

CN 907 - T

**CONDUCTORS
TRAIN JOURNAL
REPORTS**

GUIDE TO PREPARATION OF FORMS:

CN 900 - T02

CN 900 - T50

FOREWORD

The purpose of this manual is to give a detailed description of data requirements when preparing:

Conductors Train Journal Report

Form 900-T02

Form 900-T50

As these documents are an important source of information for operating and planning statistics, it is essential that ACCURACY, LEGIBILITY, COMPLETENESS, and TIMELINESS are maintained to ensure a high degree of quality.

Issued By:

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GENERAL DESCRIPTION

The Train Journal is intended for use by road crews as a Train Journal, or Train Journal and Switchlist, depending on need.

Two Train Journals have been designed -

- CN 900-T-02
- CN 900-T-50

When and how these Train Journals are to be used is contained in this book.

TRAIN IDENTIFICATION DATA

900-T-02

TRAIN NO.	ORIGIN DATE	SECTION NO.	JOURNAL NO.	TA OR SA	TIME ORDERED	SHEET
341	31	B	43215	SA	1200	1/5

900-T-50

TRAIN NO.	ORIGIN DATE	SECTION NO.	JOURNAL NO.	TA OR SA	TIME ORDERED	SHEET
341	31	B	43215	SA	1200	1 or 5

Before delivering the Conductors Train Journal Report to the Carload Centre, Conductor must ensure that all of the following fields are complete on all sheets.

- Train No. Train Number to be shown in heading.
- Origin Date Date (day only) on which train is scheduled to originate.
- Section No. Show "Section of Train".
- Journal No. Show Journal Number.
- TA or SA TA (Continuous Service) to be shown when train crew ordered in turnaround service.
- SA to be shown when train crew ordered in straight away service.
- Time Ordered Show "Time Ordered" (for all trains).
- Sheet of Sheets to be numbered consecutively. It is the responsibility of the last conductor handling the train to complete the sheet numbers.

DEPARTURE/ARRIVAL HEADING

900-T-02

DEPARTURE			ARRIVAL			TRAIN MILES	CONDUCTOR'S SIGNATURE
STATION NAME	TIME	DATE	STATION NAME	TIME	DATE		
<i>Sydney</i>	<i>1300</i>	<i>1/31/74</i>	<i>Stuart Boulder</i>	<i>1850</i>	<i>1/31/74</i>	<i>114</i>	<i>J. Doe</i>
<i>Stuart Boulder</i>	<i>1905</i>	<i>1/31/74</i>	<i>Stillerton</i>	<i>2235</i>	<i>1/31/74</i>	<i>25</i>	<i>R. Ray</i>
<i>Stillerton</i>	<i>2320</i>	<i>1/31/74</i>	<i>Imuro</i>	<i>0055</i>	<i>1/1/74</i>	<i>41</i>	<i>Mr. Hardy</i>
<i>Imuro</i>	<i>0230</i>	<i>1/1/74</i>	<i>Moncton</i>	<i>0720</i>	<i>1/1/74</i>	<i>125</i>	<i>A. Bunker</i>

900-T-50

DEPARTURE			ARRIVAL			TRAIN MILES	CONDUCTOR'S SIGNATURE
STATION NAME	TIME	DATE	STATION NAME	TIME	DATE		
<i>Stillerton</i>	<i>2320</i>	<i>1/31/74</i>	<i>Imuro</i>	<i>0055</i>	<i>1/1/74</i>	<i>41</i>	<i>Mr. Hardy</i>

GENERAL

Each conductor is required to enter all of the following information pertaining to the portion of his run:- (To be filled in on one page only.)

DEPARTURE

Station

Show station name.

Time

All times to be shown under the 24-hour time code.

Sample: 5:00 AM would be 0500
7:15 PM would be 1915

Date

Date must be shown by the Month/Day/Year.

GENERAL (Cont'd)

ARRIVAL

Station Name

Show station name.

Time

All times to be shown under the 24-hour time code.

