

They were to do the same thing with this reflective paint, and all things applicable to prevent an accident came up. Have they had a report on this, or how far have they progressed?

Mr. SHEPARD: I am advised that they expect to have a manual completed and up for approval at their meeting this coming fall.

Mr. SMALL: And what of all the provinces; have they joined in and consented as well as the municipalities?

Mr. SHEPARD: That is what I understand, yes.

Mr. SMALL: Because the problem there of putting in the advanced signals at a crossing came up, that they had to put them 1,000 feet ahead to be of any value, and you ran into trouble with the municipalities as to the upkeep, the maintenance. Also the cost of enforcement—has that been taken care of in this?

Mr. SHEPARD: That is my understanding, but I must state that this is not a matter that is directly under the jurisdiction of the transport board, although our director of operations does sit in on these meetings you speak of.

Mr. SMALL: It will not be of much value unless they have some liaison or some cooperation with your department. You will be working at cross purposes. Of course, once it is installed it is removed from you people; but you will still have something to do with the maintenance of the service on the crossing. Grade separation is not so much a problem as grade protection.

Mr. SHEPARD: We are being consulted and our jurisdiction over the actual crossing protection is well known to all the parties taking part.

Mr. SMALL: The other question I am trying to get at is, do you remember the Royal York road on the Dundas highway where there are two overpasses and the cost was pretty stiff? How was that provided for?

Mr. SHEPARD: We have not got the actual figures on that with us. I can get that and file it.

Mr. SMALL: It was a \$4 million proposition I remember.

Mr. SHEPARD: That is right, it was a double unit as far as contribution from the railway grade crossing fund was concerned. The board awarded there a \$600,000 contribution from the fund, and the bulk of the balance—although I cannot give you the figure—was paid by the city of Toronto or Metropolitan Toronto.

Mr. SMALL: Did not the province assume any of that cost; it was on number 5 highway?

Mr. SHEPARD: They might have, sir, but I have not got the figures here with me.

Mr. SMALL: And the railways would assume 15 per cent of that, would they?

Mr. SHEPARD: What very often happens—and I think this was so on the Royal York-Dundas project, if I recall it correctly—we do not come face to face in our hearings with the province. Metropolitan Toronto appears as the applicant. We make our allocation of costs, and metropolitan Toronto may or may not (it is none of our business) recoup themselves by an arrangement with the province direct, between the city and the province.

Mr. SMALL: There are a couple more questions. There was an order made to put a grade separation in Scarborough, at Midland and St. Clair, where they have had two serious accidents, one particularly one Christmas, and the next following Christmas there was another fatality happened there. There was an order made. It is nearly two years since that was approved, and there has been