

A SHORT CATECHISM ON PERSONAL INJURIES

Q.—What kind of a safety record did Grand Trunk men make last year?

A.—There was a decrease of about 22 per cent. in the number of Grand Trunk employes killed and a decrease of about 8 per cent. in the number injured in 1917 compared with 1916.

Q.—Are most of the injuries received by employes of a serious or permanent nature?

A.—No. Only a small per cent. are serious or permanent and a large percentage are really trivial, but any case involving injury **may become serious**, especially cuts, open wounds and eye injuries where infection (blood poison) may develop. For this reason, every real injury should be given some attention and first aid obtained where available.

Q.—Why do we have to make reports of every little trivial injury?

A.—For two reasons. The injury itself may possibly develop more seriously than expected in which case there should be a record and we want to know how it happened regardless of how serious was the result.

Q.—Then when you say a certain number of employes were injured during a certain period there is no distinction between the case of a mashed finger and the loss of an arm?

A.—No. And really there is no distinction from a casualty prevention standpoint. What counts is the **cause, not the result**. It may, and often is, purely a matter of good fortune that a man receives only a mashed finger instead of loss of his limb or his life. For instance, a brakeman a few days ago went between two moving cars to stop leakage between air hose. He slipped and fell, but fortunately his body was thrown clear of rail and only the ends of his fingers were caught by wheels. Every time a **preventable** injury occurs, one thing is absolutely certain. **There is something wrong with Man, Methods or Material**; and the first thought in the mind of the foreman, trainmaster, yardmaster or other person in charge, after the injured has been cared for, is to find out what and where the wrong is and correct it. There is only one possible benefit to be derived from a preventable accident and that is greater knowledge or caution for use in preventing like occurrences.

Q.—Do you classify every case of injury sustained by an employe on this whole System according to the cause which produced it?

A.—We do and we study those causes.

Q.—What is the one most significant fact which a study of such causes year in and year out on the Grand Trunk and other roads has developed?

A.—It is this: Fully 80 per cent. of all injuries sustained by railroad men can be and should be prevented. That is to say, 4 out of every 5 injured or killed are injured or killed as the result of lack of reasonable care on the part of the man himself or some of his fellow employes.

Q.—What class of employes are getting hurt most frequently?

A.—Train, yard, engine and trackmen.

Q.—Does this mean that these branches of the service are naturally of an extra hazardous nature?

A.—No. It means nothing of the kind. As a matter of record, hundreds and thousands, in fact, a great majority of the total number engaged in train and track service, never get a scratch. But while this service is reasonably safe for the man who complies with the rules, it's mighty unsafe for the chance-