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NEWWESTMI BC
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05/05/14
12:13:02PT

April 23, 2014

BNSF Railway Co.
NORTHWEST DIVISION

GENERAL ORDER No. 176

TO ALL CONCERNED,

SUBJECT: New Westminster Subdivision Amendments

Northwest Division General Order No. 175 is cancelled.

Explanation: Item 7 Whistling Ordinance amendments to have been effective at 1000, April 24, 2014 as indicated by General Order 175 are now cancelled and deleted. There will be no changes to whistling ordinances effective April 24, 2014.

Amendments to Item 7 Whistling Ordinances issued prior to April 23, 2014 and as provided in this General Order remain in effect.

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Amendments to Northwest Division Timetable No. 5, in effect 0800, Wednesday, August 31, 2011.
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Effective 1000, December 12, 2012

Below the station table, delete:

BNSF New Westminster Subdivision Daily Operating Bulletin limits are in effect between Mile 119.6 to Mile 130.8 and Mile 131.5 to Mile 140.3 and on all BNSF Non-Main tracks at New Westminster and Vancouver.

Add:

General Track Bulletins are in effect between Mile 119.6 to Mile 130.8, and between Mile 131.5 to Mile 141.3.

October 18, 2011

Radio Call-In table

Change that part reading:
Radio Channel 31 and 28 for switching New Westminster Yard.

To read:

Radio Channel 31 and 28 for switching New Westminster Subdivision.

May 10, 2012

Radio Call-In table

Add:
Emergency - Call 911

Effective 1300, March 12, 2014

Radio Call-In table

Delete:

- Radio Call-In table entirely (previously amended by General Order)
- Detector Desk Number (817) 234-6476

Add:

Radio Call-In
Radio Channel 066 in service Fraser River Jct to USA Canada Border
Burnaby - 21(X) New West - 31(X) Blaine New West - 71(X)
Radio Channel 031 and 028 in service for switching
New West - 41(X)
Emergency - Call 911
RTC X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5, Coordinator X=6

RTC Information
604-520-5203, Fax 604-520-5202

October 18, 2011

Item 1(C). Speed-Switches, Turnouts and Sidings

Delete:

	Passenger	Freight
Brownsville, east siding.....	25 MPH.....	25 MPH
Movements northward from east siding to main track must approach Tannery road crossing, Mile 140.5, not exceeding restricted speed until the crossing gate arms are fully down.		

Add:

	Passenger	Freight
Brownsville, east siding.....	10 MPH.....	10 MPH

May 15, 2012

Item 1(D) Speed-Other

Delete:

Bridges 140.8, 137.4, 127.6 cars heavier than 138 tons.....10 MPH.

Add:

Bridges 140.8, 127.6 cars heavier than 138 tons.....10 MPH.

October 18, 2011

Item 4. Canadian Rail Operating Rules Items - Rule A

In the table indicating documents required to be accessible while on duty;

Delete the row reading:

Rules for the Protection	O	X	X
of Track Units and			
Track Work			

January 9, 2014

Item 4. Canadian Rail Operating Rules Items

Add:

Rule 112 - BNSF employees are governed by securement requirements of BNSF ABTH rules 102.1, 102.1.1, 102.1.2, 102.3, 104.14 and CROR Rule 112 parts f, g, and h.

October 18, 2011

Item 7. Special Conditions

Add:

Between Tilbury Line Jct. MP 0.0 and Tilbury Island Dock (on spur) MP 4.4 - 76th Street - CROR 103(g) applies at 76th Street crossing on BCDC Lead.

October 18, 2011

Item 7. Special Conditions

That part reading:

Between Mud Bay West and Colebrook - CTC between MP 131.5 and MP 130.8 is under the jurisdiction of the BC Rail Port Subdivision RTC at North Vancouver, AAR Channel 39 (3939*1#), telephone (604) 984-5255.

Is changed to read:

Between Mud Bay West and Colebrook - CTC between MP 131.5 and MP 130.8 is under the jurisdiction of the BC Rail Port Subdivision RTC, AAR Channel 39 (3939*1#), telephone (604) 984-5255.

Effective 0800, June 13, 2013

Item 7. Special Conditions

Delete:

New Westminster-All non-BNSF movements entering Track 11, Sapperton yard lead and Lake City lead must contact the BNSF RTC for permission to enter these tracks. Three radio controlled switches (DTMF) have been installed in New Westminster. All three switches can be operated using AAR channel 31. The switches must only be lined by radio if the train is within 400 feet of the switches and the route to be used is seen to

be clear of any conflicting movements.

The BNSF Sapperton Yard lead switch to track 11:

- * Equipment must be greater than 120 feet from the switch.
- * Enter DTMF code #11 and wait for the switch to line for the desired route.
- * A solid green light indicates the switch is lined for movement on the BNSF Sapperton yard lead; a solid yellow light indicates the switch is lined for movement to or from track 11.

The BNSF Sapperton Yard lead switch to East track:

- * Equipment must be greater than 120 feet from the switch.
- * Enter DTMF code #33 and wait for the switch to line for the desired route.
- * A solid green light indicates the switch is lined for movement on the BNSF Sapperton yard lead; a solid yellow light indicates the switch is lined for movement to or from the East main.

