



FORT STEELE / SPARWOOD / GOLDEN / KVR SUMMARY BULLETIN NO. CKSB-26-04-01

Effective 0001, 2026-04-01

For the following Subdivisions:

Columbia	Nelson
Cranbrook	Windermere
Fording River	

Conductors • Locomotive Engineers
Yardmen / Trainmen – All Points
Engineering and Maintenance of Way Personnel
Rail Traffic Controllers

Before starting a task remember to ask yourself:

*What is the hardest part of doing this task?
How can I get injured?
What can I do to prevent an injury or accident?*

Stretch, Flex and Prevent!

NEW ITEMS IN THIS SUMMARY BULLETIN ARE INDICATED BY A VERTICAL BLACK BAR IN THE MARGIN.

TABLE OF CONTENTS

SECTION A	TIME TABLE CHANGES	P. 4
SECTION B	GENERAL INSTRUCTIONS	P. 5
SECTION C	SUBDIVISION / YARD INSTRUCTIONS	P. 18
	GOLDEN YARD	P. 18
	WINDERMERE SUBDIVISION	P. 26
	FORDING RIVER SUBDIVISION	P. 31
	CRANBROOK SUBDIVISION	P. 35
	NELSON SUBDIVISION	P. 40
	COLUMBIA SUBDIVISION	P. 42
SECTION D	SECURING EQUIPMENT (Avg. Grade Bulletins Moved to Chart)	P. 44
SECTION E	SYSTEM REVISION DOCUMENT Effective April 1, 2026	P. 45

A COPY OF THIS SUMMARY BULLETIN MUST BE ACCESSIBLE TO ALL OPERATING AND ENGINEERING PERSONNEL ON DUTY
This Summary Bulletin need not be posted in the Operating Bulletin Book

This Summary Bulletin Supersedes Summary Bulletin CKSB-25-10-01

CURRENT DOCUMENTATION REQUIRED TO BE ACCESSIBLE WHILE ON DUTY:
(MANDATORY SUBDIVISION MODULES AS PER TERMINAL REQUIREMENTS)

CROR	Effective October 28, 2021
RULE BOOK FOR T&E EMPLOYEES	Effective October 28, 2021
PACIFIC REGION TIME TABLE 42 GENERAL	Effective October 14, 2015
MODULE 4.6 CRANBROOK SUBDIVISION	Effective March 3, 2026
MODULE 12.4 WINDERMERE SUBDIVISION	Effective February 20, 2026
MODULE 8.3 NELSON SUBDIVISION	Effective February 20, 2026
MODULE 3.3 COLUMBIA SUBDIVISION	Effective December 2, 2023
MODULE 5.3 FORDING RIVER SUBDIVISION	Effective February 20, 2026
FORDING RIVER SUBDIVISION TRAIN HANDLING PROCEDURES	Effective October 14, 2015
MODULE 6.3 CROWSNEST SUBDIVISION	Effective February 28, 2026
GOI	Effective October 14, 2015
REVISED GOI SECTION 4 AND 13	Effective October 28, 2021
CPKC SUMMARY BULLETIN-SYSTEM REVISION DOCUMENT	Effective October 1, 2024
EMERGENCY RESPONSE GUIDEBOOK	Effective 2024
TRAIN & ENGINE SAFETY RULE BOOK	Effective April 2023

CONTACTING EMPLOYEES IN CASE OF AN EMERGENCY

There are many employees in all departments of Canadian Pacific Kansas City Railway whose work requires them to be in areas of limited availability to phone service and the only form of communication is by radio through the RTC.

In the event of a FAMILY EMERGENCY, should a family member need to contact an employee whose duties fall under the conditions above, the family member can call the Operations Centre "Emergency Help" line at 1-800-795-7851.

Please keep in mind that these numbers must only be used in case of an emergency.

Manager Contact Numbers for Kootenay Region

Superintendent (Kootenay)	Road Foreman
Ashley Reid	Wendy Anderson
1-250-814-3979	1-250-581-1462
Assistant Superintendent (Kootenay)	Trainmaster (Sparwood)
Sean Pendray	Wade Wells
1-250-320-8861	1-250-344-0126
Trainmaster (Fort Steele)	Trainmaster (Nelson/Trail)
Jordain Brulotte	James McKenzie
1-250-919-2045	1-250-551-3331
Trainmaster (Fort Steele)	Assistant Trainmaster (Golden)
Kyle Hildebrand	Brandon McLean
1-250-919-0063	1-250-919-9903
	Coordinator Support Services (Kootenay)
	Wade Bichon
	1-250-489-6331
Trainmaster (Golden)	Support Services (Golden)
Mitchell Chernoff	Sherri Murrell
1-604-834-7742	1-250-344-3723

Contact Numbers

Windermere Sub RTC	1-403-806-4347
Cranbrook Sub RTC	1-403-806-4335
Eastport Depot Clerk (Interchange)	1-208-267-2776
Fort Steele ATM	1-250-489-6315
Golden ATM	1-250-344-3730
Fort Steele Bull Pen	1-250-489-6313
Sparwood Bullpen	1-250-425-2473
Trail Yardmaster	1-250-364-2021
CMC (Crew Management)	1-888-225-5127
AIR Support Team	1-888-947-8117
Avalanche Bulletin (Fording #5, Cranbrook #4)	1-866-889-5212
CPKC Emergency	1-800-795-7851
CPKC Police	1-800-716-9132

SECTION A

TIME TABLE CHANGES AND ADDITIONS

Effective 0001 Pacific Daylight Time October 14, 2015, Timetable 42 is in effect.

All modules of Pacific Region Time Table No. 42 dated 0001 October 14, 2015, are in effect with the following exceptions:

Cranbrook Sub 4.6 effective February 28, 2026
 Fording River Sub 5.3 effective February 20, 2026
 Windermere Sub 12.4 effective February 20, 2026
 Columbia Sub 3.3 effective December 2, 2023
 Nelson Sub 8.2 effective February 20, 2026

REVISION TO TIME TABLE No. 42 GENERAL

That portion of the table referencing RTC Desk/Subdivision contact numbers on page 5/8 of Pacific Division Time Table 42 General is revised to read:

RTC Desk/Subdivisions	Emergency	Telephone
Cascade, Mission, Westminster, Page	403-543-8444	403-806-4339
Thompson West		403-806-4338
Thompson East	403-543-8442	403-806-4368
Shuswap		403-806-4336
Cranbrook, Fording River	403-543-8441	403-806-4335
Columbia		403-806-4351
Nelson		403-806-4346
Mountain	403-543-8439	403-806-4337
Windermere		403-806-4347
BCR Port Sub RTC - Roberts Bank	-	604-940-2847

Trackside Radio System Special Instruction Revised

Trackside Radio System Special Instructions

Type of call in:	Switch to Channel:	Dial (code):	Listen for:	Action:
Emergency to RTC	Train Standby	911	3 second warble tone	Broadcast: "Emergency, Emergency, Emergency" within 10 seconds of hearing warble tone, then wait for RTC to respond
Normal to RTC	Train Standby or Utility	1	3 second warble tone	Wait for response
Engineering Service Reliability	Utility	3		
Diesel Specialist	Utility	5		
Local Trainmaster or ATM	indicated in subdivision module Radio footnotes	7		
PTC Help Desk	Utility	8		

Note:

- the alternate emergency radio call-in code [*(Z)0#] is no longer functional. All emergency radio calls must be initiated by dialing 911.

- with the Avtec radio system, range of the Train Standby Channel is limited. If a movement is unable to contact a foreman for instructions when approaching the limits of a TOP or GBO, switch to the appropriate Utility Channel, and try contacting the foreman again.

SECTION B

GENERAL INSTRUCTIONS

Crews are required to be prepared in advance of their train arriving to execute a 5 minute or less change off which may include obtaining necessary clearances, paperwork, supplies, taxis or other instructions working closely with the RTC, ATM and arriving train crew. Crews will continue to monitor the progress of their arriving train with the radio and all resources available to them to ensure a timely change off.

Contacts for yarding instructions:
 Fort Steele & Crowsnest - RTC
 Trail Yard - KVR Yardmaster
 CP Yard Kingsgate - RTC
 UP Yard Eastport - CP/UP Clerk

PRE-DEPARTURE / ON ROUTE JOB BRIEFING FORM

Job briefing forms will be made available at all home and away from home terminals for use by crews. These forms will be mandatory to fill out for each tour of duty.

This is an initiative brought forth by the company and the local Health and Safety committees to assist with the compliance of the rules and improve the safety of all employees.

OPERATING BULLETIN NO BCO-187/25 Revision to Anti-Slip Footwear Policy

As was previously communicated in System Bulletin CPKCSB-001-25 due to several employee injuries due to slipping and falling on snow and ice while wearing winter boots with built in traction in the soles of the boots last winter.

All T&E employees working in Canada must wear approved CPKC supplied anti-slip footwear designed to be worn over top of existing safety footwear. This instruction applies to all types of safety boots including winter boots with anti-slip embedded in the soles. This instruction supersedes the information contained in procedure H&S 5350 for "Anti-slip footwear" until further advised.

In addition to the mandatory requirement to wear anti-slip footwear over top of safety footwear, employees must always assess their walking conditions and prepare for icy and slippery conditions to prevent injury.

OPERATING BULLETIN NO BCO-153/24 Contacting Requirements

Crews reporting for duty that require a taxi or a ride, MUST contact the RTC and/or the OC Director every 15 minutes while waiting for a ride.

If the crew is unable to contact the RTC or the OC Director, they are required to contact their Local Management.

If the crew is still unable to contact anyone, the Conductor is required to use their portable radio to dial up the RTC.

Crews are also required to have a radio on at all times while being transported in vehicles.

OPERATING BULLETIN NO BCO-018/22 Clearances

Prior to acting upon a clearance (Radio or FIT) crews are required to read aloud the entire clearance with all crew members and initial each item to validate understanding.

DITCH LIGHTS REQUIREMENTS and INSTRUCTIONS ROAD and YARD SERVICE

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, marshaling, humping, trimming and industrial switching. "Any operation meeting this definition is not required to have ditch lights".

PULL TIMES

At every on-duty location, crews must report **pull times** to the appropriate RTC or AT

Trackside Radio System to contact the Ft Steele Assistant Trainmaster radio channel CP 1

Subdivision	Channel	Connect - Dial	Disconnect - Dial
Windermere	CP 20	*17025#	17025*1#
Cranbrook	CP 17	*27025#	27025*2#

Remember to disconnect the call when the conversation has ended.

COAL TRAIN DUSTING ISSUES

If evidence of coal dusting is observed, train speed is to be reduced to 35 mph. If coal dusting continues, reduce to 25 mph. RTC will be notified of the speed reductions.

AUTOMATED TRAIN BRAKE EFFECTIVENESS (ATBE) process is in effect for Coal Service

ATBE Trains must have a minimum of 95% operative brakes.

Crews lifting coal cars enroute, will perform a #1A Brake Test and record on crew information form.

All ATBE Crew information forms must be retained and submitted to Golden ATM on Empty return to Golden.

What should be done when the RTC contacts me with a report?

RTC Reports ATBE Alarm to Crew *		Crew Responsibility	
Cold Wheel(s)		Crew notes car number(s) as non operative (n/o) in part 5 of the Crew Information Form (CIF).	
Hot Wheel(s)	Inspect car(s)	If defect found and corrected – report to RTC, record on form 1225 and note in “other information” section of the CIF.	
		If no defect found, car(s) must be cut-out – report to RTC, record on form 1225 and note car number(s) as cut-out (c/o) on the CIF.	
* RTC must provide car numbers to the crew (if an equipment number location is also provided, please note that the equipment count includes the locomotives).			

5. Train Brake Status: (GOI Sec. 13 - 17.0) Automated Train Brake Effectiveness (ATBE)

Train is operating under provision of Transport Canada exemption for ATBE trains.

The Equipment on this train has met the requirements of a #1 Brake Test at origin, prior to entering ATBE service.

Date	Conductor	Station Name	Car Total	Equipment lifted enroute "Brake Test Results" or "N/A"	Rear Car Pressure*

Equipment Cut-Out or Reported Non-Operative or B/O:

Car # & Status c/o or n/o	Location	Car # & Status c/o or n/o	Location	Car # & Status c/o or n/o	Location

TRAINS WORKING / TRAVELLING IN YARDS / INDUSTRY TRACKS

For train crews working or operating in yards or Industry tracks, all employees other than the Locomotive Engineer must be positioned outside of the cab of the Locomotive when the Locomotive is leading in the direction of travel, (this includes Lite Engines) when the movement is approaching to within 10 car lengths from a switch to observe switch alignment until the movement is on the switch.

This will improve our ability to work safely and prevent accidents such as run through switches and other unsafe events.

OPERATING BULLETIN NO BCO-156/22 Communication Requirements – Switches Not Properly Lined – REISSUE

Effective immediately, communication by radio must be made between crew members when their movement will encounter a switch not properly lined for the route to be used.

Note: Communication must happen before 3 car lengths of the switch not properly lined.

