

Mr. VAUGHAN: Of course, the Board of Transport Commissioners has technical officers devoted to safety, and so have the railways. Safety is one of our prime concerns also. You mentioned technical improvements. Well, you have the lights and the wig-wag signals, and you have the crossing arms. The tendency today, of course, is to have the crossings separated by what is called a grade separation. That, of course, is the ultimate, but there are thousands and thousands of crossings in Canada, so you can understand this is a huge problem. I understand your point, and it is an important point.

Senator LAMBERT: As a result of my own observation in the province of Ontario I know that there are certain crossings of highways where accidents occur far too frequently, and I think that some supervision should be exercised, and those danger spots selected and protected adequately.

Mr. TASCHEREAU: I think, Senator, you might be interested with respect to this question of technical improvement in knowing that many things are going on. There is one improvement that comes to my mind and that is the reflectorization of railway crossing signs. The Board of Transport Commissioners has that matter very much under active consideration and has, as a matter of fact, issued orders—the first one being issued in 1959—ordering the railways in Canada to reflectorize highway crossing signs at a great number of crossings. I have a note here that the first order designating certain railway-highway grade crossings where these reflectorized signs were to be installed, was issued in 1959, and then another order was issued in 1960 which revised the number of crossings that were to be reflectorized. These orders ordered the C.N.R. to make the installation at 1,100 particular crossings. That is one instance of improvement to safety, I would say.

Senator LAMBERT: It is something, anyway.

Mr. VAUGHAN: The other thing, Senator, is the reflectorization of freight cars. Reflecting tape is put on the freight cars. That is subject to a board order also.

Senator LAMBERT: There is something in this that brings it within the jurisdiction of the provinces as compared with that of the railways, and I am referring now to the proximity of highly travelled highways paralleling main railway lines. I know of a case where at least twice a day a dairy farmer has to move quite a large herd of cattle from one side of the road to the other, and in so doing cross the railway tracks, in order to get to his farm. I am satisfied that a very dangerous situation is involved in that circumstance, and I think some initiative should be taken about it.

Mr. VAUGHAN: If I may just say, I think the railway has made substantial improvements over the years in association with the funds provided in the Grade Crossing Act and the orders of the Board of Transport Commissioners. This is a subject which is given foremost consideration.

Senator BRUNT: Mr. Vaughan, is the construction of a grade crossing always initiated and done under an order of the Board of Transport Commissioners or is it ever initiated by the railroad on its own without an order, or by a municipality on its own without an order?

Mr. VAUGHAN: I think I would say in answer to that, subject to Mr. Taschereau's correction, that most, if not all, are initiated by a body other than the railway, but if the railway were building a new line into an area it would be a different situation.

Mr. TASCHEREAU: For instance, in the Toronto access lines we have taken the initiative and gone to the board.

Senator BRUNT: By having the Board of Transport Commissioners do most of them, it gets pressure off everybody.