Train Length Guide

Winter 2023-24

Train Length Guide

CN has implemented the following operational procedures — or best practices — which also increase capacity and resilience, and maximize network fluidity while improving safety: • Establishing a three-tier system to determine the maximum permissible train length allowed at certain trackside temperatures as per this chart:

Maximum Train Length (in feet) Allowed at Specific Temperatures

TIER LEVEL	TEMPERATURE °C	TEMPERATURE °F	CONVEN-TIONAL	A – DP (1×1×0) HEAD TO MID	A – DP (1×1×0) MID TO END	B – DP (1×0×1) HEAD TO END	C – ADDITIONAL AIR SOURCES 3RD, 4TH, 5TH AIR SOURCE
Non Intermodal, Non Single Commodity Bulk Trains							
Tier 1	-25	-13	7,000	6,667	3,333	10,000	For each air source added beyond the configuration corresponding to columns A and B, train length can be increased by 2,000 feet (2,500 for Intermodal and Single Commodity Bulk Trains) per additional air source, up to a maximum length of 12,000 feet. A maximum of five air sources to be used on a train.
Tier 2	-31	-24	5,000	5,000	2,500	7,500	
Tier 3	-36 or lower	-33 or lower	4,000	4,000	2,000	6,000	
Intermodal and Single Commodity Bulk Trains							
Tier 1	-25	-13	8,000	8,000	4,000	12,000	
Tier 2	-31	-24	6,000	5,667	2,833	8,500	
Tier 3	-36 or lower	-33 or lower	4,500	4,500	2,200	6,700	

Notes:

1. *For the purposes of this table, Distributed Power (DP) can be remote locomotives or Distributed Braking Cars.*
2. *For manifest trains running DP 1x0x1, the maximum length allowed from head end to DP remote is 7,500 feet.*
3. *Iron ore trains on the former DMIR territory are excluded from these restrictions.*
4. *The specified temperatures refer to the coldest forecasted temperatures between the train's origin and destination.*
5. *Column C does not apply to key trains.*