

Summary of Changes

General Operating

Instructions

(GOI)

CANADIAN PACIFIC

July 6, 2009

Summary of GOI Changes

On July 6th, 2009 a complete revision of the General Operating Instructions (GOI) is in effect. Due to the introduction of the GOI – ES document, the GOI will once again be presented in a one book format.

This 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 July 6, 2009.
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.

General

The revised GOI includes revisions previously carried in your Summary Bulletins (SB). All NEW changes are highlighted with a vertical black bar in the margin.

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

What's new?

Back to a one book format

With the revisions made, archiving of old items and the introduction of the GOI – ES for engineering employees, this release of the GOI will be back to a one book format.

As per the CROR, all employees involved with movements, must have a copy of the General Operating Instructions while on duty.

As indicated above, several items from the GOI that are rarely used have been archived along with Job Aids and other assistance documents, onto **RailCity** under:

Teams – Operations – Safety & Environmental Services

Section 1 – Special Instructions / General Information

Section 1 has been renamed as **Special Instructions / General Information and Safety Instructions / Policies**.

- Definition of train as indicated in GOI.
- CROR revisions are no longer carried in the GOI. All CROR revisions will be contained within the CROR – GOI update document as part of the Summary Bulletin.
- Special Control Zone supplemental information and Q&A's have been moved to the GOI RailCity site.
- Policies and Track Unit operation have been revised to remove requirements for ES and RTC's as they have their own operating procedures.
- Operation of trains with / without a manned caboose have been updated to reflect the changes with the CROR.
- High Voltage Electrical Cable procedure has been moved from Section 11.

Section 2 – Reporting Requirements

The information remains essentially the same except for some minor changes as per Summary Bulletin.

Section 3 – Regulatory Requirements

The information remains the same.

Section 4 – Radio Procedures

The information remains essentially the same except for some minor changes. Some of the contents have been reformatted.

- GE radio operating instructions have been added.

Section 5 – Train Inspections - HBD / Wild Instructions

Some of the contents have been reformatted.

- p. 34: Item 4.1 inspection for hazardous conditions now includes Improvised Explosive Devices (IED's).
- p. 38: Item 11.2 contains a caution regarding the use of the back of the hand.
- p. 42: Item 19.0 "Bearing Trending" is removed as this function is no longer required.
- p. 43: Item 20.0 is revised to include the operation of the new model HBD's with the DTMF repeat option.

Section 6 – TIBS Instructions

The information remains essentially the same except for some minor changes. Some of the contents have been reformatted.

- Changes to the ATX SBU information has been added.
- p. 63: Item 16.2 (h) Note and Caution have been added in regards to cutting in the air after performing the emergency SBU test (possible brake release).
- p. 67: New item 22.0 added in regards to the transportation of SBU's.

Section 7 GOI – TrAM / Switching and Handling Equipment

- p. 70: Item 1.3 Note added to indicate that TrAM areas are shown in Time Tables.
 - p. 71: Item 2.1 Definition (p) added for a train.
 - p. 72: Item 2.3(b) Definition of a Distributed Power Train has been revised to show multiple remote locations.
Item 2.3 Train type chart has been revised due to TrAM changes, Heavy Bulk Trains must have cars that weigh at least 100 tons and a new note has been added for the identification of a Distr Pwr Train.
 - p. 75: Item 4.2 En Route Lifts & Setoffs, is now in a chart form. Due to the changes in TrAM, all Distr Pwr Trains require a TrAM check if a lift or setoff occurs. The chart gives examples of when a TrAM check must be performed for conventional trains.
 - p. 76: Item 4.3 has been added in regards to documenting lifts and setoffs and contains some of the information previously in item 9.3.
Item 4.4 has been added in regards to enroute marshalling exceptions. This was previously carried as an addition to item 4.2 as contained in Summary Bulletin.
 - p. 78: Item 5.3 Table for CD Rules on Distr Pwr Trains has been updated with a note, to show that a TrAM check is always required on Distr Pwr trains.
 - p. 79: Item 6.2 Short Car / Long Car Rules has a new exception added for Crane and Idler cars.
Item 6.4 Threshold tonnage chart has been changed as the chart no longer applies to Distr Pwr trains.
 - p. 80: Item 7.0 Has been extensively changed due to the updates in the TrAM system and the use of multiple remote locations. The Locotrol Train Makeup table has been removed as there are now numerous Distr Pwr makeup's available and a TrAM check must be performed to identify if the Distr Pwr makeup will pass TrAM.
Item 7.3 Has been changed to reflect increased distance to 10,000' between lead and last remote.
 - p. 82: Item 8.0 Has been changed to reflect updates in the TrAM system.
- Due to updates to the TrAM system, items 9.0, 10.0, 11.0 and 12.0 have been deleted. The applicable instructions within these items has been incorporated into item 4.2.
- p. 99: Item 21.1 List of business cars has been updated.
Item 21.2 Marshalling of business cars has been revised to include marshalling next to tail end remote locomotives and on the head end of trains based on trailing tonnage.
 - p.110: New Locomotive Haulage rating & Equivalent Axle chart has been added.

Section 8 – Dangerous Goods

- The information remains essentially the same.
- p.122: Positive Chain of Custody instructions added for cross border shipments.

Section 9 – Passenger Train Procedures

- The information remains essentially the same, some changes have been made to accommodate revised names for documents.
- p.126: Item 2.1 employees must hold a current first-aid certificate if required to render emergency first-aid.
 - p.127: Item 4.0 now includes reference to Chemical, Biological, Radiological, or Nuclear (CBRN) weapons.
 - p.128: Minimum safe distances for cell and radio use is now 300 feet.
Item 4.2 now requires the conductor to conduct a visual examination of the interior for clouds of smoke, mist, gas, or vapour. Also look for signs of passengers being incapacitated or other unusual activity, prior to entering the car.
 - Item 7.7 Holiday Train Instructions has been removed as bulletins are issued each year that contain the instructions for the Canadian and US trains.

