



INFORMATION



FOR EMPLOYEES AND THE PUBLIC

Broad Street Station
PHILADELPHIA, PA.

November 27, 1914

Pennsylvania Station
PITTSBURGH, PA.

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An Engineman Who Practices What He Preaches

Edward F. McKenzie, passenger engineman on the Pittsburgh Division of the Pennsylvania Railroad, practices what he preaches.

In the fall of 1913 the Railway Age Gazette offered a prize for the best article by an engineman, on "Keeping a Good Lookout on a Locomotive." Forty-six papers were submitted and the prize was awarded to Mr. McKenzie, whose paper was printed in the Railway Age Gazette, November 14, 1913.

Almost exactly one year after Mr. McKenzie's article appeared in the Railway Age Gazette, the following incident occurred. It illustrates how accidents are prevented through the use, by intelligent employes, of the most improved signals, air-brakes and other safety appliances.

On November 6, 1914, Mr. McKenzie was the engineman on No. 294, a local passenger train from Pittsburgh to Southwest Junction, Pa. He received a clear signal at one of the towers between Pittsburgh and East Liberty Station, about ten o'clock at night, and naturally expected his next signal to give him a clear track, as signals indicate what trains, if any, are ahead for at least two block stations. But the next signal went to the danger position

just as McKenzie's train was an engine-length from it. He applied the emergency brake immediately, and as soon as the train stopped made an investigation which developed that two freight cars in a train on the next track were derailed and had fallen across the passenger track, four car lengths ahead of where No. 294 had stopped.

When the freight cars fell over on the passenger track they broke the pipe line carrying the compressed air for switches and signals. This prevented the signals from working; when modern signals get out of order, they automatically drop to the danger position.

The perfect working of the signal and the air-brake, together with the ever-present and ever-essential human agency rising to the occasion, prevented what might have been a serious accident.

Mr. McKenzie, in his report on this incident, said: "The newspapers may call it 'Pennsylvania Luck,' but we who are on the job day and night know that 'Pennsylvania Luck' is nothing more than Pennsylvania efficiency. I desire to thank you for providing these safeguards, making our work and lives and those of the traveling public so much safer."

Another Pennsylvania Railroad Employee Gets Prize in Railway Age Gazette Contest

William L. Burt, Assistant Freight Trainmaster on the New York Division of the Pennsylvania Railroad, was awarded the prize when 29 practical railroad men entered a contest conducted by the Railway Age Gazette for the best paper on "The Operation of Terminal Yards." His paper was printed in the Railway Age Gazette of October 9, 1914.

The judges in the contest were W. J. Jackson, General Manager of the Chicago and Eastern Illinois Railroad; H. G. Hetzler, President of the Chicago and Western Indiana; and F. C. Batchelder, President Baltimore and Ohio Chicago Terminal.

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It is significant in connection with the award of the prize to Mr. Burt, that when the Railway Age Gazette conducted a competition last year for the best article on the subject, "Keeping a Good Lookout on a Locomotive," Edward F. McKenzie, passenger engineman on the Pittsburgh Division of the Pennsylvania Railroad was awarded first prize. His paper was one of 46 submitted.

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In concluding his paper on the "Opera-

tion of Terminal Yards," Mr. Burt has this to say on "Co-operation":

"It has been well said that co-operation is like faith—'the substance of things hoped for and the evidence of things unseen.' This is one of the greatest contributing elements to the successful operation of a terminal or any other organization. Without it the best of organizations, personnel, equipment and facilities are doomed to failure. It should prevail not only within the terminal organization, but with every interest with which it comes in contact. Where a terminal forms a separate division it is of the utmost importance that a spirit of co-operation should exist between the connecting divisions. Each should be familiar with the troubles of the other and the energies of both centered in the accomplishment of one purpose. Have a frequent consultation and exchange of ideas between the traffic department and operating officials. Make freight solicitors feel that the latch string is hanging on the outside of the door of the trainmaster's office and that considerable is to be gained by both in team work between these two important branches of the household."

Helping Cities Make Themselves Known

R. W. Cooke, Industrial Agent of the Pennsylvania Lines, has sent this letter to eighty commercial organizations on the Lines West of Pittsburgh:

"In traveling through territory contiguous to the Pennsylvania Lines West of Pittsburgh, I have been impressed by the fact that many manufacturing plants have no factory signs visible from the railroad trains, and, where such signs are now used, in very few cases do they carry the name of the city in which the plant is located.

