

Section 10

Dimensional Traffic

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DIMENSIONAL TRAFFIC

1.0 General

Wherever the term “train” appears herein, it also applies to an engines and transfers. Wherever the term “protection notice” appears herein, it also applies to “blanket clearance.”

- 1.1 A dimensional shipment is one which exceeds the maximum standards of size, weight, and/or height of centre of gravity as set out by AAR loading standards.

Cars which often exceed these maximum size standards are:

Length: Flat cars loaded with pipe, beams, and poles, etc.

Width: Flat cars loaded with large machinery, transformers, boilers, etc.

Height: Piggyback (T.O.F.C.) loads, high cube box cars, multi-level auto cars and double stacked container shipments, etc.

Weight: Maximum standard for weight on CP is 286,000 pounds gross weight per 4 axle car. The maximum standard does not apply to cars less than 42 feet. (See GOI Section 7 for details)

Maximum standard for height of centre of gravity on CP is a combined centre of gravity of 98" above top of rail.

2.0 Protection Notices

Note: A protection notice affords protection only upon Main Tracks, Sidings, Interchange Tracks, or other tracks specifically identified in the protection notice.

- 2.1 Format of the protection notice has been divided into 6 sections:

“Section 1”: Lists all of the S2MR IDs and e-mail addresses which receive a copy. Specifies the file number, the classification, and indicates if the shipment is governed by Specific Restrictions.

“Section 2”: Specifies the date the Protection Notice was issued. Specifies the characteristics of the shipment, including the car number(s), car marshalling, type of lading, shipper/origin, consignee/destination, full route and CP routing.

“Section 3”: Specifies the measurements of the shipment: height, width, length, gross weight, centre of gravity from the truck centre and the combined centre of gravity.

“Section 4”: Specifies the subdivision name and the mileage points between which the protection notice applies on the subdivision. Specifies the Classification of the shipment based on the effective width, which is also shown on the train consist in a “Code 6 Instruction Message.”

“Section 5”: Specifies the “Specific Restrictions” that apply to a load at specific locations along its routing. They are listed by mileage in the sequence in which they will be encountered. Some examples are: reduce speed over bridges or passing specific obstructions; stop, examine and proceed with crew observing the movement; and special marshalling.

“Section 6”: Specifies the “Code 6 Instruction message” and file number of the Protection Notice. The “Code 6 Instruction message” on the train consist must be exactly as shown in Section 6 of the Protection Notice.

On the next three pages is an example of a Protection Notice which is issued by the Clearance Bureau authorizing movement of dimensional traffic.

- 2.2 All dimensional traffic, with the following exceptions, must be protected by a protection notice:

- a) **Open top multi-level traffic** cleared by authority of Chart “A” over CP lines. Chart “A” is available at yard offices and Rail Traffic Control Centres. Reference to this chart will be made in “Code 6 Instruction Message” of the train consist.
- b) **Piggyback flat cars** loaded with truck trailers not exceeding 17 ft 6 ins ATR (Above Top of Rail) by 8 ft 6 ins wide. This traffic can be handled without restriction over CP, except prohibited on the South track of the Windsor/Detroit tunnel between mile 112.2 and mile 113.8 Windsor Subdivision.
- c) **Fully enclosed** (roof, sides and ends) multi-level traffic, not exceeding 19 ft 1in ATR (Above Top of Rail). This traffic can be handled without restriction on CP, except at the locations shown in Time Table footnotes.

