



PACIFIC DIVISION
Foreign Railways Summary Bulletin

To All Canadian Pacific Employees Working Boston Bar West To Vancouver or Roberts Bank/Delta Port.



CN-Boston Bar West to Vancouver
(From Mile 123.0 Ashcroft Sub to Mile 154 Yale Sub)
(Including Greater Vancouver Terminal)



BN- Westminster Sub
(From Mile 119 to Mile 141.3)
(Including New Westminster & Vancouver Yards)



BCR Properties – Port Sub
(From Mile 0.0 to 24.1)

Effective: 0001, 15 - 10 - 14

In accordance with CROR, Effective May 28, 2008, and the application of
Special Instruction to Rule 83. (C)

All Canadian Pacific Employees Working Boston Bar West to Vancouver or Roberts Bank/Deltaport must carry the following documents:

1.	CNRail	British Columbia South Sub Regions Time Table 19, effective 0001, August 1, 2012
2.	BNSF	Railway Northwest Division Time Table Number 7, effective 0800 November 5, 2014
3.	BNSF	BNSF Railway System Special Instructions All Subdivisions No.6, in effect 0001 April 1, 2015.
4.	BCRail	Time Table Number 2, effective 0001 May 1 st , 2012

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CN GENERAL INSTRUCTIONS

Subject: All movements en route to the Cascade Subdivision from the CN Yale Subdivision must contact the CP RTC

Provide their location, train symbol and lead unit number, dimensional load information, train length and expiration of Crews hours.
 This should be done when accepting signal indication at CN Glen Valley for eastward movements or CN Arnold for westward movements.
 This must be done prior to accepting signal indication at Page or Matsqui Junction.

Radio Channels & Phone Numbers

MSREP (Diesel Doctor) AAR 7373 *5033# or Via Telephone @ 877-406-3150

RTC to Double over @ East End or Depart Thornton Yard AAR 7373 *5705#

RTC to Report Malfunctions of WIS AAR 7373 *5711# (30 seconds after tailend clears WIS)

When using Spectra Radio functions always use # to disconnect @ end of Conversation.

CP Operating Bulletin No.: BCO-071/14	CN Operating Bulletin No.: BCS053/14
Subject: Western Canada Freight Train Policy – Slows at 25 and 30 Degree Celsius	
<p>Western Canada:</p> <p>Freight policy (The policy for freights only pertains to subdivisions with speeds greater than 30 mph.) When the ambient temperature is at or exceeds 30 degrees Celsius, the following speed reduction for freight trains will apply to zone or PSO speeds, but do not apply to TSO's: The maximum timetable speed must be reduced by 10 mph, but in no case lower than 30 mph. Temperature may be determined by a thermometer on company facilities, broadcast from WIS, or obtained from other sources.</p>	

YALE SUBDIVISION

CP Operating Bulletin No.: BCO-154/13	CN Operating Bulletin No. BCS057/13
Subject: Notice – WIS in Service Yale Subdivision	
<p style="text-align: center;">Refer to CN Time Table 19, effective 0001, August 1, 2013 – Yale Subdivision, Page 1;</p> <p style="text-align: center;">Hot box and Dragging Equipment Detector column:</p> <p style="text-align: center;">Delete: Mile 39.8 Add: Mile 42.8</p> <p style="text-align: center;">Site is equipped with Hot Wheel Detector</p>	

CP Operating Bulletin No.: BCO-	CN Operating Bulletin BCS057/12
Subject: Revision to Time Table 19, Yale Sub, Item 10 - Speeds	
<p style="text-align: center;">Note the following changes;</p> <p style="text-align: center;">Westward speed chart, Page 5, Mile 41.0 – 44.3 and Mile 70.0 – 73.0 Remove the wording – Loaded CP Coal Trains 30 MPH and Loaded CN Coal Trains 35 MPH And replace with; All Loaded Coal Trains 35MPH</p> <p style="text-align: center;">Eastward speed chart, Page 6, Mile 41.0 – 44.3 and Mile 70.0 – 73.0 Remove the wording – Loaded CP Coal Trains 30 MPH and Loaded CN Coal Trains 35 MPH And replace with; All Loaded Coal Trains 35MPH</p>	

