

CN COBALT LAKE SUBDIVISION TIMETABLE:

A resource for die-hard Trainz 2019 users with the CN Cobalt Lake Subdivision route

Using this resource:

This is a fictional timetable for the fictional CN Cobalt Lake Subdivision Trainz route. It is to be used while operating trains as a resource for proper train operation. A copy of the Canadian Rail Operating Rules is recommended but not required. The only resource required are a list of fixed signal and wayside sign rules, as well as knowledge that Rule 105 means non-main track where you are to proceed at REDUCED speed.

Happy driving!

CN COBALT LAKE SUBDIVISION

Control System	Mile	Station
CTC	56.2	Greenhill
	57.8	Auburn
	58.4	Coldwater
	60.9	Dunster Jct. Jct. Dunster Spur
	62.0	Westfield
	64.9	Cobalt Lake

Lake Subdivision Footnotes:

DEFECT DETECTORS

Mileage 57.2 - Hot Box, Dragging Equipment

Mileage 63.9 - Hot Box

GENERAL

Maximum track speed posted on trackside signs

All movements in Cobalt Yard off Mileage 64.2 Cobalt Lake Subdivision must not exceed 20 mph.

All movements over both crossings at grade on Cobalt Lake Wye (Mileage 64.85, Cobalt Lake Subdivision) must stop at STOP signs posted before each crossing. Both crossings automatically protected. All movements must not proceed over either crossing until signals have been active for at least 20 seconds and all traffic has stopped. To prevent unnecessary delay to highway traffic, railcars must not be left foul of the crossing circuit. In the event of signal failure, a member of the crew must manually protect the crossing.

Movements on GrainCorp Industrial Spur off Cobalt Lake Subdivision at mileage 58.51 must not exceed 10 mph. Six-axle units prohibited. Switch joining GrainCorp Industrial Spur to Cobalt Lake Subdivision must be lined normal when not in use.

Movements on A Lead off Cobalt Lake Subdivision at mileage 58.54 must not exceed 10 mph. Six-axle units prohibited. All movements on in-street track must proceed at REDUCED speed. All crossings at grade must be protected by a member of the crew. Switch joining A Lead to Cobalt Lake Subdivision must be lined normal when not in use.

Movements on B Lead off Cobalt Lake Subdivision at mileage 64.71 must not exceed 10 mph. Six-axle units prohibited. Switch joining B Lead to Cobalt Lake Subdivision must be lined normal when not in use. All movements on BA Lead must stop at STOP signs posted before Pine Road crossing. Crossing automatically protected. All movements must not proceed over either crossing until signals have been active for at least 20 seconds and all traffic has stopped. To prevent unnecessary delay to highway traffic, railcars must not be left foul of the crossing circuit. In the event of signal failure, a member of the crew must manually protect the crossing.

SLOW TRACK PROTECTION

Between mileage 58.3 and 58.7, slow track protection is in effect. This section is marked with yellow flags. All movements must proceed no faster than 10 mph unless specified by RTC.

End of slow track protection zones are marked with green flags, which a movement must clear completely before returning to normal speed.

SPUR TRACKS

DRYWOOD PIT SPUR
 Eastward – Mileage 57.4 to end of track
 0.22 miles
MAXIMUM SPEED 5 M.P.H.
 Rule 105 applies.

Switch at junction with Cobalt Lake Subdivision
 mileage 57.4, must be always lined normal when
 not in use. No railcar is to be fouling the switch.

Derail at mileage 0.05 must be locked in derailing
 position when not in use.

RESTRICTIONS
 6-Axle diesel units prohibited

DUNSTER SPUR
 Northward – Mileage 60.9 to end of track (car
 loading loop)..... 3.0
 miles
MAXIMUM SPEED 25 M.P.H.

Permanent Slow Orders
 Mileage
 2.5 to 3..... 15 m.p.h.

RESTRICTIONS
 All trains must not have more than 3 locomotives
 within the consist.

