

**BEFORE THE  
SURFACE TRANSPORTATION BOARD**

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**FD 35851**

**GREAT CANADIAN RAILTOUR COMPANY LIMITED  
d/b/a ROCKY MOUNTAINEER  
PETITION FOR EXEMPTION FROM  
49 U.S.C. SUBTITLE IV**

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FILED  
October 31, 2014  
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**I.  
INTRODUCTION**

Pursuant to 49 U.S.C. §10502, Great Canadian Railtour Company Limited d/b/a Rocky Mountaineer (“Rocky Mountaineer” or “Petitioner”) files this Petition for Exemption with the Surface Transportation Board (“the Board” or “the STB”) seeking an exemption from all of the provisions of Subtitle IV of the I.C.C. Termination Act (“ICCTA”). To the extent that the Board concludes that it has jurisdiction, this Petition seeks authorization to operate a rail passenger service that Rocky Mountaineer has recently initiated between Vancouver, BC, and Seattle, WA, as an additional one day extension of its two day tourist rail journeys between

Vancouver, BC, and the Canadian Rockies in Alberta. More specifically, Petitioner requests that the Board exempt its operations from all common carrier obligations imposed under the ICCTA, effective upon service of the decision.

For the Board's information, Petitioner attaches to this filing as Exhibit A, the verified statement of its Executive Vice President and Chief Financial Officer Steve Sammut; as Exhibit B, a brochure describing its service along with a schedule of departure dates; as Exhibit C, a map of the route served; and as Confidential Exhibit D, a copy of Petitioner's agreement with Amtrak for operation of this service. In addition, in order to provide the public with sufficient information about its service offering, Petitioner includes as Section IV of its Petition the same information that an applicant would typically include with a class exemption notice filed under 49 CFR §1150.31 or 49 CFR §1150.41.

## II. STATEMENT OF FACTS

Petitioner is a Canadian tour company operating under the trade name "Rocky Mountaineer." Established in 1990 by the Armstrong Group, a Canadian company that provides travel and tourism services, Rocky Mountaineer is the largest privately-owned passenger rail service in North America having transported over 1.5 million passengers since 1990. As relevant here, Rocky Mountaineer operates four services:

- Between Vancouver, BC, and either Lake Louise, Banff or Calgary, AB, via the Canadian Pacific Railway's ("CP") transcontinental mainline from Vancouver to eastern Canada and the Canadian National Railway's ("CN") transcontinental mainline from Vancouver to eastern Canada
- Between Vancouver, BC, and Jasper, AB, via CN's transcontinental mainline from Vancouver to eastern Canada and CP's transcontinental mainline from Vancouver to eastern Canada
- Between Whistler, BC, and Jasper, AB, over CN's line
- Between North Vancouver, BC, and Whistler, BC, over CN's line along the Pacific Coast

*See, Verified Statement of Steve Sammut at 2-3 ("Sammut VS").*

As discussed at more length in Mr. Sammut's statement, Rocky Mountaineer's services operate seasonally between April and October. Sammut VS at 4. During its two plus decades of service in Canada, Rocky Mountaineer has been providing an all-daylight excursion service for tourists desiring to view the spectacular scenery enroute. Sammut VS at 3-4. It does not offer basic common carrier transportation such as that provided in Canada by a Crown Corporation known as VIA Rail Canada or in the United States by Amtrak. Indeed, as Mr. Sammut notes, Rocky Mountaineer's frequency of service, pricing, marketing, equipment, and onboard amenities are consistent with what would appeal to tourists on an

excursion rather than to those travelling for personal or business reasons. Sammut VS 3-5.

Operationally, Rocky Mountaineer owns its fleet of passenger cars and locomotives. While it employs its own onboard staff such as car attendants, tour guides and lounge employees as well as equipment maintenance personnel,<sup>1</sup> it currently contracts with CRC Rail Management Services Ltd. to provide train and engine crews and holds operating rights over both CN and CP railroads. Rocky Mountaineer does not provide freight service and does not hold operating authority from Canadian regulatory agencies as they view the service as an excursion service, not common carriage.

This petition concerns a new service that Rocky Mountaineer tested in August 2013, with one test roundtrip, and initiated in May, 2014, without realizing that it might need authority from the Board. Sammut VS at 4-5. The service entails an extension of Petitioner's existing two day train routes between Vancouver and the Canadian Rockies with an additional half-day's journey to or from Seattle. Sammut VS at 3. In the Westbound direction, the train departs Banff, pauses for the night at Kamloops, BC, where passengers spend the night in a hotel, and resumes its journey the next day to Vancouver, BC. The train then continues onto Seattle after a second overnight stay in Vancouver. Sammut VS at 4-5. As

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<sup>1</sup> Sammut VS at 4.

with its other offerings, the new service operates on a limited schedule (12 departures per year in 2014 and 2015) during the warmer months of May through September. Rocky Mountaineer may have the desire to modify the frequency based upon market demand. Sammut VS at 4. Rocky Mountaineer has engaged Amtrak to operate the train between Vancouver and Seattle using Amtrak train and engine crews and Amtrak operating rights over BNSF Railway. Sammut VS at 4. On its Southbound route, Rocky Mountaineer departs from its station at 1755 Cottrell Street off Terminal Avenue in Vancouver and terminates at Amtrak's King Street Station in Seattle. On its Northbound route, Rocky Mountaineer departs from Amtrak's King Street Station in Seattle and terminate at Vancouver Pacific Central Station at 1150 Station Street in Vancouver. Sammut VS at 4-5. Rocky Mountaineer emphasizes that the Seattle extension is only available to passengers as an addition to and part of their Canadian rail journey to or from the Canadian Rockies. Sammut VS at 3. It will not be available for purchase on a "stand alone" basis.

Rocky Mountaineer is submitting this Petition at the request of Board personnel who believe that the service it tested with a single trip in August, 2013, and has been offering since May, 2014, is in the nature of common carriage, providing transportation for compensation to the general public.

### III. ARGUMENT

#### A. The Board has the power to authorize Petitioner's service

Pursuant to various provisions of 49 U.S.C. Subtitle IV, Rocky Mountaineer seeks Board authorization to provide rail service as a railroad common carrier of passengers between Vancouver, BC, Canada and Seattle, WA, in the United States. The Board can entertain Petitioner's request insofar as section 10501 of the ICCTA gives the Board jurisdiction over rail transportation between a place in the United States [Seattle, WA] and a place in a foreign country [Vancouver, BC, Canada] and section 10901 allows a person other than a rail carrier to operate a line of railroad upon receipt of a certificate (or an exemption) from the Board authorizing such activity.

The Board's assertion of jurisdiction over intercity rail passenger service is a comparatively recent development. While the Board and its predecessor, the Interstate Commerce Commission, have traditionally had a very limited role involving passenger service provided by Amtrak or commuter rail authorities, the Board has recently asserted its jurisdiction over parties seeking to provide new passenger rail service in interstate commerce.<sup>2</sup> Accordingly to the extent that it

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<sup>2</sup> See, e.g., *California High Speed Rail Authority-Construction Exemption-In Merced, Madera, and Fresno, CAL*, FD 35724 (STB served June 13, 2013) (asserting jurisdiction over an intrastate high-speed service to be constructed by a state agency on the grounds that its service

views Rocky Mountaineer's service as one providing common carrier transportation, the Board has the power to consider and grant Petitioner's request for operating authority.

Whether or not the ICCTA requires an entity providing a privately-operated excursion tourist passenger service handled under contract by Amtrak [or a host freight railroad] to obtain Board authorization presents a major policy question as these services do not constitute "common carriage" as that term is usually understood. Historically, the Board and the former Interstate Commerce Commission declined to exercise jurisdiction over excursion passenger service.<sup>3</sup> However, each of the cases cited in the footnote below involved intrastate

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formed a part of a national passenger network); *DesertXpress Enterprises, LLC – Petition for Declaratory Order*, FD 34914 (STB served May 7, 2010)(finding jurisdiction over a high-speed interstate service to be constructed between California and Nevada); and *All Aboard Florida-Operations LLC, et al*, FD 35680 (STB served December 21, 2012) ( a 2-1 decision declining jurisdiction on the grounds that the service was totally intrastate). Under 49 U.S.C. §10501(c) the Board generally does not have jurisdiction over commuter rail service as the ICCTA defines it as "mass transportation."

<sup>3</sup> See, e.g., *Magner-O'Hara Scenic Ry. v. ICC*, 692 F.2d 441, at 443-44 (6th Cir. 1982), *aff'g Magner-O'Hara Scenic Ry.—Operation—In the State of Michigan*, FD 29161 (ICC served May 12, 1981) (where the court affirmed a determination of our predecessor, the Interstate Commerce Commission (ICC), that the planned use of tracks owned by interstate freight carriers was insufficient to bring under the ICC's jurisdiction an application to operate a scenic passenger railway entirely within Michigan that would not connect with any other rail carriers); *Fun Trains, Inc.—Operation Exemption—Lines of CSX Transportation, Inc.*, FD 33472 (STB served Feb. 24, 1998); and *Napa Valley Wine Train, Inc.-Pet. For Declaratory Order*, 7 I.C.C.2d 954 (1991).

excursion services so the agency never addressed the issue of whether the services in question were “common carriage.”<sup>4</sup>

The Board’s 2005 decision docketed as *American Orient Express Railway Company, LLC-Petition for Declaratory Order*, FD 34502 (slip op. STB served Dec. 29, 2005) and cited as *AOE*, marked the STB’s first attempt to assert entry [and perhaps exit] jurisdiction over private charter and excursion passenger railroad service. The *AOE* ruling would appear to encompass private charter or excursion service handled by Amtrak in its regularly scheduled trains and services provided by private entities such as Petitioner in their own trains but using services, lines of railroad, and/or operating rights furnished by Amtrak or the “host” freight railroads as contractors. In *AOE* the Board found that an entity described as a “land excursion company” that used restored vintage railroad equipped for multi-day vacation packages over the interstate railroad network was a railroad common carrier subject to the ICCTA. The Board came to that conclusion despite the fact that the entity did not operate on a regular basis, offered the vacation packages as one-way excursions, provided nonrail entertainment and

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<sup>4</sup> The Board does not have jurisdiction over noncommon carrier or “private” freight railroad service. See discussion of private track in *B. Willis, C.P.A., Inc.—Petition for Declaratory Order*, FD 34013, slip op. at 2 (STB served Oct. 3, 2001), aff’d, 51 Fed. Appx. 321 (D.C. Cir. 2002) and *Devens Recycling Ctr., LLC—Petition for Declaratory Order*, FD 34952 (slip op. 2, STB served Jan. 10, 2007). Presumably, operation over an interstate private track would be outside the Board’s jurisdiction. Arguably, excursion passenger service for tour groups would be to passenger service what noncommon carrier or private railroad service is to freight rail service.

attractions as part of the transportation experience, and contracted with Amtrak to provide locomotives, train crews, and access to rail lines. Crucial to the Board's decision in *AOE* finding jurisdiction was its conclusion that the service that American Orient Express provided was common carriage. As the Board stated,

“the issue is whether [American Orient Express] is a ‘common carrier.’ There is no statutory definition of the term ‘common carrier.’ However, as a general matter, the term ‘common carrier’ is a well-understood concept arising out of common law, and it refers to a person or entity that holds itself out to the general public as engaged in the business of transporting persons or property from place to place for compensation.”  
*AOE* at 4.

Inasmuch as the Board found that an entity providing a “cruise ship-like” service was a common carrier subject to its regulation in *AOE*,” Petitioner believes that the Board would find its operation to be common carrier on that same basis.

Most recently, the Board required another excursion operator, Iowa Pacific Holdings, LLC's Pullman Sleeping Car Company, to seek its authority to continue providing a first class sleeping car only service on the back of a regulatory scheduled Amtrak train. *Pullman Sleeping Car Company, LLC-Petition for Exemption From 49 U.S.C. Subtitle IV, FD 35738* (STB served May 21, 2014)(cited as *Pullman* and initiating a proceeding). Because the Passenger Railroad Investment and Improvement Act of 2008 (“PRIIA”), Pub. L. No 110-432, contemplates the prospect of more privately operated passenger service, Petitions such as Rocky Mountaineer's, AOE's, and Pullman's could be the start of

a trend. Assuming *arguendo* that the Board regards the Rocky Mountaineer service as common carriage subject to its jurisdiction, Rocky Mountaineer files this Petition seeking Board authorization for its service between Vancouver, BC, and Seattle, WA, as an additional one day extension of its two day tourist rail journeys between Vancouver, BC, and the Canadian Rockies in Alberta.

**B. The Board should excuse Rocky Mountaineer's past unauthorized service**

The Board has followed a practice of approving previously unauthorized services or unauthorized transactions where an applicant acting in good faith sought after-the-fact approval after learning of the need for such authority. *Cf.*, *The New Brunswick Railway Company—Continuance in Control Exemption—Maine Northern Railway Company*, FD 35520 (STB served Sept. 26, 2011)(where the Board exempted a previously unauthorized railroad control transaction and the applicant acted in good faith in seeking after-the-fact authorization upon learning of the need for authority) and *David W. Wulfson—Control Exemption—Clarendon & Pittsford R.R.*, FD 33607 (STB served Aug. 20, 1998)(also approving a previously unauthorized control transaction where the petitioners acted in good faith). Such is the case here.