"In these days, when cities are giving so much attention, through commercial organizations and in various co-operative ways, to the question of industrial development, it seems to me the value of carefully prepared factory signs as an advertising medium is being overlooked. Such signs should display prominently not only the name of the company, but also the nature of business and the name of the city. The results would benefit not only the individual industry, but also the city in which the factory is located."

Running Trains on Time

Marked improvement was made in October, 1914, by Pennsylvania Railroad trains, in maintaining their schedules, as compared with the same month last year. Ninety and two-tenths per cent.—representing exactly 61,424 out of 66,946 trains—made schedule time, while in October, 1913, only 82.6 per cent. of the 72,074 trains operated made schedule time.

The best record in October of this year for trains on schedule time was made by the Bellwood Division, with 99.5 per cent. The Cresson Division was second, with 98 per cent., and the Tyrone Division third, with 97.8 per cent. Seventeen divisions out of 26 had a record of 90 per cent. or better.

Even greater improvement was made in October of this year over the record of

last year in the number of trains arriving at destination on time. In October, 1914, 86.5 per cent., 57,950 trains, arrived on time, while in the previous year only 72.6 per cent. of the trains in October arrived on time. Distinction should be made between "On Time" and "On Schedule Time"; for instance, a train may depart ten minutes late at Philadelphia, make its schedule time over the New York Division, and arrive in Pennsylvania Station, New York, ten minutes late. Its record is 100 per cent. for "Schedule Time," but zero for "On Time."

Schedules are prepared by the Pennsylvania Railroad to accommodate the largest number of people, and every endeavor, in keeping with safety, is made to maintain the schedules as announced to the public.

Railroads and Coal Mines Co-operate to Prevent Accidents

Coal mining companies are proving of real assistance to the Pennsylvania System in a campaign to end the practice of coal miners of packing dynamite and other explosives in trunks, which they check as baggage when they travel from one mine to another. Serious accidents have occurred as the result of explosions of dynamite in trunks and suit cases checked as baggage.

The Westmoreland Coal Company, one of the largest producers of bituminous coal in Pennsylvania, and the Susquehanna Coal Company, one of the principal anthracite companies, have announced that they will buy back from miners, when they leave their service, any explosives they may have on hand, paying the original price.

It has developed that one reason why coal miners, most of whom are foreigners, pack dynamite and other explosives in their trunks and other pieces of baggage is that when they move from one mine to another they do not feel they can afford to throw away any blasting material they may have on hand.

The Railroad's rules against carrying explosives in trunks and other baggage are printed in foreign languages and posted at practically all mines, and it is thought that the regulations are known to most of the miners. If, therefore, the mine companies agree to buy back at the original price any extra explosives the miners may have, it is thought the practice of packing such materials in trunks will be eliminated to a large extent.

How Government Ownership Works

Ex-President Roosevelt, in the Outlook for May 23d, said that the best informed and most trustworthy men in Chile told him that their railways, which are State-owned, "were a burden on the Government and unprofitable to the citizens generally."

At that time, Mr. Roosevelt's observations on Chilean railways were printed in these leaflets. Now comes Mr. Frank G. Carpenter, who says, in an article from Santiago, Chile, and printed in the Philadelphia Press of Sunday, October 18th:

"The Government of Chile controls the most of the railways, and it has a net loss of some millions of pesos from that source every year. The roads are badly managed and poorly equipped, and their officials and employes are a part of the political machine rather than efficient servants of the traveling public."

Government Ownership on the Victorian Railways

The following paragraphs, which reflect conditions such as are usually found on State-owned railways, were taken from the

report of the Victorian Railway Commissioners for the fiscal year 1913-14:

"The concessions to the staff, whilst of an equitable and justifiable character, have been of such an extent that the working expenses for the year ending June 30, 1914, were approximately £318,000 greater than if the rates of pay and conditions of working which were operative prior to 1st July, 1909, had been continued; whilst since 1st July, 1906, the value of the concessions to the public in the way of lower fares and freights amounted to approximately £404,000, and the aggregate annual value of such reductions, calculated on the basis of the volume of traffic in the year under review, would amount to probably £450,000.

"The effect of these concessions may be more clearly demonstrated thus: Decrease of revenue, £450,000; increase of expenditure, £318,000, which means that the concessions to the general public and to the staff have affected the finances of the State to the extent of approximately £768,000 per annum, and we feel that we cannot too strongly emphasize the importance and significance of these figures."

"If Government ownership comes, it will be because the railroads have not given satisfactory service—they cannot give satisfactory service without the necessary money."

*—From an Address of Hon. C. A. Prouty, before
Baltimore Traffic Club, February 17, 1914.*