

Safety on Railways.

Mr. POWELL—Subsection *a* of clause 2 provides that there shall be outside ladders on opposite sides of the end of each car. What about that? You run a great many box cars over your line. You have been a railway man for a long time?

Mr. HARRIS—Yes, I have been railroading for 26 years.

Mr. CASEY—This plan has been proposed by the railway men. These things on the end are grips to enable a man getting off a flat car on to a box car to grab hold of.

Mr. HARRIS—I would consider the outside ladder objectionable if there was not some provision like this to swing around to. The end ladder is better for a man getting off a flat car on to a box car opposite. In getting off the ground on to a train with this present device as shown in this plan the side ladder would be preferable.

Mr. CASEY—Do you consider the device shown on the end which I pointed out, the iron handle, would make the side ladder a convenient arrangement for a man climbing on a box car from a flat car?

Mr. HARRIS—Not so convenient as the end ladder, but still it would be better than having the side ladder alone.

Mr. POWELL—It would be a little assistance.

Mr. HARRIS—Yes, a little assistance. One objection would be this:—sticks are sometimes hanging out of a car loaded with wood, bark and that sort of thing and there is not always an exact clearance from the siding that there should be. A man climbing up the side ladder would be apt to get pushed off very easily.

Mr. CASEY—You say that sometime there is hardly room for a man to climb the outside ladder without being struck by projections from another passing car.

Mr. HARRIS—Yes, from a car on the siding.

Mr. CASEY—Would that not be owing to carelessness? Is there not a limit prescribed?

Mr. HARRIS—Yes, there is a limit but it is not always kept within by any means.

Mr. CASEY—A certain number of feet?

Mr. HARRIS—It is just described as a proper clearance.

Mr. CASEY—Would you not have a proper clearance?

Mr. HARRIS—An engineer would run by a siding if a car was standing a foot clear.

Mr. CASEY—If the car on the siding was a foot clear?

Mr. HARRIS—Yes. I have frequently been riding on railroads and have seen cars standing so close to the train that if I had put my head out of the window it would have touched the car on the siding.

Mr. POWELL—And then also on these branch lines, Mr. Harris, there is a great deal of lumber carried, is there not?

Mr. HARRIS—Yes.

Mr. POWELL—How about the piling of that along the side of the track?

Mr. HARRIS—That can be regulated by the Company not allowing them to pile it too close to the track.

Mr. POWELL—Do they obey your orders with respect to that?

Mr. HARRIS—No, they do not.

Mr. POWELL—How is it as a matter of practice?

Mr. HARRIS—They don't keep within the rules by a long distance.

Mr. POWELL—I should not think they would be responsible if other people voluntarily offended against the rules. The railway companies would not be responsible.

Mr. CASEY—You want to tell us particularly any special objections why your roads, as distinguished from the larger roads, should not carry out these enactments.

Mr. HARRIS—I came in as a spectator with Mr. Powell, and it might be better if the committee were to put questions to me, on any points they like.

Mr. INGRAM—You were just now speaking of obstructions at the side of the track. Does your company use order boards?

Mr. HARRIS—No; we operate by telegraph.

Mr. CASEY—What is the connection?

Mr. INGRAM—A conductor coming from the train to get orders, gets off at the station. Getting on, he gives the signal to the engineer to go ahead, and when climbing up is likely to strike his head against the order board.