Sample: 5:00 AM would be 0500
7:15 PM would be 1915

(Work trains - show OFF-DUTY time)

Date

Date must be shown by the Month/Day/Year.

Train Miles

Each conductor will show actual mileage covering his portion of trip.

Conductor's
Signature

After filling in heading to cover his portion of run, conductor must sign his name in this column.

BODY OF REPORT CN 900-T-02 (See opposite page)

Detailed description of data requirements and items of special interest when preparing the CONDUCTORS TRAIN JOURNAL REPORT.

NOTE: Check marks (✓) may be used to show repetitive data. Do not use ditto marks.

Initial	Car initials to be shown on top line only and must be reported as shown in "List of Station Numbers and Junction Points - Form 963-B, Section 102".
Number	Enter as shown. Car number must be shown on bottom line. If passenger equipment and number is not available, enter car name.
L/E	Show "L" for loads, "E" for empties.
Car Kind	<u>Not required</u> If "Unscheduled Lift", enter TARE weight of car (in tons) on top line. This information is secured from "Weight in Tons" column of waybill. (Tare weights are also listed in Form 950-CN Freight Car Types).
Tons	If "Unscheduled Lift" and car is loaded, enter on bottom line NET tons (weight of contents) as shown in "Weight in Tons" block of waybill.

BODY OF REPORT CN-900-T-02 Cont'd.

CN Destination For cars destined on line, show destination station number.
(Refer to Form CN 963B - "Station Names, Numbers
or and Junction Points").

CN Junction For cars destined off line, show alphabetic OFF
JCT. designation from Form CN 963B, Section III,
"Station Names, Numbers". E.g. "GULCP" - Guelph,
Ont. /CP.

Contents For "LOADS" show waybill contents (e.g. Flour).
or For "EMPTYES" show clean or dirty. (If unknown
leave blank).

Grade of Empty

TRAILERS and/or CONTAINERS

In the "CONTENTS" column of the flat car, indicate the amount
of trailers or containers on that car.

eg. 2 TR's (Trailers), 3 CO's (Containers)

DISABLED CARS

The initial and number of the disabled car must be shown in
the "Contents" column of the car containing it.

Special Handling See page 16 for Instructions and Description of
Special Handling Codes.

Plate 'C' See page 17 for explanation of codes.

No entry required by Conductor on lifts.

B.O. (Bad Order) See page 18 for explanation of bad order codes.

Cars coded with an 'A' or 'L' are to be moved only
by authority of the General Superintendent Transportation.

No entry required by conductor on lifts

Take From/
Stn. Track Show station number and track number where
car lifted. Enter on top line.

If lifted at interchange track, indicate junction
station number and railway code as shown in
Form 963B, Section 106, (e.g. 12670D - Windsor
Jct. N.S., Dominion Atlantic Railway.)

NOTE: See page 19 for explanation of "SPINS" numbers.

BODY OF REPORT CN-900-T-02 Cont'd.

Time/Day Show pick-up time and day for cars lifted between departure and arrival stations on bottom line.

All times are to be shown under the 24-hour time code.

SAMPLE: 5.00 AM would be 0500

7.15 PM would be 1915

Place At Track No. Show track number where car left at on top line.

If for any reason car is setout at other than the track indicated on the journal, stroke through the preprinted Track Number and insert correct Track Number.

Show reason for charge in "Remarks" column.

NOTE: (i) See page 19 for explanation of "SPINS" numbers.

(ii) See page 21 for explanation of "TAG" numbers.

Time/Day Show time and day cars are set-off or arrive at terminating station on bottom line.

All times are to be shown under the 24-hour time code.

SAMPLE: 5.00 AM would be 0500

7.15 PM would be 1915

Place At Station No. Show station number where car left at.

If car setout at interchange track, indicate junction number and railway code as shown in Form 963B, Section 106. (e.g., 1493OP - Woodstock, N.B. Canadian Pacific).

NOTE: Prior to submitting Train Journal to Car-load Centre, the last Conductor must ensure that the "Place at Station No." column is completed for all cars arriving.

