## SAFETY FIRST

# CANADIAN NATIONAL RAILWAYS

**CENTRAL REGION** 

## MONTREAL DISTRICT

INCLUDING BERLIN, LEWISTON AND NORWAY SUBDIVISIONS (LINES IN NEW ENGLAND)

TIME

6

TABLE

# Taking Effect at 12.01 A.M. Sunday, June 20th, 1948

**GOVERNED BY EASTERN STANDARD TIME** 

CHECK THE DAYS OF THE WEEK WITH CARE

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

READ SPECIAL RULES AND INSTRUCTIONS CAREFULLY, IMPORTANT CHANGES HAVE BEEN MADE

THE SUPERIOR DIRECTION IS EAST OR SOUTH, AND EAST OR SOUTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE (INFERIOR) DIRECTION

DESTROY ALL FORMER TIME TABLES

THE COMPANY'S RULES ARE PRINTED SEPARATELY IN BOOK FORM. ALL EMPLOYEES WHOSE DUTIES ARE CONNECTED WITH THE MOVEMENT OF TRAINS

MUST HAVE A COPY OF THE RULES ACCESSIBLE AND A COPY OF THE CURRENT TIME TABLE WITH THEM WHILE ON DUTY

J. F. PRINGLE,

VICE-PRESIDENT, TORONTO. A. J. LOMAS,

GENERAL MANAGER, TORONTO. O. MASSE.

GEN'L SUP'T TRANSPORTATION,

W. H. KYLE,

GENERAL SUPERINTENDENT,
MONTREAL

R. A. McQUADE,

SUPERINTENDENT TRANSPORTATION,
MONTREAL

I. LAY	VRENCE DIVISION	2.5	ing a series of the self.	. M. SHEA, Superintendent,	THE REPORT OF THE PARTY OF THE	Despatching Offices-Mont	mont One
PAGE	SUBDIVISION FROM	TO	IILES	Montreal, Que.		Telegraph Call "XD".	real, Que.,
3	Lewiston Lewiston Jct. Norway South Paris	Lewiston	5.43 1.41	. N. A. LEVIA,	R. AMUNDSEN,	R. J. H. WOOD,	Chief Despatcher.
4	BerlinPortland SherbrookeIsland Pond	Island PondRichmond.	149.54	Asst. Supt., Richmond, Que.	Div. Master Mechanic, Montreal, Que.	R. D. GRAY,	Night Chief Despatcher.
6-7 8 8 8 9 9 10-11 10-11	Sherofooke	Southwark East (Yard Limits) Junction Switch (St. Hyacinthe) Hemmingford Beauharnois Waterloo Brodies Massena Rouses Point Turcot West (Yard Limits)	67.37 31.10 21.29 5.90 28.35 0.94 83.83 40.54 122.89	D. McBAIN, Asst. Supt., Brockville, Ont.  D. M. TROTTER, Asst. Supt., Montreal, Que.  W. A. EASTON, Train Master, Montreal, Que.	T. D. SHIPMAN, Div. Master Mechanic, Richmond, Que.  W. A. CUNNINGHAM, Road Foreman of Engs., Montreal, Que.	A. U. METIVIER, M. J. KIELY, R. S. O'CONNOR, J. C. A. LANDRY, J. A. CYR, J. E. POTVIN, J. A. POULIN, V. S. STRACHAN, H. R. ROBITAILLE, J. N. EASTON, J. W. STAFFORD,	Despatchers.
		TOTAL	·	and the second second		J. E. ROUX.	1
	•			N. T. WALTON, Train Master, Coteau, Que.		J. M. LETARTE, I. I. PHILLBROOK,	Relieving Despatchers.
			4 -			J. C. MERCIER	
	SUBDIVISION FROM  AlexandriaRiverside  Ottawa TerminalsFederal  BeachburgFederal	TO  East Alburgh (Excl. East Albu Ottawa (Union) and Hurdma Brent (Excl. Brent)	n 8.7	5 W. H. R 5 Asst. 1 0 O	Supt., ttawa, Ont.	E. F. SHANKS, N. G. REYNOLDS A. R. ASSELIN,	Chief Despatcher Despatchers.
16.17 18 19 20	AlexandriaRiverside	East Alburgh (Excl. East Albu Ottawa (Union) and Hurdma Brent (Excl. Brent) Two Rivers Hawkesbury (Excl. Hawkesbu Pembroke	nrgh) 133.8 n 8.7 157.9 162.3 ary) 21.0	O O O O O O O O O O O O O O O O O O O	ttawa, Ont. COACH, Supt., ttawa, Ont. ALTON, Master, oteau, Que.	E. F. SHANKS, N. G. REYNOLDS A. R. ASSELIN, J. F. LESER, W. C. PESCOD, J. R. SINE,	•
16.17 18 19 20	AlexandriaRiverside Ottawa TerminalsFederal BeachburgFederal RenfrewOttawa, (Deep Cut) VankleekGlen Robertson	East Alburgh (Excl. East Albu Ottawa (Union) and Hurdma Brent (Excl. Brent) Two Rivers Hawkesbury (Excl. Hawkesbu Pembroke	nrgh). 133.8 n 8.7 157.9 162.3 nry). 21.0 21.1	O O O O O O O O O O O O O O O O O O O	ttawa, Ont. COACH, Supt., ttawa, Ont. VALTON, Master, oteau, Que. IBSON, Master Mechanic,	E. F. SHANKS, N. G. REYNOLDS A. R. ASSELIN, J. F. LESER, W. C. PESCOD, J. R. SINE, L. POTVIN, J. E. CORBETT, O. W. McNAMARA	Despatchers.  Relieving Despatchers.
16.17 18 19 20 20 20	Alexandria	East Alburgh (Excl. East Albu Ottawa (Union) and Hurdma Brent (Excl. Brent) Two Rivers Hawkesbury (Excl. Hawkesbu Pembroke TOTAL	nrgh). 133.8 n. 8.7 157.9 162.3 ary). 21.0 21.1 504.8	W. J. HOTRUM, Superintendent, Montreal, Q	ttawa, Ont. COACH, Supt., ttawa, Ont. ALTON, Master, oteau, Que. IBSON, Master Mechanic, ttawa, Ont.  R. L. HOSLEY, Div. Master Mechanic,	E. F. SHANKS, N. G. REYNOLDS A. R. ASSELIN, J. F. LESER, W. C. PESCOD, J. R. SINE, L. POTVIN, J. E. CORBETT, O. W. McNAMARA	Despatchers.
16.17  18 19 20 20 20  T. JER  PAGE 20 21 22-23 24-25 27	Alexandria	East Alburgh (Excl. East Albu Ottawa (Union) and Hurdma Brent (Excl. Brent) Two Rivers Hawkesbury (Excl. Hawkesbu Pembroke  TOTAL  TO Hawkesbury End of Steel Lac Remi Turcot West	MILE  MILE  MILE	W. J. HOTRUM, Superintendent, Montreal, Q	ttawa, Ont.  OACH, Supt., Supt., ttawa, Ont.  ALTON, Master, oteau, Que. IBSON, Master Mechanic, ttawa, Ont.  R. L. HOSLEY, Div. Master Mechanic, Montreal, Que.  A. H. RIEGER, ent, Nue.  A. H. RIEGER, Montreal, Que.	E. F. SHANKS, N. G. REYNOLDS A. R. ASSELIN, J. F. LESER, W. C. PESCOD,  J. R. SINE, L. POTVIN, J. E. CORBETT, O. W. McNAMARA	Despatchers.  Relieving Despatchers.  real, Que.—Telegraph Call "XI
16.17  18 19 20 20  T. JER  PAGE 20 21 22-23 24-25 27	Alexandria	East Alburgh (Excl. East Albu Ottawa (Union) and Hurdma Brent (Excl. Brent) Two Rivers Hawkesbury (Excl. Hawkesbu Pembroke  TOTAL  TO Hawkesbury End of Steel Lac Remi Turcot West Montreal (St. Catherine St.).	MILE  MILE  MILE  48.9  MILE  48.9  48.9  48.9  153.8	W. J. HOTRUM, Superintendent, Montreal, Q  J. A. NOBERT, Asst. Superintendend Montreal, Q  R. B. CORRIGAN,	ttawa, Ont.  OACH, Supt., ttawa, Ont.  ALTON, Master, oteau, Que. IBSON, Master Mechanic, ttawa, Ont.  R. L. HOSLEY, Div. Master Mechanic, Montreal, Que.  A. H. RIEGER, Road Foreman of Engs. Montreal. Que.  T. C. COLLINSON, Road Foreman of Engs.	E. F. SHANKS, N. G. REYNOLDS A. R. ASSELIN, J. F. LESER, W. C. PESCOD,  J. R. SINE, L. POTVIN, J. E. CORBETT, O. W. McNAMARA  Despatching Office—Montr A. GELINAS,  J. L. HICKEY, H. A. AUDETTE, J. A. GROLEAU, L. G. CARON, J. L. W. SPENCER, A. J. RYAN,	Despatchers.  Relieving Despatchers.  real, Que.—Telegraph Call "XI  Chief Despatcher, Montre
16.17  18 19 20 20 20  F. JER  PAGE 20 21 22-23 24-25 27	Alexandria	East Alburgh (Excl. East Albu Ottawa (Union) and Hurdma Brent (Excl. Brent) Two Rivers Hawkesbury (Excl. Hawkesbu Pembroke  TOTAL  TO Hawkesbury End of Steel Lac Remi Turcot West Montreal (St. Catherine St.). Paradis	MILE  MILE  MILE  48.9  MILE  48.9  48.9  48.9  153.8	W. J. HOTRUM, Superintendent, Montreal, Q  J. A. NOBERT, Asst. Superintende Montreal, Q  R. B. CORRIGAN, Asst. Superintende	ttawa, Ont.  OACH, Supt., ttawa, Ont.  ALTON, Master, oteau, Que. IBSON, Master Mechanic, ttawa, Ont.  R. L. HOSLEY, Div. Master Mechanic, Montreal, Que.  A. H. RIEGER, Road Foreman of Engs. Montreal. Que.  T. C. COLLINSON, ent, Road Foreman of Engs.	Despatching Office—Montr  A. GELINAS,  J. L. HICKEY, H. A. AUDETTE, J. A. GROLEAU, L. G. CARON, J. L. W. SPENCER, A. J. RYAN,  R. L'ECUYER,	Despatchers.  Relieving Despatchers.  real, Que.—Telegraph Call "XI  Chief Despatcher, Montre  Despatchers.

LOCATION  Brockville  Coaticook  Fort Covington  Granby  Hawkesbury  Hemmingford  Island Pond  JOLAME OF INSPECTOR  H. R. Knowlton & Son  J. N. White & Co  J. N. White & Co  J. W. Connell  G. W. Connell  G. Mayer  OLacasse  F. Elgood  Joliette  Que. A. Lechasseur	93 King St. W.	MontrealQue.  MontrealQue.  MontrealQue.  MontrealQue.  MontrealQue.  MontrealQue.	J. B. Bissonnette       5721 Park Ave.         A. B. Foster       910 Windsor St.         L. Garant       3981 Notre Dame St. W.         R. Hemsley Ltd       394 St. James St. W.         A. J. Leger       4617 St. James St. W.         W. La Badie       1873 Wellington St.         M. Durocher       5192 Notre Dame St. W.	PembrokeOnt. PortlandMe. RichmondQue. Rouses PointN.Y. SherbrookeQue. St. HyacintheQue. St. JohnsQue.	NAME OF INSPECTOR G. G. Nettleton
Joliette Que. A. Lechasseur Lewiston Me. H. G. Bagley	· · · · · · · · · · · · · · · · · · ·		M. Durocher 5192 Notre Dame St. W. B. L. Hutchins	VerdunQue.	R. Gaulin
	Aug. 1	· V		wateriooQue.	W. Codescendicate

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NORTHWAR	D TRA	INS			STON BODDI	7.6	1		SOUTH	WARD TRAINS
SECOND	***************************************				Time Table No. 16	Telephon	Car Ca	pacity	i———	OND CLASS
		189		Jet.	June 20th, 1948	Order or Tel		Tracks	188	
and the second of the second o		Except Sunday	Symbols	Miles from Lewiston Jct.	STATIONS	Train Ord	Sidinge	Other Tra	Psgr.  Except Sunday	_
			R Y	0,07 1.79	LEWISTON JCT	P			A 8.50	
		A 9.55		5.06 5.43	AUBURN 0.37 LEWISTON	T	1	25 54	s 8.38 L 8.35	··
	******	189			RULE 27 (7th para.) APPLICABLE RULE 42 APPLICABLE. ON SUBDIVISION FOO				188	
Lewiston.—All trong for further speed All movements on When approx Book, must be so to be prolonged of Lewiston Junctic Lewiston.	rains or li restrictio er the 5 ching pu unded con repeated	mitted  ght engins see P yard tra blic roa mmencir l until c	ines whe age 29. cks, cro d crossing at wh rossing	PE en switce ssing M ngs at a nistle po is reach	ERMANENT SLOW ORI ching must approach and ain Highway, must be present of the signal 14 (see the signal see the	pass rotec (L), if Ma f Op N th Be	over O  ted by: two lon ine is le erating erlin Sul	mond a men a and cated Rule : division	Street  aber of the crew two short as pi (60) sixty rod 31 is qualified a on.	Miles per hour 5
	24,,,,,,,,,				WAY SUBDIV			witch.		
WESTWARD	TRAI	NS			Time Table No. 16	e go	0 0		EASTW	ARD TRAINS
			Symbols	Miles from South Paris	Effective June 20th, 1948 STATIONS	Train Order or Telephone	Cer Ce	Other Tracks		
			R W	0.00	SOUTH PARIS	T	* * *** *** ***	26	<u> </u>	
		1 - 1		NORW	AY SUBDIVISION FOO	T N	OTES	<u> </u>	57	`
All trains or light Mileage 0.45 Ples 0.78 Run All movemen For further s When approx Book, must be so to be prolonged or	engines. sant Roa nford Ros ts over C peed restr ching pu unded con r repeated	d	and Bessee page d crossi ng at wh	PI al Stree	SPEED RESTRICTION ERMANENT SLOW ORI ts at Norway must be p grade, whistle signal 14 ( sost (which in the State of led. Second paragraph of RAILWAY JUNCTIO	NS DER orotec (L),	S oted by	a me	mber of the cr	Miles per hour 20 Miles per hour 5 5 ew.
South Paris Yard Limits e				 uth Pari		th B	erlin Sul	divisi	on.	

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#### BERLIN SUBDIVISION FOOT NOTES

#### RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES

PORTLAND...... Connection with Portland Terminal Railway.

BACK COVE..... Draw Bridge. Interlocked.

YARMOUTH JUNCTION......Crossing and Connection with Maine Central Railroad. Interlocked.

(Yarmouth Jct. is not a "junction" within the meaning of
Operating Rule 82).

Dawville Junction...... Crossing and Connection with Maine Central Railroad. Interlocked.

(Danville Jet. is not a "junction" within the meaning of Operating Rule 82).

LEWISTON JUNCTION......Junction with Lewiston Subdivision.

When complying with Rule 503 (b) Trainman must, after waiting a reasonable time, if no train is seen approaching on the Mc.C.R. proceed to the Crossing, unlock box marked "Time Release", which is secured with both C.N.R. and Mc.C.R. switch locks. Upon opening, follow instructions inside box. Trainman must be sure no Mc.C.R. train has come into the circuit or is approaching. Three (3) minutes are required for "Time Release" to operate after which Home Signal will clear on C.N.R. Once started in motion the "Time Release" knob must not again be touched. This operation sets all signals at "Stop" on Mc.C.R. Should signal not clear at end of three (3) minutes, trains should be moved over crossing on hand signal, but only after Trainman is certain no Mc.C.R. train is approaching. Box must be closed and locked before leaving.

South Paris.....Junction with Norway Subdivision.

GROVETON...... Connection with Boston & Maine Railroad.

Masons......Crossing with Maine Central Railroad. Automatic interlocked signals. (See special instructions page 36).

Speed of all trains must not exceed twenty (20) miles per hour in each direction between automatic home interlocking signals.

NORTH STRATFORD...... Connection with Maine Central Railroad.

4310

North Stratford is not a "junction" within the meaning of Operating Rule 82.

#### YARD LIMIT BOARDS

 PORTLAND
 Yard limits extend from Portland Station to 4070 feet West of yard office at East Deering.

 GORHAM
 4545 feet East of Station.

 3935
 " West " "

 BERLIN
 1950
 " East " "

 7290
 " West " "

 ISLAND POND
 6320
 " East " "

#### SIDING

West

#### OTHER TRACKS

	Car Capacity	Points Face	Mileage
Moussams	7	West	33.12
Thomes & King Inc	14	West	46.25
Oxford Milling Co	7	East	49.31
Chadbourne Lumber Co	15	East	67.13
Grafton Lumber Co	2	West	68.51
Cascades Branch	• •	East	96.04
Northern Oil Co	2 -	West	97.00
Texas Oil Co	2	West	97.17
Sam Siegel Siding	15	East	98.49

FOR FURTHER FOOT NOTES BERLIN SUBDIVISION SEE PAGE 4.

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/					A 9.35	9.15	*RY	29.74	LEWISTON JCT	P	72	18	4.35	L 8.50	1			
	<u> </u>					s 9.19		82.07	EMPIRE ROAD	P		7	* 4.31		•			
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BERLIN SURDIVISION

Standard Clock and Bulletin book located in Engine House office East Deering.

\*Danville Jct. and Lewiston Jct. are register stations for Nos. 188 and 189 only.

Train 188 may leave Lewiston Jct. without Terminal Clearance.

All trains except First and Second Class trains must approach Lewiston Jct. and Danville Jct. prepared to stop, expecting to find main track occupied.

\*No. 17 will slow down for exchange of U.S. Mails at Mapleton. \*No. 16 will slow down for exchange of U.S. Mails at Empire Road. Train Despatchers telephones are located as follows:

New Gloucester, mileage 22.67.

Gilead, East switch.

#### BERLIN SUBDIVISION FOOT NOTES

#### ENGINE AND CAR DESTRICTIONS

	ENGINE AND CAR RESTRICTIONS	100		
	North Stratford.	1.19	. 70	
	Heaviest engine permitted to operate on Stratford Plywood siding	1.30	2600	closs
:	Berlin.		2000	Ciaca
	Heaviest engine permitted to operate on Simon Stahl Co. siding and Back Shed track	• • • • • •	2600	class
	Yarmouth.	- <u> </u>		
	All engines prohibited from operating on Webber Grain siding.			
	Heaviest auxiliary crane permitted		160	ton
		Mile		hann
	Passenger trains between Island Pond and East Deering.	MILE	50	попт
	East Deering and Portland.		80	
	" on Commercial Street, Portland " on both legs of Wye Lewiston Jct	•	.5 10	
	FIGURE GRAINS, CHRIDE WITH CANODSE OF HORT ENGINE		10	
	between Island Pond and South Paris		35	
	between South Paris and East Deering. between East Deering and Portland.		40 20	110
	on Commercial Street, Portland		5	
	on both legs of Wye Lewiston Jct		1Ö	
٠.	Mileage PERMANENT SLOW ORDERS	Miles	per	hour
	1.70 Back Cove Bridge		10	· .
	Unless necessary, brakes must not be applied while any portion of train	is		100
	passing over trestle at east end of bridge.  Main and Elm Streets Yarmouth		10	
	Second Street Crossing West Me. C. Ry. Diamond		10	
	53.00 Curve	•	25 85	
	103.40 Curve.	•	85	
	108.61 Curve		35	
	110.86 to 110.90 Curves. Dummer River Bridges	•	85 85	*
	121.30 Curve	•	85 85	1
	189.00 to 189.25 Curves	•	85	:
		100		

#### PUBLIC HIGHWAY CROSSINGS

#### First public crossing west of Falmouth.

0

Maine Public Utilities Commission Order R. R. 2622 dated May 1, 1941:— That in all cases where a trains is stopped at or near said crossing to set off or take on a car or cars, or if for any purpose a train is stopped at or near the crossing, the Canadian National Railway Company shall cause all said trains, before crossing the highway designated, to come to a full stop, and protection of said crossing shall thereafter be made by one of the members of the crew acting as flagman on said crossing.

Berlin — Public Service Commission of New Hampshire Order No. 5202 dated November 3, 1947:—That whistling for trains operating on the Berlin Mills Branch of the Canadian National Railways be, and hereby is, eliminated, except in case of emergency, upon approaching the Pleasant Street, High Street and Main Street crossings from either direction, and the Willard Street—School Street crossing when approaching the same from the plant of the Rrown Company.

#### North Stratford - Main Street, just west of Station.

### East Main St. State Highway, three tenths of a mile east of Station. Main Street, just west of Station.

To be protected by a flagman situated at these 3 crossings every day in the year between the hours of 8.00 a.m. and 4.00 p.m. and at all times between above hours when any train, engine or self-propelled car is passing over

At all times between the hours of 6.30 a.m. and 8.00 a.m. and from 4.00 p.m. to 7.00 p.m. when regular crossing flagman is not in attendance at said crossings every train movement including switching movements, shall be in accordance with the following procedure: Before passing over said crossings each train, engine or self-propelled car shall come to a stop. After it has come to such stop a member of its crew shall proceed to the crossing where he shall warn highway traffic with flag or lantern. When he is satisfied that the train or switching movement may proceed without risk to highway traffic he shall so signal, whereupon the train, engine or self-propelled car may pass over the crossing at a speed not in excess of ten (10) miles per hour.

West Milan — First crossing east of Station

Automatic crossing signal at highway east end of station platform is bonded for main track movement only.

Movements over this crossing on other than main track, must be protected by a member of crew.

#### Gorham - Glen Street Crossing.

Switching movements on other than main track over the crossing, must not be made until flashing red lights are in operation. To put these lights in operation open iron box on side of relay box located at the crossing and close switch. After movements are complete, open switch and lock the box. In the event of signals becoming inoperative, manual flagging must be provided.

### Cascade Siding — Mileage 96.04 — Highway Crossing. All movements over Gorham-Berlin Highway Crossing must be protected by member of crew.

#### For further speed restrictions see page 29.

When approaching public road crossings at grade, whistle signal 14 (L), two long and two short as prescribed in the Rule Book, must be sounded commencing at whistle post (which in the State of Maine is located (60) sixty rods from the crossing), to be prolonged or repeated until crossing is reached. Second paragraph of Operating Rule 31 is

Double track between End Double Track Mileage 0.32 and Back Cove Mileage 1.25. Switch at Back Cove will be in normal position when set for Eastward track, and at End Double Track when set

Switch at Back Cove will be in normal position when set for Destward track.

Light engines moving westward, Portland to East Deering, must use the Long Siding which is located south of and adjacent to the main track, extending from west end of Trestle at Back Cove to cross over switch at Veranda Street Overhead Bridge.

Light engines moving eastward, East Deering to Portland, must use the main track from the cross over switch at Veranda Street Overhead Bridge.

Trainmen operating between Berlin and Brown Company Mills, as well as Cascade and Morin Sidiag, will see that in all cases the air is coupled between engine and cars that are handled, properly tested before working between these points. Carmen will assist in looking after this work.

FOR FURTHER FOOT NOTES BERLIN SUBDIVISION SEE PAGE 3.