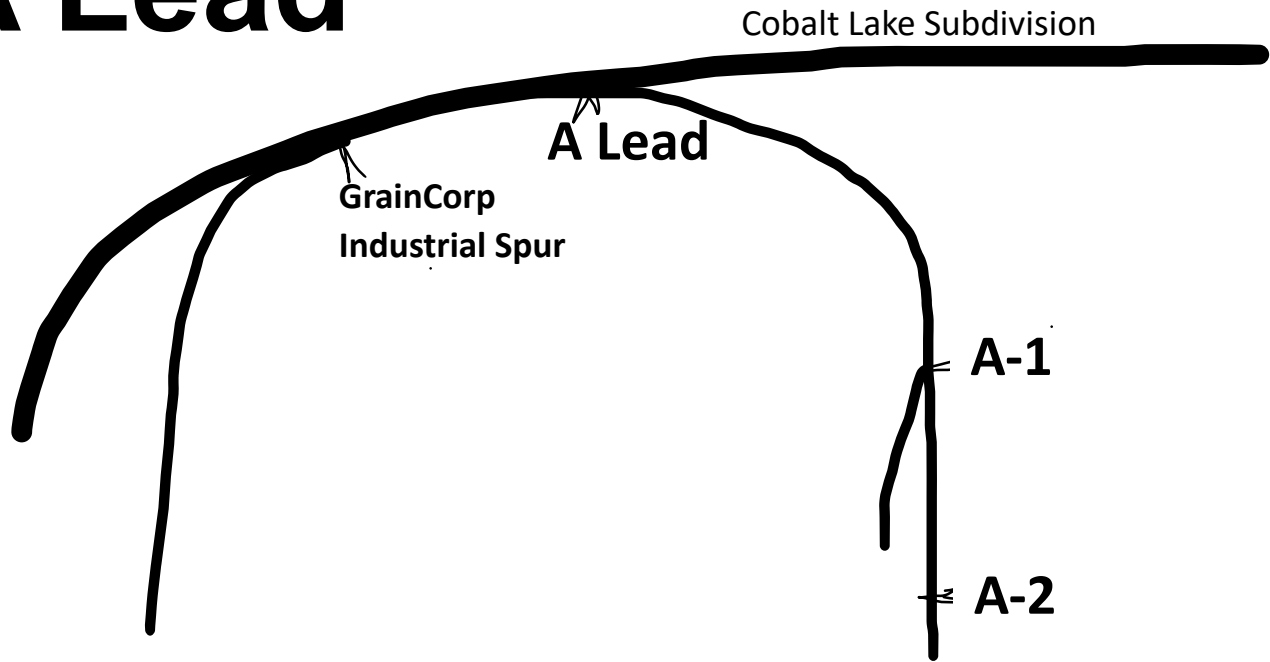
SWITCH DIRECTION REFERENCE

<- LEFT

RIGHT ->

Switch	Direction When Lined Normal	Notes
Greenhill Siding East Switch	Right	Must be lined normal when not in use
Greenhill Siding West Switch	Left	Must be lined normal when not in use
Drywood Pit Spur	Right	Must be lined normal when not in use
Drywood Pit Spur 1	Right	
Auburn Siding East Switch	Left	CTC switch, automatically controlled
Auburn Siding West Switch	Right	CTC switch, automatically controlled
GrainCorp Industrial Spur	Right	Must be lined normal when not in use
A Lead	Left	Must be lined normal when not in use
A-1	Left	
Dunster Spur	Left	CTC switch, automatically controlled
Dunster Car Loop	Right	
Dunster Switcher Storage	Left	Must be lined normal when not in use
Westfield Siding East Switch	Left	CTC switch, automatically controlled
Westfield Siding West Switch	Right	CTC switch, automatically controlled
Cobalt Yard East Switch	Right	CTC switch, automatically controlled
Cobalt Yard West Switch	Left	CTC switch, automatically controlled
Cobalt Yard East 1	Left	
Cobalt Yard East 2	Right	
Cobalt Yard West 1	Right	
Cobalt Yard West 2	Left	
B Lead	Left	Must be lined normal when not in use
B-1	Right	
BA Lead	Left	
BA-1	Right	
BA-2	Right	
Cobalt Lake Siding East Switch	Right	CTC switch, automatically controlled
Cobalt Lake Siding West Switch	Left	CTC switch, automatically controlled
Cobalt Lake Wye East Switch	Right	Must be lined normal when not in use
Cobalt Lake Wye West Switch	Left	Must be lined normal when not in use
Cobalt Lake Wye South Switch	Right	

