



PACIFIC DIVISION

North Bend West

(From Mile 119.0 Thompson Subdivision West)

Summary Bulletin

BCO – 001/15

Effective: 0001, 15 - 10 - 14

Conductors • Locomotive Engineers

Yardmen/Trainmen - All Points

Engineering and Maintenance of Way Personnel

Rail Traffic Controllers

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

Summary Bulletins will be effective when indicated by operating bulletin and remain in effect until a subsequent
operating bulletin is issued placing a new Summary Bulletin into effect.

This summary bulletin need not be posted in the Operating Bulletin book. Each employee affected is responsible to secure a copy of same in order to ensure that it is accessible while on duty. Crews working within the Vancouver Terminal are required to carry a copy of the Vancouver/Waterfront Instructions (BCO-119/14) dated November 13, 2014.

North Bend West - All Points

**SUMMARY BULLETIN NO. BCO-001/15
PACIFIC DIVISION - NORTH BEND WEST SUMMARY BULLETIN
EFFECTIVE 0001 October 14, 2015
CURRENT TIME TABLE FOR PACIFIC REGION - NUMBER 42 Modules 2, 6, 9, 11, 13
EFFECTIVE 0001 October 14, 2015**

**A COPY OF THIS BULLETIN MUST BE ACCESSIBLE
TO ALL OPERATING PERSONNEL ON DUTY**

This Bulletin supersedes Canadian Pacific Railway Vancouver Service Area, North Bend West Summary Bulletin No. BCO-002/14 dated December 1, 2014.

A. THIS BULLETIN IS EFFECTIVE UNTIL further advised.

TABLE OF CONTENTS

GOI and CROR Changes now follow Bulletins in Effect in a separate document attached to this SB

B. FOREIGN LINE SUMMARY OF BULLETINS IS IN EFFECT October 4, 2015

IV) DIRECTIONAL RUNNING ZONE – BULLETINS IN EFFECT

- BULLETIN NO. BCO-094/01 CP/CN Directional Running

For the Directional Running arrangement between CN and CPR trackage between Coho BC and Matsqui Jct. BC, CN has made an exception in regards to the movement of Overloaded cars between those stations on CN lines.

This exception has been extended to include Kamloops BC and Thornton Yard BC. For the car capacity CN has agreed to allow the movement of CPRS Overloads on CN Trackage within CPRS tolerances.

These tolerances are:

220,000 lb car is okay to travel @ 230,000
263,000 lb car is okay to travel @ 275,000
268,000 lb car is okay to travel @ 275,000
286,000 lb car is okay to travel @ 290,000

- **BULLETIN NO. BCO-090/13 Radio Procedures for CN Operating on CP Trackage**

The CN/CP Differences package dated May 28, 2008 is revised to include the following:

In application of Rule 578, radio broadcast must:

- be provided at each controlled location or controlled point, and on the advance signal to the next controlled location, controlled point or interlocking;
- commence with the initials of the lead locomotive
- end with the spoken word "OUT"

C. GENERAL INFORMATION

Ditch Lights

According to the Locomotive Inspection and Safety Rules, the leading locomotive of a train or transfer in road service must be equipped with ditch lights in the direction of travel. The Canadian Rail Operating Rules require that the ditch lights be displayed continuously in the direction of travel when the headlight is required to be displayed full power. In the event of failure of the ditch lights, the train or transfer may proceed unrestricted to the next point where repairs can be made.

A locomotive not equipped with ditch lights in the direction of travel will only be permitted in circumstances such as enroute switching, doubling, running around equipment, assisting other movements, when there are enroute equipment failures, or in case of emergency. Under such circumstances, speed is restricted to 10 MPH at crossings not equipped with automatic warning devices until fully occupied.

Note: An engine in yard service is not required to have ditch lights.

An engine in yard service is defined as "yard service" means locomotives involved exclusively in switching, marshalling, humping, trimming and industrial switching." Any operation meeting this definition is not required to have ditch lights.

D. REVISIONS TO TIME TABLE 42, Module 2, 6, 9, 11, 13

Nil

E. SUBDIVISION INSTRUCTIONS

(I) Cascade Subdivision (0.0 to 106.4)

- a) The minimum numbers of handbrakes applied to Easbound trains with power attached at North Bend, on other than main track, East of the Chaumox Road crossing mile 0.40 Cascade Subdivision will be (5).
- b) Watch for high and uneven footing and close clearances on the south side of spur track off the south track at Mile 93.8 Cascade Subdivision

c) Switches in North Bend Yard

In the application of Rule 104 (o), a movement may leave non main track switches in the North Bend Yard lined and locked in either position.

