

occasions. Standedes were reported on a few occasions, mostly during weekends.

In order to meet additional demand during the summer one extra coach (76 seats) will be added between Capreol and Hornepayne for the period shown below:

Train No. 7: On Thursday and Saturday from June 1 to June 30, then on Thursday, Saturday and Tuesday from July 2 to September 5.

Train No. 8: On Friday and Sunday from June 2 to July 1, then on Friday, Sunday and Wednesday from July 13 to September 6.

CNR RAILWAY LINE TO CHURCHILL

Question No. 4,934—**Mr. Murphy:**

1. What amount did the government and the Canadian National Railways spend on the CNR line to Churchill during each of the past five years?

2. What expenditures are being planned for each of the next five years?

3. Have studies been done by the Canadian National Railways and the Government on the Churchill rail line over the past five years and, if so, what were such studies?

4. Are studies being planned for each of the next five years and, if so, what are such studies?

5. Have studies been done or are studies being planned with respect to the use of hopper cars on the Churchill line and, if so, what were/are such studies?

Mr. Jesse P. Flis (Parliamentary Secretary to Minister of Transport): The management of Canadian National Railways and Transport Canada advise as follows:

1. Under the Prairie Branch Line Rehabilitation Program, expenditures by the federal Government to the end of March, 1983 on Canadian National's Herchmer Subdivision totalled approximately \$29.4 million. Expenditures during the past five years were as follows:

Gov't. fiscal year	Amount \$(000)
1977/78/79	2,984
1979/80	6,669
1980/81	5,312
1981/82	5,825
1982/83	8,588

A further \$763,000 is planned in 1983 under the current 1983/84 work program to cover the cost of surfacing after rail relay and to install ties in Churchill Yard. Since the inception of the Prairie Branch Line Rehabilitation Program, Canadian National has restricted its expenditures on the Herchmer Subdivision to maintenance accounts and has not made capital outlays.

2. The current rehabilitation agreement between Canadian National and the federal Government expires on March 31, 1984. New funds will be necessary to cover expenditures for items such as bridge rebuilding as well as sink hole and grade stabilization on the Herchmer Subdivision. Canadian National has been instructed by Transport Canada to prepare an integrated multi-year rehabilitation work program jointly with CP Rail for submission during the summer of 1983.

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3 and 4. Yes. Concurrent with Prairie Branch Line Rehabilitation work on the Herchmer Subdivision, Canadian National entered into a contract with EBA Engineering Consultants to carry out embankment stabilization research on the line. The consultant's final report, submitted to Canadian National in September, 1982, shows promise, but it has not been resolved what action may be appropriate nor whether provisions will be made in future Federal Government Rehabilitation Programs to provide for continuing or new restoration procedures.

CN is working closely with Transport Canada on this matter and is recommending that at least one more season of monitoring existing test sites be carried out. It appears that the installation of heat pipes would help to control thaw settlement problems in the short term. However, there are too many unknowns with no technical assurance of long-term effectiveness to support the risk of this type of investment at present.

Another major concern is that the unstable subgrade problem is not restricted to the Herchmer Subdivision but also extends south beyond Gillam. There is no point in undertaking stabilization of the Herchmer Subdivision while neglecting the Thicket Subdivision.

5. Yes. The continued instability of the Herchmer and Thicket Subdivisions makes it impossible to guarantee that Canadian National will be able to handle hopper cars on the line to Churchill even with 100 lb. rail.

Transport Canada recently initiated a proposal whereby CN would co-operate with National Steel Car Corporation regarding the possibility of designing a hopper car with a lower centre of gravity and weight carrying capacity suitable for use on the Churchill line and light steel branch lines.

CN is also currently examining programs to extend the existing life of the box car fleet and/or replace the existing fleet with like equipment. Included in this type of program is, for example, the possibility of retrofitting journal brasses to roller bearings.

CANADA LANDS COMPANY (MIRABEL) LIMITED

Question No. 4,936—**Mr. Fennell:**

Since its inception, by year, what amount of Government assistance, special programs and/or grants were given to the Canada Lands Company (Mirabel) Limited?

Hon. Roméo LeBlanc (Minister of Public Works): The Canada Lands Company (Mirabel) Limited was incorporated April 9, 1981. Total funds advanced are as follows:

Fiscal Year	(\$000's)
1981-82	11,301
1982-83	9,917
1983-84	2,214