



**CANADIAN
PACIFIC**

VANCOUVER SERVICE AREA

FOREIGN RAILWAY MONTHLY BULLETIN

July 1st 2010



**TO: All Canadian Pacific Railway
Operating Employees
Working: Boston Bar West**

**Unless otherwise specified by subsequent Bulletin and/or General Bulletin Order,
The following are in effect:**

July 1st 2010

1.	CNRail	Alberta and BC Sub Regions Time Table 15, effective 0001, August 1, 2009
2.	CNRail	Western Canada System Special Instructions, effective August 1, 2009
3.	CNRail	Regional Special Instructions, effective August 1, 2009
4.	CNRail	Greater Vancouver Terminal Operating Manual, effective March 01, 2009
5.	BNSF	Railway Northwest Division Time Table Number 4, effective 0800 June 17, 2009
6.	BNSF	BNSF Railway System Special Instructions All Subdivisions. 17, in effect 0001, Wednesday, July 29, 2009. Signal Aspects and Indications— in effect 0001, Wednesday July 29 th 2009
7.	BCRail	Time Table Number 1, effective Tuesday August 15, 2006

Table of Contents

- CN General2
- CN Yale Subdivision5
- CN Rawlison Subdivision5
- CN New Westminster Subdivision7
- CN Greater Vancouver Terminal Operating Manual7
- CN Ashcroft Subdivision7
- BNSF Northwest Division General Orders8
- BC Rail Monthly Operating Bulletins.....13

CN GENERAL

CN Operating Bulletin No.: BCS-059	August 1, 2009
Subject: Non-Turbocharged Locomotives	

Please note the changes to the following:

- Item A1.11 Locomotive Engineer Operating Manual (Form 8960):
Placing a Non-Turbocharged Locomotive On-Line
- CN System Special Instructions: A1.11- Handling Consists that Include a Non-Turbocharged Locomotive

The above are hereby revised in their entirety and now read:
 Non-turbocharged locomotives (1800 HP or less) operating under high throttle positions pose a serious hazard during fire seasons due to the exhausting of carbon build-up sparks.
 Because of this, nonturbocharged locomotives placed in an engine consist are not to be worked under any circumstances as part of the locomotive consist.
 Instructions on whether to shut down or isolate locomotives being deadhailed can be found in CN's locomotive shutdown policy.

CN Operating Bulletin No.: BCS-085	November 1, 2009
Subject: Disabling TrainLink-ES Brake Assist Mode	

TrainLink-ES Brake Assist Mode to be Disabled
 Effective immediately, locomotive engineers are directed to **disable the TrainLink-ES Brake Assist** feature until further advised. This is being done as a precautionary measure to avoid potential software incompatibility issues while software upgrades are being undertaken. More information will be forthcoming once software updates are completed.
 TrainLink-ES Brake Assist mode is to be disabled whenever:
 a) IDU initially armed to SBU;

b) thereafter, whenever recovering from an emergency brake.

The TIBS system will continue to provide all standard TIBS functionality after Brake Assist is disabled.

Procedures to Disable TrainLink-ES Brake Assist Mode

a) Locomotives Equipped with Stand-alone IDU Devices

Stenciled TRAINLINK ES:

TrainLink-ES mode is to be disabled whenever the IDU MESSAGE DISPLAY window indicates either **ES INIT** or **ES ON**.

- 1) Simultaneously press both the **COMMUNICATIONS TEST/ARM** pushbutton and **DISPLAY TEST** pushbutton.
- 2) Verify the IDU MESSAGE DISPLAY window indicate **ES OFF**.

Note: Should an IDU disable the **NO SIU** message appears in the MESSAGE DISPLAY window, no further action is required to disable TrainLink-ES.

b) Locomotives CN 8000-8024 and CN 8800-8874 (EMD SD70M-2):

Brake Assist status is displayed as part of the **LAST CAR** status information provided in the middle of the main screen underneath the speedometer.

Brake Assist mode is to be disabled whenever the status indicates **BRKASSIST INIT** or **BRKASSIST ON**.

- 1) From the main menu, press the **More Choices** key until the **EOT ID** key appears.
- 2) Press the **EOT ID** menu key.
- 3) Press the **Disable Brkassist** key: - **Brake Assist** status box should now display **Disabled**;
- **Enable Brkassist** key should appear in place of **Disable Brkassist**.
- 4) Press **Exit** to return to the main screen.
- 5) Verify the LAST CAR status information now displays **BRKASSIST OFF**.