							1	S	HERBROOKE	SU	JBD	IVI	SION	1								67 67 67 69 10 10 10 10 10 10 10 10 10 10 10 10 10
	WE	STW	ARD	TRA	INS			pa	Time Table No. 16	į	Car C	apacity			E	ASTW	ARD	TR	AINS			hour fine trail fine fine fine fine fine fine fine fine
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		s 2.47	s 2.02	e estata	s 5.26	s 5.07		15.78	4.83	_ T	∴ \` 65	29	* .	1 .			-			. ,	1 :: 1	NENT  MENT  Ind Sta  Ind Sta  B.T.C.  Public  B.T.C.  Ind Sta  ROSS  Ind Sta  ROSS  Ind Sta  ROSS  Ind Sta  Ind
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	L 4.40	s 3.08	s 2.23	•••••	s 5.45	s 5.26	R W	25,39	COATICOOK 5.28	Т	. 86 .	85		s11.02	\$11.4C	s 11.47	A12.40		s 9.37	\$11.00	ept Sund	Tree Page No. 1 Page N
			7	• • • • • • • • • • • • • • • • • • •	F 5.54	F 5.35		30.67	HILHURST 2.87	P		<b></b>				.			F 9.27	F10.50	m. exc	Mileage 4.24 to 4.89 8.81 to 9.17 19.57 25.39 38.05 to 38.69 43.95 60.44 to 66.79 70.98 71.16 For further spee QUEBEC CENTR C.P.R. CROSSIN SHERBROOKE INTERLO( BETWEEN SHER the place of Indication and Indication a
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s 6.43			1			s 6.31		61.45	WINDSOR MILLS	T	67	110				s 10.41			1.			NR RU ed to ed to ted to aper C saper C strain of the control of t
6.50						F 6.38		65.66	MORSE	P	78	A PD	1	)		, ,	11.21		1 : .	1.		
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Except Sunday	Sunday only	Saturday only	Except Sunday	Except Sunday	Sunday only	Except Sunday			BULE 42 APPLICABLE BETWEEN ISLAND POND & SHERBROOKE. RULE 405 APPLICABLE.		· · ·		Except Sunday	Saturday only	Saturda only	Except Saturday & Sunday	Sunday only	Except Sunday	Except Sunday	Sunday only		
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*Sherbrooke is a register Station for trains originating or terminating at Sherbrooke only.  *Coaticook is a register station for trains originating or terminating at Coaticook only.  *Coaticook is a register station for trains originating or terminating at Coaticook only.  *Lennoxville is joint Station for Quebec Central Railway trains.  Switching over King Street Crossing at Sherbrooke, prohibited.  *No. 126 stop at Bromptonville to let off passengers from Montreal.  *No. 17 on Saturdays only, stop at Stanhope, Dixville, Compton, Waterville, and Lennoxville, to pick up passengers for Montreal and beyond.  *No. 17 on Saturdays only, stop at Stanhope, Dixville, Compton, Waterville, and Lennoxville, to pick up passengers for Montreal and beyond.  *No. 18 on Tracks  *No. 19 on Saturdays only, stop at Stanhope, Dixville, Compton, Waterville, and Lennoxville, to pick up passengers for Montreal and beyond.  *No. 19 on Saturdays only, stop at Stanhope, Dixville, Compton, Waterville, and Lennoxville, to pick up passengers for Montreal and beyond.  *No. 19 on Saturdays only, stop at Stanhope, Dixville, Compton, Waterville, and Lennoxville, to pick up passengers for Montreal and beyond.  *No. 19 on Saturdays only, stop at Stanhope, Dixville, Compton, Waterville, and Lennoxville, to pick up passengers for Montreal and beyond.  *No. 19 on Saturdays only, stop at Stanhope, Dixville, Compton, Waterville, and Lennoxville, to pick up passengers for Montreal and beyond.  *No. 19 on Saturdays only, stop at Stanhope, Dixville, Compton, Waterville, and Lennoxville, to pick up passengers for Montreal and beyond.  *No. 19 on Saturdays only, stop at Stanhope, Dixville, Compton, Waterville, and Lennoxville, to pick up passengers for Montreal and beyond.  *No. 19 on Saturdays only, stop at Stanhope, Dixville, Compton, Waterville, and Lennoxville, Compton, Waterville, and Lennoxville, Compton in the control of the con														SCHALLT								

#### ST. HYACINTHE SUBDIVISION FOOT NOTES

St. Judes Subdivision trains 267 and 268 will use St. Hyacinthe Subdivision Station, but have no timetable authority on St. Hyacinthe Subdivision. These trains will operate to and from St. Hyacinthe Subdivision Station and Junction Switch, on the Westward siding and this siding must be kept clear for these trains.

Normal position of junction switch at Junction Switch is for WESTWARD siding.

#### ENGINE AND CAR RESTRICTIONS

St. HyacintheHeaviest engine permitted to operate on Goodyear siding and east leg of wye	2600 class
Beloeil	
siding	2600 class
Heaviest auxiliary crane permitted	160 ton

SPEED RESTRICTIONS	Miles per hour
Passenger trains between Southwark East and Gore	70
Passenger trains between Gore and Richmond	55
Freight trains between Southwark East and Gore	60
Freight trains between Gore and Richmond Engine with caboose or light engine between Southwark East	40
and Richmond	40
Passenger trains over Canadian Pacific Railway Crossing Mileage 21.79 east of Actonvale	50
home signals at the said crossing. (B.T.C.—69150).	
Parana and traing over Canadian Pacific Pailway Cressing Mileage	

Passenger trains over Canadian Pacific Railway Crossing Mileage
38.9 Ste. Rosalie Jct
miles per hour and the speed of all freight trains is restricted
to 35 miles per hour, when such trains are approaching the
said crossing and are between the approach and home signals. (B.T.C.—69558).
(D.1.O.—0000).

Mileage	PERMANENT SLOW ORDERS	Miles pe
1.44 to 1.75	Curve	30
1.78 St. Fra	ncis River Bridge — all engines heavier than 50%, ngle or double headed	20
	Curve	30
East e	elene Street Crossing end Upton Station Platform (B.T.C. — 63053) and Trains	15
	ard Trains	30
Upton	In switching movements on team track over McDougall St. (B.T.C.—62618)	10
STE. ROSALII	E. Switching movements over highway crossing, first crossing west of station, to be under flag protection. (B.T.C.—57467).	
 St. Hilaire.	(First crossing west of station). All move- ments on sidings over this crossing to be protected by flagman. (B.R.C.—18889).	

For general speed restrictions in Montreal Terminals, west of Southwark East, see Montreal Terminals Time Table.

For further speed restrictions see page 29.

#### YARD LIMIT BOARDS

				2011120		
RICHMOND					Danville Subdi St. Hyacinthe	
*STE. ROSALIE JCT.:	7405	44	East "	46	46	44
*ST. HYACINTHE		44	West "	44	66	66
Beloeil		44	East "	46	44	44
46			West "	44	44	84
SOUTHWARK EAST.					nal,	

\*(YARD LIMITS FOR ST. HYACINTHE AND STE. ROSALIE JCT., EXTEND FROM 6650 FEET WEST OF ST. HYACINTHE STATION TO 7405 FEET EAST OF STE. ROSALIE JCT. STATION.)

### ST. HYACINTHE SUBDIVISION

•							<b>V</b>	VEST	WAR	D T	RAIN	15								
									FIRS	r CLA	SS							puo	Time Table No. 16  Effective	
<del>d</del> p	23	141	117	39	9	J	17	241	11	111	143	59	29	37	3	27		Richm	June 20th, 1948	
fontre sday a:	Pagr.	Pegr.	Pegr.	Pegr.	Psgr.	Pegr.	Pegr.	Pagr.	Pegr.	Pegr.	Pegr.	Pegr.	Pagr.	Pagr.	Pegr.	Psgr.	룅	from ]		
ay for M	Except Sunday	Except Sat. & Sunday	Sunday only	Sunday only	Except Sunday	Daily	Except Sunday	Saturday only	Except Sunday	Sunday only	Except Sunday	Daily	Sunday only	Except Sunday	Daily	Except Sunday	Symb	Miles	STATIONS	
HTS t Sunda fuesday	PM L 7.10		PM L 6.15		PM L 4.45		* PM L 3.55		L 7.05	AM L 7.20			L 6.05	•••••			C K W Y	0.00	RICHMOND	
REIG Excep a.m. 1	7.19	•••••	6.24	•••••	4.54		4.03		s 7.22	s 7.32		•••••	6.14		•••••	•••••		4.73	GORE	
AV F 0a.m. 10.80 navent	7.22	• • • • • • • •	6.27	• • • • • • • •	F 4.57		4.07		s 7.29	s <b>7.3</b> 8			6.18		• • • • • • • •	••••••		7.35	LISGAR 2.96	
W, nd 6.0 or Bor	* 7.28		s 6.33		s 5.03		4.10		s 7.38	s 7.47		•••••	s 6.23					10.81	SOUTH DURHAM	
ichmo L. Hya rday f	7.33		s 6.41		F 5.11		4.15		s 7.46	s 7.54	·	••••••	6.31		•••••			14.50	DANBY7.58	
ave R satur Satur	s 7.44	••••••	* 6.51	L 5.55	s 5.22	 	s 4.23		s 7.56	s 8.03			s 6.42			••••••	R W	22.08	ACTONVALE 6.37	
33	F 7.54	М	* 7.01	s 6.05	s 5.32	DE	4.30	×	s 8.06	8.10	i eş	PĘ.	F 6.53	<b>1</b> 24	. M	E E	• • • • • • •	28.45	UPTON	
	8.00	50	* 7.07	s 6.12	s 5.38	1 54	4.33	NOIL	s 8.13	8.13	I N	TON	F 6.58	NOIL	YILL	ION ION		81.59	ST. LIBOIRE 2.28	
Monday.  Jy.  Monday.  Iy.  Iy.	8.07	FROM KUMMOND SUBDIVISI	* 7.11	F 6.18	5.48	FROM MOND IDIVISI	4.35	FROM SUMMONDVILL SUBDIVISION	F 8.16	8.16	FROM RUMMONDVILL SUBDIVISION	FROM RUMMONDVILLE SUBDIVISION	F 7.01	FROM DRUMMONDVILL SUBDIVISION	FROM RUMMONDVILLE SUBDIVISION	FROM DRUMMONDVILI SUBDIVISION		83.87	BRITANNIA MILLS	
Dally Dally Dally Dally Dally	8.14	SUBI	* 7.21	s 6.25	F 5.58	SUBI	4.40	RUMI	s <b>8.22</b>		SUBI	SUBI	s 7.08	RUM	SUBI	SUM		38.51	STE. ROSALIE 0.37	
	8.18	<b>     </b>	7.23	6.27	* 6.00	ă	4.41	, <b>a</b>	F 8.24	8.23		<u> </u>	7.10	ă	ũ	ä	C W	38.88	STE. ROSALIE JCT	
2140 2800444	8.22	F0.8	7.27	6.31	6.04	PM 4 5.30	4.43	PM L 3.10	8.27	8.25	L 8.13	L 7.39	7.13	L 6.03	AM 5.50	AM L 4.53		40.61	MONTBEC JCT	
aries)	s 8.25	A 8.05	s 7.33	s 6.37	s 6.10	A 5:31 5:36	s 4.47	s 3.15	s 8.32	s 8.27	A 8.15	s <b>7.4</b> 4	s 7.15	s 6.05	s 5.54	s 4.55	K w	40.88	ST. HYACINTHE	Λ
urcot).	8.42		7.44	s <b>6</b> .48	s 6.20	5.46	4.57	3.25	s 8.45	8.37		7.54	s 7.25	s 6.15	6.05	s 5.05		48.40	STE. MADELEINE	
55 M (F)			•••••	•••••		······		••••••		•••••		• • • • • • • •	*** * *** *** * *	· • • • • • • • • • • • • • • • • • • •		•••••		52.57	RIBECO 0.98	
RAIN fontre				F 6.57	F 6.28	ļ			s 8.54	•••••			s 7.33	s 6.24	•••••	s 5.13		53.55	ST. HILAIRE EAST	
HT I	8.48		* 7.53	s 7.00	s 6.31	5.53	5.05	3.31	s 8.56	s 8.45		8.01	s 7.35	s 6.27	6.13	s 5.15		54.80	ST. HILAIRE 0.69	BL
REIG Ar	s 8.50	• • • • • • • • •		s 7.03	F 6 34			· · · · · · · · · · · · · · · · · · ·	s 8.58	• • • • • • • • • • • • • • • • • • • •		••••	s 7.37	s 6.29		s 5.17		54.99	OTTERBURN PARE	
30 a.m.	s 8.52	• • • • • • •	s 7.56	s 7.06	s 6.37	5.57	5.07	s 3.34	s 9.01	s 8.48		8.04	s 7.39	s 6.31	6.16	s <b>5.1</b> 9		55.39	BELOEIL 3.94	I'R
FA.	8.57	· · · · · · · · · · · · · · · ·	8.02	s 7.14	F 6.44			3.38	s 9.08			• • • • • • • • • • • • • • • • • • • •	F 7.46	s <b>6.3</b> 8		s 5.26		59.33	.ST. BASILE LE GRAND.	RAC
	9.00		F 8.04	F 7.17	F 6.47				F 9.10	F 8.55	· · · · · · · · · · · · · · · · · · ·		F 7.49	F 6.43		F 5.29		60.45	MONTARVILLE	F
	F 9.03		8.06	s 7.20	F 6.51	6.05	5.15	3.42	s 9.14	8.58		8.13	s 7.52	s 6.48	6 24	s <b>5.32</b>		62.37	ST. BRUNO	
Richmond	9.09	•••••	* 8.12	s 7.28	F 6.58	6.10	5.18	3.47	s 9.21	9.02		8.18	s <b>7</b> .56	s 6.56	6.29	s 5.38		66.46	ST. HUBERT	//
		•••••	8.15									8.21	8.00		6.33		,	67.85	SOUTHWARK EAST	ľ
ra.	A 9.35	· · · · · · · · · · · · · · · · · · ·	A 8.40	A 7.55	A 7.25	A 6.40	A 5.45	A 4.15	A 9.50	A 9.30		A 8.45	A 8.25	A 7.25	A 7.00	A 6.05	K	74.27	MONTREAL (Central)	
. 493 425 405 407 423	Except Sunday	Except Sat. & Sunday	Sunday only	Sunday only	Except Sunday	Daily	Except Sunday	Saturday only	Except Sunday	Sunday only	Except Sunday	Daily	Sunday only	Except Sunday	Daily	Except Sunday			BULE 405 APPLICABLE BETWEEN STE. ROSALIE JCT. AND RICHMOND.	
Adı	23	141	117	39	9	I	17	241	11	-	143	59	29	37	3	27		,		
All trains ma	y leave Mo	atbec Jet.,	without Te	rminal Cle	arance.						· · · · · · · · · · · · · · · · · · ·			· · · · · · · · · · · · · · · · · · ·						

Operator St. Hyacinthe will register all Westward St. Hyacinthe Subdivision trains.

All Westward trains except St. Hyacinthe subdivision first class trains, must obtain Terminal Clearance at St. Hyacinthe.

Actonvale is a register station for Nos. 22 and 39 only.

#### SIDINGS

ACTONVALE...... Track south of main track, east of C.P.R. crossing, is designated as "siding". SOUTH DURHAM ...... Track on north side of main track, opposite station, is designated as "siding".

- \* No. 9 will stop at Ste. Rosalie Jct. to let off passengers for connection with Canadian Pacific Railway only.
- \* Nos. 11 and 111 will stop at Pierce's Crossing Mileage 1.95 to load milk.
- \* No. 117 will only stop at Actonvale, Upton, St. Liboire, Britannia Mills, Ste. Rosalie, St. Hilaire, and St. Hubert to let off passengers from Danby and points east thereof.
- \* No. 23 will stop at South Durham to let off passengers from beyond Richmond.

#### ST. HYACINTHE SUBDIVISION

,	·								I I I CI	. 4 1 1 1 1	3 50.		1010			<del> </del>								
	Time Table No. 16	hone	Ca Capa	T.			Market 1			EASTWARD TRAINS														
	Effective	Telep	Capa	city	1-11-1						FIRS	T CLA	SS		- " .			,						
	June 20th, 1948	order or		9	10	16	142	218	2	22	124	24	38	12	112	546	4	60	30	230	132			
	-	in or		Traci	Pagr.	Psgr.	Psgr.	Pagr.	Pegr.	Pegr.	Psgr.	Pegr.	Pagr.	Pegr.	Pegr.	D. H. Equipt.	Pegr.	Pagr.	Pegr.	Psgr.	Pegr.			
	STATIONS	Tra	Sidings	Other	Except Sunday	Except Sunday	Except Sunday	Sunday only	Daily	Sunday only	Saturday only	Except Sunday	Except Sunday	Except Sunday	Sunday only	Except Sat. & Sunday	Daily	Daily	Daily	Sunday only	Except Saturday			
	RICHMOND	T	YA	RD	A 9.30	AM 601 A 1 O. 1 5		A11.00		,		PM A 3.45		PM A 8.00	PM A 9.25					A 1.20				
	GORE 2.62	P	90	9	9.21	10.07		10.51				3.34		s 7.51	9.16					s 1.10				
	LISGAR 2.96	P	ļ	11	9.17	10.04		s10.47			•••••	F 3.30	,	s 7.46	F 9.12	• • • • • • •				s 1.04				
	SOUTH DURHAM	T	93	75	s 9.13	10.01		\$10.43				s 3,23		s 7.41	s 9.08					s12.56				
	DANBY7.58	P	55	14	F 9.04	9.56		F10.34				3.14		s <b>7.33</b>	F 8.59					F12.44				
	ACTONVALE 6.87	Т	78	106	s 8.54	9.49		\$10.24		A 1.30		s 3.04		s 7.18	s 8.49		•••••			\$12. <b>3</b> 1				
	UPTON 8.14	T	90	29	s 8.44	9.43	×	S10.14	<b>13</b>	s 1.18		s 2.54	88	s 7.08	F 8.39	<b>8</b> 2	8			F12.19	ÞÚ.			
	ST. LIBOIRE 2.28	т	44	22	s 8.38	9.40	ION ION	s10.09	NON CONTRACT	s 1.13		s 2.49	≥2 :	s 7.03	F 8.34	DVILL	TO UMMONDVILLE SUBDIVISION	TO RUMMONDVILLE SUBDIVISION		F12.14	TO FONDVILLE VIVISION			
	:BRITANNIA MILLS 4.64	P	90	6	s 8.31	9.38	TO RUMMONDVILI SUBDIVISION	10.05	TO RUMMONDVILL SUBDIVISION	F 1.08		F 2.44	TO	F 6.57	8.29	TO TOND IVIS	TO	TO	• • • • • • • • • • • • • • • • • • • •	12.10	TO			
	STE. ROSALIE	ļ	90	55	F 8.22	9.33	SUBL	F 9.57	UMM	s 1.01		s 2.37	UMN	s 6.50	s 8.21	TO RUMMONI SUBDIVIS	SUB	CUMIN	•••••	F12.00 NIGHT	RUMM			
	STE. ROSALIE JCT	Ŧ	YA	RD	8.20	9.32	777	9.55	<u> </u>	1.00		2.36	DR	6.49	8.19	1 😾	มณ	DR		11.58				
	MONTBEC JCT	P			8.16	9.30	AM A 9.41	9.51	PM A12.35	12.57		2.34	PM A 5.51	6.46	8.16	PM 48.16	PM A 8.55	PM A 9.25		11.54	PM A11.59			
	ST. HYACINTHE	т	E 120 W 73	124	s 8.15	s 9.29	L 9.40	s 9.50	L12:34	\$12.56	A 1.35	s 2.33	s 5.50	s 6.45	s 8.15	L8.15	s 8.54	L 9.24 A 9.18	PM A11.48	L11,53	L1 1.58			
	STE. MADELEINE	т	ļ	11	s 7.57	9.18		s 9.33	12.18	\$12.44	s 1.25	s <b>2.1</b> 8	s 5.32	s 6.30	s 7.58		8.40	9.06	§11.38					
		P		31								•••••							• • • • • • • • • • • • • • • • • • • •					
	<b>5T. HILA</b> IRE EAST 0.75	ļ			s 7.48			s 9.24		\$12.35	s 1.17	s 2.10	s 5.20	s <b>6</b> .21	F 7.49				s11.30					
	ST. HILAIRE	T	W 59	19	s 7.45	9.12		s 9.22	12.11	s12.32	s 1.14	s 2.08	s 5.18	s 6.18	s 7.47	<b> </b>	8.35	8.58	\$11.27	ļ				
	OTTERBURN PARK	<b> </b>	<b> </b>	.	s 7.42		<b></b>	s 9.19		s 12.29	s 1.11	s 2.06	s 5.15	s 6.15	s 7.44				\$11.25					
	BELOEIL	т	E 87 W 77	65	s 7.39	9.09	ļ	s 9.17	12.08	s12.26	s 1.08	s 2.04	s 5.13	s 6.13	s 7.42		8.32	8.55	s11.23					
	<b>WT. BASILE LE GRAND.</b>	P	ļ	. 6	F 7.32		ļ	F 9.10	12.04	F12.19	s 1.01	s 1.59	s 5.03	s 6.06	s 7.35		8.28	8.50	s11.16					
	MONTARVILLE	<b> </b>			F 7.30		ļ	F 9.08		F12.17	12.58	F 1.56	s 5.00	ļ			<b></b>		F11.13					
	ST. BRUNO	т	<b> </b>	. 16	s 7.27	9.01		s 9.05	12.01	\$12.14	\$12.55	s 1.53	s 4.56	s 6.00	s 7.30	·····	8.25	8.47	\$11.09	ļ				
	ST. HUBERT	т		. 74	s 7.20	8.57		s 8.58	11.57	s12.08	\$12.48	s 1.48	s 4.48	s 5.53	s 7.23	ş	8.21	8.43	\$11.02					
١	SOUTHWARK EAST			ARD	1			1		12.05	•	1	1	1	1		1	ľ	10.59					
	MONTREAL (Central)	T	Y.	ARD	L 6.50	L 8.30	)	L 8.30	L11.30	L1 14C	L12.20	L 1.20	L 4.20	L 5.25	L 6.55		F 8.00	L 8.15	L10,35					
	rule 405 applicable between ste. rosalie jct. and richmond.				Except Sunday	Except Sunday	Except Sunday		Daily	Sunday only	Saturday only	Except Sunday	Except Sunday	Except Sunday	Sunday only	Except Sat. & Sunday	Daily	Daily	Daily	Saturday only	Except Saturday			
				Ť	10	16	142	218	2	22	124	24	38	12	112	546	4	60	30	230	132			
	1	<u> </u>	<u> </u>		<u>'</u>	<u> </u>	!	1	1	<u> </u>	1		1	<u>'                                    </u>	<u>'                                    </u>	<del></del>	<u>'</u>	!	<u> </u>	•	1			

THE MOVEMENT OF ALL TRAINS BETWEEN SOUTHWARK EAST AND MONTREAL WILL BE GOVERNED

BY THE MONTREAL TERMINALS TIME TABLE.

ALL TRAINS TO ST. HYACINTHE SUBDIVISION, EXCEPT PASSENGER TRAINS ORIGINATING AT CENTRAL STATION, MUST

OBTAIN TERMINAL CLEARANCE AT ST. LAMBERT.

ALL EASTWARD ST HYACINTHE SUBDIVISION OF THE STATION OF ALL EASTWARD ST. HYACINTHE SUBDIVISION TRAINS MUST OBTAIN TERMINAL CLEARANCE AT ST. HYACINTHE.

