

movements which would be unnecessary if the Turcot facilities were adequate. Careful studies of the situation have indicated the possibility of economies from a re-arrangement of the Turcot facilities. In order to procure space for this improvement and enlargement, the adjacent area now occupied by the St. Henri coach yards must be utilized.

One antiquated feature of the terminal facilities inherited from the Grand Trunk is that freight and passenger terminal facilities are mixed together, whereas for maximum efficiency of operation at Montreal it is desirable to segregate the passenger and freight facilities in the terminal area as far as possible. The Bonaventure area contains both main passenger and freight facilities, as well as the large fruit and produce terminal and other industries. This condition creates difficulties in handling both classes of traffic in order to avoid interference between the two types of movement, and so long as it is continued it is impossible for the railway to modernize either the freight or passenger facilities in that area because of lack of space. With the development of competitive highway transport, the freight shed facilities of the railway become of greater importance and must conform to the requirements of convenience, accessibility and low costs of operation.

The adverse effect of antiquated and unco-ordinated facilities is not limited to the excess cost of terminal operation, but extends to the much wider field of prospective traffic and the ability of the railway to attract industries to locate on its lines of railway. The railway must plan for future development and must be able to offer prospective industries prompt and efficient service; this can only be done if the terminal facilities are modern and co-ordinated.

(C) *The long-standing grade crossing problem in Montreal.*

If railways are to serve the city adequately with freight and passenger facilities, it is necessary to have lines of railway reaching into the heart of the city and also to have lines of railway serving the industrial zones. The Canadian National facilities in Montreal are no exception. The predecessor companies of the Canadian National each had serious grade crossing problems to face. In 1912, following prolonged study and hearings, oral judgment was given by the Board of Railway Commissioners under which the Grand Trunk Railway became liable to make grade separations estimated to cost 20 millions of dollars at present day prices. The consummation of that plan was deferred by the war. The Canadian Northern faced a similar problem in the east end of the city. Through pressure of public opinion, the problem again became acute in the spring of 1927 and as a result of an order of the Board of Railway Commissioners the Canadian National Railway system was asked to prepare a plan for solving the problem. It developed that there were 63 Canadian National grade crossings in the Montreal terminal area. The central terminal plan submitted to the board by the Canadian National in the fall of 1927 provided for the solution of this problem. After the expenditure of \$16,651,000 on this plan, work was discontinued in 1931 due to the depression and was not resumed until recent months. Since 1927, 17 grade crossings have been eliminated, either as the result of the partial construction of the terminal development prior to work being suspended or as works undertaken to relieve unemployment since that time. There remain 46 level crossings, several of which are at intersections with important streets. It is certain that the problem created by these remaining grade crossings is one which must be faced by the city and by the railway, and some plan looking to its alleviation must be proceeded with as financial conditions warrant.