



NORTHERN PACIFIC RAILWAY COMPANY  
SAFETY DEPARTMENT

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April, 1941

**TRAIN YOUR EYES TO SEE AN ACCIDENT BEFORE IT HAPPENS**

**GOOD HOUSEKEEPING IS GOOD SAFETY**

"Good Housekeeping" in railroad operation was declared indispensable to safety, in a luncheon talk by President C. E. Denney before the annual Northwest Regional meeting of the Association of American Railroads, Safety Section, held in St. Paul, March 24th.

Mr. Denney said: "It is a simple matter to keep a property clean after it has been cleaned once and everything that might cause an accident removed or put in its place out of the way of employes and patrons."

He told some five hundred supervisors and employes of ten Northwest railroads present at the meeting that supervisors should give every consideration to inspection of property to eliminate hazards. Increasing railroad traffic increases accident possibilities. "It is now estimated", he said, "that rail freight traffic for the country as a whole in 1941 will be 9.4 percent above that carried last year." In order to do

this successfully, cooperation of all employes is necessary.

Citing an example while working as Signal Engineer on an eastern railroad, Mr. Denney stated: "It was not possible as a signal engineer to frequently observe conditions

on all parts of the line, but it was surprisingly easy to find an engineer or two on each division who would drop me a note about a poor light or any other condition he thought could be improved. Engineers making such reports were working in their own interests, but were also helpful to other engineers, to the Signal Department, and consequently to their railroad by decreasing the possibility of accidents. A successful railroad organization is dependent upon cooperation within a department and between departments."

No team can win unless they play together; no railroad can reduce its accidents without team work.



NATIONAL SAFETY COUNCIL



For the year 1935, with a casualty rate of 7.23 per million man hours worked, our railroad ranked 19 among the Class I Railroads in our group. For 1940, with a casualty rate of 4.03, we ranked 4. To put it in other words, there were 108 less employes disabled during 1940 than in 1935 and proportionately less during each of the intervening years - truly a remarkable reduction in human suffering.

In appreciation of the outstanding cooperation and efficiency of the officers and employes resulting in this fine record, Mr. Denney has awarded a beautiful safety plaque. The plaque, as pictured above, is cast in bronze. The Northern Pacific Monad in bold relief, surrounded with the laurel wreath of achievement, is pictured as the central theme with the name of the division and shop to whom the award is made below.

A plaque will be presented each

year to the division and to the main shop having the least number of reportable injuries per million man hours worked.

Brainerd Shops and Como Shops each worked the entire year of 1940 without a reportable injury. Brainerd Shops, however, having worked twice the number of man hours, will receive the plaque.

The Yellowstone Division, having the least number of reportable injuries per million man hours worked for the entire year, likewise will be rewarded.

#### UNSAFE PRACTICES OBSERVED

Fireman descending from gangway of engine facing out.

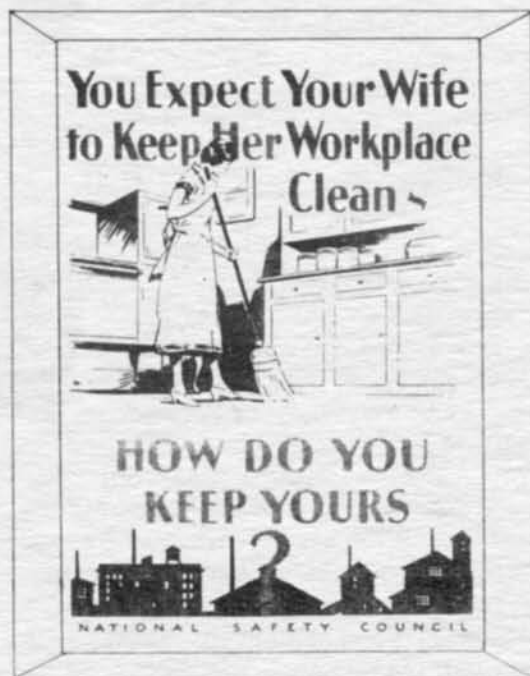
Brakeman jumping across from head car in train to top of engine water tank.

Yardman boarding leading footboard of moving yard engine from end of ties.

Entire train crew boarding head end of moving caboose.