As noted above, the service that Petitioner has conducted in Canada for over two decades is a charter, excursion service, a type of entertainment rather than a form of transportation. Initially, Rocky Mountaineer operated its service obtaining

access to CN and CP train crews through commercial arrangements with those two carriers. In 2007, Rocky Mountaineer's parent company, Great Canadian Railtour Company Limited, filed an application with the Canadian Transportation Agency ("CTA") to become recognized as a railway in order to recruit, employ, and train its own operating crews rather than use those provided by CN and CP. The CTA granted that application and issued a "certificate of fitness" to operate as a tourist railway, albeit over mainline tracks on CN and CP. When Rocky Mountaineer contracted with Amtrak to operate the Seattle extension, it had no idea that any sort of American "operating authority" would be needed. Sammut VS at 5. Rocky Mountaineer was well aware of the fact that Amtrak frequently hauls privately owned passenger cars or operates excursions usually trains composed entirely of privately owned rail cars and no STB authority has been required for those moves.

Accordingly, Rocky Mountaineer wrongly assumed that no STB authority would be required when it extended its existing Canadian Rockies to -Vancouver service to Seattle. Petitioner did not seek Board operating authority since it did not believe that its excursion service provided to a very limited and select clientele and using Amtrak to provide train and engine crews and operating rights over the host railroad [BNSF Railway] would constitute common carriage subject to Board jurisdiction and therefore authorization. Insofar as Amtrak is itself a common carrier and holds itself out in a tariff to transport occupied rail passenger cars, and

there are many parties owning private cars qualified to operate on Amtrak who also sell transportation in those cars, it did not even occur to Petitioner that its service would even constitute common carrier rail transportation subject to Board jurisdiction. Petitioner relied on its contractual arrangements with Amtrak as constituting its sole need for “authorization.”

Petitioner notes there has been little precedent involving assertion of Board jurisdiction over other passenger providers to give Petitioner and other members of the public regulatory guidance. The gradual evolution in the laws governing the way that intercity passenger rail service is provided lends additional uncertainty for those seeking such guidance. For example, section 217 of PRIIA contemplates that a state or other entity wishing to provide intercity passenger service could use an operator other than Amtrak but does not indicate whether STB operating authority would be required. Another PRIIA provision, section 216, encourages Amtrak to work with private parties seeking to provide additional passenger service. Again, the law does not indicate any need to obtain STB regulatory approval. Moreover, the assumption of some interstate intercity passenger service by public agencies using Amtrak as a contractor rather than as a common carrier would not lead one to conclude that it needed to obtain STB entry authority. For example, a 2003 decision by the Railroad Retirement Board, an agency that bases many of its “employer coverage” decisions on STB rulings, determined that a

common carrier interstate service instituted and funded by a state agency but operated by Amtrak as a contractor is not subject to its jurisdiction (and apparently was not the subject of any STB approval as well). B.C.D. 03-27, *Northern New England Passenger Rail Authority, Employer Status Determination*, served March 21, 2003.

It was not until a member of the STB's staff contacted Rocky Mountaineer and informed it of the need to obtain Board authorization that Petitioner even realized that its service could be subject to the STB's jurisdiction. Sammut VS at 5. To the extent that decisions like *AOE* represent the law applicable to excursion passenger operations, Rocky Mountaineer seeks authority from the Board to continue providing service between Vancouver and Seattle.

C. Petitioner seeks exemption from all requirements of Subtitle IV

Petitioner seeks an exemption from all provisions of Subtitle IV, rather than just the entry provisions of 49 U.S.C. §10901, because it does not desire and is not equipped to be a rail freight common carrier. It does not own, lease, or operate any rail lines in either Canada or the United States. It lacks the personnel and equipment to provide common carrier rail freight service. A grant of an exemption from all provisions of Subtitle IV will relieve it from the rate and service provisions of the ICCTA that are appropriate for a carrier that hauls freight but not appropriate for a passenger carrier, particularly one catering just to a limited

audience seeking an excursion service. Further, a grant of a blanket exemption would relieve it from any regulatory constraints that might be associated with eliminating or changing service frequencies allowing it to respond more flexibly to seasonal demands and market potential. Such relief could permit it to add service during periods of heavy demand and reduce service levels during the off-peak travel season allowing the redeployment of equipment and personnel to other routes.

Assuming that the Board finds Petitioner's service subject to its entry jurisdiction, it requests that the Board grant it an exemption from all of Subtitle IV, not just the entry provisions of §10901. In finding American Orient Express subject to its jurisdiction, the Board on its own motion granted that carrier an exemption from §10901 stating that to require it to seek authority would place an unnecessary burden on it. *AOE, supra* at 7. Subjecting Petitioner to all of the other requirements of the ICCTA would likewise be an unnecessary burden.

The Board periodically entertains and grants requests for Subtitle IV exemptions. Usually these requests have been filed or granted in any of several situations not relevant here such as by a public agency acquiring a line for mass transit purposes in order to avoid the residual common carrier obligation normally associated with rail line ownership or by a party proposing to restore freight rail service on a private or noncommon carrier basis over a line authorized for

abandonment. Neither is the case here. Petitioner's research has not identified any precedent or filing where an entity proposing to provide a new interstate, intercity rail passenger service has sought a Subtitle IV exemption. However, as the interest in privately-operated passenger rail is new and growing, Petitioner believes this is another case of first impression.

Petitioner asserts that its request is appropriate for exemption from the requirements of Subtitle IV for many reasons. In support of its request for a Subtitle IV exemption, Petitioner cites the relief granted in *Metro-North*, one of the very few such requests involving a passenger carrier. In seeking that exemption, Metro-North noted its desire to avoid all of the liabilities normally associated with the common carrier duties of owning a rail line including conducting freight operations, making, publishing and collecting freight transportation charges, and generally holding itself out as a freight common carrier. That petitioner sought an exemption from provisions concerning, among other things, carrier licensing and operations, car service, record-keeping and accounting, financial requirements and industry structure, and agency enforcement and penalties. Metro-North Petition at page 10.

Although that petition was filed with and granted by the former Interstate Commerce Commission and some of the requirements identified therein have been eliminated in ICCTA, the overall rationale of that petition remains the same. Like

Metro-North, Rocky Mountaineer is not holding out to provide service for rail freight customers. Indeed, it will not even own or lease a line of railroad. Unlike the high speed services proposed for California and for Las Vegas, it does not propose a passenger service appealing to the general public but rather one for a very limited clientele and, at that, just as an extension to an existing Canadian service. Hence, the protections of the ICCTA are really not an issue.

D. Rocky Mountaineer's service qualifies for exemption

Section 10502 of the ICCTA directs the Board to grant an exemption from regulation if it finds that (1) regulation is not necessary to carry out the transportation policy of §10101(a) and (2) either (a) the transaction or service is of limited scope, or (b) the application of a provision of this subtitle is not needed to protect shippers from the abuse of market power. Indeed, the legislative history behind §10505 (the predecessor section to the current §10502) makes clear Congress' intent that the Interstate Commerce Commission (and now the Board) use its exemption authority liberally to free certain transactions and services from the administrative and financial costs associated with continued regulation.

In discussing the exemption powers of the Board's predecessor -- the ICC -- the Staggers Act legislative history states:

The policy underlying this provision is that while Congress has been able to identify broad areas of Commerce where reduced regulation is clearly warranted, the Commission is more capable

through the administrative process of examining specific regulatory provisions and practices not yet addressed by Congress to determine where they can be deregulated consistent with the policies of Congress. The conferees expect that, consistent with the policies of this Act, the Commission will pursue partial and complete exemptions from remaining regulation.

H.R. Rep. No. 96-1430, 96th Cong. 2d Sess. 105 (1980); *see also, Exemption from Regulation--Boxcar Traffic*, 367 I.C.C. 424, 428 (1983), vacated and remanded on other grounds, *Brae Corp. v. United States*, 740 F.2d 1023 (D.C. Cir. 1984). This statement applies equally to the Board as the ICC's successor.

Exemption of the proposed service from Subtitle IV is exactly the type of minor transaction Congress contemplated when it enacted §10502. Requiring Rocky Mountaineer to comply with the requirements of the ICCTA including §10901 for operating authority is not necessary to carry out the transportation policy of 49 U.S.C. § 10101a. A grant of the exemption will further several goals of the ICCTA including §10101(2) and (7), minimizing federal control over transportation and reducing regulatory barriers to entry. A grant will also facilitate the goals of §10101(5), providing competition with other modes by offering customers a deluxe excursion service that is different from Amtrak's common carrier passenger service or that available from tour bus operators or private automobiles. Similarly, a grant of this exemption will facilitate the goals of §10101(15) by providing an energy-efficient form of transportation. Moreover,

neither of the alternative provisions of §10502(a)(2) is implicated. A service that would carry no more than several hundred passengers per trip several times per month between May and September<sup>5</sup> between these points representing an infinitesimal share of the total passengers in that market is certainly limited in scope. Although this provision focuses on captive shippers rather than customers, the passengers that Petitioner serves cannot be regarded as captive. Aside from Amtrak's twice daily *Pacific International* service, there are numerous bus trips per day serving this market as well as private automobiles operating over highways linking Vancouver with Seattle.

E. Expedited handling is requested

Rocky Mountaineer notes that the Board decided to initiate a nine-months long "proceeding" to consider a very similar request for authority filed by Pullman in FD 35738 cited on page 8 of this Petition. With all due respect, Rocky Mountaineer does not believe any sort of lengthy proceeding is warranted here. The service is currently operating and has been operating without any major problems since May 2014.<sup>6</sup> Amtrak has been furnishing train and engine crews and the use of its operating rights over BNSF Railway. BNSF Railway and CN have been cooperative partners in this venture. However, in order to give any

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<sup>5</sup> The Coastal Passage service only operates between May and September instead of April and October.

<sup>6</sup> One test trip was operated in April 2013.



Statement of Agreement

49 CFR §1150.33(c)

Rocky Mountaineer is conducting operations pursuant to a confidential agreement with Amtrak furnished under seal.<sup>6</sup> Amtrak's access to lines owned by BNSF Railway and CN is covered by its agreements with those two carriers.

Operator of the Property

49 CFR §1150.33(d)

As noted above, Rocky Mountaineer is providing and will continue to provide all passenger rail operations for this service.

Brief Summary of Transaction

49 CFR §1150.33(e)

Rocky Mountaineer is providing and seeks to continue to provide a Seattle extension of its existing services between the Canadian Rockies in AB and Vancouver, BC. Rocky Mountaineer conducts its service pursuant to a confidential agreement with Amtrak.

Other information required

- (1) The name and address of the party transferring the subject property:  
N.A. No physical property will be transferred as a result of this filing and no operating rights will be granted. The present service is being conducted pursuant to a confidential agreement with Amtrak.
- (2) The proposed time schedule for consummation of the transaction:

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<sup>6</sup> Simultaneous with the filing of this Petition, Rocky Mountaineer is submitting a Motion for a Protective Order covering its agreement with Amtrak.

N.A. Inasmuch as this is an existing service for which authority is now being sought, there is no time schedule for consummation.

The mileposts of the subject property, including any branch lines:

N.A. The service is being operated over Amtrak’s existing route between Vancouver, BC, and Seattle, WA. According to Amtrak’s current time table, this route is 157 miles long.

Map 49 CFR §1150.33(f)

C. A map depicting the railroad trackage to be operated is attached as Exhibit

Certificate of Carrier Classification 49 §CFR 1150.33(g)

Rocky Mountaineer certifies that with this transaction its projected annual revenues earned on US-based rail routes will be less than \$5,000,000. A certificate complying with the provisions of 49 CFR §1150.33(g) is attached as Exhibit E.

Transactions Imposing Interchange Commitments 49 CFR §1150.33(h)

N.A. There are no agreements applicable to the service imposing any interchange commitments.

Labor Protection

N.A. Labor protective conditions are not applicable to transactions under 49 U.S.C. §10901.

Pursuant to 49 CFR §1105.6(c) (2), the proposed transaction is exempt from environmental review under 49 CFR §1105(c) (2) (i), because the actions proposed herein will not cause any operating changes that exceed the thresholds established in 49 CFR §1105.7(e) (4) or (5).

In addition, this transaction is exempt from historic review under 49 CFR §1105.8(b) (1). Under this section, a sale, lease or transfer of a rail line is exempt if rail operations will continue. Further Board approval is required for the parties to abandon service, and there are no plans to dispose of or alter the properties subject to Board jurisdiction.

V.  
CONCLUSION

Rocky Mountaineer requests that the Board expeditiously process its Petition to exempt the Seattle extension of its Canadian Rockies to Vancouver service from all provisions of Subtitle IV of the ICCTA.

Respectfully submitted,



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(202) 742-8607

Dated: October 31, 2014

# **EXHIBIT A**

**VERIFIED STATEMENT  
OF STEVE SAMMUT**

Steve Sammut, being duly sworn, deposes and states as follows:

My name is Steve Sammut and I have been employed by Great Canadian Railtour Company Limited d/b/a Rocky Mountaineer (“Rocky Mountaineer” or the “Company”) in the role of Executive Vice President and Chief Financial Officer since August 2012. Rocky Mountaineer’s corporate headquarters are located at 400-369 Terminal Avenue, Vancouver, British Columbia, Canada, V6A 4C4.

My areas of responsibility at Rocky Mountaineer include the following:

- Provide strategic direction and overall executive management to a team of approximately 55 individuals engaged in the following activities:
  - Finance and accounting;
  - Procurement;
  - Information technology; and
  - Corporate development.
- Oversee all areas of finance, including financing, financial reporting and planning, including preparation of financial statements and annual budgets;
- Manage enterprise risk, including insurance and business continuity planning;
- Develop corporate strategic plans;
- Oversee government relations;
- Enhance relationships with key stakeholders and partners;
- Oversee corporate compliance with various laws, regulations and statutes; and
- Provide governance and stewardship over financial assets.

