

all the plans and profiles in connection with this grade separation project. In addition to that there is the question of the allocation of costs of the balance that is not paid for out of the railway grade crossing fund.

Mr. DRYSDALE: Roughly how many applications would you have in a year?

Mr. SHEPARD: For a grade separation?

Mr. DRYSDALE: Yes.

Mr. SHEPARD: There are 61 pending at the moment. There were 41 approved last year and 225 crossing protection applications.

Mr. DRYDALE: There are twelve engineers just devoted exclusively to that work?

Mr. SHEPARD: Oh no, we have pipe line jurisdiction, all crossings of railways, railway bridges, and signals.

I might say, Mr. Chairman, if the remark is not out of order, that I would be delighted to have any member of the committee come over and just see what our board does.

Mr. DRYSDALE: I would be interested, Mr. Chairman. My problem has arisen before, that there is a considerable amount of time from the initial application to the time the final direction is issued. I presume the board is doing what it can then to speed that up?

Mr. SHEPARD: We do, but we do not claim to be perfect.

Mr. WEBSTER: What type of marking do you use outside the railway cars—the same type as along the highways, the Minnesota Mining type, or would it be a paint?

The CHAIRMAN: It could be either. I have an illustration of it here. This is the Scotchlite reflector marking.

Mr. WEBSTER: That is not very expensive, is it, sir?

Mr. SHEPARD: No, it is not. I cannot quote you a more exact figure, but when you have 80,000 odd boxcars—or rather 200,000 for all railways—I was thinking of the Canadian Pacific Railway—when you apply it to that number of units it adds up.

The CHAIRMAN: It does not matter what it is, so long as it can be seen.

Mr. SHEPARD: Yes.

Mr. SMALL: It is expensive because I expect the globes are glass and the molecules—it would be difficult to put it on in a certain way so that it would withstand the weather and it comes more expensive than the reflective paint.

Mr. PASCOE: I was just wondering in regard to a crossing where there is a fatal accident, is there any regulation which will enforce an automatic signal there as soon as there is an accident?

Mr. SHEPARD: Involving injury, not just a fatal accident—in the case of any injury we have an automatic reduction in the speed by standing order of the board to 25 miles an hour, pending an investigation by our operating inspector. He goes out and makes an investigation which he files with us and the board then considers whether or not the accident was entirely the fault of the automobile, let us say, or whether the crossing is such that it should have protection; and if it should decide that it is, it proceeds accordingly.

Mr. SMALL: Following up in regard to reflective paint or reflective Scotchlite or any of those particular methods, about three years ago there was set up an organization of which Mr. Plaxton was the then head, and Mr. Ash after that, for the sole purpose of co-ordinating all this safety work throughout Canada from coast-to-coast, to try to get the provinces to come into uniformity with their signs and different devices.