REPORTING WILDLIFE STRIKES TO THE RTC

All CP Employees that witness a wildlife strike on our Right of Way have a Regulatory Obligation to report the details immediately to the RTC. Details are as follows:

Wildlife Includes:

- Bear (Black and Grizzly)
- Cougar
- Coyote
- Deer
- Elk
- Moose
- Mountain Goats and Sheep
- Wolf

Details Include:

- Subdivision and Mileage
- Time of Incident
- Wildlife Struck (e.g. Grizzly Bear)
- Whether Killed or Wounded
- Any other details.

If you leave a message Provide:

- Your Name and Telephone Number
- Time and Date
- Incident Details

IN ORDER TO REDUCE RADIO DELAYS

When switching with other trains present, please use the following channels:

Windermere Sub – channel 99

West Cranbrook Sub – channel 78

Standby Channel must be monitored as always.

OPERATING BULLETIN NO BCO-097/25 Requirement to Monitor Appropriate Subdivision Stand-By Channel While Switching

While performing switching operations on the Cranbrook or Windermere Subdivisions, if you are performing switching on another channel (channel 99 on the Windermere Subdivision or channel 78 on the Cranbrook Subdivision), you **MUST** continue to monitor the appropriate road stand-by channel for your Subdivision on at least one radio.

With the implementation of the Avtec radio system, the RTC's & ATM's no longer have the ability to go over to channel 78 or 99 to contact crews, they only have access to the road stand-by channel, therefore it is imperative that at least one radio continues to monitor the stand-by channel to receive emergency communications.

OPERATING COMPANY VEHICLES WHILE PERFORMING SWITCHING OPERATIONS

While performing switching duties, it is prohibited to be in the company vehicle and be in control of the movement, as well as driving beside rail cars to bleed the air from inside a company vehicle. You are expected to be on the ground to perform these tasks.

FUEL READING FROM ROAD LOCOMOTIVES

Until further notice: Fuel readings from all locomotives on **road trains** are required to be reported to the Train Dispatcher:

- Outbound crews must report levels upon departure from a **crew change location.**
- Inbound crews on arrival at the **train's final destination.**
- Whenever a train is being **fueled** inbound and outbound fuel levels must be reported.

The only exception to this requirement is if getting fuel levels on Distributed Power will delay the train- If this is the case levels on Distributed power are not required but headend levels must still be reported to the Train Dispatcher.

REPORTING FUEL LEVELS

Crews must report their fuel levels to the Fort Steele ATM at the below locations:

- West Bound Trains departing Crowsnest or Sparwood
- West Bound Trains departing Fort Steele
- Eastbound Trains departing Glenlily

Crews are also reminded to report their fuel on the Eastport Fuel Report and once the report is faxed/emailed to leave the report in the folder on the door of the ATM office.

TRAIN HANDLING PROCEDURES

Train handling procedures for the subdivisions indicated below are in effect 0001 Oct 14, 2015

Fording River Subdivision
Columbia Subdivision

These procedures replace those that were previously contained in time table modules. Employees who will operate movements on either of these subs must be in possession of the applicable document for that subdivision.

RITRON RADIO CHANNEL SELECTION

If users of a Ritron Locomotive radio observe 'INVALID' on the display screen, or channels are incorrectly displaying a preceding '0' (e.g. 091-091 instead of 91-91) enter the following to rectify: CHAN # 7 2 6 6 9 1 2 3 4 5 then the desired channel.

ENSURING THE USE OF HIGH SECURITY LOCKS ON THE KOOTENAY DIVISION

- Except while being turned, each main line switch must be secured with an approved device.
- Ensure prior to leaving the location of the switch that we properly validate the switch lock is locked / secured and will not open on its own.

- If we validate a specific switch lock will not properly lock, we must report this to the RTC and must not leave the location of the switch until the switch is protected.
- If we find a main line switch not properly secured prior to using the switch, we also must report this to the RTC and properly validate that switch lock is properly locked / secured and will not open on its own.

ABE BRAKE TEST EXEMPTIONS

Effective December 9, 2019, CP will commence the cold wheel alert process (Automated Brake Effectiveness, or ABE) for **600/601, 602/603, 606/607, and 608/609 trains** under Transport Canada Exemption. Cars on these trains may no longer require the No.1 brake test to be performed by Mechanical Car when the conditions of the above exemption are met. Note that the existing hot wheel alerting procedure remains unchanged.

Effective this day, the trains listed above must utilize Crew Information **Form Q-8065CA** (dated 2019/12) from origin to destination.

In addition, these trains must not depart the designated inspection location (where trains receive the No.1 brake test prior to the exemption, and Safety and Maintenance Inspection performed by Mechanical) with less than 100% operative brakes per Item 7.5.2 in Section 3 of the GOI. This information must still be recorded on the new Crew Information Form.

Example: 170 cars will full operative brakes. 167 cars verified through the ABE process, plus 3 cars which received a No 1 brake test.

5. Train Brake Status: (GOI Sec. 3 - 17.0) Automated (Train) Brake Effectiveness					
This train may be operating under provision of Transport Canada exemption for ATBE/ABE. For trains in ABE service, record both the number of No. 1 exempt and non-exempt cars at the designated inspection location of the train.					
☐ ATBE Service / ☒ ABE Service – number of cars exempt from No.1 Brake Test <u>167</u> / ☐ Not applicable					
☒ No. 1 / ☐ No. 1A brake test performed at <u>Moose Jaw</u> by <u>Steve Smith</u> Check the box that applies location carman, conductor					
at <u>1800</u> <u>Dec. 4 2019</u> Number of cars tested <u>3</u> All "OK" ☒ or "cut-out" as listed below time date					
Date	Conductor	Station Name	Car Total	Equipment lifted en route "Brake Test Results" or "N/A"	Rear Car Pressure*

OPERATING BULLETIN NO BCO-032/24 Remote Safety Inspection New Process – 606/607 Sulphur Trains – RE-ISSUE

Effective March 20, 2024, at 0001, a new process to inspect 606 and 607 Sulphur unit trains on the Shuswap subdivision will take effect. The Remote Safety Inspection (RSI) process will be used in lieu of the visual safety and maintenance (S&M) inspections in Port Coquitlam terminal for the 606 eastbound empty movement only. The 607 loaded trains will receive a traditional visual safety & maintenance inspection in Golden terminal with an optional additional remote inspection.

Key Changes

Empty 606 trains:

- RSI process will now be used in lieu of the visual S&M for the 606 empty movement only.

- All bad order cars (through existing automated wayside alerts or new RSI process) on these trains must be handled in Golden terminal (ABT requirements still apply) prior to eastbound departure.
- If RSI process fails, 606 must receive a visual S&M in Golden.

Loaded 607 trains:

- Shall receive a visual S&M inspection in Golden (ABT requirements still apply).
- All bad order cars must be repaired in train or removed from train prior to westbound departure from Golden.
- No 607 train may depart west of Golden terminal until they have received the following:
 - A safety & maintenance inspection; and
 - A valid Automated Brake Effectiveness (ABE) or No. 1 air brake test

Crew Responsibilities – Port Coquitlam and Golden Crews

Record the bad order status information provided by the RTC in Part 5 of the Crew Information Form; including car initials and number(s), location in train, and indicate car(s) as bad order (b/o). On train 606, equipment identified as having mechanical and/or safety defects are considered bad order and must be removed from the train at the designated terminal.

OPERATING BULLETIN NO BCO-123/24 Lifting Equipment on ABE & RSI Exemption Trains

Effective immediately, equipment of a different car type or one that carries a different commodity must not be added to trains operating under Transport Canada exemptions, which allow the use of Automated Brake Effectiveness (ABE) or Remote Safety Inspection (RSI) processes. For example, only coal gondola cars may be added to coal trains.

On October 14, 2024, at approximately 1243 PDT, near mile 20.0 of the CP Shuswap Subdivision, an empty sulfur car on Train 607-010 derailed one wheel. Investigation has determined that the cause is related to train makeup and marshalling from mixed manifest cars being added to the train. This resulted in buff forces being applied to the empty sulfur car, causing a wheel lift at a frog location and derailing a single wheel.

This train was governed under these Transport Canada exemptions, which apply to specific bulk commodity trains and have elevated operating conditions. The following trains operate under at least one of these Transport Canada exemptions:

Coal: All coal operating between BC mines and west coast ports

Grain: 300/301, 302/303, 304/305, 306/307, and 308/309

Potash & Sulfur: 600/601, 602/603, 606/607, 608/609, and 618/619

Ensuring that only like commodity cars are added to the trains will ensure that train dynamic forces are minimized and prevent future incident.

PULLING CLEAR OF A SWITCH – MINIMUM ONE CAR LENGTH

Effective immediately, if practicable, all movements must pull clear of a switch that is going to be handled by a minimum of one car length.

It is imperative that crews ensure that the movement is clear of the switch to be operated, all slack has adjusted and will remain clear of the switch.

Always ensure that time is allotted for the slack to run out before safely operating the switch.

OPERATING BULLETIN NO BCO-130/25 SHOVING EQUIPMENT ON NON-MAIN TRACK

The use of "known to be clear" in the application of Rule Book for T&E Employees, Item 12.3 Shoving Equipment (b), is prohibited.

In the application of T&E 12.3 Shoving Equipment (a), a crew member must be on the leading piece of equipment or on the ground ahead of the movement, in a position to observe the track to be used and to give signals or instructions necessary to control the move.

FTO OPERATIONS AND EXCEPTIONS

As reminder, Locomotive Engineers are to notify the Diesel Doctor (Via Radio or 604-944-5855 before tie up) if FTO is not working during their tour of duty. This communication needs to happen once an issue is found or before tie up.

If FTO does not initialize at the beginning of the trip the engineer must attempt to initialize again during the trip.

If FTO is not maintaining track speed or otherwise operating in a manner not conducive of proper train control this must be escalated to the RTC. Authorization to run in manual mode must come from a field manager (Road Foreman – Assistant Superintendent – Superintendent) and such authorization must be included on the FTO exception report with the manager's name.

In all cases when FTO is available it MUST be utilized and any exception MUST be documented on the FTO exception sheet.

The FTO Exception Sheet is to be EMAILED to the email shortcut "FTO Exception Report" on all printers at Golden, Fort Steele and Sparwood prior to tie up, and the physical copy left in the designated location at your home terminal.

Sparwood ESR crews in Golden may send the FTO Exception Report for their previous tour to Golden at the start of their return trip at the Golden Admin Building.

There are no exceptions to this and failure to use FTO and/or document exceptions may result in an investigation and possible discipline.

FTO FORM REQUIREMENT

Employees are required to fill out FTO Forms and submit to on-duty manager as well as fax / email as per instruction on form and report all and any defects to Diesel Doc.

OPERATING BULLETIN NO BCO-129/23 Fuel Conservation Initiative – Windermere MTO

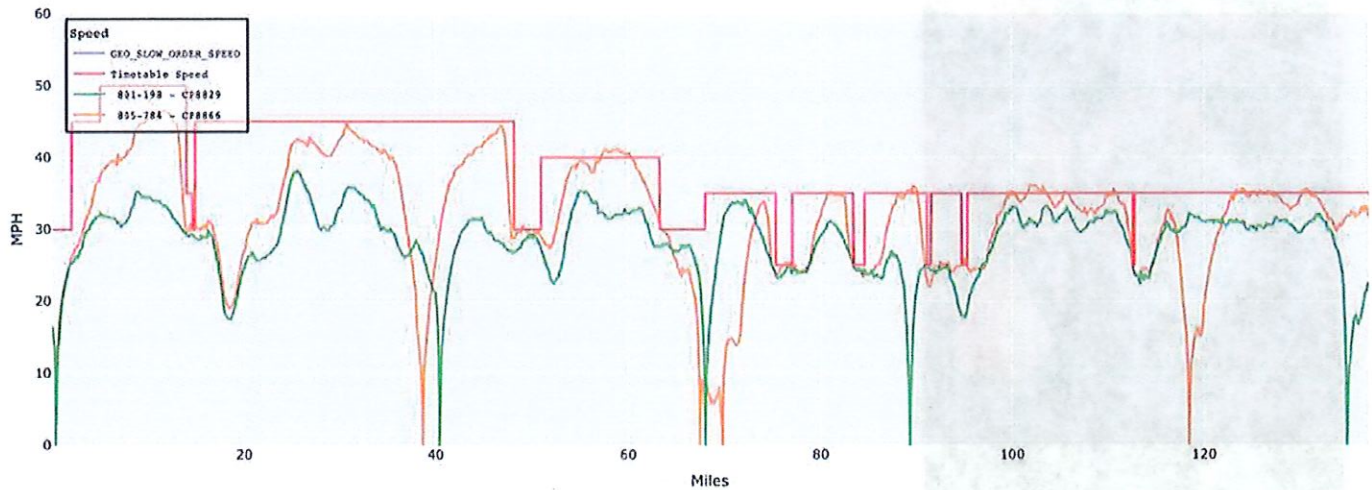
FTO has been intentionally configured on loaded coal trains to save fuel more aggressively on the Windermere subdivision. FTO will run slower in certain regions to conserve on fuel. FTO saves fuel by planning speed according to territory and upcoming track speed limits and avoids unnecessary acceleration.