CP Operating Bulletin No.: BCO-108/15	CN Operating Bulletin BCS 204/15
Subject: Revision to Time Table 19, Yale Sub, New Special Derails	
<p>Refer to Time Table 19, Yale Sub</p> <p><u>Page 4</u> Footnote 8 Applicable on Subdivision Add new item (j)</p> <p>(j) Special Derails Floods (siding) west end Yale (siding) east and west end</p> <p>*NEW* addition to Footnote 8 (j) Rule 104.5 Special Derails requirement “equipment to be left must be coupled together”, is revised to include the following exception applicable when storing equipment in Floods siding:</p> <p>Equipment to be left must be coupled together except when required to clear a crossing or on account of a mechanical defect.</p> <p><u>Page 8</u> Footnote 13 Special Dangerous Commodities</p> <p>Add to (a) Mile 70.2</p> <p>Delete (c)</p> <p>Revise (e) All movements must not exceed 35 mph between Mile 84.5 and Mile 112.8</p>	

<p style="text-align: center;">Ashcroft Subdivision Nil</p> <p style="text-align: center;">Rawlison Subdivision Nil</p>

Thornton Yard

HBD Revision



Movements Operating on BNSF Tracks. Are required to be in possession of any current BNSF General Track Bulletin (GTB) Applicable on Main Tracks.

Track Condition Messages (TCM) non-Main track messages & other information.

In addition, prior to using any of the BNSF Tracks. the

BNSF RTC MUST Be contacted to obtain permission.

AAR Channel 66 66 Standby Channel, call in code 310 or 604-520-5203

Permission is required from the BNSF RTC to enter the

North Leg of the WYE to access Track 11 the Sapperton Yard Lead or Lake City Lead
or Prior to entering the Sapperton Yard Lead or Lake City Lead from the CN New Westminster Sub.

Permission must be obtained prior to occupying the West Siding @ Brownsville also after clearing the siding
permission must be obtained before re-occupying the West Siding @ Brownsville.

The BNSF RTC will issue GTB's required to occupy BNSF Main tracks to crews via fax or
a manager will arrange for delivery of the applicable GTB.

The BNSF Coordinator will issue TCM's applicable to all non-Main tracks in the New Westminster Yards
to crews either by fax or verbally over radio or telephone.

The BNSF Coordinator can be reached via radio on AAR Channel 6666 Call in code 316 or 604-520-5207

When repeating authorities employees will be given three chances to repeat the authority properly. If unable to repeat properly after three attempts, the RTC will stop the authority and the employee will not be given additional authority until a supervisor has been contacted.

Job Aid's for movements in & out of the BNSF New Westminster Yards as well as in & out of BNSF Fraser Surrey Dock are available through the Coquitlam tower staff or the on duty Trainmaster.

If no TCM's are applicable in the New Westminster Yards.
The movement would not require additional paper work to move on non-Main Tracks in the New Westminster Yards.

GTB is always required to occupy a BNSF Main Track.
GTB is a form with a list of Track Bulletins; (slow orders, men working ect) in effect as well any, TCM track condition messages the movement may encounter enroute.

All non-Main tracks in the BNSF New Westminster & Brownsville Yards: 10 MPH

CROR Rule 104.4 SEMI-AUTOMATIC SWITCHES not applicable on BNSF Trackage.
All switches must be set in either the Normal or Reverse position by hand or by DTMF radio where applicable.

Northwest Division Timetable No. 7 is in effect 0800, November 5, 2014.
System Special Instructions, All Subdivisions No. 6, in effect 0001, April 1, 2015.



**BCR PROPERTIES PORT SUBDIVISION
SUMMARY BULLETIN NO. 3 (2015)
EFFECTIVE 0001, August 1, 2015**

TO: CONDUCTOR'S AND LOCOMOTIVE ENGINEER'S
OPERATING BULLETIN BOOKS
SUPERVISOR YARD OPERATIONS OPERATING BULLETIN BOOKS
RAIL TRAFFIC CONTROLLER'S OPERATING BULLETIN BOOKS
ALL CONCERNED

Every employee connected with the movement of trains and engines on the BCR Port Subdivision must have a copy of this bulletin accessible while on duty.

This bulletin contains information affecting the movement of trains, and is issued in compliance with Rule 83 of the Canadian Rail Operating Rules (CROR).

In the application of Rule 83(c), the interval referred to for the Summary Bulletin will be on the first of February, May, August and November.