d) Providing Fuel Levels to the CP Cascade Sub RTC

Crews departing Roberts Bank with CP coal trains are required to provide fuel levels of all locomotives in their train to the CP Cascade Sub RTC when calling for signals at Mission.

e) Yard Speed Increase

North Bend Passing track – 15 mph
 North Bend Track #1 – 15 mph
 North Bend Lead – 15 mph

f) Effective Immediately - On Arrival at Roberts Bank:

The conductor on loaded coal train will gather all paperwork associated for that train (both the Conductor's and the Locomotive Engineer's), including the outbound wheel report, tonnage profile, and Crew-to-Crew Form. This paperwork will be compiled and placed inside the Conductor's desk so that it will not be thrown out mistakenly by the cleaners.

Upon arrival for duty, the outgoing conductor will check the FIT to see if paperwork for the empty train has been generated. If there are no documents for the empty train in the FIT, the paperwork for the loaded train will be used. Crews are NOT to wait for new paperwork to be sent to the FIT. The paperwork for the loaded movement will be used as it contains all the relevant information, such as the locomotives (and the position of same), number of cars on the train, each specific car number, tare weight of the train and the length of train.

Upon departure from Roberts Bank, the outgoing crew must advise the Cascade Sub RTC that the paperwork for the train should be sent to the FIT at North Bend for the Kamloops crew to pull. Before departing Roberts Bank SYO should be contacted to confirm if any changes have been made to the train (i.e. a car has been set off).

In closing, Transport Canada has been made aware of this change. It should be mentioned that this same practice is in place for the loaded trains arriving at Sparwood from the mines in S.E.B.C.. Often, if the paperwork for the loaded movement has not been generated, the crews on the loaded trains will use the empty train symbol's paperwork until the train arrives at Fort Steele. The crews on the Windermere sub will then pull the loaded paperwork for the train at Fort Steele.

(II) Mission Subdivision

nil

F. TERMINAL INSTRUCTIONS

(I) Vancouver Terminal (Cascade Subdivision 106.4 to 129.1. Also Williston Yard Area, Port Moody Area, Westminster Sub, Van Horne, loco and Marpole spurs)

BULLETIN NO. BCI-146/12 Noise Issues – New Westminster

At a recent meeting in New Westminster, we were advised that residents living along the south side of the Dock Yard between mile 8.5 Westminster Subdivision and mile 16.0 Marpole Spur (north side of Quayside Drive) have expressed significant concern about the amount of noise from railway operations.

Although we explained that four (4) railroads operate in this area, we committed to ensuring that CP employees working in and around the Dock Yard are aware of these noise concerns and take all reasonable steps to ensure we operate with as little annoyance to the public as possible.

In this regard:

- Maximum coupling speed in this area is reduced from 4 mph to 2 mph.
- Cars must not be cut-off in motion, all cars must be shoved to rest.
- Lowest throttle position possible is to be used to facilitate the movement i.e., Lifting train, etc.
- Crews on locomotives that are inactive for 20" or more must ensure locomotives are shut down (manually or Smart Start).

This is also a reminder of Canadian Pacific's Corporate Environmental Plan to be recognized as the most environmentally responsible railway by our employees, customers, regulators, suppliers and the communities in which we operate.

BULLETIN NO. BCO-128/12 Transfer Speed Exemption – Vancouver Terminal

On April 15, 2011 the Minister of Transport granted an exemption to CP from the speed requirements for transfers as contained in the definition of Transfers within the CROR, subject to the following conditions:

- The tail end car is equipped with an operative and tested SBU.
- The tail end three cars must be verified to have operative brakes (application and release).
- Prior to departing Vancouver a pull-by inspection or equipment is required on both sides at a speed not exceeding 5 mph
- Departing Coquitlam a pull by inspection is not required.
- Transfers subject to this exemption must not exceed 30 miles per hour (MPH)

A Vancouver Terminal Transfer Movements Job Aid job aid has been developed to clarify procedures regarding Transfer Moves between Vancouver, Coquitlam and New Westminster. These job aids can be obtained from Coquitlam or Williston Supervisor Operations or a Trainmaster.

Any questions or concerns should be directed to your immediate supervisor or a Trainmaster for clarification.

BULLETIN NO. BCO-029/13 Connecting Track Between the 'L' Lead and the CN Lead (M127.2)

All movements travelling through the connecting track (crossover) between the 'L' lead and the CN Lead, which heads towards Vanterm East and Pacific #3 House are restricted to 5 MPH and must not handle more than sixty eight (68) cars or platforms (loads or empties) at any one time. This applies when pulling or spotting Vanterm East or Pacific Elevator.