I have been asked to prepare this statement in support of our Petition to the Surface Transportation Board (“the STB”) for exemption from 49 U.S.C. Subtitle IV.

Headquartered in Vancouver, British Columbia, Rocky Mountaineer is a world leader in luxury train travel, offering unique vacation packages focused in the provinces of British Columbia and Alberta, and Washington State in the United States of America. Rocky Mountaineer began operations in 1990 and over the past 24 years Rocky Mountaineer has grown to become the largest privately owned tourist rail service in North America as well as one of Canada's premiere tourism providers. To date the Company has welcomed over 1.5 million guests on board from around the world.

The core of the Company's business revolves around its four different train trips:

- Rocky Mountaineer's initial routes were the "First Passage to the West" and "Journey Through the Clouds" which are two-day, all daylight, rail journeys operated from mid-April to mid-October. The trips go to/from the coastal city of Vancouver, BC, travelling through Canada's West and the Canadian Rockies, to/from Jasper, Banff, or Calgary, AB, with an overnight stay in the historic rail town of Kamloops, BC. These routes remain the Company's most popular offering.
- In 2006 Rocky Mountaineer expanded its operations with the launch of two new routes. The "Whistler Sea to Sky Climb" route operates return trips five days per week for travelers between North Vancouver and Whistler,

BC. The “Rainforest to Gold Rush” route travels through BC’s seldom seen interior from Whistler to Jasper, AB, in the Canadian Rockies. It is a two-day trip with an overnight stay in the quaint town of Quesnel, BC.

In August 2013, Rocky Mountaineer tested a single round trip for the new “Coastal Passage” route which connects the existing two-day rail routes through the Canadian Rockies with a third day between Vancouver, BC, and Seattle, WA. The Coastal Passage route can only be experienced as part of a three day journey to or from the Canadian Rockies, beginning or ending on the platform of Seattle’s historic King Street Station.

Rocky Mountaineer currently offers guests two different classes of service on the Coastal Passage route:

- GoldLeaf Service – Luxury, custom built, bi-level dome coaches provide panoramic views for guests on the upper level with an elegant dining lounge, fully equipped galley and observation platform on the lower level. Guests enjoy specially prepared à la carte breakfasts and lunches that have been created by chefs trained in Michelin-starred restaurants.
- SilverLeaf Service - SilverLeaf offers panoramic views in a single level dome coach, with guests enjoying a high level of service and comfort combined with hot meal service at their seats.

The Coastal Passage service was tested in August 2013, with one test roundtrip, and initiated more regularly in May, 2014, without realizing that it might need authority from the STB. The service entails an extension of Petitioner's existing two day train routes between Vancouver and the Canadian Rockies with an additional day's journey to Seattle. In the westbound direction, the train departs Banff, pauses for the night at Kamloops, BC, where passengers stay in a hotel, and resumes its journey the next day to Vancouver, BC. The train then continues onto Seattle after a second overnight stay in Vancouver. As with its other offerings, the new service operates on a limited schedule (12 departures per year in 2014 and 2015) during the warmer months of May through September. Rocky Mountaineer may desire to modify the frequency based upon market demand.

Rocky Mountaineer uses equipment from its existing fleet, employs its own onboard guest service staff, and has engaged Amtrak to operate the train between Vancouver and Seattle using Amtrak train and engine crews and Amtrak operating rights over BNSF Railway.

On its southbound route, the Coastal Passage leg of the 3 day train journey departs from its station at 1755 Cottrell Street off Terminal Avenue in Vancouver and terminates at Amtrak's King Street Station in Seattle. On its northbound route, Rocky Mountaineer departs from Amtrak's King Street Station in Seattle and

terminates at Vancouver Pacific Central Station at 1150 Station Street in Vancouver.

As noted above, the service that the Company has conducted in Canada for over two decades is a charter, excursion service, a type of entertainment rather than a form of transportation. With the Coastal Passage journey, the Company provides an excursion service to a very limited and select clientele and uses Amtrak to provide train and engine crews and operating rights over the host railroad [BNSF Railway].

Rocky Mountaineer was unaware of the STB or that its Coastal Passage operations could constitute common carriage subject to Board jurisdiction and therefore authorization. It was not until a member of the STB's staff contacted Rocky Mountaineer a few months ago and informed it of the need to obtain Board authorization that Rocky Mountaineer even realized that its service could be subject to the STB's jurisdiction. Rocky Mountaineer has since engaged legal counsel to assist with seeking authority from the Board to continue providing limited service between Vancouver and Seattle.

**VERIFICATION**

PROVINCE OF BRITISH Columbia ) PETITION FOR EXEMPTION  
 ) FROM 49 U.S.C. SUBTITLE IV  
CITY OF VANCOUVER )

Steve Sammut, being duly sworn according to law, hereby deposes and states that (s)he holds the position of EXECUTIVE VP + CFO with applicant/petitioner, is authorized to make this Verification, had read the foregoing document, and knows the facts asserted therein are true and accurate as stated, to the best of (her)his knowledge, information, and belief.

  
\_\_\_\_\_  
Steve Sammut

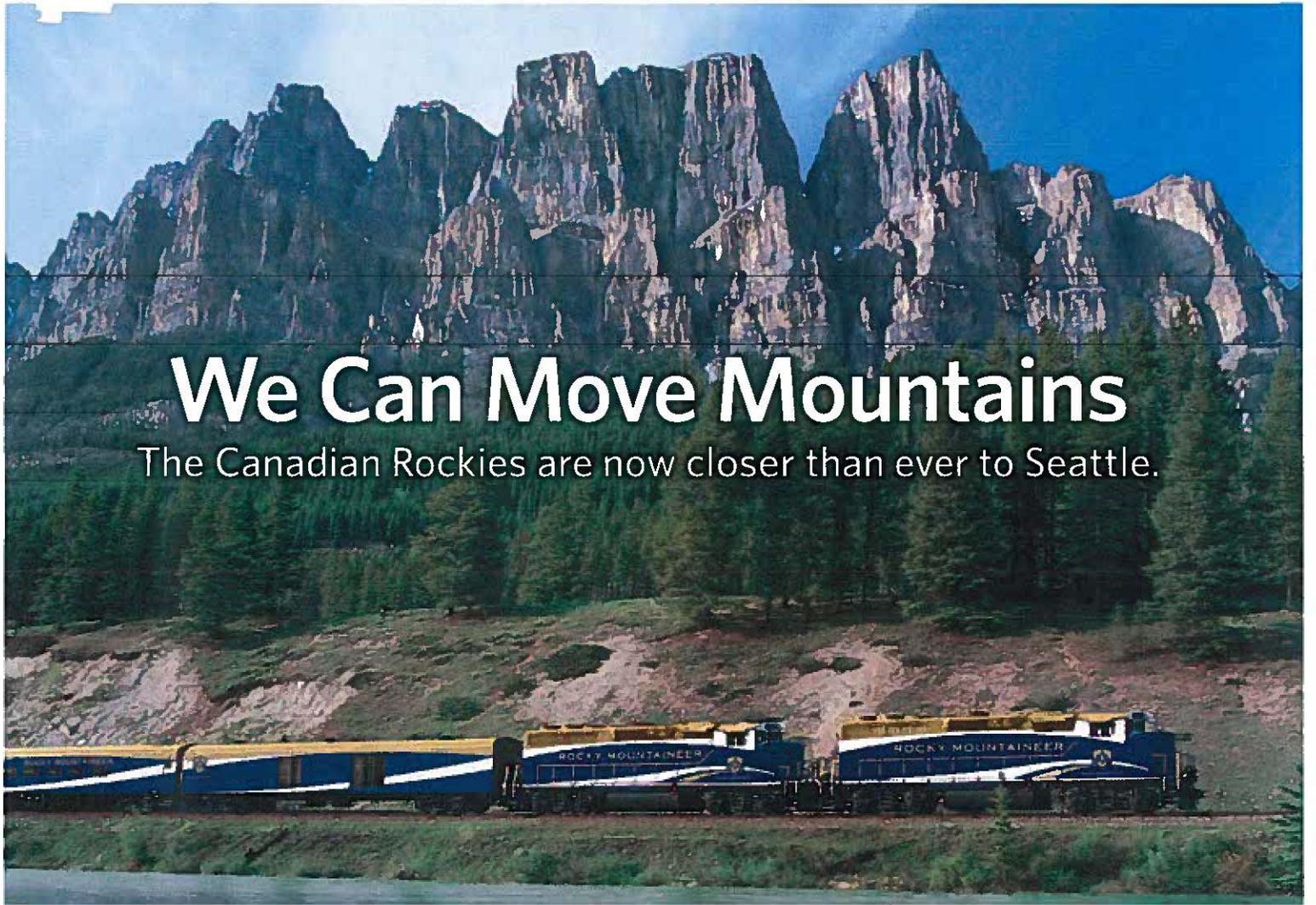
Subscribed to and sworn to before me, a Notary Public, in the City of Vancouver in the Province of British Columbia, this 28<sup>th</sup> day of Oct. Dec, 2018

  
\_\_\_\_\_  
Notary Public  
**STEVEN LUKAS**  
Barrister & Solicitor  
Fasken Martineau DuMoulin LLP  
2900 - 550 Burrard Street  
Vancouver, BC V6C 0A3  
604 631 4840

My Commission expires:

N/A

# **EXHIBIT B**



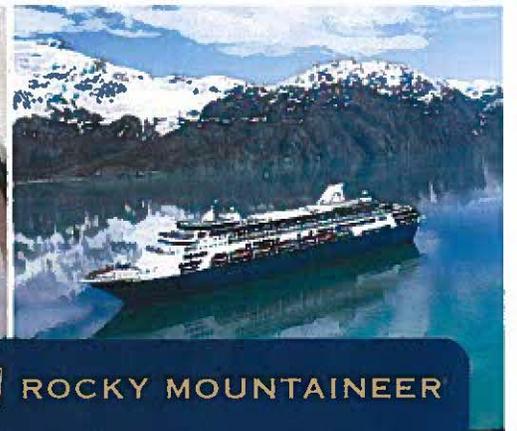
# We Can Move Mountains

The Canadian Rockies are now closer than ever to Seattle.

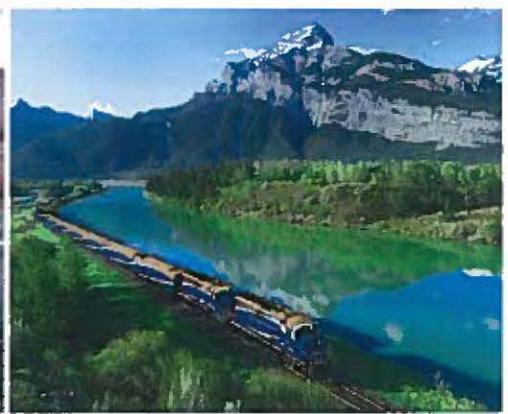
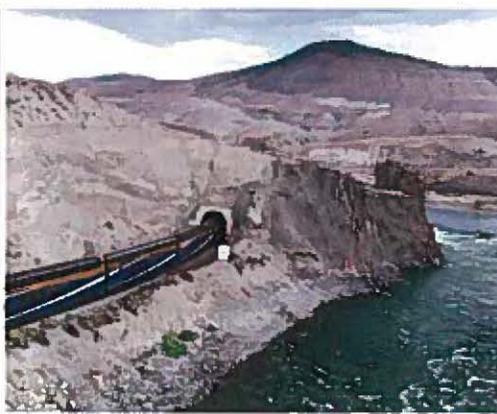
## One Legendary Train. Two Amazing Countries.

Seattle • Vancouver • Canadian Rockies

For the first time, Rocky Mountaineer brings the majestic Canadian Rockies closer to Seattle with the introduction of its new Coastal Passage route. This unique rail experience seamlessly connects the cosmopolitan cities of Seattle, Washington and Vancouver, British Columbia to the Canadian Rockies.



ROCKY MOUNTAINEER



## Glistening Coastal Shorelines, Rolling Desert Hills and Majestic Mountains.

Connecting Seattle, a popular gateway airport and one of the world's most desired cruise ports, to the Canadian Rockies. Guests will experience a luxurious three-day, all daylight journey onboard the award-winning Rocky Mountaineer in GoldLeaf Service.

### COASTAL PASSAGE VACATION PACKAGES

8 Days/7 Nights

#### CANADIAN ROCKIES HIGHLIGHTS AND COASTAL PASSAGE

from **\$5,333**  
pp USD

- 3 day Rocky Mountaineer GoldLeaf Service
- 2 breakfasts, 2 lunches, 1 dinner
- 7 nights hotel
- Vancouver Lookout admission
- North Shore Tour with Capilano Suspension Bridge & Grouse Mtn
- Yoho Park Tour
- Banff Gondola
- Summit Helicopter Flightseeing
- Calgary Tower
- Rail station transfers & luggage handling
- National Park Pass

11 Days/10 Nights

#### CLASSIC COASTAL PASSAGE WITH ALASKAN CRUISE

from **\$5,826**  
pp USD

- 3 day Rocky Mountaineer GoldLeaf Service
- 7 night Alaskan Explorer Cruise, Verandah Stateroom
- 9 breakfasts, 8 lunches, 8 dinners
- 3 nights hotel
- Seattle Highlights Tour
- Vancouver Lookout admission
- Rail station transfers & luggage handling
- National Park Pass

10 Days/9 Nights

#### WESTERN EXPLORER AND COASTAL PASSAGE

from **\$6,404**  
pp USD

- 3 day Rocky Mountaineer GoldLeaf Service
- 2 breakfasts, 2 lunches, 1 dinner
- 9 nights hotel
- Vancouver Lookout admission
- North Shore Tour with Capilano Suspension Bridge & Grouse Mtn
- Jasper Highlights Tour
- Icefields Parkway Tour, including Ice Explorer
- Yoho Park Tour
- Banff Gondola
- Summit Helicopter Flightseeing
- Calgary Tower
- Rail station transfers & luggage handling
- National Parks Pass

Prices are shown in USD as a guideline only and may fluctuate due to changes in exchange rate. All prices are per person, based on double occupancy and are subject to Canadian taxes (GST and/or HST) and port taxes if applicable, which will be charged upon confirmation of booking.