Summary Bulletin No. 2 (May 2015) is cancelled.

Time Table 2 is in effect.

Pacific Daylight Saving Time is in effect.

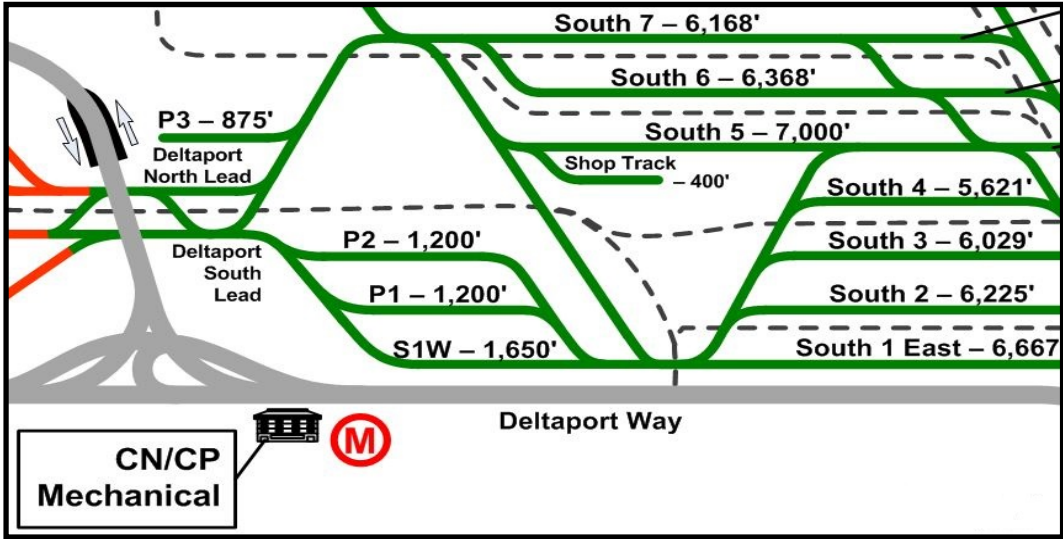
Reference No	Contents
1	<p><u>TRACK CONSTRUCTION AT ROBERTS BANK</u></p> <p>Due to track construction, watch for uneven footing, track materials and men and equipment working between Begin/End CTC sign Gulf and Mile 24.1.</p>


Reference No	Contents
2	<p><u>NOTICE OF NEW RADIO CHANNEL – ROBERTS BANK YARD</u></p> <p>BCR Properties has added a new yard channel to our radio system. This new channel will be used by CPR switcher crews to use when handling coal trains in the Roberts Bank Yard and will also be used by the TTR yard crews as an overflow channel when their channel is too busy.</p> <p>The new radio channel is:</p> <p style="padding-left: 100px;">AAR Channel Number = 84 Frequency = 161.370 MHz</p> <p>During the transition period to make all radios compatible with this new channel, the regular BCR AAR channel 3939 will still be available for use. Road crews arriving at Roberts Bank will continue to call the Roberts Bank SYO for yarding instructions on BCR AAR channel 3939.</p>
3	<p><u>LOCATION OF SPEED SIGN AT MILE 19.4 PORT SUB</u></p> <p>In the application of BCR Port Sub, Time Table No 2, SSI 5.5 Exception, a speed sign has been erected at Mile 19.4 Port Sub. This speed sign is located on the north side of the north track and governs the speed on Gulf North Track only.</p> <p>Movements operating on either Gulf South or Gulf Storage Track between Mile 19.4 and Gulf are governed by SSI 5.5 and must not exceed 15 MPH.</p>
4	<p><u>BCR PORT SUB RTC AUTHORIZATION</u></p> <p>Cathi N. Kramer is authorized to work as RTC using the initials CNK. Ken D. Hilliard is authorized to work as RTC using the initials KDH. Julia T. Pelley is authorized to work as RTC using the initials JTP. Gord R. Mosey is authorized to work as RTC using the initials GRM. Stewart Perrault is authorized to work as RTC using the initials SP. David J. Olive is authorized to work as RTC using the initials DJO.</p>