These short losses in time have not translated into the train arriving later. In the example below, both trains take exactly 5 hours and 26 minutes to traverse the Windermere subdivision, however the FTO train used \$927 less in fuel. On average, FTO saves 10% in fuel.

Direction:

Loaded Coal Trains: The expectation remains that all FTO equipped trains must run FTO when available. Trains should be able to achieve a target of 143 miles in auto control. If the target is not achieved, report the reasoning to your road foreman using supplied FTO exception reports.

Empty Coal Train: FTO must also be used for empty with the same target of 143 miles in auto. In addition, use the "Idle Last Remote" feature while in FTO as this save on average 7% additional fuel.



OPERATING BULLETIN NO BCO-059/24 Throttle Limiting – Cranbrook / Crowsnest / Windermere

In an effort to continue CPKC's efforts in fuel conservation, throttle restrictions are being introduced to subdivisions across Canada and US for all non-FTO trains. This will ensure that consists run based on planned HPT and avoid excess fuel costs. Local bulletins will outline directional restrictions for each subdivision.

The restrictions will apply based on a train's Horsepower Per Ton (HPT) ratio.

The Train Tonnage Report provides information on locomotive horsepower:

To calculate HPT:

1. Add the horsepower of all online locomotives.
2. Divide by the Equivalent Gross Tonnage (E.G.T.).

Example:

$$8800 \text{ HP} / 16706 \text{ tons} = 0.53 \text{ HPT}$$

If you require assistance with calculating HPT, please contact the RTC.

Throttle Restrictions

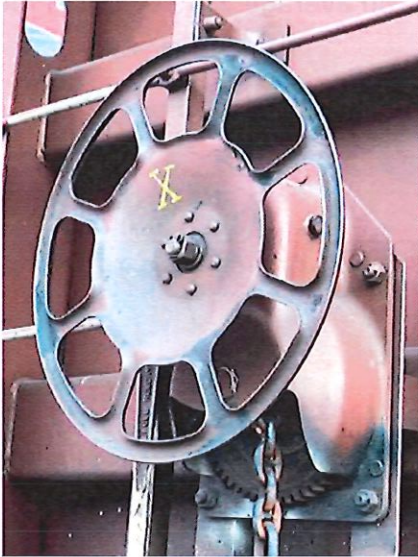
The following restriction applies to train 416 that is not operating in FTO:

If HPT of train consist is greater than 1.3, throttle notch restriction is 6.

This restriction only applies at speeds over 20 mph. If a higher throttle is required to prevent train stalling, advise the RTC.

OPERATING BULLETIN NO BCO-016/24 Marking Defective Hand Brakes with a Yellow "X"

Effective immediately, when a defective handbrake is found it will be marked with a yellow "X" to signal to mechanical forces the handbrake needs inspection. Lumber crayons will be provided to make the markings. The marking must be clear and visible from the ground adjacent to the rail car. Mechanical forces will determine if the handbrake is bad order or if it needs servicing.

**OPERATING BULLETIN NO BCO-003/26 Marking Defective Angle Cocks with a Yellow "X"**

Effective immediately, when a defective/seized angle cock is found it will be marked with a yellow "X" to signal to mechanical forces the defective component needs inspection. Lumber crayons will be provided to make the markings, as are already used for defective handbrakes. The marking must be clear and visible from the ground adjacent to the rail car. Mechanical forces will determine if the angle cock is bad order or if it needs servicing.



OPERATING BULLETIN NO BCO-105/23 Safe Work Procedure – Point and Observe

T&E employees are required to "POINT & OBSERVE" while operating hand thrown switches.

Step 1:

Prior to entering or exiting a track (example, fouling another track), look both ways to ensure that the track is clear of movements. Always cross a track at 90 degrees and never step on a rail.

Step 2:

Before operating a switch, OBSERVE the target and POINT with your arm extended at the target.

Visually check the switch points to verify the current alignment, then POINT with your arm extended at the switch points to the desired route. Visually inspect the switch rods and switch points for ice, ballast, or any other debris that may prevent the switch from lining freely. Check if the switch has been spiked.

Always ensure you remove the locking mechanism, use proper ergonomics when handling a switch and never overexert.

Use both hands while operating the switch handle to align the switch points.

Step 3:

After operating a switch, restore the locking mechanism. Look both ways prior to entering the track.

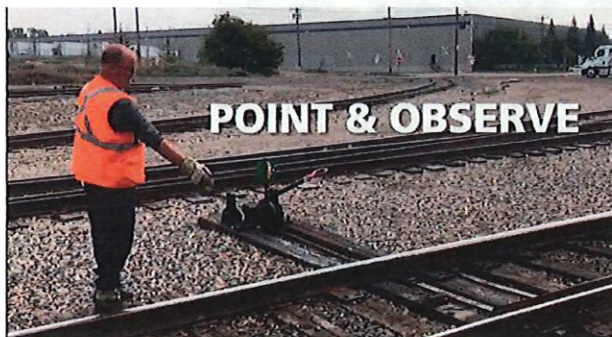
Visually check the switch points to ensure the switch point is tight to the rail. OBSERVE the target and POINT with your arm extended at the target.

Visually confirm the switch points are lined for your route.

POINT with your arm extended at the switch points following the route lined to ensure the desired route.

Step 4:

Communicate with crew members confirming the route to be used.



OPERATING BULLETIN NO BCO-011/24 Safe Work Procedure Derails – Flip and Point

Going over Derails have the potential to cause bodily harm and/or death and is one of the most critical tasks that T&E employees undertake each trip.

Derails and the tasks that surround them is one of the leading causes of Rule Violations and Train Accidents.

Below you will find the NEW standardized safe work procedure when operating a derail.

After removing the lock and removing the derail employee's will now be required to point and observe at the exposed rail under the derail and the derail on the ground in the non-derailing position.

After completing the point and observe employees **MUST** remain at the location of the derail until they have communicated over the radio that the derail is in the non-derailing position, and it has been confirmed over the radio by the rest of the crew.



OPERATING BULLETIN NO BCO-105/22 Kootenay Division – Kicking Operations REISSUE

In the application of Rule Book for T&E Employees Item 12.8, the kicking of equipment is permitted at the following locations.

Golden Yard:

- Cars may be kicked at both North and South end of the yard into the ALL tracks.

- Prior to kicking, you must ensure a min 2 handbrakes are applied and sufficiently tested in each track.
- No more than 800 tons can be kicked at one time.

Creston:

- Cars may be kicked at the East end of N05.
- Prior to kicking, you must ensure a min 2 handbrakes are applied and sufficiently tested in each track.
- No more than 300 tons can be kicked at one time.

Nelson Yard:

- Cars may be kicked at the West end of the yard into ALL tracks.
- Prior to kicking, you must ensure a min 2 handbrakes are applied and sufficiently tested in each track.
- No more than 500 tons can be kicked at one time.

Castlegar Yard:

- Cars may be kicked at the East and West end of the yard into ALL tracks.
- Prior to kicking, you must ensure a min 2 handbrakes are applied and sufficiently tested in each track.
- No more than 500 tons can be kicked at one time.

Celgar:

- Cars may be kicked at the East end of the yard into ALL tracks.
- Prior to kicking, you must ensure a min 2 handbrakes are applied and sufficiently tested in each track.
- No more than 500 tons can be kicked at one time.

Trail Yard:

- **Cars may be kicked in RT32.**
- Track is bowled track no handbrakes required.
- No more than 700 tons can be kicked at one time.

OPERATING BULLETIN NO BCO-059/25 Hydrogen Locomotive Operation and Testing

CPKC continues to test our Hydrogen Locomotive fleet between the coal mines and Golden. As such, there are specific instructions that all crews must be familiar with in order to maximize the operation and testing of these locomotives.

Fuel Tenders Exempt

In 2024 a system bulletin was issued changing GOI Section 8 to include a "Note", indicating that fuel tenders are exempt from marshalling restrictions.

This exemption "Note" was added to GOI Section 8, Items 6.3 and 6.4, and is carried in the CPKC System Revision Document.

Hydrogen Locomotives Online

Unless otherwise advised by the Hydrogen Locomotive testing crew, these locomotives are to be left "online" / Isolation switch in "RUN" position at all times.

SECTION C

SUBDIVISION / YARD INSTRUCTIONS

GOLDEN YARD

Golden South Yard Locomotive whistle test must be performed between L. P.'s rear woodlot access roadway over tracks A & B Mile 144 Windermere Subdivision, and KC Junction.

Exception: it is permissible to test the whistle while performing a pre-departure safety inspection on a designated shop track, tracks RWDA thru RWDL.

Track Speed Adjustment Golden Yard

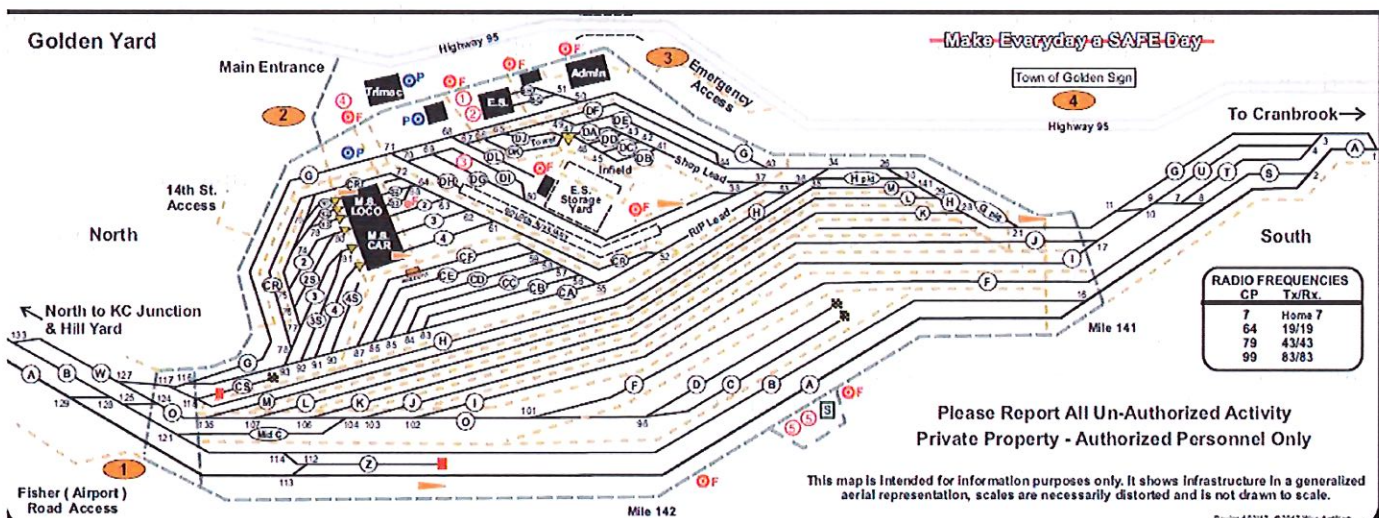
"A" track switch 129 in Golden Yard is increased to 30MPH on the main route, with 10 MPH still required through the Crossover.

Unattended Equipment / Locomotives in Golden South Yard – as per GOI Section 4
Locomotives are not required to be locked in Golden South Yard.

OPERATING BULLETIN NO BCO-070/23 Permission Required While Operating in the Golden Terminal – RE-ISSUE

Effective immediately all T&E employees within the Golden Terminal are required to obtain permission from the **Locomotive Planner and Car Shop Planner** by radio on Channel 112 (**007-061**):

- Before operating locomotives on or off any Shop Track
- Before entering "Rips" at Switch #53 and Switch #116



OPERATING BULLETIN NO BCO-006/25 Locomotive Consist Inbound & Outbound Procedure - Golden Diesel Shop

To ensure the safe and coordinated movement of locomotives in and out of diesel shop tracks, all train and engine (T&E) crews in the Pacific Region must adhere to the following procedures:

Inbound Train Crews:

1. Call for Track Authorization at 116 and/or 53 Switch on channel 112:

- Crews must only call for track authorization when physically at the 116 and/or 53 switch.
- Track authorization will not be granted unless the crew is physically at the 116 and/or 53 switch.

2. Planner Validation:

- Once the crew is at the switch, the car shop and locomotive shop planners will: Validate the locomotive consist and Train ID, notify all diesel shop / car shop personnel of the inbound train consist

3. Track Assignment and Tie-Down:

- The car & locomotive shop planners will confirm that no personnel are in the vicinity before granting track authorization.
- The planners will provide the crew with the track location and specific tie-down instructions.
- Crews must adhere to all applicable safety rules during the tie-down process.