Section 10 – Dimensional Traffic

The information remains essentially the same except for changes required from the Summary Bulletin.

Section 11 – Security

- Section 11 is now titled **Security** and contains items only in regards to security issues.
- Item 10.0 High Voltage Electrical Cables has been moved to Section 1.
 - p.150: Item 3.0 Suspicious Objects has been revised to include references to Improvised Explosive Devices (IED's) and Remote Monitoring Equipment (RME).
 - p.151: Item 5.1 It is no longer a requirement for conductors to report to the RTC a manager or supervisor riding on their train when performing their duties. All other non operating personnel riding must be reported. It is the Managers responsibility to report to the NMC when they will be riding the train.
 - Item 8.0 Securing equipment is removed and relevant instructions are now included in Section 14.

Section 12 – Track Signs

No changes.

Section 13 – Air Brake Tests and Procedures

- Section 13 has been revised to include all the bulletined changes from the revised Air Brake Rules.
- p.161: Item 2.2 Examples of when a locomotive brake test must be performed has been added.
 - p.163: Item 4.4 New item added for the maximum difference between equalizing reservoir and locomotive brake pipe pressure.
Item 4.5 New item added in regards to enroute brake pipe pressure requirements.
 - p.171: Item 17.3 Examples of situations when brake status information is missing, have been added.

Section 14 – Hand Brakes – Leaving Equipment

The information remains essentially the same except for some minor additions. Some of the contents have been reformatted.

p.174: Item 1.2 Paragraph added in regards to the application of CROR Rule 112(b) “moving the cars slightly”.

p.177: Item 3.0 Caution regarding AESS equipped locomotives added due to brake cylinder & MR pressure leak off.

p.178: Item 4.2 (a) Exception added in regards to the application of hand brakes to locomotives.

Item 4.2 Caution regarding AESS equipped locomotives added due to brake cylinder & MR pressure leak off.

Old Item 5.0 (Locomotive Consist Separation) has been incorporated into Item 4.2.

New Item 5.0 added for equipment left between the spotting of equipment prohibited sign and the road crossing (formally in Section 12 update of SB).

Section 15 GOI – Locomotive and Train Operation

The information remains essentially the same except for some minor changes and those required from the Summary Bulletin.

p.183: Item 4.0 Revised account rail weights are no longer carried in Time Tables & increased 30 axle area.

p.184: Item 5.1 Chart has been revised to include other locomotives without coupler alignment.

p.186: Item 7.6 Procedures for handling a dead remote at the extreme rear of a distr pwr train. This was moved to this section from Section 17. Additional requirement to pass a TrAM check has been added.

p.190: Items 11.2 & 11.3 The locomotive draining and water fill instructions have been changed. Due to the many different types of water systems, employee's are now required to follow instructions located at the locomotive water fill location or in the locomotive cab. If in doubt, they should contact the locomotive specialist. Item 11.5 is deleted and the precautions have been incorporated into items 11.2 & 11.3.

p.195: Item 20.0 Stop Start systems has been revised to include changes as bulletined.

p.196: Item 20.6 Exception and warning included to cover main reservoir and independent brake pressure not being monitored, if the locomotive engine control switch is placed into the isolate position or remote locomotives are placed into the isolate mode.

Item 21.1 Note added that this instruction does not apply to AC locomotives.

- Item 25.4 Is deleted.

p.201: Item 32.1 Power limit switch is revised to include automatic operation.

p.204: Item 36.0 Is revised to include snowblaster instructions from item 32.3 for GE locomotives and for EMD instructions.

p.205: New Appendix 2 Preferred marshalling chart in regards to items 5.3 and 7.4.

Section 16 – Train Handling

p.208: Item 1.9 Changed to include snow and ice build up in tracks and crossings.

p.210: Item 5.0(b) Has been revised.

p.211: Item 7.1(a&b) Have been revised.

Item 7.1(h) Has been removed and replaced with DB estimates of foreign locomotives.

p.212: Item 7.6 DB handling approaching sidings, temporary slow orders & yard tracks is revised to limit DB effort vs throttle positions.

p.213: Item 7.7(e) Chart has been updated.

- Item 7.11 Is deleted account CP no longer leases the CEFX 100 series locomotives.

p.214: Item 8.0 Has been revised completely from restricting driving axles to now limiting tractive effort, when making reverse moves.

p.215: Item 9.0 Has been revised completely to work in conjunction with the tractive effort chart in item 8.0 and changes to TrAM. Also includes revisions based on tests and procedures incorporated on the BC Interior Service Area.

p.217: Items 11, 12, 13 & 14 have be revised to indicate suggested handling factors to be considered. The remaining instructions that were previously shown are considered as training material that is covered during locomotive engineer training.

p.220: Item 17.0(e) High throttle power braking (5 thru 8) is now prohibited except where indicated by Time Table or Special Instruction.

p.221: Item 17.3 New item regarding expedited / non-expedited consist message.

Item 17.4 New item regarding use of fuel conservation technologies.

Section 17 – Distributed Power

The information remains essentially the same except for some minor additions. Some of the contents have been reformatted.

- Updates have been added in regards to the conversion to UHF radios and the compatibility with other Railway locomotives.

p.239: Item 5.2 Comm Loss Idle Down reduction has been increased from 15 psi to 20 psi due to the change in the distance between the lead and last remote.

IMPORTANT - Job aids and special instructions not included in the GOI are listed on RailCity. They will be kept current and dated. Ask your local supervisor for copies if required.