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Railway Transportation Brotherhoods Opposed To Application By Railway

Following is the text of the brief by the Railway Transportation Brotherhoods opposing the C. N. R. application for bus licenses in Prince Edward Island:

"It is noted that if such request be granted it is the desire of the Railway to remove all mixed train service in this Province.

everybody in Canada are joint shareholders of this vast enterprise and therefore should use every means at our command to see that a just and equitable decision is forthcoming with respect to our Canadian National Railways.

"This action would, conservatively estimated, remove about sixty percent (60%) of our train and engine service employees from the payroll of the C. N. R. to say nothing of the station agents, operators, etc. All of these employees are natives of this Province, taxpayers, and in most cases home owners who have children in the midst of their education. We have

been promised preference to the job of operating the trucks and busses. In practice what does this mean? It means that the junior men are laid off first, or in the reverse order of seniority, then when the further lay-off comes, and come it will, there will be a number of senior men with families who will be unable to work on the busses or trucks because the jobs shall have been filled.

"Evidence produced at a hearing conducted by the Board of Transport Commissioners on the rate zone question in Prince Edward Island, June 6, 1951, is in part as follows: Freight unloaded at Prince Edward Island stations amounted to 202,599 tons in 1932; 494,960 tons in 1947; 541,725 tons in 1948 and 414,722 tons in 1950.

"Operation of the Borden-Tormentine ferry as shown in the submissions of the Provincial Government to the Royal Commission on Transportation, 1949, contains further proof of the large increase in railway traffic in this Province during the past number of years, viz.:—1918: 1,011 single trips. 1928: 3,661 single trips. 1943: 4,255 single trips; 41,705 railway cars ferried. 1948: 3,665 single trips; 62,429 cars ferried, and we understand that in 1950 there were more than 54,000 railway cars handled."

"Our business men tell us that the freight revenue in this Province is about \$12,000,000 per year. Our population is increasing yearly and we therefore see no good reason for reducing our railway facilities.

"As practical railway men we have long held the opinion that the people of this Province are entitled to a better passenger service but, we do not believe this proposed bus service is the answer. Rather we believe that the freight and passenger service should be separated as far as possible and the passenger service handled by modern Diesel unit cars which would give the people a service they would patronize.

Diesel Unit Cars

"From press reports and other sources we understand that it will require from nine to twenty busses to operate this proposed service, depending on whether the railway operate all or only part of the bus service. It is estimated that modern busses cost about \$30,000 each and on our roads they are good for only five years, that is to say they would have to be completely renewed in five years, with very high maintenance costs while in service.

"Our years of association with the travelling public of this Province leave us convinced that the people want a fast, convenient rail service that will permit them sufficient time in Charlottetown and other centres, to do their shopping or business and get home at a reasonable hour in the evening.

"We have Diesel unit cars in service today that were in service in 1926 and modern Diesel unit cars should be more efficient and less costly to maintain and operate. Further we believe that five modern Diesel unit cars would take care of all of the mixed train services that could be economically or equitably removed, and for example: this past winter is considered to be the most severe we have had since 1926, yet we are convinced that there were not more than twenty days that Diesel unit cars could not have operated with out plow assistance, whereas the roads were closed to bus service for about four months.

"When we say five Diesel unit cars we are referring to the service between Charlottetown, Souris, Georgetown, Murray Harbour and Tignish, where Diesel unit cars, capable of handling a trailer, should give our people a passenger service second only to our mainland through trains and, with two or three man crews instead of the five man crews the present service requires.

Utilization of Power

"Utilization of power is a very important item in railroading. Under our present system we have a number of engines tied up at these outside terminals about twelve hours daily and thirty-six hours over the weekend. With Diesel cars in operation these engines would be released for almost round the clock freight service.

"The maintenance and building of our highways is a charge upon the taxpayers of this Province whereas the maintenance of our railway facilities is the responsibility of all the people of Canada, through the Department of Transport and the Canadian National Railways.

"We wish to explain that we are not objecting to the operation of trucks in l.c.l. freight service. If they are good for the railway and give our people a better service we are for them.

"We realize the grave responsibility that has been placed on your committee and we have no desire to belabour or confuse this issue, but would ask you to give serious consideration to the following:

"Is this application in the best interest of the Canadian National Railways? Will the proposed removal of our mixed trains improve the relationship between our railway and the patrons of it in this Province?

