M 369

Certificate No. **6432**

RAILWAY ACT

CHAPTER 395, R.S.B.C. 1996

WHEREAS the **Southern Railway of British Columbia** has made application to operate cabooseless trains with only a locomotive engineer and conductor assigned to the train:

NOW THEREFORE, pursuant to the provisions of Sections 169 and 170 of the ***"RAILWAY ACT"***, this application is approved subject to the following conditions:

1. A train may be operated without a caboose provided that the train is equipped with a Train Information Braking System (T.I.B.S.) approved by the Chief Inspecting Engineer.

2. A train of 10 cars or less may be operated without a caboose and without a T.I.B.S. under the following conditions:

   (a) all cars must be air tested and qualified after being made up in the order to be moved; and

   (b) air brakes are to be in service and working on the last two cars.

3. A cabooseless train shall not be permitted to leave a scheduled crew change location or a location where repairs or replacement can be made unless all components of the T.I.B.S. are functioning.

4. When any component or function of a T.I.B.S. fails en route and as long as that failure continues, the cabooseless train shall proceed to the next scheduled crew change location or location where repairs or replacement can be made at a maximum main track speed of 15 miles per hour.

5. For the purpose of Items 3 and 4 a failure of a component of a T.I.B.S. shall be defined as follows:

   (a) the system fails to display brake pipe pressure;

   (b) the emergency braking feature is inoperative;

   (c) a communication failure at locations other than those identified in Special Instructions; or

   (d) other failures as may be defined by the Chief Inspecting Engineer.

   Note: Crews must be instructed as to the procedures to be taken prior to a train entering an area with a known communication problem.

6. For the purpose of Item 3 only, a failure shall be defined as:

   (a) the end of train marker being obscured;

   (b) the sense and brake unit (S.B.U.) display window indicated that the batteries are weak; or

   (c) the distance measuring device (D.M.D.) is inoperative.

7. Between stations, the train conductor shall be stationed in the operating cab of the lead locomotive.

8. The locomotive engineer and conductor shall each be provided with an operational portable two-way radio in addition to an operational two-way radio fixed in the operating cab of the lead locomotive. Each radio shall be capable of direct contact with the RTC. The fixed radio in the locomotive shall have two control heads, each conveniently located for the two crew members.

9. No cabooseless train shall be operated for a distance in excess of 60 miles (including miles travelled on other railway subdivisions) without:

   (a) having been inspected by an operational Safety Inspection System (S.I.S.) containing a hot journal, hot wheel and dragging equipment detector; or

   (b) having been inspected on each side within 3 miles of a defined inspection point, at a maximum train speed of 5 mph, by qualified employees who have been provided with or have immediate access to an operational two-way radio; or

   (c) having been stopped and inspected by the train crew at a defined inspection point.

10. Where two or more employees referred to in 9(b) are in proximity to each other and when safe to do so, they shall position themselves on each side of a passing train and report to the crew of the train being inspected any defects or dangerous conditions observed.

    Where only one employee is qualified the report shall indicate which side of the train was inspected and this shall not constitute an inspection relative to the 60-mile intervals.

11. Every S.I.S. detector shall have a defined inspection point in both directions shown in the Special Instructions.

12. In the absence of other means, each inspection point will have a walkway of sufficient length to encompass the longest train operating at that location.

13. Trains, after having been notified of a suspected defect by an S.I.S. or employees, must not travel beyond the designated inspection point in the direction of travel.

14. For purposes of conducting a required air brake test on a cabooseless train, respective indications of the Communication Display Unit (C.D.U.) in the locomotive cab that the brake pipe pressure has decreased and increased at the rear car in response to the application and release of air brakes shall be considered to be a verification that brake pipe continuity exists throughout the train.

15. A reading on the C.D.U. of a brake pipe pressure of not less than 65 psi and within 15 psi of the brake pipe pressure indicated on the locomotive gauge shall be considered to be an indication that the brake system on a cabooseless train is sufficiently charged for conducting a required air brake test, if all other requirements of those air brake tests are met.

16. The crew of every cabooseless train outbound from a scheduled crew change location shall verify the accuracy of the D.M.D. using the measured mile posted on the right of way. The train length may have to be recalculated using information supplied by the railway. Crew members on a cabooseless train must be trained and examined to indicate their capability to perform these tasks correctly.

17. Seating accommodations in the lead locomotive cab of a cabooseless train shall be provided for at least the conductor and locomotive engineer. Where additional crew members cannot be provided seating in the lead locomotive, a trailing locomotive shall also be equipped as a lead locomotive and be used to accommodate other employees required to ride that cabooseless train.

18. The lead locomotive cab of a cabooseless train shall be equipped with a writing surface and indirect lighting to be used for the conductor to read documents or perform paper work, and that will not interfere with the vision of the other crew members in that cab.

19. At least one locomotive in the lead locomotive consist on a cabooseless train shall be equipped with first aid equipment, including a stretcher, placed in a storage space that will preserve the integrity of that equipment and that will not interfere with the conduct of duties by the crew members in that locomotive consist.

20. All derails, except conditional derails, must be returned to the derailing position; this may be carried out by a qualified employee on instructions from the conductor. It is the responsibility of the conductor in charge of restoring the derail to ensure that such employee is in position to take charge of the derail before leaving the area.

21. Southern Railway of British Columbia shall file with the Ministry, standards applicable to the specific duties that may be assigned to employees required to install, service, or use a T.I.B.S. Such employees shall be qualified under those standards prior to being assigned such duties.

22. Each operating crew member shall be qualified with respect to the provisions of this certificate, standards and special instructions arising from this certificate prior to being assigned as a crew member of a cabooseless train.

23. Any employee, other than mentioned in Items 21 and 22, who may be assigned duties in respect of the operation of a cabooseless train or with responsibilities related thereto shall be qualified with respect to the provisions of this certificate prior to the assignment of those duties.

24. All cars marshalled in front of a car containing a dangerous commodity shall be equipped with roller bearings.

25. All dimensional loads, cars with loads that are prone to shifting and special loads that must be observed while en route shall be marshalled as close as possible to but not more than 2000 feet from the lead locomotive.

26. Trains departing a crew change location where there is no operating gateway S.I.S. in either direction shall:

    (a) receive a pull by or walking inspection by qualified employees; and

    (b) report the results of the inspection and action taken, if any, to the R.T.C. and crew of departing trains.

    Note: Train movement speed must not exceed 5 mph while a pull by inspection is in progress.

27. The following instruction shall be included in Special Instructions to cover situations in the event of an emergency application:

    (a) when air pressure to the rear of train is confirmed by the T.I.B.S. equipment - set up and release to confirm brake pipe continuity - train may proceed

    (b) when air pressure cannot be confirmed to the rear of the train - inspect the train, if problem not discovered request assistance from supervisory personnel to identify the operating constraint.

    Note: In the event of the train encompassing a bridge or tunnel without a walkway, inspect that portion of the train to the bridge or tunnel.

28. No employee shall walk, crawl or otherwise pass by equipment on a bridge with no walkway.

29. Train consist will report the location of cars equipped with friction bearings and identify the 2000 - foot location from the head end of the train.

30. Prior to the operation of cabooseless trains all additional rules and instructions are to be included in the TimeTable and Special Instructions.

December 18/02
Date:

George Abbott
Minister of Community, Aboriginal and Women's Services