

volves that the trouble occurs, and if this condition can be altered, good results will undoubtedly follow. It is a remarkable fact, too, that the majority of the injuries occur to the parties responsible for the carelessness, so that a change in the viewpoint will show that this safety campaign affects each man directly.

Another very prolific cause of accident is the tendency of people to use the railway line as a highway. F. V. Whiting, General Claims Attorney, New York Central Lines, in a recent pamphlet entitled, "Trespassers Killed on Railways—Who are They?" states from observations that cannot be disputed, that contrary to the commonly accepted belief that the majority of people killed or injured while trespassing on railway property are tramps or hoboes, the greater number are of a class of citizen of value to the community. They are largely artisans and business men, using the right of way for a short cut. For this, legislation would remove a great deal of the trouble, but in view of the laxity and impossibility of enforcing such legislation effectively, it has been suggested that all railway employes co-operate to the fullest extent in not only not walking on the right of way themselves, but in influencing others not to do so.

Complete organizations have been introduced on all lines of the systems. For each of the systems, lines east and lines west of Buffalo, the latter including the Michigan Central Rd., there is what is called a general safety committee, comprising on the lines east, the following permanent members:—(1) general manager (chairman), (2) assistant general managers, (3) general superintendents, (4) chief engineer, (5) engineer maintenance of way, (6) superintendent of motive power, (7) superintendent of rolling stock, (8) general claims attorney, (9) signal engineer, (10) chief mechanical engineer, (11) general safety agent, secretary. The General Safety Agent, with offices in both New York and Chicago, is secretary of both general committees.

On the lines west, the organization is

and the general safety agent.

On each division, there are two other committees—maybe more, depending on the extent, but always two—called the division safety committee and the shop safety committee. If more than one important shop exists, there is a committee for each. On

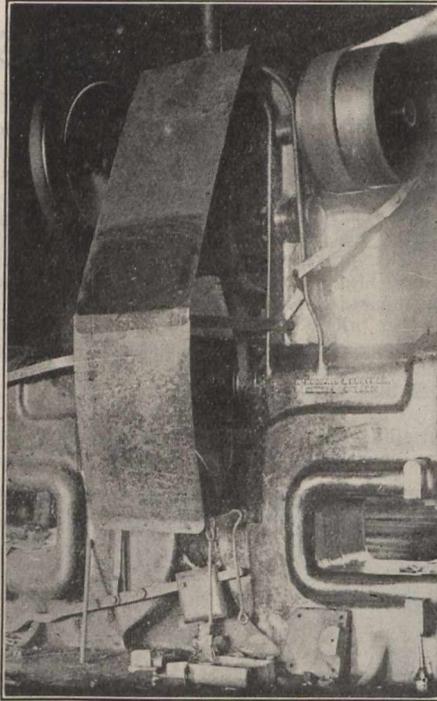


Fig. 2.—Gear Protection on Punch Press.

the Canada Southern division, there is a division safety committee for the whole division, and a shop safety committee located in the shops at St. Thomas. The organization of the division safety committee is as follows:—(1) division superintendent, chairman; (2) master mechanic, (3) division claim agent, (4) division engineer, (5) a road fire-

the chairman.

The organization of the shop committee is as follows:—(1) master mechanic, chairman; (2) foreman, motive power shops; (3) foreman, car shops; (4) superintendent of tools and machinery, (5) a machinist, (6) a boilermaker, (7) a blacksmith, (8) a car repairman, (9) a painter, (10) such other employes or sub-committees as the local conditions may indicate, to be appointed direct by the master mechanic. The first four of these are permanent, with the balance appointed every six months by the master mechanic, the chief clerk of the latter being the secretary of the committee, which is called at the discretion of the master mechanic.

In the different committees, each member is supplied with a small note book marked, "Member of Safety Committee, for Safety Notes Only," in which it is his duty to jot down from time to time as it comes under his observation, any practices or conditions that can be improved. The instructions on the first two pages of the book explain their purport thoroughly. They are as follows:—

"This book is entrusted to you as a member of the local safety committee to be used as a memorandum book for matters pertaining to safety according to the following instructions:—

"1. Carry this book with you at all times while on duty, and when your term expires deliver it to your successor.