ST. HYACINTHE......All cars on freight trains, in both directions, must be given inspection on both sides by Train Crew. These instructions do not relieve Conductors and Trainmen from inspecting their train, as prescribed by Rule 105.

rain Despatchers telephones are located as follows:—
Actonyale, east of C.P.R. crossing.
St. Liboire, East End of station.
Britannia Mills West End of Station.
St. Hyacinthe, St. Judes Subdivision Junction Switch.
Ribeco, at Cross-over. — Belœil, west end, westward siding

#### ST. HYACINTHE SUBDIVISION FOOT NOTE

OPERATION OF TRAINS BETWEEN STE. ROSALIE JCT. AND MONTBEC JCT. WILL BE UNDER RULES GOVERNING THE MOVEMENT OF TRAINS BY SIGNAL INDICATION. RULES 251 to 257. SIGNALS USED FOR THIS PURPOSE ARE THE HOME SIGNALS AT MONTBEC JCT. GOVERNING EASTWARD TRAINS AND SIGNALS 387 AND 387A—WESTWARD HOME SIGNALS AT C.P.R. CROSSING, STE. ROSALIE JCT., GOVERNING WESTWARD TRAINS.

Automatic block signals are in operation between Montbec Jct. and Southwark East, governing ents with the current of traffic. Rules 501 to 513.

Movement between Montbec Jct. and Southwark East is governed by the rules for the movement of trains by signal indication, Rules 251 to 257. Signals used to give indications are the train order signals, as displayed at stations.

#### RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES

RICHMOND......Jct. with Danville Subdivision.

For eastward movements from main track to main yard through cross-over, located opposite switch-tender's shanty, indication as shown by Rule 501(c) will be displayed by signal 12 when switches are properly set and the block is unoccupied. The main track switch at west end of North yard is a spring switch. For further instructions, see Page 36.

Color Light Type Automatic "Dwarf" Signal located on north side of main track 1091 feet west of Richmond Station, governs movement of westward trains to Eastward Automatic Signal 28, located 12,320 feet west. Normal indication yellow. The signal, showing "Red", must not be passed by engines or trains unless authorized to do so.

ACTONVALE (Mileage 21.79).......Crossing and Connection with Canadian Pacific Railway. Automatic interlocked signals. (B.T.C.—68813) See special instructions page 36.

Rule 503(b) will apply to home and dwarf signals when indicating "STOP". The same procedure as applied to home signals will be followed when dwarf signals indicate "STOP". "End of block eastward" sign is located on north side of main track 300 feet east of diamond.

"End of block westward" sign is located on south side of main track 800 feet west of diamond.

STE. Rosalie Jct. (Mileage 38.90)...Crossing and Connection with Canadian Pacific Railway. Automatic interlocked signals. (B.T.C.—61274) See special instructions page 36. Connection with Drummondville Subdivision. Ste. Rosalie Jct. is not a "junction" within the meaning

of Operating Rule 82.

Approach signal 398 and Home signal 390 govern eastward movements. Approach signal 381 and Home signal 387 govern westward movements. Dwarf signal 387A, connected with Ste. Rosalie Yard Switch, governs westward movements from Ste. Rosalie Yard. Before opening yard switch observe Rule 511 and receive "block clear" indication on switch indicator, after which switch may be set for the siding. If, after a delay of 15 seconds, "slow speed" signal is received, movement may be made to the main track without flag protection.

If, however, 387A or 387 remain at "STOP", communicate with operator at St. Hyacinthe and be governed by his instructions before complying with Rule 503 (b). In case of absence of communication, train may proceed as per Rule 503 (a) after first complying with Rule 503 (b).

The same procedure as applied to home signals will be followed with respect to signal 387A when same indicates "STOP".

Trains desiring to reverse their movement after having cleared the Home signals must have a trainman press the button marked "St. Hyacinthe" in the box marked "switch" at the crossing, which will, if no C.P.R. train is occupying route, clear the signal in 15 seconds for the reverse movement.

MONTBEC, Jct., (Mileage 127.1).....Drummondville Subdivision: (Mileage 40.61 St. Hyacinthe Subdivision) IS THE END OF DOUBLE TRACK.

MONTBEC, JCT...... Jct. with Drummondville Subdivision.

The west cross-over and the easterly switch of the east cross-over are spring switches.

For further instructions regarding spring switches, see page 36.

The westerly Dual Control Power Switch of the east cross-over and the Home signals that govern these cross-overs are operated by the Operator at St. Hyacinthe. Interlocking rules apply.

For further instructions regarding dual control power switches, see page 36.

For further instructions regarding dual control power switches, see page 30.

Eastward trains on eastward track will be governed by Home signal 408, located on cantilever mast just west of cross-over Upper signal governs movement to St. Hyacinthe Subdivision single track and Lower signal to Drummondville Subdivision single track. Westward St. Hyacinthe Subdivision trains will be governed by Home signal 405 located on Yamaska River Bridge and westward Drummondville Subdivision trains by Home signal 1267 located just east of Yamaska River. "Proceed" signal given by signals 405 or 1267 indicates that the route over the spring switches is properly set for movement to the WESTWARD TRACK ONLY. Eastward movements on westward track will be governed by Dwarf signal 408A, located between main tracks, and will normally govern movements to the Drummondville Subdivision; if movement is to be made to the St. Hyacinthe Subdivision, the operator must first authorize the movement and the west spring switch of the cross-over operated by hand by a member of the crew before a signal will be received for the movement.

Trains stored by any Home signal a member of the crew must give a communicate with the operator, and

Trains stopped by any Home signal, a member of the crew must communicate with the operator, and, after receiving authority from the operator for the movement past the "stop" signal, must examine the switch points and see that they are free from obstructions and properly lined before train is moved.

St. Hyacinthe..... "Take Siding" signal unit located on Automatic Signal 424. For further instructions see page 36.

St. Rosalis......"Take Siding" signal unit located on Automatic Signal 367. See page 36. JUNCTION SWITCH (St. Hyacinthe)...Jct. with St. Judes Subdivision.

Beloeil......Drawbridge over Richelieu River. Interlocked. (BTC-67454) SOUTHWARK EAST......Jct. with Montreal Terminals.

ST. HUBERT...... Manual Control Box located on Instrument Box, West end of station platform, to be used by Trainmen to manually operate gates when required to release highway traffic, during undue occupancy of track circuits. To raise gates, press button marked "Stop". To lower gates, press button marked "Start".

#### FAST FREIGHT TRAINS

#### WAY FREIGHTS

Leave Turcot 9.00 a.m. Except Sunday for Richmond.

Leave Coachyard 11.55 a.m. Monday. Wednesday and Friday for St. Hyacinthe.

" .... 6.30 p.m. Daily
" 4.30 a.m. Ex. Sunday. 9.30 p.m.

		ST.	JUDES SUBDIVI	SI	ON			
HWARD AINS			Time Table No. 16	,	Car Co	pacity	SOUTH TRA	
SECOND CLASS		ritch	Effective	2			SECOND CLASS	
267	,	ction Sv	June 20th, 1948	Telephone			268	
Mixed	_	Miles from Junction Switch	STATIONS	order or		Tracks	Mixed	
Monday Wednesday Friday	iday 0		SIMIONS	Train o	Sidings	Other T	Tuesday Thursday Saturday	
PM L 6.15	K W		ST. HYACINTHE	T	E 120 W 97	124	A 8.00	
6.22 \$ 6.43		0.00 8.17	JUNCTION SWITCH 8.17 ST. BARNABE SOUTH	P		21	7.55 \$ 7.26	
s 7.04		12.46 13.18	4.29 ST. JUDES 0.72 ROY'S SIDING.	т		10	s 7.12	
F 7.25 S 7.42		14.86 18.34	1.68 FLEURY			8	F 7.02	
s 8.04	•••••	22.76	4.42 ST. AIME 5.06	T	• • • • • •	14	s 6.51 s 6.35	
S 8.23 A 8.35	R	27.82 31.10	ST. ROBERT	••••	•••••	7	S 6.15	
267			RULE 27 (7TH PARA.) APPLICABLE. RULE 42 APPLICABLE.				268	

#### ST. JUDES SUBDIVISION FOOT NOTES

Junction Switch is an initial Station for all St. Judes Subdivision trains.

- St. Judes Subdivision trains must register and obtain Terminal Clearance at St. Hyacinthe.
- St. Judes Subdivision trains may leave Junction Switch and Bellevue Jct. without Terminal Clearance.

St. Judes Subdivision trains 267 and 268 will use St. Hyacinthe Subdivision Station, but have no timetable authority on St. Hyacinthe Subdivision. These trains will operate to and from St. Hyacinthe Subdivision Station and Junction Switch, on the Westward siding and this siding must be kept clear for these trains.

Normal position of switch at Junction Switch is for WESTWARD siding.

#### ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate.  Heaviest car permitted, gross weight.	700 and 800 c 169,000 lbs.	lass
Horrisot auxiliant areas normitted		

SPEED RESTRICTIONS	Miles per
	hour
Passenger trains between Junction Switch and Bellevue Jct	25

Mixed trains, freight tra	ains, engine with caboose or light engine, between Junctio	n Switch and
Denevue Jet		20
	PERMANENT SLOW OFFERS	Milan

For further speed restrictions see page 29.

#### RAILWAY JUNCTIONS

Train Despatchers telephone, located at Junction Switch.

***********	******	SUBDIVISION
THE PLANT IN	V	

NORT	HWARD	TRAIN	4S	Time Table No. 16			SOUT	HWARD	TRAINS	
SECOND	CLASS		Jet.	Effective  June 20th, 1948	•00	Car Ca	pacity	SECONE	CLASS	
197	199		Isidore	June 20th, 1748	Telephon	:		198	200	
Mixed	Mixed	<u></u>	. St.	STATIONS	order er		Tracks	Mixed	Mixed	
Monday Wednesday Friday	Tuesday Thursday Saturday	Symbols	Miles from	314110113	Train o	Sidinge	Other	Monday Wednesday Friday	Tuesday Thursday Saturday	
L 7.00		w <sup>R</sup> y	21,29	HEMMINGFORD	T	••••	19		PM A 5.10	:
s 7.14			16.28	BARRINGTON			· 2		s 4.57	* : .
5 7.22			13.82	SHERRINGTON			9		s 4.49	- :
s 7.32	AM		10.09	ST. MICHEL			5	PM	s 4.39	
s 7.47	<b>ዜ</b> 7.45		6.40	8.69 ST. REMI	T		19	A 4.25	s 4.29	
F 7.54	F 7.52		8,62	COTE STE. THERESE.			8	F 4.17	F 4.17	•
A 8.02	A 8.02	C B	0.00	ST. ISIDORE JCT	Т		10	L 4.09	L 4.09	
197	199			RULE 42 APPLICABLE.	-			198	200	i

#### HEMMINGFORD SUBDIVISION FOOT NOTES

#### ENGINE AND CAR RESTRICTIONS

#### SPEED RESTRICTIONS

		•					muies per
							hour
Passenger	trains					 	30
Mixed tra	ins, freight tra	ins, engine with	caboo	se or light	engine	 	20

#### RAILWAY CROSSINGS AND JUNCTION

St. ISIDORE JCT.-Junction with Massena Subdivision.

#### YARD LIMIT BOARD

St. ISIDORE, JCT...... 4000 feet South of Station.

### BEAUHARNOIS SUBDIVISION

	THWA		Time Table No. 16  Effective	1000	Car C	pacity	SOUTH WARD TRAINS
	Symbols	Miles from Ste. Martine.	STATIONS	Train order or Telephone	Sidings	Other tracks	
	R R	5.90 0.00	BEAUHARNOIS  5.90STE. MARTINE	T	80	118	^
V	1.0		RULE 27 (7TH PARA.) APPLICABLE RULE 42 APPLICABLE.				

#### BEAUHARNOIS SUBDIVISION FOOT NOTES

Trains may leave Beauharnois without Terminal Clearance.

SPEED RESTRICTIONS	Miles per	
trains and light engines	bour 30	
r further speed restrictions see page 29.		

#### ENGINE AND CAR RESTRICTIONS

#### RAILWAY JUNCTIONS

STE. MARTINE .......Junction with Massena Subdivision.

Beauharnois ......Connection with New York Central Railroad.

#### YARD LIMIT BOARDS

BEAUHARNOIS ....... 3355 feet North of Station.
STE. MARTINE ........... 4900 " South " "

#### **GRANBY SUBDIVISION**

			NOR	THW	ARD	TRA	INS															SO	UTHV	WAR	D TR	AIN	s	
				SECO	ND C	LASS					RST ASS	<u> </u>	100	Time Table No. 16	lephon		ar. acity	FIR					SECO	ND C	LASS			
	641	443	637	439	435	627	433	431	645	607	605		Wates	June 20th, 1948	or Te		83	606	608	444	642	422	424	634	644	434	646	440
M	.& S.C. lectric	M.&S.C. Electric	M.& S.C. Electric	M.&S.C. Electric	M.& S.C. Electric	M.& S.C. Electric	M.& S.C. Riectric	M.& S.C. Blectric	M. & S.C. Blectric	Pegr.	Psgr.	bots	from	CTATIONS	order	8	r Trac	Pegr.	Pegr.	M.& S.C. Blectric	M.& S.C. Electric	M.&S.C. Electric	M. & S.C. Electric	M.& S.C. Electric	M.& S.C. Electric	M.& S.C. Blectric	M.& S.C. Blectric	M.& S.C. Electric
s	only	Sunday only	Except Sunday	Except Sunday	Daily	Daily	Daily	Daily	Daily	Except Sunday	Except Sunda:	Symi	Mile	STATIONS	Train	Sidinge	Othe	Except Sunday	Except Sunday	Daily	Daily	Daily	Daily	Daily		Except		<del> </del>
	••••										4M 45.55			WATERLOO	T		44	AM 411 45	PM A 8.20									
L	## 8.33	PM L 6.48	PM L 6.23	PM L 3,48	PM L12.33	AM L ( 1.33	AM L 9.08	AM L 5.53	AM L 1 2.45	F 2.27 2.42	F 6.07		8.71 13.26				12	711.35 11.21	F8.06	AID 42	ASSO	A S O S	AM	PM	PM	PM	PM	PM
- 1	1	· 1.00		4.20	1.25		<b>ル</b> タ・3つ	- 6.15	F 1.00	1	1-0.22	'l l	20.00			1 10	[ 20 ]	, 11.70	9 1.30	3 12.40	S 5.48	8 9.02	ISTT.30	S12.28	S 3.43	S 6 17	S 6 4 2	19 0 00
	P. 420	PM	r#	PM	A 1.30	ATT 40	AM AM	ASM	A 1.US	F 2.55	F 6.35		18.10	CLOUGH 3.97 CANAAN	 			11.15 11.08	7.46 F 7.40	L 12.38	L 5.43	1 9.00	L11.28	L12.23	L 3.38	L 6.14	L 6.38	L 8.25
	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •								s 3.04	S 6.44		21.98	ANGELINE RANG CASIMIR		ļ	12	11.01	s <b>7</b> .33									
														4.15 MEIGS								[ .	l i		•			
	641	443	637	439	435	627	433	431	645		To 0.P.R.		<del></del>	RULE 42 APPLICABLE. BULE 405 APPLICABLE.		-		Fress C.P.R.		444	642	422	424	634	644	434	646	440

#### GRANBY SUBDIVISION FOOT NOTES

Granby Subdivision trains will register at Farnham (C.P.R. Station).
Granby Subdivision Southward trains must obtain Terminal Clearance at Farnham (C.P.R. Station).
Granby Subdivision Northward extras must not enter upon track of St. Guillaume Subdivision Canadian
Pacific Ry. without first communicating with Canadian Pacific Ry. Yard Office through telephone located

Granby Subdivision Southward trains may leave Meigs without Terminal Clearance. Normal position of junction switch at Meigs is for Granby Subdivision.

#### ENGINE AND CAR RESTRICTIONS

Heaviest crane permitted 50 ton

Heaviest engine permitted to operate 2600 class

Heaviest car permitted 210,000 gross weight

	•	TATTI	es per nour
Subdivision	SPEED RESTRICTIONS	Psgr. trains	Freight trains, engine with caboose or light engine
WATERLOO to CLOUGH		40	20
" "	(2600 class engines)	80	20
CLOUGH to MEIGS		40	80
46 66	(2600 class engines)	80	30

#### OTHER TRACK

STARK RIBBON CO.....

Car Capacity

Points Face

Mileage

PERMANENT SLOW ORDERS

Mileage GRANBY Subdivision......17.00 to 17.80 . . . . . . . . . . .

30

Miles per

For further speed restrictions see page 29

#### RAILWAY CROSSINGS AND JUNCTIONS

#### YARD LIMIT BOARDS

MOVEMENT BETWEEN CLOUGH AND LOOP GOVERNED BY THE RULES FOR THE MOVEMENT OF TRAINS BY SIGNAL INDICATION. RULES 251 TO 257.

Signal 149 located 750 feet north of Clough and signal 134 located 750 feet south of Loop, will govern movement of all Canadian National Railways Granby Subdivision trains between these points.

All trains between signals 134 and 149 must operate under control, and stop unless main track is clear.

Canadian National Railways trains stopped by signal 134 or 149 will be governed as follows: All southward trains will communicate with the Operator at Granby by telephone located at Clough switch; all northward trains will communicate with Operator at Granby by telephone located on signal mast 134, and be governed by instructions received.

All switches located between signals 134 and 149 are normal when set for the main track of the Canadian National Railways, Granby Subdivision.

SOUTHWARD.--Montreal & Southern Counties Railway trains must stop at the stop board located just north of derail. Conductors will then open telephone box located at Clough switch and communicate with Operator at Granby, after which he will open the door on the electric lock, turn the handle to full left position, which will allow the switch to be operated. After movement has been made over the switch, it must be set for the Granby Subdivision, the handle of the switch lock turned to the full right position and the door closed and locked.

If any train has been authorized to occupy main track between signals 134 and 149, no other train movement will be permitted until this train has been secured by the Operator.

If, for any reason, the Operator at Granby cannot be communicated with and the electric lock is energised, the switch can be operated and will permit the M. & S.C. trains to enter upon Granby Subdivision

The derail on the Montreal & Southern Counties Railway connection north of Clough is pipe connected and operated in conjunction with the switch at Clough.

Between the hours of 6.30 p.m. and 8.30 a.m., when Operator at Iberville C.V.R. station is not on duty, C.V.R. Despatcher will issue train order Form W to Northward Extra trains at Iberville C.P.R. station with respect to superior C.V.R. trains due at Iberville C.V.R. station.

NORTH	IWARD 7	TRAINS					Car Ca		SOUTH	SOUTHWARD TRAIN				
FI	RST CLA	SS			Time Table No. 16	hon	CALL CH	pacity	FIRST CLASS					
	607 605 Pegr. Pegr.		605		Effective June 20th, 1948	Telephone			606	608				
				om Br	m			Tracka	Pegr.	Pagr.				
	Except Sunday From C.P.R.	Except Sunday From C.P.R.	Symbole	Miles fro	STATIONS	Train ord	Sidinga	Other Tr	Except Sunday To C.P.R.	Except Sunday To C.P.R.				
	PM	AM				$\top$			AM	PM				
	L 3.50	L 7.30		0.00	BRODIES	. <b> </b>			A10.17	A 6.47				
				0.44	CANMONT		35	34						
	A 3.55	A 7.35		0.94	LEMOYNE				L10,11	L 6.41				
	607	605			RULE 42 APPLICABLE.				606	608				

T TO A CONTENT OF THE CALCASE

Lemoyne Subdivision trains will be registered at Iberville (C.P.R. Station).
Lemoyne Subdivision Northward trains must obtain Terminal Clearance at Iberville (C.P.R. Station).
Lemoyne Subdivision trains will be registered at Iberville (C.V.R. Station).
Lemoyne Subdivision Southward trains must obtain Terminal Clearance at Iberville (C.V.R. Station).

Lemoyne Subdivision Northward trains may leave Brodies and Southward trains may leave Lemoyne without Terminal Clearance.

Normal position of junction switch to siding at Lemoyne is for Lemoyne Subdivision.

#### LEMOYNE SUBDIVISION FOOT NOTES

#### ENGINE AND CAR RESTRICTIONS

Heaviest Crane permitted 160 ton

Mileage

Heaviest Engine permitted to operate C.V.R. 460 Class C.N.R. 3700 Class

Heaviest car permitted 210,000 gross weight

SPEED RESTRICTIONS

Freight Trains, engine with caboose or light engine 20 20

Miles Per Hour

PERMANENT SLOW ORDERS

Miles per 

#### RAILWAY JUNCTIONS

Brodies......Jct. with Canadian Pacific Railway.

#### YARD LIMIT BOARDS

Yard Limit Boards are located at Lemoyne and Brodies, and the main track within these limits is governed by Rule 93.

