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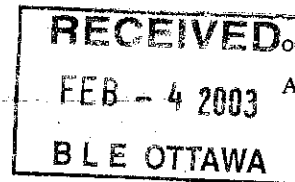


Transport
Canada

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Place de Ville, Tower C
10th Floor
Ottawa, Ontario
K1A 0N5

Your file Votre référence



Our file Notre référence
A 8525-9-3-2 U/237722/X 03-01

JAN 29 2003

Mr. Dan Brassard
Manager, Operating Practices
Canadian Pacific Railway Company
Suite 2000, Gulf Canada Square
401-9th Avenue SW
Calgary, Alberta
T2P 4Z4

Dear Mr. Brassard:

Thank you for your letter of December 13, 2002 (received in our office December 17, 2002), regarding a notice of exemption from Section 15.1 of the *Railway Freight and Passenger Train Brake Rules and Schedule A of Rule R-41300 1.1*, under Subsection 22.1(1) of the *Railway Safety Act*. This will allow the Canadian Pacific Railway Company (CPR) to move the Sense Braking Unit (SBU) from the rear of the train to the mid-point and allow a locomotive to be placed at the rear of the train in lieu of the SBU.

CPR is hereby granted an exemption, subject to the following conditions:

1. One loaded or empty coal train, with a remote locomotive located at the extreme rear of the train.
2. Test train will operate on BC Interior and/or Vancouver Service Areas or any portion thereof.
3. Test Train will operate for up to 180 days maximum.
4. The remote locomotive at the extreme rear of train will not be equipped with an operating SBU.
5. The remote locomotive at the extreme rear of train will be equipped with an inoperative SBU or other suitable device for the purpose of complying with CROR 19.1 (reflectorized plaque as substitute marker). If an inoperative SBU is used as a marker, it will not be coupled to the brake pipe.

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6. The test train will operate with a working SBU installed at a mid-train location (plus or minus up to 30 cars from exact mid point for the purpose of collecting brake pipe pressure data).
7. The mid-train SBU must be removed before the train operates through the dumper at Roberts Bank.
8. All the requirements of CPR's General Operating Instructions (GOI) Section 6 (TIBS instructions) apply to the SBU mounted at mid-train location (e.g., TIBS Emergency Test must be performed, reduce train speed to 25 mph for enroute failures etc.).
9. In the application of GOI Section 6, if the Locotrol display for the remote locomotive fails to display brake pipe pressure, items 18.1 a) and 18.2 apply.
10. In addition to the requirements of GOI Section 6, when the SBU is initially installed, it is mandatory that the Locotrol Emergency Brake Feature be tested as follows:
 - Ensure the brake valve on the remote locomotive is charging at a rate of 60 CFM or less.
 - Close a brake pipe angle cock anywhere between the SBU and the remote locomotive on extreme rear of the train.
 - Using the automatic brake valve on the lead locomotive, cause an emergency brake application.
 - Verify that an emergency brake application occurs on the remote locomotive (e.g., remote reports PC alarm flashing, BV OUT and B Pipe = 0 PSI.).
 - The test train must not operate if this test fails. This means install an operative SBU at rear of train and be governed accordingly by GOI Section 6.
11. In the application of GOI Section 17, item 4.1 (False Gradient Brake Applications), paragraph a) applies. This means make an automatic brake application of 7 psi below the reading on the mid train SBU.
12. Train Air Brake Tests: In the application of GOI Section 17, items 11.0 and 26.0, where requirements state charge the rear car to 70 psi, this means charge the mid point of the train to 70 psi as indicated by the mid train SBU.
13. Other rules and special instructions may be required (to be determined as the test progresses).

14. CPR must advise Transport Canada of any operational/equipment difficulties during the duration of this test.

As per Subsection 22.1(1) of the *Railway Safety Act*, you have consulted with the appropriate organizations, therefore, as the exemption is deemed in the public interest and not likely to pose a threat to safe railway operations, the exemption is effective this date.

Sincerely,



L. Bourdon
Director General
Rail Safety

c.c.: ~~XXXXXXXXXX~~
Mr. B. McDonagh, CAW
Mr. B. Rowat, RAC

Mr. T. Secord, UTU
Mr. I. Naish, TSB
Mr. R. Ballantyne, ARRC