



NRC THROWS NEW LIGHT ON OLD PROBLEM

The first railroad in Canada was the Champlain and St. Lawrence Railway Company. In 1835, wooden rails, faced with iron strips, were laid to form a portage link round the Richelieu Rapids in the water route between Montreal and New York. A Dorchester, five-ton steam engine, imported from England, made the first trip over those primitive rails the following year.

Since the dawn of the railway era in Canada 134 years ago, both modes of land transportation have grown immensely until today there are over 517,305 miles of roadways and more than 43,613 route-miles of tracks.

Wherever road meets rail there occurs either an elevated crossing or a level crossing. Today there are 33,963 level crossings and, with 8,255,000 automobiles on the highways, the chances of a car-train collision are more than remote.

CAR-TRAIN ACCIDENTS

In 1969, the last year for which complete figures are available, there were 343 instances of such collisions. Also, 15 persons were struck at highway crossings and 115 pedestrians struck at points other than crossings. There were 45 car-train collisions at points other than crossings.

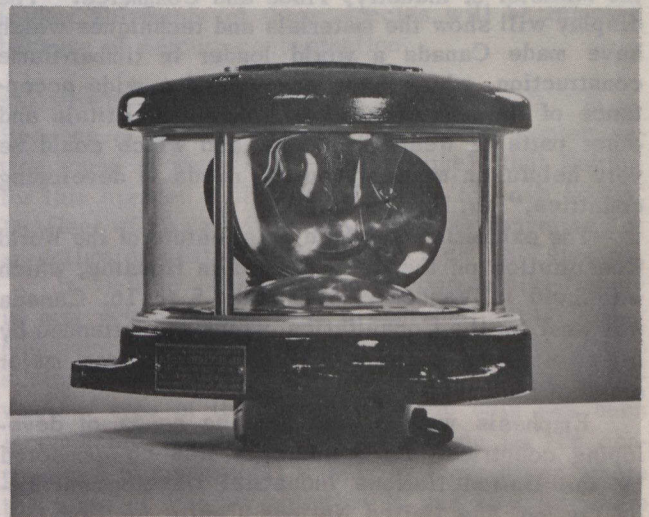
The death toll for that year was 103 occupants of vehicles killed and 358 injured: eight pedestrians died, and eight were injured. The number of railroad passengers and employees injured stood at 18.

The death and injury totals for other years were generally higher since 1969 was considered to be an abnormally low accident year.

Thousands of lives have been lost and millions of dollars in property damage caused as a result of the intersecting of these two modes of transportation.

NRC'S NEW BEACON

Working on the theory that accidents might be reduced if motorists had a better chance of noticing oncoming trains, engineers of the National Research Council of Canada have developed a railroad-locomotive warning beacon. Its lamp brightness, ruggedness of construction and its ability to impinge on a viewer's peripheral vision and thus command attention is such that NRC believes it is superior to any locomotive beacon on the market today.



NRC's high-powered train beacon