BULLETIN NO. BCO-082/13 Vancouver Waterfront Noise Reduction and Control Instructions - UPDATE

1. All railway crossings over Stewart and Commissioner St. are designated and posted as PRIVATE CROSSINGS; Whistle signal as prescribed by CROR 14(l) is NOT required
2. Testing of the Whistle and Bell on the Williston Shop track is not permitted and can be done once leaving the vicinity of the Shop Track.

Victoria Drive east

3. Cars must not be cut off in motion. All cars must be pushed to coupling.
4. Cars must not be coupled with more force than necessary.

BULLETIN NO. BCO-122/13 Mile 0.6 Van Horne Spur to End of Spur – Out of Service

Van Horne Spur is out of service from mile 0.6 to end of Spur.

BULLETIN NO. BCO-033/14 Run-around Track (GTLead) at Mile 115.68 Cascade Sub – Now In Service

GTLead extends between the new east switch at mile 115.68 and new west crossover at mile 115.90, and has a capacity of 950 feet.

Maximum speed **10 MPH** on GTLead and through turnouts at east and west switches.

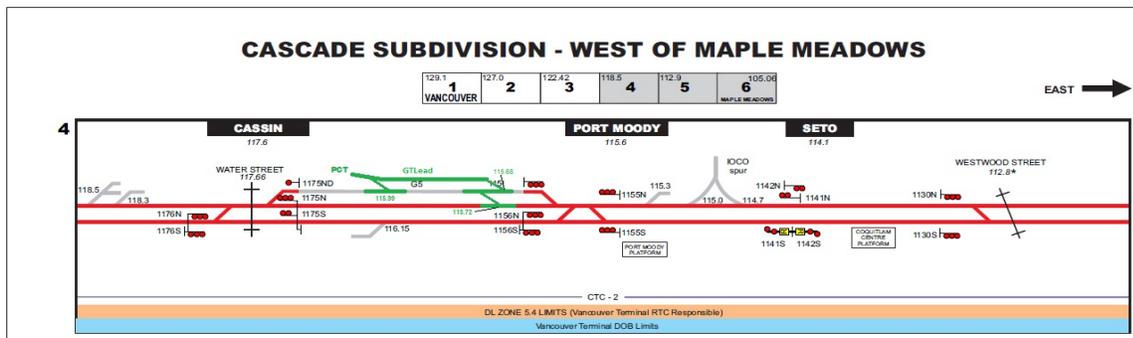
G5, on north side of north main between switches at mile 115.6 and mile 117.5 Cascade Sub. with a capacity of 1970 feet between 115.6 and new crossover between G5 and GTLead and maximum speed of **10 MPH**.

New crossover between G5 and GTLead with points of switch at mile 115.99 on G5 and mile 116.03 on GTLead.

New crossover between north main and G5 with points of switch at mile 115.72 on north main and 115.76 on G5.

Access to PCT altered:

Access to GT5-3, GT5-G and GT5-F from GTLead or west crossover from G5 and east end.



BULLETIN NO. BCO-007/14 Spotting Instructions Chevron Facility – Tracks G2301 and G2302

As a precautionary measure in the Chevron Facility Maile 123.5 Tracks G2301 and G2302 movements must come to a complete stop 10 feet short of equipment in the track.

Caution should be used when coupling to prevent unintentional movement of equipment in those tracks.

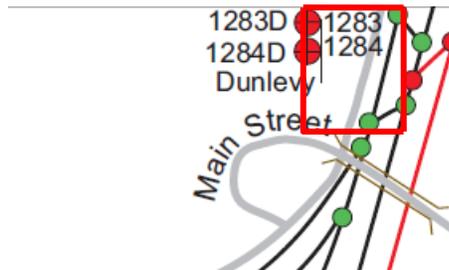
BULLETIN NO. BCO-004/5 Road Power Prohibited in Pacific #1

All Road/Freight Locomotives operating on the Vancouver Waterfront are prohibited in Pacific Elevator #1, track 1 past track 1 switch.

BULLETIN NO. BCO-032/15 Crossovers NT01 / Country Lead – Restrictions

all movements are prohibited from using both sets of crossovers at the same time.

All movements are prohibited crossing over from Country lead to NT01 through one set of crossovers then crossing through the next set of crossovers from NT01 back to Country lead near Dunlevy.



BULLETIN NO. BCO-116/15 Reactivation of the Marpole Spur

Track is now in service on the Marpole Spur between MP 6.16 (Hudson St.) and MP 2.10 (King Edward Ave.).

When authorized, crews may store cars on this section of track at approved locations.

Public Crossing Warning Devices are not active; CROR Rule 103(g) must be applied at all grade crossings.

