

U. S. Steel Corporation & Subsidiaries, Pittsburgh, Pa.
Steel Products and Cement.

Weaver Manufacturing Company, Springfield, Ill.
Automotive Testing Equipment.
West Disinfecting Company, Long Island City, N. Y.
Products for the Promotion of Sanitation.
Willson Products, Inc., Reading, Pa.
Personal Protective Devices.

Steam Railroad Meeting

WEDNESDAY MORNING SESSION

October 7, 1936

The Steam Railroad Meeting of the National Safety Congress was called to order by Chairman W. W. Wood, Superintendent of Safety and Welfare, The Baltimore and Ohio Railroad Company, Baltimore, Md., who presided, welcoming the delegates and introducing the speakers in turn.

Safety in Construction and Maintenance From the Viewpoint of a Chief Engineer

By C. H. PARIS

Chief Engineer, Chicago & Illinois Midland Railway Co., Springfield, Ill.

Accident Bulletin No. 103 of the I. C. C. reports, table No. 55, shows casualties by classes of employees and other persons for non-train accidents. For the 10-year period 1924-1934 the casualty rate for the maintenance of way department was greater than the rate for all employees on duty. For example, in 1930, this casualty rate was 11.07 while for all employees it was 9.36. In 1934, for maintenance of way employees it was 8.06 while for all employees it was 7.04.

In 1930, 70 roads out of 162 had rates in the maintenance of way department below the average for their group. In 1934, 62 roads out of 158 were below the average. This means that less than one-half of the roads have casualty rates in the maintenance of way department better than their rates for all employees.

In 1930 the spread between the lowest and the highest rate for the maintenance of way department was from 0 to 77.92. In 1934 the spread was from 0 to 89.11. This shows lack of uniformity of results and it is plain that the maintenance of way department has a safety problem. Its casualty rate is too high and this rate

is too widely divergent as between the different carriers.

Now what about the nature of the accidents that go to make up the casualty rate? The four principal causes of injury are: 1. Handling rail, ties, timber, etc. 2. Falls. 3. Using hand tools, jacks, etc. 4. Motor and hand car accidents.

Why cannot employees handle rail, ties, timber, etc. safely? Is it because of improper methods, improper tools and equipment, poor quality of men, too much haste without regard to safety, or what? The majority of injuries are to hands and feet. Take the handling of creosote-treated ties for example. These ties may come loaded in flats, gondolas, box or stock cars. They are slippery if freshly treated, so this hazard is added to that of picking them up and throwing them out of the car. The elimination of injuries can only come through careful instructions as to exactly how the ties should be picked up, the assignment of the correct number of men, and their proper placement so they will not foul one another. This is true not only of the men in the car but also those on the ground.