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engine. He had 3 heavy loads on it. And he was going up this hill, and a train of coal coming down, ran into him. Same track. The driver was killed. That was the night shift. And the fireman, he was lucky, he jumped out. It could be, if the driver had jumped out the same side, he could have got clear--but he didn't. He went the wrong way and the tender of the engine came up and pinned him against the boiler-- he burnt to death. Oh, there were quite a few accidents. There was a man with his legs off--oh, there's three or four ended with their legs off. And at that time there was very little compensation for any? thing like that. (What would a man do, say, if he lost a leg?) Well, if he'd be able to walk, the company would find a job for him. Perhaps watchman on a gate. (In accidents, did they ever spill steel?) Oh yes, I was on the metal engine one time, and it was daytime and the head ladle--the axle broke. We handled 3 or 4 ladles at a time--they were small ones. Axle broke and she tipped over, spilled the whole thing. That would spread right over quite an area, you know. They'd have to break it up, I've seen hot slag that came from the steel-- that came in ladles too--and I've seen men burned to death with that, I was up on the trestle one day, working on the high pier-- and there was this explosion right down be? low us--at the blast furnace. And I saw one man coming back. There were two men went up there. But the second man didn't come back. Burned to death. That slag spread, you know. It's almost as bad as the metal. The cause of the explosion would be dampness in the bottom of the ladle, before they poured the slag in it. If it was metal, the ladle wouldn't break be? cause they were made of plate iron. But if it was a slag ladle, it might break be? cause they were made out of cast iron. An explosion would break the ladle, and there's trucks under the ladle, and some? times the explosion would blow the trucks right from underneath. Oh, yes. And trains coming off the track. All depends on where you were. If there was another engine handy, they'd get to? gether and pull one on. But they weren't going very fast. You could go as fast as you like on the main line, but in the steel plant--in the yard you had a speed limit, 10 or 15 miles an hour. Unless you were trying to get up a grade and you had a heavy load on--then you might go a lit? tle faster to try and make it. We'd go up to the high pier. That's where they'd un? load the iron ore for the blast furnace. The low pier would be for loading steel. The train itself never went off the pier, but cars have been knocked over. Another train coming and the cars in the way-- she'd knock the cars off the track, over the pier. (Into the water?) No. There was so much landing before you'd come to the water. And people fell off the pier. And I remember a man, he went over the pier on a car, A long time ago. Killed, (And wasn't there even a train, a shunter, known as the mankiller?) Yes, 125, And she had a screechy whistle. You heard it and it would go through you. And this engine had killed quite a few. I don't know why. It just happened that way. There was no reason for it, in a way. Nothing wrong with the engine. And nothing wrong with COST PLUS MART \$10?to\$200? LOWER PRICE GUARANTEE Cost Plus Mart guarantees that our prices on major furniture, appliances, color TV's, stereos and carpets will be from \$10.00 to \$200.00 lower than competitive prices. '



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