Additionally, please be advised that derails located on the Marpole Spur between MP 2.10 (King Edward Ave) and MP 6.16 (Hudson St.) shall be left in the derailing position and secured with a lock at all times.

(II SBU Instructions)

The following applies to all trains arriving into Vancouver Terminal. When arriving to Coquitlam yard please leave SBU's on the locomotives to the shop track. Diesel Shop staff will recover the SBU's and return to the car shops as required.

Coquitlam

In all cases arriving trains must have the correct SBU number recorded on the IDP 125. Conductors are to remove the SBU and place it next to the closest switch and advise the Supervisor Operations of its number and location when handing in their IDP 125 to the tower.

Vancouver, Sapperton and Port Moody

For trains yarding in Vancouver, Sapperton or Port Moody, crews must stop at tail end of train and pick-up the SBU and return it to Coquitlam.

Vancouver Intermodal Facility - VIF

When the tailend of your train is left at VIF, the Conductor is responsible to advise the Supervisor Operations of its Number and location when handing in their IDP 125 to the tower.

Vancouver Terminal Roadswitchers

Roadswitchers are responsible to remove the SBU and place it next to the closest switch and advise the Supervisor Operations of its number and location.

If in Vancouver, Roadswitcher must return with the SBU they arrived or confirm arrangements with the Supervisor Operations to have retrieved and recorded.

These instructions may only be modified by the Trainmaster or Supervisor Operations on duty.

The intent of these instructions is to ensure we maintain an accurate inventory of SBUs. On a system basis on any given day hundreds of SBUs, worth millions of dollars remain unaccounted for. Each SBU is estimated to be worth upwards of \$7,500. In addition we pay costly "rents" to foreign roads for any foreign SBUs last record on our line. In order to remain cost effective we must ensure this resource is managed effectively.

(III) Coquitlam Yard

- a) BULLETIN NO. BCO-017/14 Flat Switching Rules for Coquitlam Yard - UPDATE

FLAT SWITCHING RULES FOR COQUITLAM YARD

COMMON PROCEDURES

Unless otherwise instructed, the procedures listed below apply to switching in the **East end of B-Yard or West end of X-Yard**. For the purpose of this instruction, B Yard comprises tracks BT-01 thru BT- 19. The X-Yard comprises of tracks X-Lead and XT-23 thru XT-42.

1. Employees are required to switch equipment by releasing them on their own momentum.
2. When switching is performed, precautions must be taken by crew members to prevent unintended rollbacks and/or fouling of other tracks and equipment.
3. If equipment is present in a track, before switching is commenced crews must confirm securement status of track(s) to be used. Confirmation can be obtained via:
 - i. Trainmaster or Assistant Trainmaster,
 - ii. personal transfer of information from another crew.

Note: In the event confirmation cannot be received, the crew must confirm securement status by personal observation.

4. Equipment previously secured does not require an effectiveness test when adding or removing equipment, unless the hand brake(s) on any of the previous cars have been released to facilitate switching or removal.

In the application of Rule 113(a), equipment left as per the procedures above, are considered secured for the purpose of coupling to equipment.
5. The Trainmaster or Assistant Trainmaster will advise placement of cars and location of handbrakes on equipment that will be left unattended.

YARD SPECIFIC PROCEDURES

B-Yard

- i. GOI Section 4 item 6.0 (a) instruction DOES NOT APPLY while switching the East end of the B-Yard.
- ii. Please note that GOI Section 4 item 1.1 (f) instructions DO NOT APPLY, when cars are left in any of the B-Yard tracks

X-Yard

- i. When cars are left in the X-Yard tracks they must be secured with five (5) handbrakes on the East end, except: tracks XT-23, 24, 28 and 29 which are secured with two (2) handbrakes on the East end.
- ii. When switching the West end of the X-Yard no more than two (2) loaded cars, or a cut of cars containing no more than (2) loaded cars, may be released on their own momentum at any time.
- iii. When releasing equipment under its own momentum toward tracks XT30 thru XT34, the west end of the standing portion of these tracks must be west of the Coast Meridian overpass.

Note: Care and good judgment must be used when releasing loaded cars under their own momentum.

- b) All crews on arriving trains into Coquitlam are to contact the locomotive planner for locomotive shop track yarding instructions.

“Diesel A/1” channel on your digital hand held radio is to be used when contacting the planner for instructions.

If your hand held radio does not have this channel, please take it to the radio shop and they will program this channel into your radio.

