

Order Paper Questions

Year: 1969-70	Amount \$	Nature of Service
Weekend Magazine, The Montreal Standards Publishing Co. Ltd., 231 St. James St. W., Montreal 126, P.Q.	4,103.00	Advertising
Southstar Publishers Ltd., The Simpson Tower, 401 Bay St., Toronto, Ontario.	4,280.00	Advertising
Year: 1970-71		
Townley Publishing Co. Ltd., 1129 Leslie St., Don Mills 403, Ontario.	4,581.62	Advertising
Year: 1971-72		
Keys Advertising Associate, 25 Hamilton North, Ottawa, Ontario.	9,592.50	Advertising
University and College Placement Assn., 254A Main Street North, Markham, Ontario.	3,200.00	Advertising
Carousel Productions Ltd., 376 Churchill Ave., Suite 306 Ottawa 3, Ontario.	8,762.00	Production of Film Strips
Year: 1972-73		
Stewart Green Co. Ltd., 486 Bank Street, Ottawa, Ontario.	700.00	Advertising
Donald Keyes Ltd., 25 Hamilton Ave. North, Ottawa 3, Ontario.	5,381.00	Advertising
Break, Pain & Watt Ltd., Box 88, Toronto Dominion Bank Tower, Suite 3502, Toronto, Ontario.	1,953.00	Advertising

VICTORIA, B.C.—NUMBER OF DREE PERSONNEL

Question No. 138—**Mr. McKinnon:**

1. How many Department of Regional Economic Expansion personnel are there in the office or offices at 1175 Douglas Street, Victoria, B.C.?

2. What is the annual or monthly rent for the premises (a) in total (b) per square foot?

3. How many DREE projects were approved by or through that office in the period January 1 to November 1, 1972?

What is the total annual payroll for the personnel employed there?

Mr. Marcel Prud'homme (Parliamentary Secretary to Minister of Regional Economic Expansion): 1. Six

2. (a) Annual rent for 2,368 square feet, \$14,752.64. (b) \$6.23 per square foot.

3. The office's main operational role in the period in question was to analyze and recommend on provincial government proposals for action under the ARDA program. Nineteen projects calling for total federal assistance of about \$2.4 million were dealt with in this way. During the period, however, local DREE personnel was

[Mr. Marceau.]

also involved in extensive discussions with provincial representatives which resulted in the signing of an agreement for the implementation of the Special ARDA program in B.C. The Victoria office is responsible for the administration of this new program and, while no projects had been approved as of November 1, 1972, 17 applications seeking federal assistance of approximately \$5.4 million had been received and were under consideration. The Victoria office is not directly involved in the processing of applications under the Regional Development incentives Act, but does receive and deal with many enquiries and this activity represents an important part of its responsibilities.

4. \$67,734 for the 1972-73 fiscal year.

HOPPER CARS

Question No. 197—**Mr. Gleave:**

1. How many of the government's new hopper cars were allocated to (a) CPR (b) CNR?

2. How many box cars previously used in grain movement have been scrapped since September 1, 1972 by (a) CPR (b) CNR?

3. Are there any restrictions placed on the use of the hopper cars in so far as what commodities will be carried?

4. (a) What braking systems are used on the government's hopper cars (b) who designed the braking system, have all of the cars the same type of braking systems and, if not, which railway received each respective braking equipment (c) have there been any previous hopper cars built with the braking equipment now being used on the government's hopper cars and, if so, have any known defects been reported insofar as their use is concerned?

5. Have there been any reported problems encountered with the hopper cars now being used by (a) CPR (b) CNR and, if so, what are these problems?

Hon. Otto E. Lang (Minister of Justice): 1. (a) 1,074 CP Rail; (b) 926 CN.

2. (a), (b); 46 CP, 344 CN. Box cars used in grain service are restricted to those with six foot doors. Figures include cars assigned exclusively to grain service and general purpose box cars not exclusively assigned.

3. Restricted to the carriage of grain as defined in the wheat Board Act delivered to the railways from the western division.

4. (a) The braking system incorporated on the cars is the AB freight brake equipment with B-1 quick service valve. Aside from the quick service valve, the principal components include the ABD control valve and Wabcopac truck-mounted unit brake assemblies with 9" diameter brake cylinders; (b) The Brake system on all cars is designed by the manufacturers, Westinghouse Air Brake Company and New York Air Brake Co., to Association of American Railroads specifications; (c) All 100-ton covered hopper cars built for CP Rail since 1964 have AB freight brake equipment with Wabcopac brake assemblies but have not included the B-1 quick service valve. The quick service valve is a relatively new development originally designed to provide more efficient braking on cars of more than average length but has more recently been adapted for use on any size of car to promote maximum possible response and uniformity in brake action. Its use is required, for example, on such long cars as multi-level autorack cars and the long variety of piggyback flat cars, and because of the length of brake pipe in the Canadian Wheat Board grain cars, it is considered desirable to install the quick service valve for optimum braking