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SECTION 4

SUBDIVISION NAME	FROM MILE	TO MILE	CLASS
MACTIER	15.30	0.00	W05
NORTH TORONTO	5.99	0.00	W05
BELLEVILLE	206.31	197.00	W05
HAVELOCK	181.50	182.40	W05
BELLEVILLE	197.00	206.31	W05
NORTH TORONTO	0.00	5.99	W05
MACTIER	0.00	126.90	W05
PARRY SOUND	0.00	121.74	W05
CARTIER	72.40	111.00	W05
CARTIER	111.00	113.05	W05
NEMEGOS	0.00	136.40	W06
WHITE RIVER	0.00	129.90	W05
HERON BAY	0.00	118.30	W06
NIPIGON	0.00	126.38	W06
NIPIGON	126.38	132.90	W06
KAMINISTIQUIA	0.00	147.23	W05
IGNACE	0.00	146.20	W05
KEEWATIN	0.00	125.70	W05
CARBERRY	0.00	9.20	W05
CARBERRY	9.20	133.10	W05
BROADVIEW	0.00	130.94	W05
INDIAN HEAD	0.00	135.14	W05
SWIFT CURRENT	0.00	110.43	W05
MAPLE CREEK	0.00	147.40	W05
BROOKS	0.00	175.82	W05
LAGGAN	0.00	136.62	W06
MOUNTAIN	0.00	125.70	W06
SHUSWAP	0.00	128.52	W06
THOMPSON	0.00	121.52	W06
CASCADE	0.00	87.00	W06
MISSION	0.00	1.40	W06
CASCADE	87.00	109.58	W06
CASCADE	109.58	112.40	W06
WESTMINSTER	0.00	9.20	W07
CASCADE	112.40	129.10	W06

SECTION 5

SPECIFIC RESTRICTIONS APPLY:

CASCADE MILE : 11.42
 STOP, EXAMINE AND PROCEED 3 MPH SLIDE DETECTOR FENCE

SECTION 6

APPLY FOLLOWING EQUIPMENT MESSAGE INSTRUCTION MESSAGE:

6 TTRX361069 DIMSL W-05-07 SEE PROTECTION NOTICE FOR
 6 GENERAL AND SPECIFIC RESTRICTION. FILE RL9250515

PLEASE PROTECT

SHIPMENT CAN BE HANDLED OVER CN DETOUR ROUTE BETWEEN KAMLOOPS AND
 VANCOUVER WITH ADVANCE NOTICE. COPY OF CN PROTECTION SHOWN BELOW.

FILE : RL9250515

DIRECTOR NMC. RTC - CMC

CP RAIL

CALGARY ALBERTA

RJS

CONTACT: RAILWAY LINE CLEARANCE OFFICER
 CLEARANCE BUREAU
 PHONE 403-319-7471 (OR) 800-363-0177
 S2-MR-#OM0184 FAX 403-319-6840

----- COPY OF CN PROTECTION -----
PROTECTION NOTICES FOR CAR ID : TTRX361069

FILE: - L42619
FOR: CP RAIL REGION:
MONTREAL, QUEBEC JANUARY 29, 2004
TO ALL CONCERNED

DIMENSIONAL LOAD:

+++ DIMENSIONAL DUE TO WIDTH +++

D4R

TTRX 361069 VESSELS 147,000 LBS GROSS

MEASURING :

8' 0" WIDE FROM 3' 4" TO 4' 4" ATR
12' 4" WIDE FROM 7' 7" TO 9' 5" ATR
8' 0" WIDE AT 14' 9" ATR

FROM : KAMLOOPS BC
TO : VANCOUVER BC
ROUTE : CN DETOUR ROUTE
VIA : VANCOUVER - YALE SUB - BOSTON BAR - ASHCROFT SUB -
KAMLOOPS

IN ADDITION TO THE OPERATING RULES AND ANY YARD OR OTHER
SPECIAL INSTRUCTIONS, THE FOLLOWING RESTRICTIONS APPLY:

GENERAL RESTRICTIONS:

DO NOT HUMP, KICK OR DROP SWITCH.
WHEN ADVISED THE VIA LRC BANKING SYSTEM HAS FAILED EN ROUTE, THE
RTC WILL ISSUE INSTRUCTIONS TO ALL AFFECTED MOVEMENTS THAT SUCH
VIA EQUIPMENT IS OPERATING AS A D2U LOAD.

