

Environmental Noise Control Study

Proposed Residential Development

12 Garden Street
Thousand Islands, Ontario

Prepared for East Brook Capital

Report PG7311-1 Revision 2 - Dated June 18, 2026

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1.0 Introduction

Paterson Group (Paterson) was commissioned by East Brook Capital to conduct an environmental noise control study for the proposed residential development to be located at 12 Garden Street in Thousand Islands, Ontario.

The objective of the current study is to:

- ☐ Determine the primary noise sources impacting the site and compare the projected sound levels to guidelines set out by the Ministry of Environment, Conservation and Parks (MOECP).
- ☐ Review the projected noise levels and offer recommendations regarding warning classes, construction materials or alternative sound barriers.

The following report has been prepared specifically and solely for the aforementioned project which is described herein. It contains our findings and includes acoustical recommendations pertaining to the design and construction of the subject residential development as they are understood at the time of writing this report.

This study has been conducted according to the Ontario Ministry of the Environment Guideline NPC-300 and the MOECP.

2.0 Proposed Development

Based on the available drawings, it is our understanding that the proposed residential development will consist of a multi-story residential building. Associated at-grade roadways, parking areas, and landscaped areas are also anticipated as a part of the proposed residential development.

3.0 Methodology and Noise Assessment Criteria

The MOECP outlines three (3) sources of environmental noise that must be analyzed separately:

- ☐ Surface Transportation Noise
- ☐ Stationary Noise
 - New noise-sensitive development applications (noise receptors) in proximity to existing or approved stationary sources of noise, and
 - New stationary sources of noise (noise generating) in proximity to existing or approved noise-sensitive developments.
- ☐ Aircraft noise

Surface Transportation Noise

The MOECP dictates that the influence area must contain any of the following conditions to classify as a surface transportation noise source for a subject site:

- ☐ Within 100 m of the right-of-way of an existing or proposed arterial, collector or major collector road; a light rail transit corridor; bus rapid transit, or transit priority corridor.
- ☐ Within 250 m of the right-of-way for an existing or proposed highway or secondary rail line.
- ☐ Within 300 m from the right of way of a proposed or existing rail corridor or a secondary main railway line.
- ☐ Within 500 m of an existing 400 series provincial highway, freeway or principle main railway line.

The NPC-300 outlines the limitations of the stationary and environmental noise levels in relation to the location of the receptors. These can be found below in the following tables:

Table 1 - Sound Level Limits for Outdoor Living Areas	
Time Period	Required $L_{eq(16)}$ (dBA)
16-hour, 7:00-23:00	55
I. Standards taken from Table 2.2a; Sound Level Limit for Outdoor Living Areas - Road and Rail	

Table 2 - Sound Level Limits for Indoor Living Area			
Type of Space	Time Period	Required L_{eq} (dBA)	
		Road	Rail
Living/Dining, den areas of residences, hospitals, nursing homes, schools, daycare centres, etc	7:00-23:00	45	40
Theatres, places of worship, libraries, individual or semi-private offices, conference rooms, reading rooms	23:00-7:00	45	40
Sleeping quarters	7:00-23:00	45	40
	23:00-7:00	40	35
I. Standards taken from Table 2.2b; Sound Level Limit for Indoor Living Areas - Road and Rail			

It is noted in the MOECP for the sound levels on the interior of the glass pane. The MOECP further goes on to state that the limit for the exterior of the pane of glass will be 55 dBA.

If the sound level limits are exceeded at the window panes for the indoor living areas, the following Warning Clauses may be referenced:

Table 3 - Warning Clauses for Sound Level Exceedances

Warning Clause	Description
Warning Clause Type A	"Purchasers/tenants are advised that sound levels due to increasing road traffic (rail traffic) (air traffic) may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment."
Warning Clause Type B	"Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic (rail traffic) (air traffic) may on occasions interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment."
Warning Clause Type C	"This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant in low and medium-density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment."
Warning Clause Type D	"This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment."
I.	Clauses taken from section C8 Warning Clauses; Environmental Noise Guidelines - NPC-300

Stationary Noise

Stationary noise sources include sources or facilities that are fixed or mobile and can cause a combination of sound and vibration levels emitted beyond the property line. These sources may include commercial air conditioner units, generators and fans. Facilities that may contribute to stationary noise may include car washes, snow disposal sites, transit stations and manufacturing facilities.

The proposed residential development is not in proximity to any existing or approved stationary sources of noise. Therefore, a stationary noise analysis will not be required with respect to off-site stationary noise sources impacting the proposed development.

Aircraft/Airport Noise

The subject site is not located within the Airport Vicinity Development Zone. Therefore, this project will not require an aircraft/airport noise analysis. No warning clauses regarding aircraft or airport noise will be required.

4.0 Methodology and Vibration Assessment Criteria

Due to the locations of the classified area of the Canadian National Railway, ground vibration and ground-borne noise reviews were also performed for this development.

Effects of the Rail Corridor on the Proposed Residential Development

The human body can be affected by exposure to vibration, in particular ground-borne vibrations occurring at low frequencies. These can be caused by the surrounding vibration sources previously identified, such as wheels on a road or rail system. These ground-borne vibrations can cause the building to shake (ground-borne vibration) and/or cause rumbling sounds (ground-borne noise).

The methods of defining and measuring vibrations have their own challenges, based on the oscillatory motion identified as a vibration. Due to the nature of the oscillatory motion of the vibration, there is no net movement of the vibration element, and therefore, motion descriptors are zero.

There are two (2) main methods of defining the magnitude of the overall vibration. The industry standard approach utilized in construction activities is the peak particle velocity (PPV). The PPV is defined as the maximum instantaneous positive or negative peak of the vibration signal and is often used when monitoring blasting vibrations, and is ideal for evaluating the potential for building damage.

However, human responses require a different method of analysis as the human body requires time to respond to vibration signals. The average vibration amplitude would be an applicable method of reporting the ground-borne vibrations that humans would respond to; however, with the vibration being represented as a sine wave, the average vibration amplitude would be zero. Therefore, the root mean square (RMS) amplitude, typically calculated over a 1-second interval, is utilized for the analysis. The RMS value is always less than the PPV.

General factors that could affect the magnitude of the created vibrations include but are not limited to: whether the rail is above grade or below grade, speed, vehicle suspension, wheel and track condition, track support system, depth of system and soil conditions. It should be noted that vibrations that travel through the bedrock surface should be minimal but can travel a further distance.

The Federal Transit Administration's Transit Noise and Vibration Impact Assessment Manual: FTA Report No. 0123 dated September 2018 outlines the vibration standards caused by rail sources. Upon review of this document, the following standards were obtained that apply to this analysis.

Screening distances are based on land-use categories and the type of project vehicles. The Canadian National Railway is considered a locomotive-powered passenger or Freight Vehicle. The proposed residential buildings would be classified as a "Vibration Category 2 – Residential". Therefore, the screening distance is 61 metres (200 ft). Vibration assessment is required only when the proposed residential buildings are located within the screening distance from the railway.

The criteria for the environmental impact from vibrations are based on the RMS vibration levels for repeated events. The proposed residential buildings would be classified as a "Vibration Category 2 – Residential". The following table outlines the limits for ground-borne vibrations.

Table 4 - Ground-Borne Vibration (GBV) for General Assessment			
Land Use Category	GBV Impact Levels (VdB re 1 micro-inch/sec)		
	Frequent Events	Occasional Events	Infrequent Events
Category 2	72 VdB	75 VdB	80 VdB
Notes: ➤ Standards taken from Table 6.3: Indoor Ground-Borne Vibration and Ground-Borne Noise Impact Criteria for General Vibration Assessment. ➤ Frequent events are defined as more than 70 vibration events of the same source per day. Most rapid transit projects fall into this category. ➤ Occasional events are defined as between 30 and 70 vibration events of the same source per day. Most commuter trunk lines have this many operations. ➤ Infrequent events are defined as fewer than 30 vibration events of the same kind per day. This category includes most commuter rail branch lines.			

Ground-borne vibration can also result in ground-borne noise. This is separate from the noise caused by the trains directly and instead focuses on the vibration of objects to emit noise. Similar to ground-borne vibration, the noise impacts are based on criteria for human annoyance and activity interference. For residential buildings, the criteria for acceptability is given in the table on the following page:

Table 5 - Ground-Borne Noise (GBN) for General Assessment

Land Use Category	GBN Impact Levels (dBA re 20 micro Pascals)		
	Frequent Events	Occasional Events	Infrequent Events
Category 2	35 dBA	38 dBA	43 dBA
Notes: ➤ Standards taken from Table 6.3; Indoor Ground-Borne Vibration and Ground-Borne Noise Impact Criteria for General Vibration Assessment. ➤ Frequent events are defined as more than 70 vibration events of the same source per day. Most rapid transit projects fall into this category. ➤ Occasional events are defined as between 30 and 70 vibration events of the same source per day. Most commuter trunk lines have this many operations. ➤ Infrequent events are defined as fewer than 30 vibration events of the same kind per day. This category includes most commuter rail branch lines.			

5.0 Analysis

Surface Transportation Noise

The Canadian National Rail Line is identified within 300 m of the proposed residential development. The distance from the edge of the rail line to the property boundary was found to be 216 m. It is understood that the Canadian National Rail line is active, and the volume of trains is based on typical conservative values previously provided by CN Rail.

All noise sources are presented in Drawing PG7311-1-Site Geometry located in Appendix 1.

Table 6 - Rail Parameters - Daytime (0700-2300)				
Rail Line	Engine Type	Maximum Speed (km/hr)	Number of Trips/day	Length of Train
CN Rail Freight	Diesel	65	12	140
CN Railway Freight	Diesel	65	2	25
CN Rail Passenger	Diesel	70	12	10

Table 7 - Rail Parameters – Nighttime (2300-0700)				
Rail Line	Engine Type	Maximum Speed (km/hr)	Number of Trips/night	Length of Train
CN Rail Freight	Diesel	65	6	140

Three (3) levels of reception points were selected for this analysis. The following elevations were selected from the heights provided on the survey plan for the subject buildings.

Table 8 - Elevation of Reception Points			
Floor Number	Elevation at the Centre of Window / Ground Surface (m)	Floor Use	Daytime/ Nighttime Analysis
Ground Floor	1.5	Living Area/Bedroom	Daytime/nighttime
Third Floor	8.5	Living Area/Bedroom	Daytime/nighttime
Fourth Floor	12.5	Living Area/Bedroom	Daytime/nighttime

For this analysis, a reception point was taken at the assumed centre of the proposed first, third floor and fourth floor of the proposed structure. All horizontal distances have been measured from the reception point to the edge of the right-of-way. To utilise a conservative approach to the analysis, angles of -90° to 90° were used to encompass the entire subject.

The analysis was completed using STAMSON version 5.04, a computer program which uses the road and rail traffic noise prediction methods using ORNAMENT (Ontario Road Noise Analysis Method for Environment and Transportation) and STEAM (Sound from Trains Environment Analysis Method), publications from the Ontario Ministry of Environment and Energy.

Ground-borne vibration assessment is required for the Canadian National Rail Line. However, it is noted that the distance between the Canadian National Rail and the proposed residential buildings is greater than 200 m. This distance is greater than the screening distances specified in MOECP and the Federal Transit Administration's Transit Noise and Vibration Impact Assessment Manual: FTA Report No. 0123 dated September 2018. Therefore, a ground-borne vibration assessment is not required.

6.0 Results

Surface Transportation

The primary descriptors are the 16-hour daytime and the 8-hour nighttime equivalent sound levels, $L_{eq(16)}$ and the $L_{eq(8)}$.

The proposed traffic noise levels were analyzed at all reception points. The results of the STAMSON software are located in Appendix 2, and the summary of the results is noted in Table 9 below.

Table 9. Summary of Results			
Reception Point	Distance From Rail Line	Daytime at Facade $L_{eq(16)}$ (dBA)	Nighttime at Facade $L_{eq(8)}$ (dBA)
REC 1-1	216 m	44.39	40.74
REC 1-3	216 m	52.17	51.30
REC 1-4	216 m	53.82	52.95
REC 2-1	221 m	44.24	40.59
REC 2-3	221 m	47.06	40.59
REC 2-4	221 m	48.73	45.08
REC 3-1	226 m	44.09	40.44
REC 3-3	226 m	46.93	43.28
REC 3-4	226 m	48.61	44.96
REC 4-1	231 m	43.94	40.29
REC 4-3	231 m	46.81	43.16
REC 4-4	231 m	48.49	44.84
REC 5-1	236 m	43.80	40.15
REC 5-3	236 m	46.68	43.03
REC 5-4	236 m	48.38	44.73
REC 6-1	246 m	43.52	39.87
REC 6-3	246 m	46.44	42.79
REC 6-4	246 m	48.16	44.51
REC 7-1	256 m	43.24	39.59

Table 9. Summary of Results Cont.			
Reception Point	Distance From Rail Line	Daytime at Facade $L_{eq(16)}$ (dBA)	Nighttime at Facade $L_{eq(8)}$ (dBA)
REC 7-3	256 m	46.20	42.55
REC 7-4	256 m	47.94	44.29
REC 8-1	266 m	42.98	39.33
REC 8-3	266 m	45.97	42.32
REC 8-4	266 m	47.72	44.07
REC 9-1	276 m	42.73	39.08
REC 9-4	276 m	47.52	43.87
REC 10-1	286 m	42.47	38.82
REC 10-4	286 m	47.33	43.68
REC 11-1	296 m	42.23	38.58
REC 11-4	296 m	47.14	43.49
REC 12-1	330 m	41.49	37.84
REC 12-4	330 m	46.55	42.90

7.0 Discussion and Recommendations

7.1 Outdoor Living Areas

No outdoor living areas were identified in the current site plan for the proposed residential development. However, the majority of the subject site has noise levels that fall below 55 dBA, and therefore no further analysis would be required if any proposed outdoor living areas are located in areas that the noise levels are below 55 dBA.

7.2 Indoor Living Areas and Ventilation

STAMSON modelling indicates that the $L_{eq(16)}$ levels range from 41.49 dBA to 53.82 dBA. Noise levels were assessed at various distances from the edge of the Canadian National Rail Line, and all values across the subject site were below the MOECP limit of 55 dBA. Therefore, no warning clauses or additional noise mitigation measures are required for the proposed residential development.

8.0 Summary of Findings

The subject site is located at 12 Garden Street, Thousand Islands, Ontario. It is understood that the proposed residential development will consist of a multi-storey residential building. The associated analysis identified one surface transportation noise source: the Canadian National Rail Line.

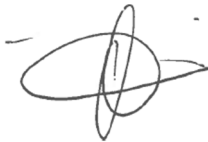
The results of the STAMSON modelling indicate that the daytime noise levels range between 53.82 dBA and 41.49 dBA. The values calculated were found to be below the limit of 55 dBA as specified by the MOECP within the subject site. Therefore, no warning clauses or additional noise attenuation measures will be required for the proposed residential development.

9.0 Statement of Limitations

The recommendations made in this report are in accordance with our present understanding of the project. Our recommendations should be reviewed when the project drawings and specifications are complete.

The present report applies only to the project described in this document. Use of this report for purposes other than those described herein or by person(s) other than East Brook Capital or their agent(s) is not authorized without review by this firm for the applicability of our recommendations to the altered use of the report.

Paterson Group Inc.



Otilia McLaughlin, B.Eng.



Stephanie A. Boisvenue, P.Eng.

Report Distribution:

- ☐ East Brook Capital
- ☐ Paterson Group

APPENDIX 1

TABLE 10 – SUMMARY OF RECEPTION POINTS AND GEOMETRY

SITE PLAN

NOISE LEVELS – 1.5 m

NOISE LEVELS – 8.5 m

NOISE LEVELS – 12.5 m

STAMSON RESULTS

Table 10 - Summary of Reception Points and Geometry											
12 Garden Street											
Point of Reception	Distance from Rail Line	Total Leq Day (dBA)	Total Leq Night (dBA)	CN Pacific Rail Line							
				Horizontal	Vertical	Total	Local Angle	Number of	Density	Barrier Height	Barrier
				(m)	(m)	(m)	(degree)	Rows of Houses	(%)	(m)	Distance (m)
REC 1-1	216 m	44.39	40.74	216	1.5	216.0	-90, 90	4	20	n/a	n/a
REC 1-3	216 m	52.17	51.30	216	8.5	216.2	-90, 90	4	20	n/a	n/a
REC 2-1	221 m	44.24	40.59	221	1.5	221.0	-90, 90	4	20	n/a	n/a
REC 2-3	221 m	47.06	40.59	221	1.5	221.0	-90, 90	4	20	n/a	n/a
REC 3-1	226 m	44.09	40.44	226	1.5	226.0	-90, 90	4	20	n/a	n/a
REC 3-3	226 m	46.93	43.28	226	8.5	226.2	-90, 90	4	20	n/a	n/a
REC 4-1	231 m	43.94	40.29	231	1.5	231.0	-90, 90	4	20	n/a	n/a
REC 4-3	231 m	46.81	43.16	231	8.5	231.2	-90, 90	4	20	n/a	n/a
REC 5-1	236 m	43.80	40.15	236	1.5	236.0	-90, 90	4	20	n/a	n/a
REC 5-3	236 m	46.68	43.03	236	1.5	236.0	-90, 90	4	20	n/a	n/a
REC 6-1	246 m	43.52	39.87	246	1.5	246.0	-90, 90	4	20	n/a	n/a
REC 6-3	246 m	46.44	42.79	246	4.5	246.0	-90, 90	4	20	n/a	n/a
REC 7-1	256 m	43.24	39.59	256	1.5	256.0	-90, 90	4	20	n/a	n/a
REC 7-3	256 m	46.20	42.55	256	8.5	256.1	-90, 90	4	20	n/a	n/a
REC 8-1	266 m	42.98	39.33	266	1.5	266.0	-90, 90	4	20	n/a	n/a
REC 8-3	266 m	45.97	42.32	266	8.5	266.1	-90, 90	4	20	n/a	n/a



