

## TRANSPORT

## CONCURRENCE IN SECOND REPORT OF STANDING COMMITTEE

**Mr. Maurice A. Dionne (Northumberland-Miramichi):** Madam Speaker, I move, seconded by the hon. member for Saint-Jacques (Mr. Guilbault), that the second report of the Standing Committee on Transport presented to this House on Friday, June 6, 1980, be concurred in.

[Translation]

**Hon. Yvon Pinard (President of the Privy Council):** Madam Speaker, I would like to have the opportunity to look at this report. I would suggest that my hon. colleague introduce his motion another day.

[English]

**Madam Speaker:** Does the House consent to stand this motion?

**Some hon. Members:** Agreed.

Motion stands.

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## QUESTIONS ON THE ORDER PAPER

(Questions answered orally are indicated by an asterisk.)

**Mr. D. M. Collenette (Parliamentary Secretary to President of the Privy Council):** Madam Speaker, the following questions will be answered today: Nos. 138, 140, 143, 372, 620, 661, 698, 707, 788, 832, 844, 845 and 882.

[Text]

## DERAILMENT AT MISSISSAUGA, ONTARIO

Question No. 138—**Mr. Turner:**

1. From which location did the CPR train which was derailed at Mississauga, Ontario, on November 11, 1979, originate?
2. Was an inspection performed on the train and, if so (a) what type (b) was it an over-all inspection plus a brake test and, if so, what type and where were the tests performed?
3. Was there a pull-by or a walked inspection made on both sides of the train at London, Ontario and (a) if not, for what reason (b) if so, was it made in a lighted area?
4. Were cars set-off or added to the train in London, Ontario?
5. Were any hot-box detectors passed over by the train and, if so, how many and what were their locations?
6. Is it normal procedure for only a three-man crew to be responsible for a train handling as many dangerous commodities and, if so, for what reason?
7. Is there a regulation determining what is an adequate number of crew members for trains handling cargoes defined as being dangerous commodities?
8. Were the cars handling the dangerous commodities equipped with friction or roller bearings?
9. Does the Department of Transport consider roller bearings to be safer than friction bearings and, if so, for what reason?

## Order Paper Questions

10. Was the crew informed of the location and contents of the dangerous loads and (a) if so (i) how many and what are their names (ii) by what means (b) if not, for what reason?

11. Is there a regulation that requires that combustible material will not be pulled next to toxic loads and, if not, for what reason?

**Mr. Robert Bockstael (Parliamentary Secretary to Minister of Transport):** The question posed addresses the derailment of a CP Rail freight train at Mississauga, Ontario on November 10, 1979, into which Mr. Justice Samuel G. M. Grange is presently conducting an inquiry to determine, among other things, the contribution factors and causes of the derailment and the subsequent events involving dangerous commodities. In consequence, much of the information requested in the question will undoubtedly emerge in the evidence being adduced in the course of the inquiry. In so far as the Canadian Transport Commission is concerned, it wishes to advise as follows on those matters within its knowledge:

1. The train originated at Windsor, Ontario.
2. Mississauga Accident Inquiry.
3. Mississauga Accident Inquiry.
4. Mississauga Accident Inquiry.
5. One, located at mile 88.22 Windsor Subdivision, Haycroft, Ontario.
6. Mississauga Accident Inquiry.
7. No.
8. Both friction and roller bearings with most of the cars fitted with roller bearings.
9. Mississauga Accident Inquiry.
10. Yes (a)(i) propane — 21 cars  
butane — 2 cars  
caustic soda — 4 cars  
toluene — 4 cars  
chlorine — 1 car  
fuel anti-knock formula — 1 car
- (ii) by three avenues of communication,
  - (1) waybills,
  - (2) Hazard Information Emergency Response Forms which must accompany each shipment under CTC regulations, and
  - (3) each shipment and its location is identified on train consist issued to the train crew.
- (b) not applicable.
11. CTC regulations require separation between certain classes of regulated commodities in the marshalling of trains. CTC designated classification system does not utilize terms "combustible material" and "toxic". If question seeks to determine whether chlorine and propane could be placed next to each other at the time of the accident, the answer is affirma-