

Transportation Safety Board  
of Canada



Bureau de la sécurité des transports  
du Canada

Place du Centre  
200 Promenade du Portage  
4th Floor  
Gatineau, Quebec  
K1A 1K8

617-01/18  
R18W0001

07 March 2018

Ms. Brigitte Diogo (ASR)  
Director General, Rail Safety  
Transport Canada  
14th Floor, Enterprise Building  
427 Laurier Avenue  
Ottawa, Ontario  
K1A 0N5

Dear Ms. Diogo:

**SUBJECT: RAIL SAFETY ADVISORY LETTER 01/18**  
**Uncontrolled movement at Mile 75.63 of the Minnedosa Subdivision**

On [REDACTED] Canadian Pacific Railway (CP) train [REDACTED] (the train) was ascending the 1.3% grade between [REDACTED] on the CP Minnedosa Subdivision, near Minnedosa, Manitoba.

[REDACTED]

.../2

Canada

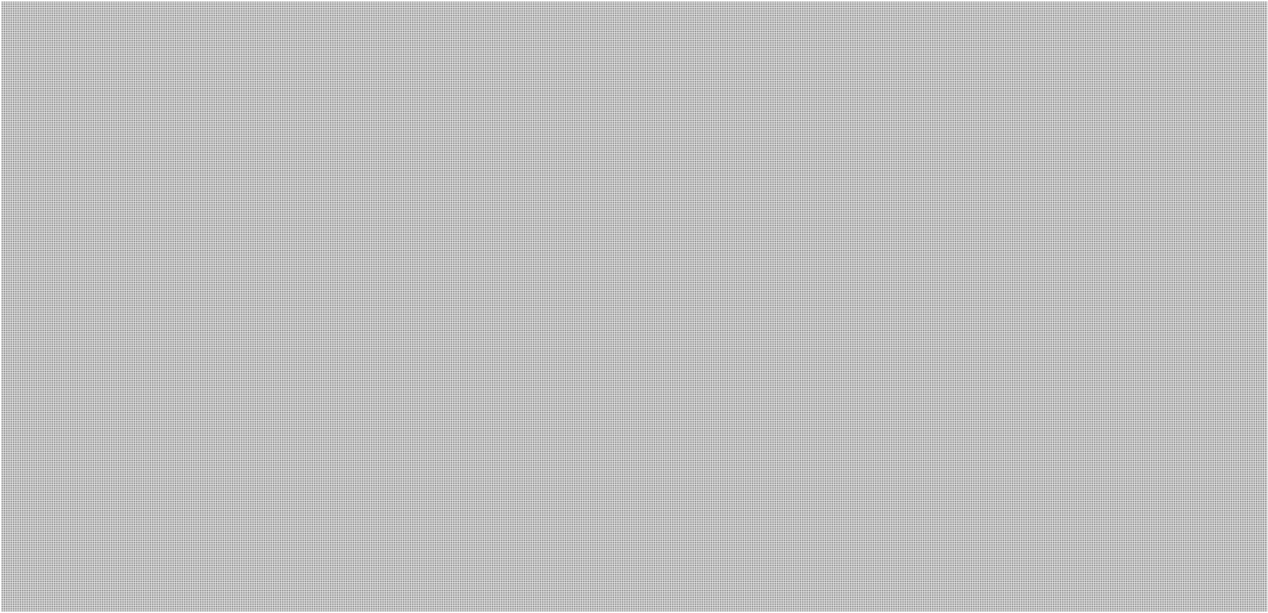
[REDACTED]



s.19(1)

s.20(1)(b)

- 3 -



In this occurrence, a number of operational actions and decisions were not consistent with regulatory requirements and railway standard operating procedures, much of which occurred in the presence of a company officer, including:

- improper train securement;
- despite a requirement to use retainers and/or handbrakes in these situations, no retainers or handbrakes were applied;
- insufficient charge time to allow safe use of the trains air brakes;
- improper use of the throttle;
- excessive tractive effort through the use of excessive driving axles for this location; and
- no emergency radio broadcast was made following the emergency brake applications.

Given the importance of safely operating distributed power trains and properly securing equipment, Transport Canada may wish to review CP's training program to ensure that all operating employees, including company officers, have a clear understanding of the required rules, instructions and procedures (e.g., CROR and company GOI) for these types of operations.

Yours sincerely,

Kirby Jang  
Director  
Investigation Operations Rail/Pipeline

Cc:



Railway Association of Canada



Canadian Pacific Railway

s.20(1)(b)

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Placé du Centre  
200 Promenade du Portage  
4th Floor  
Gatineau, Québec  
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624-05/18  
SR18-017

22 March 2018

Ms. Brigitte Diogo (ASR)  
Director General, Rail Safety  
Transport Canada  
14th Floor, Enterprise Building  
427 Laurier Avenue  
Ottawa, Ontario  
K1A 0N5

Dear Ms. Diogo:

**SUBJECT: RAIL SAFETY INFORMATION LETTER 05/18**  
**Inspection of [REDACTED] Trains from one side only at CP's Winnipeg Terminal**

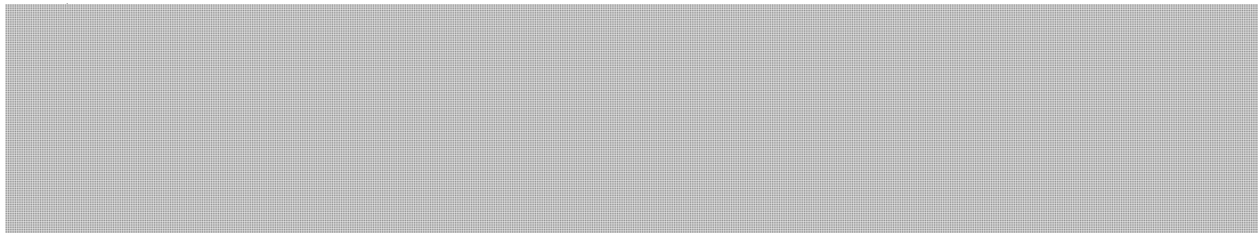
The TSB Confidential Transportation Reporting Program, Securitas, received a report alleging that, following crew changes at Canadian Pacific Railway's (CP) terminal in Winnipeg, some trains, [REDACTED] have been departing the terminal after having had only one side of the train inspected.

The confidential reporter indicated that on [REDACTED] the operating crew of train [REDACTED] requested a pull-by inspection prior to departure. However, the operating crew was advised that the train had already been inspected upon arrival on one side, and that this inspection was sufficient. The operating crew was then instructed to depart.

The confidential reporter is concerned that train inspections from one side only may not always be sufficient to identify potential equipment issues and load securement issues on the train.

.../2


Canada



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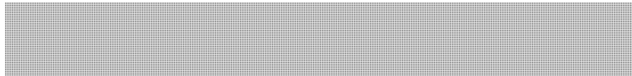
This information has been provided to you for whatever follow-up action you deem appropriate.

Yours sincerely,

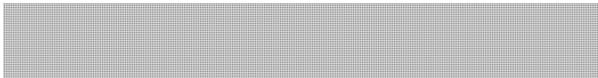


Kirby Jang  
Director  
Investigation Operations Rail/Pipeline

Cc:



Canadian Pacific Railway



Railway Association of Canada