

Q.—Why do you say that? You've got to show me.

A.—Well, facts are facts. There were 14 Grand Trunk men killed last year by being struck by trains, cars or engines. Nine of these were struck in broad daylight and clear weather, with nothing whatever to prevent their seeing the engine or car, if they had looked. Three cases occurred during darkness, but with clear weather and only two when it was both dark and stormy or raining. In only one case were other cars or engines operating nearby at the time. One of these men was a fireman who had gotten off his engine and after going a considerable distance turned and stepped directly in front of a passenger train. It was daylight and clear and he had been twice warned to look out for that particular train. Another was a fireman going from roundhouse to office when it was dark and very stormy and was struck by engine backing up. One was a yard foreman struck by his own engine in clear daylight. One was a train baggageman who stepped upon track in front of engine. One was a shopman taking short cut across yard instead of going a few steps out of his way to reach regular pathway. One was a crossing watchman walking along tracks on his way home instead of using the street. In another case a yardman attempted to cross directly in front of an approaching car when it was raining and he slipped on wet rail, fell and was run over. One was a bridge watchman struck by engine on bridge. Four were trackmen at work on tracks and two were brakemen sent out to flag who sat down on track and went to sleep. Both these men had had ample rest before being called out and had been on duty but a short while.

Another thing that does not look right about this business. In six of the fourteen cases, no one on the engine or car saw the man before he was struck or knew that he had been struck, although four of these cases occurred in daylight and only two in stormy or rainy weather. When men are working on track, especially during unfavorable weather conditions, there is a duty on the part of engineers, firemen and men riding cars to look out for them and give ample warning.

An engineer and fireman were killed in collision due to their running by meeting point in violation of train order and another engineer and fireman were killed in collision due to short flagging. A yard helper, who had been repeatedly warned against the practice, stood between rails and attempted to get upon footboard of engine as it approached. He fell, was run over and killed. Five yard foremen and helpers were killed while making coupling between bad order cars, because they failed to notify another crew switching on same track of their position with result that other crew shoved cars against the string they were working between. One car repairer met his death through failure to use signal provided for his protection.

Of the entire number killed only 6, or about 11 per cent., were killed as a result of any defect in track, structures, tools or appliances. Four of these six were cases of derailments and two cases of scaffolds breaking or giving way. All other cases of employes killed, or 89 per cent. of the total, were either purely accidental or the result of rule violation or failure to use due care. By most charitable construction not over 12 of these fatal cases can be termed accidental. This leaves 67 per cent. of all deaths to Grand Trunk men last year due to unsafe methods of work on the part of those killed or fellow employes.

Q.—Who are the ones that suffer most from these unnecessary injuries and deaths and who should be most interested in preventing them?

A.—Employes and their families.