Remarks If car setout "B.O." - BAD ORDER, indicate reason. (Wheels, Hot Box, etc.).

If unable to provide all the required data, state reason, e.g., "No Bill".

Miles This column to be used by "Work Trains Only". Show Total miles for each car for the day.

LOCOMOTIVE RECORD

LOCOMOTIVE RECORD												
UNIT				STATION NUMBER				SWITCHING	MILES			
INITIAL AND NUMBER				TAKEN FROM	DATE	LEFT AT	TIME	MINUTES	WITH TRAIN	WITH CAB ONLY	COU- BLING	GRADE HELPER
3649	2017	5540		11110	1300	11504	1850					
					31		31	045	114			
3649	2017	5540		11504	1905	11704	2235					
					31		31		75			
3649	2017	5540		11704	2320	12900	0055					
					31		1		41			
3649	5540			12900	0230	14523	0720					
					1		1		125			

First conductor handling train will show the locomotive record to cover his portion of run, on the first line; second conductor on second line, etc. Statistics required must be compiled as follows:

Unit

Numbers of each unit to be shown in blocks under initials and number. Only show initials when units are other than CN.

When a unit is Bad Order or is inoperative and unable to be used for haulage purposes, same must be shown in body of report. Complete data is required, i.e. Initials, Number, Taken From, Place At, etc.

Station Number

Taken From and Left at stations to be shown by numbers as shown in Form 963-B "Station Names Numbers and Junction Points". Times and dates of departure and arrival to be shown in "Time-Date" column; "Time" on top line and "Date" on bottom line.

Switching Minutes

Switching time must be shown in minutes only (Does not apply to Work Trains).

Miles - With Train

The actual mileage covering the portion of each conductor's run.

With Cab Only

Miles to be shown in this column when operating with cab only.

Doubling

Mileage covering doubling on the run to be shown in this column.

Grade Helper

If assistance is required on a grade, the initials and number of unit assisting must be shown in unit column and number of miles assisted shown in "Grade Helper" column.

Light

Miles that units operate unattached to other equipment to be shown in this column

WORK TRAINS

Conductors in charge of work trains, including wrecking, are allowed to compile one Conductors Train Journal Report to cover their day's operation (i.e. from time ON DUTY to time OFF DUTY). Train would also be reported under one journal report number

"Train Miles" and "Locomotive Record" must show total accrued mileage.



1050 DPT
CN 900T50

[illegible]

BODY OF REPORT CN 900-T-50 (See opposite page)

General Description of Each Field in the Body of Report.

- NOTE:
- 1) The body of this report will be pre-printed; of the descriptions that follow, information which is to be entered manually or of special interest to conductor will be preceded with an asterisk (*).
 - 2) Conductors using Train Journal Report Form 900-T-50 must also complete Form 900-T-02 to record Train Data, unscheduled lifts enroute and Locomotive Record statistics.
 - 3) Check marks (✓) may be used to show repetitive data. Do not use ditto marks.

Initial
Number

Car initials will be shown on the top line.
Car number will be shown on bottom line.

L/E

"L" for loads; "E" for empties.

Car Kind

Type of car.

Tons

If Empty Car - Tare* weight in tons
(* Weight of car)

If Loaded Car - Gross* weight in tons
(* Weight of car and contents)

CN Destination

Cars destined on line will show destination station number.

or

CN Junction

Cars destined off line, will show alphabetic OFF JCT. destination from Form 963B, Section III, "Station Names, Numbers." e.g., "GULCP" - Guelph, Ont./CP.

Contents

"Loads" will show waybill contents, e.g., flour.

or

Grade of Empty

"Empties" will show a 2-6 digit which describes the condition and characteristics of the car.

This is called the "Gradex" code.

BODY OF REPORT CN 900-T-50 Cont'd.

TRAILERS AND/OR CONTAINERS

The number of trailers or containers on the flat car, will be indicated in the "Contents" column.

DISABLED CARS

The initial and number of the disabled car will be shown in the "Contents" column of the car containing it.