MEET/PASS INSTRUCTIONS

(Applicable until the restricted car(s) pass one another)

D-4

On adjacent Main tracks may meet/pass:

D1, D2: No restrictions
D3: When one movement is stopped, the other movement is unrestricted.
When both are moving at meet/pass location, do not exceed 10 MPH.
D4: When one movement is stopped, the other movement not to exceed 10 MPH.
D5: Both movements must stop, then one movement must proceed on hand
or radio signal.
Must not meet/pass D6 to D9

On single track at sidings may meet/pass:

D1 to D6: No restrictions
D7: When one movement is stopped, the other movement is unrestricted.
When both are moving at meet/pass location, do not exceed 10 MPH.
D8: When one movement is stopped, the other movement not to exceed 10 MPH.
Must not meet/pass D9

SPECIFIC RESTRICTIONS:

WHEN "S.P.H.R.S." IS USED IN THESE RESTRICTIONS IT MEANS "STOP AND PROCEED ON
HAND OR RADIO SIGNAL".

WESTERN CANADA

NONE

FILE NO : L42619

BARRY ANDERSON, CN CLEARANCE BUREAU
FOR : SENIOR VICE PRESIDENT. TRANSPORTATION
EDMONTON, ALBERTA TEL: 780-421-6416 FAX: 780-421-6453

- d) **Double stack container** traffic, not exceeding 20 ft 4 ins ATR (Above Top of Rail), equivalent to two (2) 9 ft 6 ins high, by 8 ft 6 ins wide containers stacked (double stack cars identified on train consist as plate "H" or "I", either empty or loaded with containers single tier are considered non-dimensional).

Note: This item covers containers loaded double stacked in:

CONVENTIONAL CARS EQUIPPED FOR DOUBLE STACK OPERATION
AND MULTI-PLATFORM CARS.

This traffic can be handled on CP between the locations shown below, via the routes indicated.

Between	Via
Vancouver and Alyth	Revelstoke, Field
MacAulay and Mile 6.9 Westminster Subdivision	
Mission and Huntingdon (Mission Subdivision)	
Roberts Bank and Riverside	- BCR Port Subdivision, joint track Roberts Bank to Pratt - CPR Page Subdivision, Pratt to Livingstone - CN Rawlison Subdivision, joint track Livingstone to Hydro - CN Yale Subdivision, joint track Hydro to Page - CPR Page Subdivision, Page to Riverside
Alyth and South Edmonton	Red Deer, Leduc Subdivisions
Golden and Dunmore	Fort Steele, Crowsnest & Lethbridge
Alyth and Coutts	Aldersyde Subdivision
Wetaskiwin and Portage La Prairie	Saskatoon
Alyth and Winnipeg	Regina, Medicine Hat
Pasqua and North Portal	Weyburn Subdivision
Regina and Lanigan	Lanigan Subdivision
Winnipeg and Emerson	Emerson Subdivision
Winnipeg and Toronto (Obico-Vaughan)	Sudbury, MacTier
Smiths Falls and Brockville	Brockville Subdivision
Romford and Montreal (Montreal Wharf-Lachine)	OVR (Cartier, North Bay, Chalk River) & Winchester Subdivisions
Montreal (Montreal Wharf-Lachine) and Toronto (Obico-Vaughan)	Belleville and Winchester Subdivisions
Montreal (Montreal Wharf-Lachine) and St. Jean	Adirondack Subdivision
Toronto (Obico-Vaughan) and Niagara Falls	CN Oakville Sub, joint section between Canpa and Desjardins (CN Hamilton Jct) or via Hamilton Sub
Toronto (Obico-Vaughan) and College Ave.	Galt and Windsor Subdivisions Double stack container traffic between College Ave. and Detroit prohibited, unless authorized by Protection Notice. Note: North tube of the Windsor/Detroit tunnel suitable to accommodate two 8'6" high by 8'6" wide containers stacked.

A train handling articulated multi-platform cars loaded with one or more containers and equipped with 125 ton trucks will be so identified on train consist and the following speed restrictions apply **IF** containers are double stacked:

Note: The speed restriction applies to the cars, not the entire train.

