
From: Harris, Judith [mailto:HARRISJ@tc.gc.ca]
Sent: Fri 3/2/2007 13:31
To: Winnipeg Trans SH Committee
Cc: Smith, Lance
Subject: RE: Ditch Lights on Main Track

Tom,

In response to your email request below, Transport Canada's regional interpretation sides with the one held with you and your committee, NOT management. Time Table 22 shows mile 0.1 of the Winnipeg Beach Sub as terminal limits. This along with the fact that the "train" is operating on the main track with a Clearance and marker as required substantiates that. One may wish to argue that the move is a yard service move, or industrial switching, however, our regional inspectors would consider servicing this industry without ditch lights to be non compliant with the Railway Locomotive Inspection and Safety Rules.

Our regional office has recently highlighted many of the public Xings at grade in this area as safety concerns. CP management may consider filing an exemption request, however, it is extremely time consuming and would require a great deal of effort to demonstrate no risks associated with operating without ditch lights as TC has recently stated that the number one enhancement to public crossing safety initiated by the railways is in fact ditch lights. Hope this helps. I can be reached at 983-5775 should you wish anything further.

Judith L. Harris
Transport Canada / Transports Canada
Railway Operations Inspector / Inspector, Explotation ferroviare
4th Floor, 344 Edmonton Street
P.O. Box 8550
Winnipeg, Manitoba R3C 0P6
Telephone:(204) 983-5775
Facsimile: (204) 983-8992

-----Original Message-----

From: Winnipeg Trans SH Committee
[mailto:Winnipeg_Trans_SH_Committee@cpr.ca]
Sent: Friday, March 02, 2007 11:49 AM
To: Harris, Judith

Cc: Winnipeg Trans SH Committee
Subject: Ditch Lights on Main Track

Judith,

As per our conversation this morning, Canadian Pacific Railway recently issued Bulletin No.#135/06-Subject: "Ditch Light Requirements for Locomotives Operating as Trains," dated December 27, 2006.

The last paragraph of this bulletin reads as follows " A locomotive operating without ditchlights in the direction of travel when locomotive is leading will only be permitted in circumstances such as yard service, enroute switching, doubling, running around its train, assisting other trains, when there are enroute equipment failures, or in case of emergency. When operating under emergency conditions, or running light engines for the purposes as outlined herein, speed over level crossings is restricted to 10 mph."

It is local Winnipeg management interpretation that this bulletin infers in the last paragraph that as long as it is a yard service move, even if in fact it is required to run as a train (clearance and marker required) ditchlights are not required. It is the intention of the company to service a customer at mileage 3.34 on the Winnipeg Beach Sub. This is a planned movement, which is known in advance.

Could you please confirm that management's interpretation is incorrect and that ditchlights are required in the direction of travel for this movement as per the Railway Locomotive Inspection and Safety Rules.

T.P. Handkamer
WTHSC