

The CHAIRMAN: Mr. Howe, and then Mr. Webster.

Mr. HOWE: Mr. Chairman, I wonder if—I probably should know this—but who institutes the request for grade level crossing separations to be instituted? Who starts the ball rolling in this case,—the board of transport commissioners, or the municipality, or the province, or who starts it off?

Mr. SHEPARD: Would you like me to answer that?

The CHAIRMAN: Yes.

Mr. SHEPARD: The answer to that is that it could be the Board of Transport Commissioners—under the law it could be; but the board does not and has not as a practice initiated cases which impose an unwanted financial burden on the municipalities involved. The way it works in practice is that we receive applications from a municipality, or the highway authority concerned, for a grade separation and we process it from there in collaboration with the railways. The engineering details are worked out by our engineers with the railway engineers, together with the safety aspect of the problem.

Mr. HOWE: It could be instituted by yourselves or by the municipality or even the railway companies, I suppose?

Mr. SHEPARD: That is correct sir, yes.

Mr. SMALL: The provinces could also enter into an arrangement, I think?

Mr. SHEPARD: Yes, when I referred to the highway authority this was the provincial highway authority I had in mind.

Mr. SMALL: The point—following up Mr. Howe here—the point here is, it does not happen very often that the railways inaugurate the request to have a grade separation instituted or applied?

Mr. SHEPARD: To have a grade crossing eliminated?

Mr. SMALL: Yes.

Mr. SHEPARD: No, that is correct.

Mr. SMALL: It is very seldom the railways apply for it, because they claim they have not the money for it.

Mr. SHEPARD: That is correct. In fairness to the railways, in the majority of cases where an application is made for a grade separation the railways agree to it with the applicant. The only dispute then to be settled by our board is who shall pay how much of the balance, after the contribution from the railway grade crossing fund.

Mr. HOWE: How is the balance—after the railway crossing fund, how is the balance paid off? There is so much paid out of this fund we are talking about today and how is it divided up between the railway and the municipality, after that?

Mr. SHEPARD: That depends on whether it is a case of crossing protection, which is the wig-wag type of system, or flashing lights and bell, or whether it is an underpass. If it is crossing protection the balance after the contribution under the present act of 60 per cent or \$80,000 is usually divided, 25 per cent against the municipality and 15 per cent against the railway. The maintenance costs are normally apportioned on a 50-50 basis.

The maintenance costs on highway crossing protection, the flashing lights, are relatively substantial.

Mr. HOWE: What is the cost of those again, those wig-wags?

Mr. SHEPARD: \$6,000—for a single one, depending on the size of crossing—to as much as \$60,000. Sometimes when you get a divided highway you have to have a series of them. Multiple tracks are the same way.

Mr. HOWE: There is one other question I want to ask. Has any body or person, something similar to your own board of transport commissioners, ever