

Summary of Changes

General Operating Instructions (GOI)



October 14, 2015

On October 14th, 2015 a complete revision of the General Operating Instructions (GOI) dated October 14th, 2015 will be in effect.

Although it does not form part of the GOI, you will also notice the addition of the new Safety Rule Book placed at the back of the new document.

The following is a summary of relevant changes included in the revised GOI. Prior to the effective date, employees in any service connected with the movement of trains or engines must:

1. Obtain a copy of the revised GOI dated October 14th, 2015.
2. Review the changes, using this document as a guide, and
3. Ask their immediate supervisor or rules instructor to clarify any questions that they have on the changes.

Note:

The revised GOI includes revisions previously carried in your Summary Bulletins (SB) and any bulletined changes to the GOI that have been issued since the Summary bulletin was last issued.

All NEW changes are highlighted with a vertical black bar in the margin.

The main focus of this summary document is to identify changes and revisions of high interest. They may or may not have been previously bulletined.

Summary of GOI Changes

Note:

Every effort has been made to include all significant changes to the new GOI, some smaller revisions may not be included. It is suggested that employees should review the entire document and seek clarification if unsure of the meaning of a particular instruction.

Section 1 – Locomotive & Train Operation / Train Handling

- P. 4: New Item 2.6 requires the automatic brake handle on 105 control stands, to be pinned into the proper position to prevent accidental emergency applications due to the seat swiveling and contacting the brake handle.
- P. 19: New Item 36.1 which now allows for cycle braking from a minimum application. When used, a sufficient brake reduction must be made prior to passing the next HDB. **CAUTION:** Using this method can result in an increased risk of an undesired brake release.
- P. 21: Item 38.5 has been revised to only apply to conventional trains and suggests that the air brake “should” be applied first when both air and DB will be needed. This was changed as there are areas when train handling requires the use of DB before the air brake is set.
- P. 38: Horse Power ratings for locomotives have been added to Appendix 4, this is for instructions in the Time Tables that restrict locomotives in specified tracks as governed by horse power ratings.
- P. 39: New Appendix 5 contains the Speed Table that used to be contained in the Time Table General.

Section 2 – Distributed Power

References have been added to a couple of items in regards to cycle braking from a minimum and pinning of the automatic brake handle.

Section 3 – Air Brake Tests and Procedures

No new changes other than those that have been previously bulletined.

Section 4 – Hand Brakes – Leaving Equipment

With the revision to Rule 112 for the securement of equipment, this section once again has been revised to meet the new requirements of the rule.

Employees are encouraged to review this entire section.

Some of the highlights are;

- Employee securing equipment must confirm with another employee the manner in which the equipment has been secured.
- In addition to the “cause or allow” current effectiveness test procedures, we have added an additional procedure which allows for sufficient tractive effort to be applied, to cause force on the equipment.
- New list of approved physical securement or mechanical devices
 - Hand Brakes
 - Air brakes
 - Derails
 - Mechanical Emergency Devices
 - Locomotive with an RSC with rollaway protection where air pressure is maintained
 - Bowled terrain

The following may also be used in a Yard;

- Retarder / Stop-block / Wheel Chocks / Skates
- Special instructions can be issued to leave equipment further than 100 feet from a derail.
- New flow charts, no longer have separate flow charts for unattended equipment / trains or switching enroute on non-main track. It is either unattended equipment (incl movements) or unattended locomotives. Same for main track, sidings and high risk locations.
- Other than on shop tracks in yards and terminals, all locomotives must be locked and hand brakes applied.
- New requirement should trespassers or emergency responders come in “contact” with unattended equipment, the equipment must be inspected without delay to ensure that it remains secured. Employees who witness trespassers or emergency responders contacting unattended equipment, must report it to the RTC and if in a position to do so, verify that the equipment remains secure.
- New hand brake chart that now covers grades to 0.0%. Our grade location chart still only covers grades to 0.8%. For grades less than 0.8%, local track profiles (if available) will provide grades. If no profile is available and the grade is unknown but less than 0.8%, then the minimum number of hand brakes to be applied will be as indicated in the 0.8% column of the chart.

Section 5 – Train Inspections / HBD Instructions

- P. 15: Item 27.0 new note has been added to remind employees that the speed restriction for Key trains also applies at double asterisk HBD locations.
- P. 16: Item 28.0 has been changed to better clarify when a HBD is considered as defective. Incorrect axle count is not considered as a defect, unless the count is exceedingly inaccurate or the detector is a double asterisk HBD location.

Section 6 – TIBS Instructions

- P. 13: Item 19.2 includes an equation for calculating the DMD difference to enter, following a measured mile test.

Section 7 GOI – Train Marshalling / Equipment Handling

- P. 13: Item 7.5 new note added that exempts empty crude oil trains with loaded buffer cars next to the remotes from the remote zone violation.
- P. 26: Item 3.1 renamed as Business Equipment. Locomotives assigned to business train service are now shown in the list.

Section 8 – Dangerous Goods

- P. 3: Item 3.1(1) second bullet point has been revised to allow for lifting a dangerous goods car with a shipper supplied document and either an electronic work order/instructions or documented verbal confirmation of system waybilling from a CP manager.

Section 9 – Radio Procedures

No new changes.

Section 10 – Dimensional Handling

No new changes other than those that have been previously bulletined. Some minor changes to the specific curves and sidings contained in Item 4.2.

Section 11 – General Information / Special Instructions

- P. 7: Item 17.0 Special Control Zone has been updated to reflect rule changes and remove reference to rule numbers.

Section 12 – Track Signs

- P. 6: New remote locomotive operation sign.