A Lead

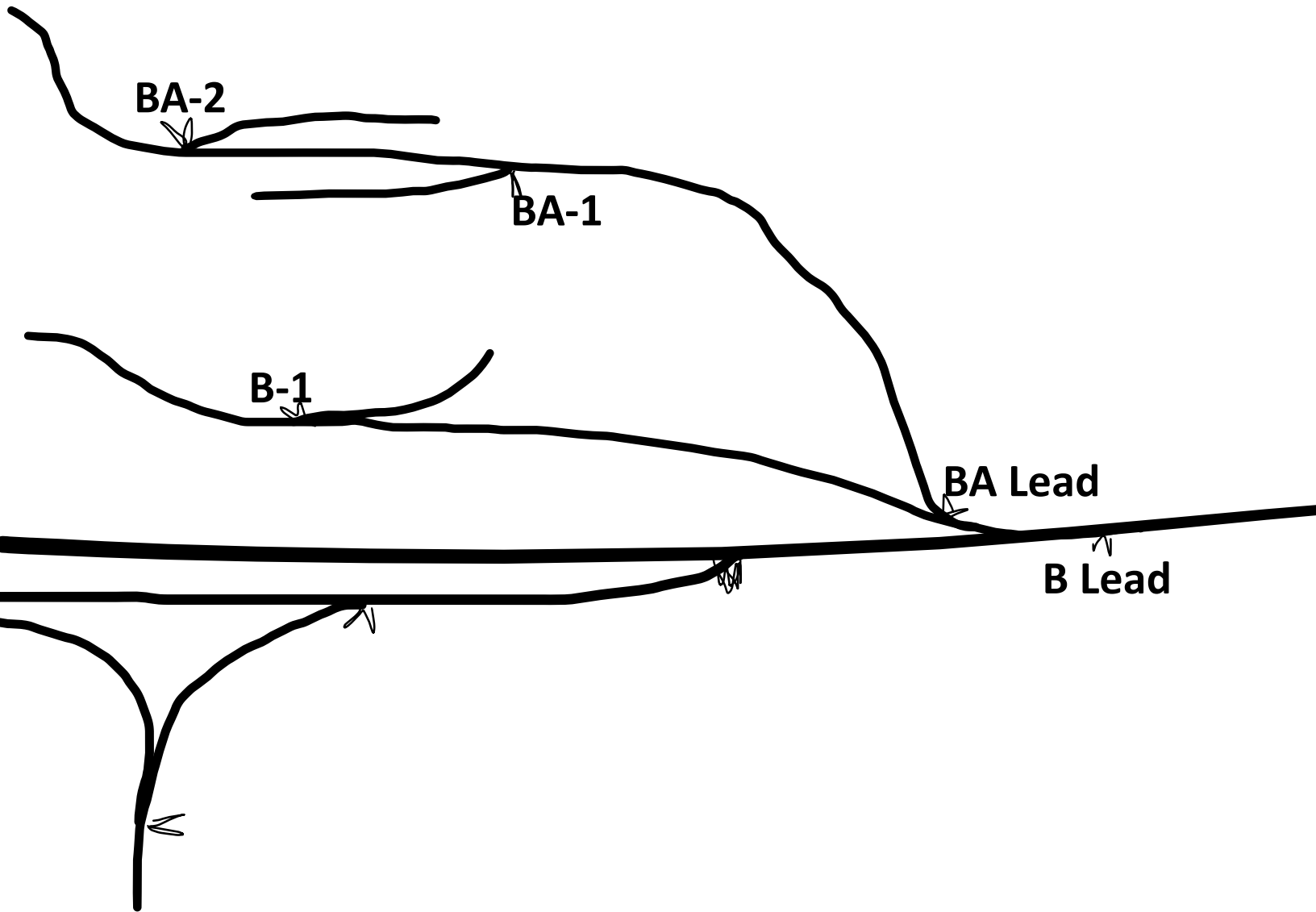


A Lead

A-1: The Engine Repair Company

A-2: Coldwater Auctioneers Ltd

B/BA Lead



B Lead

B-1: Coldwater Bulk Shipping

BA Lead

BA-1: Mountain Peak Chemical Products

BA-2: Ray's Piping & Plumbing Supply

Debug

Switches

Switch	Direction When Lined NORMAL	Notes
Greenhill Siding East Switch	Right	Must be lined normal when not in use
Greenhill Siding West Switch	Left	Must be lined normal when not in use
Drywood Pit Spur	Right	Must be lined normal when not in use
Drywood Pit Spur 1	Right	
Auburn Siding East Switch	Left	CTC switch, automatically controlled
Auburn Siding West Switch	Right	CTC switch, automatically controlled
GrainCorp Industrial Spur	Right	Must be lined normal when not in use
A Lead	Left	Must be lined normal when not in use
A-1	Left	
Dunster Spur	Left	CTC switch, automatically controlled
Dunster Car Loop	Right	
Dunster Switcher Storage	Left	Must be lined normal when not in use
Westfield Siding East Switch	Left	CTC switch, automatically controlled
Westfield Siding West Switch	Right	CTC switch, automatically controlled
Cobalt Yard East Switch	Right	CTC switch, automatically controlled
Cobalt Yard West Switch	Left	CTC switch, automatically controlled
Cobalt Yard East 1	Left	
Cobalt Yard East 2	Right	
Cobalt Yard West 1	Right	
43Cobalt Yard West 2	Left	
B Lead	Left	Must be lined normal when not in use
B-1	Right	
BA Lead	Left	
BA-1	Right	
BA-2	Right	
Cobalt Lake Siding East Switch	Right	CTC switch, automatically controlled
Cobalt Lake Siding West Switch	Left	CTC switch, automatically controlled
Cobalt Lake Wye East Switch	Right	Must be lined normal when not in use
Cobalt Lake Wye West Switch	Left	Must be lined normal when not in use
Cobalt Lake Wye South Switch	Right	

Derails

Derail	Direction When Lined DERAIL	Notes
Drywood Pit Spur Derail	Right	
GrainCorp Industrial Spur Derail	Right	
A Lead Derail	Left	
Dunster Switcher Storage Derail	Right	
B-1 Derail	Left	
BA-1 Derail	Left	
BA-2 Derail	Left	