SCALE: 1:5000

0 50 100 150 200 250m



**PATERSON
GROUP**

9 AURIGA DRIVE
OTTAWA, ON
K2E 7T9
TEL: (613) 226-7381

1	UPDATED TO NEW CONCEPTUAL PLAN	12/05/2026	SB
NO.	REVISIONS	DD/MM/YYYY	INITIAL

EAST BROOK CAPITAL

ENVIRONMENTAL NOISE CONTROL STUDY

12 GARDEN STREET

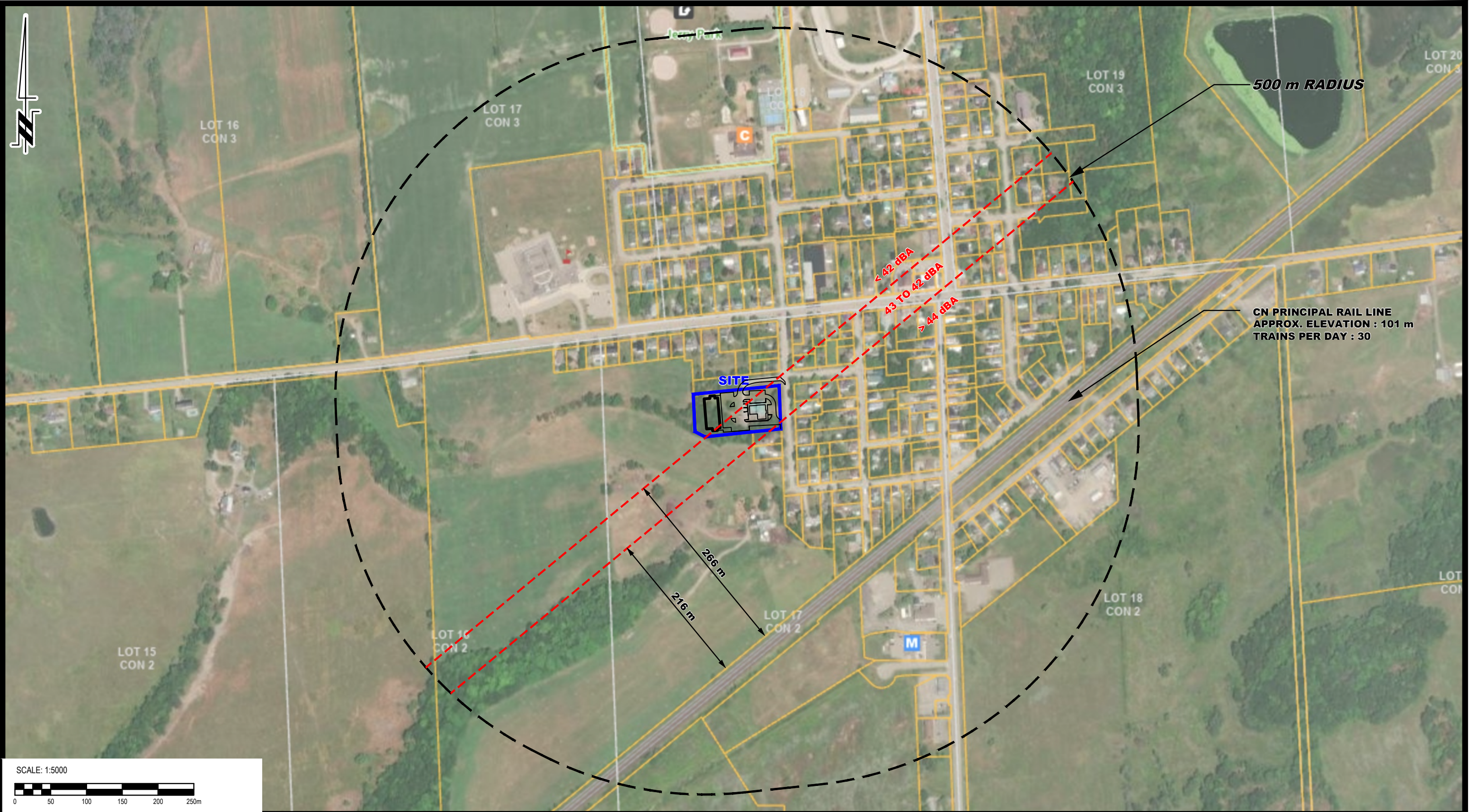
THOUSAND ISLANDS,

Title:

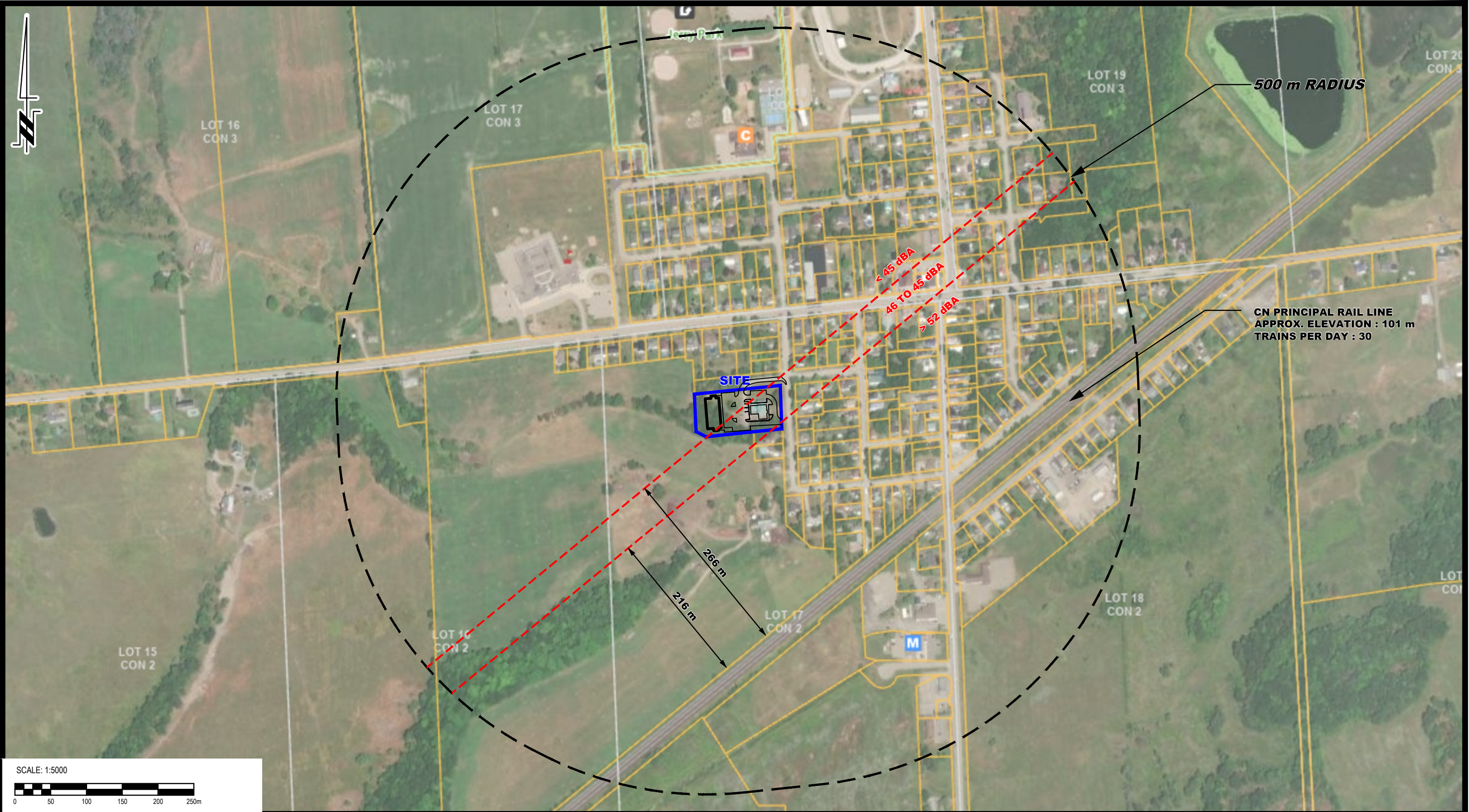
ONTARIO

SITE PLAN

Scale:	1:5000	Date:	10/2024
Drawn by:	YA	Report No.:	PG7311-1
Checked by:	OM	Dwg. No.:	PG7311-1
Approved by:	SB	Revision No.:	1



 9 AURIGA DRIVE OTTAWA, ON K2E 7T9 TEL: (613) 226-7381				EAST BROOK CAPITAL ENVIRONMENTAL NOISE CONTROL STUDY 12 GARDEN STREET THOUSAND ISLANDS, ONTARIO			Scale: 1:5000	Date: 11/2024
				NOISE LEVELS 1.5 m			Drawn by: YA	Report No.: PG7311-1
							Checked by: OM	Dwg. No.: PG7311-2
							Approved by: SB	Revision No.: 1
1	UPDATED TO NEW CONCEPTUAL PLAN	12/05/2026	SB					
NO.	REVISIONS	DD/MM/YYYY	INITIAL					



SCALE: 1:5000

0 50 100 150 200 250m



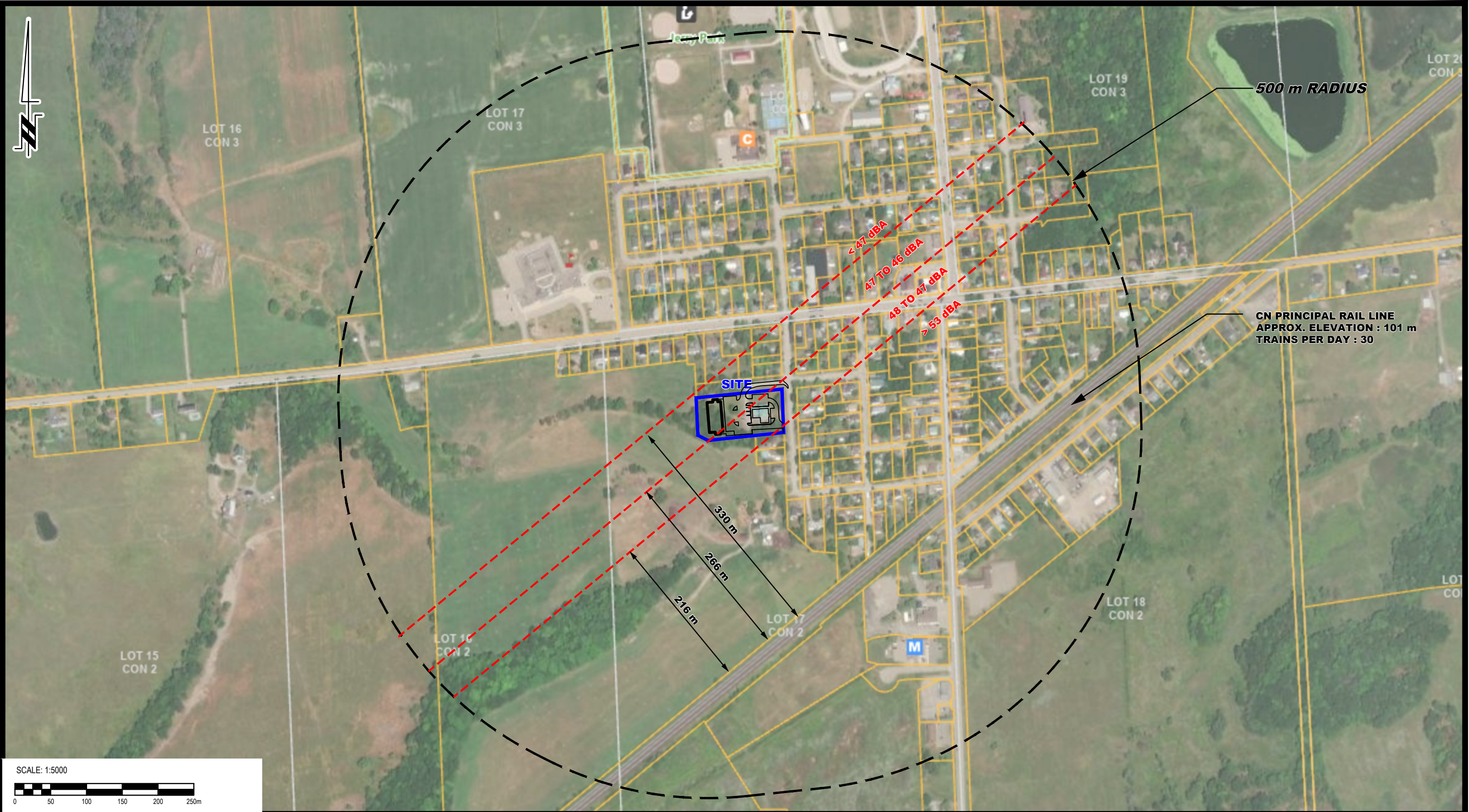
9 AURIGA DRIVE
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K2E 7T9
TEL: (613) 226-7381

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EAST BROOK CAPITAL
ENVIRONMENTAL NOISE CONTROL STUDY
12 GARDEN STREET
THOUSAND ISLANDS,
ONTARIO

NOISE LEVELS - 8.5 m

Scale:	1:5000	Date:	11/2024
Drawn by:	YA	Report No.:	PG7311-1
Checked by:	OM	Dwg. No.:	PG7311-3
Approved by:	SB	Revision No.:	1



SCALE: 1:5000

0 50 100 150 200 250m



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NO.	REVISIONS	DD/MM/YYYY	INITIAL

EAST BROOK CAPITAL
ENVIRONMENTAL NOISE CONTROL STUDY
12 GARDEN STREET
THOUSAND ISLANDS,
ONTARIO

NOISE LEVELS - 12.5 m

Scale:	1:5000	Date:	11/2024
Drawn by:	YA	Report No.:	PG7311-1
Checked by:	OM	Dwg. No.:	PG7311-4
Approved by:	SB	Revision No.:	1

Filename: REC1.te Time Period: Day/Night 16/8 hours
 Description: REC 1 216 m

Rail data, segment # 1: CN Rail F (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont !weld
1.	12.0/6.0	70.0	2.0	10.0	Diesel	Yes

Data for Segment # 1: CN Rail F (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 4 / 4
 House density : 20 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 216.00 / 216.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 No Whistle
 Reference angle : 0.00

↑
 Rail data, segment # 2: CN Rail WF (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont !weld
1.	2.0/0.0	65.0	4.0	25.0	Diesel	Yes

Data for Segment # 2: CN Rail WF (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 4 / 4
 House density : 20 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 216.00 / 216.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 No Whistle
 Reference angle : 0.00

↑
 Rail data, segment # 3: CN Rail P (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont !weld
------------	----------	----------------	---------------	----------------	------------	-------------

1. ! 12.0/0.0 ! 70.0 ! 2.0 ! 10.0 !Diesel! Yes

Data for Segment # 3: CN Rail P (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth           :      0      (No woods.)
No of house rows     :      4 / 4
House density        :      20 %
Surface              :      1      (Absorptive ground surface)
Receiver source distance : 216.00 / 216.00 m
Receiver height       :      1.50 / 1.50 m
Topography           :      1      (Flat/gentle slope; no barrier)
No Whistle
Reference angle      :      0.00
  
```

↑

Result summary (day)

```

-----
!   Loc   !   Wheel   ! Whistle   ! Whistle   !   Total
!   Leq   !   Leq   ! Left Leq ! Right Leq !   Leq
! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)
-----+-----+-----+-----+-----
1.CN Rail F      !   40.41 !   29.41 !      -- !      -- !   40.74 *
2.CN Rail WF     !   35.39 !   24.95 !      -- !      -- !   35.77 *
3.CN Rail P      !   40.41 !   29.41 !      -- !      -- !   40.74 *
-----+-----+-----+-----+-----
Total                                     44.39 dBA
  
```

* Bright Zone !

↑

Result summary (night)