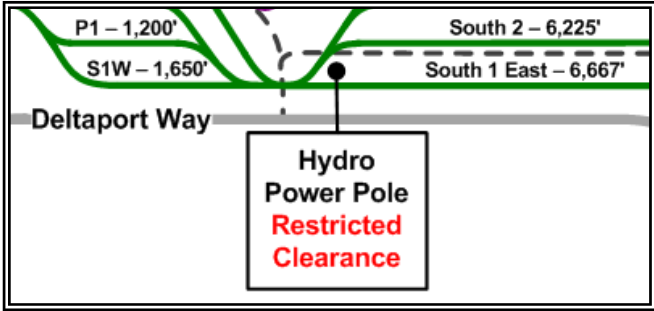
Reference No	Contents								
5	<p><u>CTC SIGNAL INDICATION CHANGE AT GULF</u></p> <p>The CTC signals governing Westward movements at Gulf have been changed as follows;</p> <ul style="list-style-type: none"> • Westward Movements at Signal No 167 lined into Gulf North Track will receive a Rule 411 – CLEAR to STOP signal indication. • Westward Movements at Signal No 167 lined into Gulf South Track will receive a Rule 435 – SLOW to STOP signal indication. <p>The related advance signals located at Mile 14.3 Port Sub will display the corresponding advance signals to comply with this change. The above signal indication changes will allow Movements lined into the Gulf North Track to operate at Time Table Speed.</p>								
6	<p><u>INTERMEDIATE SIGNAL RELOCATION</u></p> <ul style="list-style-type: none"> • Intermediate Signal Numbers 40 and 41 located at Mile 4.0 Port Sub are removed from service. • Intermediate signals have been installed at Mile 3.1 Port Sub. • New intermediate signal governing Westward Movement is Signal No 31. • New intermediate signal governing Eastward Movement is Signal No 32. 								
7	<p><u>MUD BAY SIDING EXTENSION</u></p> <p>Mud Bay Siding east switch has been relocated from Mile 6.0 to Mile 4.5 Port Subdivision. The new siding will remain located on the north side of the main track and the new capacity is 16,348 feet.</p> <p>Signal Numbers 61, 62 and 62D at Mud Bay East are removed from service. The new signals governing movements at Mud Bay East are as follows:</p> <table border="1" data-bbox="440 1541 1099 1688"> <thead> <tr> <th data-bbox="440 1541 824 1598">Direction and Track</th> <th data-bbox="824 1541 1099 1598">Signal Number</th> </tr> </thead> <tbody> <tr> <td data-bbox="440 1598 824 1629">Westward on Main Track</td> <td data-bbox="824 1598 1099 1629">45</td> </tr> <tr> <td data-bbox="440 1629 824 1661">Eastward on Main Track</td> <td data-bbox="824 1629 1099 1661">46</td> </tr> <tr> <td data-bbox="440 1661 824 1688">Eastward on Siding</td> <td data-bbox="824 1661 1099 1688">46B</td> </tr> </tbody> </table> <p>Please a left When track at diverging route. In accordance with CROR 104 (g) the speed for the diverging route when lined for the main track at Mud Bay East is thirty five (35) MPH.</p> <p>note that BCR will be installing hand turnout at Mud Bay East. this switch is lined for the main Mud Bay, this will be the</p>	Direction and Track	Signal Number	Westward on Main Track	45	Eastward on Main Track	46	Eastward on Siding	46B
Direction and Track	Signal Number								
Westward on Main Track	45								
Eastward on Main Track	46								
Eastward on Siding	46B								

Reference No	Contents
8	<p><u>SIGNAL MODIFICATION AT MUD BAY EAST</u></p> <p>Signal Number 45 Mud Bay East has been modified for Westward Movements to display RULE 421 – LIMITED TO STOP when Signal Mile 6.9 Colebrook displays RULE 411 – CLEAR TO STOP</p>
9	<p><u>STAGING WESTWARD MOVEMENTS AT MUD BAY</u></p> <p>All Westward movements, staged or waiting for meets, at Mud Bay must pull their movement as close to Mile 6.36 Port Sub (old Colebrook Rd/131a St Crossing) as possible.</p>
10	<p><u>BNSF SPEED REGULATIONS AT COLEBROOK AND MUD BAY WEST</u></p> <p>Movements operating between Mile 130.8 and Mile 131.5 New Westminster Sub are governed by the speed regulations contained in BNSF Northwest Division Timetable.</p>
11	<p><u>PRATT BACK TRACK INSTALLATION</u></p> <p>A back track has been installed on Pratt Siding at Mile 0.1 Port Subdivision. This back track capacity is approximately 500 feet in length and connected at the west end. Back track switch is secured for the siding with a special lock and must not be used.</p>
12	<p><u>PERSONAL COMMUNICATIONS DEVICES</u></p> <p>Pursuant to section 33 of the RSA of Canada, all railway companies operating on BCR Port Subdivision are hereby ordered to:</p> <ol style="list-style-type: none"> 1. Ensure, that all employees working in Safety Critical Positions are prohibited from using electronic devices unless those devices are directly used in the performance of their duties; 2. Ensure that all employees working in Safety Critical Positions are prohibited from texting and using social media while performing their duties.

