

Senator CONNOLLY (*Ottawa West*): Mr. Vaughan, could we say this, that when the time comes you would have to have authority from Parliament if you were going to build it because it is more than six miles in length?

Mr. VAUGHAN: There must be a bill to authorize construction of such a line. It is 400 miles in length.

Senator CONNOLLY (*Ottawa West*): And the plan now is that you will build that line?

Mr. VAUGHAN: As agents we are carrying out the survey, and that is where the matter stands at the moment.

Senator BRUNT: All you are doing is making the survey?

Mr. VAUGHAN: Yes.

The CHAIRMAN: And whether the Canadian National ultimately builds that line or not will depend on the legislation when it is brought down.

Senator STAMBAUGH: That answers my question, thank you.

The CHAIRMAN: For the construction of new lines, diversions and abandonments I see an overwhelming proportion of the amount to be spent is concentrated in the central region. What are the principal items in that \$40 million for new lines, diversions and abandonments in the central region?

Mr. VAUGHAN: The total of course is, as I say, taken up with the new access line around Toronto.

The CHAIRMAN: It is largely to be spent in Toronto?

Mr. VAUGHAN: Yes.

Mr. TASCHEREAU: I should mention in this connection that what we will spend this year is not \$40 million. We expect to spend on the Toronto access lines in 1961 \$3,700,000, but the total cost involved is \$40.4 million.

Mr. VAUGHAN: We put this total figure in to give you an idea of the size of the project involved rather than bringing in an isolated request for some \$3 million each year.

Senator BRUNT: What was the total expenditure authorized for the construction of this line in Toronto, by special act of Parliament?

Mr. VAUGHAN: About \$85 million.

The CHAIRMAN: I suppose a large part of that is included in the amount of \$43,982,000 for the construction of large terminals?

Mr. VAUGHAN: Yes, that would be the yard operation.

Senator CONNOLLY (*Ottawa West*): I see that there is a considerable amount of money allocated for signals. What percentage of the main track is now under the block signal system?

The CHAIRMAN: Do you mean under block signal system or under C.T.C.?

Senator CONNOLLY: Under block signals.

Senator BRUNT: Block signals are old-fashioned; it is C.T.C. now.

Mr. VAUGHAN: There is the automatic block signal and there is also the C.T.C. system. The C.T.C. is, we say, a better signal system, but automatic block is a good signal system too. Another system is train order operation.

At the end of 1960 we had automatic block signal system on 1,411 miles, and centralized traffic control on 2,039 miles, which gives a total signalling installation on 3,450 miles.

Senator CONNOLLY (*Ottawa West*): Out of a total trackage of what?

Mr. VAUGHAN: Our first main track, I suppose, is 24,000 or 25,000 miles long.

Senator CONNOLLY (*Ottawa West*): So there is a long way to go yet?