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Submission No: 2
Date Received: 13-12-08
Secretary: *MS*

From: Stan Stewart
Sent: Saturday, 13 December 2008 10:18 AM
To: Committee, ITRDLG (Reps)
Subject: train illumination update, houseof representatives transport committee

PLEASE ACCEPT THIS AS MY SUBMISSSION TO THE ENQUIRY.

While locomotives are undergoing a refit for the new Melbourne to Albury line, it would be a great opportunity to fit crossing lights, ditch lights and strobe or flashing lights to the front of these locomotives. This recommendation was decided upon by the enquiry into rail safety in 2004. A similar enquiry including tests with different types of warning lights (attachment) was carried out in the USA by the U S Department of Transport. As a result of these tests warning lights are now mandatory on most trains- including small industrial trains, and crossing accidents have declined to almost 70% in some areas. This I believe speaks for itself.

The argument against warning lights is nearly always- the crossing lights were operating, or the train was in full view, or the driver tried to beat the train. I believe this will still happen, but the opportunity to reduce these accidents by up to 70% as has happened in the USA, should not be ignored for the sake of a relatively small amount of money

To pick up an approaching object out of the corner of the eye long before a danger presents itself, has been proven to be effective on airports, aircraft, long loads, graders, forklifts and even small sweepers in supermarket plazas.

IT SHOULD BE A REQUIREMENT ON THE HEAVIEST AND FASTEST LAND VEHICLE . Not to have adequate warning lights is just plain stupid.

Stan Stewart