### 2013 Inaugural Coastal Passage

RAIL ITINERARY (AVAILABLE IN REVERSE):  
BANFF/JASPER - VANCOUVER-SEATTLE

#### RAIL DAY 1: Banff to Kamloops

Onboard the Rocky Mountaineer. Overnight in Kamloops. **B L**  
(Banff is 146 km/91 miles to the Calgary International Airport)

or

#### RAIL DAY 1: Jasper to Kamloops

Onboard the Rocky Mountaineer. Overnight in Kamloops. **B L**  
(Jasper is 391 km/243 miles to the Edmonton International Airport or 431 km/268 miles to the Calgary International Airport)

#### RAIL DAY 2: Kamloops to Vancouver

Onboard the Rocky Mountaineer. Overnight in Vancouver with option to stay more than one night. **B L**

#### RAIL DAY 3: Vancouver to Seattle

Onboard the Rocky Mountaineer. Your rail journey ends in Seattle.



### Great Selling Features

- Seattle, Washington is the largest Alaskan cruise port. Half of Rocky Mountaineer's GoldLeaf guests combine a Rocky Mountaineer journey with an Alaskan Cruise.



- Easy air connections to and from Seattle.
- Seamless border experience.

from Banff  
**Aug 21**

from Jasper  
**Aug 22**

from Seattle  
**Aug 24 & 25**

from **\$2,939** per person USD

**B** Breakfast **L** Lunch

Visit our Travel Agent website to get more information  
**agent.rockymountaineer.com or call 1.800.665.7245**



ROCKY MOUNTAINEER  
*Coastal Passage*  
SEATTLE - VANCOUVER - CANADIAN ROCKIES

Now featuring GoldLeaf  
and SilverLeaf Service in 2014

# We Can Move Mountains

The Canadian Rockies are now closer than ever to Seattle.



## One Legendary Train. Two Amazing Countries.

Seattle - Vancouver - Canadian Rockies

Rocky Mountaineer brings the majestic Canadian Rockies closer to Seattle with its new Coastal Passage route. This unique rail experience seamlessly connects the cosmopolitan cities of Seattle, Washington and Vancouver, British Columbia to the Canadian Rockies.

**GoldLeaf and SilverLeaf Service available in 2014**



*Coastal Passage*



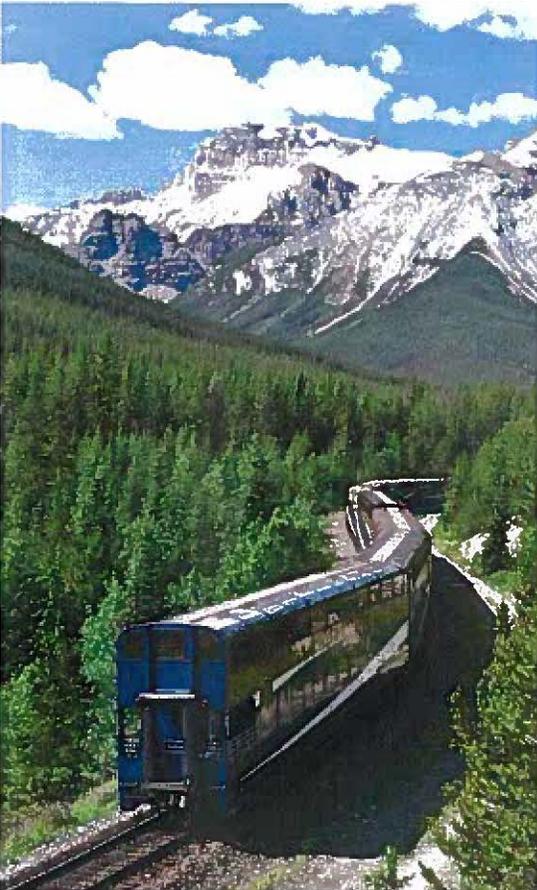
**ROCKY MOUNTAINEER**



GoldLeaf Service



SilverLeaf Service



## Glistening Coastal Shorelines, Rolling Desert Hills & Majestic Mountains

Rocky Mountaineer now connects Seattle, WA, USA, a popular gateway airport and one of the world's most desired cruise ports, with Rocky Mountaineer's other routes to/from the Canadian Rockies.

**Coastal Passage ADD-ON\*** links any Rocky Mountaineer holiday with Seattle, WA.

	GoldLeaf <i>Justus</i>	SilverLeaf <i>Arctic</i>	2014 Rail Departure dates Southbound & Northbound
Rail + one night in Vancouver	\$800 PP CDN	\$600 PP CDN	MAY 10, 17, 24, 31 JUN 7, 14, 28 JUL 12
Rail + two nights in Vancouver	\$900 PP CDN	\$700 PP CDN	AUG 16, 30 SEP 6, 13

\*Only available in conjunction with a two-day or more Rocky Mountaineer rail journey to/from the Canadian Rockies. Prices are in CAD and do not include Canadian tax (GST).

### Vancouver to Seattle (Southbound)

Overnight in Vancouver. In the morning the Rocky Mountaineer departs Vancouver and arrives in Seattle in the early afternoon. Brunch and complimentary beverages are served onboard.

### Seattle to Vancouver (Northbound)

The Rocky Mountaineer departs Seattle late afternoon and arrives in Vancouver during the evening. Dinner and complimentary beverages are served onboard. Overnight in Vancouver.

*The Vancouver hotel will be an extension of the accommodation included in the connecting Rocky Mountaineer package. Rail station transfers in Vancouver are included.*

**To book, contact your travel agent or  
call Rocky Mountaineer at 1.800.665.7245**



ROCKY MOUNTAINEER  
*Coastal Passage*  
SEATTLE - VANCOUVER - CANADIAN ROCKIES

**EXTENDED  
UNTIL JULY 31ST**

# One Legendary Train. Two Amazing Countries.

Seattle ~ Vancouver ~ Canadian Rockies



## INTRODUCING ROCKY MOUNTAINEER'S NEW COASTAL PASSAGE ROUTE

This unique rail experience seamlessly connects the cosmopolitan cities of Seattle, Washington and Vancouver, British Columbia to the Canadian Rockies.

**AIR CREDIT OFFER\***—Receive up to **\$400 credit per guest** toward airfare when booking a qualifying **2013 Coastal Passage** package by July 31, 2013.



**ROCKY MOUNTAINEER**

# Book Now. Limited Time Offer.



GoldLeaf Service



GoldLeaf Service

## SAMPLE QUALIFYING PACKAGES:

8 Days / 7 Nights

### CANADIAN ROCKIES HIGHLIGHTS AND COASTAL PASSAGE

SEATTLE-VANCOUVER-BANFF-LAKE LOUISE-CALGARY

FROM  
**\$5,282**  
US per person  
GoldLeaf  
Service

- 3 day Rocky Mountaineer GoldLeaf Service
- 2 breakfasts, 2 lunches, 1 dinner
- 7 nights hotel
- Vancouver Lookout
- Tour of Vancouver's North Shore
- Yoho Park Tour
- Banff Gondola
- Summit Helicopter Flightseeing
- Calgary Tower
- Rail station transfers & luggage handling

10 Days / 9 Nights

### WESTERN EXPLORER AND COASTAL PASSAGE

SEATTLE-VANCOUVER-JASPER-LAKE LOUISE-BANFF-CALGARY

FROM  
**\$6,343**  
US per person  
GoldLeaf  
Service

- 3 day Rocky Mountaineer GoldLeaf Service
- 2 breakfasts, 2 lunches, 1 dinner
- 9 nights hotel
- Vancouver Lookout
- Tour of Vancouver's North Shore
- Jasper Highlights Tour
- Icefields Parkway Tour, including Ice Explorer
- Yoho Park Tour
- Banff Gondola
- Summit Helicopter Flightseeing
- Calgary Tower
- Rail station transfers & luggage handling

## Glistening Coastal Shorelines, Rolling Desert Hills and Majestic Mountains

Connecting Seattle, a popular gateway airport and one of the world's most desired cruise ports, to the Canadian Rockies. Guests will experience a luxurious three-day, all daylight journey onboard the Rocky Mountaineer in GoldLeaf Service.

Receive up to **\$400 credit per guest** toward airfare when you book a qualifying **2013 Coastal Passage** package of four nights or more by July 31, 2013.



Choose one of our Coastal Passage vacation packages or add the Coastal Passage segment between Vancouver and Seattle on to any Rocky Mountaineer trip.

## Seattle Connections

- Multiple cruise options from Seattle, the largest Alaskan cruise port
- Easy air connections to and from Seattle
- Seamless border experience



BE ONE OF  
**THE FIRST**  
TO EXPERIENCE  
THIS TRIP!  
**SPACE IS LIMITED**

To book, contact your travel agent.



\*Offer valid on new, 2013 Rocky Mountaineer Coastal Passage bookings made in the USA with a land tour portion of 4 nights or more, by July 31, 2013. Also applicable to existing bookings that add the Coastal Passage segment between Vancouver and Seattle as an add-on. Guests will receive \$400 CAD per person credit to be used toward airfare. Rocky Mountaineer does not offer flight booking; air travel arrangements are the responsibility of the guest. Credit must be requested at the time of booking and will not be automatically allocated or retrospectively added. Credit cannot be deferred to a later trip. Not available in conjunction with any other offer. Not applicable to 2-day rail only bookings or Group Tour Bookings or Group Tour Block. Offer value is expressed in CAD and will be converted to USD at time of booking at the exchange rate used for the package booking. US guests must pay in USD. Package prices are shown in USD as a guideline only and may vary at time of booking due to changes in exchange rate with the CAD. Price shown for Canadian Rockies Highlights and Coastal Passage is for the August 23, 2013 start date from Seattle, GoldLeaf Service, subject to availability. Price shown for Western Explorer and Coastal Passage is for the August 24, 2013 start date from Seattle, GoldLeaf Service, subject to availability. Prices are per person based on double occupancy and do not include Canadian tax or flights. Deposits are required at the time of booking. Offer has no cash value and is non-transferable. Offer is capacity controlled and may be modified, withdrawn or amended without prior notice. Additional conditions apply. \*The AAA Member Benefit Souvenir Credit is applicable to any Rocky Mountaineer holiday of three nights or more. SilverLeaf Service guests receive \$25 CAD per adult onboard souvenir credit, and GoldLeaf Service guests receive \$35 CAD per adult onboard souvenir credit. Not applicable to tours which only feature Whistler Sea to Sky Climb. Redemption of souvenir credit is only available during the 2-day rail journey, onboard the train.

## Rocky Mountaineer - Coastal Passage Images



# ADD COASTAL PASSAGE ONE LEGENDARY TRAIN. TWO AMAZING COUNTRIES.

VANCOUVER • SEATTLE

from  
**\$520**  
per person

Rocky Mountaineer's **NEWEST** route!

THE COASTAL PASSAGE ROUTE IS THE IDEAL PRE- OR POST-CRUISE COMPLEMENT TO ANY ALASKAN CRUISE OUT OF THE PORT OF SEATTLE. Rocky Mountaineer seamlessly connects the cosmopolitan city of Seattle, Washington to the Canadian Rockies.

**VANCOUVER to SEATTLE** » Travel southbound at the end of a westbound (or circle trip) Rocky Mountaineer rail journey and connect with an Alaskan Cruise departing from Seattle, WA, USA.