Outbound Train Crews:

1. Boarding Power & Locomotive Consist Confirmation:

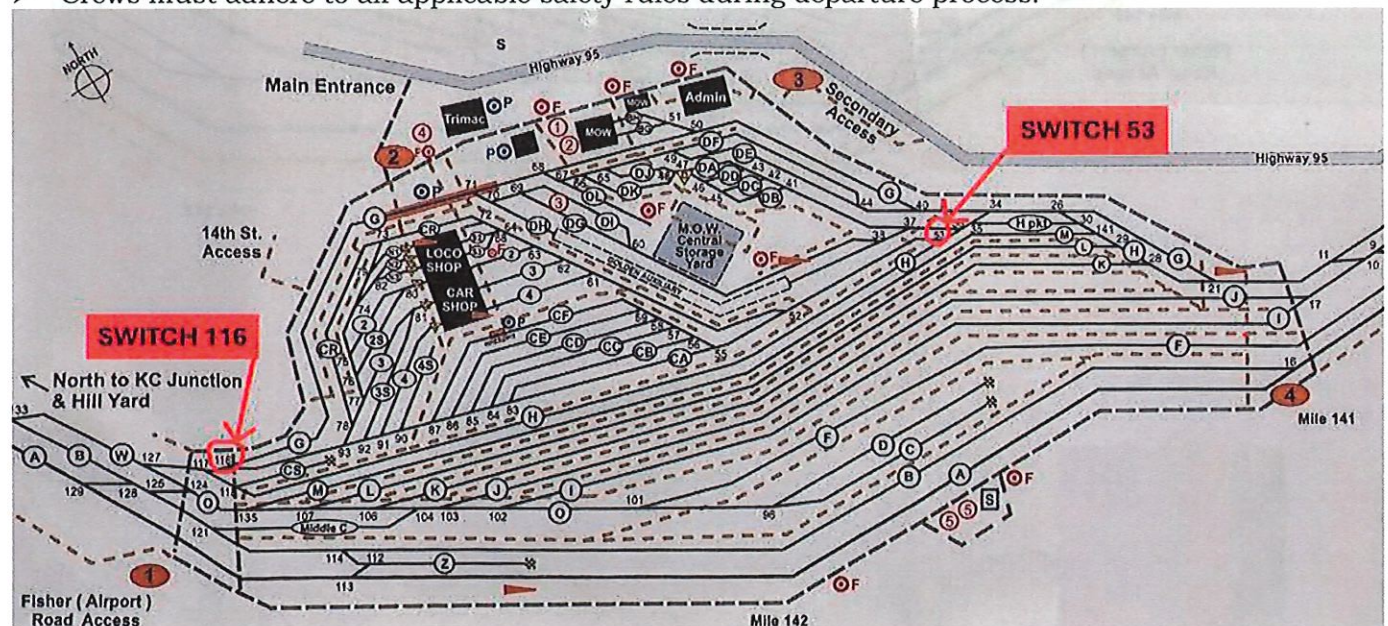
- Crews must call to confirm the locomotive consist location, locomotives on consist, & power orientation before boarding power.
- The crew will board the power once paperwork is completed and notify the car and locomotive shop planners when they have boarded the locomotive, including their ETA for departure from the shop tracks.

2. Planner Validation:

- The car and locomotive shop planners will: Confirm the track and location of the units, notify all car/diesel shop personnel of the outbound train consist & that no personnel are in the vicinity before granting train crew permission to depart.

3. Track Clearance and Movement Instructions:

- The car and locomotive shop planners will provide the crew with track clearance and any specific movement instructions.
- Crews are not to depart under any circumstances without car and locomotive shop planner clearance.
- Crews must adhere to all applicable safety rules during departure process.



OPERATING BULLETIN NO BCO-180/25 Documents for 807s on Arrival at Golden

Employees are required to turn in Crew-to-Crew information forms and 125s at Golden upon arrival on loaded coal trains with train designation 807-XXX

OPERATING BULLETIN NO BCO-008/26 Southbound Trains Yarding into Golden South Yard

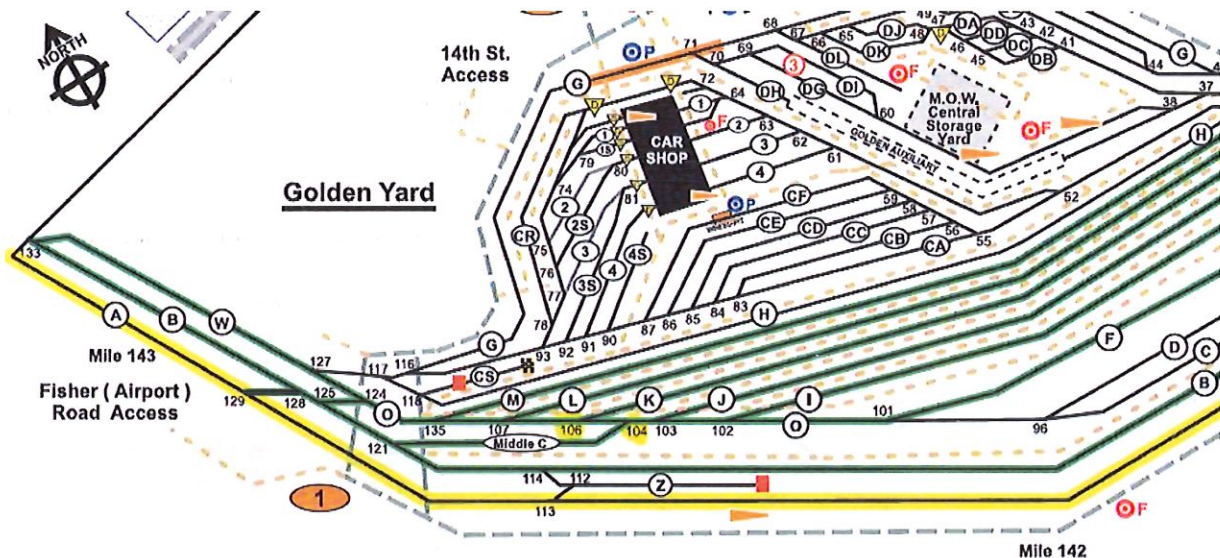
Any southbound movements yarding into the Golden South Yard via A/B are required to contact the Golden Assistant Trainmaster prior to departing the Airport Crossing.

The Golden Assistant Trainmaster will be required to communicate the arrival of the southbound trains to all movements working on the North end of the Golden Yard.

While a southbound movement is yarding, and until clear:

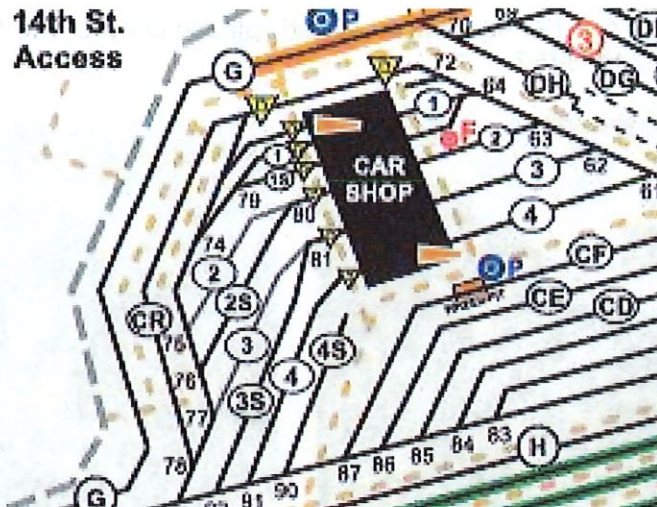
- Movements may operate on O lead, using W for headroom provided North K switch 106 and South Middle C 104 are lined reverse and positions communicated within the crew and to the ATM prior to movement continuing
- Movements may operate on H/G lead through to W lead on a continuous basis without restriction.
- Movements working at the north end of A may continue to work while a southbound movement yards via B or W provided the A/B crossovers 128/129 are normal.

All other movements are required to stop for the arrival of the incoming trains.



OPERATING BULLETIN NO BCO-005/24 Lifting Equipment from Golden Car Shop Repair Tracks

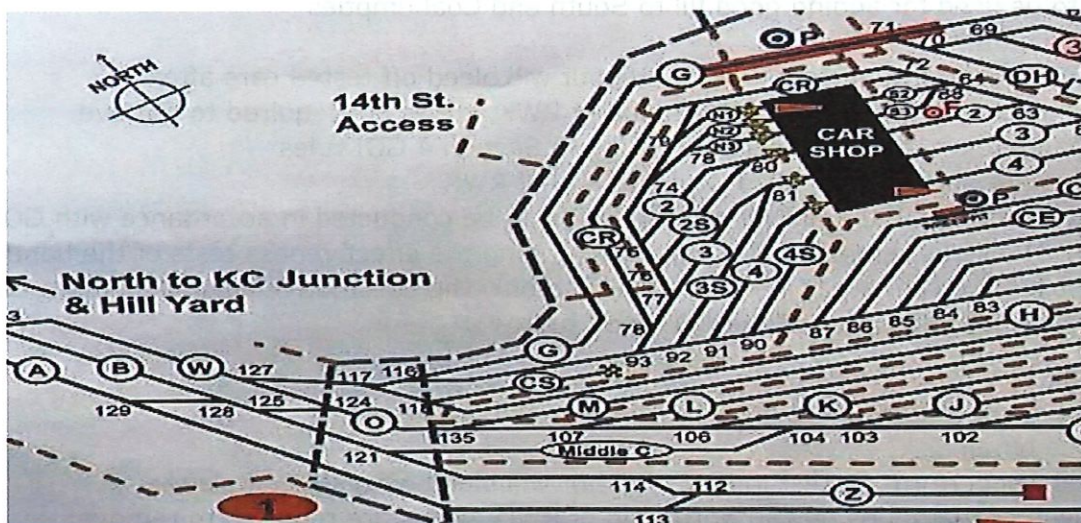
Effective immediately, when pulling cars from tracks **RW2, RW3, & RW4**, crews are required to inspect the track prior to tying on for proximity to derails and/or blue flags.



If cars are spotted **Less Than** 1 car length (50ft) from any of these restrictions, contact the carshop planner on CP112 and have the derail and/or flag removed prior to tying on to equipment. The tail end car (closest to the door) must also be secured with a handbrake to prevent movement when tying on with derails removed.

SWITCHES 78, 93, AND 116 GOLDEN SOUTH YARD

Movements approaching switches 78, 93, and 116 from the trailing point direction, must stop at each switch and confirm it is properly lined for the route to be used prior to continuing.



OPERATING BULLETIN NO BCO-035/24 End of Track Rail Stops Added – South end RW2S and RW3S, Golden – RE-ISSUE

Please be aware that we have recently added end of track rail stops and signs at the south ends of tracks RW2S and RW3S at the Golden Rail Car Repair Shop.

Everyone must use extra caution when moving rail equipment in this area.

If you are unsure of where the rail stops are located, please contact the Car Shop Supervisor on channel 112 or at 1-250-344-3757.



GOLDEN TERMINAL COAL EMPTY FILL PROCESS

Adding Fill EX RWK

- RWK is only to be used for adding good fill to South end Coal empties
 - Cars will be off air
 - Mechanical will perform air test in RWK still but will bleed off tested cars after
 - When pulling coal empties off the south end of RWK, crews are required to remove existing handbrakes, and re secure according to Section 4 GOI rules
 - Handbrakes are only to be applied on south end of RWK
 - Once cars are re-secured a proper release test is to be conducted in accordance with GOI Section 4. Please be reminded that while performing the effectiveness tests of the hand brakes applied the cars are to remain off air and only the Locomotive air brakes released in accordance with Section 4 of the GOI **(see below)**.

Adding Fill EX RWD

- RWD is only to be used for adding good fill to North end Coal empties
 - Cars will be off air
 - Mechanical will perform air test in RWD still but will bleed off tested cars after
 - When pulling coal empties off the North end of RWD, crews are required to remove existing handbrakes, and re secure according to Section 4 GOI rules
 - Handbrakes are only to be applied on North end of RWD
 - Once cars are re-secured a proper release test is to be conducted in accordance with GOI Section 4. Please be reminded that while performing the effectiveness tests of the hand

brakes applied the cars are to remain off air and only the Locomotive air brakes released in accordance with Section 4 of the GOI **(see below)**.

- If required under direction from the Golden ATM crews may add fill from RWH to the north end of coal empties due to RWD being blocked. If this is required, the crew pulling fill from RWH will be required to validate handbrakes on the south end and perform effectiveness test with existing south handbrakes.

Adding Fill to RWK from the Rips

- Fill being added from the rips to RWK is only to be applied to the South end off air, if required for braking power the required amount of cars can be aired up and added to RWK but they must be bled off prior to perform release test in accordance with Section 4 GOI.
- When adding Fill to the South end of RWK handbrakes are to be applied only to the south end.

Adding Fill to RWD from the Rips

- Fill being added from the rips to RWD is only to be applied to the North end off air, if required for braking power the required amount of cars can be aired up and added to RWD but they must be bled off prior to perform release test in accordance with Section 4 GOI.
- When adding Fill to the north end of RWD handbrakes are to be applied only to the north end

OPERATING BULLETIN NO BCO-162/25 YARD SPEEDS GOLDEN YARD - UPDATED

The following tracks in Golden Yard are now 15 MPH: RWO-RWG-RWF-RWI-RWJ-RWK-RWL

The following tracks in Golden Yard remain reduced to 5 MPH: RW2S-RW3S-RW4S

OPERATING BULLETIN NO BCO-033/24 Process for Kicking in Golden Yard – RE-ISSUE

Effective immediately, kicking will become the primary way of sorting cars in Golden South Yard.

