

Lt. Gen. S. F. Clark, Chairman, National Capital Commission: Honourable senators, I realize the contract for the implementation of the railway relocation plan is not a point of this bill. Therefore, if I may, I shall omit the background I gave last year and do as you suggested, that is to bring you up to date on the progress made in the railway relocation program which has been approved by the Government.

The first stage of the railway relocation program called for the removal of the C.N.R. crosstown tracks, and the building of a belt line, the Walkley Road belt line, to connect these two sections, therefore permitting it to come around this part of the city. That relocation was completed in 1955, and since that time, as you are well aware, the railway grade plus additional land needed forms the right-of-way for the new Queensway, part of the Trans-Canada Highway, and about nine miles of this have already been completed from the intersection with Highway 29 to the Rideau Canal. That is where you can drive to just a few blocks away from the Rideau Canal. This was completed but one cannot cross the canal until the bridge which is under construction at the present time is completed, also the construction of the part of the road up to the railway line. We hope to be able to complete the last stage of this Queensway in late 1966 when the railway tracks to Union Station have been removed. Another abandonment that was called for was the Sussex Street subdivision of C.P.R. which ran from Sussex Drive, near the National Research Council, behind City Hall and generally comes along the line of the canal to Bank Street. The section from Sussex Drive to Beechwood, was abandoned on the 15th June 1964, and if you have been driving by you will have noticed that the approaches to the new Macdonald-Cartier Bridge joining Ottawa and Hull are fairly well advanced. The balance of the subdivision from Beechwood to Bank Street may be abandoned on one month's notice from the 1st of October this year by a decision of the Board of Transport Commissioners. This has freed a considerable quantity of land in here, and in addition to providing a rather complicated approach to a six-line bridge, it will leave sites for Government buildings or for such other purposes as the Government may wish to use the land.

The new station: The contract for the new station located near the Queensway in Alta Vista Drive was awarded February 12th this year, and it is our hope and expectation that it will be completed in July of 1966. The plan calls for only one railway line going across Ottawa into the Hull-Lucerne area—the Prescott subdivision. When these lines are removed all the inter-provincial traffic which travelled on these two railway lines will have to be concentrated on this one north-south railway line and because of the increased number of trains per day we have to operate, the level crossings will be eliminated to ensure the safety of people driving and to allow free movement of the ever-increasing amount of motor vehicle traffic along Carling and the other avenues and streets that cross there. We are depressing the railway grade from the Rideau River underneath the canal and on to Dows Lake, underneath the highway, underneath Carling Avenue and coming back up to grade again at about Somerset Street. We have completed the tunnel under here and the construction is progressing very well under the highway and Carling Avenue. We expect that will be completed and ready for operation in 1966.

I should have mentioned that also alongside Union Station there is under construction a new telecommunications building for the railways. The contract was awarded on the 2nd February this year, and we hope it will be completed at the end of the year.

Senator REID: Does that mean taking down the present station?