Subdivision	Maximum speed	Location	Mile
Brooks	30 MPH	Over bridge	0.1
Laggan	20 MPH	Over bridge	0.1
North Toronto	30 MPH	Over railway crossing at grade	5.3
Outremont Spur	10 MPH	Over bridge	2.4
Wetaskiwin	25 MPH	Over railway crossing at grade	69.4
Wilkie	25 MPH	Over railway crossing at grade	2.3
Winchester	40 MPH	Over railway crossing at grade	35.4
Windsor	25 MPH	Over railway crossing at grade	11.8
Windsor	25 MPH	Over railway crossing at grade	63.7
Windsor	40 MPH	Over railway crossing at grade	68.6

e) **Overloaded cars:** Unless otherwise indicated on train consist, overloaded cars may be accepted without additional authority. Overloaded cars which are NOT acceptable for movement without additional protection, will be identified as such on train consists and must be authorized by dimensional protection notice.

f) **CN tracks:**

Subject to instructions contained in CN dimensional blanket file(s);

- Fully enclosed multilevel traffic as described in item c) and
- Double stack container traffic as described in item d) can be handled over CN detour routes between;
 - Kamloops BC and Vancouver BC.
 - Reynolds ON and Winnipeg MB (via CN's northern route).

Important: When detouring over CN, train crews must ensure they are in possession of CN dimensional blanket file(s).

Crews detouring between Reynolds and Winnipeg must also be in possession of the Special meet and pass instruction identified in CN's time table covering the Bala Subdivision at Burton.

2.3 A copy of the Protection Notice must;

- accompany the movement from origin station to destination station,
- be attached to the shipments waybill (if a waybill is provided).

Crew members must comply with all applicable specific restrictions listed in their Protection Notice.

2.4 The following information will be provided immediately after the addresses on each Protection Notice.

Examples:

DL4011109 W-08 GENERAL RESTRICTIONS APPLY

or

RL4013099 W-05-07 GENERAL AND SPECIFIC RESTRICTIONS APPLY

a) File Number

- A file number commencing with “DL” indicates that General Restrictions apply. (e.g. DL4011109)
- A file number commencing with “RL” indicates General and Specific Restrictions apply. (e.g. RL4013099)

b) Classification

- W-08 indicates the classification of the shipment.
- W-05-07 indicates the smallest and largest classification when the classification varies throughout the shipments entire route.

c) Restrictions

- “General Restrictions Apply,” indicates that subsection 4.0 of the GOI applies.
- “General and Specific Restrictions Apply,” indicates that SPECIFIC RESTRICTIONS of the protection notice also apply.

2.5 The crew of a train or engine handling dimensional traffic is responsible to ensure a dimensional shipment is not diverted from the limits stated in section 4 of the Protection Notice. If necessary to move the shipment in an area outside of these limits, a revised protection notice must be obtained.

In terminals where crews are not in possession of Protection Notices, the yardmaster is responsible to protect these limits.

3.0 Classification

3.1 Dimensional traffic is classified according to width, based on shipment being loaded on a car less than 42 feet. This information will be included on the train consist in a “Code 6 Instruction Message”

Classification	Effective Width
W-00	10' 8' or less
W-01	10' 9" to 11' 0"
W-02	11' 1" to 11' 6"
W-03	11' 7" to 12' 0"
W-04	12' 1" to 12' 6"
W-05	12' 7" to 13' 0"
W-06	13' 1" to 13' 6"
W-07	13' 7" to 14' 0"
W-08	14' 1" to 14' 6"
W-09	14' 7" to 15' 0"
W-10	15' 1" and over

For overhanging shipments or shipments loaded on cars of 42 feet or longer, the “Effective Width” is reflected by a more restrictive classification.

Note: Classification W-00 refers to dimensional traffic that has an effective width of 10'8" or less. (e.g. shipment exceeds CP maximum weight or height standards but not maximum width standards).

4.0 General Restrictions

The following definitions apply in this subsection:

Restricted Meet: When the train handling the wide traffic is required to move past trains, equipment, or other permissible wide traffic, movements must be stopped and inspection made to ensure that adequate clearance exists before proceeding.