Training will be arranged for those employees unfamiliar with the process.

Examples of situations where kicking should be used:

- Sorting bad orders prior to spotting to RIPS
- Switching inbound A18/building 401 lift
- Sorting bad order repairs released from RIPS
- Switching any manifest traffic
- Switching out bad orders from trains

Crews are prohibited from kicking into:

- Any Shop track, except CA-CE & DA-DH
- M10 (Fuel spur)
- RWCS
- RWZ

Due to undesired in train forces, when switching empty coal trains, it is prohibited to kick while you have ahold of a DP unit marshalled in-train.

Operating Bulletin BCO-105/22 states the maximum weight of each cut of cars kicked must not exceed 800T. For reference, that is equal to approximately **6 Loads** or **33 coal empties**.

Cars must be secured as per Golden South Yard Securement Process bulletin BCO-034-24

OPERATING BULLETIN NO BCO-034/24 Golden South Yard Securement Process – RE-ISSUE

Golden South Yard is considered "bowled terrain" as per GOI Section 4 (6.2). Please see the posted Golden Yard Survey for reference.

All Unattended cuts of equipment must still be secured as per GOI Section 4.

Application of handbrakes is relieved while switching on air with 10 or more sufficiently charged cars left in the "bowl".

While kicking:

- Minimum 2 handbrakes must be applied to each track being kicked onto and tested. Brakes may be tested prior to kicking these cars into a track.
- Cars must be prevented from exiting a given track from either end.
- All cuts of cars being left after all kicking has been completed must be secured as per GOI section 4.

FOULING TRACKS

In Accordance with CROR 114 "Fouling tracks" crews are reminded to ensure that the tail end portion of the train is left in a position that will not allow the switch to be lined for other than the track upon which such equipment is standing.

Effective immediately any southbound trains that are required to yard into F track and that are required to leave the train foul on the North end please be governed by the following:

1. Crew member to detrain at the north end of F track to properly leave tail end foul.
2. Equipment must be left in a position where North F track switch is unable to be lined for other than the route where the equipment is left in.
3. Transportation back to the head end will be arranged by on duty Assistant Trainmaster
4. **When practicable please adhere to parking the locomotive in the picture provide in the Golden yard office.**

Best practice remains F track will only be utilized when absolutely necessary; if in doubt please contact the Golden Assistant Trainmaster for instructions.

SOUTHBOUND YARDING INTO RWJ

Any southbound trains yarding to track RWJ in Golden yard are required to set their Distance Measuring Device upon arrival of the North end crossing into RWJ and stop once clear.

ALERTING VEHICLE TRAFFIC – Continuous Engine Bell G-Lead Approaching South Crossing

In efforts to more effectively alert any vehicle traffic using the south crossing, Effective immediately any movements traveling southward down G lead are required to continuously ring the engine bell approaching the south crossing until movement has fully occupied crossing.

Switching Golden South Yard – Hand Brake

Please be advised while switching in the Golden South yard, if in attendance of equipment 1 hand brake tested effectively is sufficient.

DESIGNATED NON-RIDING OF EQUIPMENT AREAS GOLDEN SHOP TRACKS

Effective immediately, the Highlighted area located in the attached map show the only restricted areas where riding on equipment is prohibited.

You must follow Rule Book for Train and Engine Employees Section 12 Switching 12.2 (e).

12.2 RIDING EQUIPMENT

You must not ride on:

(e) the top or sides of equipment when on any main shop, diesel shop or car shop track.

These tracks are identified as the following:

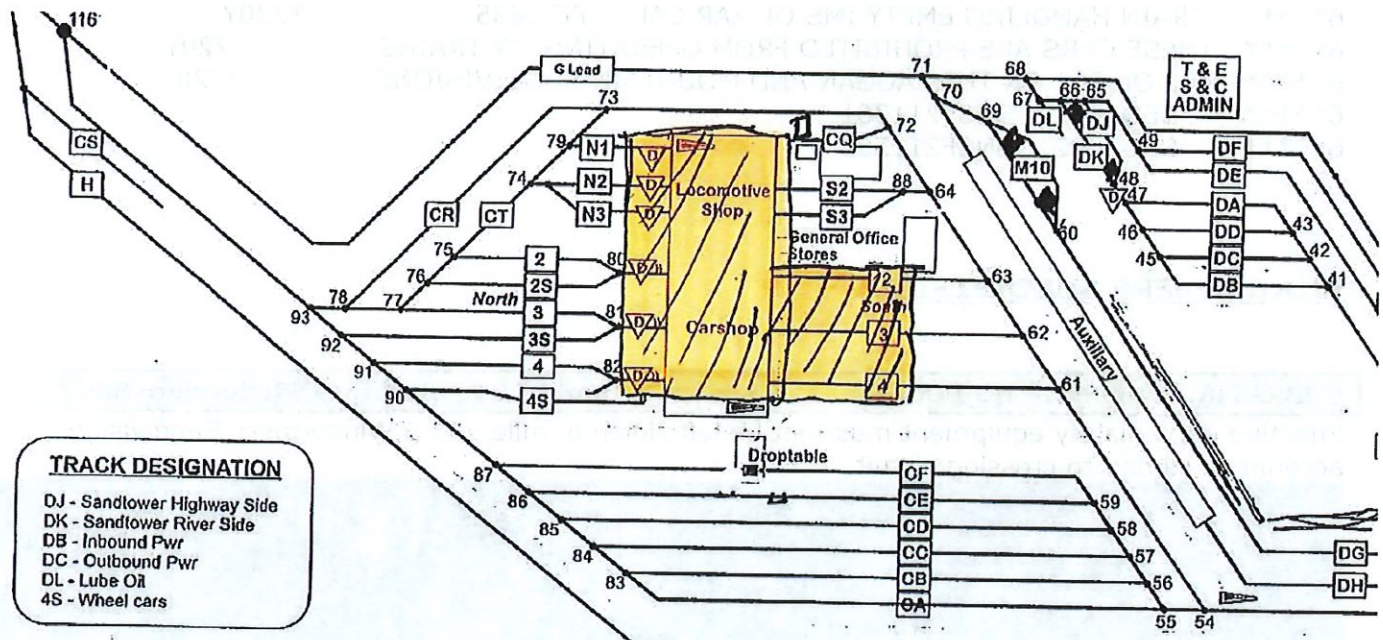
RW2 from the fenced off areas with pulleys north up to and including inside the Shops building

RW3 from the fenced off areas with pulleys north up to and including inside the Shops building

RW4 from the fenced off areas with pulleys north up to and including inside the Shops building

N1, N2, N3, 2, 2S, 3, 3S, 4, 4S from the derails into the Shops building

No riding of equipment is permitted inside the Shops Building as well



GOLDEN YARD DELAY REPORT

All crews working in Road Switcher or Yard Service at Golden Yard will be required to fill out the required delay report for each tour of duty. Crews will be responsible to ensure that the completed form is emailed in to the "delay report" shortcut, found on the printer in Golden and hand in the hard copy of the delay report to the on-duty terminal assistant trainmaster or Supervisor, prior to leaving at the end of their tour of duty.

All fields are required to be filled out if there is a field that is not applicable an "N/A" will suffice.

OPERATING BULLETIN NO BCO-038/24 Handling of Empty AAR Car Type S635

Existing instructions regarding the handling of empty AAR car type S635 on the Laggan and Mountain Subdivisions (as found in the April 2024 Summary Bulletins) are revised as follows:

Empty cars of AAR type S635 are prohibited on train 201 between Alyth and Revelstoke.

A maximum of two such empty cars are permitted to be operated on train 401 between Alyth and Revelstoke provided:

- they are handled on the extreme rear-end of the train (behind the tail end remote locomotive, when so equipped); and
- when so placed, the train passes TRAM.

Operating crews remain responsible for reviewing Marshalling Messages prior to departure and ensuring their train is correctly marshalled.

Until changes can be made to Marshalling Messages, provided the above criteria have been met, the following message can be disregarded:

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6***** * MESSAGE NUMBER XXX ***** *720Y
6***** * TRAIN HANDLING EMPTY IMS OF AAR CAR TYPE S635 *720Y
6***** * THESE CARS ARE PROHIBITED FROM OPERATING ON TRAINS *720Y
6***** * 401 OR 201 ON THE LAGGAN AND MOUNTAIN SUBDIVISIONS *720Y
6***** * SEQ 001 BNSF211361
6***** * SEQ 002 BNSF211262
  
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WINDERMERE SUBDIVISION
OPERATING BULLETIN NO BCO-018/24 Leaving Equipment at Mile 143.3 Windermere Sub

Effective immediately equipment must not be left North of mile 143.3 Windermere Subdivision account proximity to crossing circuit.



Staging Trains Just South of Station Mile Sign Purcell

All Northbound trains on the Windermere Subdivision will stage just South of Station Mile Sign Purcell away from the residential area located at the crossing mile 137.9 if delayed getting into Golden Yard. A sign will be placed to mark the location.

ENTRAINING AND DETRAINING AT SPILLIMACHEEN AND FAIRMONT

When detrainning and entraining at Spillimacheen and Fairmont crews need to use care and good judgement.

If required detrain/entrain on the conductor's side or bring your movement to a complete stop.

OPERATING BULLETIN NO BCO-055/23 Securement at Canfor Radium Track W08 – RE-ISSUE

For added protection during loading operations at Canfor Radium, hand brakes must be applied to all cars spotted to track W08 and tested for effectiveness.

OPERATING BULLETIN NO BCO-070/24 Radium Spotting Instructions Canfor W08

Radium Spotting Instructions: Update

Unless specifically instructed by a CPKC Manager, when spotting Canfor Radium W08, a maximum of 8 cars are to be spotted at the North End of the track. Cars are to be spotted between the loading towers. Please see the photo below.



OPERATING BULLETIN NO BCO-027/23 Luxor Speed Increase - Windermere Subdivision

Maximum speed on siding and through turnouts at north and south siding switches Luxor, Windermere Subdivision, is increased to 25 MPH.

Within Windermere Subdivision Module 12.2, Time Table 42:

- existing footnote 4.2 is now renumbered 4.3; and
- new footnote 4.2 is added reading:

4.2 Other Maximum Speeds

- 25 MPH on siding and through turnouts at north and south siding switches Luxor.

OPERATING BULLETIN NO BCO-120/24 Spotting Instructions, W07 CertainTeed Canada Inc.

CertainTeed Gypsum in Windermere is resuming service in the coming days.

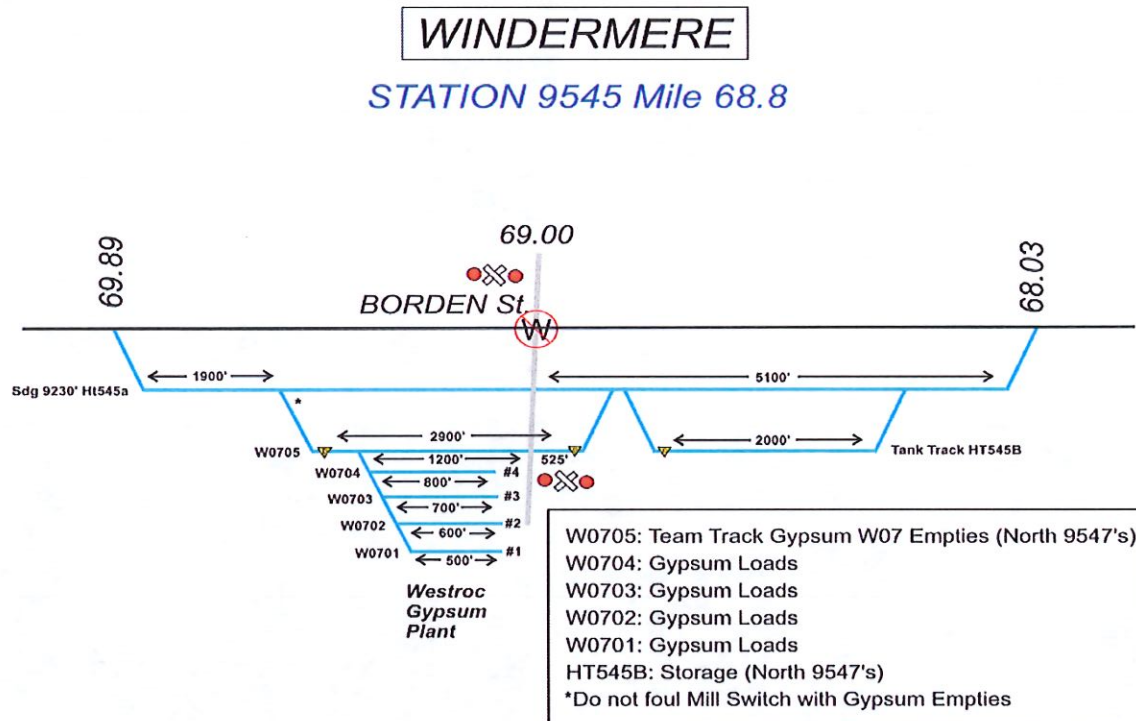
When spotting the mill, please ensure that empty cars are spotted clear, south of the mill switch in track W0705. Cars must also be left north of the crossing bonds (spray painted yellow) to ensure sight lines are maintained.