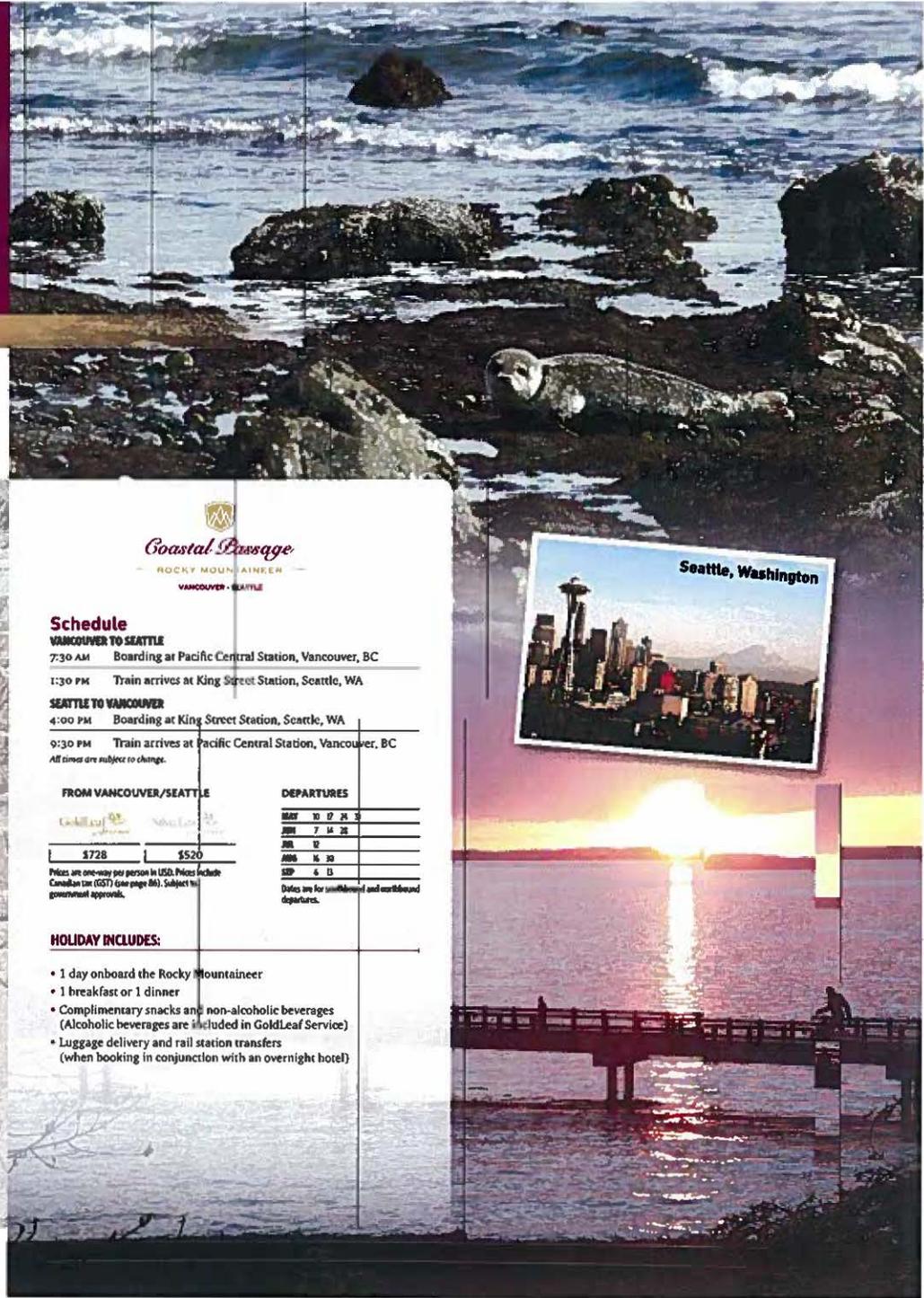
After boarding at Vancouver's Pacific Central Station early this morning, indulge in a delectable hot breakfast as you cross the mighty Fraser River and depart Vancouver. Highlights include the community of White Rock as the train hugs the Pacific Coast, views of Bellingham Bay and the San Juan Islands beyond, the fields at the foot of the Cascade Mountains near Mount Vernon, the fishing fleet (and Boeing jets) of Everett, and a unique view of the Chittenden Locks linking Puget Sound to Lakes Union and Washington as the train nears Seattle. Disembark at the King Street Station. The rest of the day is at your leisure.

**SEATTLE to VANCOUVER** » Travel northbound from Seattle, WA, USA to Vancouver, BC, Canada and connect to a circle rail package or a Rocky Mountaineer rail journey heading east.

After boarding at Seattle's King Street Station, enjoy dinner onboard as you travel north to Vancouver. Take in the spectacular evening views of the Pacific Coast on your rail journey. Disembark at the Pacific Central Station.

Overnight accommodation and hotel transfers can be arranged through Rocky Mountaineer. Hotels available in Vancouver and Seattle at special rates.

Add our **NEW** Coastal Passage route to any Rocky Mountaineer two day or more rail tour into the Canadian Rockies.\*



**Coastal Passage**  
ROCKY MOUNTAINEER  
VANCOUVER • SEATTLE

**Schedule**

VANCOUVER TO SEATTLE	
7:30 AM	Boarding at Pacific Central Station, Vancouver, BC
1:30 PM	Train arrives at King Street Station, Seattle, WA
SEATTLE TO VANCOUVER	
4:00 PM	Boarding at King Street Station, Seattle, WA
9:30 PM	Train arrives at Pacific Central Station, Vancouver, BC

All times are subject to change.

FROM VANCOUVER/SEATTLE	DEPARTURES
GoldLeaf Service	MAY 10 17 24 31
ViewClass Service	JUN 7 14 28
	JUN 12
	AUG 16 30
	SEP 6 13

Prices are one-way per person in USD. Prices include Canadian tax (GST) (see page 86). Subject to governmental approval.

Dates are for southbound and northbound departures.

**HOLIDAY INCLUDES:**

- 1 day onboard the Rocky Mountaineer
- 1 breakfast or 1 dinner
- Complimentary snacks and non-alcoholic beverages (Alcoholic beverages are included in GoldLeaf Service)
- Luggage delivery and rail station transfers (when booking in conjunction with an overnight hotel)

\*Available as an add-on to Rocky Mountaineer packages or two day rail only tours

Reason  
#16

Mmm. The ocean air is yours for the inhaling.

# Coastal Passage

Seattle ⇄ Vancouver ⇄ Canadian Rockies

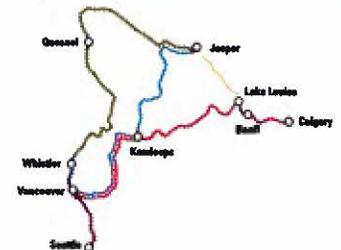


Top Ten  
Iconic Train Excursions



## Our Newest Route!

This all-daylight journey links the cosmopolitan city of Seattle, one of the world's most desired cruise ports, to beautiful Vancouver and the jaw-dropping landscapes of the Canadian Rockies. Choose from our award-winning GoldLeaf or SilverLeaf Service, both with panoramic views from our famed glass domes. Dine on outstanding gourmet meals created by our award-winning chefs and made from the finest and freshest ingredients, all while entertaining onboard Hosts speak to the history, stories, and ecology of the regions passing by.



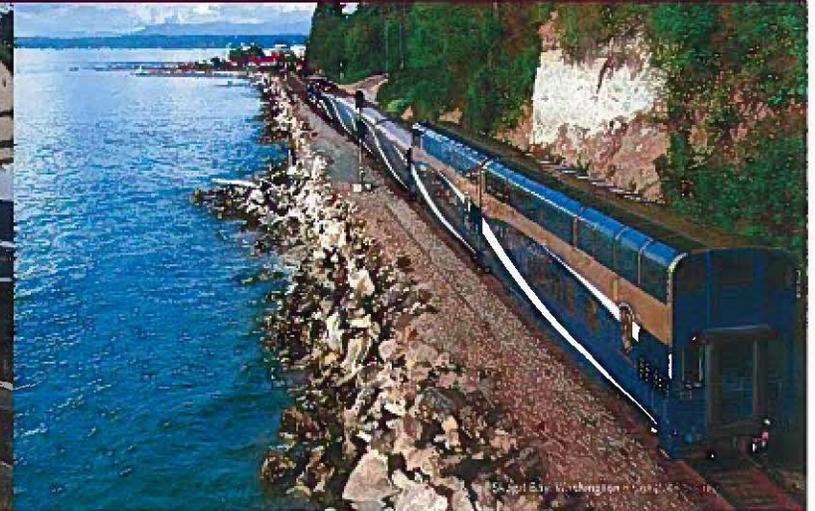
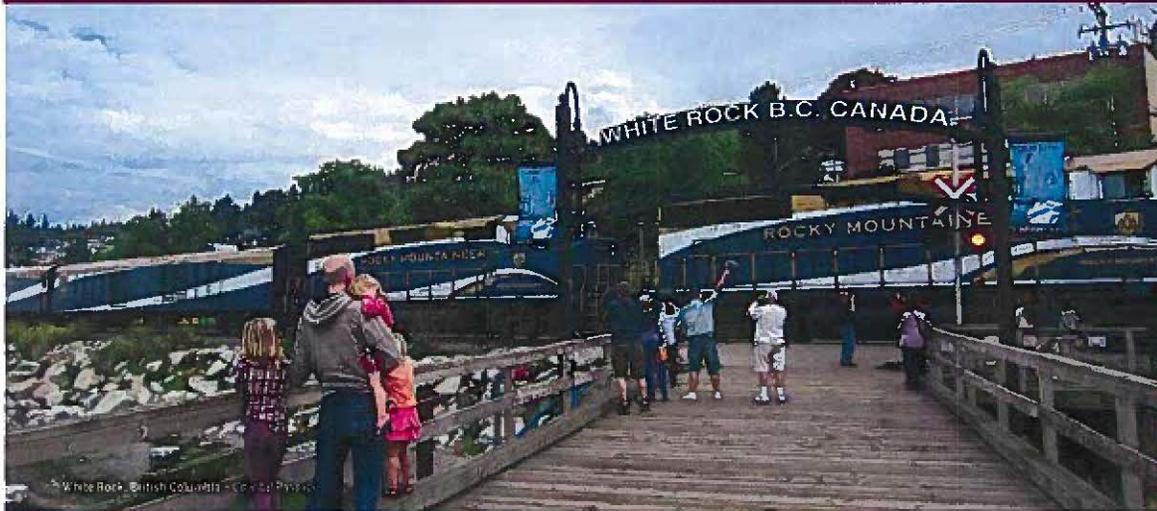
Travel this route Eastbound (EB) from Seattle to the Canadian Rockies or Westbound (WB) from the Canadian Rockies to Seattle. All itineraries are shown Eastbound. To assist when booking, please use the Tour Codes found in the top right corner.

# Coastal Passage

Seattle » Vancouver » Canadian Rockies



**ROCKY MOUNTAINEER**  
25 YEARS OF LIFE CHANGING EXPERIENCES



## Your Coastal Passage journey up-close.

### SEATTLE TO VANCOUVER (EASTBOUND)

Board at Seattle's King Street Station for your rail journey to Vancouver. Enjoy dinner and take in spectacular evening views of the Pacific Northwest as you travel between USA and Canada. Highlights include the Chittenden Locks linking Puget Sound to Lakes Union and Washington, the fishing fleet (and Boeing jets) of Everett, views of the Cascade Mountains and numerous photo opportunities as the train hugs the coastline. Disembark at the Pacific Central Station in Vancouver. Overnight in hotel accommodation.

### VANCOUVER TO KAMLOOPS

Board at the Rocky Mountaineer Vancouver Station and travel through the fertile fields of the Fraser Valley. Farmland gives way to the towering peaks of the Coast Mountains before the rumble of raging waters hail the arrival of Hell's Gate. Piney forests turn into the abstract beauty of dusty desert hills as you pull in to spend the night at Kamloops—BC's gateway to the Interior. Overnight in hotel accommodation.

### KAMLOOPS TO THE CANADIAN ROCKIES

Depart on your rail journey into the Canadian Rockies onboard the Rocky Mountaineer. Guests can disembark in Jasper, Lake Louise, Banff, or Calgary, Alberta, and continue their journey with touring by motorcoach or by taking another Rocky Mountaineer rail route.



### PACKAGES

COASTAL PASSAGE CANADIAN ROCKIES GETAWAY	12 days / 11 nights	<b>42</b>
COASTAL PASSAGE WESTERN EXPLORER	11 days / 10 nights	<b>43</b>
COASTAL PASSAGE CLASSIC RAIL CIRCLE	9 days / 8 nights	<b>44</b>
COASTAL PASSAGE CANADIAN ROCKIES HIGHLIGHTS	8 days / 7 nights	<b>45</b>
COASTAL PASSAGE CLASSIC VACATION	6 (7) days / 5 (6) nights	<b>46</b>
COASTAL PASSAGE RAIL PACKAGES & ALASKA CRUISE		<b>48</b>

Where you begin and end is your call. Choose to start or finish in Seattle, Vancouver, Lake Louise, Banff, or Calgary.

# Coastal Passage Canadian Rockies Getaway

SEATTLE • VANCOUVER • KAMLOOPS • JASPER • LAKE LOUISE • BANFF • KAMLOOPS • VANCOUVER

As the Rocky Mountain Parkway, Pike Place Market in Seattle, Stanley Park, Capilano Suspension Bridge and Vancouver's numerous parks and gardens are the top of our itinerary, we offer a variety of exciting activities throughout the Canadian Rockies.

**12 DAYS** Vancouver departure also available



First Passage to the West Journey Through the Clouds Coastal Passage Motorcoach # of nights

## JOURNEY INCLUDES:

- 5 days onboard the Rocky Mountaineer
- 4 breakfasts, 4 lunches, and 1 dinner
- 11 nights hotel accommodation
- Vancouver Lookout
- Tour of Vancouver's North Shore
- Icefields Parkway Tour, including Ice Explorer, Jasper to Lake Louise
- Yoho National Park Tour, Lake Louise to Banff
- Banff Tour, including Banff Gondola
- Rail station transfers and luggage handling
- National Parks Pass

THIS JOURNEY STARTS IN SEATTLE AND ENDS IN VANCOUVER.

**DAY 1 SEATTLE**  
Arrive and spend time exploring Seattle's waterfront, Pike Place Market, and the Space Needle on your own. Overnight in Seattle.

**DAY 2 SEATTLE TO VANCOUVER**  
Enjoy the morning in Seattle. Onboard the Rocky Mountaineer for dinner. Overnight in Vancouver. See page 39 for full rail itinerary.

**DAY 3 VANCOUVER SIGHTSEEING**  
Your sightseeing tour of the North Shore includes admission to the Capilano Suspension Bridge and Grouse Mountain. Overnight in Vancouver.

