

APPENDIX No. 3

Q. I am talking now of a refrigerator car.—A. For an express refrigerator car, as far as an express refrigerator car is concerned, I believe it could be opened at two or three places along the line between Mulgrave and Halifax; that is, as far as affecting the condition of the contents of the car goes. Of course it depends upon the length of time that it takes. If the doors were opened and closed promptly I do not think it would interfere greatly.

Q. You have never seen a refrigerator car used for that purpose?—A. No, sir.

Q. How many refrigerator cars have you on the Intercolonial?—A. There are 25 express refrigerator cars.

Q. What do you mean by express refrigerator cars?—A. Refrigerator cars built for passenger train service, with steel wheels.

Q. How many cars have you without the steel wheels?—A. There are 191 altogether, less 25, would be 166.

Q. Are you increasing the rolling stock of that kind, the refrigerator car?—A. It is under consideration.

Q. You have sufficient cars now for your requirements, have you?—A. We have for our own requirements, but not for the Transcontinental.

Q. Do you build them at Moncton?—A. We build express refrigerator cars at Moncton, yes.

Q. If it were decided to build cars such as we are proposing, could you build them at Moncton?—A. Yes, we can build any car at Moncton.

By Mr. Loggie:

Q. You are building four express cars there now, are you not?—A. Yes.

Q. If instructions were given, could you not build these four new cars with one end partitioned off and insulated in the way that has been suggested here, providing a narrow ice chamber across one end of the car between the doors?—A. The four cars that I am building at Moncton are not of the same dimensions as those I have described to you.

Q. Are they larger or smaller?—A. The end space is larger. I have shortened up the distance between the doors for the purpose of suiting the express cars to the purpose you are alluding to.

Q. Would that make any difference?—A. It would change the situation; the distance between the doors in the four cars building at Moncton is approximately 12 feet 8, with a much larger end, and the other cars are 24 feet.

Q. You need not take all that end; you could partition off 14 feet?—A. But you were talking about allowing the side doors to remain in the closed end.

Q. I do not think that is at all necessary. I think it should be so that the servants of the express company could go in from the body of the car. Of course, I quite realize if it were a side door it might make it more convenient for putting fish in, and one of the strong objections to this business is that the packages are very heavy and very difficult to handle. But there is no other reason why these four cars could not be divided this way?—A. They are about completed, ready for service this month.

Q. Then it would be practically the same as starting on an old car to do that?—A. Yes.

By Mr. Sinclair:

Q. If you made the car longer would that help in the difficulty about one end being heavy?—A. No, sir.

Q. If you made one ice chamber and brought the centre of gravity to a different place?—A. If you make one end heavier you naturally increase the weight on that truck at the end of the car. The refrigerator car is one of the most difficult cars we have to handle, because the centre of gravity is higher, and one of the objections to handling the refrigerator car on a fast train is its liability to jump the track. We

Mr. G. E. SMART.