The customer moves cars between W0705 and the mill using the north end of W0705. Ensure customer Trackmobile is off track or tucked away clear of any cars that need to be handled prior to entering the facility.

Loads will be pulled from W0701-W0704.

All souths/norths set off at Windermere must now be done at the Tank track (HT547B) to avoid extra switching and blocking CertainTeed from accessing their cars.

Please contact your local management team if there are any questions.

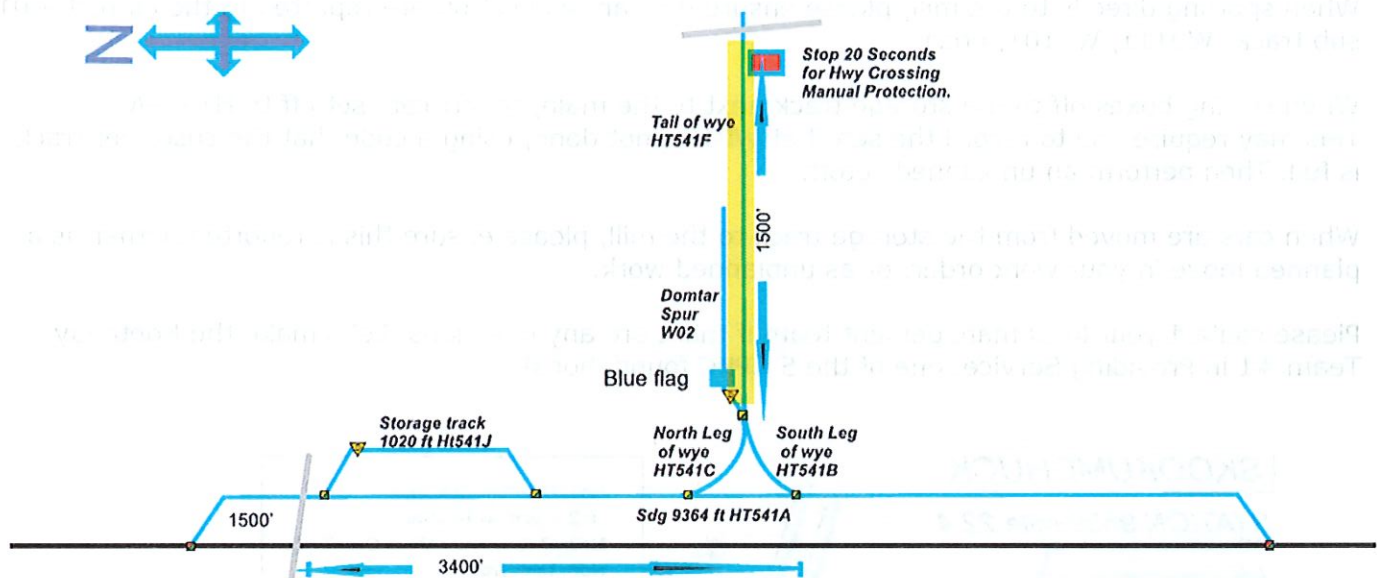


OPERATING BULLETIN NO BCO-150/25 Storage cars at Canal Flats Windermere Subdivision - REISSUE

Please be advised TTZX and SOO strap type centerbeams will be going into storage on the Windermere subdivision.

Cars can be stored on the tail and legs of the wye at Canal Flats. Track has been inspected and is ok for service.

Please show all cars setoff in their respective track ID's as per the map below:



Trackage at Canal Flats will be filled first, followed by Fairmont, then Torrent.

SKOOKUMCHUK PULP MILL EVACUATION PROCEDURE

When working at Skookumchuk Pulp Mill at Mile 22 on the Windermere Subdivision, if the Mill Alarms are sounding crews are to proceed to the Muster Point sign on the yellow box by the main crossing and contact the RTC for further instructions.



OPERATING BULLETIN NO BCO-015/24 Inventory Reporting – W01, Domtar Pulp Skookumchuck

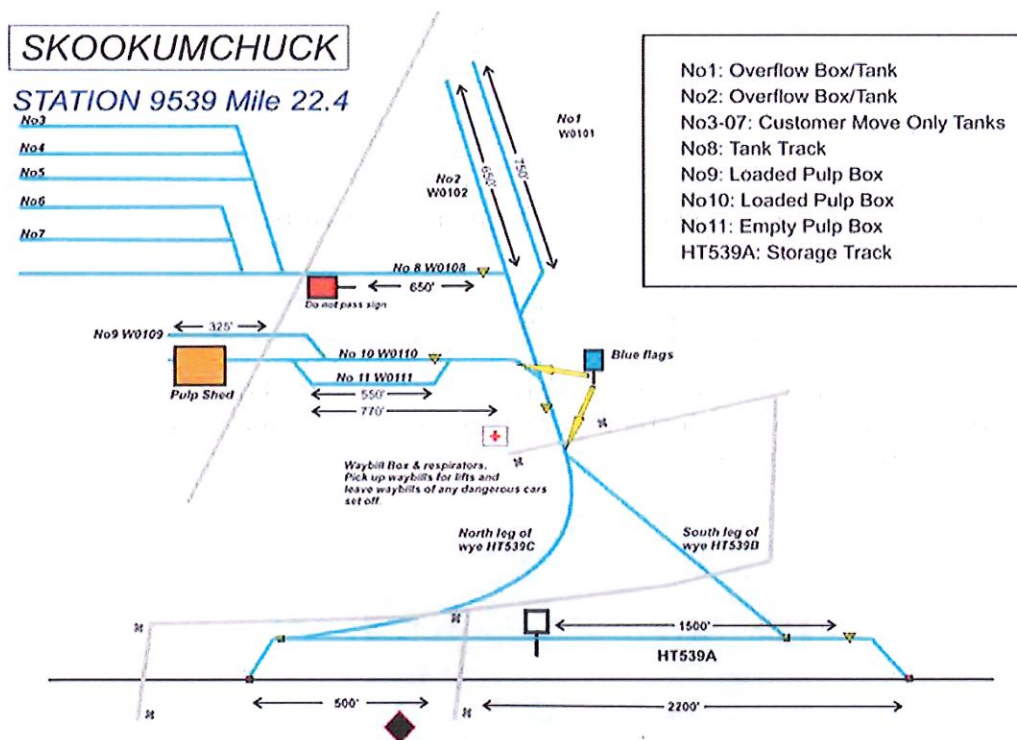
There have been a number of recent inventory reporting errors made when servicing W01 at Skookumchuck, resulting in incorrect charges to the customer, missed revenue opportunities for CPKC, and poor customer relations. Please be governed by the following instructions when reporting work at W01 in Skookumchuck:

When spotting directly to the mill, please ensure the cars you set off are reported to the correct W01 sub track (W0111, W0101, etc.)

When setting boxes off to the storage track next to the main, report cars set off to HT539A. This may require you to record the setoff at W01 as not done, using a code that the customer track is full. Then perform an unplanned setoff.

When cars are moved from the storage track to the mill, please ensure this is reported, either as a planned move in your work order, or as unplanned work.

Please contact your local management team if there are any questions. Let's make the Kootenay Team #1 in Providing Service, one of the 5 CPKC foundations!



MOVEMENTS APPROACHING SOUTH YARD SWITCH FORT STEELE

Effective immediately any trailing point movement (Southward Movement) entering the Main track from the Fort Steele yard and approaching the South Yard Switch at Fort Steele must stop to confirm their route prior to traveling over the switch. In an effort to assist highlighting this high-risk switch, **it has been painted pink.**

Questions and Answers

1-If your train was previously secured (staged) in the Fort Steele yard at the South end (Track 1, 2, or 3), does the movement have to again stop at the switch?

- A. No. since the movement was previously stopped at the south end of the Fort Steele yard, you must however confirm that the route to be used is properly lined up for your movement.

2-Does a train approaching the South Yard Switch at Fort Steele that is occupying the Main track have to stop at this switch?

- A. Cautionary Limit rules will apply on the Main track at Fort Steele approaching the South Yard Switch. Therefore, if the switch is lined for your movement there is no requirement to stop at this switch.

FORDING RIVER SUBDIVISION

Movement of dimensional equipment through Silo/Loadout facilities at any mine location is prohibited.

Crew must advise the RTC of any delays for more than 15 minutes at the mines.

OPERATING BULLETIN NO BCO-128/22 Restricted Clearance, Mile 33.5

Restricted clearance at mile 33.5 Fording Sub Northeast Side. Signs are not in place.

TECK EVACUATION PROCEDURES

In the event there is an incident and TECK is required to evacuate their mine sites, the on-duty TECK foreman will contact the CP train crew and arrange transportation off site to a safe location for CP train crews.

ELKVIEW MINE – PRE-SPRAY SPEED RESTRICTIONS

When Elkview loadout advises they will pre-spray the cars, crews are not to exceed 0.8 mph from pre-spray (old load-out) to silo.

REMOTE LOADING PROCEDURE – FORDING & GREENHILLS

Teck Positive Lockout Protection

Train crews must ensure that a reverser LOC-IT device is inserted and locked in the reverser receptacle prior to leaving a train unattended for loading. The reverser LOC-IT device, lock and key are located in a lock box and must be retrieved on arrival at the mine. At Fording the lock box is located near the head end of a loaded train and at Greenhills the lock box is located near the entrance to the silo.

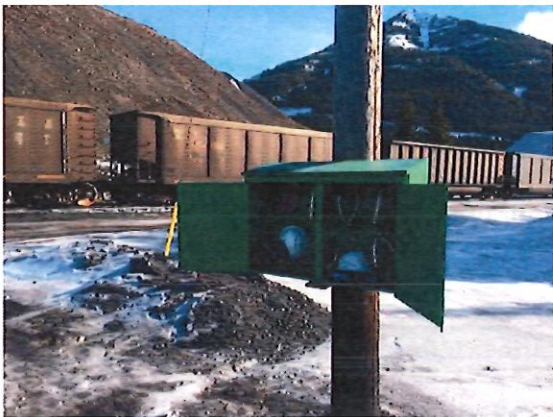
On arrival, after the reverser LOC-IT device is inserted and locked, the train crew must return the key for the lock back to the lock box before departing the mine.

A train crew picking up a loaded train must get the key for the reverser LOC-IT device lock on their way to the lead locomotive. If the reverser LOC-IT device key is locked in the lock box, then Teck has positive lockout protection in place. Contact the loadout operator for instructions.

If a reverser LOC-IT device is locked in place and the key is missing, DO NOT cut off the lock. Teck will initiate their "Forced Lock Removal Process".

Prior to departing the mine with a loaded train, the train crew must return the reverser LOC-IT device, lock and key to the lock box.

FORDING LOCK BOX



Note: On Fording property CP employees must wear a hard hat when outside of the locomotive. Hard hats are located in the lock box.

GREENHILLS LOCK BOX



Empty Train Transfer

- On arrival at the mine the train crew will contact loadout operator to advise that the train has arrived.
- The Teck loadout operator will authorize the train crew to proceed to the silo.
- Once at the silo the train crew will set up the lead locomotive for tower operation in accordance with GOI Section 2 and advise loadout operator when complete.
- Loadout operator will link tower control and the lead locomotive. If the link was successful, the train crew will insert the reverser LOC-IT device and return the key to the lock box.
- Prior to detraining, Locomotive Engineer must dim headlights, ensure locomotive doors and windows are closed and locked, windshield defrosters are off, and all interior lights are turned off.

NOTE: If tower system does not link or is otherwise not working as intended, the train crew will be required to operate the train for loading. If this occurs, inform the RTC.

Loaded Train Transfer

Train crew arrives and train is still loading.

- Train crew contacts Teck loadout operator by radio for instructions. Train crew may board train but **must not** remove LOC-IT device or disengage Tower Mode unless authorized by Teck loadout operator.
- Once loading is complete, loadout operator will release control of the train to the train crew. Train crew will take control of the train, return the LOC-IT device, lock and key back to the lock box and depart.

Train loading is completed prior to train crew arriving.

- On arrival, if train crew is unable to contact loadout operator to determine if train has been released, and unless previously advised by RTC, train crew will contact the RTC by radio to get authorization to take train off Tower Mode and depart. If portable radio is unable to communicate with the RTC, then train crew will board train and use the locomotive radio to communicate with the RTC.
- If the RTC has not been advised or doesn't know if the train loading has been completed, RTC will contact Director BC-AB South to confirm loaded train completion.
- After confirming loaded train is complete and released, RTC will advise train crew. Train crew will take control of the train, return the LOC-IT device, lock and key back to the lock box and depart.