Note: A Restricted Meet is not required at locations where tracks diverge onto separate roadbeds.

Unrestricted Meet: Movements may meet or pass without restrictions.

The meet and pass instructions listed herein are calculated on standard track centres between adjacent tracks on the same roadbed. Standard track centres are 13 feet between main tracks and 14 feet between a main track and a track other than a main track.

Some locations on CP have track centres that exceed these standards. At such locations where track centres between adjacent tracks on the same roadbed are known to exceed these standards, meet and pass instructions may be relaxed provided that a Restricted Meet takes place.

4.1 Specific Meet/Pass Instructions

Classification Instructions

- W-09 & W-10:**
- Owing to extreme width, shipment to be moved in DAYLIGHT ONLY, unless otherwise authorized by the Service Area Manager - Field Operations.
 - Trains handling W-09 or W-10 traffic must approach all track units prepared to stop unless it is determined that adequate clearance exists.

W-08 to W-10: Adjacent Main Tracks (Multitrack Territory)

- All adjacent main tracks to be kept clear of trains and equipment during movement.

Also: See item 4.2 for further restrictions applicable on SPECIFIC CURVES.

4.2 Specific Curves

The following additional restrictions apply on these specific curves:

Mile	Sub	Mile	Sub	Mile	Sub
2.03	Outremont Spur	73.5	Cartier Sub	79.5	Cartier Sub
3.59	Outremont Spur	74.8	Cartier Sub	80.4	Cartier Sub
9.70	Parc Sub	75.0	Cartier Sub	124.6	Keewatin Sub
42.42	Adirondack Sub	76.2	Cartier Sub	0.0	Emerson Sub
0.60	Westmount Sub	76.7	Cartier Sub	122.7	Cascade Sub
1.40	Westmount Sub	76.8	Cartier Sub	123.7	Cascade Sub
1.90	Westmount Sub	76.9	Cartier Sub	125.9	Cascade Sub
1.93	Westmount Sub	77.4	Cartier Sub	126.4	Cascade Sub
		78.2	Cartier Sub	128.2	Cascade Sub

W-05 and Greater:

- All adjacent main tracks to be kept clear of trains and equipment during its movement.

W-04:

- All adjacent main tracks to be kept clear of traffic W-01 and greater.
- Unrestricted meet with traffic W-00 and non-dimensional traffic on Adjacent Main Track.

W-03:

- All adjacent main tracks to be kept clear of traffic W-02 and greater.
- Unrestricted meet with traffic W-01, W-00 and non-dimensional traffic on Adjacent Main Track.




4.3 Meet/Pass Instruction Charts

The Meet/Pass Instruction Charts shown below may be used to determine meet and pass restrictions.

How to use charts: In the vertical column on the left, find the classification of the dimensional shipment being handled. Follow this row until it intersects with the appropriate column showing the classification of the shipment being met or passed. Determine the colour of the intersecting square and refer to explanation below.




W	00	01	02	03	04	05	06	07	08	09	10
01	Green	Green	Green	Green	Green	Yellow	Yellow	Red	Red	Red	Red
02	Green	Green	Green	Green	Yellow	Yellow	Red	Red	Red	Red	Red
03	Green	Green	Green	Yellow	Yellow	Red	Red	Red	Red	Red	Red
04	Green	Green	Yellow	Yellow	Red	Red	Red	Red	Red	Red	Red
05	Green	Yellow	Yellow	Red	Red	Red	Red	Red	Red	Red	Red
06	Yellow	Yellow	Red	Red	Red	Red	Red	Red	Red	Red	Red
07	Yellow	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
08	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
09	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
10	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red

CHART #1: Adjacent Main Tracks

-  Unrestricted meet or pass.
 -  Restricted meet or pass.
 -  Must not meet or pass on an adjacent main track except where track centres are known to be greater than 13 feet. At such locations a restricted meet must take place.
- Important:** This chart does not apply on specific curves listed in item 4.2



