EASTERN & WESTERN REGIONS
OPERATING PRACTICES

March 24, 2025

SYSTEM NOTICE NO. 914-25 **ALL DIVISIONS**
ALL CONCERNED:

FIRE PREVENTION AND AWARENESS

Fire prevention during seasons when there is a high risk of starting fires along the right-of-way is of the utmost importance.

In preparation for the 2025 season, employees must review fire regulations and heighten their awareness to conditions which may be conducive to generating fires on or near the right of way.

When handling a consist that includes one or more non-turbocharged locomotives, CN policy requires that these locomotives are not to be worked under any circumstances as part of the locomotive consist. Instructions on whether to shut down or isolate any locomotives being dead hauled can be found in CN's locomotive shutdown policy. Whenever possible, if a locomotive is suspected of starting fires, it must be shut down to prevent further damage to the right-of-way or adjacent areas and the MSREP must be notified. Train crews and other wayside employees should be particularly alert to detect any evidence of excessive spark emission from locomotives, trains or track units.

When taking charge of non-turbocharged Locomotives, crews taking charge of consists containing non-turbocharged locomotives must, while stationary, rev these consists in Throttle Notch 6 or 7 for a consecutive 5 minutes or until exhaust clears before proceeding with work as per Locomotive Engineers Operating Manual item B 1.2h).

When taking charge of RCL engines that have been idling in excess of 3 hours, the engine must be revved in FAST IDLE FEATURE for 15 minutes or until exhaust clears before proceeding with work. Decrease throttle if sparks emission does occur to reduce the spread of the sparks as per GOI 6.3.1.

Please review Locomotive Engineer Manual and GOI items;

- **A1.11 Handling Consists that Include a Non-Turbocharged Locomotive**
  Note – 'Permission' is considered granted for terminals / locations that solely use non-turbo charged low horse power locomotives as part of their normal assignment, which includes RCL locomotives.
- **B1.2 At Other than Safety Inspection location**
- **GOI 6.3.1 Locomotive walk around inspection**

Other sources of fire include sticking brakes, hot wheels and bearings, and Engineering maintenance of way activity.

To avoid Sticking brakes, follow below procedures:

Normalizing trainline / Reservoir pressures

The following procedure normalizes car air brake reservoir pressures when movements are assembled utilizing blocks of cars which may have differential states of charge. This procedure will combat differential pressure effects which may create sticking brakes.

This procedure should be performed:

- At originating station once the entire train is assembled;
- At intermediary points for the train, when lifting traffic assembled from several blocks or tracks. In this case, if practical the normalization procedure should be performed prior to doubling to the original rear portion of the train.

Normalization Procedure:

- With Automatic Brake released ensure Air Flow values are at acceptable departure levels
- Conventional trains: 60 cfm or less
- Distributed Power trains: combined flow of 90 cfm or less, no single airflow greater than 60 cfm
- Or as per air flow exemptions outlined in GOI 7.6.
- Make a 20 psi Automatic Brake reduction (measured on the lead unit ER).
- Wait for 2 minutes after brake exhaust has ceased.
- Release the Automatic Brake.
- Proceed once Air Flow values have returned to acceptable levels.

General Operating Instructions Section 8 Safety Rules, Fires and Fire Prevention, items 8.1 and 8.2 apply to all employees and contractors.

> "Fires on or near the right-of-way must be immediately reported to the Rail Traffic Controller (RTC), along with the exact location and approximate size of the fire.
>
> The RTC will notify the local fire authorities or emergency organization. Attempt to stop rail traffic if the fire poses any danger to safe operation."

Employees are reminded to review the complete Safe Work Procedures found in the GOI Sections 8.1 and 8.2 to protect themselves from potential fire exposures.

Your cooperation in the prevention of fires along the right-of-way is essential. The liability for a wildfire can be astronomical and entire communities can be destroyed.

Right-of-way fires cost CN millions in litigation and millions more in engineering repairs (including entire bridge replacements) as well as train and crew delays. They also expose employees and others to health and safety threats such as burns and smoke inhalation.

Signed: B. Medwid – Manager Operating Practices