* Special Handling See page 16 for Instructions and Description of Special Handling Codes.

* Plate 'C' See page 17 for explanation of codes.

No entry required by Conductor on lifts.

* Take From/
Stn. Track Show station number and track number where car lifted. Enter on top line.

If lifted at interchange track, indicate junction station number and railway code as shown in Form 963B, Section 106, (e.g. 12670D - Windsor Jct. N.S., Dominion Atlantic Railway.)

NOTE: See page 19 for explanation of "SPINS" numbers.

* Time/Day Show pick-up time and day for cars lifted between departure and arrival stations on bottom line.

All times are to be shown under the 24-hour time code.

SAMPLE: 5.00 AM would be 0500

7.15 PM would be 1915

BODY OF REPORT CN 900-T-50 Cont'd.

- * B.O. (Bad Order) See page 18 for explanation of bad order codes
- Cars coded with an 'A' or 'L' are to be moved only by authority of the General Superintendent Transportation.
- No entry required by Conductor on lifts
- * Place At Track No. Show track number where car left at on top line.
- If for any reason car is setout at other than the track indicated on the journal, stroke through the preprinted Track Number and insert correct Track Number.
- Show reason for change in "Remarks" column.
- NOTE: (i) See page 19 for explanation of "SPINS" numbers.
- (ii) See page 21 for explanation of "TAG" numbers.
- * Time/Day Show time and day cars are set-off or arrive at terminating station on bottom line.
- All times are to be shown under the 24-hour time code.
- SAMPLE: 5.00 AM would be 0500
- 7.15 PM would be 1915
- * Place At Station No. Show station number where car left at.
- If car setout at interchange track, indicate junction number and railway code as shown in Form 963B, Section 106. (e.g., 14930P - Woodstock, N.B. Canadian Pacific).
- NOTE: Prior to submitting Train Journal to Car-load Centre, the last Conductor must ensure that the "Place at Station No." column is completed for all cars arriving.

BODY OF REPORT CN 900-T-50 Cont'd.

* Remarks

If car set out "B.O." - BAD ORDER, indicate reason.
(Wheels, Hot Box, etc.).

If unable to provide all the required data, state reason, e.g., "No Bill".

* Miles

This column to be used by "Work Trains Only". Show Total miles for each car for the day.

[illegible]

(1)

EXHIBITS

EXHIBIT 1 (See opposite page)

FORM CN 900-T-02

Journal for Train 341 departing Sydney, N.S. (11110)

Car ex Sydney scheduled to be set-out enroute (CN 78500)

INITIAL NUMBER	CAR KIND TONE	CN DESTN. OR CN JCT.	CONTENTS OR GRADE OF ETV.	SPECIAL HANDLING	B O	TAKE FROM STN./TRACK TIME DAY	PLACE AT TRACK NO. TIME DAY	PLACE AT STATION NUMBER	REMARKS OR MILES
SETOUT	11704					11110			
CN 078500	E CAB 025	11704	813				2230 31	11704	

Manual Entry:

- a) Place at Track No. *
- b) Place at Time/Day
- c) Place at Station Number
- d) Remarks (if any)

* Enter if known.

Car ex Sydney destined beyond terminating point of train (CBQ 47287)

INITIAL NUMBER	CAR KIND TONE	CN DESTN. OR CN JCT.	CONTENTS OR GRADE OF ETV.	SPECIAL HANDLING	B O	TAKE FROM STN./TRACK TIME DAY	PLACE AT TRACK NO. TIME DAY	PLACE AT STATION NUMBER	REMARKS OR MILES
SETOUT	33273					11110			
CBQ 047287	E BN5 037	PTHGT	835		C		600	14523	

Manual Entry:

At the terminating point of the train, Conductor must enter the "Place at Station Number" only.