Note: If **Enable Brkassist** key is found upon initially entering into the EOT setup screen, the Brake Assist feature is already disabled and no further action is required.

c) Locomotives CN 2200-2309 (GE ES44DC):

Brake Assist status is displayed as part of the **EOT** status information provided in the lower left-hand of the main screen and immediately above the **Ind Brk** and **Auto Brk** brake status boxes.

Brake Assist mode is to be disabled whenever the status indicates **Brk Assist: Init** or **Brk Assist: On**.

- 1) From the main menu, press the **End of Train** menu key.
- 2) Press the **Disable Brake Assist** key: - **Brake Assist Status** box should now display **Disabled**;
- **Disable Brake Assist** key should extinguish and the **Enable Brake Assist** key should illuminate.
- 3) Press the **Exit** to return to the main screen.
- 4) Verify the EOT status box now indicates **Brk Assist: Off**.

Note: If **Enable Brake Assist** key is found upon initially entering into the EOT setup screen, the Brake Assist feature is already disabled and no further action is required.

CN Operating Bulletin No.: BCS-087	November 1, 2009
Subject: Automatic Crossing Protection – AC “Power On” Light	

AC "power on" light is a white light located on crossing protection signal bungalows that when flashing indicates that the crossing protection is operating on reserve power.
When AC power indicating light is flashing- notify the Rail Traffic Controller or signal maintainer immediately.
Be governed accordingly

CN Operating Bulletin No.: BCS-088	November 3, 2009
Subject: Revisions to Time Table 15 RSI and SSI	

Refer to Regional Special Instructions and System Special Instructions
Time Table 15 British Columbia Subdivisions.
Revisions to RSI as follows:
Rule 88-Stopping Clear of Fouling Point is revised to read "**Rule 80-OCS-Stopping Clear of Fouling Point**"
DV-Plate-Siding Operating Speed- In the "Example:" reference to Rule 105(c) should read "**Rule 105(b)**"
Revision to SSI as follows:
Item 12- Rule 429-Diverging to Stop is revised to read as follows;
May also be indicated on a low mast single head signal when displaying solid yellow equipped with a "**DV**" and "**A**" plate.
SSI page 8 Section 3.3(e)-WOPRT(Train Journal) should read "**Section 3.1(e)-WOPRT(Train Journal)**"

CN Operating Bulletin No.: BCS-007	February 2, 2010
Subject: CN Time Tables 15,16,17 and 18 dated August 01,2009 Regional Special Instructions page 4-CROR Rule 115 and GOI Item 12.3	

The CN Regional Special Instruction located on page 4 of Time Tables 15,16,17,and 18 entitled "CROR Rule 115 and GOI Item 12.3" is cancelled in its entirety and replaced with the following:

I. "CROR Rule 115 and GOI Section 8 Safe Work Procedures Item 12.3"

"Known to be clear" as referred to in CROR Rule 115 and GOI 8 Item 12.3 is restricted as follows:

When equipment is being shoved by an engine or headed by an unmanned remotely controlled engine and a crew member is not on the leading piece of equipment or on the ground in a position to observe the track to be used, track will be "known to be clear" when:

- another CROR qualified employee is in a position to observe the track and give signals or instructions necessary to control the movement ,or;
- a positive form of protection is available on the track to be used, such as Point Protection Zone (PPZ), Shove Lights, or RTC Protection (Main Track authority or Siding Control Territory).

Duties of the other employee observing the track may be fulfilled by:

1. Another CROR qualified person who is not a member of the crew; or
2. Another CROR qualified person, who is not a member of the crew, using a camera. The person operating the camera must be in communication with and observe the movement as well as the remaining track being used.

Note: When shoving equipment not headed by an engine, the movement must not approach to within 100 feet of any public, private or farm crossing unless such crossings are protected as described in Rule 103 paragraph (b) or (g). All employees are responsible for the safe operation of their train, transfer or yard movement.

This requires clear and concise communication between the employee controlling the movement and the employee protecting the point. The employee controlling the movement must be prepared to STOP prior to reaching one half the distance last reported by the employee protecting the point.

CN Operating Bulletin No.: BCS-008	February 9, 2010
Subject: Riding Restrictions	

Unless otherwise provided, in addition to other riding restrictions that may be in effect employees must not ride on any moving car while inside any building structure whether or not restricted clearances exist

CN Operating Bulletin No.: BCS-008	February 17, 2010
Subject: Riding Equipment	

Employees are reminded of the importance of fully complying with CROR General Rule C (vi):

Employees must :

"(vi) Not be on the end of a car while in motion except for the purpose of operating a handbrake;"

As Rule 112 prohibits the operation of the handbrake while a car is being pulled or pushed, riding the end of a car being pulled or pushed is strictly prohibited.