#### YARD TELEPHONES

	ROUSES POINT SUBDIVISION FOOT NOTES	
ŀ	ENGINE AND CAR RESTRICTIONS	
	Sr. Johns	
′	member of the crew.  Heaviest engine permitted to operate on Columbia Match siding	
	and Queen Street siding.  Account restricted clearance at entrance to Franco-Canadian Dyers Plant, engines must stop clear of gate when placing cars on this siding.	per
	"	located
	or leaving south leg of wye must do so via C.V.R. main track.  Heaviest auxiliary crane permitted	rack
	SPEED RESTRICTIONS Miles per hour	single track
	Passenger trains. 60 Freight trains. 45 Engine with caboose or light engine. 40	it sin
	Miles per hour Freight trains,	Point
	Psgr. caboose or	Rouses
1	Mileage trains light engine  16.29 Curve, both tracks	
ł	to St. Johns.—All trains in zone between and including St. Jacques and Laurier Streets.	\$
ĺ	24.99 Jacques Cartier Street (B.R.C.—41191—41605)	- Feb
	ST. VALENTIN.—First crossing north of station	awitch
	For further speed restrictions see page 29.	<b>P</b>
ŀ	RAILWAY CROSSINGS AND JUNCTIONS EDISON AVE. (St. LAMBERT) Jet. with Montreal Terminals.	interlocked
	RANELAGH (Mileage 6.89) Crossing with Montreal and Southern Counties Railway. Automatic interlocked signals. B.T.C.—53758). See special instructions page 36.	
	The same procedure as applied to home signals will be followed when dwarf signal indicates "STOP".  Movements against the current of traffic are governed by dwarf signals without any approach signals.	Ping.
	BrosseauJct. with Massena Subdivision.  Power operated station protection signals are located as follows:	
	The signal controlling movements on the northward track, is located 3065 feet south of Brosseau Station and "End of Block Northward" sign is located 400 feet north of Brosseau Station.	witches.
	The signal controlling movements on the southward track is located 3050 feet north of Brosseau Station and "End of Block Southward" sign is located 627 feet south of Brosseau Station.  Trains on the double track (Rouses Point Subdivision) will be given preference movement and Massena	_
	Subdivision trains must not enter upon the double track if a train approaching from either direction on the Rouses Point Subdivision.	a Ao
	Northward trains from Massena Subdivision must see that both signals on the Rouses Point Subdivision	CTOES-OVET
	and southward train order signal at the station, are set at Stop position before entering upon double track. Operators, Train and Enginemen will be held responsible for the position of the signals. Southward trains must not foul the crossover switches when train order signal in Stop position.	
	St. Johns (1 MILE NORTH). Crossing and Connection with Canadian Pacific Railway. Automatic interlocked signals. (B.T.C.—61464). See special instructions page 36.	track
	After a train has occupied SOUTHWARD main track approaching home signal 238 for a period of six minutes or more, C.P.R. signals will be automatically released for a C.P.R. train movement. Should C.P.R. train not proceed over crossing, it will be necessary for trainman to operate push button in box marked "Signal Push Button" located on home signal 238.  A northward train which may have occupied NORTHWARD main track between Bouthillier St. and northward home signal 241 for six minutes or more must, if signal 241 indicates Stop, proceed to within one hundred (100) feet of home signal in order to obtain proceed indication for	double
1	button in box marked "Signal Push Button" located on home signal 238.  A northward train which may have occupied NORTHWARD main track between Bouthillier St.	
	northward movement over crossing.	ocked
	After switching in interchange track north of crossing, it will be necessary to operate push button located in box at interchange switch in order to obtain dwarf signal indication for southward movement over crossing.	nterk
	After switching in Standard Clay Siding south of crossing and adjacent to southward track, it will be necessary to operate push button located in box at this siding switch in order to obtain dwarf	1
	signal indication for a northward movement over crossing.  These push buttons must not be operated until train is ready to proceed over crossing.  Telephones are located at northward home signal 241 and at interchange switch for communication	ø Z
	with C.P.R. & C.N.R. stations.  A 'phone "Howler" is located at southwest corner of crossing for the purpose of attracting attention of trainmen required to answer telephone. When Howler is heard, communicate on telephone at	SVHOL
	once.  Movements against current of traffic are governed by dwarf signals without any approach signals.	15
	St. Johns	
	CANTIC	
	all northward trains on the Rouses Point Subdivision shall not exceed a speed of 15 miles per hour when approaching and when within 1.000 feet of their Home Signal.	
	Switches governing movements to and from connecting track between Alexandria Subdivision and Rouses Point Subdivision, located east and north of Cantic station, are Dual Control and are operated by Operator Cantic station.	
	Trains to and from Rouses Point Subdivision will use this connecting track.	1
	The switch between Rutland Railroad and Canadian National Rys. is located 620 feet north of Rutland Station at Rouses Point.	
	The position of this switch is normal when set for the Main Track of the Rutland Railroad.  All trains will approach Canadian National Railways connection switch and Rouses Point passenger station prepared to stop unless main track is seen or known to be clear.	ALI STA
	Canadian National Railways passenger trains will arrive and leave from Rutland Railroad Station at Rouses Point, and their schedule arriving and leaving time is shown on Canadian National	: 518
	Railways time table.  Rouses Point	1
	The Courthment marrament he accounted by Dule 601(h) displayed on signal located in Northment comes	
	of diamond, and for Northward movement, before leaving lead from Engine House track, secure permission from Signalman at Crossing, by means of telephone located at Engine House track switch, to do so. To pass over Crossing be governed by Rule 601(b) displayed on Signal located	Edison St. John
	in Southeast corner of diamond.  For either movement, position of switches at C.N. connection and Engine House track should be	
	observed.  YARD TELEPHONE	Rouses
	CANTICAt southward home signal 419.	I
	St. JohnsAt power operated crossover.	1

ROUSES	POI	NT A	ND N	MASS	ENA	SUB	DIVI	ISIO	NS				
	NORTHWARD TRAINS Time Table No. 16												
ਅਤ ਵਿੱਚ ਇਹ ਲੜ			FIRS	ST CL	ASS				enl	Effective June 20th, 1948			
located Operate outhward crossing	307	65	607	79	605	51	21		Montr nture)				
will will will will will will will will	C. V. Pegr.	Rutland Pagr.	Pegr.	Pegr.	Pegr.	Rutland Pagr.	C. V. Psár.		Miles from Montresi (Bonaventure)	STATIONS			
	Detty	Daily	Ercept Sunday	Except Sunday	Except Sunday	Daily	Daily	Symbols	MITTE				
A B JEW JEW	•••••		·.		•••••		•••••	K W Y	94.78 86.96	MASSENA 8.67 HELENA			
Rough Str.				AM .	******			κ° ₩	78.72	7.84 BOMBAY			
or to or				6.15 8 6.23	•••••	•••••			78.01 68.15	FORT COVINGTON			
y O y O y O o o o o o o o o o o o o o o				F 6.27 S 6.34	• • • • • • • •				66,26 68.80	BEAVER CROSSING 2.96 WHITES			
interlocked s controlled by r switches, se r switches, se i wig-wag actur nen to discontin- wag cut in aut- iloser than fifty than the end o y a member of o y a member of t				F 6.39 S 6.52				w Y	\$1.24 55.78	CARRS 5.48 HUNTINGDON 4.76			
and inte are cont pply.  power sy power sy is and wig-wag i wig-wag i wig-wag ged by a 1.  GHT a.m. except S. except S.		•••••	* * * * * * * * * * * * * * * * * * *	F 7.00 S 7.10					51.02 45.18	DEWITTVILLE  4.84  ORMSTOWN  8.66			
ches et es at rol p to	From Alex- andria Subdi-	•••••		s 7.20 s 7.29			From Alex- andria Subdi-	₩ ¥	42.52 88.72	BRYSONS. 3.80 AYRNESS. 1.00			
actions.  action.  action.  action.  be a signal rules oking signal rules a garding dual control family and control follows protected by beet should be used by ercler Streets. Bell a point not nearer sire a point not nearer sire an engine, must be fis way FRH  WAY FRH  C.C. leave Massens 9.0 a.n.  Arrive Helens 9.80 a.n.	vision		*******	s <b>7</b> .39 s <b>7</b> .49			vision		87.72 82.52	HOWICK			
Ne He			• • • • • • • • •	₹ 7.55 7.58					29,27 27,86	8.25 STE. PHILOMENE. 1.41 ST. REGIS PIT.			
N. S.				s 8.00 s 8.14				CKW	26.25 22.24	1.61 ST. ISIDORE			
				s 8.22 F 8.26					18.74	3.50 ST. CONSTANT			
ooked double in north St. 18 and St. 18 interlooked Dinterlooked Des awitches. Ther instructifier Street Crosecheron Colin k between Colin k between Colin on south side pictossing, not his crossing, not his constant of the				F 8.28	•••••				17.29 18.16	0.45 LA TORTUE 4.18 LAPRAIRIE			
erioci il lust z il lust z				s 8.41					10.81	2.35 BROSSEAU			
The For Bought 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	PM L 7.19	FM 5.00 s 5.14			•••••		AM L 6.44		47.25 42.97	ROUSES POINT			
JOHUS		s 5.22	*********		•••••	7.12	4		87.48	CANTIC. 4.59  ST. VALENTIN. 8.69			
<b></b>	7.35	s 5.30	*********		•••••	7.20	7.00		83.79 31.46	GIRARD			
		s 5.40			L 7.45			w <sup>K</sup> y	24.97	ST. JOHNS			
		F 5.50 F 6.00			F 7.55 F 8.06	E .	Į.	R	18.69	18 00 1 28 3 28 3 28 3 28 3 28 3 3 3 3 3 3 3 3			
	8.11	6.07	4.34	l i		1	1		6.10	EDISON AVE			
ALL TRAINS MUST APPROACH ST. JOHNS STATION UNDER CONTROL, EXPECTING	A 8.30		A 4.55 PM Except	Except	Except	A 8.20		K	0.00	MONTREAL			
TO FIND MAIN TRACK OCCUPIED.	307	65	Sunday 607	Sunday 79	Sunday 605	Daily 51	Daily 21			AND BROSSEAU.  RULE 405 APPLICABLE BETWEEN ST. JOHNS AND ROUSES POINT, AND BETWEEN			
YARD LIMIT BOAR DISON AVE. (St. LAMBERT) 3360 feet south of Home Signal. JOHNS	DS pal St. John	ns, Rouses l	Point Subdi	ivision	CANTIC	Ca	ars must no feet from (B.T.C	crossing	standing of Highwa	on siding, north of Cantic, less than 150 ay No. 52 located near south end of siding.			

North South outer main track switch Iberville, C. V. R. South Station.

12550 North Junction switch with Rutland Railway.

Train Despatchers telephones are located as follows:

Ranelagh. (Mileage 6.89)

Brosseau is a register station for Massena Subdivision trains only. All trains from Massena Subdivision to Rouses Point Subdivision, must receive train order Form W prior to, or at Brosseau.

Operator St. Johns will register Nos. 21, 51, 65 and 307.
Operator Cantic will register all first class trains.
Trains must obtain Terminal Clearance at Cantic.

Train Table No. 16			F	OU	ISES	POIN	T A	ND I	MASS	ENA	SUE	DIVISIONS	MASSENA SUBDIVISION FOOT NOTES ENGINE AND CAR RESTRICTIONS	
## 18 ST CA ASS    STATIONS	Time Table No. 16	hone	Car Ca	pacity		8 (	UTI	IWAI	RD T	RAII	NS		LAPRAIRIE	
## STATIONS   2   2   2   2   2   2   2   2   2		Telepl				·	FIRS	ST CI	LASS				Mikado engines requiring coal at St. Isidore Jct. will enter coal	
STATIONS 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\	8			332	64	606	80	608	52	20		FORT COVINGTON3700 class engines prohibited on turn table.	
STATIONS		n ord		Track			Pagr.	Psor.	Pegr.					
MARCHAN   T   VARD	STATIONS	Trair	Siding	Other	Daily	Daily	Except Sunday	Except Sunday	Except Sunday	Daily	Daily		hour	
PART   1   1   1   1   1   1   1   1   1	MASSENA	T	Y	A RD					<u> </u>				engines)30	
## 1	8.67 HELENA	T		-	1	1			• • • • • • • • • • • • • • • • • • • •				Mileage PERMANENT SLOW ORDERS Miles per	
MAY No.   May	8.71		·v	1 .		}		PM					37.70 Howick.—First crossing north of station (B.T.C.—68357)	
### AND CONTROL   1	4.86				1	ļ.					<b></b>		40.10 ORMSTOWN.—First crossing north of station (B.1.C.—00300) 10  55.42 HUNTINGDON.—Second public crossing north of old station 10  First public crossing north of old station 10	
Column	EEAVER CROSSING	<u>.</u>  ,							ŀ			N.Y.C. Wye, Conductor will contact N.Y.C.	For further speed restrictions see page 29.	
Second   S	WHITES		. 14					s 5.29					RAILWAY CROSSINGS AND JUNCTIONS	
Devity   Track	5.46		1		1						*******		· · · · · · · · · · · · · · · · · · ·	
Charles	4.76	T	1						:		•••••	patcher.	The signal controlling movements on the porthward track is located 3065	
1.	4.84	T	1	1	1 '	1			i		То		feet south of Brosseau Station and "End of Block Northward" sign is located 400 feet north of Brosseau Station.	
## FORT COVINGTON 79 foot TURNTABLE    Training on the double mark   1	8,66 BRYSONS			1	andria	i	1		4	ł	andria		The signal controlling movements on the southward track is located 3050 feet north of Brosseau Station and "End of Block Southward" sign is	
### ST # ACC Approximate from either the control of	3.80 AYRNESS	. т	44	27				s 4.33					located 627 feet south of Brosseau Station.	
### ### ### ### ### ### ### ### ### ##	11 5.20	T		1						.,		FORT COVINGTON 70 foot TURNTABLE	erence movement and Massena Subdivision trains must not enter	
## 11 ## 150 ## 1.1 ## 150 ## 1.1 ## 150 ## 1.1 ## 150 ## 1.1 ## 150 ## 1.1 ## 150 ## 1.1 ## 150 ## 1.1 ##	STE.MARTINE	1 T	1 1	1	1	1			į	1			the Rouses Point Subdivision.	
## 4.06   Operators, Tails and Eaguinesses tills indict empossible for the painted of the again. Set inspires critical and Eaguinesses tills indict empossible for the position of the again. Set in the painted of the again. Set in the again. Set i	1.41			1	1	1			i				Northward trains from Massena Subdivision must see that both signals on the Rouses Point Subdivision and southward train order signal at	
Southward trains must not foul the crossver switches who start order engines to make the control of the crossver switches who start order engines to make the control of the crossver switches who start order engines to make the control of the crossver switches who start order engines to make the control of the crossver switches who start order engines to make the control of the crossver switches who start order engines to make the control of the crossver switches who start order engines to make the control of the crossver switches who start order engines to make the control of the crossver switches who start order engines to make the control of the crossver switches who start order engines to make the control of the crossver switches who start order engines to make the control of the crossver switches who start order engines to make the control of the crossver switches who start order engines to make the control of the crossver switches who start order engines to make the control of the crossver switches who start order engines to make the control of the crossver switches who start order engines to make the control of the crossver switches who start order engines to make the control of the crossver switches who start order engines to make the control of the crossver switches who start order engines to make the control of the crossver switches the crossver switches the crossver switches who start order engines to make the control of the crossver switches and switches the crossver switches the crossver switches the cr	1.61			. 8					i .				Operators, Train and Enginemen will be held responsible for the position	
DELOY		. 7		19				s 4.01			. <b></b> .		Southward trains must not foul the crossover switches when train order	
A 70FTUR.   41	ST. CONSTANT								1.					
Ayanga	0.45		41			, .		1	i .					
ROUSES FOINT   T   YA RD     A   10   17       A   10   17	4.18 LAPRAIRIE	T	70	45				s 3.38				donamie o o o moje o okaza počinata staje od se	AYRNESSCrossing and Jct. with Alexandria Subdivision. Non-interlocked. When operator not on duty, trainmen will operate crossing signals for intended	
ROUSES FORTH   T   ARD     Alo   17     A   A   2		_	-					3.31					HUNTINGDON Crossing and Connection with New York Central Railroad, Non-interlocked	
CANTOL T 1 13 A 9.31 S10.07 S 8.32 A 9.50 OVER COSKING, OPERATOR WILL BE GOVERNED BY THE MONTREAL TEMPLAGE STREET HAND SEARCH AND BROSSBAU.  ST. JOHNS. T 65 VARD'S 9.06 9.41 A10.00 A 6.30 S 8.06 8.25 Canada Sanday Banday Banda	ROUSES POINT	т .	Y.	A RD							PM	Andrew Communication of the Co	9.15 p.m. and 5.15 a.m. when signals will be set clear for Canadian	
ST. VALENTIN   P   100   18   9.238   9.588	CANTIC	1 1		1 '		1	1			1 .			over crossing, operator will be called to protect movement. (B.R.C.—	
## CRANKE LIGHE   T   90   15   9.15   9.50     8.15   8.34    ## ST. JOHNS.   T   55   YARD   S   9.65   9.41   A10   00     A   6.20   8.65   8.25    ## ST. JOHNS.   T   65   12   8.49   9.23   F   9.32   F   9.39   8.34   F   6.09   7.48   8.05    ## AND BOOSSALU.   T   VARD   L   8.20   L   8.50   L   8.55   8.06   8.25    ## WARD   S   9.23   F   9.39   3.34   F   6.09   7.48   8.05    ## WARD   S   9.23   F   9.39   3.34   F   6.09   7.48   8.05    ## WARD   S   9.23   F   9.39   3.34   F   6.09   7.48   8.05    ## WARD   S   9.23   F   9.39   3.34   F   6.09   7.48   8.05    ## WARD   S   9.23   F   9.39   3.34   F   6.09   7.48   8.05    ## WARD   S   9.23   F   9.39   3.34   F   6.09   7.48   8.05    ## WARD   S   9.23   F   9.39   3.34   F   6.09   7.48   8.05    ## WARD   S   9.23   F   9.39   3.34   F   6.09   7.48   8.05    ## WARD   S   9.23   F   9.39   3.34   F   6.09   7.48   8.05    ## WARD   S   9.23   F   9.39   3.34   F   6.09   7.48   8.05    ## WARD   S   9.23   F   9.39   3.34   F   6.09   7.48   8.05    ## WARD   S   9.23   F   9.39   3.34   F   6.09   7.48   8.05    ## WARD   S   9.23   F   9.39   3.34   F   6.09   7.48   8.05    ## WARD   S   9.23   F   9.39   3.34   F   6.09   7.48   8.05    ## WARD   S   9.23   F   9.39   3.34   F   6.09   7.48   8.05    ## WARD   S   9.23   F   9.39   3.34   F   6.09   7.42   7.58    ## WARD   S   9.20   8.25   8.25   8.05    ## WARD   S   9.20   8.25   8.25   8.25   8.25    ## WARD   S   9.20   8.25   8.25   8.25   8.25   8.25    ## WARD   S   9.20   8.25   8	2.69	1.			9.23			l · .			1.		The second of the control of the con	
No. 920 by obtaining permission from N.Y.C. Signalman and must prompty report to N.Y.C. Signalman and must p	2.83			1	9.15					1			Engines within yard limits must receive permission from Signalman, before occupying main track and report to Signalman when clear of	
No. 920 by obtaining permission from N.Y.C. Signalman and must promptly report to N.Y.C. Signalman and must p	st. Johns	T	56	YARI	os 9.06	s 9.41	A10.00		PM A 6.30	s 8.06	* 8.25		Canadian National train crews requiring to use New York Central main track for any purpose including wyeing must comply with N.Y.C. Rule	
Second   S	LACADIE	T	67	9	8.57	* 9.32	F 9.50		F 6.20	7.57	1		No. 920 by obtaining permission from N.Y.C. Signalman and must promptly report to N.Y.C. Signalman when clear of N.Y.C. main track,	
Second   S		т	63	12	8.48	* 9.23	F 9.39	s 3.34	F 6.09	7.48	8.05		HELENAJct. with New York Central Railroad.	
MASSENA.  (Contral Stan.)  (Control, expecting to find the "South" "Sout	•				8.42	9.17	9.31	3.27	6.01	7.42	7.58	A contract of the contract of	<ul> <li>In the stripe of the stripe of</li></ul>	
Contral Sta.)   AM	6.10 MONTREAL		Y	ARD			ļ	I ' '				<b>5</b>	MASSENA 6000 feet North of N.Y.C. Station.	
AND BROSSEAU.  Daily Sunday Su	(Central Stn.)	-	_		- AM	- AM	- AIM .	FINE	-	-	PM	ALL TRAINS MUST APPROACH	5560 " North " "	
AND BOUSES POINT, AND BETWEEN  MASSENA AND BROSSBAU.  332 64 606 80 608 52 20  THE MOVEMENT OF ALL TRAINS BETWEEN EDISON AVE. AND MONTREAL WILL BE GOVERNED BY THE MONTREAL TERMINALS TIME TABLE  ALL TRAINS TO ROUSES POINT SUBDIVISION, EXCEPT PASSENGER TRAINS ORIGINATING AT CENTRAL  STATION, MUST OBTAIN TERMINAL CLEARANCE AT ST. LAMBERT.  Operator St., Johns will register Nos. 64, 332, 20 and 52.  Helena is a register station for N.Y.C. trains only.  St. Isidore Jot.  430 Leave Montreal (Turcot) 10.30 a.m., Arrive Cantic	AND BROSSHAU.			1.	Daily	Daily	Except Sunday	Except Sunday	Except Sunday		Daily	CONTROL, EXPECTING TO FIND	5340 " North " "	
THE MOVEMENT OF ALL TRAINS BETWEEN EDISON AVE. AND MONTREAL WILL BE GOVERNED BY THE MONTREAL TERMINALS TIME TABLE  ALL TRAINS TO ROUSES POINT SUBDIVISION, EXCEPT PASSENGER TRAINS ORIGINATING AT CENTRAL  STATION, MUST OBTAIN TERMINAL CLEARANCE AT ST. LAMBERT.  Operator St. Johns will register vation for N.Y.C. trains only.  Helena is a register station for N.Y.C. trains only.  St. Ismore Jct. 4000  South "  North "  St. Ismore Jct. 4000  South "  North "  North "  South "  North "  South "  North "  South "  North "  North "  North "  South "  North "  South "  North "  South "  North "  North "  South "  North "  South "  North "  North "  North "  South "  North "  North "  North "  South "  North "  North "  South "  North "  North "  North "  South "  North "  South "  North "  South "  North "  Nor	AND BOUSES POINT, AND BETWEEN	" -	- <del> </del>	_	332	64	606	80	608	52	20.	and the second of the second o	2975 " North " "	
ALL TRAINS TO ROUSES POINT SUBDIVISION, EXCEPT PASSENGER TRAINS ORIGINATING AT CENTRAL  STATION, MUST OBTAIN TERMINAL CLEARANCE AT ST. LAMBERT.  Operator St. Johns will register Nos. 64, 332, 20 and 52.  Helena is a register station for N.Y.C. trains only.  St. Isidore Jct. is a register station for Hemmingford Subdivision trains only.  *No. 64 will stop at Lacadie to pick up passengers for stations south of St. Johns.  *No. 64 will stop at Brosseau on Sunday to let off and pick up passengers and except Sunday to pick up passengers for  *No. 64 will stop at Brosseau on Sunday to let off and pick up passengers and except Sunday to pick up passengers for	THE MOVEMENT OF A	LI	TRATNS	BET	WEEN F	DISON A	VE AN	D MONT	REAL V	WILL RE	GOVE	RNED BY THE MONTREAL TERMINALS TIME TABLE	4025 " North " "	
Operator St. Johns will register Nos. 64, 332, 20 and 52.  Helena is a register station for N.Y.C. trains only.  St. Isidore Jct. is a register station for Hemmingford Subdivision trains only.  *No. 64 will stop at Lacadie to pick up passengers for stations south of St. Johns.  *No. 64 will stop at Brosseau on Sunday to let off and pick up passengers and except Sunday to pick up passengers for St. Albans and beyond.  *No. 20 will stop at St. Johns to pick up passengers for St. Albans and beyond.  430 " " St. 300 p.m. Daily.  *Rouses Point. 1.45 p.m. Daily.  *1.00 p.m. "Moutreal 10.30 p.m. Daily.  *Cartic 7.00 p.m. "Moutreal 10.30 p.m. Daily.  *WAY FREIGHT  *N.Y.C. leave Helena 4.00 p.m. Arrive Massena 4.30 p.m. except Sunday.  *Textiles Ltd 16 South 46.35	ALL TRAINS TO ROUSES POINT SUI	TRAINS TO ROUSES POINT SUBDIVISION, EXCEPT PASSENGER TRAINS ORIGINATING AT CENTRAL  4000 "North" "  FAST FREIGHT TRAINS  BROSSEAU SIDE OF TAIN TRAINS SWITCH												
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#### CORNWALL SUBDIVISION — (Double Track) WESTWARD TRAINS Time Table No. 16 FIRST CLASS 17 279 19 271 153 265 263 25 259 51 Miles from Montreal (Bonavent 261 257 237 255 253 251 249 247 5 47 235 June 20th, 1948 151 77 227 225 Pagr. Pagr. Psgr. Pagr. Pagr. Pagr. Pagr. Pagr. Pagr. Pagr. Psør. Psgr. Pegr. Pagr. Pagr. Pagr. Pagr. Pagr. Pagr. Pagr. Pegr. Psgr. Pagr. Pagr. Pagr. **STATIONS** Except Sunday Except Sunday Ex. Sat. &. Sun Er. Sat. & Sun. Ex. Sat. & Sun. Saturday Saturday Saturday Saturday Saturday Saturday Sunday Sun.Tue Sunday Except Sunday Except Sunday Daily Daily Daily Daily Daily Dally Daily Daily Daily PM PM 8.20 - 5.50 PM L10.59 PM 3.35 PM -12.30 AM AM 8.50 L 8.35 .MONTREAL. (Central) 0.00 PM 410.30 PM 8.30 PM PM 4.15 L 3.50 PM PM AM AM L12.15 L12.15 L11.45 L11.15 AM 7.40 L AM 5.20 L AM 4.55 .MONTREAL. 9.17 8.37 11.16 10.42 8.42 6.10 5.27 5.02 4.37 4.26 4.02 3.55 1.02 12.50 12.27 12.27 11.57 11.27 8.55 5.05 1.42 9.37 9.12 7.52 5.32 K W 6.17 4.66 ...TURCOT WEST. F10.46 5.31 S 4.41 5.06 1.46S 1.06 ......s12.31 ....DOMINION.... ...... F 7.56 F 6.21 S 5.36 S 5.09 6.59 ..CONVENT. \$10.48 s 5.33|s 5.08|s 4.43 1.48 s 1.08 \$12.03 \$11.33 7.58 F 6.23 S 5.38 S 5.11 7.02 .WIĽĽŎWS..... 6.15 5.35 5.10 4.46 4.29 4.10 4.00 |\$ 1.50|\$ 1.10|\*12.56|\$12.35| 12.32|\$12.05|\$11.35|\* 9.41 9.00 s 8.00 s 6.25 s 5.40 s 5.13 ....LACHINE.... S10.53 8.53 5.38 S 5.13 S 4.49 4.13 S12.38 ......s12.08|s11.38| .....DIXIE. is 1.53is 1.13 8.03 6.28 F 5.43 F 5.15 \$10.56 8.56 5.41 S 5.16 S 4.53 S 4.15 \* 4.04 L 3.52 S 1.55 S \$12.41 \$12.35 \$12.10 \$11.40 8.05 S 6.30 S \$10.59 ...STRATHMORE... \$12.44 \$12.38 \$12.13 \$11.43 8.08s .....VALOIS..... 5.00 s 4.35 s \$12.46 \$12.40 \$12.15 \$11.45 5.02 .LAKESIDE.... s 5.52|s 5.27|s 5.06|s 4.39|s 4.25|\* \$12.52 \$12.45 \$12.20 \$11.50 ..POINTE CLAIRE.. 2.05 S 1.27 .BEACONSFIELD. 5.29 S 5.09 2.07 F 1.29 |\$12.54|\$12.47|\$12.22|\$11.52 8 17 F 6 42 F 5 59 F 5 28 |s12.57|s12.50|s12.25|s11.55 BEAUREPAIRE. F11.15 s 1.00 BAIE DURFE. 9.38 9.19 8.54 S 6.28 S 6.04 S 5.39 S 5.18 S 4.48 S 4.36 S 4.18 9.34 9.15 8.26 6.51 6.09 5.36 \*11.37|\$11.19|\$ 4.02 | 2.16 | 1.39 | 1.10 | 1.04 | 12.55 | 12.31 | 12.01 | \* F1.1.22 F 6.07 F 5.42 S 5.21 F 4.50 F 4.39 ...... ...... F 2.19 F 1.42 ...... F 1.07 12.58 F12.34 F12.04 ....ISLE PERROT... ...... F 8.29F 6.54F 6.12F 5.39 22.04 6.33 A 6.15 A 5.50 S 5.32 S 4.55 A 4.45 S 4.22 4.05 A 2.25 S 1.50 11.42 A11.30 9.43 A 9.30 1.14 A 1.15 A 1.00 A12.40 A12.10 10.02 9.39 F 9.20 A 8.35 A 7.00 A 6.20 A 5.45 ....VAUDREUIL... 5.41 s 5.03 .....CEDARS..... 6.41 1.58 ....MUNSTOR... ..ST. DOMINIQUE 6.47 5.46 F 5.08 2.02 9.31 ....WILSONVALE.... 6.52 5.52 F 5.13 2.09 9.37 84.76 3.07 .....COTEAU..... 6.04 A 5.20 A 9.11 S 7.00 10.00 \*11.59 4.19 S10.18 9.57 S 9.43 37.83 6.08 ....ST. ZOTIQUE.. .RIVER BEAUDETTE. 6.14 .BAINSVILLE 6.24 6.32 12.16 ....LANCASTER. 6.42 ..SUMMERSTOWN. 59.57 ....CORNWALL .....s10.39 7.00 s12.37 . s10.52 s10.32 K W 7.03 .CORNWALL JCT. 7.09 MILLE ROCHES ...MOULINETTE 12.50 7.18 11.03 FARRAN'S POINT. 7.27 7.32 ...AULTSVILLE. \$11.09 7.44 ...MORŘÍŠBURG... 1.07 S11.19 10.58 .....soouois..... 11.17 7.55 11.27 8.05 .....CARDINAL..... 11.24 5.24 \*11.35 11.13 104.76 ...PRESCOTT JCT.... 8.18 8.30 ....MAITLAND... å 1:50 2:50 ....BROCKVILLE... 8.40 125.62 ..MANITOBA YARD. AM PM AM Saturday Saturday Sunday only only Except Sunday Saturday only Saturday Saturday only only Sun.Tue Thur. Sunday only Except Sunday Except Sunday Except Sunday Daily FOR CORNWALL SUBDIVISION Dally Daily Daily Daily Daily Daily FOOT NOTES, 17 279 19 27 I 153 265 | 263 25 261 259 5 I 15 257 255 151 253 251 249 247 5 SEE PAGES 14 and 15. 77 47 237 235 227 225

