

THE PENNSYLVANIA RAILROAD SYSTEM



INFORMATION



FOR EMPLOYEES AND THE PUBLIC

Broad Street Station
PHILADELPHIA, PA.

January 9, 1915

Pennsylvania Station
PITTSBURGH, PA.

III

1

Not a Single Passenger Killed in 1914 in a Train Accident on the Entire Pennsylvania System of 26,198 Miles of Railroad Tracks

“A Record of which Every American Citizen Should Be Proud”

“Your record in this respect is one, it seems to me, of which every American citizen should be proud.

“Personally, I have long felt that there is nothing human that approaches so nearly the movements of the heavenly bodies in point of organization and system as the movements of passenger trains on those portions of the Pennsylvania Railroad Lines with which I am familiar.”

W. CABELL BRUCE,
*General Counsel, Public Service Commission,
State of Maryland.*

Not a single passenger out of the 189,167,326 carried in 1914 on all of the 26,198 miles of track of the entire Pennsylvania Railroad System was killed in a train accident.

Reports compiled for all the lines of the System, with figures for the last month estimated, show that Pennsylvania passenger trains traveled 67,389,381 miles in 1914. More than 3000 trains were operated every day—more than a million trains in the year.

The Pennsylvania Railroad Lines East of Pittsburgh in the past two years carried 311,675,794 passengers, and not one of them was

Commendable and effective as are the methods and efforts employed by many of our roads in dealing with the subject of accident prevention and in arriving at an adequate conception of its significance, it is apparent that the true meaning of it all can hardly be appreciated without some such painstaking analysis as the Pennsylvania Railroad is now engaged in conducting.

—From *Railway Review*, October 17, 1914

killed in an accident to a train. In four of the past seven years—1908, 1910, 1913 and 1914—more than 558,000,000 passengers—five times the population of this country—were carried by the Pennsylvania Lines East of Pittsburgh without a single one being killed in a train accident.

The records for the different lines of the Pennsylvania System, showing trackage and number of passengers carried without a train accident fatality in 1914, are as follows:

Pennsylvania Railroad System	Miles of Track	Passengers Carried
Lines East of Pittsburgh	13,657.25	112,005,251
Long Island Railroad	824.58	42,910,945
Cumberland Valley Railroad	327.62	1,910,000
Baltimore, Chesapeake & Atlantic Ry.	103.02	404,025
Maryland, Delaware & Virginia Ry. .	87.74	222,630
Lines West of Pittsburgh	8,996.72	26,072,960
Vandalia Railroad	1,357.03	2,938,959
Grand Rapids & Indiana Railway . . .	844.57	2,702,556
	26,198.53	189,167,326

The Pennsylvania Management regards every accident of any kind on its property as one too many. Every effort is being continually directed to the end that the number of accidents of all kinds may be steadily reduced, and if possible prevented.

Not a Passenger Killed

It was Mark Twain, we believe, who proved by statistics that it is safer to travel on railroad trains than to stay in bed in the protection of your own home. He found that many more people die in bed at home than are killed in railroad accidents.

It certainly appears to be safer to ride on the Pennsylvania Railroad trains than to do anything else. According to the report of the Management not a passenger of the 189,167,326 carried over that route last year was killed. This is a hopeful record.

—From the *Elizabeth*, N. J., *Journal*, January 4, 1915

American Railroading in London

Reprinted from the Philadelphia, Pa., Inquirer, January 5, 1915

"Less than a year ago an American manager was hired by a railway company in England to come over and take complete charge. He was given a free hand, and he made the dry bones rattle. It is said that Great Britain never knew such excellent train service as this American furnished for the transportation of troops at the beginning of the war.

"But now he has made the hit of his career by insisting on publicity. On Saturday there was a bad wreck on the line. Usually the reporters have harder work to get the facts about such an accident than a burglar has in getting out of jail. To the surprise of the newspaper fraternity the American manager welcomed all of the reporters and photographers, gave them every facility and helped them to the extent of his ability in getting information.