The two exceptions as shown in the Safe Work Procedures allowing for the riding the end platform of tank cars or intermodal flats remains in effect, however in both cases, the employee must ride to the outside of the rail, with a firm grip as noted.

CN Operating Bulletin No.: BCS-015	March 2, 2010
Subject: CROR effective 0001 May 28th, 2008 SSI definition of a "Train" - New Item	

New Item

CROR Definition of a "Train" Add System Special Instruction:

In the application of the definition of a TRAIN, a

Distributed Power Locomotive or Distributed Braking Car/Container (DBC)

marshalled at the rear of a train meets the requirement of clause (ii). This equipment is equipped with the same functionality of the EOT device for a TIBS system.

CN Operating Bulletin No.: BCS-019	April 13, 2010
Subject: Western Canada Hot Weather Restrictions for 2010	

The following are the hot weather slow order restrictions for 2010 in Western Canada:

Western Canada

For subdivisions with speeds greater than 30 mph and have temperature talkers the following policy applies:

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. Where freight train speed is 60 mph or greater, reduce to 50 mph on Subdivisions where the maximum speed is lower than those indicated above, 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 information received from the RTC. This bulletin is applicable on the Albreda, Robson, Clearwater, Ashcroft, Yale subdivisions.

CN Operating Bulletin No.: BCS-023	April 16, 2010
Subject: Locomotive Engineer Operating Manual Form 8960 revision Item B3 Locomotive Shutdown Policy	

Locomotive Engineer Operating Manual Form 8960 item B3 is revised as follows:

B3: Locomotive Shutdown Policy

Company policy requires that every effort be made to conserve fuel and protect the environment through a locomotive shutdown policy. Locomotives left unattended for any length of time or locomotives that are attended and are not expected to be used for ten (10) minutes or more must be shut down when it is reasonably known that the ambient temperature will be 5° Celsius (41° Fahrenheit) or greater. This instruction applies to all locomotives including yard and road locomotives. Through-freight trains that are yarded at terminals or fuelling facilities must contact the RTC or terminal coordinator for instructions. Locomotives arriving at the shop must be shut down unless otherwise directed.

EXCEPTIONS:

- a) When a train is left unattended with power attached, all locomotives in the consist EXCEPT THE LEAD LOCOMOTIVE must be shut down.
 - b) The Distributed Power (DP) lead locomotive, and all locomotives in remote consist(s) must not be manually shut down for fuel conservation purposes.
- If train left unattended, the DP system mode must be changed from RUN to IDLE (from the gauges screen).

YALE SUBDIVISION

CP Operating Bulletin No.: BCO-029/03	
Subject: CP Operating Bulletin No BCO-029/03 Hand Brake Policy (Ashcroft & Yale Subs)	

This is to advise that CPR running trades employees operating a CN or CP train On CN track MUST comply with the CPR hand brake policy outlined in GOI Section 14, when leaving equipment unattended on CNR track.

Subject: Boston Bar Terminal Instructions
Please be advised that the Hand Brake policy has been amended and revised for Boston Bar Terminal as follows:

If the lead locomotive is between Mile 125.0 Ashcroft Sub and Mile 1.3 Yale Sub, In the application of GOI section 14 Item 1.1 (k) and 3.0, when a train is left unattended With the locomotives attached, The minimum number of hand brakes to be applied is FIVE. Crews are reminded of the requirements of Section 14 Item 1.2 testing hand brake effectiveness.

CN Operating Bulletin No.: BCS-084	November 1, 2009
Subject: Yale Sub Transportation Radios	

Time Table 15, Page 12, British Columbia Subdivisions.
 In Section Column RTC CH-DTMF Tones, AAR CH - Zone Codes.
 The column portion from Mile 0 to 87.5 should display:

C2/1
7373
5083

The column portion from Mile 87.5 to 113.8 should display:

C2/1
7373
5085

Changes to Regional Special Instructions Page 22 Yale Sub
 Subdivision Tower AAR (CN) dtmf Location

Mileage Code Channel Yale Zone 5083 / 0083

0-3.1 2961 7373 (2) 1 Boston Bar
 10.5 2962 7373 (2) 1 Komo
 41.5 2963 7373 (2) 1 Yale
 87.9 2964 7373 (2) 1 Rosedale

Mileage Code Channel Yale Zone 5085 / 0085

95 3081 7373 (2) 1 Matsqui
 102 3082 7373 (2) 1 Ft. Langley
 114 3083 7373 (2) 1 Thornton Yd.
 --- 3084 7373 (2) 1 Still Creek

