

**PREVENTION OF RAILROAD
ACCIDENTS; OR, SAFETY IN
RAILROADING; A HEART TO
HEART TALK WITH EMPLOYEES**

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Prevention of railroad accidents; or, Safety in railroading; a heart to heart talk with employes by
Geo. Bradshaw

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GEO. BRADSHAW

**PREVENTION OF RAILROAD
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RAILROADING; A HEART TO
HEART TALK WITH EMPLOYEES**

Prevention of Railroad Accidents OR Safety in Railroading

A HEART TO HEART TALK WITH
EMPLOYEES

Dealing with Facts—Not Theories—and Showing the Men in the Ranks, from Every day Experience, How Accidents Occur and How They May Avoid Them. An Address (with Considerable New Matter) Delivered at Various Division Headquarters to Employees of the New York Central and Hudson River Railroad

By GEO. BRADSHAW



ILLUSTRATED WITH ENGRAVINGS FROM ORIGINAL PHOTOGRAPHS

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INTRODUCTION

The author of this little work has no grievance against anyone. He yields to none in his loyalty as a "railroad man." Years of association with them have caused him to know and to appreciate, at their true worth, the sturdy character and integrity of purpose of railroad men as a class. Therefore, what is said in these pages cannot justly be attributed to a spirit of fault finding.

For ten years (until recently) he has been constantly engaged in the investigation and settlement of claims for personal injuries and death resulting from railway accidents. This direct and intimate experience, it is believed, should be sufficient to relieve him of the charge of being a parlor theorist.

For these many years he has been face to face with suffering and sorrow, death and distress in a thousand different forms, and after the manner prescribed by the law of the land, has endeavored to compensate for life and limb.

But we cannot compensate for this kind of loss. We visit the widow and the orphan, and the only consolation we can offer is a bank note to wipe away their tears. We use the scales made by legislators and judges to weigh money against misery. The scales won't balance, and sincerity is never satisfied with the bargain.

There is a better way. Our "stock in trade" has been the "pound of cure." Let's try the "ounce of prevention."

It must, of course, be expected that we shall always have some accidents in railroading as in other lines of business where machinery and the human element enter. But it must be admitted that we have had, and are continuing to have, entirely too many accidents.

A study of reports shows that the great majority of preventable accidents are due to the human element. This work, being addressed to employes, naturally is confined to that class of accidents, which are within the power of employes, by their own personal efforts, to prevent. It does not profess to be an exhaustive treatise covering the whole range of accident prevention.

How the number of railway accidents can be reduced to the minimum is a problem which the management, the employe, and the public are trying to solve. To aid in the solution of this problem is the motive that inspired these pages.

GEORGE BRADSHAW.

New York, N. Y., January, 1912.



Injure an EXPERIENCED MAN, a NEW MAN must take his place. A new man is always an experiment. The new man to whom you extend the hand of fellowship to-day may run a car over you to-morrow.

PREVENTION OF RAILROAD ACCIDENTS.

Perhaps the most important material problem that has engaged the attention of man has been that of transportation. It is the one problem solved by every age, and yet, by every age, to be solved. From the time the foundation stone was laid in the first pyramid of Egypt, around whose base have now gathered the sands of more than forty centuries, to the completion of yesterday's skyscraper, transportation, in one form or another, has been the one absolutely essential agent of material progress and achievement. The slaves of old who carried on their backs the material to build the palaces of kings; the caravans slowly and patiently exchanging the simple products of early nations; the canoe, the sail boat, the wagon train, the stage coach, have each served the purpose of the age, and at the same time paved the way for our great railway systems where travel is a delight and distance a delusion. We railroad men may, therefore, congratulate ourselves on being engaged in an occupation, consecrated and perfected by so many centuries of human endeavor, and contributing in ways, so varied and vital, to the necessities, the comforts, and the luxuries of all mankind.