

**Senator Flynn:** I will certainly insist next week.

**Hon. Eymard G. Corbin:** In due course, Senator Flynn.

**Senator Flynn:** Well, Senator Corbin, you too will have your turn to speak on this item.

**Senator Corbin:** In due course, Senator Flynn. Be patient!  
Order stands.

[English]

## RAILWAY SAFETY BILL

### SECOND READING

On the Order:

Resuming the debate on the motion of the Honourable Senator Spivak, seconded by the Honourable Senator David, for the second reading of the Bill C-105, An Act to ensure the safe operation of railways and to amend certain other Acts in consequence thereof.—(*Honourable Senator Turner*).

**Hon. Charles Turner:** Honourable senators, I now move into the nitty-gritty of Bill C-105. They tell me that it is the greatest bill since the introduction of sliced bread by Garfield Weston. Honourable senators will note that clause 10 of Bill C-105 contemplates that a railway must file with the minister certain materials to accompany the request for the minister's approval in respect of certain alterations, et cetera. For example, subclause 10(3) requires the minister to consider certain requests submitted for approval by the proposing parties and in some cases subparagraph 10(3)(b)(ii) requires the proposing parties to file further particulars in respect of the original application. In our respectful submission, it ought to be required that these further particulars be filed with any objecting parties that have already filed an objection, as contemplated by the other subclauses of clause 10.

Now, honourable senators, let us move to clause 18 in Part II, for which I requested copies of the rules and regulations last week. Paragraph 18(1)(c) says in part:

(1) The Governor in Council may make regulations . . .

(c) respecting the following matters, in so far as they relate to safe railway operations, in relation to persons employed in positions referred to in paragraph (b):

(i) the training of those persons, both before and after appointment to those positions,

Honourable senators, what does that mean? I presume it refers to the running crews, the engineer, the conductor, the trainman and the yard-man.

I wonder where they think we have been for 50 years. When you were hired on any railway, the old-timers taught you everything they knew, plus. If along the road you had to stop at a siding, the engineer would take the time to explain the various parts of the locomotive. At the end of one year you had to write a two- or three-day examination on the rules of operation and the parts of a locomotive. If you graduated up to second class, you would learn a little more about the locomotive, and then at the end of the second year you would have

another two- or three-day examination. If you did not pass that, you were suspended. At the end of the third year you were given an examination on the rules.

Beginning in the days of the steam locomotive and continuing into the era of the diesel, you had to go to Toronto for that examination. You spent five days in the rule car on nothing but the locomotive, and then you spent five days on the rules. Those tests included an oral examination as well. You had to know the name of each part and how it worked, just like a doctor. You had to know what to do if such and such a part of the valve gear or the brake system broke down. You had to know what valves to cut out in order to proceed to the terminal, maybe at reduced speed, and to ensure that you still had a train and engine brake in order to stop in case of emergency.

If you failed to do the repair job correctly, you were summoned to the office and perhaps given 15 or 20 demerits. After you reached the level of 60 demerits, you were fired for two years. If your lack of knowledge was felt to be serious, you could be suspended immediately for six months, eight months or maybe a year. Even today, at the end of every three years there is a period where you have to go down to the rule car for an oral and written examination on the rules of the road. If you do not receive over 90 per cent, you are pulled out of service until you pass the examination.

Subparagraph 18(1)(c)(ii) reads:

hours of work and rest periods to be observed by those persons,

What does that mean? I presume that when you travel to another terminal you have to be given time to catch up on your sleep.

The Honourable John Crosbie received a letter on January 8, 1988, from the United Transportation Union local of London, Ontario. The letter reads as follows:

I have been instructed by the Local to make the following inquiry and request.

Now that Deregulation has been passed into law and it seems easier to get a license for a trucking company, the membership would like to know, where your Government will get the funds for road repairs. They are well aware that the trucks are the ones that cause the largest amount of damage to our highways. The present and future additions, widening and new highways seem to them to be basically for the benefit of the trucks.

The increase in trucking creates an increase in accidents, who is to be held responsible?

● (1440)

What if any, does you or your Government see in the future for safer travel, both for the public and the trucking industry on our highway system?

This Local would also like to request a full, final up to date copy of the Mandatory Rest Regulation, (the basic law and any supplements)