

*Railway Act*

3. More rapidly flashing lights;
4. New light-reflecting gates;
5. New constant-time signals which provide enough time before the arrival of the train and which give more confidence to the public;
6. Federal underpass and overpass construction projects;
7. Again, a federal contribution to the train-watch program.

Here are more details about this program, Mr. Speaker.

Efforts have always been made to improve grade crossings and install the necessary automatic protective devices, yet they have not been sufficient to reduce significantly the number of deaths and injuries.

The purpose of this Canadian program is to get all federal, provincial and municipal authorities to work together on a nation-wide basis to reduce property damage and injuries resulting from grade crossing accidents.

And to do that, Mr. Speaker, the program called Train Alert Operation covers four points: education for the public of all ages on the dangers at level crossings; statutes and regulations to define the rights and responsibilities of car drivers and pedestrians at level crossings; engineering, including the planning, building and maintenance of level crossings; and finally, program evaluation based on results.

Mr. Speaker, we therefore need to inform and educate the public, in the light of statistics that are still too depressing, as shown by media reports of accidents which, for the most part, could have been avoided, at level crossings across the country. This therefore is the reason for the Train Alert Operation.

In order also to improve on safety conditions at points other than level crossings, almost all the recommendations following investigations have already been, or are being implemented. Among those recommendations, we note the following:

1. (a) Ball bearings rather than oil pads on freight car axles;
- (b) Tank cars equipped with front shields, thermal protection and protectors for base couplers.

Mr. Speaker, in using those words I realize this is a complicated, a very technical matter for Canadians, but in the final analysis it boils down to greater safety for us.

2. Installing rail car hot box detectors, upon entering and within densely populated areas.

3. The hiring by Transport Canada of qualified personnel who could be quickly dispatched to the scene of an accident in order to supervise clean-up operations.

4. (a) A manual for locomotive and caboose employees, showing among others things the curve features and stations for each division;

- (b) Paid courses for employees working on rail cars used for the transportation of dangerous goods;

- (c) Instructions for mechanical inspections and file maintenance;

- (d) Filing with the CCT, for approval, the list of railway train mechanical inspection sites;

- (e) Filing with Transport Canada and all private or public agencies of emergency plans and round-the-clock telephone numbers for information on dangerous goods;

- (f) Listing of trains, indicating the position of cars containing dangerous goods and the nature of their contents;

- (g) Installing tachometers, windshield wipers, and defrosters on engines and cabooses.

5. Also, Mr. Speaker, as always, installing rearview mirrors and communication equipment between locomotive and caboose with monitoring by a central station. By the way, Mr. Speaker, in view of the accidents which have occurred over the past two, three, four or five years, I think that the idea of a main station is very important, so that the person who is at the head of the train is always in contact with the one at the other end, but especially with the main station which is always in contact with our railway network.

6. The installation of black boxes. Black boxes is translated in French by "bavards". I know, Mr. Speaker, this is the same word we use to designate some Hon. Members who are a little too talkative. But this is a different story all together.

These black boxes record everything that goes on in the train.

In 1986, Mr. Speaker, we must live with the new technology. And so on and so forth, Mr. Speaker. You are signaling me that I still have one more minute. But what I want to say, dealing with the motion moved by my friend the Hon. Member for Humboldt—Lake Centre (Mr. Althouse), is that it is important to see the issue in its global context.

• (1750)

[English]

It is important, Mr. Speaker, that we see new motions introduced in the House. I congratulate the Hon. Member for Humboldt—Lake Centre (Mr. Althouse). We cannot isolate one particular problem, we have several cases. May the heavenly Father forbid but at times I think that we have too many lawyers. But that is another subject.

As to the motion, I hope that the Hon. Member will realize that in the House we are working with the Minister of Transport (Mr. Crosbie) and the Minister of State for Transport (Mr. Bissonnette). We hope that the intent of the proposed Bills will be satisfactory to Hon. Members and to all the people concerned.

[Translation]

**Mr. Gabriel Desjardins (Témiscamingue):** Mr. Speaker, it gives me pleasure to join today in the debate on the motion moved by my colleague from the New Democratic Party opposite, and I wish to congratulate him for his motion,