

cases and called the doctor 19 times, and from October 31st, 1908 to 17th of February, 1913, I handled 208 cases and called the doctor 84 times, the majority of these were slight accidents.

I have something here which I would like to call your attention to. It is a little thing, but it has caused us a great deal of trouble more than once, no doubt many of you familiar with railroad appliances will recognize it as a fog signal. There are dozens of men who do not know what that is and they are continually coming to the shop. They find these fog signals in the cabs of engines, on the tenders, and in the boxes of the engines, and when the engines are stripped these fog signals sometimes get scattered around. They are supposed to be removed before the engines come to the shops. Some fellow picks it up and wonders what it is, he finds a chisel and starts picking at it, and the first thing he knows it goes off. I had a man a couple of months ago who told me that he had been in the British navy for a number of years and was fairly well acquainted with all manner of explosives, but he never saw anything like this. He found one and took it to the bench and started to pry it open with a chisel, and the result was that it blew the side of his hand off—that man was off three months. Another fellow found one and he deliberately held it up against a boiler head and hit it with a hammer, that man did not have a spot on his face that you could put a pin point that was not scarred up. They brought him down to where I was and after fixing him up I asked him what happened, and he said that he had found a piece of tin and had hit it with a hammer. Well, after fixing him up I went right back there and you could see the marks on the boiler head where he had hit the fog signal with a hammer. This man went off and never came back again.

If there is any man here who is working in a roundhouse, I want to say to him, if it is possible to keep these things where they belong, do so, as there will be accidents from them for all time to come if they are left where men can get at them.

The company has done a great deal to safeguard men. All the motor drives in the shop are caged, and all the gears are cased over so that it is impossible for a man to get caught in them in any way.

We have had several accidents with the drilling machines. I had an accident with a man who was drilling a casting. You will probably all understand this case. His drill was running to one side and he raised his drill, and he just reached over to get a punch and in doing so his sleeve caught the