"2. Be on the alert to discover unsafe conditions or practices. When you observe, or anyone reports to you, any condition of way, track, structures, equipment, tools or appliances, or any method of practice, which in your opinion, or the opinion of the one making the report to you, is unsafe and which can reasonably be made safe, make at once accurate and complete memoranda of the particular condition or method observed or reported and also of what you, or the one making the report, may think should be done. Report such conditions or practices as soon as discovered to the proper person for correction, and make full report to the committee.

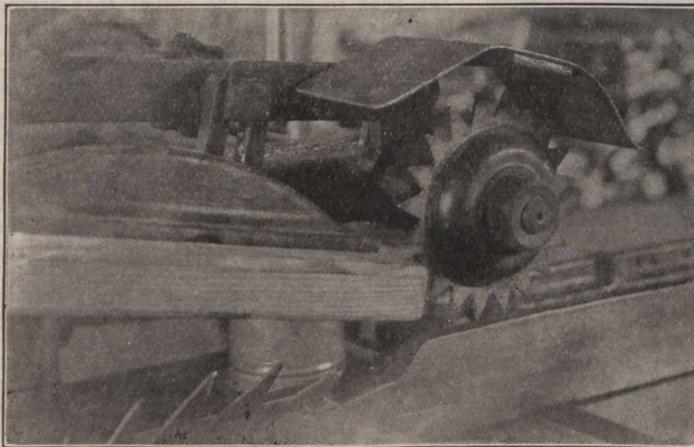


Fig. 3.—Protection to Star Feeder on Rip Saw.

slightly different from that on the lines east. On each line or group of lines under one management, there is a central safety committee, inferior to the above general committee. This central committee is composed of the general officers of the lines under the one management, as for example, the Michigan Central Rd. has a central safety committee at Detroit as well as the general safety committee at Chicago, to which it reports. On the lines west, the general safety committee consists of the assistant vice president, the general managers or other operating officials of the various roads, the general claims attorney

man, (7) a trainman, (8) a conductor, (9) a station agent, or station employe; (10) a supervisor of bridges or buildings, (11) a signal supervisor, or signal man; (12) a track supervisor, (13) a yardmaster, (14) such other employes or sub-committees as the local conditions may indicate, to be appointed directly by the Division Superintendent. The first four of these members are permanent, and the remainder are appointed for six months, the chairman having the appointment of new members at the expiration of that period. The chairman's chief clerk is secretary of the committee, which is called at the discretion of

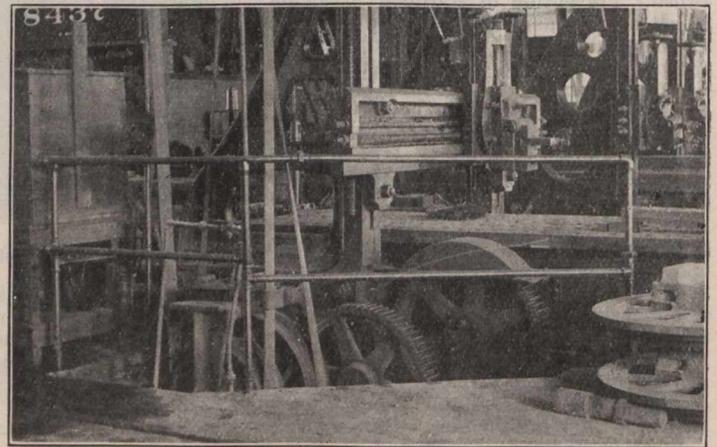


Fig. 4.—Protection to Planer Gearing.

"3. Give proper attention to every matter called to your attention. When practicable, always make a careful investigation yourself of all matters reported to you. However honest may be the man who makes a report to you, there is always the possibility he may be mistaken or he may be reporting to you as facts matters which are 'hearsay' with him. Better see and investigate for yourself. Remember the local committee, when it meets, wants indisputable facts as to what exists, and sound, practicable opinions as to what should be done concerning any given statement of facts. As a member of the com-