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#### CORNWALL SUBDIVISION FOOT NOTES

To comply with Rule 99, between Brockville and Turcot West, flagman must go out 14 telegraph poles instead of 12 to equal 1,500 feet; 33 telegraph poles instead of 28 to equal 3,600 feet; 49 telegraph poles instead of 42 to equal 5,400 feet.

- \*No. 26 will slow down at Cornwall Jet. to discharge Royal Mail from mail car.
- \*No. 18 will stop at Morrisburg and Lancaster to let off passengers from Danforth and beyond and to pick up passengers for Montreal and beyond.
- \*No. 18 will stop at Vaudreuil to let off passengers from Kingston and beyond.
- \*No. 18 will stop at Vaudreuil Sundays only, to pick up passengers for Montreal.
- \*No. 18 will stop at Lachine to let off passengers from Danforth and beyond.
- \*No. 16 will stop at Prescott, Coteau, Ste. Annes and Lachine to let off passengers from Danforth and beyond.
- \*No. 2 will stop at Ste. Annes to let off revenue passengers from North Bay and beyond.
- \*No. 48 will stop at Cedars, Vaudreuil, Pointe Claire and Lachine, to let off passengers from points west of Coteau.
- \*No. 14 will stop at Cardinal and Iroquois to let off passengers from Kingston and beyond and to pick up passengers for Montreal.
- \*No. 14 will stop at Ste. Annes to let off passengers from Kingston and beyond.
- \*No. 14 will stop at Lachine to let off passengers from Belleville and beyond.
- \*No. 50 will stop at Lachine to let off passengers from St. Polycarpe and points West.
- \*No. 152 will stop at Ste. Annes and Lachine to let off passengers from Ottawa and beyond.
- \*No. 47 will stop at Lachine to let off passengers from Levis and east, and pick up passengers for Coteau and beyond.
- \*No. 5 will stop at Lachine to pick up passengers for Belleville and beyond.
- \*No. 5 will stop at Ste. Annes to pick up passengers for Cornwall and beyond.
- \*No. 5 will stop at Iroquois and Cardinal to let off passengers from Montreal and to pick up passengers for Kingston and beyond.
- \*No. 251 will stop at Isle Perrot Saturday only to let off passengers.
- \*Nos. 51 and 151 will stop at Lachine to pick up passengers for St. Polycarpe and beyond
- \*No. 51 will stop at Dorval and Pointe Claire to pick up passengers for Ottawa and
- \*No. 1 will stop at Lachine to pick up passengers for North Bay and beyond.
- \*No. 1 will stop at Ste. Annes to pick up revenue passengers for North Bay and beyond.
- \*No. 153 will stop at Lachine to pick up passengers for Ottawa and beyond.
- \*No. 153 will stop at Wilsonvale to let off passengers from Montreal.
- \*No. 19 will stop at Lachine to pick up passengers for Danforth and beyond.
- \*No. 19 will stop at Iroquois Sunday only.
- \*No. 19 will stop at Cardinal to let off passengers from Montreal and to pick up passengers for Kingston and beyond.
- \*No. 17 will stop at Lachine, Ste. Annes and Coteau to pick up passengers for Danforth and beyond.
- C.P.R. No. 562 due to leave Brockville 2.55 P.M. Except Sunday for Ottawa. This train will occupy Westward main track at Brockville passenger station while connecting with No. 14.
- C.P.R. No. 560 due to leave Brockville 8.10 P.M. Daily for Ottawa. This train will occupy Westward main track at Brockville passenger station while connecting with No. 6.
- All trains approach Brockville passenger station cautiously expecting to find main track
- Westport Subdivision No. 335 (Mixed) leave Brockville 8.30 A.M., Tuesday, Thursday and Friday.
- Operator Manitoba yard will register all first class trains. Conductors not required to deliver register ticket.
- Brockville is a register station, only for first class trains and for trains originating or terminating at Brockville.
- Prescott Jet. is a register station for No. 77 only.
- Cornwall is a register station, only for trains originating or terminating at Cornwall.
- Coteau is a register station for Alexandria Subdivision trains, and for trains originating at Coteau for Cornwall Subdivision.
- Operator Coteau will register No. 2.
- Operator Coteau will register No. 1. This train must receive train order Form W prior to, or at Coteau; otherwise must stop and check train register at Coteau.

Vaudreuil is a register station, only for trains originating or terminating at Vaudreuil. Dorval is a register station for No. 15 and No. 6 only. Operator Dorval will register No. 15 and No. 6. Conductor not required to deliver register ticket.

Operator Turcot West will register all trains. Conductor not required to deliver register ticket.

All trains to the Cornwall Subdivision, except passenger trains originating at Central Station, must obtain Terminal Clearance at Turcot West.

The mevement of all trains between Turcet West and Montreal will be governed by the Montreal Terminals Time Table.

Movement between Yard Limit Board Turcot West and west Yard Limit Board Manitoba Yard, governed by the rules for the movement of trains by signal indication, Rules 251 to 257. Signals used to give indications are the train order signals, as displayed at stations.

Automatic block signals are in operation between Turcot Center and west Yard Limit Board Manitoba Yard, governing movements with the current of traffic. Rules 501 to 513.

Where switch indicators are of the light type, green light indicates block clear, no light indicates block occupied.

BROCKVILLE - Manitoba Yard:-

Instructions governing westward movements against opposing overdue first and second class trains on eastward track, between shop switch at Perth Street, Brockville, and switch leading to South Yard, located six hundred feet east of Manitoba Yard office:

(1) Permission or signal must be obtained from the switchtender at Perth Street, who will perform signalman's duties.

(2) For movement from the westward main track to the eastward main track through the facing crossover west of Perth Street, past signal 1257, indication as shown by Rule 501c will be displayed by that signal when the switches are properly set and the block is unoccupied.

BROCKVILLE:-

A lunar white marker light is located on Automatic Block Signal 1247, one mile east of Brockville Station. Rules 503 and 505. Westward trains stopped at this signal, will contact yard staff by telephone for instructions.

COTEAU:—
A "Proceed" indication (Rule 601f) given

A "Proceed" indication (Rule 601f) given by an interlocking signal approaching, or within yard limits, at Coteau, will be taken as knowledge that the main track is clear.

VAUDREUIL:—

A lunar white marker light is located on Automatic Block Signal 248, at a point 2.200 feet West of Vaudreuil Station, governing Eastward Track. Rules 503 and 505.

A lunar white marker light is located on Automatic Block Signal 239, at a point 2,800 feet East of Vaudreuil Station, governing Westward Track. Rules 503 and 505.

Movements through crossover and to and from sidings at Vaudreuil, may be made after complying with Rule 510, and obtaining "Block Clear", without flag protection.

DORVAL:-

A lunar white marker light is located on Automatic Block Signal 99, at a point 2,200 feet East of Dorval Station, governing Westward Track. Rules 503 and 505.

"TAKE SIDING" SIGNALS ARE LOCATED AT MORRISBURG AND CORNWALL. For instructions, see page 36.

#### SPRING SWITCHES

PRESCOTT	East end of Eastward siding.
	West end of Westward siding.
Morrisburg	. East end of Eastward siding.
	. West end of Westward siding.
CORNWALL	West end of Westward siding.
STE. ANNES	
"	West end of Westward siding.

For instructions, see page 36.

#### DUAL CONTROL POWER OPERATED SWITCHES ARE LOCATED AT:

PRESCOTT......West switch of eastward siding and east switch of westward siding are interlocked. Operated from station. If signals do not give proceed indication, communicate with operator by telephone which is located at relay instrument cabins opposite power

COTEAU......West switch of eastward siding and east switch of westward siding are interlocked. Operated from station. If signals do not give proceed indications, communicate with operator at station by telephone. The telephones are located in telephone booth near power switches.

STE. Annes......East switch of westward siding is interlocked. Operated from station.
signal does not give proceed indication, communicate with
operator by telephone which is located on outside of concrete
house near switch.

STE. Annes....... West switch of eastward siding is interlocked. Operated from station.

If signal does not give proceed indication, communicate with operator located in station.

Pointe Claire.....West switch of eastward siding is interlocked. Operated from station.

If signal does not give proceed indication, communicate with operator by telephone which is located on outside of concrete house neat switch.

Interlocking Signal Rules apply. Rule 620 is modified accordingly. Fur further instructions see Page 36.

#### ENGINE AND CAR RESTRICTIONS

Company tracks and Dominion Bridge Company

	siding.	800 class
LACHINE	.Heaviest engine permitted to operate on Asbestos siding and Bright's siding	800 class
COTEAU	. Heaviest engine permitted to operate on Coal Chute track	2600 class
CORNWALL	. Heaviest engine permitted to operate on Beach siding west of the west end of Devitt Coal Company sheds.	2600 class
MILLE ROCHES	.Heaviest engine permitted to operate on Mill Company tracks	2600 class
Cardinal	. Heaviest engine permitted to operate over switch at west end of Nos. 2 and 3 tracks	2600 class
Prescott	. Heaviest engine permitted to operate on Canadian Oil Company siding and Elevator tracks	3700 class
Heaviest auxiliary co	ane permitted	160 ton

SPEED RESTRICTIONS	Miles per hour
Passenger trains between Brockville and Lachine	80 60
Brockville	60
Turcot West and Brockville  Eastward freight trains between Brockville and Lachine  Eastward engine with caboose or light engine between Brockville and Lachine  Eastward freight trains, engine with caboose or light engine between Lachine and Yard Limit Board Turcot West.	40 60 40
LACHINEOver St. Joseph Street on wharf track	10 5
All trains, when doubleheaded over Ste. Annes bridge mileage 21.39 both tracks	20
Prescott Engines operating on Elevator tracks	15
Passenger trains over Canadian Pacific Railway crossing Mileage 67, east of Cornwall (B.T.C66289)	50

#### CORNWALL SUBDIVISION FOOT NOTES - Continued

	PERMANENT SLOW ORDERS		es per hour Freight trains, engine with caboose or
Mileage	and the second s	Manus	light engine
7.30 to 7.70	Curves eastward track	60	30
	Curves westward track	60	
20.50 to 21.50	Curves both tracks	60	• •
COTEAU	Within Yard Limits, both tracks	50	40
62.60 to 64.10	Curves both tracks	60	
	Curves both tracks		• •
	restrictions see page 29.		

#### YARD LIMIT BOARDS

*MANITOBA YARD	9390	feet	West	of	Yard Office
*Brockville	7000	66	East	.64	Station.
CORNWALL	4000	44	East	44	
44	7300	66	West	"	44
COTEAU	5610	46	East	44	66
	6815	• ••	West	44	44
TURCOT WEST	3480	• • •	West	. 64	<b>46</b>

\*(Yard limits for Brockville and Manitoba Yard extend from 7000 feet East of Brockville Station to 9391 feet West of yard office at Manitoba yard).

#### RAILWAY CROSSINGS AND JUNCTIONS

M.P. 6.08 (East of Dominion) Jenkins Valve Siding — Crossing with M.P. & I. Rly., Interlocked. Signals on M.P. & I. Rly., Derail on Siding. (B.R.C.—44739).

LACHINE WHARF BRANCH. Crossing with M.P. and I. Ry. Interlocked. Watchman appointed by the M.P. & I. Ry., on duty from 6.30 a.m. until 6.00 p.m. All C.N.R. trains crossing Notre Dame Street on the Lachine Wharf track between the hours of 6.00 p.m. and 6.30 a.m. must be protected across by a member of the crew. (B.R.C. —25881).

DORVALJunction	with (	Canadian	Pacific	Ry.	(B.R.C	<del>-4</del> 9710).
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COTEAU.....Junction with Alexandria Subdivision. Interlocked.

CORNWALL (Mileage 67.00) Crossing with Canadian Pacific Railway.

Automatic interlocked signals. (B.T.C.—69626). See special instructions page 36.

Home signals will display Stop signal, Rule 501 (a), if C.P.R. train has signal to cross or is using the crossing.

Home signals will display Stop and Proceed signal, Rule 501 (b), if conditions require and no C.P.R. train has signal to cross or is using the crossing.

Movements against the current of traffic are governed by dwarf signals without approach signals.

CORNWALL (Mileage 67.00)...(C.N.R.—Track to Courtaulds Ltd.)—Crossing with Canadian Pacific Ry.

Automatic Interlocked. (B.T.C.—69626). Trains must stop at dwarf signal, unlock box marked "push button" protected with switch locks, then push the button. If "yellow" indication is not received and no C.P.R. trains approaching, trainman must go to crossing, unlock box marked "C.S.R. switch" protected with switch locks and thereafter be governed by instructions page 36.

Movements over this crossing are governed by dwarf signals without approach signals.

CORNWALL JCT......Crossing and Connection with New York Central Railroad. Interlocked. (B.T.C.—66504).

Between the hours of 6.00 p.m. and 8.20 a.m. week days; and from 6.00 p.m. Saturdays until 8.20 a.m. Mondays, the home signals will normally be set clear for movements on the Canadian National Railways and at stop on the New York Central Railroad. No signalman on duty between the above mentioned hours, except for special service.

PRESCOTT JCT.....Junction with Canadian Pacific Railway.

BROCKVILLE...... Connection with Canadian Pacific Railway.

(Cornwall Jct. and Prescott Jct., are not "junctions" within the meaning of Operating Rule 82).

PRESCOTT......Any train, engine, car or cars prohibited standing upon sidings nearer than three hundred (300) feet on either side of Edward crossing. This is the second crossing east of the station and is protected by electric bell. Posts are placed 300 feet on either side of the crossing. (B.T.C.—30412.)

When switching on joint Elevator track Prescott, flagman must be left at Junction switch to protect movement.

LANCASTER......All movements over the siding on the South side of main line, crossing Main Street, must be protected across by a member of the crew. (B.R.C.—49373).

Pointe Claire:—Sounding of whistle on any locomotive, car or other mechanism propelled on a railway in respect of any highway crossing is prohibited within the limits of the Town of Pointe Claire, except for the purpose of giving such signals as are necessary to train operation or to prevent accident. (Town of Pointe Claire By-law No. 238) (B.T.C.—69417).

The limits of the Town of Pointe Claire extend from the west side of crossing, Strathmore, Que. station, Mileage 12.19 to a point 220 feet west of Lakeview Cemetery crossing, Mileage 15.01.

Engine whistle must be sounded within the Town of Pointe Claire approaching the crossing at Strathmore station known as Sources Road.

VAUDREUIL: — The sounding of the engine whistle is prohibited approaching any Highway Crossing within the limits of the Town of Dorion (Vaudreuil), except when it is necessary to sound the whistle to prevent accident. (Town of Dorion By-Law 128). (B.T.C.—56712).

Engine whistle must be sounded within the limits of the Town of Dorion (Vaudreuil) approaching the Highway Crossing at east end of bridge east of Vaudreuil Station, which crossing is located within the limits of the Corporation of Isle Perrot.

#### VAUDREUIL:-

Switches of crossover are Electrically Locked and method of operation is as follows:

Communicate by telephone with Operator, if on duty, otherwise with Train Despatcher for permission to use crossover. If permission has been received observe Rule 510 by pressing switch indicator button.

If "BLOCK CLEAR" indication is received, open "Electric Lock" door. If Electric Lock Discs show "WHITE" on West Switch and/or clear on semaphore type on East Switch, turn lever to full left position then operate crossover switch by hand in the usual manner. This automatically sets Signal 248 on eastward track and 239 on westward track at stop.

If Switch Indicator shows "BLOCK OCCUPIED", door of Electric Lock must not be opened until permission has been received from Operator or Train Despatcher. When permission has been received to use crossover, open Electric Lock Door. The "Time Release" located in telephone box must then be operated by turning knob to the right until arrow points to 3½ minutes and allow to run down, after which it can be operated to full left position and switch set for crossover in the usual manner. It will then be necessary to open Electric Lock door at the other crossover switch, turn lever to full left position, and operate switch in the usual manner.

If Electric Lock Disc shows "RED" on West Switch and/or Danger on semaphore type on East Switch, when door is opened communicate with Operator or Train Despatcher for instructions. When permission is received to use crossover, same instructions as apply to "BLOCK OCCUPIED" conditions are to be followed.

When movement through crossover is completed, track switches must be returned to normal position; Electric Lock levers must be restored to full right position, and Electric Lock doors locked.

The Electric Locks are so wired that Trainman must get permission first from Operator before pressing switch indicator button, as the Operator has to turn the switch that is situated in the station to the electric lock position so as to energize same. If Trainman pushes switch indicator button first, then, when Operator turns switch in station, the switch indicator will drop to "Block Occupied" and, if Trainman does not press button again, it will be necessary to use "time release".

Westward full tonnage freight trains must not leave Ste. Annes less than thirty minutes in advance of westward through passenger trains.

#### TRAIN DESPATCHERS TELEPHONES ARE LOCATED AS FOLLOWS:

Brockville, at Signal 1247.

Maitland, outside Station.

Prescott, East End of Eastward Siding, at west end of Eastward siding and at west end of Westward siding.

Prescott Jet., on Station sign post.

Elevator siding Mileage 112.

Farran's Point, inside station.

Cardinal, in Shelterbox, West end of Station.

Morrisburg, east end of Eastward siding, west end of Eastward siding, east end of Westward siding, and west end of Westward siding.

Aultsville, outside Station.

Mileage 110-68, opposite section house.

Mille Roches, outside Station.

Alcem.

Cornwall, on tool house at east end of yard, at west end of Westward siding and west end of

Eastward siding.
Summerstown, outside Station.

Lancaster, outside Station.

River Beaudette, outside Station.

Munstor, on post on north side of track.

Vaudreuil doubling siding, opposite switch.
Vaudreuil, at west crossover switch.

Ste. Annes, at east end of Westward siding and west end of Westward siding.

Baie d'Urfe, in station.

Pointe Claire, at west end of Eastward siding and east end of Westward siding.

Willows, on section house.

Mileage 5.95, on north side, 3 poles east of CPR overhead Bridge.

#### YARD TELEPHONES:

Brock	ville	located	at	Signal 1247.
Manit	oba Yard	44	"	Signal 1272.
	u		44	west switch, eastward siding.
_	u	44	**	east switch, westward siding.
	euil		4.5	west crossover switch.
Ste. A	nnes	. "	64	east switch, westward siding.
	Claire		44	west switch, eastward siding.