**DAY 4 VANCOUVER**  
Spend the entire day exploring Vancouver on your own. Included is admission to the Vancouver Lookout. Overnight in Vancouver.

### JOURNEY THROUGH THE CLOUDS

**DAY 5 VANCOUVER TO KAMLOOPS**  
Onboard the Rocky Mountaineer. Overnight in Kamloops.

**DAY 6 KAMLOOPS TO JASPER**  
Onboard the Rocky Mountaineer. Overnight in Jasper. See page 63 for full rail itinerary.

**DAY 7 JASPER TO LAKE LOUISE**  
Travel along the Icefields Parkway to Lake Louise by motorcoach. A stop will be made at Athabasca Falls

before arriving at the Columbia Icefield, where you will ride on an Ice Explorer. Afterwards, a brief stop will be made at Bow Lake. Overnight at The Fairmont Chateau Lake Louise.

**DAY 8 LAKE LOUISE TO BANFF**  
Enjoy the morning at leisure. After lunch, a motorcoach tour takes you into Yoho National Park. Among the attractions are the Spiral Tunnels, Emerald Lake, and a natural rock bridge. The tour ends in Banff, where you will stay overnight.

**DAY 9 BANFF SIGHTSEEING**  
Your morning is free. Enjoy a half-day tour of Bow Falls, the Banff Gondola (admission included), Lake Minnewanka, Surprise Corner, and the Hoodoos. Overnight in Banff.

### FIRST PASSAGE TO THE WEST

**DAY 10 BANFF TO KAMLOOPS**  
Onboard the Rocky Mountaineer. Overnight in Kamloops.

**DAY 11 KAMLOOPS TO VANCOUVER**  
Onboard the Rocky Mountaineer. Overnight in Vancouver. See page 51 for full rail itinerary.

**DAY 12 VANCOUVER**  
Your Coastal Passage Canadian Rockies Getaway journey ends with checkout from your Vancouver hotel.

☐ Breakfast ☐ Lunch ☐ Dinner

# Coastal Passage Western Explorer

SEATTLE • VANCOUVER • KAMLOOPS • JASPER • LAKE LOUISE • BANFF • CALGARY

Another look and look of Seattle and Vancouver, with plenty of time to explore on your own. A motorcoach tour of the Columbia Icefield, where you will ride on an Ice Explorer. Afterwards, a brief stop will be made at Bow Lake. Overnight at The Fairmont Chateau Lake Louise.

**11 DAYS** Vancouver departure also available



First Passage to the West Journey Through the Clouds Coastal Passage Motorcoach # of nights

## JOURNEY INCLUDES:

- 3 days onboard the Rocky Mountaineer
- 2 breakfasts, 2 lunches, and 1 dinner
- 10 nights hotel accommodation
- Vancouver Lookout
- Tour of Vancouver's North Shore
- Jasper Highlights Tour
- Icefields Parkway Tour, including Ice Explorer, Jasper to Lake Louise
- Yoho National Park Tour, Lake Louise to Banff
- Banff Tour, including Banff Gondola
- Calgary Tower
- Rail station transfers and luggage handling
- National Parks Pass

**DAY 1 SEATTLE**  
Arrive and spend time exploring Seattle's waterfront, Pike Place Market, and the Space Needle on your own. Overnight in Seattle.

**DAY 2 SEATTLE TO VANCOUVER**  
Enjoy the morning in Seattle. Onboard the Rocky Mountaineer for dinner. Overnight in Vancouver. See page 39 for full rail itinerary.

**DAY 3 VANCOUVER SIGHTSEEING**  
Your sightseeing tour of the North Shore includes admission to the Capilano Suspension Bridge and Grouse Mountain. Overnight in Vancouver.

**DAY 4 VANCOUVER**  
Spend the entire day exploring Vancouver on your own. Included is admission to the Vancouver Lookout. Overnight in Vancouver.

### JOURNEY THROUGH THE CLOUDS

**DAY 5 VANCOUVER TO KAMLOOPS**  
Onboard the Rocky Mountaineer. Overnight in Kamloops.

**DAY 6 KAMLOOPS TO JASPER**  
Onboard the Rocky Mountaineer. Overnight in Jasper. See page 63 for full rail itinerary.

**DAY 7 JASPER HIGHLIGHTS TOUR**  
Today you will enjoy a scenic tour of Jasper National Park. The remainder of the day is free for you to explore more of Jasper at your leisure. Overnight in Jasper.

**DAY 8 JASPER TO LAKE LOUISE**  
Travel along the Icefields Parkway to Lake Louise by motorcoach. A stop will be made at Athabasca Falls before arriving at the Columbia Icefield, where you will ride on an Ice Explorer. Afterwards, a brief stop will be made at Bow Lake. Overnight at The Fairmont Chateau Lake Louise.

**DAY 9 LAKE LOUISE TO BANFF**  
Enjoy the morning at leisure. After lunch, a motorcoach tour takes you into Yoho National Park. Among the attractions are the Spiral Tunnels, Emerald Lake, and a natural rock bridge. The tour ends in Banff, where you will stay overnight.

**DAY 10 BANFF TO CALGARY WITH SUMMIT HELICOPTER TOUR**  
Enjoy a full-day tour concluding in Calgary. Begin the morning with a motorcoach sightseeing tour of Banff, including Bow Falls, Lake Minnewanka, Surprise Corner, and the Hoodoos. Banff Gondola is included. Continue on to Kananaskis for a 12-minute Summit Helicopter Tour. Enjoy admission to the Calgary Tower. Spend the night in Calgary.

**DAY 11 CALGARY**  
Your Coastal Passage Western Explorer journey ends with checkout from your Calgary Hotel.

☐ Breakfast ☐ Lunch ☐ Dinner



## Prices and Dates

FROM SEATTLE	WELLES	COASTAL PASSAGE	STANLEY PARK	DEPARTURES
Package Pricing	\$9,434-10,046	\$8,261-8,771	\$6,323-6,680	FROM SEATTLE:
Seat Only Upgrade from SilverLeaf	—	\$1,061	—	MAY 22 28
Meal Plan: All Breakfasts & Dinners	\$1,373	\$1,261	\$878	JUN 5 12 19 26
HOTELS FEATURED IN THIS PACKAGE				
Seattle	Fairmont Olympic Hotel Deluxe Room	The Paramount Hotel Traditional Room		JUL 3 10 17 24 31
Vancouver	Four Seasons Hotel Deluxe City-View Room	Hampton Inn		AUG 7 14 21 28
Jasper	Fairmont Jasper Park Lodge Deluxe Room	Marmot Lodge		SEP 4 11 18
Lake Louise	Fairmont Chateau Lake Louise Deluxe Lakeview Room	Fairmont Lake Louise Fairmont Room		
Banff	Banff Springs Hotel Premium Room	Banff Caribou Lodge		

Prices are per person based on double occupancy in USD. Prices do not include GST (see page 94). Prices for singles, triples, quads, and children are available on request. Please note all accommodations in Kamloops is of moderate standard. Please inquire for more information on package pricing.

Upgrade to GoldLeaf Service and enjoy unparalleled panoramic views from our custom-designed bi-level GoldLeaf dome coach.



## Prices and Dates

FROM SEATTLE	WELLES	COASTAL PASSAGE	STANLEY PARK	DEPARTURES
Package Pricing	\$7,394-8,210	\$6,170-6,833	\$4,640-5,048	FROM SEATTLE:
Seat Only Upgrade from SilverLeaf	—	\$632	—	MAY 22 28
Meal Plan: All Breakfasts & Dinners	\$1,472	\$1,371	\$886	JUN 5 12 19 26
HOTELS FEATURED IN THIS PACKAGE				
Seattle	Fairmont Olympic Hotel Deluxe Room	The Paramount Hotel Traditional Room		JUL 3 10 17 24 31
Vancouver	Fairmont Waterfront Hotel Signature Harbour View Room	Four Seasons Hotel Deluxe City-View Room	Holiday Inn Downtown	AUG 7 14 21 28
Jasper	Fairmont Jasper Park Lodge Deluxe Room	Fairmont Room	Marmot Lodge	
Lake Louise	Fairmont Chateau Lake Louise Deluxe Lakeview Room	Fairmont Lakeview Room	Fairmont Chateau Lake Louise Fairmont Room	
Banff	Fairmont Banff Springs Deluxe Room	Fairmont Room	Banff Caribou Lodge	
Calgary	Junior Suite	Fairmont Palliser Fairmont Room	International Hotel Calgary	

Prices are per person based on double occupancy in USD. Prices do not include GST (see page 94). Prices for singles, triples, quads, and children are available on request. Please note all accommodations in Kamloops is of moderate standard. Please inquire for more information on package pricing.

Upgrade to GoldLeaf Service and enjoy unparalleled panoramic views from our custom-designed bi-level GoldLeaf dome coach.

# Coastal Passage Classic Rail Circle

SEATTLE • VANCOUVER • WHISTLER • QUESNEL • JASPER • KAMLOOPS • VANCOUVER

Take your train to the heart of Canada and board the Rocky Mountaineer right away at 11 Pacific Coastal. Journey through the world's most spectacular scenery. An incredible 9 days of awe-inspiring scenery.

Best Seller

TOUR CODE: CPCH (CT)

from  
**\$6,986**  
per person

Vancouver departure also available.

9 DAYS



Journey through the Coast  
Railroad to Gold Rush  
Coastal Passage  
Whistler Sea to Sky Climb  
# of nights

## JOURNEY INCLUDES:

- 6 days onboard the Rocky Mountaineer
- 5 breakfasts, 4 lunches, and 1 dinner
- Additional lunch and Squamish Lil'wat Cultural Centre Tour
- 8 nights hotel accommodation
- Vancouver Lookout
- Jasper Highlights Tour
- Rail station transfers and luggage handling
- National Parks Pass

THIS JOURNEY STARTS IN SEATTLE AND ENDS IN VANCOUVER.

**DAY 1: SEATTLE**  
Arrive and spend time exploring Seattle's waterfront, Pike Place Market, and the Space Needle on your own. Overnight in Seattle.

### COASTAL PASSAGE

**DAY 2: SEATTLE TO VANCOUVER**  
Enjoy the morning in Seattle. Onboard the Rocky Mountaineer for dinner. Overnight in Vancouver. See page 39 for full rail itinerary.

### WHISTLER SEA TO SKY CLIMB

**DAY 3: VANCOUVER TO WHISTLER**  
Onboard the Rocky Mountaineer. Upon arrival you will be transferred to the Squamish Lil'wat Cultural Centre for a delicious lunch and tour. The remainder of the day is yours. Overnight in Whistler. See page 86 for full rail itinerary.

### RAIN-Forest to GOLD RUSH

**DAY 4: WHISTLER TO QUESNEL**  
Onboard the Rocky Mountaineer. Overnight in Quesnel. See page 51 for full rail itinerary.

**DAY 5: QUESNEL TO JASPER**  
Onboard the Rocky Mountaineer. Overnight in Jasper. See page 51 for full rail itinerary.

**DAY 6: JASPER HIGHLIGHTS TOUR**  
Today you will enjoy a scenic tour of Jasper National Park. The remainder of the day is free. Overnight in Jasper.

### JOURNEY THROUGH THE CLOUDS

**DAY 7: JASPER TO KAMLOOPS**  
Enjoy the Rocky Mountaineer. Overnight in Kamloops. See page 63 for full rail itinerary.

**DAY 8: KAMLOOPS TO VANCOUVER**  
Onboard the Rocky Mountaineer. Overnight in Vancouver. See page 63 for full rail itinerary.

**DAY 9: VANCOUVER**  
Your Coastal Passage Classic Rail Circle journey ends with checkout from your Vancouver hotel.

☐ Breakfast ☐ Lunch ☐ Dinner



## Prices and Dates

FROM SEATTLE	DELUXE	GOLD LEAF
Package Pricing	\$2,649-8,006	\$6,986-7,292
Meal Plan: All Breakfasts & Dinners	\$907	\$907
HOTELS FEATURED IN THIS PACKAGE		
Seattle	Fairmont Olympic Hotel Deluxe Room	
Vancouver	Fairmont Waterfront Hotel Signature Harbour View Room	Fairmont Room
Whistler	Fairmont Chateau Whistler Deluxe Slopeside Room	Fairmont Room
Jasper	Deluxe Room	Fairmont Room

Prices are per person based on double occupancy in USD. Prices do not include GST (see page 94). Prices for singles, triples, quads, and children are available on request. Please note all accommodations in Kamloops and Quesnel are of moderate standard. Guests on the Whistler Sea to Sky Climb will travel to Whistler Service. Please inquire for more information on package pricing.

Upgrade to **GoldLeaf Service** and enjoy unparalleled panoramic views from our custom-designed bi-level GoldLeaf dome coach.

# Coastal Passage Canadian Rockies Highlights

SEATTLE • VANCOUVER • KAMLOOPS • BANFF • LAKE LOUISE • CALGARY

From taking the Pacific Coast between Seattle and Kamloops, then exploring the Canadian Rockies from Kamloops to Banff and Lake Louise, Banff to Calgary, Calgary to Lake Louise, and finally to Vancouver.

Best Seller

TOUR CODE: HPGE (EB)

from  
**\$4,079**  
per person

Vancouver departure also available.

