

My point is that the Board of Transport Commissioners have so many other duties that I do not think they have the necessary time to deal with these applications. They take a great deal of time, particularly those for overpasses and underpasses. There is always a long list of applications before the board, and by the time the board gets to deal with them, these accidents are taking place.

In other words, with the increase of money coming out of the grade crossing fund, I do not think that the money is being spent on the same basis as it is being voted. I may be wrong, but I think there is something to it.

The CHAIRMAN: We have had a pretty good discussion about it, and we know where the responsibility lies, and the probable charges for each.

Now, "Roadway and shop machinery".

Mr. CARTER: Before we leave signals, may I ask if the same system of signals is used on the Newfoundland railway as is used on the mainland?

Mr. GORDON: You are talking about the signals on the railway or about crossing lights?

Mr. CARTER: I mean railway signals.

Mr. GORDON: No. We took over the Newfoundland railway with the signals then in use, but we have not yet included in the Newfoundland district any of the most modern signals such as the centralized traffic control because it has not been found necessary to do it.

We only put centralized traffic control on single track lines where there is a sufficient density of traffic to repay us for the very heavy expenditure. We do not think that C.T.C. is necessary in Newfoundland.

The CHAIRMAN: You pretty nearly have to be an engineer in order to discuss signals.

Mr. GORDON: Our program is not mentioned in the report, but we have made a survey of the entire system to establish just where we could instal C.T.C. in the light of density of traffic in particular areas.

We now have 4,489 miles of track in various divisions across the system where we believe the economics would justify that installation.

Now, if we were to do that all in one fell swoop the cost of that installation would be something in the order of \$40 million. What we are doing, therefore, is bringing forward a certain amount each year, depending on the total amount of our capital budget. We are planning approximately 498 miles for completion in the 1958-59 period, and we are also providing for budget approval for an additional 593 miles.

Mr. CHEVRIER: Could you tell us where this traffic control system is going to be installed?

Mr. GORDON: You will see it goes right across various areas and the ones we are doing in the 498 miles are, Napadogan to Edmunston, New Brunswick, which is 114 miles; Capreol to Foleyet, Ontario, which is 148 miles; Redditt to Transcona, which is near Winnipeg, 121 miles, and Boston Bar to Port Mann, British Columbia, which is a distance of 115 miles, totalling 498 miles, at a cost of \$4,239,000.

Then, we are taking forward into the budget for the following items: Edmunston, New Brunswick, to Monk, Quebec, 124 miles; Coteau, Quebec, to Hawthorne near Ottawa, 71 miles; Hornepayne to Nakina, Ontario, 136 miles; Redditt to Sioux Lookout, Ontario, 123 miles, and Sioux Lookout to Armstrong, Ontario, a distance of 139 miles, making a total of 593 miles.

So that the grand total, as shown in the budget, comes to \$11,205,400, of which \$9,381,000 is represented by our centralized traffic control program.

Mr. CHEVRIER: How much more will have to be done to complete the program?