Reference No	Contents
13	<p><u>WESTSHORE TERMINAL PROPERTY SPEEDS</u></p> <p>Item 5.4 in BCR Port Sub Time Table No 2 is revised to read:</p> <p>All movements operating on Westshore Terminal property at Roberts Bank are restricted to the following speeds:</p> <ul style="list-style-type: none"> • 5 MPH while operating on 31 or 32 entrance track to 31 or 32 dumper, • 2 MPH while operating through 31 or 32 dumper, and; • 15 MPH after the entire movement has cleared 31 or 32 dumper, to BCR Yard Limits.
14	<p><u>MOVEMENTS HANDLING OVERWEIGHT EQUIPMENT</u></p> <p>Movements may operate on BCR Port Sub with four axle cars exceeding the maximum allowable 286,000 lbs (143 tons) with the following provisions;</p> <ol style="list-style-type: none"> 1. BCR Port Sub RTC must be advised prior to entering CTC territory controlled by BCR Port Sub RTC. 2. Overweight equipment must not exceed 288,000 lbs (144 tons). 3. The movement handling overweight equipment is restricted to 25 MPH while operating on BCR Port Sub.
15	<p><u>FAXING COMPLETED GENERAL BULLETIN ORDERS (GBO)</u></p> <p>It is permissible for the BCR RTC to complete a GBO and make available via FAX to movements at home terminals and at outlying points, ie: Boston Bar, North Bend, Kamloops, Thornton Yard, etc. Movements requesting permission to enter CTC territory controlled by BCR Port Sub RTC are not required to repeat the body of the completed GBO. However, the BCR RTC must confirm the GBO Number, Date, Addressee and record the Acknowledgement from a crew member.</p> <p>The completed GBO will contain the GBO restriction, a complete time and the initials of the RTC. Crews receiving a completed GBO by FAX must acknowledge the GBO through the BCR Port Sub RTC by either telephone contact from the outlying point or when requesting permission to enter CTC territory controlled by BCR Port Sub RTC.</p> <p>Only GBO's that have been acknowledged will be considered in effect. An unacknowledged GBO may be disregarded when so instructed by the BCR Port Sub RTC.</p>
16	<p><u>PRATT SIDING CAPACITY</u></p> <p>The capacity of Pratt siding is 9,640 feet.</p>
17	<p><u>ARRIVALS AT ROBERTS BANK</u></p> <p>Prior to moving past Signal No 167 at Gulf, all westward movements arriving at Roberts Bank must contact the BCR Supervisor Yard Operations (SYO) for instructions.</p>

Reference No	Contents
18	<p><u>RELOCATION OF MIDDLE YARD MUSTER STATION</u></p> <p>The Muster Station referred to as the Middle Yard Muster Station located at Mile 21.9 Port Sub has been relocated.</p> <p>The new location of this Muster Station is located in the CN/CP Carmen Joint Mechanical Facility parking lot. The address for this location is, 2722 Deltaport Way and is located on the South Side of the street.</p>
19	<p><u>CROSSINGS REMOVED FROM SERVICE</u></p> <p>152nd St crossing Mile 3.75 Port Subdivision is removed from service. Colebrook Rd crossing Mile 6.36 Port Subdivision is removed from service.</p>
20	<p><u>ROBERTS BANK – SOUTH 5 SHOP TRACK</u></p> <p>A shop track has been installed in the Roberts Bank yard at the West End of the South 5 Extension and is in service. This track is connected on the west end only and has a capacity of 400 feet.</p> <p>This track will be equipped with a lock and in accordance with CROR 104 (o), must be lined in the normal position and locked after having been used.</p>  <p>The diagram illustrates a track layout with the following components and lengths:</p> <ul style="list-style-type: none"> South 7 – 6,168' South 6 – 6,368' South 5 – 7,000' Shop Track – 400' South 4 – 5,621' South 3 – 6,029' South 2 – 6,225' South 1 East – 6,667' P3 – 875' (Deltaport North Lead) P2 – 1,200' P1 – 1,200' S1W – 1,650' (Deltaport South Lead) <p>Key features include Deltaport Way, CN/CP Mechanical facility, and a red circle with an 'M' symbol.</p>