CN Operating Bulletin No.: BCS-091	November 25, 2009
Subject: Yale Sub- Evans Road Mile 73.05 Anti-Whistling	

Refer to CN Time Table 15 Yale Subdivision Page 13 Footnote 8 (e) Anti-Whistling
 Add the following public crossing at grade: Evans Road mile 73.05

CN Operating Bulletin No.: BCS-092	November 25, 2009
Subject: Yale Sub- Time Table 15 Revision	

9 WAYSIDE INSPECTIONS SYSTEMS

(a) Hazard Warning System

Existing: Mile 5.25 to 5.4 800 feet Replace with **Mile 5.20 to 5.4 1000 feet.**

CN Operating Bulletin No.: BCS-021	April 16, 2010
Subject: Yale Sub- Yale Subdivision Time Table 15 Wayside Inspections Systems	

9 WAYSIDE INSPECTIONS SYSTEMS

(a) Hazard Warning System

Mile 19.33 to 19.85 1730 feet

CN Operating Bulletin No.: BCS-031	June 1, 2010
Subject: Semi-Automatic Switches Cleared at Thornton and Kamloops Only	

Please be advised that effective 0001 June 1, 2010, all semi-automatic switches located in Thornton Yard and Kamloops Yard have been cleared by the Engineering Department.

Until further advised, every movement of trains, cars or engines must have the switch points checked on semi-automatic switches for each and every facing point movement over any semi-automatic switch.

This will continue until Engineering has confirmed that every switch has been tested.

This requirement covers all of the BC South territory.

RAWLISON SUBDIVISION

NIL

NEW WESTMINSTER SUBDIVISION

NIL

GREATER VANCOUVER TERMINAL OPERATING MANUAL

Operating Bulletin No.: BCS068	September 3, 2009
Subject: Revision to Greater Vancouver Terminal Operating Manual, dated March 1, 2009 page 37 item 8.2.5 Vancouver VIA Rail Coach Yard	

Refer to Greater Vancouver Terminal , Operating Manual dated March 1,2009 Item 8.2.5 Vancouver VIA Rail Coach Yard is revised to include the following:

The following hand brake applications apply within the VIA Rail Coach Yard

Single piece of equipment = 1 hand brake

Two or more pieces of equipment = 2 hand brakes

Equipment placed on stub ended departure tracks (C2 - C3 - C4 - C5- C6-C7- C8 - E1 - E2) one hand brake at East end and one hand brake at West end of track(s).

NOTE: any additional equipment added to the above track(s) must comply with the hand brakes being applied at the extreme ends of track(s) only.

CROR Rule 105 (c) is applicable on all trackage. Maximum speed within VIA Rail Coach Yard, **10 MPH**,

CROR Rule 113 Coupling to Equipment

In addition, crews must verify that track side electrical cables are Disconnected.

They must also verify that all electrical lines running between cars are connected or otherwise secured.

Be aware of restricted clearance on any track in the VIA Rail Yard Facility.

VIA Controller Standby Radio Channel - CN 8 (listed in GVT Operating Manual 8.7)

Cell phone contact # - 604-644-9608

Between the hours of 2200 and 0700

movements are not required to contact the VIA Controller for entry or prior to departure for authorization.

Operating Bulletin No.: BCS056	August 1, 2009
Subject: Transport Canada Exemption – Operation of Transfers	

Effective January 20, 2009, Transport Canada has issued the following exemption to the operation of Transfer movements at Vancouver applicable between CN's Thornton Yard and Sapperton Yard, Lynn Creek Yard or Vancouver Main Yard within the Greater Vancouver Terminal. In the application of CROR Transfer definition and GOI 7.0 Air Brakes, Transfer movements equipped with Train Information Braking Systems (TIBS), and with air throughout the entire consist, may travel at Track Speed over the CN New Westminister Subdivision. All Transfer movements operating on the CN New Westminister Subdivision must be TIBS equipped.

ASHCROFT SUBDIVISION

NIL



Crews Operating on BNSF Tracks. Are Required to be in possession of the current BNSF Vancouver DOB.
In addition, Prior to using any of the BNSF Tracks. the

BNSF RTC MUST Be contacted to obtain permission.

AAR Channel 66 66, call in code 031 Specifically, Prior to leaving CP Sapperton the RTC must be contacted to obtain permission on BNSF track 11 (southward movements) or the North Leg of the WYE.

