

Mr. REID: Have you ever travelled on the slowest part of that journey from Chilliwack to the coast? The ordinary motor car will do it in about an hour, about half the time it takes you. Have you ever taken note of how slow it is. These people, when they have the option of travelling by bus or by air are not going to stay with the trains which take four days and three nights.

Mr. EMMERSON: Is there any extra charge for this fast train in the United States?

Mr. REID: So far as I know there is not. The Great Northern is out to beat the bus and air travel. They are putting on a train between Vancouver and Seattle which will make the journey in two hours. They have a very fast train and I think it is going to give you serious competition. I do not think you can sit down and allow that competition to go unchallenged.

Mr. MUTCH: I think we should hesitate to adopt the schedule of the United States railroads in view of the traffic fatalities record they have had in the last four months on these so-called crack trains. The percentage of casualties on those trains has been something out of this world in so far as railroading in North America is concerned.

Mr. REID: You could clip hours off the stops. There is no reason for stopping an hour at Winnipeg and forty-five minutes here and there. You have not travelled and sat in these coaches day after day the way I have.

Mr. MUTCH: I will not argue with you as to the number of times we have travelled that route.

Mr. VAUGHAN: We have made a start, we have cut two hours off these trans-continental trains.

Mr. JACKMAN: In connection with these box cars you are ordering now, have these that latest type of air brake equipment, the A. B. air brake equipment?

Mr. VAUGHAN: Yes.

Mr. JACKMAN: Are you converting the old cars to the new type of brake equipment?

Mr. VAUGHAN: Yes, as rapidly as we can.

Mr. JACKMAN: How rapidly is that?

Mr. WALTON: We had about 1,000 done last year. It is limited by our inability to get the equipment.

Mr. JACKMAN: Is there an order from the Transport Board ordering you to install this type of equipment on all cars?

Mr. VAUGHAN: There is an order from the I.C.C. that cars cannot be used for interstate traffic unless equipped with A.B. brakes as from a certain date. Do you remember Mr. Walton what that date is?

Mr. WALTON: It was up to the end of 1947, I think, but with devices of this kind it is frequently necessary to move the time limit as set when there has been a proper attempt to complete the cars and it has not been possible because of material shortages.

Mr. JACKMAN: Is the Canadian National as well equipped with the A.B. brake as a typical American class I roadbed?

Mr. VAUGHAN: Yes, we are. We are equipping as fast as we can.

Mr. JACKMAN: How do you find the special car service like the counter-part of the General American Transit service which handles refrigerator equipment and other special equipment for oils, chemicals and such things? How do you find the arrangement with them?

Mr. VAUGHAN: It is working out very satisfactorily.

Mr. JACKMAN: Do they supply all the oil tank cars?