(11)

Car ex Sydney destined beyond terminating point of train (MILW 13435)

Note: Unscheduled set-out account B.O. wheels

INITIAL NUMBER	CAR KIND TONE	CN DESTN. OR CN JCT.	CONTENTS OR GRADE OF ETV.	SPECIAL HANDLING	TAKE FROM STN./TRACK TIME DAY	PLACE AT TRACK NO. TIME DAY	PLACE AT STATION NUMBER	REMARKS OR MILES
SETOUT	33273				11110			
MILW 013435	B 033	PTHGT	846			600 S 12 2230 31	11704	B-O Wheels

Manual Entry:

- a) Place at Track No.
- b) Place at Time/Day
- c) Place at Station Number
- d) Remarks

Car ex Sydney scheduled to be set-out enroute (CN 352433)

INITIAL NUMBER	CAR KIND TONE	CN DESTN. OR CN JCT.	CONTENTS OR GRADE OF ETV.	SPECIAL HANDLING	TAKE FROM STN./TRACK TIME DAY	PLACE AT TRACK NO. TIME DAY	PLACE AT STATION NUMBER	REMARKS OR MILES
SETOUT	11704				11110			
CN 352433	L 070	11704	LIME			S 6349 2240 31	11704	

Manual Entry

- a) Place at Time/Day
- b) Place at Station Number

(iii)

Car ex Sydney scheduled set-out at a specific location which cannot be fulfilled. (CN 521526)

INITIAL NUMBER	CAR KIND TONE	CN DESTN. OR CN JCT.	CONTENTS OR GRADE OF ETV.	SPECIAL HANDLING	3 0	TAKE FROM STN./TRACK TIME DAY	PLACE AT TRACK NO. TIME DAY	PLACE AT STATION NUMBER	REMARKS OR MILES
SETOUT	11	04				11110			
CN 521526	L BD 045	11704	UNDLAY				S 5201 S 54 2240 31	11704	Frozen Switch

Manual Entry:

- Stroke out "Place at Track No." -
Enter alternate Track at which car
was placed.
- Place at Time/Day
- Place at Station No.
- Remarks - state reason why
Placement could not be
fulfilled.

Car ex Sydney - schedule set-out (Not at any specific track) (CN 515011)

INITIAL NUMBER	CAR KIND TONE	CN DESTN. OR CN JCT.	CONTENTS OR GRADE OF ETV.	SPECIAL HANDLING	3 0	TAKE FROM STN./TRACK TIME DAY	PLACE AT TRACK NO. TIME DAY	PLACE AT STATION NUMBER	REMARKS OR MILES
SETOUT	14	298				11110			
CN 515011	L BK 040	14298	COAL				D 71 0500 1	14298	

Manual Entry:

- Place at Track No.
- Place at Time/Day
- Place at Station Number

(iv)

EXHIBIT 2

(See opposite page)

FORM

CN 900-T-02

Scheduled lift of car destined beyond the terminating point of train.
(CN 661264)

INITIAL NUMBER	CAR KIND TONS	CN DESTN. OR CN JCT.	CONTENTS OR GRADE OF ETV.	SPECIAL HANDLING	B O	TAKE FROM STN./TRACK TIME DAY	PLACE AT TRACK NO. TIME DAY	PLACE AT STATION NUMBER	REMARKS OR MILES
XYZ MFG	ICO		11552	TRACK		P 04			
CN 661264	EFL5 021	41975	83			P 04 1900 31		14523	

Manual Entry:

- a) Take from Time/Day
- b) Place at Station Number
- c) Remarks (if any)

Scheduled lift (Team Track) of car to be set-out short of terminating point of train at a specific track. (CN 547071 - dangerous commodity)

INITIAL NUMBER	CAR KIND TONS	CN DESTN. OR CN JCT.	CONTENTS OR GRADE OF ETV.	SPECIAL HANDLING	B O	TAKE FROM STN./TRACK TIME DAY	PLACE AT TRACK NO. TIME DAY	PLACE AT STATION NUMBER	REMARKS OR MILES
TEAM TRACK			11552	TRACK		P 03			
CN 547071	LBN5 043	11624	DYNAMI	XPL		P 03 1830 31	S 67 2000 31	11624	
EXPLOSIVES									

Manual Entry:

- a) Take from Time/Day
- b) Place at Time/Day
- c) Place at Station Number
- d) Remarks (if any)

(v)

Scheduled lift (Team Track) of a car (Contents - 2 containers) to be set-out, (not at a specific track) short of terminating point of train.