Prior to entering the Yard lead (northward movements) BNSF mile 144.25

AAR Radio Channel 28 28 in service for Vancouver BC Yard. crew cell phone 604-290-3345

AAR Radio Channel 31 31 in service for Westminster Yard. crew cell phone 604-290-3342

Rule: 577 does not apply on BNSF, Speed in Track 11 is 10 Mph

System Special Instructions, All Subdivisions No. 17 is in effect 0001, Wednesday, July 29, 2009.
(Including revisions up to November 18, 2009)

Signal Aspects and Indications in effect 0001, Wednesday, July 29, 2009 (found with the SSI No. 17.)

Northwest Division Timetable No. 4 is in effect 0800, Wednesday, June 17, 2009

June 15, 2010

BNSF Railway Co. NORTHWEST DIVISION GENERAL ORDER No. 135

SUBJECT: New Westminster Subdivision Amendments

Northwest Division General Order No. 129 is cancelled

Explanation:

Item 1(D) Speed -- Other - Temperature Restrictions is updated.

Item 7 Special Conditions - Close Clearance - updated information.

The following are amendments to Northwest Division Timetable No. 4, in effect Wednesday, June 17, 2009
=====

Station Column, Under Type of Operation between USA Canada Border and
Colebrook - Delete: ABS OCS Add: CTC

Effective 1200 May 10, 2010

Item 1(B) Speed - Permanent Restrictions

Delete: Passenger Freight
MP 120.9 to MP 122.730 MPH 30 MPH

Add:
MP 120.9 to MP 122.7 (HER) . . . 21 MPH . . . 21 MPH

Item 1(C) Speed--Switches and Turnouts

Below Brownsville, east siding

Add:

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.

Item 1(D) Speed -- Other

Add:

Temperature Restrictions

When ambient temperature (air) is in one of the following ranges, Maximum authorized speed from chart below applies unless a more restrictive speed is in effect. Notify the RTC when train is heat restricted.

If temperature exceeds range in chart below, the Engineering Department will issue further restrictions through Form V General Bulletin Order.

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*****
* Temperature * Freight Trains * Freight Trains * Passenger *
* Range       * up to 100 TOB * 100 TOB & Over * Trains *
*****
* 90 to 95    * Maximum      * Maximum      * Maximum *
* Degrees F   * 40 MPH       * 40 MPH       * 60 MPH  *
*****
* 96 to 100   * Maximum      * Maximum      * Maximum *
* Degrees F   * 40 MPH       * 40 MPH       * 60 MPH  *
*****

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Item 3. Type of Operation

CTC-in effect:

Delete: MP 141.3 to MP 130.8

Add: MP 141.3 to MP 119.6

Delete that part reading:

ABS-in effect:

MP 130.8 to 119.6

Delete that part reading:

OCS-in effect

MP 130.8 to 119.6

Item 7. Special Conditions

Add:

Between MP 120.9 and MP 122.7 account Transport Canada Order,
All movements must ring engine bell continuously while in motion within these limits.

Delete that part reading:

White Rock - Northward freight trains must report their departure to the RTC.

Delete that part reading:

Blaine - Northward passenger trains must report their departure to the RTC.

Add:

New Westminster - Capilano Way

CROR Rule 103.1(d) applies at Stop Signs located at Capilano Way crossing.

Item 7. Special Conditions

Add:

Close Clearance

At New Westminster orange stripes are painted on the webbing of the rail at each end of the tracks.

The area BETWEEN THE CLEARANCE POINT AND THE ORANGE PAINT WILL DENOTE THE DANGER ZONE for each listed track at both ends of the yard.

If cars are found within this DANGER ZONE, the on duty Coordinator must be contacted for further instructions. If it is necessary to leave cars in this DANGER ZONE, then the crew leaving them must notify the on duty Coordinator and leave a note in the yard office as to which tracks are affected.

All train or switch movements must be stopped until the track is secured or pulled to clear the DANGER ZONE. When coupling tracks with a car or cars in the DANGER ZONE sufficient hand brakes must be applied to ensure that during the coupling process the lead or adjacent tracks will not be fouled. In the event the track is full and the possibility of the lead or adjacent track could be fouled during the coupling process, precautions must be taken to protect the lead and adjacent tracks.

Public Crossings at Grade—

Elevator Road Crossing, MP 138.9, must not be blocked by standing or switching train or engine Monday through Friday, between the hours of 0725 and 0745 or 1555 and 1615.

Trains working over this crossing must comply with CROR rule 103 (c) .

Transport Canada has advised the BNSF that they will be closely monitoring this crossing.

Any violation of the time limits in the rule may result in the BNSF and the individual employees involved being fined or receive jail time.

EMERGENCY RADIO TEST

To determine that the New Westminster RTC's 911 Emergency radio Communication feature is operating, and to ensure that employees are familiar with this emergency feature, shown in the Radio Call-In table in the current time table, RTCs will contact a train or engine crew member, or a maintenance of way employee, and request that an Emergency Radio Call be initiated from the field. This is to be done once per RTC shift , and the results are to be recorded on the form provided for this purpose.