Shopman using air line to blow off refuse on lathe. He was not wearing goggles, nor was he interested in safety of others passing by.

Section crew moving on motor car with tools and material loaded in an unsafe manner.



**ENGINEMEN**

While rolling up back curtain, fireman slipped and fell on deck, injuring arm and leg.

**TRAINMEN**

Brakeman was stepping off tank sill when he bumped his leg on corner of sill.

**YARDMEN**

Yardman descending from top of car in cut being shoved in to spot. Stepping on bottom handhold it gave way, causing him to fall, injuring his back.

**TRACKMEN**

Section laborer using bar to move rail dropped the bar which struck him on the foot, badly bruising great toe.

**BRIDGEMEN**

Carpenter using adz which struck timber, glanced and severely cut his right foot.

**STATIONMEN**

Assisting unloading large crate down ramp in warehouse, warehouseman was struck by cable when slack was pulled up on wrench. Bruised foot and ankle.

**SHOPMEN**

Placing main rod on press to remove bushing. Rod struck block on press, knocking it to floor where it bounced and fell on machinist helper's foot, bruising instep.

**CARMEN**

Car Inspector removing broken glass from coach window, chip of glass flew striking and cutting his eye.

**BIG FIRES START SMALL**

America's industrial structure is being weakened by fire at the rate of more than ten million dollars a month. It should not be necessary to emphasize the importance of fire prevention to our railroad and the employees. Damages and loss of jobs during the replacement period should enthruse all of us to take every step necessary to



insure the prevention of these losses. The most important steps in this plan are good housekeeping and elimination of unnecessary hazards and careless habits, such as throwing burning cigarettes and matches to floors in buildings or from moving trains, which needlessly account for many disastrous fires. Fire-fighting equipment should be kept in good order and employees informed as to their uses.

We believe that no employe at this time can afford to lose his job and most certainly the railroad cannot afford the damages.

**THE SAFEST MONTH**

Our records show April as the month with fewest reportable injuries; likewise national accident statistics show April as the month with fewest fatal injuries.

It is only by comparison with other months that April wins safety honors; as a matter of fact, in April 1940 we experienced a reportable injury every third day. Though we are in the midst of the safest month in the year, the bars of vigilance cannot be let down. Accidents take a holiday only when their causes are carefully checked and as carefully avoided.

**The Surest way to  
PREVENT FIRES**

is to **HUNT  
and REMOVE  
the HIDDEN  
DANGERS**



**STATEMENT OF EMPLOYEES' REPORTABLE CASUALTIES BY CLASSES**  
for the Period Jan. 1 to Mar. 31, 1941

Division	Divisions									RANK PER MILLION MAN HRS. (Est.)
	Engine- men	Train- men	Yard- men	Station men	Track- men	B. & B. men	Shop- men	Car- men	TOTAL	
Lake Supr.	1	1	1	-	-	-	-	-	3	6
St. Paul	1	2	2	-	-	-	-	-	5	5
Fargo	1	-	-	-	2	-	-	-	3	4
Yellowstone	-	1	-	-	-	-	-	-	1	2
Rocky Mtn.	-	-	-	-	1	-	-	1	2	3
Idaho	-	1	-	-	-	-	-	-	1	1
Tacoma	2	4	4	1	1	2	1	1	16	7

**Shops**

Como									0	1
Brainerd							1		1	2
Livingston									0	1
So. Tacoma									0	1
Store									0	
Miscellaneous									2	
<b>Total</b>	<b>5</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>34</b>	

Casualty Rate per Million Man Hours (est.) - - - - - 3.3

**"THE THIRD TERM"**

Twenty-seven years ago organized safety commenced its first term thru recognition by the management. This was a period of organization work. During the second term application of accident prevention methods was most difficult. Opposition to new work methods had to be overcome. The men who "always done it this way and never had an accident" had to be converted to safer ways, and with this accomplished the management and the employes learned to work together as safety and efficiency go hand in hand.

With this behind us, we enter the third term of safety. Now we must consolidate the gains that have been made. There is a tendency to block out our experiences and say: "We can now relax our efforts because we can do no more." This is not true. We must continue to apply our knowledge to the fullest extent, then we are truly entering a permanent third term that will mean freedom from accidents.