```

-----
!   Loc   !   Wheel   ! Whistle   ! Whistle   !   Total
!   Leq   !   Leq   ! Left Leq ! Right Leq !   Leq
! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)
-----+-----+-----+-----+-----
1.CN Rail F      !   40.41 !   29.41 !      -- !      -- !   40.74 *
2.CN Rail WF     !    0.00 !    0.00 !      -- !      -- !    0.00 *
3.CN Rail P      !    0.00 !    0.00 !      -- !      -- !    0.00 *
-----+-----+-----+-----+-----
Total                                     40.74 dBA
  
```

* Bright Zone !

↑

TOTAL Leq FROM ALL SOURCES (DAY): 44.39
(NIGHT): 40.74

↑



Filename: REC13.te Time Period: Day/Night 16/8 hours
 Description: REC 1-3 216 m (8.5m)

Rail data, segment # 1: CN Rail F (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont !weld
1.	12.0/6.0	65.0	4.0	150.0	Diesel	Yes

Data for Segment # 1: CN Rail F (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 4 / 4
 House density : 20 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 216.00 / 216.00 m
 Receiver height : 8.50 / 8.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 No Whistle
 Reference angle : 0.00

↑

Rail data, segment # 2: CN Rail WF (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont !weld
1.	2.0/0.0	65.0	4.0	25.0	Diesel	Yes

Data for Segment # 2: CN Rail WF (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 4 / 4
 House density : 20 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 216.00 / 216.00 m
 Receiver height : 8.50 / 8.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 No Whistle
 Reference angle : 0.00

↑

Rail data, segment # 3: CN Rail P (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont !weld

1. ! 12.0/0.0 ! 70.0 ! 2.0 ! 10.0 !Diesel! Yes

Data for Segment # 3: CN Rail P (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 4 / 4
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 216.00 / 216.00 m
Receiver height : 8.50 / 8.50 m
Topography : 1 (Flat/gentle slope; no barrier)
No Whistle
Reference angle : 0.00

↑

Result summary (day)

! Loc ! Wheel ! Whistle ! Whistle ! Total
! Leq ! Leq ! Left Leq ! Right Leq ! Leq
! (dBA) ! (dBA) ! (dBA) ! (dBA) ! (dBA)

1.CN Rail F ! 50.70 ! 42.39 ! -- ! -- ! 51.30 *
2.CN Rail WF ! 38.23 ! 27.36 ! -- ! -- ! 38.57 *
3.CN Rail P ! 43.25 ! 31.81 ! -- ! -- ! 43.55 *

Total 52.17 dBA

* Bright Zone !

↑

Result summary (night)

! Loc ! Wheel ! Whistle ! Whistle ! Total
! Leq ! Leq ! Left Leq ! Right Leq ! Leq
! (dBA) ! (dBA) ! (dBA) ! (dBA) ! (dBA)

1.CN Rail F ! 50.70 ! 42.39 ! -- ! -- ! 51.30 *
2.CN Rail WF ! 0.00 ! 0.00 ! -- ! -- ! 0.00 *
3.CN Rail P ! 0.00 ! 0.00 ! -- ! -- ! 0.00 *

Total 51.30 dBA

* Bright Zone !

↑

TOTAL Leq FROM ALL SOURCES (DAY): 52.17
(NIGHT): 51.30

↑



STAMSON 5.0 NORMAL REPORT Date: 01-05-2026 15:32:09
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: rec14.te Time Period: Day/Night 16/8 hours
Description: REC 1-4 216 m (12.5m)

Rail data, segment # 1: CN Rail F (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld
1.	!	12.0/6.0	!	65.0	!	4.0 !150.0 !Diesel! Yes

Data for Segment # 1: CN Rail F (day/night)

Angle1	Angle2	: -90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)
No of house rows	:	4 / 4	
House density	:	20 %	
Surface	:	1	(Absorptive ground surface)
Receiver source distance	:	216.00 / 216.00 m	
Receiver height	:	12.50 / 12.50 m	
Topography	:	1	(Flat/gentle slope; no barrier)
No Whistle			
Reference angle	:	0.00	

↑

Rail data, segment # 2: CN Rail WF (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld
1.	!	2.0/0.0	!	65.0	!	4.0 ! 25.0 !Diesel! Yes

Data for Segment # 2: CN Rail WF (day/night)

Angle1	Angle2	: -90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)
No of house rows	:	4 / 4	
House density	:	20 %	
Surface	:	1	(Absorptive ground surface)
Receiver source distance	:	216.00 / 216.00 m	
Receiver height	:	12.50 / 12.50 m	
Topography	:	1	(Flat/gentle slope; no barrier)
No Whistle			
Reference angle	:	0.00	

↑

Rail data, segment # 3: CN Rail P (day/night)

Train	! Trains	! Speed	!# loc	!# Cars	! Eng	!Cont
Type	!	!(km/h)	!/Train	!/Train	! type	!weld
1.	! 12.0/0.0	! 70.0	! 2.0	! 10.0	!Diesel	! Yes

Data for Segment # 3: CN Rail P (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	216.00 / 216.00 m		
Receiver height	:	12.50 / 12.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

Results segment # 1: CN Rail F (day)

LOCOMOTIVE (0.00 + 52.35 + 0.00) = 52.35 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	72.87	-14.54	-0.67	0.00	-5.32	0.00	52.35

WHEEL (0.00 + 44.02 + 0.00) = 44.02 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	65.99	-15.75	-0.90	0.00	-5.32	0.00	44.02

Segment Leq : 52.95 dBA

Results segment # 2: CN Rail WF (day)

LOCOMOTIVE (0.00 + 39.88 + 0.00) = 39.88 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	60.40	-14.54	-0.67	0.00	-5.32	0.00	39.88

WHEEL (0.00 + 28.99 + 0.00) = 28.99 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	50.96	-15.75	-0.90	0.00	-5.32	0.00	28.99
-----	----	------	-------	--------	-------	------	-------	------	-------

Segment Leq : 40.22 dBA

↑
Results segment # 3: CN Rail P (day)

LOCOMOTIVE (0.00 + 44.90 + 0.00) = 44.90 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	65.42	-14.54	-0.67	0.00	-5.32	0.00	44.90
-----	----	------	-------	--------	-------	------	-------	------	-------

WHEEL (0.00 + 33.44 + 0.00) = 33.44 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	55.41	-15.75	-0.90	0.00	-5.32	0.00	33.44
-----	----	------	-------	--------	-------	------	-------	------	-------

Segment Leq : 45.20 dBA

Total Leq All Segments: 53.82 dBA

↑
Results segment # 1: CN Rail F (night)

LOCOMOTIVE (0.00 + 52.35 + 0.00) = 52.35 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	72.87	-14.54	-0.67	0.00	-5.32	0.00	52.35
-----	----	------	-------	--------	-------	------	-------	------	-------

WHEEL (0.00 + 44.02 + 0.00) = 44.02 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	65.99	-15.75	-0.90	0.00	-5.32	0.00	44.02
-----	----	------	-------	--------	-------	------	-------	------	-------

Segment Leq : 52.95 dBA

↑
Results segment # 2: CN Rail WF (night)

LOCOMOTIVE (0.00 + -20.52 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	0.00	-14.54	-0.67	0.00	-5.32	0.00	-20.52
-----	----	------	------	--------	-------	------	-------	------	--------

WHEEL (0.00 + -21.97 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	0.00	-15.75	-0.90	0.00	-5.32	0.00	-21.97
-----	----	------	------	--------	-------	------	-------	------	--------

Segment Leq : 0.00 dBA

↑

Results segment # 3: CN Rail P (night)

LOCOMOTIVE (0.00 + -20.52 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	0.00	-14.54	-0.67	0.00	-5.32	0.00	-20.52
-----	----	------	------	--------	-------	------	-------	------	--------

WHEEL (0.00 + -21.97 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	0.00	-15.75	-0.90	0.00	-5.32	0.00	-21.97
-----	----	------	------	--------	-------	------	-------	------	--------

Segment Leq : 0.00 dBA

Total Leq All Segments: 52.95 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 53.82

(NIGHT): 52.95

↑

↑

Filename: REC2.te Time Period: Day/Night 16/8 hours
Description: REC 2 221 m

Rail data, segment # 1: CN Rail F (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld
1.	! 12.0/6.0	! 70.0	! 2.0	! 10.0	!Diesel	! Yes

Data for Segment # 1: CN Rail F (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 4 / 4
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 221.00 / 221.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
No Whistle
Reference angle : 0.00

↑

Rail data, segment # 2: CN Rail WF (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld
1.	! 2.0/0.0	! 65.0	! 4.0	! 25.0	!Diesel	! Yes

Data for Segment # 2: CN Rail WF (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 4 / 4
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 221.00 / 221.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
No Whistle
Reference angle : 0.00

↑

Rail data, segment # 3: CN Rail P (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld
---------------	---------------	--------------------	--------------------	---------------------	-------------	----------------

1. ! 12.0/0.0 ! 70.0 ! 2.0 ! 10.0 !Diesel! Yes

Data for Segment # 3: CN Rail P (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth           :      0      (No woods.)
No of house rows     :      4 / 4
House density        :      20 %
Surface              :      1      (Absorptive ground surface)
Receiver source distance : 221.00 / 221.00 m
Receiver height      :      1.50 / 1.50 m
Topography           :      1      (Flat/gentle slope; no barrier)
No Whistle
Reference angle      :      0.00
  
```

↑

Result summary (day)

```

-----
!   Loc   !   Wheel   ! Whistle   ! Whistle   ! Total
!   Leq   !   Leq   ! Left Leq ! Right Leq !   Leq
! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)
-----+-----+-----+-----+-----
1.CN Rail F      !   40.26 !   29.25 !      -- !      -- !   40.59 *
2.CN Rail WF     !   35.24 !   24.79 !      -- !      -- !   35.61 *
3.CN Rail P      !   40.26 !   29.25 !      -- !      -- !   40.59 *
-----+-----+-----+-----+-----
Total                                     44.24 dBA
  
```

* Bright Zone !

↑

Result summary (night)

```

-----
!   Loc   !   Wheel   ! Whistle   ! Whistle   ! Total
!   Leq   !   Leq   ! Left Leq ! Right Leq !   Leq
! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)
-----+-----+-----+-----+-----
1.CN Rail F      !   40.26 !   29.25 !      -- !      -- !   40.59 *
2.CN Rail WF     !    0.00 !    0.00 !      -- !      -- !    0.00 *
3.CN Rail P      !    0.00 !    0.00 !      -- !      -- !    0.00 *
-----+-----+-----+-----+-----
Total                                     40.59 dBA
  
```

* Bright Zone !

↑

TOTAL Leq FROM ALL SOURCES (DAY): 44.24
(NIGHT): 40.59

↑



Filename: REC23.te Time Period: Day/Night 16/8 hours
Description: REC 2 216 m (8.5m)

Rail data, segment # 1: CN Rail F (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld
1.	! 12.0/6.0	! 70.0	! 2.0	! 10.0	!Diesel	! Yes

Data for Segment # 1: CN Rail F (day/night)

Angle1	Angle2	: -90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)
No of house rows	:	4 / 4	
House density	:	20 %	
Surface	:	1	(Absorptive ground surface)
Receiver source distance	:	221.00 / 221.00 m	
Receiver height	:	8.50 / 1.50 m	
Topography	:	1	(Flat/gentle slope; no barrier)
No Whistle			
Reference angle	:	0.00	

↑

Rail data, segment # 2: CN Rail WF (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld
1.	! 2.0/0.0	! 65.0	! 4.0	! 25.0	!Diesel	! Yes

Data for Segment # 2: CN Rail WF (day/night)

Angle1	Angle2	: -90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)
No of house rows	:	4 / 0	
Surface	:	1	(Absorptive ground surface)
Receiver source distance	:	221.00 / 221.00 m	
Receiver height	:	8.50 / 1.50 m	
Topography	:	1	(Flat/gentle slope; no barrier)
No Whistle			
Reference angle	:	0.00	

↑

Rail data, segment # 3: CN Rail P (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld
1.	! 12.0/0.0	! 70.0	! 2.0	! 10.0	!Diesel	! Yes

Data for Segment # 3: CN Rail P (day/night)

```

-----
Angle1   Angle2       : -90.00 deg   90.00 deg
Wood depth      :           0       (No woods.)
No of house rows :           4 / 0
Surface         :           1       (Absorptive ground surface)
Receiver source distance : 221.00 / 221.00 m
Receiver height  :           8.50 / 1.50 m
Topography       :           1       (Flat/gentle slope; no barrier)
No Whistle
Reference angle   :           0.00
  
```



Results segment # 1: CN Rail F (day)

LOCOMOTIVE (0.00 + 43.11 + 0.00) = 43.11 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	65.42	-16.06	-0.93	0.00	-5.32	0.00	43.11

WHEEL (0.00 + 31.67 + 0.00) = 31.67 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	55.41	-17.29	-1.14	0.00	-5.32	0.00	31.67

Segment Leq : 43.41 dBA



Results segment # 2: CN Rail WF (day)

LOCOMOTIVE (0.00 + 38.09 + 0.00) = 38.09 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	60.40	-16.06	-0.93	0.00	-5.32	0.00	38.09

WHEEL (0.00 + 27.21 + 0.00) = 27.21 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	50.96	-17.29	-1.14	0.00	-5.32	0.00	27.21

Segment Leq : 38.43 dBA



Results segment # 3: CN Rail P (day)

LOCOMOTIVE (0.00 + 43.11 + 0.00) = 43.11 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	65.42	-16.06	-0.93	0.00	-5.32	0.00	43.11

WHEEL (0.00 + 31.67 + 0.00) = 31.67 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	55.41	-17.29	-1.14	0.00	-5.32	0.00	31.67

Segment Leq : 43.41 dBA

Total Leq All Segments: 47.06 dBA

↑

Results segment # 1: CN Rail F (night)

LOCOMOTIVE (0.00 + 40.26 + 0.00) = 40.26 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	65.42	-18.52	-1.33	0.00	-5.32	0.00	40.26

WHEEL (0.00 + 29.25 + 0.00) = 29.25 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.41	-19.39	-1.46	0.00	-5.32	0.00	29.25

Segment Leq : 40.59 dBA

↑

Results segment # 2: CN Rail WF (night)

LOCOMOTIVE (0.00 + -19.85 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	0.00	-18.52	-1.33	0.00	0.00	0.00	-19.85

WHEEL (0.00 + -20.85 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	0.00	-19.39	-1.46	0.00	0.00	0.00	-20.85

Segment Leq : 0.00 dBA

↑

Results segment # 3: CN Rail P (night)

LOCOMOTIVE (0.00 + -19.85 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	0.00	-18.52	-1.33	0.00	0.00	0.00	-19.85

WHEEL (0.00 + -20.85 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	0.00	-19.39	-1.46	0.00	0.00	0.00	-20.85

Segment Leq : 0.00 dBA

Total Leq All Segments: 40.59 dBA



TOTAL Leq FROM ALL SOURCES (DAY): 47.06
(NIGHT): 40.59



STAMSON 5.0 NORMAL REPORT Date: 01-05-2026 15:36:08
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: rec24.te Time Period: Day/Night 16/8 hours
Description: REC 2-4 221 m (12.5m)

Rail data, segment # 1: CN Rail F (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld						
1.	!	12.0/6.0	!	70.0	!	2.0	!	10.0	!	Diesel	!	Yes

Data for Segment # 1: CN Rail F (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	221.00 / 221.00 m		
Receiver height	:	12.50 / 12.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

↑

Rail data, segment # 2: CN Rail WF (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld						
1.	!	2.0/0.0	!	65.0	!	4.0	!	25.0	!	Diesel	!	Yes

Data for Segment # 2: CN Rail WF (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	221.00 / 221.00 m		
Receiver height	:	12.50 / 12.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

↑

Rail data, segment # 3: CN Rail P (day/night)

Train	! Trains	! Speed	!# loc	!# Cars	! Eng	!Cont
Type	!	!(km/h)	!/Train	!/Train	! type	!weld
1.	! 12.0/0.0	! 70.0	! 2.0	! 10.0	!Diesel	! Yes

Data for Segment # 3: CN Rail P (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	221.00 / 221.00 m		
Receiver height	:	12.50 / 12.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

↑

Results segment # 1: CN Rail F (day)

LOCOMOTIVE (0.00 + 44.78 + 0.00) = 44.78 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	65.42	-14.66	-0.67	0.00	-5.32	0.00	44.78

WHEEL (0.00 + 33.31 + 0.00) = 33.31 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	55.41	-15.89	-0.90	0.00	-5.32	0.00	33.31

Segment Leq : 45.08 dBA

↑

Results segment # 2: CN Rail WF (day)

LOCOMOTIVE (0.00 + 39.76 + 0.00) = 39.76 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	60.40	-14.66	-0.67	0.00	-5.32	0.00	39.76

WHEEL (0.00 + 28.86 + 0.00) = 28.86 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
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-90 90 0.36 50.96 -15.89 -0.90 0.00 -5.32 0.00 28.86

Segment Leq : 40.10 dBA



Results segment # 3: CN Rail P (day)

LOCOMOTIVE (0.00 + 44.78 + 0.00) = 44.78 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	65.42	-14.66	-0.67	0.00	-5.32	0.00	44.78
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WHEEL (0.00 + 33.31 + 0.00) = 33.31 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	55.41	-15.89	-0.90	0.00	-5.32	0.00	33.31
-----	----	------	-------	--------	-------	------	-------	------	-------

Segment Leq : 45.08 dBA

Total Leq All Segments: 48.73 dBA



Results segment # 1: CN Rail F (night)

LOCOMOTIVE (0.00 + 44.78 + 0.00) = 44.78 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	65.42	-14.66	-0.67	0.00	-5.32	0.00	44.78
-----	----	------	-------	--------	-------	------	-------	------	-------

WHEEL (0.00 + 33.31 + 0.00) = 33.31 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	55.41	-15.89	-0.90	0.00	-5.32	0.00	33.31
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Segment Leq : 45.08 dBA



Results segment # 2: CN Rail WF (night)

LOCOMOTIVE (0.00 + -20.64 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	0.00	-14.66	-0.67	0.00	-5.32	0.00	-20.64
-----	----	------	------	--------	-------	------	-------	------	--------

WHEEL (0.00 + -22.10 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	0.00	-15.89	-0.90	0.00	-5.32	0.00	-22.10
-----	----	------	------	--------	-------	------	-------	------	--------

Segment Leq : 0.00 dBA

↑

Results segment # 3: CN Rail P (night)

LOCOMOTIVE (0.00 + -20.64 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	0.00	-14.66	-0.67	0.00	-5.32	0.00	-20.64
-----	----	------	------	--------	-------	------	-------	------	--------

WHEEL (0.00 + -22.10 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	0.00	-15.89	-0.90	0.00	-5.32	0.00	-22.10
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Segment Leq : 0.00 dBA

Total Leq All Segments: 45.08 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 48.73

(NIGHT): 45.08

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STAMSON 5.0 NORMAL REPORT Date: 21-10-2024 13:55:42
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: rec3.te Time Period: Day/Night 16/8 hours
Description: REC 3 226 m

Rail data, segment # 1: CN Rail F (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld
1.	! 12.0/6.0	! 70.0	! 2.0	! 10.0	!Diesel	! Yes

Data for Segment # 1: CN Rail F (day/night)

Angle1	Angle2	: -90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)
No of house rows	:	4 / 4	
House density	:	20 %	
Surface	:	1	(Absorptive ground surface)
Receiver source distance	:	226.00 / 226.00 m	
Receiver height	:	1.50 / 1.50 m	
Topography	:	1	(Flat/gentle slope; no barrier)
No Whistle			
Reference angle	:	0.00	

↑

Rail data, segment # 2: CN Rail WF (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld
1.	! 2.0/0.0	! 65.0	! 4.0	! 25.0	!Diesel	! Yes

Data for Segment # 2: CN Rail WF (day/night)

Angle1	Angle2	: -90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)
No of house rows	:	4 / 4	
House density	:	20 %	
Surface	:	1	(Absorptive ground surface)
Receiver source distance	:	226.00 / 226.00 m	
Receiver height	:	1.50 / 1.50 m	
Topography	:	1	(Flat/gentle slope; no barrier)
No Whistle			
Reference angle	:	0.00	

↑

Rail data, segment # 3: CN Rail P (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld
---------------	---------------	--------------------	--------------------	---------------------	-------------	----------------

1. ! 12.0/0.0 ! 70.0 ! 2.0 ! 10.0 !Diesel! Yes

Data for Segment # 3: CN Rail P (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 4 / 4
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 226.00 / 226.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
No Whistle
Reference angle : 0.00

↑

Results segment # 1: CN Rail F (day)

LOCOMOTIVE (0.00 + 40.11 + 0.00) = 40.11 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	65.42	-18.67	-1.33	0.00	-5.31	0.00	40.11

WHEEL (0.00 + 29.09 + 0.00) = 29.09 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.41	-19.56	-1.46	0.00	-5.31	0.00	29.09

Segment Leq : 40.44 dBA

↑

Results segment # 2: CN Rail WF (day)

LOCOMOTIVE (0.00 + 35.09 + 0.00) = 35.09 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	60.40	-18.67	-1.33	0.00	-5.31	0.00	35.09

WHEEL (0.00 + 24.63 + 0.00) = 24.63 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	50.96	-19.56	-1.46	0.00	-5.31	0.00	24.63

Segment Leq : 35.46 dBA

↑

Results segment # 3: CN Rail P (day)

LOCOMOTIVE (0.00 + 40.11 + 0.00) = 40.11 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.58	65.42	-18.67	-1.33	0.00	-5.31	0.00	40.11
-----	----	------	-------	--------	-------	------	-------	------	-------

WHEEL (0.00 + 29.09 + 0.00) = 29.09 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.66	55.41	-19.56	-1.46	0.00	-5.31	0.00	29.09
-----	----	------	-------	--------	-------	------	-------	------	-------

Segment Leq : 40.44 dBA

Total Leq All Segments: 44.09 dBA



Results segment # 1: CN Rail F (night)

LOCOMOTIVE (0.00 + 40.11 + 0.00) = 40.11 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.58	65.42	-18.67	-1.33	0.00	-5.31	0.00	40.11
-----	----	------	-------	--------	-------	------	-------	------	-------