- c) When a CP crew takes control of a 604 crude train from the BN the crew must report the fuel levels of the locomotives to the Supervisor Operations prior to departure from Coquitlam

d) **Yard Speed Increase – Coquitlam Yard**

Yard speed has been increased on the following tracks to 15 mph:

A-Yard

- AT01
- AT02
- AT03
- AT04
- AT05
- AT06
- AT07
- AT08
- AT09
- AT10
- AT11
- AT13
- AT14
- AT15

C-Yard

- C1
- C2
- C3
- including crossovers

B-Yard

- Nil

X-Yard

- XT41
 - XT42
 - XT30
 - XT31
- X41/42 East lead from the divider X41/42 switch to main track at Smith including 105 portion 1099 to 1098 dwarf signal are 15mph
 - X-lead from West end from X41/42 and the connecting tracks except X42 through the X-Lead up to and including the C3 extension to the main track at Westwood are 15mph
- e) All Westbound Trains when contacting the Coquitlam tower for yard instructions are to supply the following information to the Supervisor Operations upon the initial call
- Train Symbol
 - Train Length
 - Hours remaining on their clock
- f) All movements are prohibited crossing over from CT02 lead to CT01 lead through one set of crossovers then crossing through the next set of crossovers from CT01 lead back to CT02.

(IV) Vancouver Intermodal Facility**BULLETIN NO. BCO-208/12 Consist Review for Vancouver Intermodal Facility**

All westbound trains are to check their paperwork and verify whether their train contains traffic for Vancouver Intermodal Facility (Station 9714). If your train does contain traffic for VIF you must contact the Terminal Trainmaster Coquitlam before passing Maple Meadows to verify yarding instructions.

BULLETIN NO. BCO-106/13 Yard Speed Increase

VIF Yard speed has been increased in all tracks to 15 mph

G. BULLETINS IN EFFECT

- ✓ **BULLETIN NO. BCO-136/07 Restricted Clearances West Coast Express Compound Mission**
 - ✓ **BULLETIN NO. BCO-204/08 Minimum Handbrake requirements at North Bend**
 - ✓ **BULLETIN NO. BCO-010/09 CP/CN Operating Differences Manual CN Ashcroft & Yale Subdivisions**
 - ✓ **BULLETIN NO. BCO-119/09 Documents and Paper Work to the Tower**
 - ✓ **BULLETIN NO. BCO-312/09 VIA Rail – Blue Flag / Derail Devices**
 - ✓ **BULLETIN NO. BCO-078/10 Work Enroute**
 - ✓ **BULLETIN NO. BCO-143/10 Movements En Route to the Cascade Subdivision from the CN Yale Sub**
 - ✓ **BULLETIN NO. BCO-026/11 Train Documentation for Empty Coal Trains Departing Roberts Bank**
 - ✓ **BULLETIN NO. BCO-098/11 Air Hose Extensions on Coal Cars**
 - ✓ **BULLETIN NO. BCO-154/11 Electronic Parking Brake on CP8900 to 8960**
 - ✓ **BULLETIN NO. BCO-126/12 Contacting Pitt River Bridgetender**
 - ✓ **BULLETIN NO. BCO-127/12 Electronic Parking Brake on CP8900 to CP8960 and CP9350 to CP9379**
 - ✓ **BULLETIN NO. BCO-292/12 Reporting of Yard Pull Time Clarification**
 - ✓ **BULLETIN NO. BCO-126/13 Coal Train Dusting Issues**
 - ✓ **BULLETIN NO. BCO-164/13 Close Clearance at Surrey Rail Company (formerly Chemetron Railroad Division)**
 - ✓ **BULLETIN NO. BCO-156/14 Hopper Cars in Coal Service Require 105 PSI When Loaded**
 - ✓ **BULLETIN NO. BCO-074/15 Coal Train Dusting Issues**
 - **BULLETIN NO. BCO-XXX/15 Point Protection Zones Coquitlam Yard**
- ✓ **Indicates Bulletins are appended**
 - **Indicates Bulletin in effect but not appended**

✓ **BULLETIN NO. BCO-136/07 Restricted Clearances West Coast Express Compound – Mission**

Do not ride on side of equipment in WCE compound at Mission due to restricted clearances.

Restricted clearances not marked by restricted clearance signs, located at the train wash facility at the west end of the compound, as well as off track equipment and storage containers located adjacent to tracks 1, 2 and 3 within the facility.

✓ **BULLETIN NO. BCO-010/09 CP/CN Differences Manual CN Ashcroft and Yale Subdivisions – May 28, 2008**

Canadian Pacific employees must be in possession of this document when operating on the CN Ashcroft & Yale Subdivisions.