W	00	01	02	03	04	05	06	07	08	09	10
01	Green	Green	Green	Green	Green	Yellow	Yellow	Yellow	Red	Red	Red
02	Green	Green	Green	Green	Yellow	Yellow	Yellow	Red	Red	Red	Red
03	Green	Green	Green	Yellow	Yellow	Yellow	Red	Red	Red	Red	Red
04	Green	Green	Yellow	Yellow	Red	Red	Red	Red	Red	Red	Red
05	Green	Yellow	Yellow	Red	Red	Red	Red	Red	Red	Red	Red
06	Yellow	Yellow	Red	Red	Red	Red	Red	Red	Red	Red	Red
07	Yellow	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
08	Yellow	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
09	Yellow	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
10	Yellow	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red

CHART #2: Adjacent Track (Non Main Track) (including signalled track)

-  Unrestricted meet or pass.
 -  Restricted meet or pass.
 -  Must not meet or pass on an adjacent track except where track centres are known to be greater than 14 feet. At such locations a restricted meet must take place.
- Important:** See item 4.4 for dimensional bulge instructions.

W	00	01	02	03	04	05	06	07	08	09	10
01	Green	Green	Green	Green	Red	Red	Red	Red	Red	Red	Red
02	Green	Green	Green	Red	Red	Red	Red	Red	Red	Red	Red
03	Green	Green	Red	Red	Red	Red	Red	Red	Red	Red	Red
04	Green	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
05	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
06	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
07	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
08	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
09	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
10	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red

CHART #3: Specific Curves (see item 4.2)

-  Unrestricted meet or pass.
-  Must not meet or pass on an adjacent main track.

↑ These 00 columns include W-00 and non-dimensional .

4.4 DIMENSIONAL BULGE Meet/Pass Instructions

Dimensional bulge locations are where track centers are 15'7" or 20' and will be indicated in Time Table footnotes and identified by dimensional bulge track signs adjacent to the track.

The following only applies when a meet or pass takes place at a dimensional bulge location identified by time table footnote as a dimensional bulge where GOI Section 10, item 4.4 applies provided the dimensional shipment(s) is located between the designated (dimensional bulge) track signs.

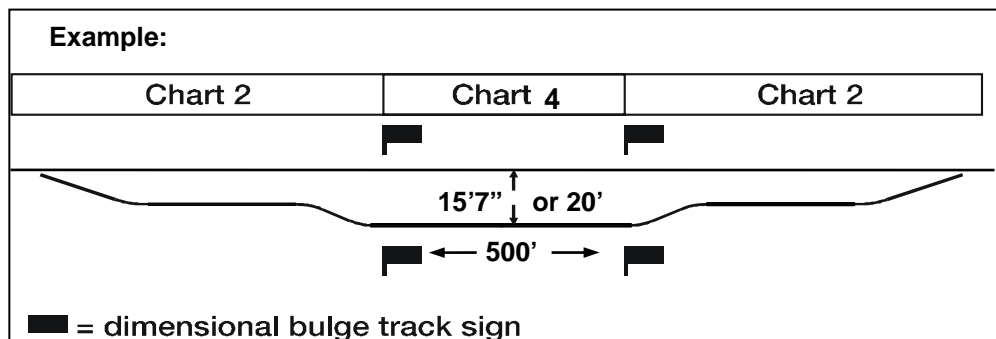
Classification Instructions for 15'7" bulge

- W-10** • Will be protected by specific restrictions contained in the protection notice.
- W-09 & W-08** • Restricted meet with traffic W-09, W-08 and W-07.
• Unrestricted meet with traffic W-06 or less.
- W-07** • Restricted meet with traffic W-09 and W-08.
• Unrestricted meet with traffic W-07 or less.

Classification Instructions for 20' bulge

- W-10** • Will be protected by specific restrictions contained in the protection notice.
- W-09** • Unrestricted meet with traffic W-09 or less.

Important: Chart # 2 must be used to protect equipment located outside limits of the bulge.