WHEEL (0.00 + 29.09 + 0.00) = 29.09 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.66	55.41	-19.56	-1.46	0.00	-5.31	0.00	29.09
-----	----	------	-------	--------	-------	------	-------	------	-------

Segment Leq : 40.44 dBA



Results segment # 2: CN Rail WF (night)

LOCOMOTIVE (0.00 + -25.31 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.58	0.00	-18.67	-1.33	0.00	-5.31	0.00	-25.31
-----	----	------	------	--------	-------	------	-------	------	--------

WHEEL (0.00 + -26.32 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.66	0.00	-19.56	-1.46	0.00	-5.31	0.00	-26.32
-----	----	------	------	--------	-------	------	-------	------	--------

Segment Leq : 0.00 dBA



Results segment # 3: CN Rail P (night)

LOCOMOTIVE (0.00 + -25.31 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.58	0.00	-18.67	-1.33	0.00	-5.31	0.00	-25.31
-----	----	------	------	--------	-------	------	-------	------	--------

WHEEL (0.00 + -26.32 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.66	0.00	-19.56	-1.46	0.00	-5.31	0.00	-26.32
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Segment Leq : 0.00 dBA

Total Leq All Segments: 40.44 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 44.09
(NIGHT): 40.44

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STAMSON 5.0 NORMAL REPORT Date: 21-10-2024 13:55:01
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: REC33.te Time Period: Day/Night 16/8 hours
Description: REC 3 226 m (8.5m)

Rail data, segment # 1: CN Rail F (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld
1.	! 12.0/6.0	! 70.0	! 2.0	! 10.0	!Diesel	! Yes

Data for Segment # 1: CN Rail F (day/night)

Angle1	Angle2	: -90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)
No of house rows	:	4 / 4	
House density	:	20 %	
Surface	:	1	(Absorptive ground surface)
Receiver source distance	:	226.00 / 226.00 m	
Receiver height	:	8.50 / 8.50 m	
Topography	:	1	(Flat/gentle slope; no barrier)
No Whistle			
Reference angle	:	0.00	

↑

Rail data, segment # 2: CN Rail WF (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld
1.	! 2.0/0.0	! 65.0	! 4.0	! 25.0	!Diesel	! Yes

Data for Segment # 2: CN Rail WF (day/night)

Angle1	Angle2	: -90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)
No of house rows	:	4 / 4	
House density	:	20 %	
Surface	:	1	(Absorptive ground surface)
Receiver source distance	:	226.00 / 226.00 m	
Receiver height	:	8.50 / 8.50 m	
Topography	:	1	(Flat/gentle slope; no barrier)
No Whistle			
Reference angle	:	0.00	

↑

Rail data, segment # 3: CN Rail P (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld
---------------	---------------	--------------------	--------------------	---------------------	-------------	----------------

1. ! 12.0/0.0 ! 70.0 ! 2.0 ! 10.0 !Diesel! Yes

Data for Segment # 3: CN Rail P (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 4 / 4
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 226.00 / 226.00 m
Receiver height : 8.50 / 8.50 m
Topography : 1 (Flat/gentle slope; no barrier)
No Whistle
Reference angle : 0.00

↑

Results segment # 1: CN Rail F (day)

LOCOMOTIVE (0.00 + 42.98 + 0.00) = 42.98 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	65.42	-16.20	-0.93	0.00	-5.31	0.00	42.98

WHEEL (0.00 + 31.53 + 0.00) = 31.53 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	55.41	-17.43	-1.14	0.00	-5.31	0.00	31.53

Segment Leq : 43.28 dBA

↑

Results segment # 2: CN Rail WF (day)

LOCOMOTIVE (0.00 + 37.97 + 0.00) = 37.97 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	60.40	-16.20	-0.93	0.00	-5.31	0.00	37.97

WHEEL (0.00 + 27.07 + 0.00) = 27.07 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	50.96	-17.43	-1.14	0.00	-5.31	0.00	27.07

Segment Leq : 38.31 dBA

↑

Results segment # 3: CN Rail P (day)

LOCOMOTIVE (0.00 + 42.98 + 0.00) = 42.98 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	65.42	-16.20	-0.93	0.00	-5.31	0.00	42.98

WHEEL (0.00 + 31.53 + 0.00) = 31.53 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	55.41	-17.43	-1.14	0.00	-5.31	0.00	31.53

Segment Leq : 43.28 dBA

Total Leq All Segments: 46.93 dBA



Results segment # 1: CN Rail F (night)

LOCOMOTIVE (0.00 + 42.98 + 0.00) = 42.98 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	65.42	-16.20	-0.93	0.00	-5.31	0.00	42.98

WHEEL (0.00 + 31.53 + 0.00) = 31.53 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	55.41	-17.43	-1.14	0.00	-5.31	0.00	31.53

Segment Leq : 43.28 dBA



Results segment # 2: CN Rail WF (night)

LOCOMOTIVE (0.00 + -22.44 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	0.00	-16.20	-0.93	0.00	-5.31	0.00	-22.44

WHEEL (0.00 + -23.88 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	0.00	-17.43	-1.14	0.00	-5.31	0.00	-23.88

Segment Leq : 0.00 dBA



Results segment # 3: CN Rail P (night)

LOCOMOTIVE (0.00 + -22.44 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
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-90	90	0.38	0.00	-16.20	-0.93	0.00	-5.31	0.00	-22.44
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WHEEL (0.00 + -23.88 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.48	0.00	-17.43	-1.14	0.00	-5.31	0.00	-23.88
-----	----	------	------	--------	-------	------	-------	------	--------

Segment Leq : 0.00 dBA

Total Leq All Segments: 43.28 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 46.93
(NIGHT): 43.28

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STAMSON 5.0 NORMAL REPORT Date: 01-05-2026 15:37:07
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: rec34.te Time Period: Day/Night 16/8 hours
Description: REC 3-4 226 m (12.5m)

Rail data, segment # 1: CN Rail F (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld						
1.	!	12.0/6.0	!	70.0	!	2.0	!	10.0	!	Diesel	!	Yes

Data for Segment # 1: CN Rail F (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	226.00 / 226.00 m		
Receiver height	:	12.50 / 12.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

↑

Rail data, segment # 2: CN Rail WF (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld						
1.	!	2.0/0.0	!	65.0	!	4.0	!	25.0	!	Diesel	!	Yes

Data for Segment # 2: CN Rail WF (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	226.00 / 226.00 m		
Receiver height	:	12.50 / 12.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

↑

Rail data, segment # 3: CN Rail P (day/night)

Train	! Trains	! Speed	!# loc	!# Cars	! Eng	!Cont
Type	!	!(km/h)	!/Train	!/Train	! type	!weld
1.	! 12.0/0.0	! 70.0	! 2.0	! 10.0	!Diesel	! Yes

Data for Segment # 3: CN Rail P (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	226.00 / 226.00 m		
Receiver height	:	12.50 / 12.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

Results segment # 1: CN Rail F (day)

LOCOMOTIVE (0.00 + 44.66 + 0.00) = 44.66 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	65.42	-14.78	-0.67	0.00	-5.31	0.00	44.66

WHEEL (0.00 + 33.18 + 0.00) = 33.18 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	55.41	-16.02	-0.90	0.00	-5.31	0.00	33.18

Segment Leq : 44.96 dBA

Results segment # 2: CN Rail WF (day)

LOCOMOTIVE (0.00 + 39.64 + 0.00) = 39.64 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	60.40	-14.78	-0.67	0.00	-5.31	0.00	39.64

WHEEL (0.00 + 28.73 + 0.00) = 28.73 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90 90 0.36 50.96 -16.02 -0.90 0.00 -5.31 0.00 28.73

Segment Leq : 39.98 dBA



Results segment # 3: CN Rail P (day)

LOCOMOTIVE (0.00 + 44.66 + 0.00) = 44.66 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	65.42	-14.78	-0.67	0.00	-5.31	0.00	44.66
-----	----	------	-------	--------	-------	------	-------	------	-------

WHEEL (0.00 + 33.18 + 0.00) = 33.18 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	55.41	-16.02	-0.90	0.00	-5.31	0.00	33.18
-----	----	------	-------	--------	-------	------	-------	------	-------

Segment Leq : 44.96 dBA

Total Leq All Segments: 48.61 dBA



Results segment # 1: CN Rail F (night)

LOCOMOTIVE (0.00 + 44.66 + 0.00) = 44.66 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	65.42	-14.78	-0.67	0.00	-5.31	0.00	44.66
-----	----	------	-------	--------	-------	------	-------	------	-------

WHEEL (0.00 + 33.18 + 0.00) = 33.18 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	55.41	-16.02	-0.90	0.00	-5.31	0.00	33.18
-----	----	------	-------	--------	-------	------	-------	------	-------

Segment Leq : 44.96 dBA



Results segment # 2: CN Rail WF (night)

LOCOMOTIVE (0.00 + -20.76 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	0.00	-14.78	-0.67	0.00	-5.31	0.00	-20.76
-----	----	------	------	--------	-------	------	-------	------	--------

WHEEL (0.00 + -22.23 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	0.00	-16.02	-0.90	0.00	-5.31	0.00	-22.23
-----	----	------	------	--------	-------	------	-------	------	--------

Segment Leq : 0.00 dBA

↑

Results segment # 3: CN Rail P (night)

LOCOMOTIVE (0.00 + -20.76 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	0.00	-14.78	-0.67	0.00	-5.31	0.00	-20.76
-----	----	------	------	--------	-------	------	-------	------	--------

WHEEL (0.00 + -22.23 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	0.00	-16.02	-0.90	0.00	-5.31	0.00	-22.23
-----	----	------	------	--------	-------	------	-------	------	--------

Segment Leq : 0.00 dBA

Total Leq All Segments: 44.96 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 48.61

(NIGHT): 44.96

↑

↑

Filename: rec4.te Time Period: Day/Night 16/8 hours
Description: REC 4 231 m

Rail data, segment # 1: CN Rail F (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld
1.	! 12.0/6.0	! 70.0	! 2.0	! 10.0	!Diesel	! Yes

Data for Segment # 1: CN Rail F (day/night)

Angle1	Angle2	: -90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)
No of house rows	:	4 / 4	
House density	:	20 %	
Surface	:	1	(Absorptive ground surface)
Receiver source distance	:	231.00 / 231.00 m	
Receiver height	:	1.50 / 1.50 m	
Topography	:	1	(Flat/gentle slope; no barrier)
No Whistle	:		
Reference angle	:	0.00	

↑

Rail data, segment # 2: CN Rail WF (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld
1.	! 2.0/0.0	! 65.0	! 4.0	! 25.0	!Diesel	! Yes

Data for Segment # 2: CN Rail WF (day/night)

Angle1	Angle2	: -90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)
No of house rows	:	4 / 4	
House density	:	20 %	
Surface	:	1	(Absorptive ground surface)
Receiver source distance	:	231.00 / 231.00 m	
Receiver height	:	1.50 / 1.50 m	
Topography	:	1	(Flat/gentle slope; no barrier)
No Whistle	:		
Reference angle	:	0.00	

↑

Rail data, segment # 3: CN Rail P (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld
---------------	---------------	--------------------	--------------------	---------------------	-------------	----------------

1. ! 12.0/0.0 ! 70.0 ! 2.0 ! 10.0 !Diesel! Yes

Data for Segment # 3: CN Rail P (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth           :      0      (No woods.)
No of house rows     :      4 / 4
House density        :      20 %
Surface              :      1      (Absorptive ground surface)
Receiver source distance : 231.00 / 231.00 m
Receiver height      :      1.50 / 1.50 m
Topography           :      1      (Flat/gentle slope; no barrier)
No Whistle
Reference angle      :      0.00
  
```

↑

Result summary (day)

```

-----
!   Loc   !   Wheel   ! Whistle   ! Whistle   !   Total
!   Leq   !   Leq   ! Left Leq ! Right Leq !   Leq
! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)
-----+-----+-----+-----+-----
1.CN Rail F      !   39.96 !   28.94 !      -- !      -- !   40.29 *
2.CN Rail WF     !   34.95 !   24.48 !      -- !      -- !   35.32 *
3.CN Rail P      !   39.96 !   28.94 !      -- !      -- !   40.29 *
-----+-----+-----+-----+-----
Total                                     43.94 dBA
  
```

* Bright Zone !

↑

Result summary (night)

```

-----
!   Loc   !   Wheel   ! Whistle   ! Whistle   !   Total
!   Leq   !   Leq   ! Left Leq ! Right Leq !   Leq
! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)
-----+-----+-----+-----+-----
1.CN Rail F      !   39.96 !   28.94 !      -- !      -- !   40.29 *
2.CN Rail WF     !    0.00 !    0.00 !      -- !      -- !    0.00 *
3.CN Rail P      !    0.00 !    0.00 !      -- !      -- !    0.00 *
-----+-----+-----+-----+-----
Total                                     40.29 dBA
  
```

* Bright Zone !

↑

TOTAL Leq FROM ALL SOURCES (DAY): 43.94
(NIGHT): 40.29

↑



Filename: REC43.te Time Period: Day/Night 16/8 hours
Description: REC 4-3 231 m

Rail data, segment # 1: CN Rail F (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld
1.	! 12.0/6.0	! 70.0	! 2.0	! 10.0	!Diesel	! Yes

Data for Segment # 1: CN Rail F (day/night)

Angle1	Angle2	: -90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)
No of house rows	:	4 / 4	
House density	:	20 %	
Surface	:	1	(Absorptive ground surface)
Receiver source distance	:	231.00 / 231.00 m	
Receiver height	:	8.50 / 8.50 m	
Topography	:	1	(Flat/gentle slope; no barrier)
No Whistle			
Reference angle	:	0.00	

↑

Rail data, segment # 2: CN Rail WF (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld
1.	! 2.0/0.0	! 65.0	! 4.0	! 25.0	!Diesel	! Yes

Data for Segment # 2: CN Rail WF (day/night)

Angle1	Angle2	: -90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)
No of house rows	:	4 / 4	
House density	:	20 %	
Surface	:	1	(Absorptive ground surface)
Receiver source distance	:	231.00 / 231.00 m	
Receiver height	:	8.50 / 8.50 m	
Topography	:	1	(Flat/gentle slope; no barrier)
No Whistle			
Reference angle	:	0.00	

↑

Rail data, segment # 3: CN Rail P (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld
---------------	---------------	--------------------	--------------------	---------------------	-------------	----------------

1. ! 12.0/0.0 ! 70.0 ! 2.0 ! 10.0 !Diesel! Yes

Data for Segment # 3: CN Rail P (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 4 / 4
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 231.00 / 231.00 m
Receiver height : 8.50 / 8.50 m
Topography : 1 (Flat/gentle slope; no barrier)
No Whistle
Reference angle : 0.00

↑

Results segment # 1: CN Rail F (day)

LOCOMOTIVE (0.00 + 42.86 + 0.00) = 42.86 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	65.42	-16.33	-0.93	0.00	-5.31	0.00	42.86

WHEEL (0.00 + 31.39 + 0.00) = 31.39 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	55.41	-17.58	-1.14	0.00	-5.31	0.00	31.39

Segment Leq : 43.16 dBA

↑

Results segment # 2: CN Rail WF (day)

LOCOMOTIVE (0.00 + 37.84 + 0.00) = 37.84 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	60.40	-16.33	-0.93	0.00	-5.31	0.00	37.84

WHEEL (0.00 + 26.94 + 0.00) = 26.94 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	50.96	-17.58	-1.14	0.00	-5.31	0.00	26.94

Segment Leq : 38.18 dBA

↑

Results segment # 3: CN Rail P (day)

LOCOMOTIVE (0.00 + 42.86 + 0.00) = 42.86 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	65.42	-16.33	-0.93	0.00	-5.31	0.00	42.86

WHEEL (0.00 + 31.39 + 0.00) = 31.39 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	55.41	-17.58	-1.14	0.00	-5.31	0.00	31.39

Segment Leq : 43.16 dBA

Total Leq All Segments: 46.81 dBA



Results segment # 1: CN Rail F (night)

LOCOMOTIVE (0.00 + 42.86 + 0.00) = 42.86 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	65.42	-16.33	-0.93	0.00	-5.31	0.00	42.86

WHEEL (0.00 + 31.39 + 0.00) = 31.39 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	55.41	-17.58	-1.14	0.00	-5.31	0.00	31.39

Segment Leq : 43.16 dBA



Results segment # 2: CN Rail WF (night)

LOCOMOTIVE (0.00 + -22.56 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	0.00	-16.33	-0.93	0.00	-5.31	0.00	-22.56

WHEEL (0.00 + -24.02 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	0.00	-17.58	-1.14	0.00	-5.31	0.00	-24.02

Segment Leq : 0.00 dBA



Results segment # 3: CN Rail P (night)

LOCOMOTIVE (0.00 + -22.56 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.38	0.00	-16.33	-0.93	0.00	-5.31	0.00	-22.56
-----	----	------	------	--------	-------	------	-------	------	--------

WHEEL (0.00 + -24.02 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.48	0.00	-17.58	-1.14	0.00	-5.31	0.00	-24.02
-----	----	------	------	--------	-------	------	-------	------	--------

Segment Leq : 0.00 dBA

Total Leq All Segments: 43.16 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 46.81
(NIGHT): 43.16

↑

↑

STAMSON 5.0 NORMAL REPORT Date: 01-05-2026 15:38:35
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: rec44.te Time Period: Day/Night 16/8 hours
Description: REC 4-4 231 m (12.5m)

Rail data, segment # 1: CN Rail F (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld						
1.	!	12.0/6.0	!	70.0	!	2.0	!	10.0	!	Diesel	!	Yes

Data for Segment # 1: CN Rail F (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	231.00 / 231.00 m		
Receiver height	:	12.50 / 12.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

↑

Rail data, segment # 2: CN Rail WF (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld						
1.	!	2.0/0.0	!	65.0	!	4.0	!	25.0	!	Diesel	!	Yes

Data for Segment # 2: CN Rail WF (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	231.00 / 231.00 m		
Receiver height	:	12.50 / 12.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

↑

Rail data, segment # 3: CN Rail P (day/night)

Train	! Trains	! Speed	!# loc	!# Cars	! Eng	!Cont
Type	!	!(km/h)	!/Train	!/Train	! type	!weld
1.	! 12.0/0.0	! 70.0	! 2.0	! 10.0	!Diesel	! Yes

Data for Segment # 3: CN Rail P (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	231.00 / 231.00 m		
Receiver height	:	12.50 / 12.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

↑

Results segment # 1: CN Rail F (day)

LOCOMOTIVE (0.00 + 44.54 + 0.00) = 44.54 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	65.42	-14.90	-0.67	0.00	-5.31	0.00	44.54

WHEEL (0.00 + 33.06 + 0.00) = 33.06 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	55.41	-16.15	-0.90	0.00	-5.31	0.00	33.06

Segment Leq : 44.84 dBA

↑

Results segment # 2: CN Rail WF (day)

LOCOMOTIVE (0.00 + 39.53 + 0.00) = 39.53 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	60.40	-14.90	-0.67	0.00	-5.31	0.00	39.53

WHEEL (0.00 + 28.60 + 0.00) = 28.60 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90 90 0.36 50.96 -16.15 -0.90 0.00 -5.31 0.00 28.60

Segment Leq : 39.87 dBA



Results segment # 3: CN Rail P (day)

LOCOMOTIVE (0.00 + 44.54 + 0.00) = 44.54 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	65.42	-14.90	-0.67	0.00	-5.31	0.00	44.54
-----	----	------	-------	--------	-------	------	-------	------	-------

WHEEL (0.00 + 33.06 + 0.00) = 33.06 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	55.41	-16.15	-0.90	0.00	-5.31	0.00	33.06
-----	----	------	-------	--------	-------	------	-------	------	-------

Segment Leq : 44.84 dBA

Total Leq All Segments: 48.49 dBA



Results segment # 1: CN Rail F (night)

LOCOMOTIVE (0.00 + 44.54 + 0.00) = 44.54 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	65.42	-14.90	-0.67	0.00	-5.31	0.00	44.54
-----	----	------	-------	--------	-------	------	-------	------	-------

WHEEL (0.00 + 33.06 + 0.00) = 33.06 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	55.41	-16.15	-0.90	0.00	-5.31	0.00	33.06
-----	----	------	-------	--------	-------	------	-------	------	-------

Segment Leq : 44.84 dBA



Results segment # 2: CN Rail WF (night)

LOCOMOTIVE (0.00 + -20.88 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	0.00	-14.90	-0.67	0.00	-5.31	0.00	-20.88
-----	----	------	------	--------	-------	------	-------	------	--------

WHEEL (0.00 + -22.36 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	0.00	-16.15	-0.90	0.00	-5.31	0.00	-22.36
-----	----	------	------	--------	-------	------	-------	------	--------

Segment Leq : 0.00 dBA

↑

Results segment # 3: CN Rail P (night)

LOCOMOTIVE (0.00 + -20.88 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	0.00	-14.90	-0.67	0.00	-5.31	0.00	-20.88
-----	----	------	------	--------	-------	------	-------	------	--------

WHEEL (0.00 + -22.36 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	0.00	-16.15	-0.90	0.00	-5.31	0.00	-22.36
-----	----	------	------	--------	-------	------	-------	------	--------

Segment Leq : 0.00 dBA

Total Leq All Segments: 44.84 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 48.49

(NIGHT): 44.84

↑

↑

Filename: rec5.te Time Period: Day/Night 16/8 hours
 Description: REC 5 236 m

Rail data, segment # 1: CN Rail F (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont !weld
1.	12.0/6.0	70.0	2.0	10.0	Diesel	Yes

Data for Segment # 1: CN Rail F (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 4 / 4
 House density : 20 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 236.00 / 236.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 No Whistle
 Reference angle : 0.00

↑
 Rail data, segment # 2: CN Rail WF (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont !weld
1.	2.0/0.0	65.0	4.0	25.0	Diesel	Yes

Data for Segment # 2: CN Rail WF (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 4 / 4
 House density : 20 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 236.00 / 236.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 No Whistle
 Reference angle : 0.00

↑
 Rail data, segment # 3: CN Rail P (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont !weld
------------	----------	----------------	---------------	----------------	------------	-------------

1. ! 12.0/0.0 ! 70.0 ! 2.0 ! 10.0 !Diesel! Yes

Data for Segment # 3: CN Rail P (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth           :      0      (No woods.)
No of house rows     :      4 / 4
House density        :      20 %
Surface              :      1      (Absorptive ground surface)
Receiver source distance : 236.00 / 236.00 m
Receiver height      :      1.50 / 1.50 m
Topography           :      1      (Flat/gentle slope; no barrier)
No Whistle
Reference angle      :      0.00
  
