

Questions

ANSWERS TO QUESTIONS

The following answers, deposited with the Clerk of the house, are printed in the official report of debates pursuant to standing order 39:

NATIONAL FILM BOARD—DISMISSALS

Question No. 109—Mr. Rouleau:

1. Have any employees been dismissed from the national film board since June 10, 1957? If so, how many?

2. How many were technicians, producers, department heads?

3. Have any employees been appointed since June 10, 1957? If so, how many?

Answer by: Hon. Ellen L. Fairclough (Minister of Citizenship and Immigration):

National film board:

1. Yes, two.

2. None.

3. Yes, from June 10, 1957 up to June 30, 1958, 78 persons have been regularly appointed in continuing positions; 24 have been engaged on a term basis and 30 on a contract basis.

UNION RAILWAY TERMINAL, OTTAWA

Question No. 166—Mr. Fisher:

1. Are negotiations presently being conducted between the federal district commission, the Canadian National Railways and the Canadian Pacific Railway to establish the joint operation by a union railway terminal company of the railways in the national capital?

2. If so, what stage have these negotiations reached and when is it expected they will be concluded?

3. What rearrangement of railway facilities is dependent upon the successful conclusion of these negotiations and what is the anticipated year of completion of each stage of such rearrangement subsequent to the conclusion of the negotiations?

Answer by: Right Hon. J. G. Diefenbaker (Prime Minister):

1. Yes.

2. Substantial agreement has been reached on the physical rearrangement of facilities and methods of operation required by the formation of a union terminal company. Agreement has yet to be reached as to financial arrangements. It is expected that final agreement will be reached during the calendar year 1958.

3. The following rearrangement of railway facilities is dependent upon the successful conclusion of these negotiations and the anticipated year of completion subsequent to the conclusion of negotiation is as shown:

(a) Connection west of Bells Corners between C.P.R. Carleton Place subdivision and the C.N.R. Beachburg subdivision. (1959)

(b) Connection at Walkley diamond between the C.P.R. Prescott subdivision and the C.N.R. Walkley cut-off line. (1959)

(c) Connection at Ellwood diamond between the C.P.R. Prescott subdivision and the C.N.R. Beachburg subdivision. (1961)

(d) Construction of additional trackage at Walkley yard to permit removal of C.P.R. switching yard at Ottawa West. (1960)

(e) Connection at Ottawa West joining the C.P.R. Prescott subdivision and Montreal and Ottawa subdivision. (1960)

(f) Construction of a new double-track high level bridge over the Rideau river at Hurdman. (1961)

(g) Realignment and elevation of existing trackage west and east of the Rideau river at Hurdman to provide for joint operation of railways and to provide for grade separation crossings of the Queensway and other important traffic arteries. (1961)

(h) Construction of a passenger train turning loop west of the Rideau river. The location of the Queensway will be on the existing wye turning track and the new loop will do away with the necessity of constructing grade separation structures. (1961)

(i) Installation of additional centralized traffic control signal equipment and communication lines to control train movements as a result of new connections and joint operation of both railways' trains. (1961)

The aforementioned items will permit the removal of C.P.R. passenger and through freight traffic on the Carleton Place subdivision through Britannia and Ottawa West. All through traffic of main line trains will be routed from Bells Corners on the C.N.R. Beachburg subdivision to the switching yard at Walkley or to Union station. This will permit the removal of rail traffic from the Inter-provincial bridge (Alexandra bridge).

(j) Connection at Hawthorne between the C.P.R. Montreal and Ottawa subdivision and the C.N.R. Alexandria subdivision. (1962)

(k) Elevation of a portion of the C.P.R. Prescott subdivision between Ottawa West and Walkley diamond to permit the construction of grade separation structures at major street crossings. (1961)

(l) Construction of freight shed and track facilities at Hurdman for the C.P.R. to replace their existing facilities on Broad street. (1965)

(m) Abandonment of C.P.R. Sussex street subdivision from Bank street to end of track at Sussex drive. This can only take place when a suitable industrial area is provided to relocate existing industries now on this track. Present plans are for the establishment of such an area in the Russell road-St. Laurent boulevard part of the city for all industries who are displaced by the railroad relocation plan. The federal district commission has suitable land available. It is expected that this matter will not be completed before five years or when existing leases on railway land in the Sussex street area have expired.