

Mr. Rock: Mr. Chairman, I would like to ask Mr. Macdougall a few questions. First of all I would like to mention the fact that I asked the chairman of the Capital Commission, General Clark, some questions as to the merits of the relocation of the station, I asked whether alternative plans were studied before the decision was taken to relocate the station. At a previous meeting Mr. Peters brought up the point regarding steam engines. This got me to thinking as to the timing at which the decision was made. I understood this decision was made before General Clark became the chairman of the commission. It was made around 1950, during the time of the steam engines. I can understand that at that time many municipalities and many cities wanted to get rid of a station in a central area where it caused a lot of smoke and steam. I would not be surprised if at that time the commission had the same thing in mind. I would like to know from Mr. Macdougall whether any study was made since that time on the matter of keeping the station in its present location, and whether the commission was asked to restudy their ideas. Today we have diesel engines, at least I think we have had them since 1957 or 1958. Since then the whole picture has changed. I would like to know whether the C.P.R. or the C.N.R. asked the commission to restudy the whole situation because of the fact that steam engines are not in operation any more.

General Clark more or less stated that they had this in mind period, and they did not have any alternative plans. In other words, they did not have the situation of having plan number one and, if this did not work, having plan number two or plan number three or plan number four as alternatives.

I would like to know from the two gentlemen from the Canadian Pacific Railway and Canadian National Railways whether they produced any alternative plans to the commission, or anything to that effect.

Mr. MACDOUGALL: My understanding of what took place is that the basic decision to put the union station in the presently proposed new location was made in about 1959. I do not recognize the date of 1950. Before that it seemed to me that the earlier plan, as I understood General Clark's explanation, was that the station was to be moved much farther out than presently proposed. This was restudied by 1959, and it was then decided to put it in the presently proposed new location. Of course, we had the diesels at that time. I do not think there is anything of which I am aware which went back to the 1950 decision which was based on factors at that time which have changed in ten years.

In accordance with our understanding, there was a re-examination some time prior to 1959 and then a new decision was made at that time.

Mr. ROCK: Yes, possibly the decision was made but I believe the commission itself had it in mind to move the station in 1950. I can understand when you say the decision was made to move it away out at that time, and possibly the reason was because of the smoke and dust and whatever nuisance trains caused in those days.

The CHAIRMAN: Mr. Rock, would you not like to put that question to Mr. Macdonald of the National Capital Commission?

Mr. ROCK: No, because these questions have been more or less answered by them in the past and I want to know the story from Canadian National Railways and Canadian Pacific Railway. I want to know whether they made any objection or whether they tried to bring any alternative plans to the commission.

Mr. Chairman, you have to understand that even if the commission has an all-out plan to relocate the railway stations, I am sure that possibly Canadian National Railways and the Canadian Pacific Railway had plans which they would submit to the commission, or if they had any objection they possibly would submit that. For instance, what brought about the decision to move the central station closer to the city than had originally been intended? The first plan was to