```

↑

Result summary (day)

```

-----
! Loc ! Wheel ! Whistle ! Whistle ! Total
! Leq ! Leq ! Left Leq ! Right Leq ! Leq
! (dBA) ! (dBA) ! (dBA) ! (dBA) ! (dBA)
-----
1.CN Rail F ! 39.82 ! 28.79 ! -- ! -- ! 40.15 *
2.CN Rail WF ! 34.80 ! 24.33 ! -- ! -- ! 35.17 *
3.CN Rail P ! 39.82 ! 28.79 ! -- ! -- ! 40.15 *
-----
Total 43.80 dBA
  
```

* Bright Zone !

↑

Result summary (night)

```

-----
! Loc ! Wheel ! Whistle ! Whistle ! Total
! Leq ! Leq ! Left Leq ! Right Leq ! Leq
! (dBA) ! (dBA) ! (dBA) ! (dBA) ! (dBA)
-----
1.CN Rail F ! 39.82 ! 28.79 ! -- ! -- ! 40.15 *
2.CN Rail WF ! 0.00 ! 0.00 ! -- ! -- ! 0.00 *
3.CN Rail P ! 0.00 ! 0.00 ! -- ! -- ! 0.00 *
-----
Total 40.15 dBA
  
```

* Bright Zone !

↑

TOTAL Leq FROM ALL SOURCES (DAY): 43.80
(NIGHT): 40.15

↑



Filename: REC53.te Time Period: Day/Night 16/8 hours
Description: REC 5-3 236 m (8.5m)

Rail data, segment # 1: CN Rail F (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld
1.	! 12.0/6.0	! 70.0	! 2.0	! 10.0	!Diesel	! Yes

Data for Segment # 1: CN Rail F (day/night)

Angle1	Angle2	: -90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)
No of house rows	:	4 / 4	
House density	:	20 %	
Surface	:	1	(Absorptive ground surface)
Receiver source distance	:	236.00 / 236.00 m	
Receiver height	:	8.50 / 8.50 m	
Topography	:	1	(Flat/gentle slope; no barrier)
No Whistle			
Reference angle	:	0.00	

↑

Rail data, segment # 2: CN Rail WF (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld
1.	! 2.0/0.0	! 65.0	! 4.0	! 25.0	!Diesel	! Yes

Data for Segment # 2: CN Rail WF (day/night)

Angle1	Angle2	: -90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)
No of house rows	:	4 / 4	
House density	:	20 %	
Surface	:	1	(Absorptive ground surface)
Receiver source distance	:	236.00 / 236.00 m	
Receiver height	:	8.50 / 8.50 m	
Topography	:	1	(Flat/gentle slope; no barrier)
No Whistle			
Reference angle	:	0.00	

↑

Rail data, segment # 3: CN Rail P (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld
---------------	---------------	--------------------	--------------------	---------------------	-------------	----------------

1. ! 12.0/0.0 ! 70.0 ! 2.0 ! 10.0 !Diesel! Yes

Data for Segment # 3: CN Rail P (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth           :      0      (No woods.)
No of house rows     :      4 / 4
House density        :      20 %
Surface              :      1      (Absorptive ground surface)
Receiver source distance : 236.00 / 236.00 m
Receiver height      :      8.50 / 8.50 m
Topography           :      1      (Flat/gentle slope; no barrier)
No Whistle
Reference angle      :      0.00
  
```

↑

Result summary (day)

```

-----
!   Loc   !   Wheel   ! Whistle   ! Whistle   !   Total
!   Leq   !   Leq   ! Left Leq ! Right Leq !   Leq
!   (dBA) !   (dBA) !   (dBA)  !   (dBA)  !   (dBA)
-----+-----+-----+-----+-----+
1.CN Rail F      !   42.73 !   31.26 !      -- !      -- !   43.03 *
2.CN Rail WF     !   37.71 !   26.80 !      -- !      -- !   38.05 *
3.CN Rail P      !   42.73 !   31.26 !      -- !      -- !   43.03 *
-----+-----+-----+-----+-----+
Total                                     46.68 dBA
  
```

* Bright Zone !

↑

Result summary (night)

```

-----
!   Loc   !   Wheel   ! Whistle   ! Whistle   !   Total
!   Leq   !   Leq   ! Left Leq ! Right Leq !   Leq
!   (dBA) !   (dBA) !   (dBA)  !   (dBA)  !   (dBA)
-----+-----+-----+-----+-----+
1.CN Rail F      !   42.73 !   31.26 !      -- !      -- !   43.03 *
2.CN Rail WF     !    0.00 !    0.00 !      -- !      -- !    0.00 *
3.CN Rail P      !    0.00 !    0.00 !      -- !      -- !    0.00 *
-----+-----+-----+-----+-----+
Total                                     43.03 dBA
  
```

* Bright Zone !

↑

TOTAL Leq FROM ALL SOURCES (DAY): 46.68
(NIGHT): 43.03

↑



STAMSON 5.0 NORMAL REPORT Date: 01-05-2026 15:39:33
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: rec54.te Time Period: Day/Night 16/8 hours
Description: REC 5-4 236 m (12.5m)

Rail data, segment # 1: CN Rail F (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld						
1.	!	12.0/6.0	!	70.0	!	2.0	!	10.0	!	Diesel	!	Yes

Data for Segment # 1: CN Rail F (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	236.00 / 236.00 m		
Receiver height	:	12.50 / 12.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

↑

Rail data, segment # 2: CN Rail WF (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld						
1.	!	2.0/0.0	!	65.0	!	4.0	!	25.0	!	Diesel	!	Yes

Data for Segment # 2: CN Rail WF (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	236.00 / 236.00 m		
Receiver height	:	12.50 / 12.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

↑

Rail data, segment # 3: CN Rail P (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont weld
1.	12.0/0.0	70.0	2.0	10.0	Diesel	Yes

Data for Segment # 3: CN Rail P (day/night)

Angle1	Angle2	: -90.00 deg	90.00 deg
Wood depth		: 0	(No woods.)
No of house rows		: 4 / 4	
House density		: 20 %	
Surface		: 1	(Absorptive ground surface)
Receiver source distance		: 236.00 / 236.00 m	
Receiver height		: 12.50 / 12.50 m	
Topography		: 1	(Flat/gentle slope; no barrier)
No Whistle			
Reference angle		: 0.00	

Results segment # 1: CN Rail F (day)

LOCOMOTIVE (0.00 + 44.43 + 0.00) = 44.43 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	65.42	-15.02	-0.67	0.00	-5.30	0.00	44.43

WHEEL (0.00 + 32.93 + 0.00) = 32.93 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	55.41	-16.28	-0.90	0.00	-5.30	0.00	32.93

Segment Leq : 44.73 dBA

Results segment # 2: CN Rail WF (day)

LOCOMOTIVE (0.00 + 39.41 + 0.00) = 39.41 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	60.40	-15.02	-0.67	0.00	-5.30	0.00	39.41

WHEEL (0.00 + 28.48 + 0.00) = 28.48 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90 90 0.36 50.96 -16.28 -0.90 0.00 -5.30 0.00 28.48

Segment Leq : 39.75 dBA



Results segment # 3: CN Rail P (day)

LOCOMOTIVE (0.00 + 44.43 + 0.00) = 44.43 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	65.42	-15.02	-0.67	0.00	-5.30	0.00	44.43
-----	----	------	-------	--------	-------	------	-------	------	-------

WHEEL (0.00 + 32.93 + 0.00) = 32.93 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	55.41	-16.28	-0.90	0.00	-5.30	0.00	32.93
-----	----	------	-------	--------	-------	------	-------	------	-------

Segment Leq : 44.73 dBA

Total Leq All Segments: 48.38 dBA



Results segment # 1: CN Rail F (night)

LOCOMOTIVE (0.00 + 44.43 + 0.00) = 44.43 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	65.42	-15.02	-0.67	0.00	-5.30	0.00	44.43
-----	----	------	-------	--------	-------	------	-------	------	-------

WHEEL (0.00 + 32.93 + 0.00) = 32.93 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	55.41	-16.28	-0.90	0.00	-5.30	0.00	32.93
-----	----	------	-------	--------	-------	------	-------	------	-------

Segment Leq : 44.73 dBA



Results segment # 2: CN Rail WF (night)

LOCOMOTIVE (0.00 + -20.99 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	0.00	-15.02	-0.67	0.00	-5.30	0.00	-20.99
-----	----	------	------	--------	-------	------	-------	------	--------

WHEEL (0.00 + -22.48 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	0.00	-16.28	-0.90	0.00	-5.30	0.00	-22.48
-----	----	------	------	--------	-------	------	-------	------	--------

Segment Leq : 0.00 dBA

↑

Results segment # 3: CN Rail P (night)

LOCOMOTIVE (0.00 + -20.99 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	0.00	-15.02	-0.67	0.00	-5.30	0.00	-20.99
-----	----	------	------	--------	-------	------	-------	------	--------

WHEEL (0.00 + -22.48 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	0.00	-16.28	-0.90	0.00	-5.30	0.00	-22.48
-----	----	------	------	--------	-------	------	-------	------	--------

Segment Leq : 0.00 dBA

Total Leq All Segments: 44.73 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 48.38

(NIGHT): 44.73

↑

↑

Filename: rec6.te Time Period: Day/Night 16/8 hours
 Description: REC 6 246 m

Rail data, segment # 1: CN Rail F (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont !weld
1.	12.0/6.0	70.0	2.0	10.0	Diesel	Yes

Data for Segment # 1: CN Rail F (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 4 / 4
 House density : 20 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 246.00 / 246.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 No Whistle
 Reference angle : 0.00

↑
 Rail data, segment # 2: CN Rail WF (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont !weld
1.	2.0/0.0	65.0	4.0	25.0	Diesel	Yes

Data for Segment # 2: CN Rail WF (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 4 / 4
 House density : 20 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 246.00 / 246.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 No Whistle
 Reference angle : 0.00

↑
 Rail data, segment # 3: CN Rail P (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont !weld
------------	----------	----------------	---------------	----------------	------------	-------------

1. ! 12.0/0.0 ! 70.0 ! 2.0 ! 10.0 !Diesel! Yes

Data for Segment # 3: CN Rail P (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth           :      0      (No woods.)
No of house rows     :      4 / 4
House density        :      20 %
Surface              :      1      (Absorptive ground surface)
Receiver source distance : 246.00 / 246.00 m
Receiver height      :      1.50 / 1.50 m
Topography           :      1      (Flat/gentle slope; no barrier)
No Whistle
Reference angle      :      0.00
  
```

↑

Result summary (day)

```

-----
!   Loc   !   Wheel   ! Whistle   ! Whistle   !   Total
!   Leq   !   Leq   ! Left Leq ! Right Leq !   Leq
! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)
-----+-----+-----+-----+-----
1.CN Rail F      !   39.54 !   28.49 !      -- !      -- !   39.87 *
2.CN Rail WF     !   34.52 !   24.04 !      -- !      -- !   34.89 *
3.CN Rail P      !   39.54 !   28.49 !      -- !      -- !   39.87 *
-----+-----+-----+-----+-----
Total                                     43.52 dBA
  
```

* Bright Zone !

↑

Result summary (night)

```

-----
!   Loc   !   Wheel   ! Whistle   ! Whistle   !   Total
!   Leq   !   Leq   ! Left Leq ! Right Leq !   Leq
! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)
-----+-----+-----+-----+-----
1.CN Rail F      !   39.54 !   28.49 !      -- !      -- !   39.87 *
2.CN Rail WF     !    0.00 !    0.00 !      -- !      -- !    0.00 *
3.CN Rail P      !    0.00 !    0.00 !      -- !      -- !    0.00 *
-----+-----+-----+-----+-----
Total                                     39.87 dBA
  
```

* Bright Zone !

↑

TOTAL Leq FROM ALL SOURCES (DAY): 43.52
(NIGHT): 39.87

↑



Filename: REC63.te Time Period: Day/Night 16/8 hours
Description: REC 6-3 246 m (8.5m)

Rail data, segment # 1: CN Rail F (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld
1.	! 12.0/6.0	! 70.0	! 2.0	! 10.0	!Diesel	! Yes

Data for Segment # 1: CN Rail F (day/night)

Angle1	Angle2	: -90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)
No of house rows	:	4 / 4	
House density	:	20 %	
Surface	:	1	(Absorptive ground surface)
Receiver source distance	:	246.00 / 246.00 m	
Receiver height	:	8.50 / 8.50 m	
Topography	:	1	(Flat/gentle slope; no barrier)
No Whistle	:		
Reference angle	:	0.00	

↑

Rail data, segment # 2: CN Rail WF (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld
1.	! 2.0/0.0	! 65.0	! 4.0	! 25.0	!Diesel	! Yes

Data for Segment # 2: CN Rail WF (day/night)

Angle1	Angle2	: -90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)
No of house rows	:	4 / 4	
House density	:	20 %	
Surface	:	1	(Absorptive ground surface)
Receiver source distance	:	246.00 / 246.00 m	
Receiver height	:	8.50 / 8.50 m	
Topography	:	1	(Flat/gentle slope; no barrier)
No Whistle	:		
Reference angle	:	0.00	

↑

Rail data, segment # 3: CN Rail P (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld
---------------	---------------	--------------------	--------------------	---------------------	-------------	----------------

1. ! 12.0/0.0 ! 70.0 ! 2.0 ! 10.0 !Diesel! Yes

Data for Segment # 3: CN Rail P (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth           :      0      (No woods.)
No of house rows     :      4 / 4
House density        :      20 %
Surface              :      1      (Absorptive ground surface)
Receiver source distance : 246.00 / 246.00 m
Receiver height       :      8.50 / 8.50 m
Topography           :      1      (Flat/gentle slope; no barrier)
No Whistle
Reference angle      :      0.00
  
```

↑

Result summary (day)

```

-----
!   Loc   !   Wheel   ! Whistle   ! Whistle   !   Total
!   Leq   !   Leq   ! Left Leq ! Right Leq !   Leq
! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)
-----+-----+-----+-----+-----
1.CN Rail F      !   42.49 !   31.00 !      -- !      -- !   42.79 *
2.CN Rail WF     !   37.47 !   26.54 !      -- !      -- !   37.81 *
3.CN Rail P      !   42.49 !   31.00 !      -- !      -- !   42.79 *
-----+-----+-----+-----+-----
Total                                     46.44 dBA
  
```

* Bright Zone !

↑

Result summary (night)