RTC TRANSFERS

During RTC transfers, it is essential to have as few interruptions as possible.

BNSF RTC New Westminster transfer times are as follows:

0745 until 0800

1545 until 1600

2345 until 2359

Except in case of emergency, please refrain from contacting the RTC during these times.

RTC Telephone Number—(604) 520-5203

June 15, 2010 GENERAL Notice No. 262

SUBJECT: New Westminster Subdivision Instructions

Table of Contents

- A. Authority for Movement
- B. Secured Equipment
- C. Motorized Vehicle Operation
- D. Penalty Claims
- E. Crew Change Locations
- F. Local/Road Crew Instructions
- G. Switch Crew Instructions
- H. Utility, Hostler, Yard Pilot Instructions
- I. BNSF Crew Hauler Instructions
- J. Remote Control Operations
- K. Industry and Special Track Instructions

- L. Roundhouse/Diesel Facility Instructions
- M. Car Inspection/Air Slip Handling
- N. Training/Classes
- O. Miscellaneous
- P. Foreign Line Instructions

A. Authority for Movement.

1. All trains originating in Canada that will operate south of the USA Canada Border must obtain a General track bulletin for the Bellingham Subdivision before beginning their work.

2. When repeating authorities employees will be given three chances to repeat an 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.

3. Between the hours of 0630 and 2230, northward movements between Mile 122 and Mile 127.6 that encounter unfavourable signals or are unable to operate at maximum authorized track speed must immediately notify the RTC and provide an estimated arrival time at Bridge 69 if known.

4. All movements and track units wanting to use the CN lead at Brownsville must contact the CN Thornton yard yardmaster for permission to do so.

5. All movements setting out or terminating in the New Westminster Yards must obtain and comply with set out instructions from the New Westminster Coordinator.

7. Before being relieved from duty all switch crews will conduct a debriefing with the New Westminster Coordinator concerning any safety issues that have arisen during their tour of duty as well as go over any incomplete work and the reason for it not being done.

8. GE locomotives, models C44-9W and AC4400 with electronic display (Excludes BNSF 599-699).
A software issue has been discovered in the automatic engine stop/start (AESS) system. This software failure can cause the air brakes to release when the AESS is activated on the lead locomotive.
A permanent software fix is being developed by GE.
Until all locomotives affected are reconfigured, the following instructions must be followed with these locomotives as lead, controlling locomotives. (Does not require action involving DP remote consist, if equipped)

1. When one of these locomotives is the lead controlling locomotive and when first taking control of the consist:

- A. Ensure the air brake set up is in the lead/freight position.
- B. Cycle the control computer power circuit breaker (labeled BCCB)
- C. An alarm will ring for approximately 10 -15 seconds and this is normal.
- D. DP link will not be disrupted.

2. When configuring any of these locomotives as a lead unit:

- A. Place the air brake set up in the lead/freight position.
- B. Cycle the control computer power circuit breaker (labeled BCCB).
- C. An alarm will ring for approximately 10 -15 seconds and this is normal.
- D. DP link will not be disrupted.

Always ensure that any train left unattended is properly secured per existing rules.

O. Miscellaneous

1. In Canada on the BNSF all reference to dispatchers in BNSF rule books Timetables or Special instructions will also apply to RTC's. Any reference to yardmaster in BNSF rule books Timetables or special instructions will also apply to Coordinators.

2. During RTC transfers, it is essential to have as few interruptions as possible.
BNSF RTC New Westminster transfer times are as follows:

0745 until 0800

1545 until 1600

2345 until 2359

Except in case of emergency, please refrain from contacting the RTC during these times.

3. In order to properly track items that are issued on a DOB or GBO all requests must be submitted on the proper completed form. GBO/DOB request forms can be obtained from the BNSF New Westminster RTC.

5. In New Westminster to improve security at the New Westminster Depot all exterior doors in the depot must be locked at all times.

EXCEPTION:

The trackside doors nearest to the RTC office may be left unlocked from 0600 to 1600 Monday to Friday.

6. Port Passes must be visible above your waist when you enter either Fraser Surrey Docks, Deltaport or Vancouver Port.



April 20, 2010

**BCR PROPERTIES PORT SUBDIVISION
SUMMARY BULLETIN NO. 2 (2010)
EFFECTIVE 0001, May 1, 2010**

**TO: CONDUCTOR'S AND LOCOMOTIVE ENGINEER'S
OPERATING BULLETIN BOOKS
COORDINATOR'S 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. 1 (February 2010) is cancelled.