W	00	01	02	03	04	05	06	07	08	09	10
01	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red
02	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red
03	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red
04	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red
05	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red
06	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red
07	Green	Green	Green	Green	Green	Green	Green	Yellow +	Yellow +	Green	Red
08	Green	Green	Green	Green	Green	Green	Green	Yellow +	Yellow +	Yellow +	Red
09	Green	Green	Green	Green	Green	Green	Green	Yellow +	Yellow +	Yellow +	Red
10	Red See protection notice										

CHART #4: Dimensional Bulge

- Unrestricted meet or pass.
- Restricted meet or pass.
+ = Unrestricted when using 20' bulge.
- See protection notice

5.0 Handling Procedures

5.1 Before any dimensional traffic may be placed in a train, permission of the responsible NMC Manager (Operations Manager Calgary) must be secured. A crew member must confirm any dimensional traffic lifted en route with the RTC.

Note: Permission will be withheld until appropriate MTP dimensional information has been updated.

When requesting permission from the NMC Manager, the employee doing so must supply the following information:

- car initials and number,
- Classification (such as W-03, or W-03-07),
- Specific Restrictions, if any,
- Protection Notice file number,
- any other information that may be required.

5.2 Before setting out dimensional traffic (W-01 or greater), the crew must obtain authority from the RTC or yardmaster.

When dimensional traffic is set out, the crew must confirm the location of such traffic with the RTC or yardmaster before leaving that location.

If communication with the RTC or yardmaster is not possible, dimensional traffic must not be set out on a track adjacent to a main track or adjacent to a siding. Communication must be made with the RTC at the first opportunity.

5.3 Yardmasters or other employees in charge are responsible to keep crews informed of the location of conflicting dimensional traffic within yards and cautionary limits.

5.4 Dimensional Load Zone (D L Zone) -

Within limits specified in Special Instructions, the designated employee is responsible for protecting the movement of dimensional traffic against main track movements.

Before entering such limits, the crew of a train or engine handling dimensional traffic must advise the responsible employee;

- of the widest classification (W-01 or greater) being handled,
- if any dimensional traffic being handled has specific restrictions that apply within the limits specified in Special Instructions.

Trains or engines entering or moving within these limits will be governed by instructions from the responsible employee.

5.5 When necessary to protect the movement of dimensional traffic through a controlled interlocking, the signalman will be governed by instructions from the RTC or the yardmaster.

5.6 Crews must be especially watchful when operating through yards, sidings, interchange tracks and cautionary limits to ensure ample side clearance exists between dimensional traffic being handled and equipment on adjacent tracks.

Crews must also ensure ample side clearance exists between equipment being handled and dimensional traffic on adjacent tracks.

Where overhead or side clearance is doubtful, movement must be stopped and inspection made to ensure that adequate clearance exists before proceeding.

5.7 On trains operating without a manned caboose, all dimensional traffic that would normally be marshalled to permit visual observation by the crew shall be marshalled as close as possible to, but not more than 2000 feet from, the controlling unit.

Note: Train consist or protection notice will indicate dimensional shipments to which this item applies.

Note: See GOI Section 7, Item 16.2 (C) for lading which is prone to shifting.

5.8 Cautionary limits: Crews must advise the RTC when handling wide traffic (W-01 or greater) on the main track or adjacent to the main track.