8 DAYS



First Passage to the West  
Coastal Passage  
Motorcoach  
# of nights

## JOURNEY INCLUDES:

- 3 days onboard the Rocky Mountaineer
- 2 breakfasts, 2 lunches, and 1 dinner
- 7 nights hotel accommodation
- Vancouver Lookout
- Tour of Vancouver's North Shore
- Yoho National Park Tour, Banff to Lake Louise
- Lake Louise to Calgary Tour, including Banff Gondola
- Summit Helicopter Flightseeing
- Calgary Tower
- Rail station transfers and luggage handling
- National Parks Pass

**DAY 1: SEATTLE**  
Arrive and spend time exploring Seattle's waterfront, Pike Place Market, and the Space Needle on your own. Overnight in Seattle.

### COASTAL PASSAGE

**DAY 2: SEATTLE TO VANCOUVER**  
Enjoy the morning in Seattle. Onboard the Rocky Mountaineer for dinner. Overnight in Vancouver. See page 39 for full rail itinerary.

**DAY 3: VANCOUVER SIGHTSEEING**  
Your sightseeing tour of the North Shore includes admission to the Capilano Suspension Bridge and Grouse Mountain. Overnight in Vancouver.

### FIRST PASSAGE TO THE WEST

**DAY 4: VANCOUVER TO KAMLOOPS**  
Onboard the Rocky Mountaineer. Overnight in Kamloops. See page 51 for full rail itinerary.

**DAY 5: KAMLOOPS TO BANFF**  
Onboard the Rocky Mountaineer. Overnight in Banff. See page 51 for full rail itinerary.

**DAY 6: BANFF TO LAKE LOUISE**  
Enjoy a half-day motorcoach tour into Yoho National Park. See the Spiral Tunnels and Emerald Lake. Overnight at The Fairmont Chateau Lake Louise.

**DAY 7: LAKE LOUISE TO CALGARY WITH SUMMIT HELICOPTER TOUR**  
Begin the morning with a motorcoach sightseeing tour of Banff. Among the points of interest are Bow Falls, Lake Minnewanka, Surprise Corner, and the Hoodoos. A trip on the Banff Gondola is included. Continue on to Kananaskis for a 12-minute Summit Helicopter Tour over the remarkable landscape of the Rockies, before your transfer to Calgary. Enjoy admission to the Calgary Tower. Overnight in Calgary.

**DAY 8: CALGARY**  
Your Coastal Passage Canadian Rockies Highlights journey ends with checkout from your Calgary hotel.

☐ Breakfast ☐ Lunch ☐ Dinner



## Prices and Dates

FROM SEATTLE	DELUXE	GOLD LEAF	SEATTLE	DEPARTURES
Package Pricing	\$6,017-6,425	\$5,150-5,558	\$4,079-4,385	FROM SEATTLE:
Seat Only Upgrade from SilverLeaf	—	\$632	—	MAY 22 29
Meal Plan: All Breakfasts & Dinners	\$870	\$870	\$592	JUN 5 12 19 26
HOTELS FEATURED IN THIS PACKAGE				
Seattle	Fairmont Olympic Hotel Deluxe Room		The Paramount Hotel Traditional Room	JUN 3 10 17 24 31
Vancouver	Fairmont Waterfront Hotel Signature Harbour View Room	Fairmont Hotel Vancouver Fairmont Room	Holiday Inn Downtown	AUG 7 14 21 28
Banff	Premium Room	Rimrock Resort Standard Room	Banff Parliament Inn	SEP 4 11 18
Lake Louise	Fairmont Chateau Lake Louise Deluxe Lakeview Room	Fairmont Lake Louise Fairmont Lakeview Room	Fairmont Chateau Lake Louise Fairmont Room	
Calgary	Fairmont Palliser Junior Suite	Fairmont Room	International Hotel Calgary	

Prices are per person based on double occupancy in USD. Prices do not include GST (see page 94). Prices for singles, triples, quads, and children are available on request. Please note all accommodations in Kamloops is of moderate standard. Please inquire for more information on package pricing.

Upgrade to **GoldLeaf Service** and enjoy unparalleled panoramic views from our custom-designed bi-level GoldLeaf dome coach.

# Coastal Passage Classic Vacation

SEATTLE - VANCOUVER - KAMLOOPS - LAKE LOUISE - BANFF OR CALGARY

Enjoy the best of both worlds on a 7-day coastal passage classic vacation. From the rugged beauty of the Rocky Mountains to the scenic beauty of the Pacific Northwest, this is a vacation you won't forget.

Best of both worlds, the coast and the mountains.



## JOURNEY INCLUDES:

- 3 days onboard the Rocky Mountaineer
- 2 breakfasts, 2 lunches, and 1 dinner
- 5 night hotel accommodations
- 1 extra night for Lake Louise—eastbound itinerary)
- Vancouver Lookout
- Rail station transfers and luggage handling
- National Parks Pass

### DAY 1: SEATTLE

Arrive and spend time exploring Seattle's waterfront, Pike Place Market, and the Space Needle on your own. Overnight in Seattle.

### DAY 2: SEATTLE TO VANCOUVER

Overnight in Vancouver. Breakfast on your own. Overnight in Vancouver.

### DAY 3: VANCOUVER

Spend the entire day exploring Vancouver on your own. Included is admission to the Vancouver Lookout. Overnight in Vancouver.

### EXTRA DAY: VANCOUVER

Spend the entire day exploring Vancouver on your own. Overnight in Vancouver.

### DAY 4: VANCOUVER TO KAMLOOPS

Overnight in Kamloops. Breakfast on your own. Overnight in Kamloops.

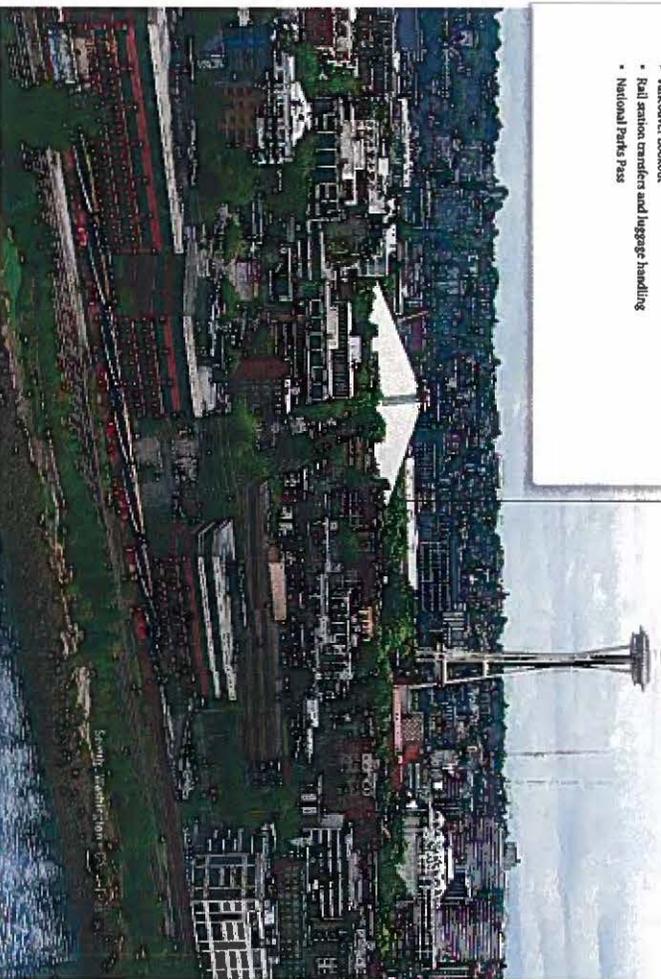
### DAY 5: KAMLOOPS TO LAKE LOUISE, BANFF OR CALGARY

Overnight in Lake Louise, Banff or Calgary. Breakfast on your own. Overnight in Lake Louise, Banff or Calgary.

### DAY 6: LAKE LOUISE, BANFF OR CALGARY

Your Classic Coastal Passage Vacation ends with checkout from your hotel. Breakfast. Lunch. Dinner.

from **\$2,999** per person



USD

from **\$3,365** per person

To / From Lake Louise

7 DAYS

- DAY 1 SEATTLE
- DAY 2 VANCOUVER
- DAY 3 VANCOUVER
- DAY 4 KAMLOOPS
- DAY 5 LAKE LOUISE
- DAY 6 TOUR ENDS
- DAY 7 TOUR ENDS

### SEATTLE TO LAKE LOUISE

Package Pricing	\$4,895-5,099	\$4,334-4,538	\$3,365-3,569
Start Only Upgrade from Shared car	-	\$632	-
Meal Plan: All Breakfasts & Dinners	\$713	\$713	\$582

### HOTELS FEATURED IN THIS PACKAGE

Seattle	Fairmont Olympic Hotel	The Fairmont Hotel
Vancouver	Fairmont Hotel Vancouver	Fairmont Hotel Vancouver
Kamloops	Delta Lakeshore Room	Fairmont Lakeshore Room
Lake Louise	Fairmont Chateau Lake Louise	Fairmont Chateau Lake Louise

Prices are per person based on double occupancy in 1201. Prices do not include GST (tax range \$60). Prices for single, triple, quadruple, and children are available on request. Please see all accommodations for details of product inclusions. Please inquire for more information on package pricing.

from **\$3,059** per person

To / From Banff

6 DAYS

- DAY 1 SEATTLE
- DAY 2 VANCOUVER
- DAY 3 VANCOUVER
- DAY 4 KAMLOOPS
- DAY 5 BANFF
- DAY 6 TOUR ENDS
- DAY 7 TOUR ENDS

### SEATTLE TO BANFF

Package Pricing	\$4,436-4,640	\$3,977-4,181	\$3,059-3,212
Start Only Upgrade from Shared car	-	\$632	-
Meal Plan: All Breakfasts & Dinners	\$530	\$530	\$394

### HOTELS FEATURED IN THIS PACKAGE

Seattle	Fairmont Olympic Hotel	The Fairmont Hotel
Vancouver	Fairmont Hotel Vancouver	Fairmont Hotel Vancouver
Kamloops	Delta Lakeshore Room	Fairmont Lakeshore Room
Banff	Premier Room	Standard Room

Prices are per person based on double occupancy in 1201. Prices do not include GST (tax range \$60). Prices for single, triple, quadruple, and children are available on request. Please see all accommodations for details of product inclusions. Please inquire for more information on package pricing.

To / From Calgary

6 DAYS

- DAY 1 SEATTLE
- DAY 2 VANCOUVER
- DAY 3 VANCOUVER
- DAY 4 KAMLOOPS
- DAY 5 CALGARY
- DAY 6 TOUR ENDS
- DAY 7 TOUR ENDS

### SEATTLE TO CALGARY

Package Pricing	\$4,334-4,487	\$3,926-4,079	\$3,059-3,161
Start Only Upgrade from Shared car	-	\$632	-
Meal Plan: All Breakfasts & Dinners	\$560	\$560	\$345

### HOTELS FEATURED IN THIS PACKAGE

Seattle	Fairmont Olympic Hotel	The Fairmont Hotel
Vancouver	Fairmont Hotel Vancouver	Fairmont Hotel Vancouver
Kamloops	Delta Lakeshore Room	Fairmont Lakeshore Room
Calgary	Junior Suite	Fairmont Room

Prices are per person based on double occupancy in 1201. Prices do not include GST (tax range \$60). Prices for single, triple, quadruple, and children are available on request. Please see all accommodations for details of product inclusions. Please inquire for more information on package pricing.

USD

TOUR CODES: CPYR (CPY) CPYR (CPY)

DEPARTURES

FROM SEATTLE TO LAKE LOUISE	MAY 22
	JUN 5
	JUN 19
	JUL 3
	JUL 17
	AUG 7
	AUG 21
	SEP 4
	SEP 18

FROM LAKE LOUISE TO SEATTLE

TOUR CODES: CPYR (CPY) CPYR (CPY)

DEPARTURES

FROM SEATTLE TO BANFF	MAY 22
	JUN 5
	JUN 19
	JUL 3
	JUL 17
	AUG 7
	AUG 21
	SEP 4
	SEP 18

FROM BANFF TO SEATTLE

TOUR CODES: CPYR (CPY) CPYR (CPY)

DEPARTURES

FROM SEATTLE TO CALGARY	MAY 22
	JUN 5
	JUN 19
	JUL 3
	JUL 17
	AUG 7
	AUG 21
	SEP 4
	SEP 18

FROM CALGARY TO SEATTLE

ALASKA CRUISE • SEATTLE • VANCOUVER • KAMLOOAN • JASPER • LAKE LOUISE • BANFF • KATLOAN • VANCOUVER

**from \$8,006** **with 3rd TOUR CRUISE ON HOLLAND AMERICA LINE'S ms WESTERDAI**  
**Coastal Passage Canadian Rockies Getaway with Cruise from Seattle / 18 days**

**TOUR CODE: 09PK**

After travelling by sea on the luxurious ms Westerdam, your adventure through the breathtaking Canadian Rockies awaits you on this exciting journey. Enjoy views and fresh air as you enjoy the spectacular scenery and Scenic Cruise returning by rail to Vancouver.

**DEPARTURES**

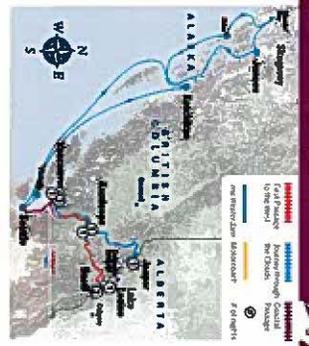
AMT	M 23 30
AMT	4 18 27
AMT	1 8 25
SEP	5 12

**FROM SEATTLE**

ms Westerdam Package Pricing	\$12,095-\$13,667	\$10,454-\$11,790	\$8,006-\$9,924
Seat Only Upgrade from Silver Leaf	-	\$1,061	-
Meal Plan, All Breakfasts & Dinners	\$1,054	\$1,152	\$789
Cruise Stateroom	-	-	-

**Vancouver**

After your return on the ocean, our paper to the Coast/Pacific Canadian Rockies Getaway 3-day 7-night Scenic Cruise will take you through the spectacular Canadian Rockies. Please note all accommodations in Vancouver and Kamloops are double occupancy. Please note all accommodations in Kamloops to be in moderate standard. Please inquire for more information on package pricing.