✓ **BULLETIN NO. BCO-119/09 Documents and Paper Work to the Tower**

Conductors on Westbound trains must ensure they bring all required documents to the 3rd floor (tower) for faxing and proper storage. They include but are not limited to:

- a) form 125- fax to Winnipeg and place in marked bin.
- b) form 1225- fax to OC Car Planning Specialist.
- c) crew to crew form – place in marked bin for storage
- d) Completed work orders- fax to Winnipeg and place in marked bin

Conductors on trains where the Vancouver terminal is not the final destination for that train, (i.e. CP and CN sulphur trains), must ensure the crew to crew form is delivered to the Operations Supervisor to ensure it is kept secure for future crews.

✓ **BULLETIN NO. BCO-312/09 VIA Rail – Blue Flag / Derail Devices**

VIA Rail provides the following information regarding their blue flag/derail devices located within the West Coast Express Compound, Mission.

Devices combining a blue flag and a derail are located within the WCE compound at Mission:

- on track 1 at the west end;
- on the lead at the west end between the switches to tracks 1 and 2; and
- at the east end of the yard between the lead switch and the track gate.

Such derail locations are not marked by a derail sign or target.

The devices operate as follows:

- when the blue flag is displayed, the derail is in the derailing position; and
- when the blue flag is removed (dropped to the ground), the derail is in the non-derailing position.

This equipment is for the protection of VIA Rail mechanical forces, is to be handled exclusively by them and will be secured with a VIA Rail Mechanical Department lock.

When the protection of VIA Rail mechanical forces is no longer required, the blue flag will be removed (dropped to the ground) and the derail left locked in the non-derailing position.

✓ **BULLETIN NO. BCO-078/10 Work Enroute**

The following instruction applies to all crews with work on line.

Trains originating at Coquitlam

Prior to departing, Conductors are to consult with the Operations Supervisor .

Enroute

- After departing the initial terminal, on first opportunity, all crews CN/CP with work on line (Thompson, Cascade, Mission Subdivisions) are to notify the respective RTC's. This will enable the RTC to properly line up each movement and ensure arrangements are made to protect the setoff(s) or lift(s).

✓ **BULLETIN NO. BCO-143/10 Movements En Route to the Cascade Subdivision from the CN Yale Sub**

All movements en route to the Cascade Subdivision from the CN Yale Subdivision must contact the CP RTC and provide their location, train symbol and lead unit number when accepting signal indication at CN Glen Valley or CN Arnold.

This must be done prior to accepting signal indication at Page or Matsqui Junction.

✓ **BULLETIN NO. BCO-098/11 Air Hose Extensions on Coal Cars**

It has been discovered that there are certain types of foreign double rotary coal cars that have a traditional brake pipe layout (crossed-over, with angle cocks on opposite sides of couplers), and not typical brake pipe layout that is commonplace on coal cars (angle cocks all on the same side of the car). This crossed-over brake pipe design will prevent the end hose to successfully undergo rotary unloading operation, due to its shorter length. Although the number of these cars presently in export coal operation are low, employees encountering coal cars with crossed air hoses need to be on the lookout for an indication that Mechanical Services have addressed the issue (by adding and securing a hose extension) and no further actions are required by Running Trade Employees.

Terminals at Roberts Bank. If these cars have had an air hose "extension" applied at the location where the air hoses are crossed, and the extension has been tie wrapped at one of the glad hands, the car(s) is okay to proceed into the dumper in this fashion. If there are air hoses crossed that do not have an extension applied, one must be applied before dumping is to take place. Only air hose extensions that are applied by other than MS employees (i.e., RTE's) need to be removed prior to the train departing Roberts Bank.

Additionally, the air hose extension(s) that have been tie wrapped on one end, MUST NOT be removed prior to the train departing Roberts Bank, as these cars are safe to travel in this fashion. In all cases, employees must use extreme care and caution when uncoupling an air hose with an extension applied.

✓ **BULLETIN NO. BCO-148/11 Two Crews Working in Same Track – Instructions**

SWITCHING INSTRUCTIONS

When two or more train crews are simultaneously performing work in the same yard or industry tracks, extra precautions must be taken:

Same Track:

Two or more crews are prohibited from switching into the same track at the same time, without establishing direct communication with all crew members involved.

Adjacent Track:

Protection must be afforded when there is the possibility of movement on adjacent track(s). Each crew will arrange positive protection for (an) adjacent track(s) through positive communication with coordinator and/or other crew members.

In summary, supervisors are reminded not to assume anything.

Supervisors are to advise both crews when more than one crew is listed to work in a track.
Supervisors are to also provide crews with working channels information.

It is the responsibility of the crews to contact each other before work has commenced.

✓ **BULLETIN NO. BCO-126/12 Contacting Pitt River Bridgetender**

All crews should contact the Pitt River Bridgetender prior to entering the controlled locations at Smith (Eastward) or Pitt River (Westward) and/or the interlocking limits.

