

Safety on Railways.

them. I was not able to come the other day because of the illness of my wife. This is what the railway employees wish and they consider it is nothing more than just.

Mr. CASEY—Is bill No. 2 as it now stands exactly in the form in which it was adopted by your organization?

Mr. HUDSON—Yes, exactly in the form in which it was adopted by the Dominion Legislative Board of Railway Employees who were represented here from Halifax and British Columbia.

Mr. CASEY—Were there clauses in my bill of last year which you struck out?

Mr. HUDSON—Yes, there were clauses which we would like to have had in but we thought probably that the railway companies would object to them, and we did not wish to put them to the expense of doing what we did not consider would be just or right at this particular stage.

Mr. CASEY—The bill you have put in the present shape with the object of commending it as far as possible to the railway companies?

Mr. HUDSON—Yes, the Canadian Pacific Railway Company seem to be doing as fast as they can what is right. They are equipping their cars as fast as they can, and I do not think this bill will affect them at all. The Grand Trunk Railway Company are also doing as much as they can. The trouble is with the smaller roads. A brakeman was killed here the other night, I think, by being blown off the train. With these arch iron rails on top of the cars we consider that brakemen would have a protection. When a man gets on top of a car now there is nothing to protect him while getting to the centre of the car. If there is one flat car on and the train is going at any speed he runs considerable risk, while going to put on the brakes. The first four or five cars next the engine might be box cars, and then there might be a flat car. He has to get down off the box car and climb over the flat car to put on the brakes, and without the arch iron rail he has nothing to protect him.

Mr. CASEY—It was urged at the last meeting of the committee by Mr. Wainwright or Mr. Tait that a ladder on the end of the car instead of on the side would be more convenient under these circumstances for a man getting off a flat car and upon a box car.

Mr. HUDSON—Not at all. They have placed these handles here. The train is moving and the man has to step off between these cars to get on the other car. He has to step off between the cars to get on the other car, whereas with the side ladders all he has to do is to catch hold of the iron and step on.

Mr. ELLIS—If the train is in motion?

Mr. HUDSON—Yes, if the train is in motion.

Mr. CASEY—This plan represents the end of a car with two iron handles diagonally on opposite sides of the end.

Mr. HUDSON—Yes.

Mr. CASEY—What is the object of these diagonal handles?

Mr. HUDSON—These diagonal handles are to allow a man to swing around and catch them on the end of the car if he wants to step in between the cars. The idea of the handle is two-fold. To assist a man getting on a flat car or something to take hold of if he is pulling the pin when the train is in motion. If he happens to get his foot into a frog he has something to catch hold of.

Mr. CASEY—Mr. Tait explained to us that the end ladder with the handle on the side was more convenient for the man when the train was in motion because he would grasp the side handle and the motion of the train would swing him around the corner of the car so that he would alight upon the end ladder.

Mr. HUDSON—Does that stand to common sense? Here is a train going at 5 miles an hour; a man grabs the side handle and he is swung around between the cars. If his hand slips he is thrown between the cars. If he catches hold of the side ladder he is outside of the cars. If two cars come too close together, or lumber projects too far beyond the ends of the cars a man climbing up the end ladder is crushed to pieces. The railway law provides that there should be nothing within a certain distance at the side of the track. The law provides that two tracks must not be too close to each other and that all poles must be a certain distance away, and there is nothing on earth that can catch a man climbing up the side ladder if the law is complied with.