Hopper Cars in Coal Service Require 105 PSI When Loaded

Background: This bulletin is updated to capture a change in car markings where GSNX cars are now marked as WCCX. (Note: change in bold)

Note: This instruction only applies to LOADED coal trains with SOO / MILW / HLMX or cars listed below on the Prairie and Pacific Divisions.

- 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)
- GSNX (**WCCX** 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, CR and **WCCX** 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.

3 POINT PROTECTION AT COAL MINES

When 3 Point Protection is requested at any of the mines in the Elk Valley (Elkview, Line Creek, Greenhills, and Fording) by a Mine employee, a full service brake application must be applied as well.

DEPARTURE AND ARRIVAL TIMES TECK MINE

All Trains departing or arriving at a Teck Mine must have the outbound or inbound time entered into the iPad. If unable to enter into the iPad due to not having an iPad or Train not available, then you must provide the time to the RTC. The time to use will be the time the head end travels over the spur track switch for the appropriate mine.

SPARWOOD ROAD SWITCHER DELAY REPORT

All crews working in Road Switcher Service out of Sparwood will be required to fill out one of the attached delay reports for each tour of duty. Crews will be responsible to ensure that the completed form is emailed in to the "delay report" shortcut, found on the printer in Sparwood and hand in the hard copy of the delay report to the on-duty terminal train master or Supervisor, prior to leaving at the end of their tour of duty.

All fields are required to be filled out if there is a field that is not applicable an "N/A" will suffice.

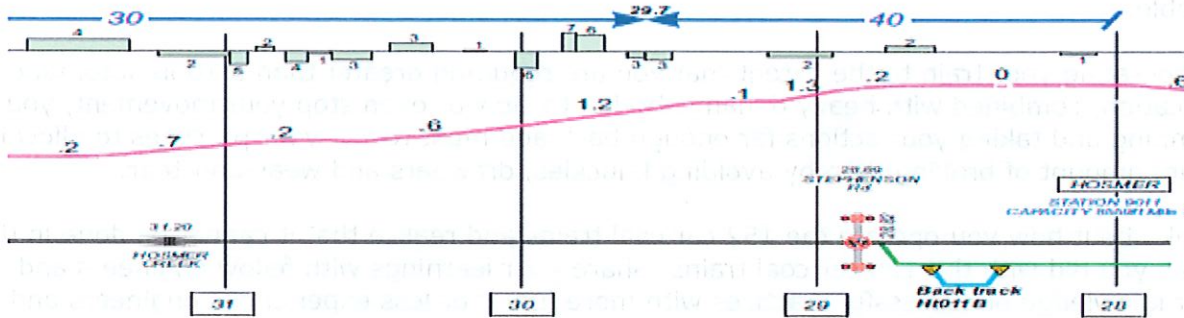
CRANBROOK SUBDIVISION

TRAIN HANDLING INSTRUCTIONS FOR COAL LOADS ON CRANBROOK SUBDIVISION

In order to reduce in-train forces and knuckle failures on loaded west bound coal trains operating on the Cranbrook Subdivision, the following instructions are in effect immediately.

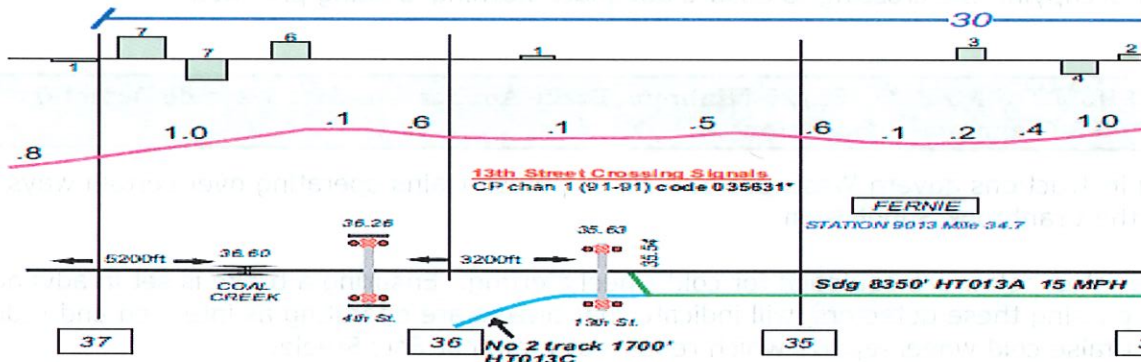
Cranbrook Sub – Mile 28 to Mile 31

Trains departing Hosmer must before the lead engine passes Mile 29 either idle the Tail End remote or place the remote in Traction s #2 position to gently push the rear over the flat. Normal operation can resume when the tail end has cleared the west siding switch at Hosmer.



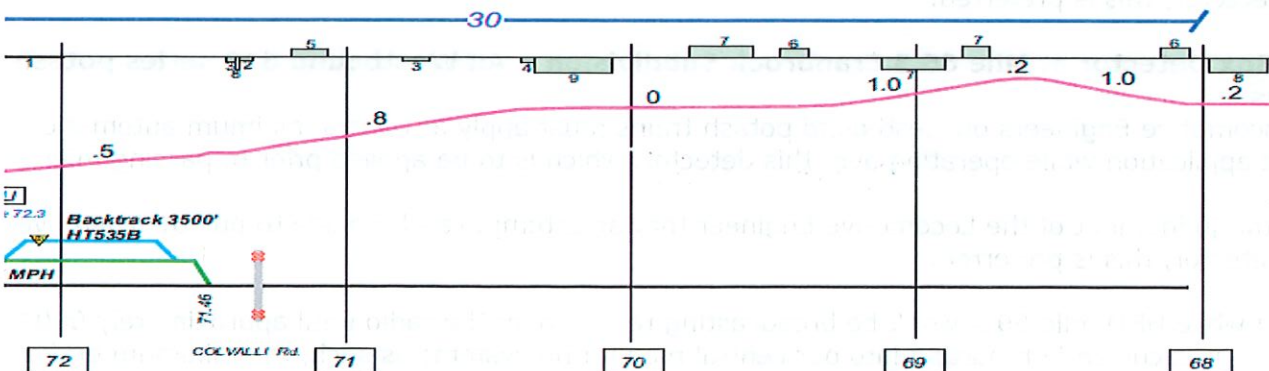
Cranbrook Sub – Mile 35 to Mile 38

Departing Fernie the tail end remote must be either idled or left in traction throttle #2 when transitioning from throttle to dynamic braking and not returned to MU operation until the entire train is on the westward grade and the tail end is clear of mile 36.4.



Cranbrook Sub – Mile 69 to Mile 72

When approaching Colvalli, before lead engine passes Mile 70 the tail end remote must be placed in idle or traction throttle #2 position when controlling locomotive is transitioning into Dynamic Brake and not returned to MU NORMAL Operation until the entire train is on the westward grade with the lead locomotive at Mile 72 (a Minimum Automatic Brake Application may be needed near the East Siding Switch Colvalli).



In all situations when returning to MU operation with heavy dynamic braking on the head end either decrease DB on head end or gradually increase DB on tail end to resume normal operation.

In the event of pacing through Hosmer, Fernie or Colvalli, and traveling at 25 MPH or less, the process of idling the tail end remote or traction throttle #2 will not be necessary provided you're planning follows the principles and requirements of gradual throttle and dynamic braking.

Additionally, when lifting a westbound train stopped between switches at Elko that is not stretched, independent motoring should be used placing the tail end remote in a higher throttle position than the lead consist to prevent rollback at the tail end.

Stops involving full service automatic brake applications, coupled with maximum dynamic brake, are not acceptable.

If you are operating your train to the extent that you are requiring greater than a 10 lb automatic brake application, combined with heavy dynamic brake, to slow or even stop your movement, you are not planning and taking your actions far enough back and must revisit your practices to allow for the minimum amount of braking thereby avoiding knuckles, drawbars and wear-and-tear.

Finally, think about how you operate the 152 car coal trains and realize that it cannot be done in the same way as you did with the 125 car coal trains. Share your learnings with fellow engineers and impart your knowledge of successful practices with more junior or less experienced engineers and ask questions of engineers with greater experience and proven operating skills.

HOSMER CROSSING (STEVENSON RD) MILE 28.89 CRANBROOK SUB

All Eastward trains taking the siding at Hosmer are required to activate the DTMF at least 20 seconds in advance of occupying the crossing to ensure adequate warning is being provided.

OPERATING BULLETIN NO BCO-102/25 Minimum Brake Application Over Wayside Detectors Miles 59.2 & 65.3-Cranbrook Subdivision

The following instructions govern Westward 619 series potash trains operating over certain wayside detectors on the Cranbrook Subdivision.

The detectors listed below are equipped for cold wheel alerting. Ensuring a brake is set in advance of, and while passing these detectors, will indicate that brakes are operating as intended and reduce the number of false cold wheel reports which require attention at Fort Steele.

Hot Box Detector at Mile 59.2 Cranbrook Subdivision – All Westbound 619 series potash trains

All Locomotive Engineers on westbound potash trains must apply at least a minimum automatic brake application while operating over this detector, which is to be applied prior to passing mile 58.5.

If in the judgement of the Locomotive Engineer that an attempt can be made to pull the train over the detector, this is preferred.

Hot Box Detector at Mile 65.3 Cranbrook Subdivision – All Westbound 619 series potash trains

All Locomotive Engineers on westbound potash trains must apply at least a minimum automatic brake application while operating over this detector, which is to be applied prior to passing mile 64.6.

If in the judgement of the Locomotive Engineer that an attempt can be made to pull the train over the detector, this is preferred.

Note: while HBD mile 59.2 won't be broadcasting results over the radio until approximately 0900 July 14, it is currently reporting into our central monitoring system; as such, the minimum brake application requirements listed above are effective immediately.

SPOTTING TERVITA IN CRANBROOK

Scrap cars that are spotted to Tervita in R05 at Cranbrook must be spotted as close to loading bin as possible. Do not spot at derail on East end of R05, as customer cannot load at the derail.

SWANSEA BALLAST PIT

Do not block the Swansea ballast pit private crossing at mile 117.49 Cranbrook Subdivision, Active Mine Site

SWANSEA END OF TRACK

When working in Swansea pit tracks 1, 2, 3, and 4, crews are to stop fifty (50) feet from the end of track and no cars are to be left closer. All tracks have been marked to indicate 50 feet.

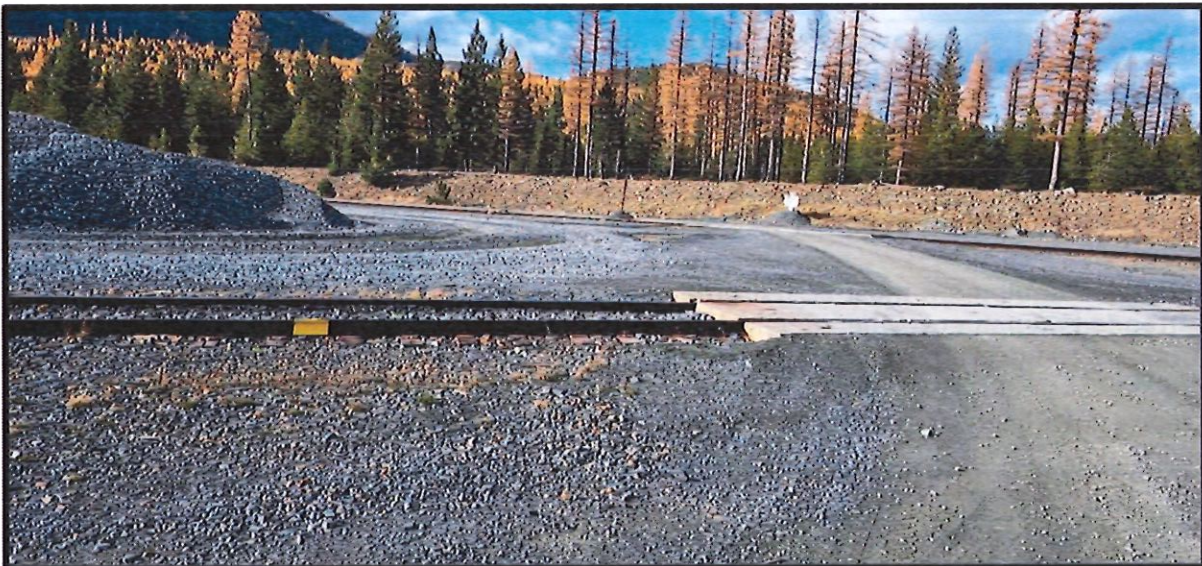
OPERATING BULLETIN NO BCO-133/24 Spotting Instructions - Swansea Quarry

Effective immediately all T&E employees are required to follow the instructions below when spotting equipment at the Swansea Quarry.

- Unattended equipment must be spotted greater than 50 feet from end of track signs.
- Unattended equipment must not be left foul of crossings unless instructed to by company officer.
- Unattended equipment must be left greater than 15 feet from all crossings.
- Unattended equipment, when applicable, must be left with a minimum of 5 brakes on each cut of cars to ensure proper securement when loaded.