"We know it will work a hardship on our train and engine service employees who had every right to enter this vocation as their life's work; and that such employees are natives and taxpayers of the Province.

"In conclusion we may point out that, we are dealing with the transportation facilities of a Province, one of the ten Provinces of Canada, and not the facilities of a branch line of some other Province and these railways were built and are being maintained primarily for service to the public and national defence."

(Signed) E. O. Beagan, Brotherhood of Locomotive Engineers; J. T. Revell, Brotherhood of Locomotive Firemen and Engineers; E. P. Lynds, Brotherhood of Railway Trainmen; W. G. Doyle, Order of Railway Conductors.

TRADE BOARD BRIEF

Continued from page 1

at its Council meeting of May 16th last, read as follows: "A special meeting of the Council of the Charlottetown Board of Trade was held at the home of R. C. Parent, Experimental Farm, Charlottetown, on Tuesday, April 29th, 1952 at 8 p.m. with the acting president J. Gordon MacDonald in the chair and the following members in attendance: Earle C. Baker; Keith MacKinnon; Dr. Frank MacKinnon; B. Graham Rogers; Maurice J. Redmond; Philip S. Cobby; Frank A. MacKenzie; James C. Montgomery; Frank W. Curtis; M. Alban Farmer; Robert C. Parent; F. Walter Hyndman; and A. Walthen Gaudet, the secretary.

"Present as special guests of the Council for the occasion were C. N. R. officials F. A. Gaffney, Chief of Transport Research; C. T. Montgomery, local superintendent; Charles Gillispe, Research Department; and L. J. MacDonald, district freight and passenger agent.

"The chairman welcomed the C. N. R. officials to the meeting and explained the purpose of the meeting as providing an opportunity for the C. N. R. to present to the Council its case in support of the granting to it of a highway bus franchise for this Province.

"There followed a full presentation of the C. N. R. case by Mr. Gaffney, supported by the other officials in attendance, with numerous questions put by the Council members and answered in detail by those officials.

Assurances Summarized

"Out of said discussion and queries the following appear to be the facts:

"1. The C. N. R.'s proposal to substitute a bus service in lieu of the present passenger train service in this Province comes about because of a desire on the part of the C. N. R. to effect economies in their operations here and likewise provide an improved service to its Island patrons;

"2. To operate the proposed bus service the C. N. R. proposes to set up an Island Company, being a subsidiary of the C. N. R., whose schedules, rates, etc., would be directly under review by our own Public Utilities Commission at all times;

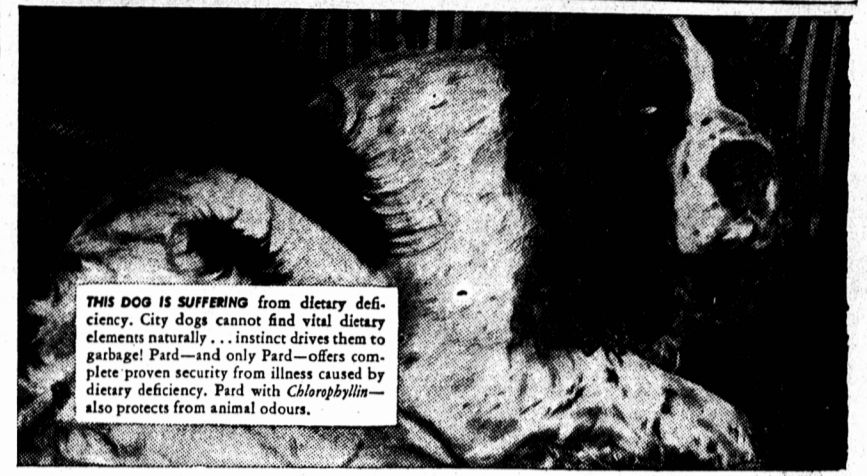
"3. It will be remembered that the C. N. R. instituted a trucking service in this Province last year for l.c.l. freight, and plans call for a considerable extension of that service this year;

"4. No present track or equipment will be abandoned as the same shall continue to handle car-load services and would be kept in readiness at all times and would immediately be brought into service.

Continued on page 16

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