

move it away out to Walkley road, and now the plan is to move it close to Alta Vista. Therefore some change was made. What was the reason for this change?

Mr. TARDIF: In answer to that may I say that, though I should not be answering the question, I was on the planning board at that time and the principal reason for moving the station was to eliminate 70 level crossings.

Mr. PETERS: That does not explain why it was brought back.

Mr. TARDIF: It was not smoke or anything else; it was a matter of the level crossings.

Mr. MACDOUGALL: The original plan, as I understand it, was one of city planning or town planning in the capital city of Ottawa, and one of the major purposes was to eliminate the multiplicity of level crossings. The original decision was to go much farther out to the Walkley road area and then, following developments and further study in 1959, it was decided to bring the station in. All the factors were considered at that time by everybody concerned. That is the sum and substance of it.

Mr. ROCK: Can you give a summary of the reasons for which they moved it back from Walkley road?

Mr. MACDOUGALL: I think General Clark gave that in detail.

Mr. TARDIF: I was chairman of the planning board at that time in 1959 and I can tell you that the reason it was brought nearer was because it was possible to eliminate the 70 level crossings while at the same time having it nearer the town. There was also the fact that the road situation to the centre of town would be a lot easier because it would be possible to make a four line highway directly into the heart of the city.

Mr. PETERS: May I ask a supplementary question? Was there any reason for not planning it to eliminate all the level crossings?

The CHAIRMAN: Order, order. Are we going to put Mr. Tardif on the witness stand?

Mr. TARDIF: I wish you would.

Mr. ROCK: I am satisfied with the explanations. General Clark did mention the fact that this was more centrally located. He mentioned that this was where the Queensway was to be cut through and the fact that the accumulation of traffic would be centred on the main highway, which is the Queensway. This was one of the main reasons why they brought the station closer; it was to be closer to the main highway where most of the traffic would have easier access to the station. Therefore I am very satisfied with the answer.

The CHAIRMAN: Are there any other questions?

Mr. PETERS: I have just one question.

The railways must have some plan; they have a plan for abandonment of railways and a number of other things. Is this business of moving the railways out of the city into a suburb, or even farther out, a program of the railways?

Mr. MACDOUGALL: No, as far as Canadian National Railways are concerned I do not think we have any over-all program of this kind, but individual cases are dealt with on their own merits, and I mention Saskatoon as an instance of a place where we have redeveloped our station property.

This is something we have engaged in a good deal across the country, and we have tried to get private industry interested in property we have in the centre of the city in order that relocation may take place in urban areas. We have moved the station some distance from the centre of the city of Saskatoon and redevelopment is going on in the centre of the city, much as in Montreal and in Moncton, New Brunswick, and various other areas. We are certainly interested in our urban areas if we can find good passenger facilities.