the Philadelphia Public Ledger, makes this pertinent comment on the thousands of deaths that occur in this country every year as a result of people trespassing on railroad property:

"Every 20 years as many persons as live in Camden trespass upon American railroad tracks and get killed.

"As many more, or another city like Camden, trespass upon the railroad tracks and get injured.

"Of Union soldiers actually slain at Gettysburg there were 3070. Each year one-half more than that needlessly get in the way of railroad trains and are killed.

"Within a fortnight I saw a woman de-

liberately step out upon the four busy tracks at North Philadelphia station, while a railroad employe risked his own life to go after her.

"A man who steals a loaf of bread worth five cents goes to jail. But we do not punish people who needlessly trespass, get injured, crowd our hospitals, and so become a public burden that may cost \$100."

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The Owners of the Pennsylvania Railroad

Compilations show that the Pennsylvania Railroad Company had on April 1st exactly 89,602 shareholders who held an average of 111.44 shares. This is the largest number of shareholders the Pennsylvania has ever had, and an increase of 12,756 as compared with April 1, 1913, while the average holdings have decreased 6.69 shares compared with last year.

The number of women shareholders of the Pennsylvania Railroad is 43,158—more than 48 per cent. of the total—and an increase of 6017 over the number of women shareholders on April 1, 1913. The average holdings are 3 shares less than in 1913. Women shareholders own \$138,596,158 of stock at par value.

These figures indicate that the ownership of the Pennsylvania Railroad is distributed among a constantly increasing number of investors with small holdings, on the return from which they are dependent for all or a part of their income.

There are 30,240 stockholders of the Pennsylvania Railroad—approximately one-third of the total number—in the State of Pennsylvania—twice as many as in New York—and their average holdings are 91 shares. New York has 15,298 Pennsylvania Railroad shareholders, New England 16,612, foreign countries 11,784, while 15,668 are scattered.

The Mileage of the Pennsylvania System

The Pennsylvania Railroad System has issued its annual Record of Transportation Lines. It shows that the Company has 11,729 miles of line and 26,198 miles of track. The System has 630 miles of four-track railroad.

The Pennsylvania now operates in thirteen States and the District of Columbia, where more than half the population of the United States lives. In these thirteen States it has, in addition to its 11,729 miles of line, 3717 miles of second track, 821 miles of third track, and 9298 miles of side tracks, every mile of it built to enable the System to expedite the movement of freight and passenger trains.

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The Greatest Reward

The following letter has just been received by one of the Passenger officials of the Pennsylvania Lines. It is similar to many others the railroad receives about its employes:

"I had occasion to pass through Pittsburgh with my mother last night en route to Indianapolis—a lady eighty-six years old. We waited two hours between trains at the depot, during which time I left my mother in charge of the matron. It gives me the greatest pleasure to speak words of the highest commendation of the attention and courtesy the matron extended both to myself and aged mother. I have seldom seen such painstaking care exercised upon the part of any person in her position. Such a woman is a valuable asset to your Company, and her services should not be overlooked nor go unappreciated. I may never see this woman again, but I shall always remember her for her kindness, and take great pleasure in speaking this word of commendation."

Long Island Cauliflower and Its Train Service

In the fall of 1913 the Long Island Railroad hauled 15,886 tons of cauliflower. It ran a special cauliflower train every day for two months, and in that time handled 1275 cars, 483 cars going to connecting railroads and the rest to New York. Philadelphia alone took 207 cars.

At the end of the shipping season the Long Island Cauliflower Association passed this resolution:

Resolved, That we, the stockholders of the Long Island Cauliflower Association, assembled at our annual meeting, by a unanimous vote, hereby desire to express our sincere thanks and appreciation to the officials of the Long Island Railroad for the most excellent train service rendered in the handling of their crop.

"It is with pleasure we note the fact that the special cauliflower train has not been late into the Bushwick Terminal even once during the season.

"Through the efforts of our Association and the co-operation of the Long Island Railroad, we believe the production of cauliflower can and will be materially increased year by year, not only to the profit of the growers, but of the Long Island Railroad as well."

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Honesty Among Rail- road Employes

Are railroad employes exceptionally honest? Every day ticket agents, trainmen, and station employes are returning lost purses and other property to their owners.

Only recently a clergyman, on his way from Pittsburgh to Greensburg, left his purse containing over a thousand dollars at one of the ticket windows. He discovered his loss while walking along the street in Greensburg. He went to the station ticket office, reported his loss, and the agent, after hurried communication with Pittsburgh, advised the minister his money was safe. The latter made his scheduled address in Greensburg, and as he was about to leave the auditorium, the Greensburg ticket clerk handed his purse to him.

The clergyman addressed a letter of thanks to the Company, saying, in part:

"I, an Irishman, on this St. Patrick's Day, would be unworthy of my country if I did not tell you how I appreciate your two employes."

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Only \$1 out of every \$350,000 of revenue handled by the 150,000 Pennsylvania Railroad employes last year was lost, and a great deal of this revenue was rehandled many times.

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"The Pennsylvania road is as fine a specimen of the art of moving persons and things by rail as there is in this country, or, for that matter, anywhere in the world."

—*The Hartford Conn., Courant, April 11, 1914.*