#### FAST FREIGHT TRAINS

				EARLY EAGE	COLL	Y TOTALLIA		
	437		Montreal (Turcot)	2.00 a.m.	Arriv	re Coteau	3.25 a.m.	Ex. Sun.
	493	**	Montreal (Southwark).	3.00 a.m.	44	Brockville	9.00 a.m.	Daily
	441	44	Montreal (Turcot)	5.00 a.m.	. 66		10.15 a.m.	Daily
	491	44	Coteau	7.45 a.m.	66 -		11.45 a.m.	Daily
	495	44	Montreal (Bonaventure)	6.00 p.m.		44	10.55 p.m.	Ex. Sun.
	401	44	Montreal (Bonaventure)	10.45 p.m.	64.	Coteau	1.00 a.m.	Daily
В.	490	44	Brockville	12.30 a.m.	**	64	4.05 a.m.	Daily
·P.	490	**	44	1.00 a.m.	"	Montreal (Turcot)	5.00 a.m.	Daily
	444	"	"	1.30 a.m.	44	Montreal (Bonaventure	) 5.30 a.m.	Ex. Mon.
	438	44	Coteau	2.30 a.m.	***	Montreal (Turcot)		
	492	**	Brockville	6.30 p.m.	44	44	11.30 p.m.	Daily
,	402		Coteau		44	"	1.00 a.m.	Daily
l				*** A ** 7 **	en maco	TITE		

#### WAY FREIGHTS

Leave Turcot 10.00 a.m., Monday, Wednesday and Friday for Coteau. Leave Coteau 10.00 a.m., Tuesday, Thursday and Saturday for Turcot. Leave Brockville 7.00 a.m., Monday, Wednesday and Friday for Cornwall. Leave Brockville 7.00 a.m., Tuesday, Thursday and Saturday for Coteau. Leave Cornwall 7.00 a.m., Tuesday, Thursday and Saturday for Brockville. Leave Coteau 7.00 a.m., Monday, Wednesday and Friday for Brockville.

#### OTHER TRACKS

· in	Car Capacity	Points Face	Mileage
Vaudreuil Doubling Siding	93	West	27.83
	Yard	East	112.00

#### "FLAG STOP" SIGNALS

For instructions see Page 36.

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	tation		Mixed	Psgr.	Pegr.	Pagr.	Pagr.	Pegr.	Pegr.	Pagr.	Pagr.	Pegr.	Psgr.	Pegr.	Pagr.	Pagr.	Pegr.	Pagr.	100	i i	STATIONS
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ALEXANDRIA SPE	Cotesa Cotesa Cantic tresa a ght en ght en ght cabo		639	637	635	633	631	627	625	621	619	ı	307	153	51	151	47	21			Valleyfield and east alburgh.  Bule 405 applicable.
	Passenger trains between Cotes Passenger trains between Cotes Passenger trains between Cantifereight trains between Coteau Englies with caboose or light en Freight trains, englie with cab Passenger trains over Canadian Passenger trains over Canadian Passenger trains over New Vorl	All trains leaving Ottawa Terminals, must receive train ord Operator Riverside will register all trains. Conductors not Trains may leave Riverside without Terminal Clearance exc at Riverside, in which case Terminal Clearance must be obtained Coteau is a register station for Alexandria Subdivision traterminating at Coteau for Cornwall Subdivision.  Operator Coteau will register No. 2.  Operator Coteau will register No. 1. This train must receive at Coteau, otherwise must stop and examine train register at	required to ept when tr i. ins, and fo we train or	deliver regrain orders	are receive	Tr	ain order si	MENT OF TION OF tic will regi btain Term obtain For mine train gnal on nor Alburgh	TRAINS THE CEN ster all first ainal Cleara m "W" or register. th side of E	BETWEE ITRAL VI class train nce at Can der prior ast Alburg	EN EAST. ERMONT  is. itic. to, or at (	FOOT NALBURGH RAILWAY	AND CAY TRAIN erwise mu	livision trai	ns only.	437 491	East Al		.00 a.m. .45 a.m. .15 a.m. .45 p.m.	Arrive Ot	TRAINS tawa
		Valleyfield is a register station, only for trains originating or	terminatir	ng at Valley	rfield.	Tr order p	ains en rou rior to, or	te from Ale at East Al	xandria Su burgh, other	bdivision ( erwise mus	to Swanton t stop and	Subdivision examine to	on must r rain registe	eceive For er at East A	m "W" Alburgh.			Leave Cote	au 7.00 a.	т., Ехсер	t Sunday for Ottawa.

#### ALEXANDRIA SUBDIVISION

Time Table No. 16 EASTWARD TRAIN												INS						
Effective	Telephone	Car Caj	pacity		F	IRST	CLAS	S	2 4 7 1		:	- ;	SEC	OND	CLAS	S		
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STATIONS	n order	s g u	er Tr	Pegr.	Psgr.	Pagr.	Pagr.	Pagr.	Psgr.	Pagr.	Pagr.	Pegr.	Pegr.	Pagr.	Pegr.	Pagr.	Pegr.	Paga
STATIONS	Train	Sidings	· Other	Daily	Except Sunday	Daily	Daily	Sunday only	Daily	Except Sunday	Daily	Daily	Saturday only	Daily	Daily	Sunday only	Sunday only	Dail
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HENRYSBURG	P	77	11			From Rouses Point	•••••	•••••	Rouses Point	••••				••••	•••••	••••		
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AUBREY 5,30	P	81	11	•••••	••••	<b> </b>		••••		• • • • • • • •	• • • • • • • • • • • • • • • • • • • •				* * * * * * * * * *			
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coteau	T	67 W. Yard	116 142	A 8.02	\$ 9.35		s 6.03	\$ 8.42		1 7.30	L 8.35	L10.25	L 1.35	L 4.40 PM	16.10 PM	L 7.05	L 8.45	LIO.
ST. POLYCARPE	т	28	18		s 9.27		s 5.54									1.6	1-	
2.31 DE BEAUJEU	т	79	15	7.53	s 9.22		5.50	8.35										
STE, JUSTINE	Т	81	13	7.48	s 9.14	<b> </b>	s 5.43	8.30						• • • • • • •	•••••		/	• • • • •
GLEN ROBERTSON	Т	63	24	7.43	s 9.07		s <b>5.</b> 36	8.25	1940) 1940 - 1940 1940 - 1940						••••		•••••	•••••
ALEXANDRIA	T	102	91	* 7.35	s 8.53	11	S <b>5.24</b>	s 8.17										
GREENFIELD	P	25	14	7.28	s 8.40		s 5.10	8.05	• • • • • • • •									
4.72 MAXVILLE 5.94	Т	75	25	7.23	s 8.33	,	s 5.02	8.01		•••••							,	:
MOOSË ČREEK	T	81	15	7.17	s 8.24		s 4.53	7.54			• • • • • • •							
CASSELMAN	T	87	25	7.09	s 8.13	<b> </b>	s 4.42	7.46										• • • • •
LIMOGES4.88	T	26	19	7.01	s 8.01		s 4.30	7.37	•••••								•••••	
vars	T	42	20	6.56	s 7.54		s 4.23	7.32		a a min								,
6.23 CARLSBAD SPRINGS	P	- 87	. 7	6.49	s 7:45		s. 4.15	7.25				<b></b>	[			<b></b>		
5.91 HAWTHORNE	Р	.,							•••••									
RIVERSIDE)	т			6.39	7.34		4.04	7.14								. The second		
RIVERSIDE PO	Т	1.00	RD	L 6.35	7	1 1	L 4.00	l	i i					••••••	*******			
RULE 42 APPLICABLE BETWEEN	41			Daily	Except Sunday	Daily	Daily	Sunday only	Daily	Except Sunday	Daily	Daily	Saturday only	Daily	Daily	Sunday	Sunday	Dai
FILE 405 APPLICABLE			· · · ·	2	48	332	50	152	20	620	622	626	628	630	632	634	638	64
BULE 405 APPLICABLE.	7.	1 .		~	40	226	20	1.174	<u>4</u> U	المدن	UZZ	1 220	UE0	620	1 032	0.54	028	04

#### ALEXANDRIA SUBDIVISION FOOT NOTES RAILWAY CROSSINGS, JUNCTIONS AND

DRAWBRIDGES EAST ALBURGH.....Junction with Central Vermont Railway. CANTIC......(1.11 miles east) Drawbridge over Richelieu River. (Non-interlocked).

Cantic....... Crossing and Junction with Rouses Point Subdivision.
Interlocked. (B.T.C.—68224). Interlocked. (B.T.C.—68224).

Trains may operate through Interlocking Plant without their first being brought to a stop, provided signals are in "Proceed" position, and that all eastward trains on the Alexandria Subdivision and all northward trains on the Rouses Point Subdivision shall not exceed a speed of 15 miles per hour when approaching and when within 1,000 feet of their Home Signal.

Suitches governing movements to and from connecting

Switches governing movements to and from connecting track, between Alexandria Subdivision and Rouses Point Subdivision, located east and north of Cantic station, are Dual Control and are operated by Operator Cantic station.

Trains to and from Alexandria Subdivision will use this

Napierville.....Crossing with Napierville Junction Railway. Automatic interlocked signals. (B.T.C.—70296).

See special instructions page 36.

See special instructions page 36.

Westward trains of the Canadian National Railways shall not exceed a speed of 10 miles per hour when they are approaching the interlocker and are within 1000 feet of the westward home signal.

Westward trains not requiring to cross must stand clear of bonded section marked "End of Block Eastward". Inside switches of crossover leading to Napierville interchange tracks must be left set for movement to main track.

main track.

BARRINGTON ....

main track.

Crossing with Alexandria Subdivision. Automatic Interlocked Signals. No approach signals. (B.R.C. –44107). See special instructions page 36.

Trains are authorized to operate over this crossing without first being brought to a stop, provided the signals are in clear position, at a speed not to exceed 15 miles per hour.

. Crossing and Junction with Massena Subdivision. Non-interlocked. When operator not on duty, trainmen will operate crossing signals for intended movements. AYRNESS.....

SOULANGES......(Mileage 54.85)—Drawbridge. Interlocked. (B.R.C.—68655).

COTEAU......Junction with Cornwall Subdivision. Interlocked. COTEAU......Automatic block signal 580, located 400 feet west of Mileage 58. Rules 501 to 513.

DE BEAUJEU.....Crossing and Connection with Canadian Pacific Railway. Interlocked. (B.T.C.—63037). GLEN ROBERTSON. . Junction with Vankleek Subdivision.

HAWTHORNE......Crossing with New York Central Railroad. Automatic interlocked. (B.T.C.—69089).

RIVERSIDE (0.28 miles East)—Crossing with Canadian Pacific Railway. Interlocked. (B.T.C.—62903).

(0.27 miles East)—Crossing with main track Ottawa Jct. to Hurdman. Interlocked. (B.T.C.—62903).

RIVERSIDE......Junction with Ottawa Terminals.

ALEXANDRIA.....All trains or engine movements over sidings intersecting
Main Street, Alexandria, (first street west of Station)
must be protected by a member of the crew performing such movements. (B.T.C.—69170).

GLEN ROBERTSON. West leg of Wye and track North of, and next to, the Alexandria Subdivision Main Track at Glen Robertson, is Main Track for Vankleek Subdivision.

All trains or engine movements on siding over Rue de la Grande Ile (first crossing east of Station) must be protected by a member of the crew of trains or engines involved. VALLEYFIELD....

Running switches are prohibited on tracks between Gate No. 27 and crossing at Main Guard House in Canadian Arsenals. Limited Plant at Valleyfield. Engine bell must be ringing and speed of ten (10) miles per hour not exceeded over these crossings. VALLEYFIELD.....

#### WA TERMINALS TIME TABLE.

4								r trai	INS					
430	Leave	Cantic			3.3	0 p.m.		Arrive	East	Alburgh	4.00	p.m.		
402		Ottawa	a		8.0	0 p.m.		** .	Cotea	u.,	11.35	p.m. Da	ily.	
438					9.0	0 p.m		. 44	**		2.00	a.m. Ex.	. Monda	ay.
B. 490	"	Coteau	1		4.0	5 a.m		3 45	East	Alburgh	8.00	a.m. Da	ily.	-
				4.1	dis.			FREIC	GHTS					
02170	Ottomo	ያ ብብ	9 111	Excent	Sundari	for C	********							

Merck's.....

OTHER TRACKS YARD TELEPHONE Car Capacity Points Face Mileage 50.17 Cantic......At westward home signal 97.

Carlsbad Springs, west end of station. Vars, east Side of tool house. Limoges, south side of station. Maxville, west end of station. Glen Robertson, in Condr's room. Nichols Chemicals Co. Shelter (Mileage 53.13). Valleyfield, west end of station.

Cecile, on post near diamond. Ayrness, pump house. Ayrness, south end of station. Aubrey, in waiting room. Holton, in waiting room. Barrington, south waiting room. Henrysburg, in Station.

	1		YARD	LIMIT	BOARDS	1
OTTAWA	6145 feet	East of	Riverside.		VALLEYFIELD 8550 feet West of Station.	ı
CASSELMAN	4750 "	West "	Station.		" 6000 " East " "	ŀ
	1000 "	East "	14		AYRNESS 11130 " West " "	Ì
ALEXANDRIA	1175 "	West "	46 .		" 4000 " East " "	١
** ********	5660 "	East "	44	1 .	CANTIC 8600 " East " "	1
COTEAU	6300 "	West "	"		" 8000 " West " Railway Crossing	1
	6950 "	East "	44		Napierville.	1
**					East Alburgh 5860 " West " Station.	1

#### 18 BEACHBURG SUBDIVISION EASTWARD TRAINS WESTWARD TRAINS Car Capacity Time Table No. 16 Hurdman Effective FIRST CLASS THIRD CLASS FIRST CLASS THIRD CLASS June 20th, 1948 4.4 5 2 206 210 205 209 Mixed Mixed

#### TRAIN INSPECTION

LAKE TRAVERSE. All cars on eastward freight trains must be given inspection on both sides by Train Crew.

PONTIAC......All cars on westward freight trains must be given inspection on both sides by Train Crew.

These instructions do not relieve Conductors and Trainmen from inspecting their train, as prescribed by Rule 105.

1997年,1997年,1997年,1997年,1997年,1997年			Mixed	Mixed		Pegr.		3		5	· · · g	F	regr.			MIXEU	Mileu	<u> </u>	
			Tuesday only	Friday only		Daily	Symb	Miles	STATIONS	Trafa	Stdfin	Other	Daily			Seturday only	Wednes- day only		estati
				AM L 8.45		РМ L11.23	R	6.0	FEDERAL	T	81		A 5.45		*** *** * * * *	PM A 3.15			
<ul> <li>State of the second of the seco</li></ul>				F 9.00		11.31		11.1	BELLS CORNERS	P	45		5.38	,		F 3.05			
<ul> <li>The second of the second of the</li></ul>			. . <b></b>	F 9.15		11.41		17.5	STRATHEARN	P	45	13	5.30			F 2.50	• • • • • • • •		
<ul> <li>Defend of the control o</li></ul>				F 9.30		11.48		22.3	MALWOOD	P	80		5.24	• • • • • • • •		F 2.40			
The state of the s				F 9.45		11.56		27.6	WOODLAWN	P	45	13	5.16			F 2.20			
TO AIN INCORCULON	<b></b>	. . <b></b>		s10.00		F12.05		28.6	FITZROY	T	45	7	F 5.09	•••••		s 2.00			
TRAIN INSPECTION			.	F10.20		12.15	w	49.8	PONTIAC	P	77	•••••	5,00			F 1.25	•••••		
AVERSE. All cars on eastward freight trains must be given				F10.30		F12.24		45.6	NORWAY BAY	<u> </u>			F 4.52			F 1.10			
inspection on both sides				S10.55		F12.30		47.9	BRISTOL	T	79	9	F 4.48		• • • • • • • • •	s 1.05	,.,		
by Train Crew.		.[		F11.15	1	12.40	1	54.2	CLARENDON	P	49	••••••	4.40	• • • • • • • •	• • • • • • • • • • • • • • • • • • • •	F12.45	• • • • • • • •		
All cars on westward freight trains must be given	Ind Mark			S 1 1.45		F12.50		59.2	PORTAGE DU FORT	T	44	9	F 4.30	•••••	•••••	\$12.25			
inspection on both sides by Train Crew.			From	F12.15		F 1.02		66.0	FORESTER'S FALLS	P	47	.20	F 4.20			F11.59	10		
tructions do not relieve Conductors	<b></b>		Locksley Subdi-	s 1.00		s 1.16	W.	72.6	BEACHBURG	T	77	22	s 4.07			\$11.30	Subdi-		
amen from inspecting their train, as			vision	F 1.25				79.8	FINCHLEY	P	38		3.57	••••••	• • • • • • • • • • • • • • • • • • • •	F10.50	vision PM		
d by Rule 105.	· · · · · · · · · · · · · · · · · · ·		₽ 8.25	A 1.45		1:38	CRWY	86.8	PEMBROKE JCT	T	68	88	s 3.45			L10.30	A 2.10		
			F 8.40	<del></del>		2.00		91.7	ніам		44		3.37		• • • • • • • • •		F 1.40		ļ
			F 9.05	To Locksley		2.09		96.7	ALICE	ļ	17	3	3.30		•••••	From Locksley	F 1.15		[·······
			F 9.30			2.23		195.5	INĎÍĀN	ļ	46	<b> </b>	3.18		•••••	Subdi- vision	F 1.00		
			F 9.50	V101011		2.33	•••••	111.2	DAHLIA	P	77		3.08		•••••		F12.30		
			F10.15			2.40	W	115.9	KATHMORE	P	44		3.00			*****	F12.10		
and the second section of the second section is a second section of the secti	<u> </u>	ļ	F10.45	. <b></b>		2.53		123.2	ACHRAY	T	76		2.53			• • • • • • • • •	F11.20		
ertes construit who as		<b></b>	F11.30			3.18		188.8	BRÄWNY	P	38		2.39	• • • • • • • • •		• • • • • • • • • • • • • • • • • • • •	F10.30		
	ļ		s12.20			F 3.35	W	140.8	LAKE TRAVERSE	T	77	6	F 2.28	•••••		• • • • • • • •	s 9.50		
			F 1.00			F 3.55		151.8	RADIANT	P	77	<b> </b>	F 2.11			•••••	F 9.10		
			F 1.30	,,,,,,,,,		4.18	1	159.9	ACANTHUS	P	43		1.57	•••••	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	F 8.45	•••••	
			A 1.40			A 4.33	c K	163.9	BRENT	T	YA	RD	L 1.50				L 8.30		
i de Gardina di Servicio de la Servicio. Se esta di Servicio de Se			Tuesday only	Friday only		Dally		\! :	RULE 42 APPLICABLE. RULE 405 APPLICABLE.				Daily		1 1.1 1 1.1	Saturday only	Wednes- day only		
e de la companya de La companya de la co			209	205		1				1. 12	and the same of	11.00	2			206	210		
THE MOVEMENT OF ALL TRA	INS BET	WEEN I	1		OTTAW.	A WILL	BE GO	VERN	ED BY OTTAWA TERMIN	NAL	S TIMI	TAP	LE.		77		C11		YARD I

### THE MOVEMENT OF ALL TRAINS BETWEEN FEDERAL AND OTTAWA WILL BE GOVERNED BE OF ALL TRAINS BETWEEN FEDERAL AND OTTAWA WILL BE GOVERNED BE OF ALL TRAINS BETWEEN FEDERAL AND OTTAWA WILL BE GOVERNED BE OF ALL TRAINS BETWEEN FEDERAL AND OTTAWA WILL BE GOVERNED BE OF ALL TRAINS BETWEEN FEDERAL AND OTTAWA WILL BE GOVERNED BE OF ALL TRAINS BETWEEN FEDERAL AND OTTAWA WILL BE GOVERNED BE OF ALL TRAINS BETWEEN FEDERAL AND OTTAWA WILL BE GOVERNED BE OF ALL TRAINS BETWEEN FEDERAL AND OTTAWA WILL BE GOVERNED BE OF ALL TRAINS BETWEEN FEDERAL AND OTTAWA WILL BE GOVERNED BE OF ALL TRAINS BETWEEN FEDERAL AND OTTAWA WILL BE GOVERNED BE OF ALL TRAINS BETWEEN FEDERAL AND OTTAWA WILL BE GOVERNED BE OF ALL TRAINS BETWEEN FEDERAL AND OTTAWA WILL BE GOVERNED BE OF ALL TRAINS BETWEEN FEDERAL BE OF ALL TRAINS BE OF ALL

#### BEACHBURG SUBDIVISION FOOT NOTES

Operator Federal, when on duty, will register all trains. Conductors not required to deliver register ticket. When Operator not on duty, Beachburg Subdivision trains not required to register unless otherwise directed. Trains may leave Federal without Terminal Clearance, except when train orders are received, in which case Terminal Clearance must be obtained.

All eastward trains from Beachburg Subdivision must receive train order Form W prior to reaching Federal; otherwise must stop and check train register at Federal.

Position of the Junction Switch at Federal is normal when set for Beachburg Subdivision.

All trains must obtain Terminal Clearance at Pembroke Jct., when operator not on duty all trains may leave Pembroke Jct. without Terminal Clearance.

Main track between Pembroke Jct. and National Jct. is included in Yard Limits.

\*No. 1 and No. 2 stop on flag at mileage 129.9 to let off and pick up passengers.

Nos. 205 and 206 will stop on flag at Rife Ranges Mileage 16.3, Dunrobin Mileage 24.1, Wharf Road Mileage 46.2, Palmer's Crossing Mileage 51.8, Starks Corners Mileage 56.1.

Nos. 209 and 210 will stop on flag at Hydro Spur mileage 129.9, Stuarts Spur mileage 137.4, and Odenback Spur mileage 153.7.

FAST FREIGHT TRAINS

| Spur mileage 153.7. | FAST FREIGHT TRAINS | 12.01 p.m. Daily | 1.02 m. | 1.03 p.m. Daily | 1.04 p.m. | 1.04 p.m. | 1.04 p.m. | 1.05 p.m. Daily | 1.05 p.m. | 1.0

SPEED RESTRICTIONS Miles per hour Passenger trains between Federal and Pembroke Jct.
Passenger trains between Pembroke Jct, and Brent.
Mixed trains and freight trains between Federal and Brent.
Engine with caboose or light engine between Federal and Brent.