Time Table 1 is in effect.

Pacific Daylight Saving Time is in effect.

Russell H. Adair is authorized to work as RTC using the initials RA.
Roy Miller is authorized to work as RTC using the initials RM.

In the application of CROR Rule 104 (o), a movement may leave non-main track switches in the Roberts Bank yard lined and locked in either position.

Due to track construction between Mile 14.4 and Mile 15.2, watch for uneven footing and track materials.

Between the hours of 0800 and 1600 Monday through Friday, use engine bell to alert men and equipment working near right of way between Mile 14 and Mile 17.

All movements while using entrance track to 31 and 32 dumper between Mile 23 and Mile 24.1 are restricted to 5 MPH.

The following changes to the BCR Port Subdivision Time Table No 1 are effective 0001 May 28th, 2008.

- The note at the bottom of the Port Subdivision Time Table Station chart should read:

“CTC Rules apply between Pratt and Gulf. All sidings are signalled sidings and CTC rules apply. Rule 105 is applicable between Gulf and Mile 24.1. Rule 156 applies between Mile 0.0 and Mile 24.1. Exception: Not applicable to BNSF Railroad movements between Mile 7.0 and Mile 7.8. Rule 156 is modified to require all train and engine movements on ALL TRACKS between Gulf and Mile 24.1 Port Subdivision to be in possession of the current DOB.”

- Item 4.1 of the Port Subdivision Footnotes is deleted in its entirety.
- Item 4.4 of the Port Subdivision Footnotes should read;

“In the application of Rule 156(b), BCR Port Sub RTC will extend the Roberts Bank Route Joint DOB. The BCR Port Sub RTC may cancel a DOB item(s). Cancellation must be in writing and the repeat acknowledged by the BCR Port Sub RTC.”

- Item 5.5 of the Port Subdivision Footnotes should read;

“In addition to the requirements of Rule 105 [SPEED ON NON-MAIN TRACK], speed must not exceed 15 MPH.”

- Item 8.1, paragraph 2, of the Port Subdivision Special Instructions should read:

“In the application of Rule 42(a), instructions to enter or move within the protected limits must be recorded in writing by the foreman and a crew member.”

- Item 8.3 of the Port Subdivision Special Instructions should read:

Rule 156 – Daily Operating Bulletin (DOB)

Rule 156 is modified to require all train and engine movements on ALL TRACKS between Gulf and Mile 24.1 Port Subdivision to be in possession of the current DOB.

The exception regarding BNSF DOB requirements in the note section of Time Table No 1, Port Subdivision Stations chart, which reads;

Exception: Not applicable to BNSF Railroad movements between Mile 7.0 and Mile 7.8.

is removed.

All BNSF Railroad movements on the Port Subdivision are required to be in possession of the current BCR Port Subdivision DOB. In addition, any BCR Port Subdivision GBO in effect between Signal Mile 7.0 and Signal Mile 7.8 must be issued to all BNSF Railroad movements by the BCR Port Sub RTC. BNSF RTC will no longer be issuing any GBO protection between Signal Mile 7.0 and Signal Mile 7.8.

Roberts Bank Route Joint DOB Limits

In order to clarify the limits of the BCR Roberts Bank Route Joint DOB the following limits will be included to the Roberts Bank Route Joint DOB:

- BNSF Main Track between Signal Mile 131.5 and Signal Mile 130.8 New Westminster Subdivision; and
- SRY Main Track between Signal No 142 and Signal No 219 Fraser Valley Subdivision.

Coal Train Arrivals at Roberts Bank

All coal trains must be given a roll-by inspection upon arrival at Roberts Bank. The inspection is to be done on either side by the arriving crew or other qualified employees. The inspection will be done as directed by the BCR Properties – Supervisor Yard Operations (SYO) at Roberts Bank.

The roll-by inspection is to include but, is not limited to:

- Alignment of the Rotary Stripe on each car. (large coloured stripe on the end or side of car)
- Alignment of the Rotary Stripe at Locomotive (lead & remote locomotives)
- Location of any solid draw bars, ie: 2 cars together without Rotary Stripe.
- Location of any Brake Pipe hoses or ECP Wires that cross under or over the Coupler Assembly.

All defects are to be reported to the BCR Properties SYO at Roberts Bank before the train is permitted on Westshore Terminals property. All defect notifications must also be reported and recorded according to each specific railway operating instructions.