```

-----
!   Loc   !   Wheel   ! Whistle   ! Whistle   !   Total
!   Leq   !   Leq   ! Left Leq ! Right Leq !   Leq
! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)
-----+-----+-----+-----+-----
1.CN Rail F      !   42.49 !   31.00 !      -- !      -- !   42.79 *
2.CN Rail WF     !    0.00 !    0.00 !      -- !      -- !    0.00 *
3.CN Rail P      !    0.00 !    0.00 !      -- !      -- !    0.00 *
-----+-----+-----+-----+-----
Total                                     42.79 dBA
  
```

* Bright Zone !

↑

TOTAL Leq FROM ALL SOURCES (DAY): 46.44
(NIGHT): 42.79

↑



STAMSON 5.0 NORMAL REPORT Date: 01-05-2026 15:40:29
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: rec64.te Time Period: Day/Night 16/8 hours
Description: REC 6-4 246 m (12.5m)

Rail data, segment # 1: CN Rail F (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld						
1.	!	12.0/6.0	!	70.0	!	2.0	!	10.0	!	Diesel	!	Yes

Data for Segment # 1: CN Rail F (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	246.00 / 246.00 m		
Receiver height	:	12.50 / 12.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

↑

Rail data, segment # 2: CN Rail WF (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld						
1.	!	2.0/0.0	!	65.0	!	4.0	!	25.0	!	Diesel	!	Yes

Data for Segment # 2: CN Rail WF (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	246.00 / 246.00 m		
Receiver height	:	12.50 / 12.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

↑

Rail data, segment # 3: CN Rail P (day/night)

Train	! Trains	! Speed	!# loc	!# Cars	! Eng	!Cont
Type	!	!(km/h)	!/Train	!/Train	! type	!weld
1.	! 12.0/0.0	! 70.0	! 2.0	! 10.0	!Diesel	! Yes

Data for Segment # 3: CN Rail P (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	246.00 / 246.00 m		
Receiver height	:	12.50 / 12.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

Results segment # 1: CN Rail F (day)

LOCOMOTIVE (0.00 + 44.21 + 0.00) = 44.21 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	65.42	-15.25	-0.67	0.00	-5.30	0.00	44.21

WHEEL (0.00 + 32.69 + 0.00) = 32.69 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	55.41	-16.52	-0.90	0.00	-5.30	0.00	32.69

Segment Leq : 44.51 dBA

Results segment # 2: CN Rail WF (day)

LOCOMOTIVE (0.00 + 39.19 + 0.00) = 39.19 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	60.40	-15.25	-0.67	0.00	-5.30	0.00	39.19

WHEEL (0.00 + 28.24 + 0.00) = 28.24 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90 90 0.36 50.96 -16.52 -0.90 0.00 -5.30 0.00 28.24

Segment Leq : 39.53 dBA



Results segment # 3: CN Rail P (day)

LOCOMOTIVE (0.00 + 44.21 + 0.00) = 44.21 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	65.42	-15.25	-0.67	0.00	-5.30	0.00	44.21
-----	----	------	-------	--------	-------	------	-------	------	-------

WHEEL (0.00 + 32.69 + 0.00) = 32.69 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	55.41	-16.52	-0.90	0.00	-5.30	0.00	32.69
-----	----	------	-------	--------	-------	------	-------	------	-------

Segment Leq : 44.51 dBA

Total Leq All Segments: 48.16 dBA



Results segment # 1: CN Rail F (night)

LOCOMOTIVE (0.00 + 44.21 + 0.00) = 44.21 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	65.42	-15.25	-0.67	0.00	-5.30	0.00	44.21
-----	----	------	-------	--------	-------	------	-------	------	-------

WHEEL (0.00 + 32.69 + 0.00) = 32.69 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	55.41	-16.52	-0.90	0.00	-5.30	0.00	32.69
-----	----	------	-------	--------	-------	------	-------	------	-------

Segment Leq : 44.51 dBA



Results segment # 2: CN Rail WF (night)

LOCOMOTIVE (0.00 + -21.21 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	0.00	-15.25	-0.67	0.00	-5.30	0.00	-21.21
-----	----	------	------	--------	-------	------	-------	------	--------

WHEEL (0.00 + -22.72 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	0.00	-16.52	-0.90	0.00	-5.30	0.00	-22.72
-----	----	------	------	--------	-------	------	-------	------	--------

Segment Leq : 0.00 dBA

↑

Results segment # 3: CN Rail P (night)

LOCOMOTIVE (0.00 + -21.21 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	0.00	-15.25	-0.67	0.00	-5.30	0.00	-21.21
-----	----	------	------	--------	-------	------	-------	------	--------

WHEEL (0.00 + -22.72 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	0.00	-16.52	-0.90	0.00	-5.30	0.00	-22.72
-----	----	------	------	--------	-------	------	-------	------	--------

Segment Leq : 0.00 dBA

Total Leq All Segments: 44.51 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 48.16

(NIGHT): 44.51

↑

↑

Filename: rec7.te Time Period: Day/Night 16/8 hours
 Description: REC 7 256 m

Rail data, segment # 1: CN Rail F (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont !weld
1.	12.0/6.0	70.0	2.0	10.0	Diesel	Yes

Data for Segment # 1: CN Rail F (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 4 / 4
 House density : 20 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 256.00 / 256.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 No Whistle
 Reference angle : 0.00

↑

Rail data, segment # 2: CN Rail WF (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont !weld
1.	2.0/0.0	65.0	4.0	25.0	Diesel	Yes

Data for Segment # 2: CN Rail WF (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 4 / 4
 House density : 20 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 256.00 / 256.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 No Whistle
 Reference angle : 0.00

↑

Rail data, segment # 3: CN Rail P (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont !weld

1. ! 12.0/0.0 ! 70.0 ! 2.0 ! 10.0 !Diesel! Yes

Data for Segment # 3: CN Rail P (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 4 / 4
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 256.00 / 256.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
No Whistle
Reference angle : 0.00

↑

Result summary (day)

! Loc ! Wheel ! Whistle ! Whistle ! Total
! Leq ! Leq ! Left Leq ! Right Leq ! Leq
! (dBA) ! (dBA) ! (dBA) ! (dBA) ! (dBA)

1.CN Rail F ! 39.26 ! 28.20 ! -- ! -- ! 39.59 *
2.CN Rail WF ! 34.25 ! 23.75 ! -- ! -- ! 34.62 *
3.CN Rail P ! 39.26 ! 28.20 ! -- ! -- ! 39.59 *

Total 43.24 dBA

* Bright Zone !

↑

Result summary (night)

! Loc ! Wheel ! Whistle ! Whistle ! Total
! Leq ! Leq ! Left Leq ! Right Leq ! Leq
! (dBA) ! (dBA) ! (dBA) ! (dBA) ! (dBA)

1.CN Rail F ! 39.26 ! 28.20 ! -- ! -- ! 39.59 *
2.CN Rail WF ! 0.00 ! 0.00 ! -- ! -- ! 0.00 *
3.CN Rail P ! 0.00 ! 0.00 ! -- ! -- ! 0.00 *

Total 39.59 dBA

* Bright Zone !

↑

TOTAL Leq FROM ALL SOURCES (DAY): 43.24
(NIGHT): 39.59

↑



Filename: REC73.te Time Period: Day/Night 16/8 hours
 Description: REC 7-3 256 m (8.5m)

Rail data, segment # 1: CN Rail F (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont !weld
1.	12.0/6.0	70.0	2.0	10.0	Diesel	Yes

Data for Segment # 1: CN Rail F (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 4 / 4
 House density : 20 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 256.00 / 256.00 m
 Receiver height : 8.50 / 8.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 No Whistle
 Reference angle : 0.00

↑

Rail data, segment # 2: CN Rail WF (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont !weld
1.	2.0/0.0	65.0	4.0	25.0	Diesel	Yes

Data for Segment # 2: CN Rail WF (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 4 / 4
 House density : 20 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 256.00 / 256.00 m
 Receiver height : 8.50 / 8.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 No Whistle
 Reference angle : 0.00

↑

Rail data, segment # 3: CN Rail P (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont !weld

1. ! 12.0/0.0 ! 70.0 ! 2.0 ! 10.0 !Diesel! Yes

Data for Segment # 3: CN Rail P (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth           :      0      (No woods.)
No of house rows     :      4 / 4
House density        :      20 %
Surface              :      1      (Absorptive ground surface)
Receiver source distance : 256.00 / 256.00 m
Receiver height      :      8.50 / 8.50 m
Topography           :      1      (Flat/gentle slope; no barrier)
No Whistle
Reference angle      :      0.00
  
```

↑

Result summary (day)

```

-----
!   Loc   !   Wheel   ! Whistle   ! Whistle   ! Total
!   Leq   !   Leq   ! Left Leq ! Right Leq!   Leq
! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)
-----+-----+-----+-----+-----
1.CN Rail F      !   42.25 !   30.74 !      -- !      -- !   42.55 *
2.CN Rail WF     !   37.23 !   26.28 !      -- !      -- !   37.57 *
3.CN Rail P      !   42.25 !   30.74 !      -- !      -- !   42.55 *
-----+-----+-----+-----+-----
Total                                     46.20 dBA
  
```

* Bright Zone !

↑

Result summary (night)

```

-----
!   Loc   !   Wheel   ! Whistle   ! Whistle   ! Total
!   Leq   !   Leq   ! Left Leq ! Right Leq!   Leq
! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)
-----+-----+-----+-----+-----
1.CN Rail F      !   42.25 !   30.74 !      -- !      -- !   42.55 *
2.CN Rail WF     !    0.00 !    0.00 !      -- !      -- !    0.00 *
3.CN Rail P      !    0.00 !    0.00 !      -- !      -- !    0.00 *
-----+-----+-----+-----+-----
Total                                     42.55 dBA
  
```

* Bright Zone !

↑

TOTAL Leq FROM ALL SOURCES (DAY): 46.20
(NIGHT): 42.55

↑



to 47STAMSON 5.0 NORMAL REPORT Date: 01-05-2026 15:42:16
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: rec74.te Time Period: Day/Night 16/8 hours
Description: REC 7-4 256 m (12.5m)

Rail data, segment # 1: CN Rail F (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld						
1.	!	12.0/6.0	!	70.0	!	2.0	!	10.0	!	Diesel	!	Yes

Data for Segment # 1: CN Rail F (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	256.00 / 256.00 m		
Receiver height	:	12.50 / 12.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

↑

Rail data, segment # 2: CN Rail WF (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld						
1.	!	2.0/0.0	!	65.0	!	4.0	!	25.0	!	Diesel	!	Yes

Data for Segment # 2: CN Rail WF (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	256.00 / 256.00 m		
Receiver height	:	12.50 / 12.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

↑

Rail data, segment # 3: CN Rail P (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld						
1.	!	12.0/0.0	!	70.0	!	2.0	!	10.0	!	Diesel	!	Yes

Data for Segment # 3: CN Rail P (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	256.00 / 256.00 m		
Receiver height	:	12.50 / 12.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

↑

Results segment # 1: CN Rail F (day)

LOCOMOTIVE (0.00 + 43.99 + 0.00) = 43.99 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	65.42	-15.46	-0.67	0.00	-5.30	0.00	43.99

WHEEL (0.00 + 32.46 + 0.00) = 32.46 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	55.41	-16.76	-0.90	0.00	-5.30	0.00	32.46

Segment Leq : 44.29 dBA

↑

Results segment # 2: CN Rail WF (day)

LOCOMOTIVE (0.00 + 38.97 + 0.00) = 38.97 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	60.40	-15.46	-0.67	0.00	-5.30	0.00	38.97

WHEEL (0.00 + 28.00 + 0.00) = 28.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	60.40	-15.46	-0.67	0.00	-5.30	0.00	38.97

-90 90 0.36 50.96 -16.76 -0.90 0.00 -5.30 0.00 28.00

Segment Leq : 39.30 dBA



Results segment # 3: CN Rail P (day)

LOCOMOTIVE (0.00 + 43.99 + 0.00) = 43.99 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	65.42	-15.46	-0.67	0.00	-5.30	0.00	43.99
-----	----	------	-------	--------	-------	------	-------	------	-------

WHEEL (0.00 + 32.46 + 0.00) = 32.46 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	55.41	-16.76	-0.90	0.00	-5.30	0.00	32.46
-----	----	------	-------	--------	-------	------	-------	------	-------

Segment Leq : 44.29 dBA

Total Leq All Segments: 47.94 dBA



Results segment # 1: CN Rail F (night)

LOCOMOTIVE (0.00 + 43.99 + 0.00) = 43.99 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	65.42	-15.46	-0.67	0.00	-5.30	0.00	43.99
-----	----	------	-------	--------	-------	------	-------	------	-------

WHEEL (0.00 + 32.46 + 0.00) = 32.46 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	55.41	-16.76	-0.90	0.00	-5.30	0.00	32.46
-----	----	------	-------	--------	-------	------	-------	------	-------

Segment Leq : 44.29 dBA



Results segment # 2: CN Rail WF (night)

LOCOMOTIVE (0.00 + -21.43 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	0.00	-15.46	-0.67	0.00	-5.30	0.00	-21.43
-----	----	------	------	--------	-------	------	-------	------	--------

WHEEL (0.00 + -22.96 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	0.00	-16.76	-0.90	0.00	-5.30	0.00	-22.96
-----	----	------	------	--------	-------	------	-------	------	--------

Segment Leq : 0.00 dBA

↑

Results segment # 3: CN Rail P (night)

LOCOMOTIVE (0.00 + -21.43 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	0.00	-15.46	-0.67	0.00	-5.30	0.00	-21.43
-----	----	------	------	--------	-------	------	-------	------	--------

WHEEL (0.00 + -22.96 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	0.00	-16.76	-0.90	0.00	-5.30	0.00	-22.96
-----	----	------	------	--------	-------	------	-------	------	--------

Segment Leq : 0.00 dBA

Total Leq All Segments: 44.29 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 47.94

(NIGHT): 44.29

↑

↑

Filename: REC8.te Time Period: Day/Night 16/8 hours
 Description: REC 8 266 m

Rail data, segment # 1: CN Rail F (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont !weld
1.	12.0/6.0	70.0	2.0	10.0	Diesel	Yes

Data for Segment # 1: CN Rail F (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 4 / 4
 House density : 20 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 266.00 / 266.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 No Whistle
 Reference angle : 0.00

↑
 Rail data, segment # 2: CN Rail WF (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont !weld
1.	2.0/0.0	65.0	4.0	25.0	Diesel	Yes

Data for Segment # 2: CN Rail WF (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 4 / 4
 House density : 20 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 266.00 / 266.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 No Whistle
 Reference angle : 0.00

↑
 Rail data, segment # 3: CN Rail P (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont !weld
------------	----------	----------------	---------------	----------------	------------	-------------

1. ! 12.0/0.0 ! 70.0 ! 2.0 ! 10.0 !Diesel! Yes

Data for Segment # 3: CN Rail P (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth           :      0      (No woods.)
No of house rows     :      4 / 4
House density        :      20 %
Surface              :      1      (Absorptive ground surface)
Receiver source distance : 266.00 / 266.00 m
Receiver height      :      1.50 / 1.50 m
Topography           :      1      (Flat/gentle slope; no barrier)
No Whistle
Reference angle      :      0.00
  
```

↑

Result summary (day)

```

-----
!   Loc   !   Wheel   ! Whistle   ! Whistle   !   Total
!   Leq   !   Leq   ! Left Leq ! Right Leq !   Leq
! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)
-----+-----+-----+-----+-----
1.CN Rail F      !   39.00 !   27.93 !      -- !      -- !   39.33 *
2.CN Rail WF     !   33.98 !   23.47 !      -- !      -- !   34.35 *
3.CN Rail P      !   39.00 !   27.93 !      -- !      -- !   39.33 *
-----+-----+-----+-----+-----
Total                                     42.98 dBA
  
```

* Bright Zone !

↑

Result summary (night)

```

-----
!   Loc   !   Wheel   ! Whistle   ! Whistle   !   Total
!   Leq   !   Leq   ! Left Leq ! Right Leq !   Leq
! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)
-----+-----+-----+-----+-----
1.CN Rail F      !   39.00 !   27.93 !      -- !      -- !   39.33 *
2.CN Rail WF     !    0.00 !    0.00 !      -- !      -- !    0.00 *
3.CN Rail P      !    0.00 !    0.00 !      -- !      -- !    0.00 *
-----+-----+-----+-----+-----
Total                                     39.33 dBA
  
```

* Bright Zone !

↑

TOTAL Leq FROM ALL SOURCES (DAY): 42.98
(NIGHT): 39.33

↑



Filename: REC83.te Time Period: Day/Night 16/8 hours
 Description: REC 8-3 266 m (8.5m)

Rail data, segment # 1: CN Rail F (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont !weld
1.	12.0/6.0	70.0	2.0	10.0	Diesel	Yes

Data for Segment # 1: CN Rail F (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 4 / 4
 House density : 20 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 266.00 / 266.00 m
 Receiver height : 8.50 / 8.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 No Whistle
 Reference angle : 0.00

↑

Rail data, segment # 2: CN Rail WF (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont !weld
1.	2.0/0.0	65.0	4.0	25.0	Diesel	Yes

Data for Segment # 2: CN Rail WF (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 4 / 4
 House density : 20 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 266.00 / 266.00 m
 Receiver height : 8.50 / 8.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 No Whistle
 Reference angle : 0.00

↑

Rail data, segment # 3: CN Rail P (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont !weld

1. ! 12.0/0.0 ! 70.0 ! 2.0 ! 10.0 !Diesel! Yes

Data for Segment # 3: CN Rail P (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth           :      0      (No woods.)
No of house rows     :      4 / 4
House density        :      20 %
Surface              :      1      (Absorptive ground surface)
Receiver source distance : 266.00 / 266.00 m
Receiver height       :      8.50 / 8.50 m
Topography           :      1      (Flat/gentle slope; no barrier)
No Whistle
Reference angle      :      0.00
  
```

↑

Result summary (day)

```

-----
!   Loc   !   Wheel   ! Whistle   ! Whistle   ! Total
!   Leq   !   Leq   ! Left Leq ! Right Leq !   Leq
!   (dBA) !   (dBA) !   (dBA)  !   (dBA)  !   (dBA)
-----+-----+-----+-----+-----
1.CN Rail F      !   42.02 !   30.49 !      -- !      -- !   42.32 *
2.CN Rail WF     !   37.00 !   26.04 !      -- !      -- !   37.33 *
3.CN Rail P      !   42.02 !   30.49 !      -- !      -- !   42.32 *
-----+-----+-----+-----+-----
Total                                     45.97 dBA
  
```

* Bright Zone !