Reference No	Contents
21	<p><u>RELOCATION OF DTL FUELING LOCATION</u></p> <p>Item 1.5.3 of BCR Time Table No 2 (LOCOMOTIVE FUELING AT ROBERTS BANK) is revised to read;</p> <p>1.5.3 LOCOMOTIVE FUELING AT ROBERTS BANK</p> <p>Limited fueling, by permission only, is permitted for user-railway locomotives at Roberts Bank, subject to the following provisions;</p> <ol style="list-style-type: none"> 1. User-railway fueling agent must be familiar with Direct To Locomotive (DTL) fueling procedures and locations before fueling begins. It is incumbent upon the User-railway to ensure that the fueling agent is properly trained and briefed on these provisions. 2. Fueling agent will communicate with BCR Port Sub (SYO) to determine when units will be available for fueling. 3. Protection must be afforded to fueling agent before fueling begins. Protection will be provided by the use of blue flags and locking switches to prevent entry to the fueling location. (all switches pertaining to the fueling track or tracks must be locked and flagged). It is incumbent upon the User-railway to ensure that the fueling agent is properly protected. 4. Fueling agent must get permission from the BCR Port Sub SYO prior to commencing fueling. 5. Fueling agent will notify BCR Port Sub SYO when fueling is complete and flags and locks have been removed. 6. Fueling locations are marked with a purple F  on the Roberts Bank Yard Layout Map and are located at: <ul style="list-style-type: none"> ➤ East end of South 1. (Near Deltaport Way overpass) ➤ South 5 Shop Track. When fueling in the South 5 Shop Track, sump valve must be used as follows: <ul style="list-style-type: none"> • Prior to DTL Fueling, shut off valve must be in the closed position with the T-handle parallel to the railway track. • After DTL Fueling is complete, shut off valve must be left in the open position with the T-handle perpendicular to the railway track 7. User railways will be responsible to follow these procedures accordingly and any exceptions to these procedures must be approved the BCR Port Sub SYO.
22	<p><u>MALFUNCTIONING SIS INSTRUCTIONS</u></p> <p>In addition to BCR Time Table No 2 System Special Instructions 6.1, the following will apply;</p> <p>If a train passes the Safety Inspection System (SIS) at Mile 4.0 Port Sub which is malfunctioning, both at field location and the RTC centre, the train need not stop to perform the required inspection, provided that a distance of sixty (60) miles has not been exceeded since the last inspection by either a working hot box and dragging equipment detector, wayside employees, crews of standing trains or transfer movements, or a pull by or walking inspection by crew members.</p>
23	<p><u>CREWS REPORTING FOR DUTY AT ROBERTS BANK</u></p> <p>All train crews called for duty at Roberts Bank must report to the BCR Supervisor Yard Operations (SYO) on arrival at Roberts Bank. Contact may be made in person at the BCR Yard Office or by radio/telephone communication.</p> <p>The reason for this request is to ensure that the BCR SYO knows who is working on BCR property in case of emergency and/or possible evacuations.</p>

Reference No	Contents
24	<p>Roberts Bank Yard Restricted Side Clearance</p> <p>All employees must be aware of Restricted Side Clearance at the west end of South 1 East. There is a BC Hydro power pole between South 1 East and the South Yard Lead. This power pole creates Restricted Side Clearance between the power pole and the South Yard Lead.</p> <p>All employees are prohibited from riding on the side of equipment at this location.</p> 

D.C. Sewell, General Manager Operations – Pacific Division

If you find that personal problems are having a negative impact on your life, help is available through your Employee And Family Assistance Program (EFAP). To EFAP please call 1-800-735-0286.