Coal Train Departures at Roberts Bank

Unless otherwise advised that a roll-by inspection has been completed, departing Conductors will arrange to have or will themselves, inspect one side of the Movement. Notification that roll-by inspection has been completed may be received verbally from the BCR Properties SYO or the qualified employee that performed the inspection or may be received in writing on the appropriate Crew to Crew form.

This Inspection to include but no limited to:

- Alignment of the Rotary Stripe on each car.
- Alignment of the Rotary Stripe at Locomotive (lead & remote locomotives).
- Location of any Brake Pipe hoses that cross under or over the Coupler Assembly.
- Location of any inverted or Turned Coupler Assemblies.
- Car body leaning or listing to the side,
- Car body sagging downward,
- Car body positioned improperly on the truck,
- Object dragging below the car body,
- Object extending from the side of the car body,
- Broken or missing safety appliance (e.g. handhold, ladder, sill step),
- Insecure coupling,
- Brake that fails to release,
- Missing "end cap bolt" on a roller bearing,
- Overheated wheel or journal,
- Broken or cracked wheel,
- Sticking Brakes,
- Skidded or Shelled Wheels,
- Damaged or Derailed Equipment,
- Any other apparent safety hazard likely to cause an accident or casualty before the train arrives at its destination,

All defects are to be reported to the BCR Properties SYO at Roberts Bank before the train is permitted to depart Roberts Bank. All defect notifications must also be reported and recorded according to each specific railway operating instructions.

RULE 577(f) – REVOKED

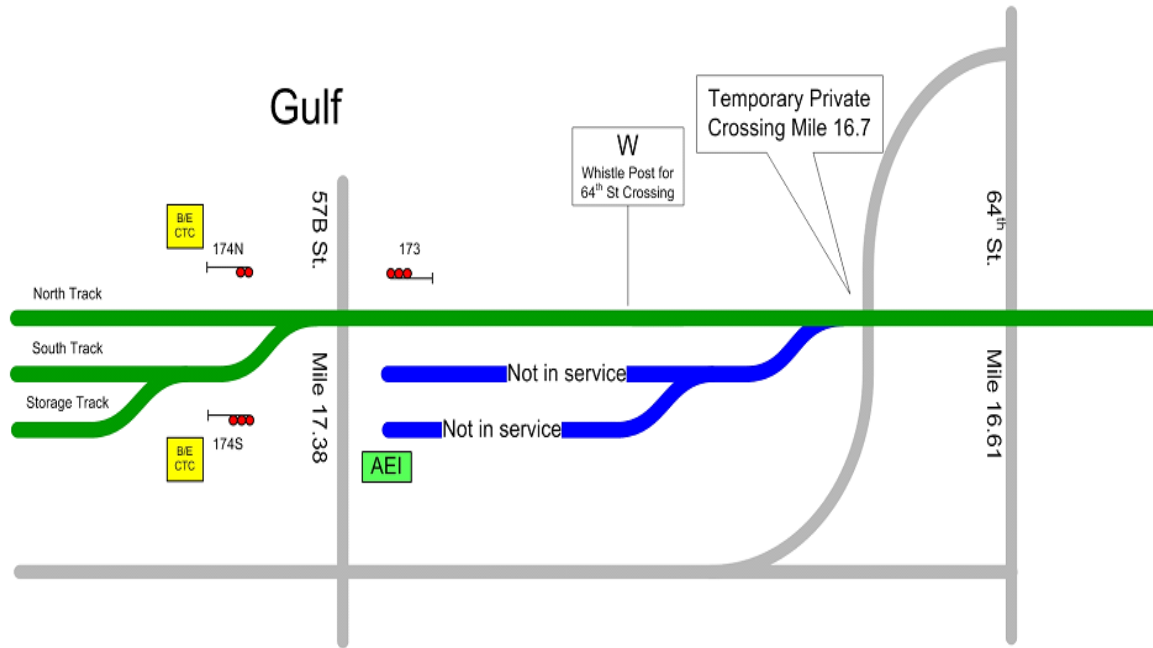
Rule 577(f) is hereby revoked from the BCR Port Sub CROR and is no longer applicable.

SUBJECT: BCR Properties Port Subdivision Ltd. Operating Bulletin No. 3 (2010)

Temporary Private Crossing Installed Mile 16.7 Port Sub

A temporary private crossing has been installed at Mile 16.7 Port Subdivision. This crossing is to facilitate the construction of the South Fraser Perimeter Road (SFPR).

Effective Wednesday, June 16, 2010 this crossing will be used between the hours of 0600 until 1800 Monday through Saturday and will be protected by two (2) flagmen when in use.



R.C. Hartline - Service Area Manager - Vancouver

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 the nearest EFAP Referral Agent in your area please call 1-800-735-0286.