

taker and rule violator. There are some men, you know, who would get hurt if they had a job as floor walkers in a department store and unfortunately it is impossible when hiring men for railroad service to open their "think tank" and find out just what kind of machine you are getting. But—and this is the important fact—every man can be a safe man if he wants to be. Whether he is impressed with the supreme importance of doing things the safe way when he first enters the service or not, he should soon become so when he sees or hears of a few examples of what carelessness cost. One trouble is that too many of us think it won't happen to us. The man who has gone between moving cars time and again, when he hears of some other fellow getting killed doing that stunt (and it's a stunt that kills a lot of them every year), should do some mighty serious thinking. He should end up by saying "I'm alive and that lad is dead not because I deserve to live, but solely because I was lucky. Doing work that way is a gambler's proposition, simply and solely. Guess I'll call it off right here and now." There's many a man in the cemetery or crippled for life who would be alive and able to-day if he had applied this little homely truth.

Q.—Do you find that most injuries are due to lack of safeguards on machinery or to machines, tools or equipment breaking or getting out of order?

A.—No. The facts show just the contrary. More than two-thirds of all preventable injuries are due to the "human element," that is, to a failure on the part of some one or more men to do the work in a safe way. While this Bulletin was being prepared, a communication was received from the Board of Railway Commissioners bearing on this very point. The Board calls attention to a few specific causes of injuries and death to employees as follows:

	1916 and 1917	
	K.	I.
Jumping off train in motion	6	42
Attempting to board train	4	40
Adjusting couplers, coupling or uncoupling	10	92
Crawling under cars	—	2
Crawling through cars over couplers	1	7
Caught while passing through cars between couplers	3	4
Riding on pilot of engine	3	5
	27	192

The Board characterizes these cases as preventable and desires that they be brought to the attention of all employees with a view of preventing like occurrences.

Q.—What are the chief causes of injuries and deaths to train, yard, engine and trackmen?

A.—There are two. Being struck by cars or engines and falling from cars or engines. It's the same on the Grand Trunk and every other road. If we could remove these two causes from our casualty lists, the statistical report of the Board of Railway Commissioners and of the Interstate Commerce Commission, so far as they would apply to these employees, would contain no more figures than a railroadman's income tax schedule.

Q.—Is it possible to remove these two chief causes and others of like nature?

A.—Yes, mostly. But it cannot be done by making more rules, adding more safety appliances or changing existing methods of operation. It's purely and simply a man proposition. Nothing else.