The intent of this bulletin is to provide **Information Only** to the Bridgetender of your train or engines' approach to the interlocking, under signal indication, so that the Bridgetender does not unexpectedly put in place Signal or TOP blocking, which may drop the governing signals.

Note: Timetable 41, Vancouver Terminal Module 15, Item 10.1 governs this interlocking.

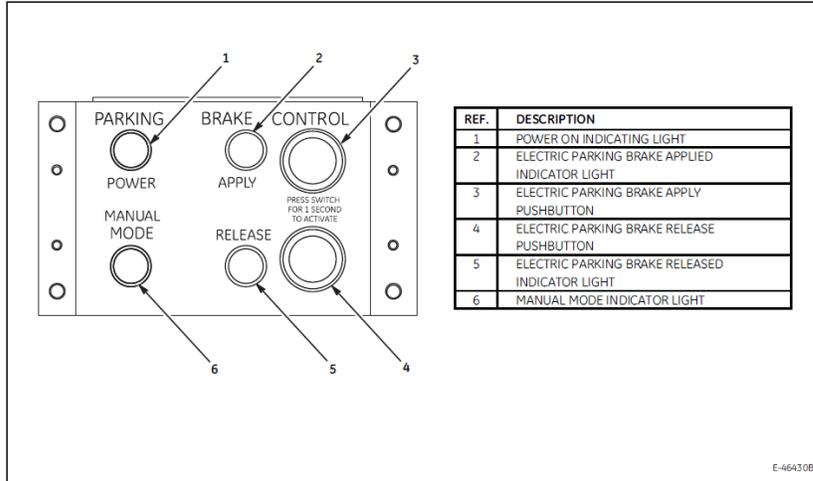
✓ **BULLETIN NO. BCO-127/12 Electronic Parking Brake on CP8900 to CP8960 and CP9350 to CP9379**

As indicated in the differences bulletin, the new CP 11's (8900 to 8960) and CP12's (9350 to 9379) are equipped with an Electronic Parking Brake. The following is provided to familiarize employees of the operating instructions for the parking brake.

The Electric Parking Brake can be applied or released electrically by using the Electric Parking Brake pushbuttons or the manual handbrake wheel. The panel has two pushbuttons and four indicators that show the status of the Electric Parking Brake system. The pushbuttons and indicators are:

- Power On Indicator Light – This indicator light (1) is illuminated when power is available at the controls.
- Electric Parking Brake Applied Indicator – This indicator light (2) is illuminated when the Electric Parking Brake is applied in AUTO mode.
- Electric Parking Brake Apply Pushbutton – When the Electric Parking Brake controls are in the AUTO mode, this pushbutton (3) will apply the brake.
- Electric Parking Brake Release Pushbutton – When the Electric Parking Brake controls are in the AUTO mode, this pushbutton (4) will release the brake.
- Electric Parking Brake Released Indicator Light – This indicator light (5) will be illuminated when the brake has been released in AUTO mode.
- Manual Mode Indicator Light – This indicator light (6) will be illuminated when the Electric Parking Brake system is in the MANUAL mode.

The APPLY and RELEASE lights may alternately flash signalling that the brake unit is not in a fully applied or fully released position during initial power application. To place the brake in position, press either the APPLY or RELEASE button for one second and release. This will activate the brake and allow the brake to reach the desired position.



The POWER light is intended to let the operator know the brake unit is active. The light is on continuously when the brake unit is powered. If the POWER light begins flashing or is not illuminated, the system has detected an internal fault. If an internal fault is detected or if the brake fails to initialize during power up, toggle the circuit breaker off and on. If cycling the power does not clear the fault, set the circuit breaker to OFF and operate the Electric Parking Brake unit in the manual mode until repairs can be made (Report defective brake to the Central Locomotive Specialist).

To change the wheel from the auto to manual mode, pull the knob of the selector handle and rotate the handle to the MANUAL position. Verify the selector handle knob is fully engaged. If the handle becomes difficult to engage, rotate the wheel 180 degrees and re-engage the lever. The MANUAL indicator should illuminate. Turn the wheel clockwise until the brake shoes lock against the wheels. To release the parking brake, turn the wheel counter clockwise until resistance is felt.

When returning the selector handle to AUTO position, the MANUAL light may temporarily stay illuminated until the internal gearing aligns. Press and hold the APPLY or RELEASE button to activate the brake and the MANUAL light will turn off. The brake remains fully functional in the AUTO mode until the selector handle is again changed. In the AUTO mode, the wheel spins freely with no resistance.

