

Mr. GORDON: Every crossing is potentially a killer. It does not matter how limited the traffic may be. There are bound to be occasions when someone is careless at a time when the train happens to be passing. Consider a crossing where there may be only one train a week. It is quite possible that somebody will step in front of that train.

Mr. RYNARD: My point is this: There must be criteria. The crossing I mentioned looks dangerous to me. The main line of the Canadian National Railways goes through there, and not only that, but on that road traffic has increased terrifically over the last ten years because of the big tourist development in that area.

Mr. GORDON: In those circumstances it is the public duty of the local municipal authority to make representations about that crossing.

Mr. RYNARD: They did, but nothing was done.

Mr. GORDON: I know, and the reason is that it will cost them some money.

Mr. RYNARD: What are the criteria? Is it the cost in money or the loss of life?

Mr. GORDON: It is the degree of danger in relation to the traffic going across that crossing.

Mr. SMITH (*Simcoe North*): Sometimes where there is a real need for a light, the municipalities have found that the railway involved drives a pretty hard bargain.

Mr. GORDON: I am glad to hear that. It shows we are watching costs.

Mr. SMITH (*Simcoe North*): But in our desperation to get a light, where pressure is put on the local municipality, sometimes they might agree to pay more than their just share.

Mr. GORDON: What happens is this: we appear before the board. Let us say it is a municipality involved. The Board of Transport Commissioners is the judge and they will decide on the basis of the evidence coming before them what is a fair apportionment of that expenditure. You might say that we drive a hard bargain.

The CHAIRMAN: We probably all have a responsibility for it.

Mr. RYNARD: What is the cost of establishing one of those warning lights or warning signals?

Mr. GORDON: Do you mean a flashing light?

Mr. RYNARD: Yes.

Mr. GORDON: There are several different types. The cost runs about \$12,000.

Mr. RYNARD: On one railroad a man was killed at the age of 22 years. He had an earning power of \$150,000. His father was completely crippled.

Mr. GORDON: I suggest to you that this is unfair special pleading because even if we put in a \$12,000 light, it would not guarantee that a young fellow would not get killed. We have many accidents taking place at protected crossings because people will take chances. They will drive over the crossing after the light has begun to flash and the bell had begun to ring, again and again.

I am not so sure but that if you made an analysis you would find there were almost as many people killed at protected as at unprotected crossings. I do not think it is fair to bring in an emotional suggestion that a young fellow is worth more than \$12,000.

Mr. RYNARD: I am not being emotional in any way. But I would like to know what the results are. You are making the statement or suggestion that these flashing signals are not all right.