Employee	Important Responsibilities when Handling Dimensional Traffic	GOI		
<p>D L Zone designated employee</p> <p>Yardmaster</p>	<ul style="list-style-type: none"> • Provide protection for dimensional traffic against main track movements within D L Zone. • Provide instruction for RTC or Interlocking RTC to protect dimensional traffic through controlled interlockings and CTC within D L Zone. • Protect dimensional track units against other main track movements. • Ensure dimensional traffic is not diverted from limits stated in protection notice (Item 2.1, "Section 4") in terminals where crews are not in possession of Protection Notice. • Obtain permission from responsible NMC Manager prior to placing dimensional traffic on a specific train. • Keep crews in yards and cautionary limits informed of the location of conflicting dimensional traffic. • Ensure traffic requiring visual observation is properly marshalled on train. 	<p>5.4</p> <p>5.5</p> <p>7.4</p> <p>2.5</p> <p>5.1</p> <p>5.3</p> <p>5.7</p>		
		<p>NMC Managers</p>	<ul style="list-style-type: none"> • Provide permission to place dimensional traffic on a specific train. • Update appropriate MTP screen before giving permission. • Inform the RTC of the dimensional traffic and which train it will be on. • Ensure MTP is updated when dimensional traffic is set out on line. 	<p>5.1</p> <p>5.1</p>
		<p>Train Crews</p>	<ul style="list-style-type: none"> • Ensure Protection Notice accompanies dimensional traffic and comply with Specific Restrictions. • Ensure dimensional traffic is not diverted from limits stated in section 4 of the protection notice. • Ensure movement is stopped and inspected at locations where a meet is restricted. • Confirm with RTC when dimensional traffic is lifted en route. • Confirm location with RTC or Yardmaster when dimensional traffic (W-01 or greater) is set out on line. • Ensure designated employee is advised of dimensional traffic on train prior to entering locations specified as D L Zone. • Ensure ample side clearance exists when operating through yards, sidings, interchange tracks and cautionary limits. • Ensure dimensional traffic is properly marshalled. • Ensure shipments W-03 or greater in multitrack, and W-04 or greater in single track as per CROR Rule 101(d) before entering or moving on a main track, outside of D L Zone. 	<p>2.3</p> <p>2.5</p> <p>4.0</p> <p>5.1</p> <p>5.2</p> <p>5.4</p> <p>5.6</p> <p>5.7</p> <p>6.2</p>
		<p>RTC</p>	<ul style="list-style-type: none"> • Ensure copy of protection notice is available before dimensional traffic operates on sub. • Ensure necessary GBO is issued to train handling traffic. • Ensure protection is provided for conflicting dimensional traffic or dimensional TU traffic. • Ensure adjoining RTC, including RTCs of other railways and/or Yardmaster are advised of approaching dimensional traffic. • When dimensional traffic (W-01 or greater) is set out on line, ensure it is properly documented and necessary GBO issued. 	<p>6.1, 6.2</p> <p>7.3</p> <p>6.4</p>
		<p>Foreman</p>	<ul style="list-style-type: none"> • Advise RTC prior to placing any equipment (rolling stock) on a main track in multitrack. • Advise RTC prior to placing dimensional equipment or dimensional TU on the main track or a track adjacent to main track. • Be familiar with the contents of dimensional instructions posted in the operating cab. • Obtain authority from Yardmaster or RTC before storing a dimensional track unit in yards or adjacent to a main track or adjacent to a siding. 	<p>7.1</p> <p>7.3</p> <p>7.3</p> <p>7.5</p>

6.0 GBO

6.1 Dimensional traffic requiring special handling will be covered under Section 5 of the Protection Notice, "Specific Restrictions." Crews governed by Specific Restrictions must communicate to the RTC the car number and file number of each dimensional shipment that requires special handling.

Note: When protected by BLANKET CLEARANCE the requirement to include each car number does not apply.

6.2 Crew members must comply with the requirements of CROR Rule 101(d) when handling dimensional traffic:

- W-04 or greater in single track territory.
- W-03 or greater in multitrack territory.

6.3 Requirements of CROR Rule 101(d) do not apply to train or engines handling dimensional traffic within DL Zone Limits.

Note: Requirement of item 5.4 still applies (notify designated employee).

6.4 When the RTC grants authority for dimensional traffic (W-01 or greater) to be set out on a track adjacent to a main track or adjacent to a siding, the RTC must advise all trains which may encounter such traffic by GBO. If a shipment is of a fragile nature and other trains could come into contact with it through setting out or lifting, this information must be included in the GBO.

Example:

<p>CP 301215 classification W-05 on siding Cantic Contact RTC before moving (or Must not be coupled to or moved)</p>