Mileage	PERMANENT SLOW ORDERS	Miles	ger train per hous	Mil.	ner trains es per hour	,
	Curves		40	4 4 4	40	
37.4 to 38.2	Curves	•	50	,	50	
56.5 to 57.0	Curves	• • • • • •	50 50	• •	50	
59.7 to 60.5 66.5 to 67.8	Curves		40	,	40	
66.5 to 67.8 82.6 to 83.0	Curves		55		50	
105.8 to 107.5	Curves and sliding cuts.	- ·	25		25	
108.0 to 108.5	Curves and rock cuts		40		40	
121.9 to 122.4	Curves and rock cuts		50		50	•
123.5 to 124.0	Curves	•	50		50	-
127.3 to 127.9	Curves	•	45		50 50	
131.8 to 131.5	Curves	•	50		45	
131.8 to 132.3	Curves	•	40 50	•	50	
133.0 to 133.4 141.1 to 141.5	Curves		40	D	40	
143.8 to 144.7	Curves		50	100	50	٠.
146.1 to 147.3	Curves		40		40	
148.5 to 149.1	Curves		45		45	
154.5 to 155.5	Curves		40		40	
161.4 to 162.7	Curves. IS RUN CAUTIOUSLY AND KEEP SHARP LOOP	. Arm	40 EOB 1	DOCKE	AD MITT	
ALL TRAIN	S RUN CAUTIOUSLY AND KEEP SHARP LOOP	COOL	FUR .	KOCKS	OK MUD	•
	LEAGE 105.8 TO 107.5.					
For further s	peed restrictions see page 29.			11 11	**	

RAILWAY JUNCTIONS

#### LIMIT BOARDS

FEDERAL 6130 feet East 6 Station.
7570 West 7570 East 4600 East 4600 West 4600 West 7570 East 75 

11 mg - g - 4	OTHER	TRACKS	Car C	apacity	Points Face	Mileage
CHATS FALLS				5	E	34.8
STARKS CORNERS			2	7	Ē	88,6
ALICE PIT			100	0	E	98. <b>3</b> 99.1
PITNEW			1	3	E.W.	115.6
Hydro				7	Ę	129.9
STUART				Ŏ	Ē	139.9
ODENBACK SPUR				6	E	153.7

Train Despatchers telephones:

Bells Corners, outside tool house.
Rifie Ranges (Mileage 16.3), in shelter.
Strathearn, outside tool house.
Malwood, in shelter.
Woodlawn, inside station.
In Guard House, west end of Ottawa
River Bridge (Mileage 37.6)
Pembroke Jct., "Interchange".
Starks Corners, inside station.
Forester's Falls, west end of siding.
On telephone pole Mileage 62.5
Starks Corners, inside station.
Forester's Falls, west end of siding.
On telephone pole Mileage 62.5
Starks Corners, inside station.
Forester's Falls, west end of siding.
On telephone pole Mileage 62.5
Starks Corners, inside station.
Forester's Falls, west end of siding.
Two poles East of Mileage 68.
Two poles East of Mileage 75.
Finchley in Box West of Tool
House.
On pole West of Mileage 83.
Pembroke Jct., "Interchange".
Pathia, inside station.
Rathmore in Pumpman's Bunk
House.
Brawny, in shelter.
Raciant, in shelter.
Acanthus, in shelter,
Acanthus, in shelter,
Acanthus, in shelter.
Starks Corners, inside station.
Forester's Falls, west end of siding.
On telephone pole Mileage 62.5
Starks Corners, inside station.
Forester's Falls, west end of siding.
On telephone pole Mileage 62.5
Starks Corners, inside station.
Forester's Falls, west end of siding.
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Starks Corners, inside station.
Forester's Falls, west end of siding.
On telephone pole Mileage 62.5
Starks Corners, inside station.
Forester's Falls, west end of siding.

	****		7.5517		RE	NFF	REW SUBDIVISIO	N	1							.				•	
WESTWARD	TRA	INS		matter to an income			Time Table No. 16	one		er acity		F	AST	WAR	D TRAINS						
	TH	IRD ASS	FII CL	RST ASS		Cut	Effective June 20th, 1948	Telephone			FIF	RST ASS	TH	IRD		(B.T.C.	when stricted	to 6.00 ir duty. ir train	1	ng, must Wement, 13.6 38.8 38.3 38.3 770.8 770.8	81.8
	221	219	389	89		n Deer	June 20th, 1940	er or		acks	90	390	220	222		cked withou	be re	Sopin.		crossin ich movich movice movi	7 1
	Mixed	Mixed	Pagr.	Psgr.	bols	es fror	STATIONS	In ord	Ings	ier Tra	Pagr.	Pagr.	Mixed	Mixed		NS Interio Plant ED sig	proachi signal	and 1. alman vement	1 24	highway orming su branch B.W. E. W. E. W. E. W. E. W. E. E. W. E. E. W. E. E. W. E.	
	Tuesday only	Friday only	Saturday only	l	1	MIL		Train	Siding	Oth	Except Sunday	Sunday only	Friday only	Tuesday only		JUNCTIONS Automatic-Int Interlocking Pi pp: PROVIDED pp: PROVIDED	home hour.	O p.m. o Sign ing mo		o. 17 highw performing Points Fac E. E.W. E. W.	<b>当日</b>
			PM L 1.45 1.52	A STATE OF THE STA	C K	1.1	a d OTTAWA PO	T	YA YA		A 3.50 3.42		t .			JUNG Aut Auter Op: Pi	ye, who werning miles an	Value of the cover		over N	
			1.58	8.03		8.6	NEPEAN BS	-		RD	3.36	9.31				AND ection.	Railwa the go ing 10	00 a.m unday signal	ision.	ACKS ACKS PROITS Td	
			F 2.06 S 2.13	F 8.10	1 44 4 5	8.4 18.5	GRAHAM BAY		83	9	F 3.28 S 3.19	F 9.23 S 9.14				NGS d conne	tional eet of exceed	duty 9.	Subdiv	Airport	
			4 4 7 5 7	s 8.30	1	19.8 28.2	CARP	T	36 36		s 3.09 s <b>2.5</b> 5		1	e e e e e e e e e e e e e e e e e e e		CROSSINGS crossing and com. 1208. may operate the t being brought	an Na 1,000 sed not	ally ex	). cksley	THER	
TRAIN INSPECTION  GOLDEN LAKE, All cars one eastward			**	s 8.53	1 ' - 1	32.8	GALETTA. 5.1 ARNPRIOR	τ	88 22	• • • •	s <b>2.46</b> s <b>2.3</b> 4	\$ 8.41	,		LINTER A STEEL STATE OF THE STA	R. cross 68318).	Canadi within to a spe	Signaln P.m. d trainme	事も	De protected by (BTC.—61706).  OTHER	
freight trains must  be given inspection						38.6	0.9 AIRPORT. 6.7 GLASGOW.		50						A Committee of the Comm	LWA.	ءَ ۔	2	Latery	All B	
on both sides by Train Crew.				s 9.18 F 9.25	-	49.8	GOSHEN	<u> </u>	: : : : : : : : : : : : : : : : : : :	<del>7</del>	S 2.21 F 2.14			· · · · · · · · · · · · · · · · · · ·	The second section of the second section is a second section of the second section in the second section is a second section of the second section in the second section is a second section of the second section in the second section is a second section of the second section in the second section is a second section of the second section in the second section is a second section of the second section in the second section is a second section of the second section in the second section is a second section of the second section in the second section is a second section of the second section in the second section is a second section of the second section in the second section is a second section of the second section in the second section is a second section of the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a section in the section in the section is a section in the section in the section is a section in the section in the section is a section in the section in the section in the section is a section in the section in the section in the section is a section in the section in the section in the section is a section in the section in the section in the section in the section is a section in the section in the section in the section is a section in the section in	RATIO	ina, mak Januara Lada yang		r Orania Sylvania	A Day of the second sec	
GALETTAAll cars on westward			s 3.30	s 9.37	W	52.0 54.2	HORTON PIT	т	1 1	87 16	s 2.03	s 7.58			, 		<u> </u>		AKE	ANGB RAIB	
freight trains must be given inspection	Cler es			s 9.42		.55.2 60.4	1.0 RENFREW JCT		57	10	F 1.59		×444.5		eronin, ili optimi se se sensa il alta anta soca medele esti intali esti i cost	NPRIOR	00000		LDEN I	NPRIOR FELNERAL FERCH INTRIO	FONGO
on both sides by Train Crew.	· • • • • • • • • • • • • • • • • • • •		s 3.55	\$10.02		66.1	DOUGLAS.	T	82		s 1.39	s <b>7.3</b> 4		120000000000000000000000000000000000000	s de la companya de l	<b>A</b> R	6		ၓိ	S. S. B.	නි රී
These instructions do not relieve	10.000		s 4.15	\$10.08 \$10.22	С	76.4	EGANVILLE	T	45	15	s 1.33 s 1.19									e e e e e e e e e e e e e e e e e e e	
Conductors and Trainmen from inspecting their train, as prescribed		in a t		\$10.38 F10.48	1	84.1 88.8	GOLDEN LAKE	T	82		S 1 04 F12.50	1 7 7				to the two statements of	o lbs.	gency sa per	30.	ther alins fes per our 110 110 110 110 110 110 110 110 110 11	143.8.
by Rule 105.	AM	52a		s 10.58	1	93.3 101.6	KILLALOE	T	48	7	\$12.40 \$12.20	s 6.15	AM	P1/8		The second of th	169,000 60 to	emerg Mile	::	Mil Mil Mil Mil Mil Mil Mil Mil Mil Mil	ridges
	8° (96	6.30 6.55	A 5.30	A11,33	WY	108.2	BARRYS BAY.	T	57	58 5	L12.05	L 6.00	A11.30 F10.45	A 5.00		rith	: :	\$6 \$6		enger es per our 335 110 110 110 135 35 35 66, 57.1 66, 57.1	over b
		8 7.30	1		1	129.8	11.9	7		1			\$10.15	s 4.00		OTES ONS class. and v		low.	gine	Pass Milling Milling Pass Milli	r hour
The state of the second of the	F 1.20	7.50 A 8.30	1		WRY	137.4 145.1	L'AMABLE	P T	26	2	••••••		l .	7 2.50 L 2.25		OT N CTIC 1 5200 Lake		nly wn be	ght en	UKUEKS  Indee gration  In the flagge  I.T.C. 67833  Flagge  Hout care, 38,9,42,176,18,18,18,18,18,18,18,18,18,18,18,18,18,	iles pe
	PM	Ass			. Y	156.0 162.3	ROCK LAKE		20		<b></b>		AM	PM		Y FO SSTR1000 and Rock II over		s shor	• -	~	10 m
																R RE 500, 26 y and		opera riction STRI	caboos	SLOW ast of K main of K main or or cew.  The complex of K and of K	cted to
	Tuesday only	Friday only	Saturday only	y Except Sunday			RULE 27 (7TH PARA.) APPLICABLE. RULE 42 APPLICABLE.	-			Except Sunday	Sunday only	Friday only	Tuesday only		BDIV D CA rrate 26 Whitner		o be xdrest DRE	:सु :		s, restr page 20
V Section 1 and 1	221	219	389	89					-	-	90	390	220	222		W SU E AN to ope ween (10)	rmitte	ines to er speed SPEED	, engin	EKEMANEN  EKEMANEN  EOWN Of Amprior  EOWN Of Amprior  EOWN OF THIS  THICK OVER THIS  THIS OVER THIS  THI	out car
MILE MATERIA	1	<u> </u>		ETENEE'S	JAPP	PANT :	AND OTTAWA WILL BE GOV	ין פוארע	NET	) RV	1 7	VA TRO	MINAI	S TIME	TARLE	NFRE NGIN mitted ted bet	veight.	ss eng	:₿°	FEJ E	or with
All trains leaving Ottawa Terminals, must r All trains will stop on flag at Marshall's Ba All trains will stop on flag at Simpsons Mile	eccive tra y Mileage eage 98.1	ain order le 35.1. and at Or	Form W.	fileage 121	1.8.		Galetta Golden Lake			2000 2950 4155 3015	) feet West ) " East 5 " West 5 " East	ARD L	IMIT BO	DARDS		REI  E Heaviest engines per Heaviest car permitting a speed limit	15 esta	Note: 5200 clas an	Passenger trains Mixed trains, freight	Micage  23 to 16.48 Curv  5.5 to 88.5 Through  93.2 Quee  93.1 to 101.6 Curv  129.1 Bridg	engines with and 146.5. For further speed
Leave Bank Street			hursday a Golden I Bank Sti	and Saturd Lake. reet.	day for	Bank							lary 16th, 16th, 1931, prose of sign highway of danger. rk Drivewa	1931 and approhibits the nalling, to n crossing in t. Westerly	proved by the Board of Railway Com- e blowing or the sounding, of the steam make up trains, or in shunting operations the said CITY or for any other purpose limit of City is near switch leading into	H	. He	9 X	. Pa Mi	87 87 87 87 87 87 87 87 87 87 87 87	

### VANKLEEK SUBDIVISION

NORT	HWAR	D TRA	INS				: }:				so	UTHW	ARD T	'RAINS
	SEC	OND C	LASS		g	Time Table	No. 16	•	Car Ca	pacity		SECONI	CLAS	S
			217		en Robert	Effective June 20th,		Telephon			216			
			Mixed		on G			order or		Tracks	Mixed	4.		
			Except Sunday	Symbole	Miles fr	STATIO	NS	Train or	Sidings	Other T	Except Sunday		1	
	•••••	*** *** *** **	4M L10.25	R Y	0.00	GLEN ROBER	TSON	т	46		A 8.50			
-			\$10.38 \$10.53		8.60 7.16	8.56	*******	т		8 10	s 8.32 s 8.20	1 :		
			S11.18		18,71	6.55 VANKLEEK 7.81	HTLL	T		17	s 7.57			
			A1 1.40 217	4	RULE 2 O VANE	7 (7TH PARA.) APPLICATION HILL, INCLUSION	able, Glen	SAM SAM	DFIELD	RD	216	,		

Nos. 216 and 217 will stop on flag at Green Lane Mileage 18,

### LOCKSLEY SUBDIVISION

NORTHWARD TRAINS							Care		SOUTHWARD TRAINS						
	THIRD CLASS		FIRST CLASS		e E	Time Table No. 16  Effective		Capacity				IRD CLASS			
1 3	207	155	205	193		9	June 20th, 1948	Teleph		¥	194	208	156	206	
* * * * * * * * * * * * * * * * * * *	Mixed	Mixed	Mixed	Pagr.	)    -	rom Gold		rder or		racke	Pagr.	Mized	Mixed	Mixed .	
ing Kristinia.	Wednes- day oniy	Except Sunday	Friday only	Except Sunday	Symbole	Milles fr	STATIONS	Train o	Sidinge	Other T	Except Sunday	Tuesday only	Except Sunday	Saturday only	
	From Beachburg Sub. PM L 2.15 A 2.25	F 1.47 F 2.00 2.29 A 2.35	From Beachburg Sub. PM L 1.50	AM F11.00 F11.10 F11.22 A11.25	R	10.0 14.6 29.2	WOITOLOCKSLEYNATIONAL JCT	T	82 YA	6 5	PM A12,54 F12.34 F12.23 12.12	To Beechburg Sub. AM A 8.10	₹ 9.15 9.03	To Beach burg Sub. AM A10.10 L10.00	
¥ (3 48 ()	Wednes- day only	Except Sunday	Friday only	Except Sunday			BULE 27 (7TH PARA.) APPLICABLE, BUDDE TO LOCKSLEY,				Except Sunday	Tuesday enly	Except Sunday	Saturday only	:
	207	155	205	193		The state of the s	INCLUSIVE. RULB 42 APPLICABLE.				194	208	156	206	× .

National Jct. is a register station, for first class trains only.

Trains may leave National Jct. without Terminal Clearance.

Nos. 155, 156, 193 and 194, will stop on flag at Dore Bay Mileage 5.7.

#### VANKLEEK SUBDIVISION FOOT NOTES

#### ENGINE RESTRICTIONS

Heaviest engine permitted to operate.......2500 & 2600 class

#### SPEED RESTRICTIONS

	3	i.	÷			, ii			:		les pe nour	T
All	trai	ns	or	light	engines.		 	• • •	 		20	

#### PERMANENT SLOW ORDERS

Mileage			hour hour
19.50	Public crossing (Wason's)	BRC-26795	. 10
19.87	Public crossing (Highway	No. 34) BRC-26891.	. 10
For i	urther speed restrictions se	e page 29.	11.1

#### RAILWAY CROSSING AND JUNCTIONS

GLEN ROBERTSON...Jct. with Alexandria Subdivision.

VANELEER HILL....(1.57 miles north) Crossing with Canadian Pacific Railway. Automatic interlocked signals. B.T.C. 61122. See special instructions page 36.

HAWKESBURY..... Junction with Grenville Subdivision.

#### YARD LIMIT BOARDS

GLEN ROBERTSON... 6560 feet north of Station.

HAWKESBURY...... 6185 feet south of Station.

GLEN ROBERTSON... West leg of Wye and track North of, and next to, the Alexandria Subdivision Main Track at Glen Robertson is Main Track for Vankleek Subdivision.

#### GRENVILLE SUBDIVISION

	NORTHWARD TRAINS						Time Table No. 16	eu e		Car Sacity		IWARD AINS
FI	RST CL	ASS		nont	Effective June 20th, 1948	Telephone		7 5 5 7 50	FIRST	CLASS		
81	85	83		Grenmont		<b>8</b>		3	82	84		
Pagr.	Pagr.	Psgr.	<b>1 9 0</b>	Miles from	STATIONS	Order		Tracks	Pagr.	Pagr.		
Ex. Sat. &Sunda		Sun, only	Symbols	Miles	SIATIONS	Train	Sidings	Other	Ex. Sunday	Sun.		
PM L 5.08	PM 1.53	AM 9.58	RW	0.0	GRENMONT(Jrt. with Montfort Subdivision)	P	40	1 22 1	A 7.12	PM A 7.46		
s 5.20	s 2.05	\$10.08	, !	5.2	ST. BENOIT	!	85	7	s 7.00	s 7.36		
S 5.28	8 2.13	\$10.16	.	8.8	ST. PLACIDE		<b> </b>	4	F 6.52	F 7.28		
s 5.35	s 2.20	\$10.24		12.2	LALANDE		28	ļ!	s 6.45	s 7.20		
s <b>5.4</b> 5	s 2.32	\$10.35		17.0	ST. ANDREWS EAST	T	19	6	s 6.35	s 7.10		
F 5.50	F 2.37	F10.40	,	19.3	CARILLON		4.5		F 6.28	F 7.06		
F 5.53	3 F 2.42	F10.44		21.8	MONALEA	ļ!	ļ	J!	F 6.25	F 7.03		
F 5.58	F 2.47	F10.50	l	23.8	cushing		[]	<u>'</u>	F 6.22	F 6.58		
F 6.00	F 2.50	F10.52	, !	25.0		[2::.]	10		F 6.20	F 6.54		
F 6.02	F 2.52	F10.54		25.6	ARGENTEUIL	. ::.			F 6.18	F 6.53		
F 6.05	F 2.54	F10.58	,	27.2	STONEFIELD				F 6.15	F 6.49		
s 6.10	s 3.00	s11.05	,  <i>.</i>	30.3	GRENVILLE	T	<b></b>	120	s 6.10	s 6.43		
A 6.15	A 3.05	A11.10	CKWY	31.6	HAWKESBURY	T	YA	RD	L 6.05	L 6.40		
Ex. Sat. &Sunday		Sun. only			RULE 42 APPLICABLE.				Ex. Sunday	Sun. only		
81	85	83			RULE 405 APPLICABLE.				82	84		

St. Andrews Pit Switch located Mileage 17.6.

### GRENVILLE SUBDIVISION FOOT NOTES

All trains to and from Grenville Subdivision must obtain Terminal Clearance at Freeniere and may leave Grenmont without Terminal Clearance.

#### ENGINE RESTRICTIONS

Heaviest Engine permitted to operate Mikado Type and must not be double-headed.

2515-2686 Class engines may only be double headed with 1300-1400, 5049-5099 and 5557-5610 class.

Heaviest engine permitted to operate on Dansereau's siding Mileage 30.4, 1300 and 1400 class.

#### YARD LIMIT BOARDS

HAWKESBURY	2370 feet south
4.5	of Station.
GRENMONT	3075 feet north
	of Jet. switch.

#### SPEED RESTRICTIONS Miles per

or was itsointereditorió	hour
Passenger trains	40
Mixed and freight trains	30
Light engs. and engs. with caboose	30
Trains with auxiliary cranes	20
Mikado Type Engines	20

#### PERMANENT SLOW ORDERS

Mileage 30.4 30.5	On Dansereau's siding 10	
30.7 30.7	Bridge (Mikado Engines)         5           Bridge         20           " Mikado Engines         10	

All movements over Regent and Main Streets, on the spur track leading to the Lumber Company's mill-yard, at Hawkesbury, must be protected by a member of the crew. (B.R.C.—31985-31986).

#### LOCKSLEY SUBDIVISION FOOT NOTES

Course Visite D

#### ENGINE AND CAR RESTRICTIONS

#### SPEED RESTRICTIONS

			•			Miles per
_			A			hour
Pass	enger	trains			. <b></b>	40
Mix	ed trai	ins, freigh	t trains, engir	ne with caboose	or light engin	e 30
Not	B: — {	5200 class	engines with	n or without ca	rs. restricted	to 30 miles per
		hour, and	<b>2500 &amp; 2600</b>	class engines w	rith or withou	t cars restricted

#### PERMANENT SLOW ORDERS

Mileage	trains Miles per hour	trains Miles per hour
4.4 to 5.2 Curves	25	20
6.0 to 7.7 Curves	25	20
10.7 to 11.0 Curves	25	20
For further speed restrictions see page 29.		

#### RAILWAY JUNCTIONS

	GOLDEN LAKE	Jct. with Renfrew Subdivision.	
	NATIONAL JCT	Jct. with main track from Pembroke	Jct. Position of
		Junction Switch is normal, when	set for Locksley
•	the will also seems to	Subdivision main track between Pembroke.	Golden Lake and

#### YARD LIMIT BOARDS

GOLDEN LAKE	8610 feet north of station.			1.00	
PEMBROKE	9000 feet south of station.	et:	Sec. 3. 44	1. 2.54	16
en la production de la come	Main track between Pembroke included in Vard Limits	Jct.,	and Na	tional Jo	t., i

#### OTHER TRACKS

	Car	Capacity	Poi	nts Face	 Mileage
Budds		5		N.	4.8
DORE BAY	4	- 6		S.	5.7

When pushing cars from Pembroke Jct. or National Jct. to or towards Pembroke, air brakes must be coupled and working between engine and cars being handled.