INITIAL	CAR KIND	CN DESTN. OR CN JCT.	CONTENTS OR GRADE OF ETV.	SPECIAL HANDLING	TAKE FROM STN./TRACK	PLACE AT TRACK NO.	PLACE AT STATION NUMBER	REMARKS OR MILES
NUMBER	TONS				TIME	DAY	TIME	DAY
TEAM TRACK			11552	TRACK	P 03			
CN	LFC3	12900	2CONTR		P 03	C05		
633117	092				1900 31	2350 31	12900	

Manual Entry:

- a) Take from Time/Day
- b) Place at Track No.
- c) Place at Time/Day
- d) Place at Station Number

(vi)

Unscheduled Lift (Car destined to terminating point of train (CN474581))

INITIAL NUMBER	L E	CAR KIND TONS	CN DESTN. OR CN JCT.	CONTENTS OR GRADE OF ETV.	SPECIAL HANDLING	TAKE FROM STN./TRACK TIME DAY	PLACE AT TRACK NO. TIME DAY	PLACE AT STATION NUMBER	REMARKS OR MILES
CN 474581	E	22	14523	Diary		552 P04 1900 31		14523	

Manual Entry:

- a) Car Initial/Number
- b) L/E
- c) Car Kind
- d) Tons
- e) CN DESTN. or CN JCT.
- f) Contents
- g) Special Handling
- h) Take From - Station/Track
- i) Take From - Time/Day
- j) Remarks

Unscheduled Lift - Unscheduled set-out (at an Interchange Track)
(CN 287070)

INITIAL NUMBER	L E	CAR KIND TONS	CN DESTN. OR CN JCT.	CONTENTS OR GRADE OF ETV.	SPECIAL HANDLING	TAKE FROM STN./TRACK TIME DAY	PLACE AT TRACK NO. TIME DAY	PLACE AT STATION NUMBER	REMARKS OR MILES
CN 287070	L	26	TRUDA	Canned Goods	DO NOT HUMP	552 P03 1830 31	C02 2350 31	129000	

Manual Entry:

- a) Car Initial/Number
- b) L/E
- c) Car Kind
- d) Tons
- e) CN DESTN. or CN JCT.
- f) Contents
- g) Special Handling
- h) Take From - Station Track
- i) Take From - Time/Day
- j) Place at Track Number
- k) Place at Time/Day
- l) Place at Station Number
- m) Remarks

Point of Breakdown

CONDUCTOR'S TRAIN JOURNAL REPORT				CN 5000-C OF 17-73 40-07-210			
DEPARTURE		ARRIVAL		TR. NO.	TIME ORIGINATED	JOURNAL NO.	SHEET
STATION NAME	TIME	DATE	STATION NAME	TIME	DATE	CONDUCTOR'S SIGNATURE	
TORONTO UNION	1900	1/7/73	Belleview KINGSTON	2100	1/7/73	MAYNARD	1 of 1

Point of Breakdown

[illegible]

REPORTING FROM: POINT OF BREAKDOWN TO DESTINATION

[illegible]

Point of Breakdown

[illegible]

RAILLINER REPORTING

When a railliner breakdown occurs, the Train Journal for the railliner move to the breakdown point must be closed-out. (See Ex. 1 opposite page).

If a locomotive unit hauling conventional equipment is dispatched from any location to the point of the railliner breakdown, a new Conductors Train Journal Report must be compiled and closed out at point of breakdown.

An entirely new Conductors Train Journal Report must be compiled for the train movement from the point of breakdown to the final destination. (See Ex. 2 opposite page).

NOTE:- Locomotive hauled railiners and/or conventional passenger equipment is to be shown in the "body" of the Train Journal Report.