✓ **BULLETIN NO. BCO-292/12 Reporting of Yard Pull Time Clarification**

All crews at every on duty location will report the "Yard Pull Time" to the Terminal Trainmaster in charge or the RTC where no TTM is on duty. The definition of "Yard Pull Time" is as follows:

The time the crew starts to move a train to leave the terminal after completing work, including at run short and run long locations. If a train is delayed leaving the terminal due to meets, ES, Mechanical reasons etc., then the Pull Time will be once the train begins moving after the delay.

To be clear, this is **NOT** the OMTS/AEI departure time of the train. This is the time the train starts to move out of its location.

✓ **BULLETIN NO. BCO-164/13 Close Clearance at Surrey Rail Company (formerly Chemetron Railroad Division)**

Please be advised there has been a close clearance sign installed at the East end of track BO29 in the Surrey Rail facility at Brownsville (Fraser-Surrey Docks).

Employees cannot ride the North side of cars while spotting or pulling this track. You must ride the South end of the rail cars.

✓ **BULLETIN NO. BCO-156/14 Hopper Cars in Coal Service Require 105 PSI when loaded**

This bulletin is re-issued to capture hopper Cars for Coal Service that, require 105 PSI when loaded.

Note: This instruction only applies to **LOADED** coal trains with SOO / MILW / HLMX or cars listed below on the PACIFIC DIVISION.

- HLMX-2 (GSNX marked cars)
- U-1 (HLMX series 147000s)
- GE set (RTPX series 11000s)
- (SFIX series hoppers)
- JAIX (in series 700 to 1936)
- NS (NS marked cars)
- CR (CR marked cars)

This refers to the above series of hopper cars presently operating in Coal Service, which have a Braking Ratio of 6.5%, the minimum allowable under previous/old AAR requirements. Normally this does not present operating problems unless the equipment is being utilized in a heavy grade operation.

Due to Canadian Pacific's Mountain grade operation, our fleet of coal cars are designed to have a 10% Braking Ratio. (AAR minimum Braking Ratio is now set at 8.5% for new cars).

In order to address the reduced braking effort on these series of hopper equipment the following operating requirements are to be implemented until further advised:

All **LOADED** coal trains comprising of GSNX, HLMX, RTPX, SFIX, JAIX , NS and CR series hopper cars with **10% or more** of these series of cars are to operate with the standard brake pipe pressure raised to 105 PSI.

The following is for your information regarding brake pipe/brake cylinder pressures when operating at full charge of 105 psi:

Full Service = 30.5 psi BP reduction (BPP at 74.5 psi)
 Full Service = 74.5 psi brake cylinder pressure
 Emergency brake application = 89 psi brake cylinder pressure
 Minimum Reduction = 10 - 12 psi brake cylinder pressure

Before leaving for the "empty" movement, the overcharge must be eliminated as per GOI Section 3, item 5.3 on page 6.

✓ **BULLETIN NO. BCO-074/15 Coal Train Dusting Issues**

In addition to other instructions issued in this regard, to ensure that we adhere to coal dusting reduction initiatives to communities we operate through between the S.E.B.C. coal mines to Roberts Bank (and return), Train and Engine crews handling loaded or empty coal trains are to be vigilant and make frequent inspections of both sides of their train for evidence of dusting conditions that may be present on their trains. Crews are to continually monitor for excessive dusting conditions, and ask other trains and/or ES wayside inspections to monitor for dusting conditions. If the dusting conditions are extreme, Train Crews are to reduce their train speed to 35 mph to reduce dusting. Ongoing monitoring needs to occur, and if dusting conditions continue, further reduce train speed in intervals of 5 mph until the desired effect (reduced dusting) has been achieved, or a speed of 25 mph.

Coal trains entering heavily populated areas such as Kamloops, Chilliwack, and the lower mainland MUST comply with the above instructions, as these are areas where the majority of public complaints originate.

In all cases, the RTC must be notified of any speed reductions made to their trains.

✓ **BULLETIN NO. BCO-104/15 Handling Empty Coal Trains**

When handling empty coal trains, crews are instructed to use dynamic brake and throttle modulation to control speed.

Air brakes are not to be used over 5mph unless it is necessary to do so as a result of an unsafe situation or condition.

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 contact EFAP please call 1-800-735-0286.



Revision Document – Effective 10/14/15

CROR

**Rule Book for T&E Employees
General Operating Instructions
T&E Safety Rule Book**

**Rule Book for Engineering Employees
Engineering Safety Rule Book**

**Rule Book for Mechanical Employees
Mechanical Safety Rule Book**

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Section 15

Item 15.5, Paragraph (a)

Protect against a preceding movement from a location

Paragraph (a) is revised to read:

(a) proceed at a maximum of 25 MPH prepared to stop within half the range of vision of equipment; or

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