



Traffic Control Device: **Work Zone**

Date of Revision: **March 15, 2002**

Division:

Subject: **Working Near Railway Crossings**

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### **Purpose**

Working near highway-railway grade crossings presents a special set of traffic control problems. Protection of the travelling public, security of railway operations, and the safety of workers is paramount.

### **Policy**

Whenever a road construction or maintenance activity is carried out **within 100 meters** of an at-grade railway crossing, the appropriate railway must be contacted regarding the operation of the trains to ensure the safety of the grade crossing during such work.

No work on the highway within the railway right-of-way may take place without specific approval of the railway (except for routine "through" operations such as highway snow clearing operations, road marking, etc.).

### **Standard**

Notification should be given to the railway whenever possible, at least 72 hours prior to commencement of work, advising of the crossing location, and the nature and duration of the work.

Required temporary traffic control devices must be carefully placed so they do not detract from the visibility or impact of Railway Crossing signs (Crossbucks), Advance Railway Crossing signs, or Automatic Crossing Protection, if installed.

When Automatic Crossing Protection is in place, railway signals must never be operated manually by the rail authority to warn motorists that there is construction or maintenance taking place. Signals should only operate when a train causes them to operate, or during maintenance or construction **of the signals themselves**.

Parked equipment and vehicles should not be within 30 m of railway tracks and must not be parked as to obstruct the sightlines of warning signals or other traffic control devices.

When possible, the railway will put a "block" on the tracks in the area where roadwork is taking place. The "block" stops all trains from using the affected section of the tracks for the time allotted.

RECOMMENDED: \_\_\_\_\_  
Director, Traffic Engineering

APPROVED: \_\_\_\_\_  
Executive Director  
Highway Engineering

Where a track cannot be "blocked", the railway must station "train" flagpeople, with appropriate training and regalia, at the grade crossing to ensure safe operation of the crossing. The cost of these flagpeople would normally be the Department's responsibility.

No flagperson, whether directly employed by the Department of Highways or by a contractor doing work on behalf of the Department of Highways, is allowed to "flag" vehicles over any railway crossing. Where flaggers are in place, they should stop roadway traffic and advise drivers when they see a train approaching, **but should not tell them when it is safe to cross. Instead, they should advise the driver to cross when he/she feels it is safe to do so.** Drivers must make this decision themselves.

#### **CONTACT LIST FOR RAILWAYS IN MANITOBA**

##### **CN RAILWAY:**

AREA	NAME	OFFICE PHONE	CELL PHONE
BRANDON-SOUTH	VELDHUISEN, ARNOLD	727-3076	729-6556
ANOLA	CORDEIRO, GEORGE	866-4093	791-7799
WINNIPEG-NORTH	WINCHERUK, TOM	231-7758	981-0349
DAUPHIN	HOULE, RUSSELL	638-6666	638-2467
STE. ANNE	KOK, ELSON	422-9932	771-7312
WINNIPEG-SOUTH	BLOWATT, DON	231-7764	771-0929
BRANDON-NORTH	ANTUNES, ADELINO	727-2408 729-5585	

##### **CP RAILWAY:**

AREA	NAME	OFFICE PHONE	CELL PHONE
WINNIPEG -EAST	TERRY DAVIS	807-468-7502	807-467-1208
WINNIPEG-NORTH	BRIAN SNOW	946-3208 981-3088	
WPG TO BRANDON	BRIAN SNOW	946-3208 981-3088	
WINNIPEG - CENTRAL	ALVIN HASTMAN	946-3262	771-0085
WINNIPEG-SOUTH	LEACH, BOB	946-3502	771-4267
MINNEDOSA	HISLOP, RICK	867-2520	729-5972
BRANDON -WEST	SCZESNY, GUS	729-3004	729-6938
SOURIS/LARIVIERE	SCHROEDER, ERWIN	483-3061	729-5999

**Hudson Bay Railway** – 627-2007 – Henry Otchenash

**Greater Winnipeg Water District (GWWD)** –Trevor Hutchinson–986-4121  
(emergency number 986-4781)

**Central Manitoba Railway** – Brent Cook 791-4330

**Southern Manitoba Railway** – Steve VanWaganon – 746-2722

**Prairie Dog Central** – Gordon Pilcher – 255-6540