

General instructions

During this simulation:

RED trains are High Priority train



YELLOW trains are Normal Priority



GREEN trains are low priority



BLACK trains are passengers trains (Highest priority, but equal priority to 100' series, explained later in this note).



Because we have sometime very hard winter up here in Eastern Canada and the Dispatcher's office is located in Montréal downtown, I suggest you the following setting depending of the season:

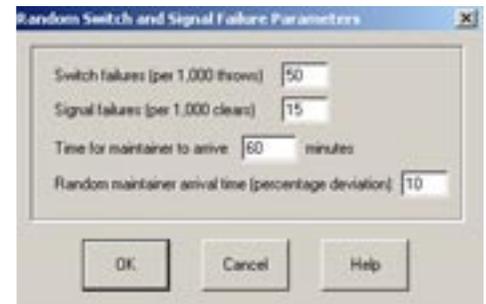
Summer:

Switch failure: 50

Signal failure: 15

Time for the maintainer to arrive: 60

(a maintainer is located in Montréal office, but, du to the traffic an accessibility, the time for his to go the location can be up to one hour in summer, and up to two hours in winter)

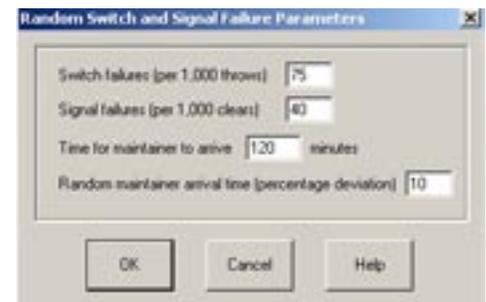


Winter:

Switch failure: 75

Signal failure: 40

Time for the maintainer to arriv 120



How CN numbers their trains

The trains are numbered the following:

An **odd** number is always heading **westbound**

An **even** number is always heading **eastbound**

0-99 Numbers reserved for passenger trains operated by VIA Rail Canada

100-199 High priority freight trains: Sprint service, Intermodal service, Premium service

200-299 High priority freight trains: Mostly intermodal service, some general freight service

300-399 Inter-regional freight trains: from one major city to another in different district

400-499 Intra-regional freight trains: from one major city to another in the same district

500-599 Local road switching assignment, also called "Turn".

600-699 Numbers reserved for passenger trains operated by VIA Rail Canada running as extra

700-799 Unit trains carrying coal, Sulphuric acid, oil, gaz, etc...

800-899 Unit trains carrying grain

900-999 Numbers reserved for commuter trains in Toronto and Montréal.

General instructions

How CN numbers their signals

The signals are numbered the following:

A **odd** number is always controlling **westbound tracks**

A **even** number is always controlling **eastbound tracks**

The signal numbers correspond to the mileage of the subdivision.

Ex.: Signal 248 RA is located at milepost 2.48, etc...

The letters added to the signals means (generally, some exceptions may occur)

D= Dwarf signal

N= Signal placed on the north side of an interlocking

S= Signal placed on the south side of an interlocking

R= Right side of interlocking

L= Left side of interlocking

Since 1998, when new signals are added or changed at a location, if more signal are place exactly at the same MP, the numbering is done like this: XXX-T1, XXX-T2, etc... where XXX is the number as usual and T1 is for Track 1, etc...