This was a rude shock to ancient traditions, but it has made an excellent impression. The manager takes the ground that it is useless to try and conceal unpleasant facts, and he wants the public to get all the news and forget it as soon as possible.

"This is more or less the American plan. Those railway managers in this country who follow such a course of action escape with the least censure. The public does not expect the unattainable. It knows accidents must come, but it wants to be assured that they are as few as possible, that great precautions be taken and that the same kind of accident does not happen twice. Great Britain has its share of accidents and it will enjoy the new system of learning all about them with such palliation of responsibility as the corporations may furnish."

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The American manager referred to in the above editorial was Henry W. Thornton, former General Superintendent of the Long Island Railroad, part of the Pennsylvania System. He left this Railroad to become General Manager of the Great Eastern Railway of England. One of the first things he did in his new work was to introduce methods for giving publicity to reports of accidents. These methods have been in vogue on the Pennsylvania Railroad for more than eight years.

Completion of a second consecutive year during which not a single passenger was killed on the lines of the Pennsylvania Railroad indicates that the methods of accident prevention, standardized and enforced by the Company, have reached a point of efficiency approaching perfection as shown by the consistency of their results. When it is considered that this unblemished record was obtained while more than a hundred and eight million persons were carried on something like a million trains traversing sixty-seven million miles of track, it becomes all the more remarkable. Such smooth and safe operation of so vast a system is not obtained without constant vigilance and rigid adherence to the rules of discipline laid down for the operating forces by the management of the road.

—From the Philadelphia, Pa., Bulletin, January 2, 1915

There is every reason why the Pennsylvania Railroad should be proud of its record in having carried over 189,000,000 passengers in 1914 without a single one being killed. It shows admirable management and a high standard of equipment and road. Such a performance is the best possible argument why our railroads should be maintained in a high state of efficiency and why they should be allowed to earn a fair return on their invested capital. Not only is the safety of passengers thus better assured, but the railroads are enabled to conduct their freight business in a manner more satisfactory to shippers.

—From the Philadelphia, Pa., Record, January 3, 1915

No Passenger or Employee Killed in 1914 on the Cumberland Valley Railroad

Mr. M. C. Kennedy, President of the Cumberland Valley Railroad, a part of the Pennsylvania System, has addressed the following letter to the employees of the Railroad, congratulating them on the almost total absence of accidents of all kinds during the year 1914.

"To the Employees of the Cumberland Valley Railroad Company :

"During the year just closed the Cumberland Valley Railroad transported approximately eight and a quarter million tons of freight and two million passengers without the loss of life of a passenger or one of its 2100 employees and without injuring a passenger.

"While there have been minor accidents to employees, not so much as a finger or a toe has been amputated, and, with the exception of one fractured ankle, not a leg nor an arm broken.

"Without taking into consideration the

few slight accidents on industrial sidings and in yards, there has not been a wreck in the general acceptance of that term. The wreck crew has only been called seven times during the year, and the total cost of wrecking has been insignificant.

"This splendid record, of which I feel justly proud, and which I do not believe has been equaled by any railroad of its size and same density of traffic, is not attributable to any one man, but to the hearty co-operation of every officer and employee in their untiring efforts to make the Cumberland Valley the best and safest railroad in the United States.

"I congratulate you and ask a continuance of that loyal support without which such a record could not have been made, and I extend to you one and all my best wishes for a happy and prosperous New Year.

"M. C. KENNEDY, President."

Perfect Score in Safety

Passengers are in next to no danger when they travel on a railroad managed by men intelligently devoted to preventing accidents. When the interest in safety relaxes violent death begins to take toll again.

Last year the Pennsylvania Railroad System carried 189,167,326 passengers without injury to one of them. This perfect score is the culmination of a swift and steady growth toward safety by the railroad in question. In four of the past seven years the Pennsylvania Lines East of Pittsburgh have equaled this record. Here is an accomplishment which all the railroads in the United States should be obliged to emulate. They can do it if they try hard enough.

—From the Philadelphia, Pa., Evening Telegraph, January 4, 1915