If a "Light-Unit" is dispatched from any location to the point of the breakdown, a Train Journal is NOT required for the Light-Unit move.

DATA TO BE ENTERED BY CONDUCTOR

	CAR INIT. & NUMBER	L/E	CAR KIND	TONS	C.N. DESTN.	C.N. JCT.	CONTENTS	GRADE of ETY	SPCL. HDLG.	PLATE "C"	TAKE FR. - STN/TR.	TIME/DAY	PL. AT TRACK NO.	TIME/DAY	PLACE AT STN. NO.	REMARKS	MILES
											#	#	#	#	#	#	#
<u>ON DEPARTURE</u>																	
- Thru Traffic															X		
- Sched. Set-Out														X		X	
- Unsched. Set-Out												X	X	X	X	X	
<u>SCHED. LIFTS</u>																	
- Thru Traffic												X			X	X	
- Sched. Set-Out												X		X	X	X	
- Unsched. Set-Out												X	X	X	X	X	
<u>UNSCHED. LIFT</u>																	
- Thru Traffic	X	X	*	X	X	X	X	X	X	X	X	X			X	X	
- Set-Out	X	X	*	X	X	X	X	X	X	X	X	X	X	X	X	X	
<u>UNSCHED. SET-OUT</u>																	
- On Dep.												X	X	X	X	X	
- Lifted	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	

* If Unscheduled Lift and car is loaded, show Tare Weight in Car Kind column.

Data which could be filled in by Conductor when preparing Form 900-T-50.

SPECIAL HANDLING

<u>CODE</u>	<u>DESCRIPTION</u>
CAN	Reject Car - Either Unsuitable Contents or Cancelled
x* CRP	Caution - Residual Phosphorous
x* DAN	Dangerous
** DIM	Dimensional Load
DLO	Dry Load Only (Empty Mechanical Refrigeration with Defective or Missing Refrigeration Unit).
** DNH	Do Not Hump
* FE	Front End Car (Next to Engine)
H _ _	Heating, Venting, icing instructions
HTR	Heater(s) in Empty Car
ICF	Empty Ice Car - Full Stage
ICH	Empty Ice Car - Half Stage
KMR	Keep Mechanical Refrigeration Running
* LHV	High Value Load
* L _ _ _	Livestock Last Loaded Data
* MIC	Messenger in Charge
* MRE	Mechanical Refrigeration
PBC	Perishable in Box Car
x* PFG	Poison Gas Flammable
x* POG	Poison Gas
P _ _	Pool Number
x* RAM	Radio Active Material
* RE	Rear End Car (Handle Next to Caboose)
REJ	Reject Car - Either placed Wrong Location or Unfit for Loading
* UOS	Unload from One Side
V _ _	Venting Instructions
** WTB	Weight on Track and Bridges (Highweight)
x* XPL	Explosive
* _ _ _	May also contain free form special handling instructions or Car Distribution Instructions

* Of interest to Conductors but not to be written in on lifts.

** To be written in by Conductors on lifts.

x An extra line must be written on the journal for these cars showing the Placard Endorsement which appears near the car number on waybills or other covering documents.

PLATE 'C'

Three codes may appear on the Switch List - C, D and U.

- C** indicates a Plate C car which is between 15'1" and 15'6" above top of rail (e.g. some of our paper cars). A Plate C car will have a letter C in a ten inch square stencilled beside the initials and number on the side of car.
- D** indicates a car exceeding Plate C (higher than 15'6"). These cars have the words, "Exceeds Plate C" stencilled in a 13 inch circle beside the initials and number of the car. Empty tri and bi-level cars and high cube auto parts cars are good examples.
- U** means unknown - the computer does not have the information on file.

These codes apply to the car only - they do not refer to the load.

C and D identifies cars which are higher than standard that could strike overhead canopies on stations, freight sheds or customers' sidings, or the occasional low bridge or tunnel.

Caution should be exercised when handling cars with C and D codes in areas where restricted overhead clearance exists.