Yellow markings have been placed to help identify the distances stated above.





PRIOR TO TAXIING TO KINGSGATE

Crews must check the Fort Steele FIT for train documents, if Docs are not available communicate with the ATM.

PULL BY TRAIN INSPECTIONS AT GLENLILY – ALL EASTBOUND

Due to recent delays involving applied handbrakes, crews are to perform a pull-by inspection before departure from Glenlily on all Eastbound trains to inspect for possible applied handbrakes.

A Fuel Level Reading form is available in Fort Steele Station and is to be completed and faxed in for all trains arriving and departing border.

CP Crews at Kingsgate/Eastport must have a passport, enhanced driver's license or Nexus card in their possession and are required to report to Customs before entering the United States.

Crews are to ensure they check in with US Customs and Regulatory office when crossing into the United States. Crews are required to check in to Canadian border services before re-entry into Canada on all trips when they cross over. We have recently been fined by Canadian Border Services for infractions of not checking back in.

SWITCH LOCK ON TRACK 1 AT GLENLILY

In the application of Rule Book for Train and Engine Employees Item 14.8 (a), a movement may leave CP 1 Track Switch at Glenlily, mile 157.1 Cranbrook Sub, lined and locked in either position.

WHITE SIGN CHANGE OFF AT EASPORT

Crews are **required** to check in with the Canada Customs when doing a white sign change off at Eastport. Crews do not have to check in with US Customs at this time for a white sign change off. Crews may check in with customs prior to the train's arrival and follow the instructions of the CBSA officer.

CONSIST CHANGE TO TRAINS INTERCHANGING AT EASTPORT

In order to reduce delays on trains interchanging at Eastport the following instructions apply.

Train crews on 419-XX and 417-XX are to notify the ATM at Fort Steele of any consist changes if work was performed on route.

For Example;

- Track inventory or lift sequence out of order
- Lift performed not as planned
- Lift sequence reversed

The ATM at Fort Steele is to be contacted at the work location.

BRAKE TEST INFORMATION AT EASTPORT

When crews take control of a train at Eastport, if the brake test information is not available crews are to contact the Fort Steele Assistant Trainmaster for instructions.

RIGHT EOTs ON CORRECT TRAINS

To ensure we have the right Railway EOTs on the correct trains the following is in effect:

Crews are responsible to confirm when leaving Eastport on Eastward trains that EOTs (SBUs) are Canadian Pacific Railway (CP) EOTs

Any Foreign railway EOTs must be changed out at Fort Steele with the inbound / outbound crews during crew change offs

A supply of EOTs will be left at Signal 955 Fort Steele (crew change out location) and Fort Steele station for this purpose

If Changing off Eastward trains at Cranbrook (run long) Fort Steele Trainmaster will confirm EOT change off location

OPERATING BULLETIN NO BCO-180/21 Changing EOTs at Glenlily

When an EOT is changed out at Glenlily, a full service brake application and release must be made prior to departure to ensure that all brakes have been released throughout the train.

Yard Limits in effect on main track UP Spokane Subdivision between International Boundary, mile 140.7 and yard limit sign located at mile 139.0

The following are excerpts of applicable UP General Code of Operating Rules (GCOR) which apply at Eastport, Idaho.

- "Within yard limits, trains or engines are authorized to use the main track only after obtaining a track warrant [clearance] listing all track bulletins [GBO] that affect their movement." (Such track warrant must be received from the UP Spokane Subdivision train dispatcher in Omaha before initiating movement on the main track. If track bulletins are required, they must be obtained prior to commencing movement south of International Boundary. Track warrant and track bulletins will be received, upon request, from the UP train dispatcher by fax in the UP office, Eastport. The UP train dispatcher may be contacted as follows: Phone: 1-800-726-1056; or Radio: On AAR Channel 4242, dial *16, or 911 for an emergency call. After 1-3 seconds, there will be a one second acknowledgement tone. Remain on this channel to speak with the dispatcher. If the tone is not heard, retry the call-in.)
- All movements entering or moving within yard limits must be made at "Restricted Speed" as defined in the GCOR:
"When required to move at restricted speed, movement must be made at a speed that allows stopping within half the range of vision short of: Train, Engine, Railroad car, Men or equipment fouling the track, Stop signal, or Derail or switch lined improperly. When a train or engine is required to move at restricted speed, the crew must keep a lookout for broken rail and not exceed 20 MPH. Comply with these requirements until the leading wheels reach a point where movement at restricted speed is no longer required."
- GCOR Rule 5.8.2: Whistle signal (8) [— o] must be sounded to warn employees when:
"Approaching men or equipment on or near the track, regardless of any whistle prohibitions. After this initial warning, sound whistle signal (4) [o o] intermittently until the head end of train has passed the men or equipment."

6 axle units must not operate on wye and must not exceed 5 MPH on tracks 2 and 3 at Eastport ID.

OPERATING BULLETIN NO BCO-153/25 Yard Limits Eastport Idaho

Effective August 6, 2024, Yard limits at Eastport extend from Mile 140.8 to Mile 137.0 Spokane Subdivision.

Reminder – Employees are required to operate at Restricted Speed within Yard Limits at Eastport.

Spokane Subdivision Timetable's available upon request.

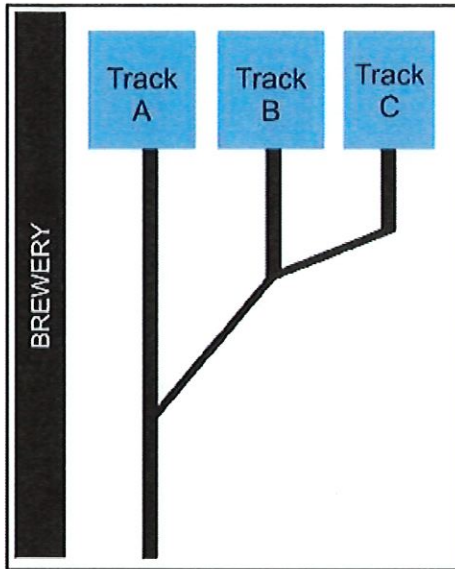
NELSON SUBDIVISION

A19 crews at Nelson are required to contact Trail Yardmaster upon commencing duty.

ADDITIONAL TRACKS IN SERVICE AT COLUMBIA BREWERY MILE 66.8 NELSON SUB

Be advised that 2 additional tracks have been placed in service at Columbia Brewery Mile 66.8 Nelson Subdivision. Restricted Clearance Signs have been installed and the following instructions apply:

- Tracks at Columbia Brewery are now designated as Track A, Track B and Track C.
- Restricted Clearance Sign Posted On The Wall Entering Track A
- Restricted Clearance Sign Posted Just Beyond Track B/C Switch.
- Crews spotting Track B or C Track MUST detrain at or prior the B/C Switch and walk the movement into the spotting location.
- Track A, 2 car spot, tank at the block and hopper east of tank.
- Track B, 1 car spot (hopper car)
- Track C, 2 car spot (hopper car)
- Contact number for Columbia Brewery is, 250-428-9344, Ext 213
- Emergency Contact number is, 250-519-760-6223 (Andrew Morris, Plant Supervisor)



OPERATING BULLETIN NO BCO-045/25 Columbia Brewing N05 Mile 66.87 Nelson Subdivision

Bulletin Number NO BCI-INT-070-23 is rescinded in its entirety. Crews are once again permitted to spot into A and C Tracks. B Track will remain for Columbia Brewing Track Mobile use and KVR Crews are NOT to be going into this track. B Track will be protected with a Private Lock and lined for Track C while KVR Crews are present. Tanks will primarily be spotted to "A Track" with Rice and Malt primarily spotted to "C Track".

Watch for Restricted Clearance Signs as usual and movement's to not exceed "walking speed" when spotting equipment.

OPERATING BULLETIN NO BCO-151/25 Switch Locks Applied, Nelson Yard – RE-ISSUE

For enhanced safety and security, all yard switches in Nelson Yard have been equipped with locks.

With the exception of East Yard Switch Nelson and West Yard Switch Nelson, in the application of T&E 14.8(a) movements may leave non-main track switches lined and locked in either position.

As a reminder, all movements must operate prepared to restore all switches to normal position, and crew members will verify their route prior to traversing.

COLUMBIA SUBDIVISION

Columbia Subdivision Train Handling Procedures

Document corrected as follows:

- 1.0 Train handling procedure Mile 33.7 to 34.9 A. iii Bridge mileage corrected to 34.2

RESTRICTED CLEARANCE MILE 46.67 COLUMBIA SUBDIVISION

A new handrail has been installed on the North Side of the Bridge at Mile 46.67 Columbia Sub. The addition of this handrail is within the Restricted Clearance Envelope.



OPERATING BULLETIN NO BCO-011/22 Trail Hand Brake Policy

Securement Requirements – Trail Yard

Within the Trail Yard, Columbia Subdivision, in the application of GOI Section 4, Item 6.0, hand brakes must be used to secure unattended cars; and

- On tracks 1, 2, 3, 17, 18, and the old main (east of west switch track 1) – a minimum of 16 handbrakes must be applied. If 16 or fewer cars are left, handbrakes must be applied on all cars; and
- On tracks 4, 5, 6, and 7 – a minimum of 8 handbrakes must be applied. If 8 or fewer cars are left, handbrakes must be applied on all cars.

Additionally, to the rules listed, crews will wait one minute after a full release before separating the cars.

SPOTTING CARS INTO TRACKS K1010, K1011, K1012, K1012A – TRAIL YARD

Please be advised, when spotting cars into tracks K1010, K1011, K1012, K1013 in the Trail Yard, the only cars that are to be left in these tracks are to be handled while spotting at this location.

RESTRICTED CLEARANCE TRACK 59 TECK COMINCO

Effective immediately all movements that are required to spot track 59 at Teck Cominco will be required to stop at the track 59/60 switch and walk their movement up to the spot and past the restrictive clearance sign.

Must ensure that the Blue Flag gate is fully open before servicing this customer.



←DETRAIN HERE

TRAIL YARD – TRACK K1036 – WEIGHT AND SPEED RESTRICTIONS

The following weight and speed restrictions are in place, until further notice, for travel on the track K1036 wood trestle in Trail Yard:

Speed: **10 mph or less**

Locomotive weight: **268,000 lb. maximum**

TRAIL YARD & KRAFT DELAY REPORT

All crews working in Way-Freight, Road Switcher, or Yard Service on the KVR will be required to fill out the required delay report for each tour of duty. Crews will be responsible to ensure that the completed form is emailed in to the "delay report" shortcut, found on both the printers in Trail and Nelson and hand in the hard copy of the delay report to the on-duty terminal train master or KVR Supervisor, prior to leaving at the end of their tour of duty.

All fields are required to be filled out if there is a field that is not applicable an "N/A" will suffice

SECTION D

SECURING EQUIPMENT

The following are supplemental instructions to GOI Section 4 and provide additional information as required by rule for specific areas governed by this Summary Bulletin.

High Risk Locations (GOI Section 4 Item 2.0 applies)

Subdivision	Location / Mileage	Notes
N/A		

Specific Grades (In addition to GOI Section 4 Appendix B)

Subdivision	Location	Average Grade
Cranbrook	Sparwood – Mile 17.8 – Mile 19.6	0.40%
Cranbrook	Hosmer – Mile 27.10 – Mile 28.82	0.20%
Cranbrook	Fernie – Mile 33.86 – 35.54	0.20%
Cranbrook	Fenwick – Mile 82.36 – Mile 84.11	0.20%
Cranbrook	Fort Steele – Mile 93.5 – Mile 95.5	0.20%
Cranbrook	Cranbrook – Mile 107.52 – Mile 108.96	0.60%
Cranbrook	Moyie – Mile 126.5 – Mile 129	0.20%
Cranbrook	Tochty – Mile 137.03 – Mile 139.05	0.20%
Cranbrook	Yahk – Mile 148.2 – Mile 149.8	0.20%
Cranbrook	Glenlily – Mile 155 – Mile 157	0.40%
Fording River	Keevil – Between North and South Siding Switches	0.40%
Windermere	Fort Steele – Mile 0.0 – Mile 2.36	0.20%
Windermere	Skookumchuck – Mile 21.3 – Mile 22.46	0.20%
Windermere	Radium – Mile 77.2 – Mile 77.94	0.20%
Crowsnest	Crowsnest – Between East and West Siding Switches	0.40%

Special Instructions (Supplemental to GOI Section 4)

N/A

END OF BC INTERIOR SERVICE AREA CRANBROOK / FORT STEELE / GOLDEN / KVR SUMMARY BULLETIN NO. CKSB-26-04-01 FOR THE FOLLOWING SUBDIVISIONS: COLUMBIA, CRANBROOK, FORDING RIVER, NELSON, AND WINDERMERE

"Take a personal interest in the safety of yourself and your fellow employees, to create a positive, safety-oriented culture to ensure everyone is productive at the workplace and goes home safe."

Ashley Reid
Superintendent
Kootenay 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 the nearest EFAP Referral Agent in your area please call 1-800-735-0286."