

Safety on Railways.

Mr. MORFORD—The first visit is paid for by the company and the balance by the association out of their fund.

Mr. CASEY—You have an hospital in St. Thomas?

Mr. MORFORD—Yes; we have a ward there that accommodates from four to six people. They get the best of attention and the association pays for it. As an instance, I had a secretary, Mr. McKay, who was taken very sick with paralysis. We put him in there in October, and paid him his salary up to February, and we paid his maintenance in the hospital. We took the best of care of him.

Mr. CASEY—What arrangement do you make with men who are laid off through accidents? Do you allow them a proportion of their pay?

Mr. MORFORD—No; we never pay them any salary. I never knew of a case where they have asked for it. Invariably they say it is their own fault. Of course if they are injured at a station we at once telegraph to the agent there to call in the doctor. Then we bring them back to St. Thomas, put them in the hospital, or send them home and pay them their time just the same.

Mr. INGRAM—In regard to section 1 of Mr. Casey's bill, referring to this cock, you say you have one in use on your road?

Mr. MORFORD—No, I did not say we have one.

Mr. INGRAM—I understood you to say that all cars with air brakes had a device?

Mr. MORFORD—Yes, we have that.

Mr. INGRAM—Where is that attached?

Mr. MORFORD—On the train pipe that the hose is attached to.

Mr. INGRAM—Is that on the car or the tender?

Mr. MORFORD—We have this device on our tenders, which we call a dummy cock. It is worked by the engineer. When it is connected it cannot be released unless the engineer releases it. When we come into a divisional point or a terminal station, we have to tell the engineer to release before we can disconnect with the train. That is our device.

Mr. CASEY—So that the tender cannot be detached from the train without the engineer knowing?

Mr. MORFORD—No; the air cannot be turned off from the train pipe or any part of the train unless the engineer turns it off. This dummy cock is gotten up by our superintendent of air-brakes at Detroit.

Mr. INGRAM—Now, about the angle cock on each coach. In Mr. Tait's evidence he says that it runs parallel with the pipe. In Mr. Hudson's evidence he says that when the cock in the pipe is open the handle is supposed to be hanging straight down, and when it is shut it is parallel with the pipe.

Mr. MORFORD—Mr. Hudson is mistaken, and Mr. Tait is correct. When it is shut it is down, when it is open it is in line with the train pipe. For a long time that has not been in use; we have put it in the other way. There were a few American express cars on the New York Central five or six years ago fitted in that way. We objected to it, and, after communications between the general superintendents, that was fixed. Outside of that, I have never seen an angle cock that was in working order that was not parallel with the train pipe.

Mr. INGRAM—The great objection to the cock hanging down was in case of stones flying while the train was running.

Mr. MORFOED—That was one objection. But a man could possibly reach down when the angle was hanging down, and monkey with it; but the way they are fixed now, being out of the way, it is impossible to do that. It was possible, under the old practice, for a chunk of coal to fly off the train, come in contact with the cock, and shut it off. We have known that to occur.

Mr. INGRAM—Do the railway superintendents have an association among themselves?

Mr. MORFORD—Yes.

Mr. INGRAM—At the association meetings is it not a part of their proceedings to discuss different devices?

Mr. MORFORD—They discuss everything pertaining to the equipment of a train—car and engine.