

Mr. HUDSON—When it was proposed in the United States that Congress by law should adopt anything that the railway companies and the Westinghouse Company very strongly opposed and made threats that they would not adopt when it became law, they soon adopted it. The Westinghouse Company are not going to throw away a large business simply for a small additional outlay that they will be paid for, and if this is going to be for the safety of the employees as well as the public, why can they refuse to put it on?

Mr. CASEY—It seems to me that the argument that the Westinghouse Company will not adopt this, and therefore that we should not compel them to adopt something of the kind, amounts to saying that the Westinghouse Company has the control of what shall be used.

Mr. HUDSON—The first question is, "Is it right that this law should be enacted?" and if it is, then the question arises whether we shall adopt this device or not.

Mr. CASEY—I want to ask you about these points in regard to the size of box freight cars. Section 2 of bill No. 2 provides that "all box freight cars built for use on Canadian railways shall, after the passing of this Act, be of a uniform standard height and of a capacity not to exceed 60,000 lbs." The railway representatives say that they have adopted a uniform standard height for the drawbars and the height from the ground, which they consider right; but that a uniform roof height of cars is impossible to secure, because they have to build different cars of different heights for furniture, refrigerator cars, and so on. They say also that a maximum of 60,000 pounds capacity is not practicable inasmuch as they are building cars heavier than that in the States, and that they have to build them in Canada to meet competition. I suppose you have good reasons for asking for a uniform standard height, that is the roof height, and reasons for asking that the capacity of cars be not more than 60,000 lbs. We would like to hear them.

Mr. HUDSON—Our reason for a uniform standard roof height—we do not care what the height is, so far as that is concerned—is that when a brakeman is running over the top of a train and comes to a car which is two feet or two and a half feet lower he has to jump down to the other, and then when he comes to another high car he has to jump up two feet or two and a half feet to get up to that. The cars are of mixed heights, and we do not see any reason for having different cars for grain, furniture, or anything else. We claim they can build furniture cars of a height which could carry anything.

Mr. ELLIS—If they have these appliances how does that affect them? Will they not have these end ladders to get on top from a low car?

Mr. HUDSON—He won't have the ladder if he is going over the running board. When he is walking along the running board and finds one car three feet lower and another three feet higher there is no ladder, and at night time he cannot see where the ladder is.

Mr. CASEY—Your point is that a uniform running board is essential to safety?

Mr. ELLIS—You don't catch on. I see the difficulty in getting down but not getting up; for if you can get up from the ground by the end ladder you can use it for getting from a low car to a high one.

Mr. HUDSON—When a man is going along the roof of a car and has got to step up to the other running board, nothing at either sides or ends will help him. A uniform height would make it safer for the brakemen.

Mr. CASEY—What are your reasons for limiting the capacity of cars to 60,000 lbs.?

Mr. HUDSON—The roadbeds are not fit for heavier cars at the present time. There is no roadbed in Canada to-day fit for more than a 60,000 lb. car.

Mr. CASEY—How much does an engine weigh?

Mr. HUDSON—Considerably more, but it has bigger wheels and is not so apt to spread the track. In days gone by you did not hear so much about spread rails. Heavy cars with small wheels would cramp on curves or the flanges striking against the rails would cause them to spread. An engine with six-foot wheels has a larger bearing on the rail.

Mr. CASEY—You think a uniform roof height is to be got by making all cars as high as the highest needed? Would not that be an unnecessary height for grain cars?