The derail at the South end of BNSF Sapperton Yard:

- * Equipment must be greater than 60 feet from the switch.
- * Enter DTMF code #44 and wait for the derail to move to the non-derailing/derailing position.
- * A solid green light indicates the non-derailing position; a solid yellow light indicates the derailing position.
- * The derail automatically restores to the derailing position after movement over the derail; an announcement will be transmitted on AAR channel 31 when the derail has returned to the derailing position.
- * When the derail is operated by the use of the radio code and the equipment has cleared the derail, each time a subsequent movement is made over the derail, ensure that the derail has restored to the derailing position, then place the derail in the non-derailing position.

If the switch or derail fails to operate, unlock the push button latch on the pole next to the switch and attempt to operate it using the manual push button. If either light is flashing, ensure the points are not obstructed. If the light continues to flash, the switch must be operated by hand. To operate the switch by hand follow the instructions for hand operation on the switch machine.

Add:

New Westminster-All non-BNSF movements entering Track 11, Sapperton Yard lead and Lake City lead must contact the BNSF RTC for permission to enter these tracks. Three push button activated switches are installed in New Westminster.

The BNSF Yard lead switch to track 11:

- * To operate, equipment must be greater than 120 feet from the switch.
- * A solid green light indicates the switch is lined for movement on the BNSF Sapperton Yard lead; a solid yellow light indicates the switch is lined for movement to or from track 11.

The Sapperton Yard lead switch to the East track:

- * To operate, equipment must be greater than 120 feet from the switch.
- * A solid green light indicates the switch is lined for movement on the BNSF Sapperton yard lead; a solid yellow light indicates the switch is lined for movement to or from the East track.

The derail at the south end of BNSF Sapperton Yard:

- * To operate, equipment must be greater than 60 feet from the switch.
- * A solid green light indicates the non-derailing position; a solid yellow light indicates the derailing position.
- * The derail automatically restores to the derailing position after movement over the derail; an announcement will be transmitted on AAR channel 31 when the derail has returned to the derailing position.
- * When the derail is operated with the push button and the equipment has cleared the derail, each time a subsequent movement is made over the derail, ensure that the derail has restored to the derailing position, then place the derail in the non-derailing position.

If the switch or derail fails to operate and either light is flashing, ensure the points are not obstructed. If the light continues to flash, the switch must be operated by hand. To operate the switch by hand follow the instructions for hand operation located on the switch machine.

September 1, 2013

Item 7. Special Conditions
Ruling Grades

Add:
Oliver-0.16%

October 14, 2013

Item 7. Special Conditions

Whistling Ordinances-

Delete:

Exception: CROR whistle signal 14(f) must be used when approaching the crossing at MP 121.2 northward and MP 122.6 southward between the hours of 2000 and 0600.

Add:

Exception: CROR whistle signal 14(l) must be sounded when approaching the crossing at MP 121.2 northward and MP 122.6 southward between the hours of 2000 and 0600.

December 20, 2013

7. Special Conditions,

New Westminster-

That part reading:

- * The derail automatically restores to the derailing position after movement over the derail; an announcement will be transmitted on AAR channel 31 when the derail has returned to the derailing position.

Is changed to read:

- * When operated by push button, the derail automatically restores to the derailing position after movement over the derail; an announcement

will be transmitted on AAR channel 31 when the derail has returned to the derailing position.

Add:

- * When the derail is operated by hand to move it to the non-derailing position, it will not restore to the derailing position regardless of the indication of the light. The derail must be restored to automatic operation immediately after each movement. To restore the derail to automatic operation, the derail must be moved to the derailing position by push button or by hand operation.

March 3, 2014

Item 7. Special Conditions

Whistling Ordinances -

Delete (previously amended by General Order):

Exception: CROR whistle signal 14(1) must be sounded when approaching the crossing at MP 121.2 northward and MP 122.6 southward between the hours of 2000 and 0600.

Add:

Northward Trains:

- CROR whistle signal 14(1) sounded for a minimum of 10 seconds on approach to crossing at MP 121.3 (on a 24/7 basis).
- CROR whistle signal 14(1) sounded for crossings MP 122.01(pier) and MP 122.7 (Bay St.) from 0600-2000. No whistling required for these two crossings during the hours of 2000 to 0600.

Southward Trains:

- CROR whistle signal 14(1) sounded on approach to crossing at MP 122.7 (Bay St.) and crossing MP 122.02 (pier) from 0600-2000. CROR whistle signal 14(f) sounded from 2000-0600 on approach to crossing MP 122.7 (Bay St.).
- CROR whistle signal 14(1) sounded for a minimum of 10 seconds on approach to crossing MP 121.6 (on a 24/7 basis).

NOTE:

- 1) Engine bell must be rung continuously between MP 121.3 and MP 122.7 at all times.
- 2) The above does not preclude the application of CROR whistle signal 14(f) as and when required (alarm for persons or animals on or near the track).

October 18, 2011

Item 8. Line Segments

Road Line Segments table

Add:

Line Segment	Limits
662.....	MP 6.44 CP Westminster Sub-MP 1.13 Fraser Mills MP 0.0 to MP 1.13

September 1, 2011

Item 9. Other Location Information Table

Delete the row reading:

15108 Delta-Alaska Terminal MP 138.7 Yard Both

GENERAL ORDER(S) IN EFFECT

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1, 3, 52, 59-60, 76, 92, 104, 144-145, 153, 155, 166-174, 176	
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