↑

Result summary (night)

```

-----
!   Loc   !   Wheel   ! Whistle   ! Whistle   ! Total
!   Leq   !   Leq   ! Left Leq ! Right Leq !   Leq
!   (dBA) !   (dBA) !   (dBA)  !   (dBA)  !   (dBA)
-----+-----+-----+-----+-----
1.CN Rail F      !   42.02 !   30.49 !      -- !      -- !   42.32 *
2.CN Rail WF     !    0.00 !    0.00 !      -- !      -- !    0.00 *
3.CN Rail P      !    0.00 !    0.00 !      -- !      -- !    0.00 *
-----+-----+-----+-----+-----
Total                                     42.32 dBA
  
```

* Bright Zone !

↑

TOTAL Leq FROM ALL SOURCES (DAY): 45.97
(NIGHT): 42.32

↑



STAMSON 5.0 NORMAL REPORT Date: 01-05-2026 15:43:09
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: rec84.te Time Period: Day/Night 16/8 hours
Description: REC 8-4 266 m (12.5m)

Rail data, segment # 1: CN Rail F (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld						
1.	!	12.0/6.0	!	70.0	!	2.0	!	10.0	!	Diesel	!	Yes

Data for Segment # 1: CN Rail F (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	266.00 / 266.00 m		
Receiver height	:	12.50 / 12.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

↑

Rail data, segment # 2: CN Rail WF (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld						
1.	!	2.0/0.0	!	65.0	!	4.0	!	25.0	!	Diesel	!	Yes

Data for Segment # 2: CN Rail WF (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	266.00 / 266.00 m		
Receiver height	:	12.50 / 12.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

↑

Rail data, segment # 3: CN Rail P (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont weld
1.	12.0/0.0	70.0	2.0	10.0	Diesel	Yes

Data for Segment # 3: CN Rail P (day/night)

Angle1	Angle2	: -90.00 deg	90.00 deg
Wood depth		: 0	(No woods.)
No of house rows		: 4 / 4	
House density		: 20 %	
Surface		: 1	(Absorptive ground surface)
Receiver source distance		: 266.00 / 266.00 m	
Receiver height		: 12.50 / 12.50 m	
Topography		: 1	(Flat/gentle slope; no barrier)
No Whistle			
Reference angle		: 0.00	

Results segment # 1: CN Rail F (day)

LOCOMOTIVE (0.00 + 43.78 + 0.00) = 43.78 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	65.42	-15.67	-0.67	0.00	-5.30	0.00	43.78

WHEEL (0.00 + 32.23 + 0.00) = 32.23 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	55.41	-16.98	-0.90	0.00	-5.30	0.00	32.23

Segment Leq : 44.07 dBA

Results segment # 2: CN Rail WF (day)

LOCOMOTIVE (0.00 + 38.76 + 0.00) = 38.76 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	60.40	-15.67	-0.67	0.00	-5.30	0.00	38.76

WHEEL (0.00 + 27.78 + 0.00) = 27.78 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	60.40	-15.67	-0.67	0.00	-5.30	0.00	38.76

-90 90 0.36 50.96 -16.98 -0.90 0.00 -5.30 0.00 27.78

Segment Leq : 39.09 dBA



Results segment # 3: CN Rail P (day)

LOCOMOTIVE (0.00 + 43.78 + 0.00) = 43.78 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	65.42	-15.67	-0.67	0.00	-5.30	0.00	43.78
-----	----	------	-------	--------	-------	------	-------	------	-------

WHEEL (0.00 + 32.23 + 0.00) = 32.23 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	55.41	-16.98	-0.90	0.00	-5.30	0.00	32.23
-----	----	------	-------	--------	-------	------	-------	------	-------

Segment Leq : 44.07 dBA

Total Leq All Segments: 47.72 dBA



Results segment # 1: CN Rail F (night)

LOCOMOTIVE (0.00 + 43.78 + 0.00) = 43.78 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	65.42	-15.67	-0.67	0.00	-5.30	0.00	43.78
-----	----	------	-------	--------	-------	------	-------	------	-------

WHEEL (0.00 + 32.23 + 0.00) = 32.23 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	55.41	-16.98	-0.90	0.00	-5.30	0.00	32.23
-----	----	------	-------	--------	-------	------	-------	------	-------

Segment Leq : 44.07 dBA



Results segment # 2: CN Rail WF (night)

LOCOMOTIVE (0.00 + -21.64 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	0.00	-15.67	-0.67	0.00	-5.30	0.00	-21.64
-----	----	------	------	--------	-------	------	-------	------	--------

WHEEL (0.00 + -23.18 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	0.00	-16.98	-0.90	0.00	-5.30	0.00	-23.18
-----	----	------	------	--------	-------	------	-------	------	--------

Segment Leq : 0.00 dBA

↑

Results segment # 3: CN Rail P (night)

LOCOMOTIVE (0.00 + -21.64 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	0.00	-15.67	-0.67	0.00	-5.30	0.00	-21.64
-----	----	------	------	--------	-------	------	-------	------	--------

WHEEL (0.00 + -23.18 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	0.00	-16.98	-0.90	0.00	-5.30	0.00	-23.18
-----	----	------	------	--------	-------	------	-------	------	--------

Segment Leq : 0.00 dBA

Total Leq All Segments: 44.07 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 47.72

(NIGHT): 44.07

↑

↑

Filename: rec94.te Time Period: Day/Night 16/8 hours
 Description: REC 9-1 - 1.5 m - 276 m

Rail data, segment # 1: CN Rail F (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld
1.	!	12.0/6.0	!	70.0	!	2.0 ! 10.0 !Diesel! Yes

Data for Segment # 1: CN Rail F (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 4 / 4
 House density : 20 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 276.00 / 276.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 No Whistle
 Reference angle : 0.00



Rail data, segment # 2: CN Rail WF (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld
1.	!	2.0/0.0	!	65.0	!	4.0 ! 25.0 !Diesel! Yes

Data for Segment # 2: CN Rail WF (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 4 / 4
 House density : 20 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 276.00 / 276.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 No Whistle
 Reference angle : 0.00



Rail data, segment # 3: CN Rail P (day/night)

Train	! Trains	! Speed	!# loc	!# Cars	! Eng	!Cont
Type	!	!(km/h)	!/Train	!/Train	! type	!weld
1.	! 12.0/0.0	! 70.0	! 2.0	! 10.0	!Diesel	! Yes

Data for Segment # 3: CN Rail P (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	276.00 / 276.00 m		
Receiver height	:	1.50 / 1.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

Results segment # 1: CN Rail F (day)

LOCOMOTIVE (0.00 + 38.75 + 0.00) = 38.75 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	65.42	-20.05	-1.33	0.00	-5.30	0.00	38.75

WHEEL (0.00 + 27.66 + 0.00) = 27.66 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.41	-21.00	-1.46	0.00	-5.30	0.00	27.66

Segment Leq : 39.08 dBA

Results segment # 2: CN Rail WF (day)

LOCOMOTIVE (0.00 + 33.73 + 0.00) = 33.73 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	60.40	-20.05	-1.33	0.00	-5.30	0.00	33.73

WHEEL (0.00 + 23.21 + 0.00) = 23.21 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.66	50.96	-21.00	-1.46	0.00	-5.30	0.00	23.21
-----	----	------	-------	--------	-------	------	-------	------	-------

Segment Leq : 34.10 dBA

↑
Results segment # 3: CN Rail P (day)

LOCOMOTIVE (0.00 + 38.75 + 0.00) = 38.75 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.58	65.42	-20.05	-1.33	0.00	-5.30	0.00	38.75
-----	----	------	-------	--------	-------	------	-------	------	-------

WHEEL (0.00 + 27.66 + 0.00) = 27.66 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.66	55.41	-21.00	-1.46	0.00	-5.30	0.00	27.66
-----	----	------	-------	--------	-------	------	-------	------	-------

Segment Leq : 39.08 dBA

Total Leq All Segments: 42.73 dBA

↑
Results segment # 1: CN Rail F (night)

LOCOMOTIVE (0.00 + 38.75 + 0.00) = 38.75 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.58	65.42	-20.05	-1.33	0.00	-5.30	0.00	38.75
-----	----	------	-------	--------	-------	------	-------	------	-------

WHEEL (0.00 + 27.66 + 0.00) = 27.66 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.66	55.41	-21.00	-1.46	0.00	-5.30	0.00	27.66
-----	----	------	-------	--------	-------	------	-------	------	-------

Segment Leq : 39.08 dBA

↑
Results segment # 2: CN Rail WF (night)

LOCOMOTIVE (0.00 + -26.68 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.58	0.00	-20.05	-1.33	0.00	-5.30	0.00	-26.68
-----	----	------	------	--------	-------	------	-------	------	--------

WHEEL (0.00 + -27.75 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.66	0.00	-21.00	-1.46	0.00	-5.30	0.00	-27.75
-----	----	------	------	--------	-------	------	-------	------	--------

Segment Leq : 0.00 dBA

↑

Results segment # 3: CN Rail P (night)

LOCOMOTIVE (0.00 + -26.68 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.58	0.00	-20.05	-1.33	0.00	-5.30	0.00	-26.68
-----	----	------	------	--------	-------	------	-------	------	--------

WHEEL (0.00 + -27.75 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.66	0.00	-21.00	-1.46	0.00	-5.30	0.00	-27.75
-----	----	------	------	--------	-------	------	-------	------	--------

Segment Leq : 0.00 dBA

Total Leq All Segments: 39.08 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 42.73

(NIGHT): 39.08

↑

↑

STAMSON 5.0 NORMAL REPORT Date: 01-05-2026 15:48:42
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: rec94.te Time Period: Day/Night 16/8 hours
Description: REC 9-4 276 m (12.5m)

Rail data, segment # 1: CN Rail F (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld						
1.	!	12.0/6.0	!	70.0	!	2.0	!	10.0	!	Diesel	!	Yes

Data for Segment # 1: CN Rail F (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	276.00 / 276.00 m		
Receiver height	:	12.50 / 12.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

↑

Rail data, segment # 2: CN Rail WF (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld						
1.	!	2.0/0.0	!	65.0	!	4.0	!	25.0	!	Diesel	!	Yes

Data for Segment # 2: CN Rail WF (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	276.00 / 276.00 m		
Receiver height	:	12.50 / 12.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

↑

Rail data, segment # 3: CN Rail P (day/night)

Train	! Trains	! Speed	!# loc	!# Cars	! Eng	!Cont
Type	!	!(km/h)	!/Train	!/Train	! type	!weld
1.	! 12.0/0.0	! 70.0	! 2.0	! 10.0	!Diesel	! Yes

Data for Segment # 3: CN Rail P (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	276.00 / 276.00 m		
Receiver height	:	12.50 / 12.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

Results segment # 1: CN Rail F (day)

LOCOMOTIVE (0.00 + 43.58 + 0.00) = 43.58 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	65.42	-15.87	-0.67	0.00	-5.30	0.00	43.58

WHEEL (0.00 + 32.01 + 0.00) = 32.01 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	55.41	-17.20	-0.90	0.00	-5.30	0.00	32.01

Segment Leq : 43.87 dBA

Results segment # 2: CN Rail WF (day)

LOCOMOTIVE (0.00 + 38.56 + 0.00) = 38.56 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	60.40	-15.87	-0.67	0.00	-5.30	0.00	38.56

WHEEL (0.00 + 27.56 + 0.00) = 27.56 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90 90 0.36 50.96 -17.20 -0.90 0.00 -5.30 0.00 27.56

Segment Leq : 38.89 dBA



Results segment # 3: CN Rail P (day)

LOCOMOTIVE (0.00 + 43.58 + 0.00) = 43.58 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	65.42	-15.87	-0.67	0.00	-5.30	0.00	43.58
-----	----	------	-------	--------	-------	------	-------	------	-------

WHEEL (0.00 + 32.01 + 0.00) = 32.01 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	55.41	-17.20	-0.90	0.00	-5.30	0.00	32.01
-----	----	------	-------	--------	-------	------	-------	------	-------

Segment Leq : 43.87 dBA

Total Leq All Segments: 47.52 dBA



Results segment # 1: CN Rail F (night)

LOCOMOTIVE (0.00 + 43.58 + 0.00) = 43.58 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	65.42	-15.87	-0.67	0.00	-5.30	0.00	43.58
-----	----	------	-------	--------	-------	------	-------	------	-------

WHEEL (0.00 + 32.01 + 0.00) = 32.01 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	55.41	-17.20	-0.90	0.00	-5.30	0.00	32.01
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Segment Leq : 43.87 dBA



Results segment # 2: CN Rail WF (night)

LOCOMOTIVE (0.00 + -21.84 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	0.00	-15.87	-0.67	0.00	-5.30	0.00	-21.84
-----	----	------	------	--------	-------	------	-------	------	--------

WHEEL (0.00 + -23.40 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	0.00	-17.20	-0.90	0.00	-5.30	0.00	-23.40
-----	----	------	------	--------	-------	------	-------	------	--------

Segment Leq : 0.00 dBA

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Results segment # 3: CN Rail P (night)

LOCOMOTIVE (0.00 + -21.84 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	0.00	-15.87	-0.67	0.00	-5.30	0.00	-21.84
-----	----	------	------	--------	-------	------	-------	------	--------

WHEEL (0.00 + -23.40 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	0.00	-17.20	-0.90	0.00	-5.30	0.00	-23.40
-----	----	------	------	--------	-------	------	-------	------	--------

Segment Leq : 0.00 dBA

Total Leq All Segments: 43.87 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 47.52

(NIGHT): 43.87

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STAMSON 5.0 NORMAL REPORT Date: 05-05-2026 13:58:12
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: rec101.te Time Period: Day/Night 16/8 hours
 Description: REC 10-1 - 1.5 m - 286 m

Rail data, segment # 1: CN Rail F (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont weld
1.	12.0/6.0	70.0	2.0	10.0	Diesel	Yes

Data for Segment # 1: CN Rail F (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 4 / 4
 House density : 20 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 286.00 / 286.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 No Whistle
 Reference angle : 0.00

↑

Rail data, segment # 2: CN Rail WF (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont weld
1.	2.0/0.0	65.0	4.0	25.0	Diesel	Yes

Data for Segment # 2: CN Rail WF (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 4 / 4
 House density : 20 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 286.00 / 286.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 No Whistle
 Reference angle : 0.00

↑

Rail data, segment # 3: CN Rail P (day/night)

Train	! Trains	! Speed	!# loc	!# Cars	! Eng	!Cont
Type	!	!(km/h)	!/Train	!/Train	! type	!weld
1.	! 12.0/0.0	! 70.0	! 2.0	! 10.0	!Diesel	! Yes

Data for Segment # 3: CN Rail P (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	286.00 / 286.00 m		
Receiver height	:	1.50 / 1.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

Results segment # 1: CN Rail F (day)

LOCOMOTIVE (0.00 + 38.50 + 0.00) = 38.50 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	65.42	-20.29	-1.33	0.00	-5.30	0.00	38.50

WHEEL (0.00 + 27.40 + 0.00) = 27.40 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.41	-21.25	-1.46	0.00	-5.30	0.00	27.40

Segment Leq : 38.82 dBA

Results segment # 2: CN Rail WF (day)

LOCOMOTIVE (0.00 + 33.48 + 0.00) = 33.48 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	60.40	-20.29	-1.33	0.00	-5.30	0.00	33.48

WHEEL (0.00 + 22.95 + 0.00) = 22.95 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.66	50.96	-21.25	-1.46	0.00	-5.30	0.00	22.95
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Segment Leq : 33.85 dBA



Results segment # 3: CN Rail P (day)

LOCOMOTIVE (0.00 + 38.50 + 0.00) = 38.50 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.58	65.42	-20.29	-1.33	0.00	-5.30	0.00	38.50
-----	----	------	-------	--------	-------	------	-------	------	-------

WHEEL (0.00 + 27.40 + 0.00) = 27.40 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.66	55.41	-21.25	-1.46	0.00	-5.30	0.00	27.40
-----	----	------	-------	--------	-------	------	-------	------	-------

Segment Leq : 38.82 dBA

Total Leq All Segments: 42.47 dBA



Results segment # 1: CN Rail F (night)

LOCOMOTIVE (0.00 + 38.50 + 0.00) = 38.50 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.58	65.42	-20.29	-1.33	0.00	-5.30	0.00	38.50
-----	----	------	-------	--------	-------	------	-------	------	-------

WHEEL (0.00 + 27.40 + 0.00) = 27.40 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.66	55.41	-21.25	-1.46	0.00	-5.30	0.00	27.40
-----	----	------	-------	--------	-------	------	-------	------	-------

Segment Leq : 38.82 dBA



Results segment # 2: CN Rail WF (night)

LOCOMOTIVE (0.00 + -26.92 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.58	0.00	-20.29	-1.33	0.00	-5.30	0.00	-26.92
-----	----	------	------	--------	-------	------	-------	------	--------

WHEEL (0.00 + -28.01 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.66	0.00	-21.25	-1.46	0.00	-5.30	0.00	-28.01
-----	----	------	------	--------	-------	------	-------	------	--------

Segment Leq : 0.00 dBA

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Results segment # 3: CN Rail P (night)

LOCOMOTIVE (0.00 + -26.92 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.58	0.00	-20.29	-1.33	0.00	-5.30	0.00	-26.92
-----	----	------	------	--------	-------	------	-------	------	--------

WHEEL (0.00 + -28.01 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.66	0.00	-21.25	-1.46	0.00	-5.30	0.00	-28.01
-----	----	------	------	--------	-------	------	-------	------	--------

Segment Leq : 0.00 dBA

Total Leq All Segments: 38.82 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 42.47

(NIGHT): 38.82

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STAMSON 5.0 NORMAL REPORT Date: 01-05-2026 15:50:01
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: rec104.te Time Period: Day/Night 16/8 hours
Description: REC 10-4 286 m (12.5m)

Rail data, segment # 1: CN Rail F (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld						
1.	!	12.0/6.0	!	70.0	!	2.0	!	10.0	!	Diesel	!	Yes

Data for Segment # 1: CN Rail F (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	286.00 / 286.00 m		
Receiver height	:	12.50 / 12.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

↑

Rail data, segment # 2: CN Rail WF (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld						
1.	!	2.0/0.0	!	65.0	!	4.0	!	25.0	!	Diesel	!	Yes

Data for Segment # 2: CN Rail WF (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	286.00 / 286.00 m		
Receiver height	:	12.50 / 12.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

↑

Rail data, segment # 3: CN Rail P (day/night)

Train Type	! Trains	! Speed ! (km/h)	!# loc !/Train	!# Cars !/Train	! Eng type	!Cont !weld
1.	! 12.0/0.0	! 70.0	! 2.0	! 10.0	!Diesel	! Yes

Data for Segment # 3: CN Rail P (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	286.00 / 286.00 m		
Receiver height	:	12.50 / 12.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

Results segment # 1: CN Rail F (day)

LOCOMOTIVE (0.00 + 43.39 + 0.00) = 43.39 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	65.42	-16.07	-0.67	0.00	-5.30	0.00	43.39

