

in the stress of economy it has been necessary drastically to restrict all expenditures, and dark because the economic depression kept our backs and shoulders bowed to the storm which has raged around us—but during all this stress, you gentlemen of the Safety Section have carried the banners of safety and safety first flying, and your shock troops have been supporting and defending them and there has been no let-up. While there have been let-ups in other directions, there has been no let-up in this safety movement, even with your depleted forces.

Now, as we approach the crest of the hill, the slogan "33 by '33" floats down to our ears from the throats of thousands whose lives have been spared by the drive for safety. I see the light growing clearer ahead and as we lift our heads and throw back our shoulders, I see a smoother, broader, lighter pathway with more moderate slope stretching away to the green meadows above. The storm clouds are breaking, the warm rays of the economic sun are gradually coming through; doubt and despair are nearing their end.

TUESDAY AFTERNOON SESSION

October 4, 1932

Report of Committee on Prevention of Highway Crossing Accidents

By H. A. ROWE

Manager, Claims Department, Delaware, Lackawanna & Western Railroad,
New York City

The speaker said in part: The Committee is again gratified to be able to announce a further reduction of grade crossing accidents, fatalities, and injuries in 1931 as compared with 1930. Thus we have had three consecutive years of progress in the curbing of crossing crashes, the records being as follows: 1931, total accidents 4,100, killed 1,811, injured 2,657; 1930, accidents 4,853, killed 2,020, injured 3,517; and in 1929 there was a slight reduction.

The year 1928 was the peak year in railroad crossing fatalities, since which time the reduction of such fatalities has been 757 per year, the 1931 record being but one more killed than in 1922, when the careful crossing campaign was inaugurated.

The outstanding accomplishment of crossing accident reduction can be better grasped when we note that motor vehicle fatalities on streets and highways in 1922 were 13,676, but in 1931 there was an increase of 18,913 deaths or 139 per cent. During this same 10-year period there was an increase of but one death at railroad crossings.

A very important feature of the committee work has been the careful crossing campaign which has continued to enlist the interest and cooperation of many organizations and the general public. This has been furthered by general publicity, the regular posters initiated for this special campaign and other literature.

During the past year the National Safety Council has been active in its educational campaign for the prevention of accidents, and in its May, 1932, issue of the *National Safety News* contributed a most useful and illuminating frontpiece. The crossing accident situation was stressed in the same issue of the *News*, and in many other respects the National Safety Council has shown deep interest in cooperating in the prevention of crossing accidents.

Opportunity is presented for a fuller enjoyment of the facilities offered by the 41 Community Safety Councils associated with the National Safety Council. Collectively, 30 Councils reach 808,000 school children through 3,141 meetings. Railroad safety representatives, cooperating with such local Councils, have an excellent opportunity of extending the gospel of careful crossing over railroads. These Councils hold vast numbers of other meetings and should be regarded as fertile soil.

On May 18, 1932, the Committee put into effect a check of various railroad crossings throughout the nation, to determine the character of the traffic over such crossings, both train and vehicular, to note the performance of duty by railroad employees, and the care or lack of care exercised by vehicle drivers. The survey was made by 66 railroads in 47 states for an 8-hour period at 302 crossings, at which all types of protection were represented, including the triple standard cross-buck signs. While the survey was in progress, 4,394 trains and 330,434 motor vehicles passed by.

Of the drivers thus under observation, 75 per cent exercised reasonable care; 13 per cent were classed as definitely reckless and 12 per cent were on the border line between care and lack of care. Seventy instances were noted in which motor car drivers had particularly narrow escapes from injury. There were 143 instances where drivers of school buses failed to bring their buses to a stop at crossings.

It was noted that 3,215 of the train movements over crossings were preceded by proper warning whistle signals. In 681 such movements the warning by bell was adequate. Allowances were made where the crossing signals were omitted because of municipal ordinances. A number of instances were found where the signals given by approaching trains were sufficient to warn, but not in strict accordance with A. R. A. Standards.

Address

By HONORABLE W. N. DOAK

Secretary of Labor, United States Government, Washington, D. C.

The speaker said in part: I am interested in the safety movement, especially on the railroads. In an address I gave the other night, I said I was very glad that I had graduated from the university of hard knocks, that I had come up through all kinds of hardships, and that by choice I had entered several years ago an occupation that was considered the most hazardous of occupations, but an occupation which has been removed from that hazardous class and has become one of the leading non-hazardous occupations in the country today.

I want to congratulate the safety first men on these railroads on the wonderful work they have done in educating the railroad employees as to the value of safety. I know all railroad men are grateful for the interest that has been taken by the management themselves.

You have done a wonderful work for the protection not only of the railroad employees but for the protection of the public. The public, I am quite sure, owes you very much for what you have tried to do to cut down accidents, which are not only expensive but dangerous both to the public and to employees, and your movement for the education of both railroad employees and the public at large, through this safety movement, has been a wonderful success. I hope you reduce accidents until we don't have any. But the accidents at grade crossings, of course, are not wholly the fault of railroads and employees. This great public that is competing with you railroad men is sometimes at fault. You are doing, however, a wonderful job and I hope you will meet with the same success in the future that you have in the past.

The Railroad Trespass Evil

By H. L. DENTON

General Superintendent of Police, Baltimore & Ohio Railroad

The speaker said in part: This problem is one of grave concern to the railroad police officer, and one which is constantly requiring his attention. During the past few years there has been a very large increase in the number of adult trespassers,