BAD ORDER CODES

A	-	Potential Safety Defect
L	-	Shifted Load
R	-	Normal Repair Track work of a less serious nature.
C	-	Car is contaminated/requires washout.
N	-	Car is to be renumbered.
S	-	Repairs are deferred until car is unloaded.
T	-	Car must be transhipped.
W	-	Car must be Reweighed and Restencilled.
F	-	Defective Mechanical Refrigeration Unit.
I	-	Defective Intermodal Unit.
H	-	Car is to go to CN Main Shop.
1-6	-	CN Main Shop codes.
7-9	-	Dismantle Codes.
U	-	Shopping Underway.

SPINS

INITIAL NUMBER	CAR KIND TONG	CN DESTN. OR CN JCT.	CONTENTS OR GRADE OF CTV.	SPECIAL HANDLING	TAKE FROM STN./TRACK TIME DAY	PLACE AT TRACK NO. TIME DAY	PLACE AT STATION NUMBER	REMARKS OR MILES
TEAM TRACK			11552	TRACK	P 03			
CN 47071	LBN5 043	11624	DYNAMI	XPL	P 0312 1830 31	S 6708 2000 31	11624	

- a) Each customer or yard track (except bowl tracks in a hump yard) is assigned a "SPINS" number similar to the example shown below:

HO

12

06

Car
Control
Zone

Track
Number

Spot number which is optional
If used it indicates a special
spot on the track such as a
warehouse door or unloading
pit number.

- b) Two spot numbers may appear:

HO120709

This indicates car may be placed anywhere between spot 07 and spot 09; that is spot 7, spot 8 or spot 9.

- c) Double alphabetic characters may appear:

HO34CH

This identifies team track customers except for any spot beginning with an "X" which is used for special computer processing. Double alphabetic spot indicators are of no significance to yard and train crews and may be disregarded.

- d) While spot numbers generally indicate a specific location on a track, numbers 90 through to 00 are reserved to identify special switching instructions:

Number

Switching Instruction

- 00 - Car left on or to be left on the lead
- 90 - Place cars any order
- 91 - Place car at 1st special unloading area
from North or East end of track

(d) Cont'd.

- 92 - Place car at 2nd special unloading area from North or East end of track
- 93 - For local application as required
- 94 - For local application as required
- 95 - Place car at open area where not possible to identify spot number.
- 96 - Place car at storage area of track
- 97 - Place car at Team Track area of track
- 98 - Industry will furnish list
- 99 - Place car at stop block

TAGS

INITIAL	CAR KIND	ON DESTN. OR CH JCT.	CONTENTS OR GRADE OF ETY.	SPECIAL HANDLING	TAKE FROM STN./TRACK	PLACE AT TRACK NO.	PLACE AT STATION NUMBER	REMARKS OR MILES
NUMBER	TONE				TIME DAY	TIME DAY		
SETOUT	33273				1110			
CBQ	FBRS	PTHGT	035	3		600		
1047237	537						14523	

- a) To assist in train makeup of outbound or through traffic a three digit number may be used to identify such traffic. This is called a "Tag Number". Every major yard which originates or breaks up trains has its own unique Tagging Table. If tags are used at your yard consult your Yardmaster for an explanation.
- b) Tag Number 980 to 989 have special meaning and they may be used at any location where switching occurs. Their meaning is as follows:

Number

- 980 Bring Car to Terminal
- 981 Send/Take Car North
- 982 Send/Take Car South
- 983 Send/Take Car West
- 984 Send/Take Car East
- 985 Leave Car at Junction
- 986)
- 987) Local meanings
- 988)
- 989 Bring Car to North or West Terminal
- 990 Bring Car to South or East Terminal
- 991 Pull Car, leave on passing Track to move North
- 992 Pull Car, leave on passing Track to move South
- 993 Pull Car, leave on passing Track to move West
- 994 Pull Car, leave on passing Track to move East
- 995 Pull Car, leave at Junction
- 996)
- 997) Local meanings
- 998)
- 999)