WHEEL (0.00 + 31.80 + 0.00) = 31.80 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	55.41	-17.41	-0.90	0.00	-5.30	0.00	31.80

Segment Leq : 43.68 dBA

Results segment # 2: CN Rail WF (day)

LOCOMOTIVE (0.00 + 38.37 + 0.00) = 38.37 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	60.40	-16.07	-0.67	0.00	-5.30	0.00	38.37

WHEEL (0.00 + 27.35 + 0.00) = 27.35 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90 90 0.36 50.96 -17.41 -0.90 0.00 -5.30 0.00 27.35

Segment Leq : 38.70 dBA



Results segment # 3: CN Rail P (day)

LOCOMOTIVE (0.00 + 43.39 + 0.00) = 43.39 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	65.42	-16.07	-0.67	0.00	-5.30	0.00	43.39
-----	----	------	-------	--------	-------	------	-------	------	-------

WHEEL (0.00 + 31.80 + 0.00) = 31.80 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	55.41	-17.41	-0.90	0.00	-5.30	0.00	31.80
-----	----	------	-------	--------	-------	------	-------	------	-------

Segment Leq : 43.68 dBA

Total Leq All Segments: 47.33 dBA



Results segment # 1: CN Rail F (night)

LOCOMOTIVE (0.00 + 43.39 + 0.00) = 43.39 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	65.42	-16.07	-0.67	0.00	-5.30	0.00	43.39
-----	----	------	-------	--------	-------	------	-------	------	-------

WHEEL (0.00 + 31.80 + 0.00) = 31.80 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	55.41	-17.41	-0.90	0.00	-5.30	0.00	31.80
-----	----	------	-------	--------	-------	------	-------	------	-------

Segment Leq : 43.68 dBA



Results segment # 2: CN Rail WF (night)

LOCOMOTIVE (0.00 + -22.03 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	0.00	-16.07	-0.67	0.00	-5.30	0.00	-22.03
-----	----	------	------	--------	-------	------	-------	------	--------

WHEEL (0.00 + -23.61 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	0.00	-17.41	-0.90	0.00	-5.30	0.00	-23.61
-----	----	------	------	--------	-------	------	-------	------	--------

Segment Leq : 0.00 dBA

↑

Results segment # 3: CN Rail P (night)

LOCOMOTIVE (0.00 + -22.03 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	0.00	-16.07	-0.67	0.00	-5.30	0.00	-22.03
-----	----	------	------	--------	-------	------	-------	------	--------

WHEEL (0.00 + -23.61 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	0.00	-17.41	-0.90	0.00	-5.30	0.00	-23.61
-----	----	------	------	--------	-------	------	-------	------	--------

Segment Leq : 0.00 dBA

Total Leq All Segments: 43.68 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 47.33

(NIGHT): 43.68

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STAMSON 5.0 NORMAL REPORT Date: 05-05-2026 14:02:57
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: rec111.te Time Period: Day/Night 16/8 hours
 Description: REC 11-1 - 1.5 m - 296 m

Rail data, segment # 1: CN Rail F (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont weld
1.	12.0/6.0	70.0	2.0	10.0	Diesel	Yes

Data for Segment # 1: CN Rail F (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 4 / 4
 House density : 20 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 296.00 / 296.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 No Whistle
 Reference angle : 0.00

↑
 Rail data, segment # 2: CN Rail WF (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont weld
1.	2.0/0.0	65.0	4.0	25.0	Diesel	Yes

Data for Segment # 2: CN Rail WF (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 4 / 4
 House density : 20 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 296.00 / 296.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 No Whistle
 Reference angle : 0.00

↑
 Rail data, segment # 3: CN Rail P (day/night)

Train	! Trains	! Speed	!# loc	!# Cars	! Eng	!Cont
Type	!	!(km/h)	!/Train	!/Train	! type	!weld
1.	! 12.0/0.0	! 70.0	! 2.0	! 10.0	!Diesel	! Yes

Data for Segment # 3: CN Rail P (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	296.00 / 296.00 m		
Receiver height	:	1.50 / 1.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

Results segment # 1: CN Rail F (day)

LOCOMOTIVE (0.00 + 38.26 + 0.00) = 38.26 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	65.42	-20.53	-1.33	0.00	-5.30	0.00	38.26

WHEEL (0.00 + 27.16 + 0.00) = 27.16 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.41	-21.50	-1.46	0.00	-5.30	0.00	27.16

Segment Leq : 38.58 dBA

Results segment # 2: CN Rail WF (day)

LOCOMOTIVE (0.00 + 33.25 + 0.00) = 33.25 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	60.40	-20.53	-1.33	0.00	-5.30	0.00	33.25

WHEEL (0.00 + 22.70 + 0.00) = 22.70 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
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-90 90 0.66 50.96 -21.50 -1.46 0.00 -5.30 0.00 22.70

Segment Leq : 33.62 dBA



Results segment # 3: CN Rail P (day)

LOCOMOTIVE (0.00 + 38.26 + 0.00) = 38.26 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
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-90	90	0.58	65.42	-20.53	-1.33	0.00	-5.30	0.00	38.26
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WHEEL (0.00 + 27.16 + 0.00) = 27.16 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
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-90	90	0.66	55.41	-21.50	-1.46	0.00	-5.30	0.00	27.16
-----	----	------	-------	--------	-------	------	-------	------	-------

Segment Leq : 38.58 dBA

Total Leq All Segments: 42.23 dBA



Results segment # 1: CN Rail F (night)

LOCOMOTIVE (0.00 + 38.26 + 0.00) = 38.26 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
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-90	90	0.58	65.42	-20.53	-1.33	0.00	-5.30	0.00	38.26
-----	----	------	-------	--------	-------	------	-------	------	-------

WHEEL (0.00 + 27.16 + 0.00) = 27.16 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.66	55.41	-21.50	-1.46	0.00	-5.30	0.00	27.16
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Segment Leq : 38.58 dBA



Results segment # 2: CN Rail WF (night)

LOCOMOTIVE (0.00 + -27.16 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.58	0.00	-20.53	-1.33	0.00	-5.30	0.00	-27.16
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WHEEL (0.00 + -28.26 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.66	0.00	-21.50	-1.46	0.00	-5.30	0.00	-28.26
-----	----	------	------	--------	-------	------	-------	------	--------

Segment Leq : 0.00 dBA

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Results segment # 3: CN Rail P (night)

LOCOMOTIVE (0.00 + -27.16 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.58	0.00	-20.53	-1.33	0.00	-5.30	0.00	-27.16
-----	----	------	------	--------	-------	------	-------	------	--------

WHEEL (0.00 + -28.26 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.66	0.00	-21.50	-1.46	0.00	-5.30	0.00	-28.26
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Segment Leq : 0.00 dBA

Total Leq All Segments: 38.58 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 42.23

(NIGHT): 38.58

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STAMSON 5.0 NORMAL REPORT Date: 01-05-2026 15:53:17
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: rec114.te Time Period: Day/Night 16/8 hours
Description: REC 11-4 296 m (12.5m)

Rail data, segment # 1: CN Rail F (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld						
1.	!	12.0/6.0	!	70.0	!	2.0	!	10.0	!	Diesel	!	Yes

Data for Segment # 1: CN Rail F (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	296.00 / 296.00 m		
Receiver height	:	12.50 / 12.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

↑

Rail data, segment # 2: CN Rail WF (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld						
1.	!	2.0/0.0	!	65.0	!	4.0	!	25.0	!	Diesel	!	Yes

Data for Segment # 2: CN Rail WF (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	296.00 / 296.00 m		
Receiver height	:	12.50 / 12.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

↑

Rail data, segment # 3: CN Rail P (day/night)

Train	! Trains	! Speed	!# loc	!# Cars	! Eng	!Cont
Type	!	!(km/h)	!/Train	!/Train	! type	!weld
1.	! 12.0/0.0	! 70.0	! 2.0	! 10.0	!Diesel	! Yes

Data for Segment # 3: CN Rail P (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	296.00 / 296.00 m		
Receiver height	:	12.50 / 12.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

Results segment # 1: CN Rail F (day)

LOCOMOTIVE (0.00 + 43.20 + 0.00) = 43.20 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	65.42	-16.25	-0.67	0.00	-5.30	0.00	43.20

WHEEL (0.00 + 31.60 + 0.00) = 31.60 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	55.41	-17.61	-0.90	0.00	-5.30	0.00	31.60

Segment Leq : 43.49 dBA

Results segment # 2: CN Rail WF (day)

LOCOMOTIVE (0.00 + 38.18 + 0.00) = 38.18 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	60.40	-16.25	-0.67	0.00	-5.30	0.00	38.18

WHEEL (0.00 + 27.15 + 0.00) = 27.15 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
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-90 90 0.36 50.96 -17.61 -0.90 0.00 -5.30 0.00 27.15

Segment Leq : 38.51 dBA



Results segment # 3: CN Rail P (day)

LOCOMOTIVE (0.00 + 43.20 + 0.00) = 43.20 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
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-90	90	0.25	65.42	-16.25	-0.67	0.00	-5.30	0.00	43.20
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WHEEL (0.00 + 31.60 + 0.00) = 31.60 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	55.41	-17.61	-0.90	0.00	-5.30	0.00	31.60
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Segment Leq : 43.49 dBA

Total Leq All Segments: 47.14 dBA



Results segment # 1: CN Rail F (night)

LOCOMOTIVE (0.00 + 43.20 + 0.00) = 43.20 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	65.42	-16.25	-0.67	0.00	-5.30	0.00	43.20
-----	----	------	-------	--------	-------	------	-------	------	-------

WHEEL (0.00 + 31.60 + 0.00) = 31.60 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	55.41	-17.61	-0.90	0.00	-5.30	0.00	31.60
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Segment Leq : 43.49 dBA



Results segment # 2: CN Rail WF (night)

LOCOMOTIVE (0.00 + -22.22 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	0.00	-16.25	-0.67	0.00	-5.30	0.00	-22.22
-----	----	------	------	--------	-------	------	-------	------	--------

WHEEL (0.00 + -23.81 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	0.00	-17.61	-0.90	0.00	-5.30	0.00	-23.81
-----	----	------	------	--------	-------	------	-------	------	--------

Segment Leq : 0.00 dBA

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Results segment # 3: CN Rail P (night)

LOCOMOTIVE (0.00 + -22.22 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	0.00	-16.25	-0.67	0.00	-5.30	0.00	-22.22
-----	----	------	------	--------	-------	------	-------	------	--------

WHEEL (0.00 + -23.81 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	0.00	-17.61	-0.90	0.00	-5.30	0.00	-23.81
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Segment Leq : 0.00 dBA

Total Leq All Segments: 43.49 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 47.14

(NIGHT): 43.49

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STAMSON 5.0 NORMAL REPORT Date: 05-05-2026 14:08:48
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: rec121.te Time Period: Day/Night 16/8 hours
 Description: REC 12-1 - 1.5 m - 330 m

Rail data, segment # 1: CN Rail F (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld						
1.	!	12.0/6.0	!	70.0	!	2.0	!	10.0	!	Diesel	!	Yes

Data for Segment # 1: CN Rail F (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	330.00 / 330.00 m		
Receiver height	:	1.50 / 1.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

↑

Rail data, segment # 2: CN Rail WF (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld						
1.	!	2.0/0.0	!	65.0	!	4.0	!	25.0	!	Diesel	!	Yes

Data for Segment # 2: CN Rail WF (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	330.00 / 366.00 m		
Receiver height	:	1.50 / 1.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

↑

Rail data, segment # 3: CN Rail P (day/night)

Train	! Trains	! Speed	!# loc	!# Cars	! Eng	!Cont
Type	!	!(km/h)	!/Train	!/Train	! type	!weld
1.	! 12.0/0.0	! 70.0	! 2.0	! 10.0	!Diesel	! Yes

Data for Segment # 3: CN Rail P (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	330.00 / 366.00 m		
Receiver height	:	1.50 / 1.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

Results segment # 1: CN Rail F (day)

LOCOMOTIVE (0.00 + 37.52 + 0.00) = 37.52 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	65.42	-21.28	-1.33	0.00	-5.30	0.00	37.52

WHEEL (0.00 + 26.37 + 0.00) = 26.37 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.41	-22.28	-1.46	0.00	-5.30	0.00	26.37

Segment Leq : 37.84 dBA

Results segment # 2: CN Rail WF (day)

LOCOMOTIVE (0.00 + 32.50 + 0.00) = 32.50 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	60.40	-21.28	-1.33	0.00	-5.30	0.00	32.50

WHEEL (0.00 + 21.92 + 0.00) = 21.92 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.66	50.96	-22.28	-1.46	0.00	-5.30	0.00	21.92
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Segment Leq : 32.86 dBA

↑
Results segment # 3: CN Rail P (day)

LOCOMOTIVE (0.00 + 37.52 + 0.00) = 37.52 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.58	65.42	-21.28	-1.33	0.00	-5.30	0.00	37.52
-----	----	------	-------	--------	-------	------	-------	------	-------

WHEEL (0.00 + 26.37 + 0.00) = 26.37 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.66	55.41	-22.28	-1.46	0.00	-5.30	0.00	26.37
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Segment Leq : 37.84 dBA

Total Leq All Segments: 41.49 dBA

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Results segment # 1: CN Rail F (night)

LOCOMOTIVE (0.00 + 37.52 + 0.00) = 37.52 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.58	65.42	-21.28	-1.33	0.00	-5.30	0.00	37.52
-----	----	------	-------	--------	-------	------	-------	------	-------

WHEEL (0.00 + 26.37 + 0.00) = 26.37 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.66	55.41	-22.28	-1.46	0.00	-5.30	0.00	26.37
-----	----	------	-------	--------	-------	------	-------	------	-------

Segment Leq : 37.84 dBA

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Results segment # 2: CN Rail WF (night)

LOCOMOTIVE (0.00 + -28.62 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.58	0.00	-21.99	-1.33	0.00	-5.30	0.00	-28.62
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WHEEL (0.00 + -29.79 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.66	0.00	-23.03	-1.46	0.00	-5.30	0.00	-29.79
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Segment Leq : 0.00 dBA

↑

Results segment # 3: CN Rail P (night)

LOCOMOTIVE (0.00 + -28.62 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.58	0.00	-21.99	-1.33	0.00	-5.30	0.00	-28.62
-----	----	------	------	--------	-------	------	-------	------	--------

WHEEL (0.00 + -29.79 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.66	0.00	-23.03	-1.46	0.00	-5.30	0.00	-29.79
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Segment Leq : 0.00 dBA

Total Leq All Segments: 37.84 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 41.49

(NIGHT): 37.84

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STAMSON 5.0 NORMAL REPORT Date: 05-05-2026 14:07:20
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: rec124.te Time Period: Day/Night 16/8 hours
Description: REC 12-4 - 12.5 m - 330 m

Rail data, segment # 1: CN Rail F (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld						
1.	!	12.0/6.0	!	70.0	!	2.0	!	10.0	!	Diesel	!	Yes

Data for Segment # 1: CN Rail F (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	330.00 / 330.00 m		
Receiver height	:	12.50 / 12.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

↑

Rail data, segment # 2: CN Rail WF (day/night)

Train Type	! Trains !	! Speed !(km/h)	!# loc !/Train!	!# Cars !/Train!	Eng type	!Cont !weld						
1.	!	2.0/0.0	!	65.0	!	4.0	!	25.0	!	Diesel	!	Yes

Data for Segment # 2: CN Rail WF (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	330.00 / 366.00 m		
Receiver height	:	12.50 / 12.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

↑

Rail data, segment # 3: CN Rail P (day/night)

Train Type	! Trains	! Speed ! (km/h)	!# loc !/Train	!# Cars !/Train	! Eng type	!Cont !weld
1.	! 12.0/0.0	! 70.0	! 2.0	! 10.0	!Diesel	! Yes

Data for Segment # 3: CN Rail P (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	4 / 4		
House density	:	20 %		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	330.00 / 366.00 m		
Receiver height	:	12.50 / 12.50 m		
Topography	:	1	(Flat/gentle slope; no barrier)	
No Whistle				
Reference angle	:	0.00		

Results segment # 1: CN Rail F (day)

LOCOMOTIVE (0.00 + 42.61 + 0.00) = 42.61 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	65.42	-16.85	-0.67	0.00	-5.30	0.00	42.61

WHEEL (0.00 + 30.96 + 0.00) = 30.96 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	55.41	-18.26	-0.90	0.00	-5.30	0.00	30.96

Segment Leq : 42.90 dBA

Results segment # 2: CN Rail WF (day)

LOCOMOTIVE (0.00 + 37.59 + 0.00) = 37.59 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	60.40	-16.85	-0.67	0.00	-5.30	0.00	37.59

WHEEL (0.00 + 26.50 + 0.00) = 26.50 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
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-90 90 0.36 50.96 -18.26 -0.90 0.00 -5.30 0.00 26.50

Segment Leq : 37.92 dBA



Results segment # 3: CN Rail P (day)

LOCOMOTIVE (0.00 + 42.61 + 0.00) = 42.61 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
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-90	90	0.25	65.42	-16.85	-0.67	0.00	-5.30	0.00	42.61
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WHEEL (0.00 + 30.96 + 0.00) = 30.96 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
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-90	90	0.36	55.41	-18.26	-0.90	0.00	-5.30	0.00	30.96
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Segment Leq : 42.90 dBA

Total Leq All Segments: 46.55 dBA



Results segment # 1: CN Rail F (night)

LOCOMOTIVE (0.00 + 42.61 + 0.00) = 42.61 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	65.42	-16.85	-0.67	0.00	-5.30	0.00	42.61
-----	----	------	-------	--------	-------	------	-------	------	-------

WHEEL (0.00 + 30.96 + 0.00) = 30.96 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	55.41	-18.26	-0.90	0.00	-5.30	0.00	30.96
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Segment Leq : 42.90 dBA



Results segment # 2: CN Rail WF (night)

LOCOMOTIVE (0.00 + -23.38 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.25	0.00	-17.41	-0.67	0.00	-5.30	0.00	-23.38
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WHEEL (0.00 + -25.07 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.36	0.00	-18.87	-0.90	0.00	-5.30	0.00	-25.07
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Segment Leq : 0.00 dBA

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Results segment # 3: CN Rail P (night)

LOCOMOTIVE (0.00 + -23.38 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
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-90	90	0.25	0.00	-17.41	-0.67	0.00	-5.30	0.00	-23.38
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WHEEL (0.00 + -25.07 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
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-90	90	0.36	0.00	-18.87	-0.90	0.00	-5.30	0.00	-25.07
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Segment Leq : 0.00 dBA

Total Leq All Segments: 42.90 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 46.55

(NIGHT): 42.90

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