

no work commenced. Can you give a reason for that? Was it because the municipality would not afford the cost to go ahead with it?

Mr. SHEPARD: What was the location again.

Mr. SMALL: St. Clair and Midland Avenues in Toronto, in Scarborough township. If I understand rightly the order went through in 1956 for that grade separation, unless it has been countermanded by the municipality of the railway.

Mr. SHEPARD: It is one I am not personally familiar with, by name.

The CHAIRMAN: Mr. Small, would it be alright if Mr. Shepard checks that and lets you know?

Mr. SMALL: Yes, I just wanted to find out because it is a very bad corner. They have started the one also on Greenwood avenue. It has been two years since that was ordered, and they have started that on Greenwood avenue. What I am trying to arrive at is how much of the fund—we passed \$5 million two years ago as our contribution to the board of transport commissioners to build these crossings—how much of that is used up every year?

Mr. SHEPARD: Practically all of it. I think we have the figures here. At the end of 1957 we had practically no money, so in the three years prior to that we used the \$15 million that was in the fund.

Mr. BRUNSDEN: Mr. Chairman, has consideration ever been given to the placing of reflectors on the railway crossing signs themselves?

Mr. SHEPARD: It is provided for in this bill, sir.

Mr. BRUNSDEN: Is there any enforcement behind that? I am speaking for the prairies, I cannot recall ever seeing any with a reflector on them.

Mr. SHEPARD: You have not because up to the time this bill becomes law it is illegal. The Railway Act now requires it to be painted.

Mr. BRUNSDEN: Painted with paint?

Mr. SHEPARD: Yes.

Mr. BRUNSDEN: But it is not luminous paint?

Mr. SHEPARD: No sir, it is not.

Mr. BRUNSDEN: And at night, particularly a foggy night, you come down there and you cannot see it until you are on the track.

Mr. SHEPARD: No; quite right.

Mr. BRUNSDEN: It seems to me these reflectors could be installed at considerably less cost of the crossing signs themselves were adequately reflective.

Mr. SHEPARD: I agree with you, sir. And this is one of the things we hope will flow from the enactment of this amendment.

Mr. HOWE: One other thing I was wondering about in placing these reflective markings on the sides of railway cars; it does not say anything about maintaining them. It is just placing them on. In a year or two a lot of those will fade out or be torn off and the railway companies will say: "We put them on at the time, you can see the markings", but with regards to these railway crossing signs it says "Erect and maintain".

After these are put on once are they not to be maintained as they deteriorate?

Mr. SHEPARD: We have general powers in the Railway Act to require the railways to maintain their property generally. As a matter of fact, our operating inspectors are constantly turning in reports of defective rolling stock which the railway take; they know it is the equivalent of an order from our board and they act accordingly.

Mr. SMITH (*Simcoe North*): Following what Mr. Howe said, will this give you—I mean you can require the railways to maintain at their own expense