

between Toronto and Montreal has to stop twice for the purpose of changing the engineer. I call them chauffeurs today because that is what they are rather than engineers; but they call them engineers so they will be referred to as engineers. I believe they want to have an approved agreement in advance before they are going to go into a \$10 million expenditure to purchase this new train. Now, because of this technological breakthrough, do you not feel that unions should look seriously and conscientiously into a possible fade-away agreement, if I can coin a phrase, "by modifying your views and approaches in respect to existing and future labour agreements in order to give the railway companies an incentive to future research and construction of faster trains."

Mr. COPELAND: I must say that I cannot speak for the people that you refer to because I do not represent them, but in general I think that railway labour has evidenced considerable flexibility in this regard. We are very much interested in making the railway an efficient profitable organization, and we will certainly cooperate in that regard.

Mr. ROCK: Do you feel that the flexibility you mention is the type of flexibility these engineers have used; in other words, just in a matter of one hour and forty-five minutes they get off the train and other engineers get on, and they do that twice on a short run of 345 miles?

Mr. COPELAND: Well, here again I must say that I can not speak for those people since I do not represent them.

Mr. ROCK: But I would like to have your personal view because I feel that leaders like yourself should have a personal view.

Mr. COPELAND: However, I think you are probably aware that these people work under agreements which were signed by two parties, so if there is any fault with the agreement then I would say the responsibility lies equally on both sides.

Mr. ROCK: But I would like to know your personal view, whether you feel that there should be a serious study into this matter because of the fact of future developments in this technological age?

Mr. COPELAND: Generally speaking, I would agree with you, yes.

Mr. OLSON: May I ask you one question. You say on page 1, when you deal with this problem of making reservations, and I quote:

Nor is there any indication that the Canadian Pacific is making any real effort to solve this problem.

Now, we have been told repeatedly that one of the great problems of attempting to modernize the reservation system is the variety of accommodation that is available: roomettes, rooms, bedrooms, upper and lower berths, and so on. Do we need all these various types of accommodations for railway passenger service or could it be reduced to three: a berth, a seat, a bedroom, or something like this?

Mr. COPELAND: I find it rather difficult to answer that question. As you know, this is something that has developed over a long period of years, and the public has come to expect these things. But I think I would agree that it would not be impossible to reduce the variety of the types of accommodation.