ALASKA CRUISE • SEATTLE • VANCOUVER • KAMLOOAN • JASPER • LAKE LOUISE • BANFF • KATLOAN • VANCOUVER

**from \$9,179** **with 3rd TOUR CRUISE ON HOLLAND AMERICA LINE'S ms WESTERDAI**  
**Coastal Passage Classic Rail Circle with Cruise from Seattle / 15 days**

**TOUR CODE: 09PK**

Enjoy a scenic Alaska Cruise on the ms Westerdam before setting on an eight-day journey through the Rocky Mountains for the most spectacular views returning to Vancouver at the end of your trip.

**DEPARTURES**

AMT	M 23 30
AMT	4 18 27
AMT	1 8 25
SEP	5 12

**FROM SEATTLE**

ms Westerdam Package Pricing	\$10,301-\$11,627	\$9,179-\$10,290
Meal Plan, All Breakfasts & Dinners	\$798	\$798
Cruise Stateroom	-	-

**Vancouver**

After your return on the ocean, our paper to the Coast/Pacific Canadian Rockies Getaway 3-day 7-night Scenic Cruise will take you through the spectacular Canadian Rockies. Please note all accommodations in Vancouver and Kamloops are double occupancy. Please note all accommodations in Kamloops to be in moderate standard. Please inquire for more information on package pricing.



ALASKA CRUISE • SEATTLE • VANCOUVER • KAMLOOAN • JASPER • LAKE LOUISE • BANFF • KATLOAN • VANCOUVER

**from \$6,374** **with 3rd TOUR CRUISE ON HOLLAND AMERICA LINE'S ms WESTERDAI**  
**Coastal Passage Western Explorer with Cruise from Seattle / 17 days**

**TOUR CODE: 09PK**

Embark on an eight day Alaska journey on the ms Westerdam, then take off on what has been our most popular rail journey for over a decade.

**DEPARTURES**

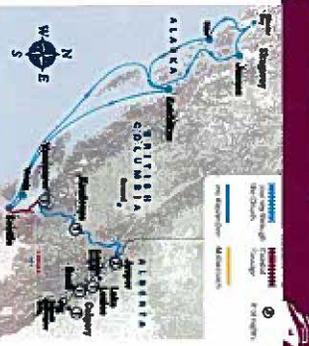
AMT	M 23 30
AMT	4 18 27
AMT	1 8 25
SEP	5 12

**FROM SEATTLE**

ms Westerdam Package Pricing	\$10,097-\$11,790	\$8,444-\$9,942	\$6,374-\$7,243
Seat Only Upgrade from Silver Leaf	-	\$632	-
Meal Plan, All Breakfasts & Dinners	\$1,317	\$1,216	\$781
Cruise Stateroom	-	-	-

**Vancouver**

After your return on the ocean, our paper to the Coast/Pacific Canadian Rockies Getaway 3-day 7-night Scenic Cruise will take you through the spectacular Canadian Rockies. Please note all accommodations in Vancouver and Kamloops are double occupancy. Please note all accommodations in Kamloops to be in moderate standard. Please inquire for more information on package pricing.



ALASKA CRUISE • SEATTLE • VANCOUVER • KAMLOOAN • JASPER • LAKE LOUISE • BANFF • KATLOAN • VANCOUVER

**from \$5,813** **with 3rd TOUR CRUISE ON HOLLAND AMERICA LINE'S ms WESTERDAI**  
**Coastal Passage Canadian Rockies Highlights with Cruise from Seattle / 14 days**

**TOUR CODE: 09PK**

After an eight day Alaska Cruise at sea, jump onboard the Rocky Mountaineer for a first-class trip through the Rockies, including sightseeing tours, a Helicopter Flightseeing tour, and more.

**DEPARTURES**

AMT	M 23 30
AMT	4 18 27
AMT	1 8 25
SEP	5 12

**FROM SEATTLE**

ms Westerdam Package Pricing	\$8,659-\$10,046	\$7,294-\$8,957	\$5,813-\$6,690
Seat Only Upgrade from Silver Leaf	-	\$632	-
Meal Plan, All Breakfasts & Dinners	\$761	\$761	\$482
Cruise Stateroom	-	-	-

**Vancouver**

After your return on the ocean, our paper to the Coast/Pacific Canadian Rockies Getaway 3-day 7-night Scenic Cruise will take you through the spectacular Canadian Rockies. Please note all accommodations in Vancouver and Kamloops are double occupancy. Please note all accommodations in Kamloops to be in moderate standard. Please inquire for more information on package pricing.

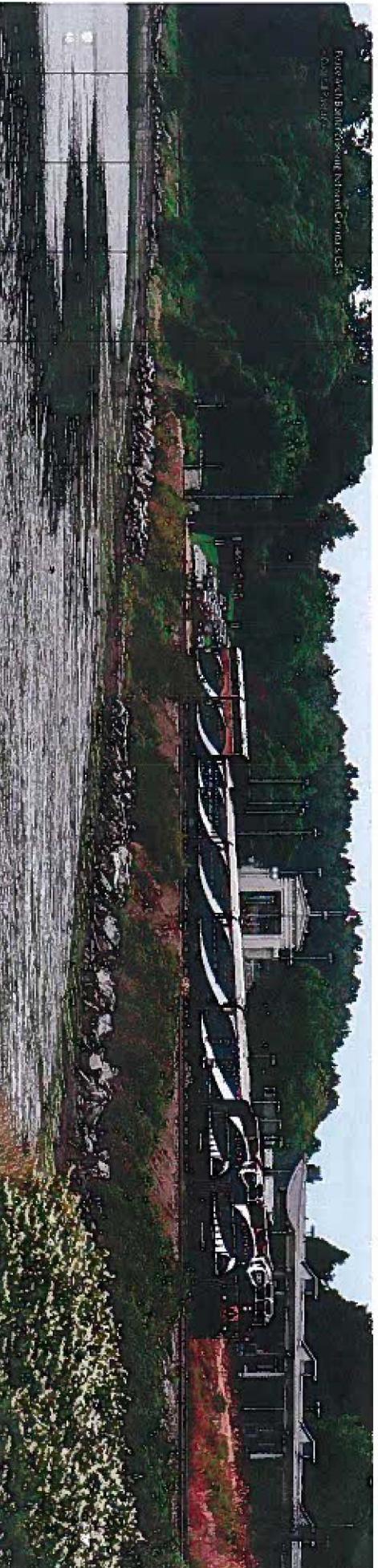
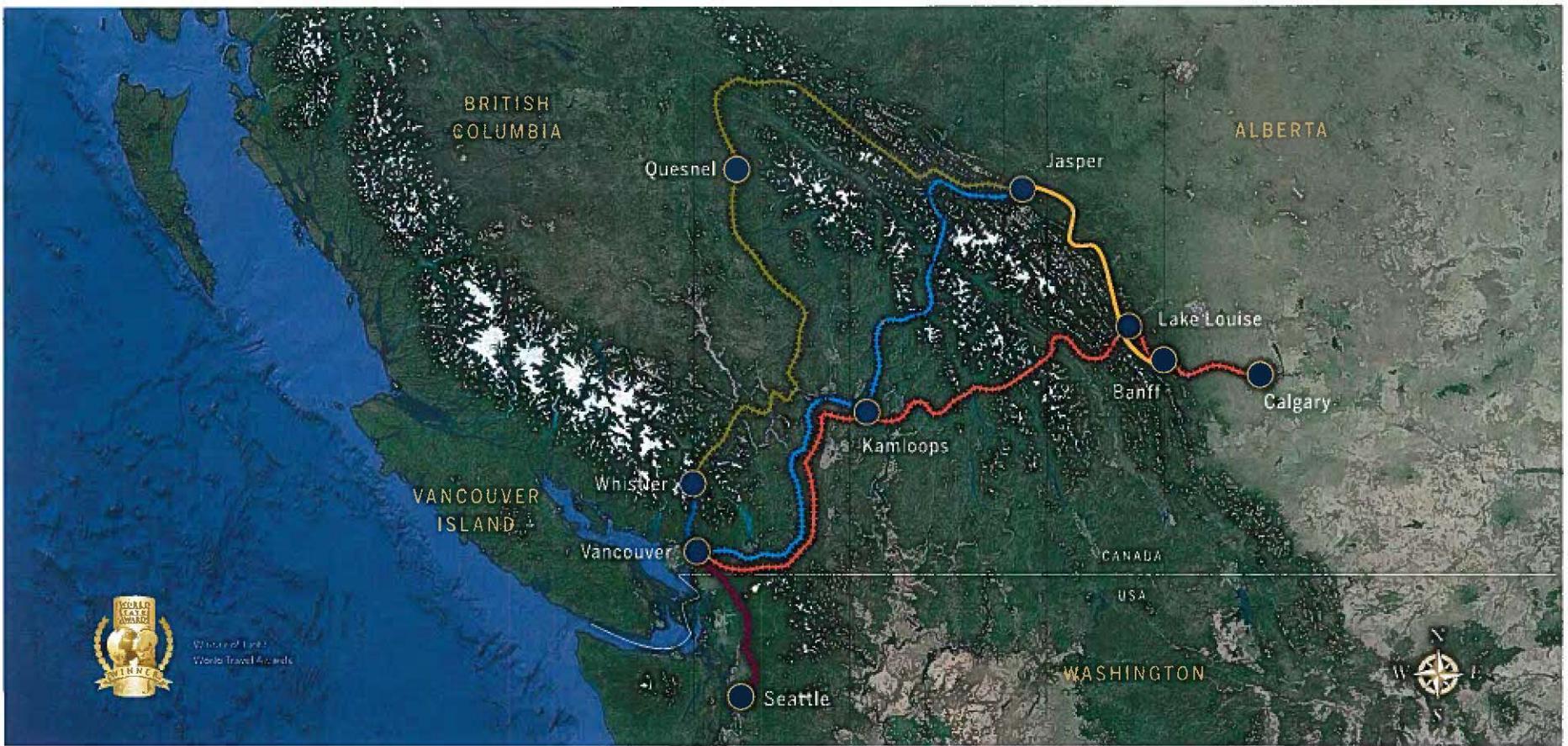


Photo © Bill Breen/Alaska Cruise Lines U.S.A. © 2015

USD

USD

# **EXHIBIT C**



## Our routes



### COASTAL PASSAGE

**SEATTLE · VANCOUVER · CANADIAN ROCKIES**

Our newest route seamlessly connects the cosmopolitan city of Seattle, WA, USA with Vancouver, BC, Jasper, Lake Louise, Banff, and Calgary, AB. Begin or end your trip in Seattle, and consider combining your Rocky Mountaineer journey with an Alaska Cruise departing from one of the world's most desired cruise ports.



### FIRST PASSAGE TO THE WEST

**VANCOUVER · KAMLOOPS · LAKE LOUISE · BANFF · CALGARY**

This is our most popular route and the only passenger rail service on the historic Canadian Pacific track—famous for uniting the country and connecting British Columbia to Canada over 125 years ago. Begin or end your trip in Vancouver, BC, or in beautiful Lake Louise, Banff, or Calgary, Alberta.



### JOURNEY THROUGH THE CLOUDS

**VANCOUVER · KAMLOOPS · JASPER**

You'll witness unparalleled natural beauty including Mount Robson, the highest peak in the Canadian Rockies and the breathtaking Pyramid Falls. The journey begins or ends in Vancouver, BC or in Jasper, Alberta, which is in the largest national park in the Canadian Rockies, a UNESCO World Heritage site.



### RAINFORREST TO GOLD RUSH

**WHISTLER · QUESNEL · JASPER**

Enjoy diverse and extreme landscapes like BC's coastal rainforest, the largest temperate rainforest in the world, as well as the desert-like conditions of the Fraser Canyon and the pastoral ranchlands of the historic Cariboo Gold Rush region. This journey begins or ends in Whistler, BC or in the picturesque Canadian Rockies town of Jasper, Alberta.



### WHISTLER SEA TO SKY CLIMB

**VANCOUVER · WHISTLER**

Travel along the Sea to Sky Corridor between Vancouver and Whistler, and enjoy dramatic scenery as you slowly make the climb from the sparkling Pacific Ocean to old-growth forests and snow-capped mountain peaks.

**MOTORCOACH**

*Travel Eastbound (EB) or Westbound (WB) onboard the Rocky Mountaineer.  
All travel onboard the train is only during daylight, with overnight accommodation in comfortable hotels.*

# **EXHIBIT D**

**CONFIDENTIAL INFORMATION**

**SUBMITTED UNDER SEAL**

Exhibit E

***Certification***

I, Steve Sammut, certify that I am the Executive Vice President & Chief Financial Officer of Great Canadian Railtour Company Limited (dba Rocky Mountaineer) and that the applicant's projected revenues earned on US-based rail routes will not exceed \$5 million annually and will not result in the applicant becoming a Class I or Class II carrier under the provisions of 49 CFR 1201(1-1).

Dated: October 27, 2014

  
\_\_\_\_\_  
Signature