,	٠.									•		·			OI	KA SUBDIVISION	1				•										
	ero A re res				N	ORTH	WARD	TRAIN	NS								tone	Ca Capa	r city					sou	ΓΗWAI	RD TR	AINS				
- 445						SEC	OND CL	ASS							Jet.	Time Table No. 16	Teleph								SECONI	CLASS	3		S	2 m 2 m	
129	397	7   39	95	393	391	127	389	399	125	123	387	383	381	ļ.	n Oka	June 20th, 1948	er or		cks	382	384	388	124	390	392	126	394	396	398	128	130
Pagr.	Psg	r. Ps	agr.	Psgr.	Psgr.	Psgr.	Psgr.	Psgr.	Psgr.	Psgr.	Psgr.	Psgr.	Psgr.	abola	es fro		In Ord	sgu	E T	Psgr.	Psgr.	Pagr.	Pagr	Pagr.	Psgr.	Psgr.	Psgr.	Pagr.	Pagr.	Pagr.	Psgr.
Sunday only	y Sunday & Sun. Sunday only only & Sunday only only Sunday Sunday S										Except Sunday	Syn	Mill	STATIONS	Tra	Sidi	Octh	Except Sunday	Ex. Sun.	Except Sunday	Sunday only	Sat.	Except Sunday	Sunday only	Except Saturday &Sunday	Ex. Sun.	Except Sunday	Sunday only	Sunday		
1 1 1 1 1	PM AM												0.7	0.0	(Jet. with Montfort Subdivision)	P			A 5.21	A 6.16	A10.11	A10.37	PM A 1.21	PM A 3.41	PM A 4.27	PM A 5.11	PM A 6.16	PM A 7.01	PM A 7.27	PM A 7.47	
s 6.40	37 F 6.37 F 5.37 F 4.02 F 2.07 S 1.46 F 1.22 F12.48 S10.07 S 9.22 F 8.37 F 5.42 F 40 F 6.40 F 5.40 F 4.05 F 2.10 S 1.49 F 1.25 F12.52 S10.10 S 9.25 F 8.40 F 5.45 F 42 F 6.42 F 5.42 F 4.07 F 2.12 F 1.52 F 1.27 F12.57 F10.12 F 9.27 F 8.42 F 5.47 F											F 4.50		2.6	PINE BEACH		1 1		F 5.15	F 6:10	F10.05	F10.30	F 1.15	F 3.35	F 4.20	F 5.07	F 6 10	F 6.55	F 7.20	F 7.40	
1	1	i i				1	A 1.30							1	1 "	ST. JOSEPH DU LAC 0.4 CALUMET BEACH 1.2 END OF STEEL	P	18									F 5.02 L 5.00				
Sunday only	Excep Sunda	et Ex.	. Sat. Sun.	Except Sunday	Sat. only	Sunday only	Except Saturday &Sunday		Sunday only			Except Sunday	Except Sunday			RULE 27 (7TH PAR.) APPLICABLE.	ur)	2,50	2 8% 10 4	Except Sunday	Er. Sun.	Except Sunday	Sunday only	Sat.	Except Sunday	Sunday only	Except Saturday &Sunday	Ex. Sun.	Except Sunday	Sunday only	Sunday only
129	397	7 3	95	393	391	127	389	399	125	123	387	383	381	21	200 - 200 200 - 200	BULE 42 APPLICABLE. RULE 405 APPLICABLE.				382	384	388	124	390	392	126	1	396	398	128	130
	Sunday Sunday Sunday Sunday Sunday Saturday Saturday Saturday Sunday Sun													trains l freig . and h aux	ht trai engs. iliary	STRICTIONS  Miles per hour 35 ins	OT		Ño, 384 No, 388 No, 124 No, 390 Ño, 392	46 46 46 46 46 46 46 46	u, ,u,, u u		No. 381. No. 383. No. 387. Nos. 123 a No. 399. Nos. 389 a		No. 3 No. 3 No. 3	94 " " 96 " " 98 " "	t at Calume	ee oo gaargeee oo Too oo Geerood gaargee	or No. 127. " No. 393. " Nos. 393. " Nos. 397. " Nos. 127 " Nos. 127. " No. 129.	and 395.	

sidings, except Val Royal No. 1 Extension north end, siding Ste. Genevieve, Spur from siding DesPrairies, spur from siding south of station St. Eustache.

\*No. 90 will stop at St. Eustache to let off Passengers only. \*No. 95 will stop at St. Eustache to pick up passengers for

St. Jerome and beyond.

\*No. 98 will stop at St. Eustache to let off passengers only. \*No. 99 will stop at St. Eustache to pick up passengers only.

Flag Stops	Mileage	Fo	r Trains	
LISBOURG	. 54.5	91, 92, 93,	95, 98, 99	er a residen
LAUREL	. 59.0	91, 92, 93,	95, 98, 99,	100
LAKE WONISH	62.3	91, 92, 95		
Pine Lake	64.8	91, 92, 93,	95, 98, 99	
LAROSE		91, 92, 93,		)
BATESVILLE	. 69.0	91, 92, 93,	95, 98, 99,	100
Morrison		91, 92, 93,		
BEAVEN LAKE.		91, 92, 93,		
Train No. 350				
" 852	744.7		g 100 <b>11.</b>	351
354 856	75. S	•		35 <b>3</b> 355 · · · · ·
358	84	44		350 · · · · · · · · · · · · · · · · · · ·
** 360			***	359
	& 876 ·	**		361
** 364 ** 866	- 44	44		363 365
	44	46	44	000

\*St. Eustache is a register station for trains originating or

\*Operator Oka Jet. when on duty will register all trains.

\*Grenmont is register station for No. 90 also for trains to and from Greenville Subdivision only.

All trains to and from Grenville Subdivision must

obtain Terminal Clearance at Fresniere and may leave Grenmont without Terminal Clearance.

All southward Montfort Subdivision trains must receive train order Form W prior to reaching Grenmont; otherwise must stop and cheek train register at Grenmont.

All southward trains must approach Grenmont and Fresniere under control expecting to find main track occupied.

\*Papineau and Rinfret are register stations for No. 91 and No. 92.

First class trains must obtain Terminal Clearance at

Trains may leave Intervale without Terminal Clearance.
\*First class trains operating via Huberdeau must register at Intervale on return from Huberdeau.

#### RAILWAY CROSSINGS AND JUNCTIONS

St. Augustin.,..., Mileage 20.5 — With Can. Pac. Ry. Automatic-Interlocked (B.R.C.—36401).

Montfort Jct....Singer Spur, one mile east of Rinfret, Jct. with Canadian Pacific Railway, Automatic-Interlocked, (B.R.C.—42060).

If, after passing home signal at Montfort Jct., reverse movement is to be made, trainman must push the button located in box attached to home signal, which will, if no C.P.R. train is occupying route, clear the signal for the reverse movement.

\*See special instructions page 86.

#### JUNCTION SWITCHES

The position of the junction switch with Grenville Subdivision at Grenmont is normal when set for the Montfort Subdivision.

Upper quadrant semaphore type signals with pointed end, located 1200 feet north of junction switch at Oka Jet. and 1100 feet north of junction switch at Grenmont, on the Montfort Subdivision, are wire connected and bolt locked with junction switches.

South switch at Intervale is normal when set for main track to Huberdeau Station.

Train Despatchers telephone located: — GRENMONT, in Cabin opposite water tank.

#### YARD LIMIT BOARDS

Papineau and Rinfret. Yard Limits extend from 2600 south of Papineau to 1900 feet north of Rinfret station.

Employees, except qualified linemen, electricians, enginemen and firemen whose duties may so require, are forb	idden
to ride on top of cars or engines while standing on, or moving over, any portion of the electrified area.	

Carbo Spur:-

ST. EUSTACE				2600		Station.	
ST. JEROME				3375	" north	#	
SI. JEKUME	•••••	• • • • • • • • • • • • • • • • • • • •		5800	" pouts	**	
MONTFORT				1896	e south		
11 1. m				9075	" north	**	1
INTERVALE					" north	66,	
		een Interva	ويدين		" south		
	rack betw	een interval luded in yar	e and r	luberdeau			
LAC REMI		inden in Am	a iimita	3340	44 south		
		THER S	IDE 1			• • • * • • • • •	٠.
Opens (				ame		Mileage	
North	10	•		L LTEE.		10.3	
South	8					14.7	
North	4 50	DAVIGN	D		· · · · · · · · · · · · · · · · · · ·		
						27.5	٠. ٠
South	20	. KOLLAN	7D		الرفيعا فرفر فرفرية	29.0	
South	10				· · · · · · · · · · · · · · · · · · ·	30.8	
South	15	Domini	on Ru	JBBER C	0	31.3	
Through	3	MORIN.				49.8	
South	$ar{2}$	LAPIER	RE TR	ANSPORT	Co		
South	5					54.4	٠
South	30	Moonw	a D		• • • • • • •	77.4	
South	17						
		CHINA	ULAY.	• • • • • •		81.3	~
oinger	spur e	xtends fro	om Ki	nfret to	Singer, d	istance	
of one mil	e east.						
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anne -				MILES	PER HOUR		٠.,
SPEED R	ESTRIC	TIONS			Light	4.5	
Between	a.	And	Pegr.	Frt. & Mixed	engs, and engs, with	Auxi-	
	_		-	Wiffed	caboose	Cranes	
VAL ROYA	L.OK	JCT	55	40	40	35	
OKA JCT.	PAR	TIVELATE	50	35	25	25	
PAPINEAU	Mry	# 4 CT 20	40	30	30		
MILEAGE						. 20	
MILLEAGE	50 T	EAGE DY.	30	25	25	15	
MILEAGE	DA TIVE	REMI	25	_ 20	20	15	
ST. EUSTA	CHE	. Val Roy	al	Steam I	Ingines ha	ndling	
, mu	ltiple ur	it car 40	miles	per hou	r.	_	
1	ENGIN	AND C	AR RI	ESTRIC	TIONS "	• • • • • • • • • • • • • • • • • • • •	
Between S	t. Jero	me and N	Aontf.	ort:			
Heaviest e	ngine nerr	nitted to one		2515-2686	class also 52	പോലം	
2515-2686	class engir	es may only	be dou	ble headed	with 1800-14	00 class.	

Between Montfort and Lac Remi:

Heaviest engine permitted to operate — 5200 and 5800 class. Heaviest car permitted — Gross Weight — 210,000 lbs.

PERMANENT SLOW ORDERS MILES PER HOUR BETWEEN AND Pagr. and & Engs. Hary
Mixed with Cranes GRENMONT... Passing Junction Switch 10 GRENMONT... South switch of Siding 10 PAPINEAU... Passing Switch...... 10
RINFRET..... Passing Wye Switches. 10 10 15 10 15 15 15 15 15 15 15 15 10 15 15 15 15 15 15 15 15 15 15 15 15 15 Mileage 45.7 Mileage 46.0 Curves. 20 48.5 48.6 20 20 20 15 15 15 15 15 15 15 15 15 15 15 54.4 57.2 51.8 64.2 67.4 15 15 15 15 73.0 76.8 .. 15 15

Heaviest engine permitted to operate - 5500-5542 class.

Heaviest car permitted — Gross Weight — 169,000 lbs.

RINFRET....St. Jerome..... Engines heavier than 2515-2686 class not to exceed 10 miles per hour. 5000. 5200 and 5500 class engines not to exceed 10 miles per

hour over bridge Mileage 40.3. For further speed restrictions see page 29.

Retaining valves will be used on freight trains when descending the heavy grades between St. Sauveur and

MONTFORT.....TURNTABLE

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	;										11.37			-				, 37 , 37		NO	RTI	I W A	RD	TR	AIN	S						" \$ P. g."	í.	35.78754	778				laco	Time Table No. 16
		SE	CON	1D C	LASS				11.	. ٦	i çe								***			F	RST	CL	ASS							i i	237 1	e in action					Val R	Effective
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Psgr.				···			. Psgr.	Pag	r. I	Psgr.	Psgr.	Pagr.	Pegr.	Psgr.	Psgr.	Pagr.							Pagr.	Psgr.			Psgr.	Pegr	Psgr.	Psgr.		Pegr.		Psgr.	Psgr.	Pagr.	Psgr.	Symb	Miles	STATIONS
Ex. Sun.	Sat. 8 Sun.	x Su	x. in.	Sat. only	Sat. & Sun.	Ex. Sun	Ex. Sun.	Dail	<u>.                                     </u>	Ex. Sun.		Ex. Sun.	2 4	only	Ex. Sun.						Ex. Sat. & Sun.		Sat. only	only	1 - 2	Saturda only	Ully	Dall	only	only	Ошу	Sat. & Sunday only	Sui.	Daily		Ex. Sun.	Ex. Sun.			
						• • • • •		. L11.	23 L	PM 9.25	PM 18.36	PM L7.55	PM L6.15	PM L6.05	PM L6.00	PM 15.40	PM 45.25	PM L4.56	PM L4.30	PM 13.17	L3.OC	PM L1.35	PM L1.12	PM 1-1-10	PM L12.4	PM 0 -12.32	PM 2 L12.1	7L 9.5	53 L 9.3	5 <b>L9.2</b> 2	L8.53	L 8.22	2 L8 07	L7.52	16.07	L5.07	4.13	ĸw	0.0	VAL ROYAL
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Subdivision	- Subd vision	i-Sui n vis	bdi-S sion	ubdi- vision	Subdi vision	- Subc visio	li-Subd n vision	i-		• • • • • •				Subdi- vision				}**		١,				Subdi- vision	7 27.70	7 3- 29	Subdi vision	١	1	A9.56	vision	1 1 1 1	Subdi- vision	i inner		priz re	Sections action	*RW	1	(Jct. Grenville Subdivision)
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								-					<u> </u>			S7.08					.\$4.36	583.0	5	_		s 2.0	0					\$10.00	0						44.2	ST. SAUVEUR
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<u></u>		•••					•••					•		· · · · · ·	• • • • • • • • • • • • • • • • • • • •	1 ///	)						-			A 4.1	O				<u> </u>	A12.3				•	· · · · · · ·	BWCY	84.0	LAC REMI
Ex. Sun	Ex. Sat. Sur	& J	Ex. Sun.	Sat.	Ex. Sat.	Ex Su	Ex.	Da	ally	Ex. Sun.	Sun.	Ex. Sun.	Sun.	Sun.	Ex. Sun.	Fri.	Ex. Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun	& Dail	Sat. & Sun.	Sat.	Sat. only	Sun. only	Daily	Saturd only	Sat. only	Dai	y Sun only	Sun.	Sun. only	Sat. & Sunda only	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	RULE (	en jy	Freshiere and 81, sauveur Veir and Lac Remi.
I I						_	3 38	1 37	73	371	379	369	377	129	367				_					127	359	97	399	35	7 12	5 83	123	99	387	355	353	351	349	1.0	BŪ	LE 405 APPLICABLE. NOTES, SEE PAGE 21.
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### MONTFORT SUBDIVISION

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Time Table No. 16	phone	Ca Capa		Maden'a Ca	, then the New .					e see take ee Vije of	. 4 7						th, with miles the		S	UT	H W A	ARD	TR	AIN	S			,	1 1 gan			e e i i carrente	A + 6				and the second	in the first is investigate	1.
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· · · · · · · · · · · · · · · · · · ·	der o		~a∵l-	<u>`</u>	-	-	4 35	—l—			356		358	124		362	-	-	10.00	366	<del></del>	368	]	!—	98	128	130		370				374	382	388		392	.	-
STATION	o ula	dings	] ler	Psgr.	Ex.	Ex.	Ex.	.   N	Mon.	Psgr.	Pagr.	Ex.	Pagr.	Pagr. Sunday	1	Pagr.	Sun.	Sun.	Psgr. Ex. Sat. 8	-	Psgr. Sat. & Sun.	F	Psgr.	Pagr.	Psgr.	Psgr.	Sun.	Pagr.	Pagr.	Psgr.	Psgr.	Psgr.	Psgr. Daily	Psgr.	Psgr.  Except	Psgr.	Psgr.	Psgr. Ex. Sat. &	-
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. Mount Royal Subdivision) 5.0  ROXBORO	T	- 1	- , <b>i</b>		1	1				75 - 4		1000						1		1		I	Ì					1	1		1 1	A10.25							
O.5 STE. GENEVIEVE					F5.51		F6.5				F8.43	1	F10.44							F6.10		1	F7.14					1	F8.41	,	i I	F10.12							
BIGRAS ISLAND 0.5 STE. DOROTHÉE	••••	•••	- 1	1	F5.47		F6.5		t t		F8.39 F8.38	1	F10 40 F10 38	,	1.	1	1 .	1	1	1			F7.09		••••		1	4 1	1 1			F10.07						ļ	
0.6 .DESPRAIRIES		41		1.		_			3		<u> </u>	l	<u>                                   </u>				7. 7					F6.41	i	7.10	7 22	7 25		1	F8.36			F10.06 10.05	AM						-
.LAVAL LINKS		• • • •	I	4 48	F5.43	3	F6.4		F	F7.34	F8.34		F10.34		F1.33	F3.54				ş.	<b>.</b>	F6.39	F7.04		:			F8.03	F8.33	1	F9.25	F10.04	F11.58						
AVAL SUR LE LAC 0.5 ST. EUSTACHE	T.	20	; [		F5.42		1. 7.					1	F10.32			1 .	1			F6.02												F10.02			AM	PM	PM	PM	
1.1 OKA JCT(Jct. Oka Subdivision) 3.9	т			MA	AM								AM						I Phi	i PM	1	l Page 1	276			L7.27			I PM I		PM	PM	PM		L10.12	1	1 1	1	ı.
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GRENMONT	P	40			ļ	Oke Subd visio	1-					4		Oka Subdi- vision	1:		Oka- Subdi- vision							Oka		Oka Subdi-	Oka	L7.48		8.28			• • • • • • • • • • • • • • • • • • • •	Oka Subdi- vision	Oka	Oka	Oka Subdi- vision	Oka	1 4
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2.6 PAPINEAU 0.8 RINFRET			5					6	5.50.			*8.54		•••••							5.47	<b> </b>			6.43	1 1				8.08									
2.7		14		•••••	ļ	•		_ 6	5.48			*8.51	••••••		•••••	•••••		3.			5.45			•••••	6.41					8.06		•••••	•••••						<u>  -                                   </u>
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LAC MAROIS			•••	••••		ļ		∴ F€	6.19			F8.19					ļ				F5.15	<u>-</u>			F6.09					s <b>7.3</b> 5		•••••	•••••						
ST. SAUVEUR			9 .	• • • •		7			5.15		1	\$8.15									\$5.10	1 1		L	\$6.04					\$7.30									-
HRISTIEVILLE ORIN HEIGHTS			9	• • • • • •			0.7		6.07 . 5.00 .			F8.07 S8.00		••••••							F5.00 S4.55	1 [		ı	F5.56 F5.48	1		• • • • • • • • • • • • • • • • • • •		F7.22 S7.15	١ .							••••	··
KE CHEVREUIL			2 .	•::::				F5	5.49.		ļ	F7.49						•			F4.45	l			F5.36					7.02	1		• • • • • • • • • • • • • • • • • • • •			,			
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.NEWAYGU KE CHAPLEAU				••••				. 1	5.39 5.27			F7.39 F7.27									F4.33 F4.22	i I		1	\$5.08 F4.56	i 1				\$6.32 F6.20	i		• • • • • • • • • • • • • • • • • • • •						:
XTEEN ISLAND 5.1	T	12		•••••		<b></b>		s5	5.16			§7.16	•••••								s <b>4.12</b>				s4.44					s6.08									ļ.,
WEIR 3.9 ARUNDEL	i (	11	11	••••				े 🕽	4.58			100	•••••	1 Jul 2 4	•••••	3				!	\$3.52			ı <b>İ</b>	\$4.27	į ,			1	\$5.50		•••••							-
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HUBERDEAU	T	5	21 .					A	4:40 4:38			L6.40 A6.38	• • • • • • • •								L3.28 A3.26				L4.10 A4.09					L5.32 <b>A5</b> .30									
INTERVALE 4.3 RAY VALLEY				• • • • •				£5.										.,		1	i	1 1		1	- 1					5.27			• • • • • • •						-
$\overset{2}{\text{RAY}}$ VALLEY $\overset{2}{\text{ROCKWAY}}$	• • • •		5 .	•••••					4.21 4.15			F6.21 F6.15								1.	F3.08 F3.02	t	• • • • • • • • • • • • • • • • • • • •		F3.50 F3.44	1 1			ľ	F5.14 F5.06					•••••				
KASIL			16		- A.A.	Courter 1 cm		F4	4.07			F6.07			1	1			1		F2.55	<b> </b>	• • • • • • • •	•••••	F3.38				• • • • • • • •	F5.00								•••••	
LAG ŘEMI		••••	28	•••••		<u> </u>	·-	L4	4.00 ·	•••••														······	L3.30					<b>L</b> 4.50						 			-
M 42   FRESNIERN CABLE   ST. SAUVE FEEN   WEIR AND LAC	UR	1.		Er. Sun.	Er. Sun.	Ex. Sun	. Ex.	i. M	Mon. only	Ex. Sun.	Daily	Ex. Sun. & Mon.	Daily	Sunday only	Daily	Ex. Sun.	Sun only	Sun. only	Sat. 8 Sun.	Ex. Sun.	Sat. & Sun. only	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only	Sun. only	Sun. only	Sun.	Ex. Sun.	Sun.	Sun. only	Ex. Sun.	Daily	Ex. Sun.	Except Sunday	Sat. only	Ex. Sun.	Ex. Sat. & Sun.	s
RULE 405 APPLE			- 1-		352	1					556	·	358	124	340	340	100			.!								İ		ii		372	374				392		

### L'ASSOMPTION SUBDIVISION

*No. 109 & 209 will stop at Pie IX and Saul	t aı	u Recollet to let
off passengers from Joliette and beyond.		The second second

\*No. 113, 115 and 215 stop at Ahuntsic to let off passengers from Joliette and beyond.

MAIL CATCH POST IS LOCATED AT SALOME.

#### TRAIN INSPECTION

Pointe aux Trembles...All cars on freight trains, in both directions, must be given inspection on both sides by Train Crew.

These instructions do not relieve Conductors and Trainmen from inspecting their train, as prescribed by Rule 105.

			W	EST	V.A.R.1	) TR	AINS	<b>S</b>			1 20 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	 	Time Table No. 16
SECOND CLASS				F	IRST	CLAS	S		11.1				Effective  June 20th, 1948
201	209	205	173	171	109	113	215	115	165	163		Jollette.	June 20th, 1748
Mixed	Pagr.	Pagr.	Pegr.	Pagr.	Pagr.	Pegr.	Pagr.	Pegr.	Psgr.	Pegr.		m Joli	
Except Sunday	Sunday only	Sunday only	Except Sat. & Sunday	Except Sunday	Except Sunday	Except Sunday	Sunday only	Except Sunday	Except Sunday	Except Sunday	Symbols	Miles fro	STATIONS
	PM L 8.05				PM L 3.15	AM L 8.28	AM L 7.25	AM L 7 25			KWCY	0.00	
Subdi-	s 8.13	Supat-			s 3.24	s 8.36	s∵7.35	7.35	erisa Historia			4.76	4.76 CRABTREE
vision — AM ——	F 8.17	vision —PM—		• • • • • • • •	F 3.28	F 8.40	F 7.39	7.39				6.98	
8.20	8.21	L 7.45	••••	.,	3.32	8.45	7.44	7.44			Y	10.62	- 1 Till and 1 to 1 to 1
8.25	s 8.23	s 7.50			s 3.35	s 8.48	s 7.47	7.47			₩	12.43	L'EPIPHANIE
8.32	s 8.28	s 7.55		<u> </u>	s 3.40	s 8.53	s 7.52	7.52		<b>.</b>		15.51	L'ASSOMPTION
8.35	8.30	7.58	•••••	· · · · · · · · · · · · · · · · · · ·	3.43	8.55	7.54	7.54				17.22	tan in the state of the state of
8.42	s 8.37	s 8.03			s 3.50	s 9.00	s 8.00	8.00					,ST. PAUL L'ERMITE.
8.45	s 8.42	s 8.06	;		s 3.55	9.05	F 8 04	8.04				22.66	CHARLEMAGNE
8.56	s 8.50	s 8.12			s <b>4.02</b>	s 9.11	s 8.10	s 8.10	• • • • • • • • • • • • • • • • • • • •		*WRY	25.85	POINTE AUX TREMBLES
9.02	F 8.56	F 8.18	PM	РМ	F. 4.10	9.18	8 18	8.18	AM	AM		29.70	RIVIERE DES PRAIRIES
9.12	9.02	8.26	L 6 30	L 5.40	4.17	9.25	8.25	8.25	L 6.48	L 5. 18	*R	34.33	MONTREAL NORD
		•••••	F 6.31	F 5.41					F 6.50	F 5.20		34.53	STE. GERTRUDE
	* 9.05	•••••	F 6.33	F 5.43	• 4.20				F 6.53	F 5.23		35.35	PIE IX 0.63
			F 6.35	F 5.45					F 6.55	F 5.25		35.98	ST. VITAL 0.35
9.15	* 9.07	F 8.30	F 6.36	F 5.46	* 4.22	9.28			F 6.56	F 5.26		36.33	SAULT AU RECOLLET
9.18	s 9.10	F 8.33	s <b>6.4</b> 0	s 5.50	F 4.24	• 9.30	* 8.32	* 8.32	F 7.00	s 5.30		87.72	AHUNTSIC
9.20	A 9.15	РМ	A 6.44	A 5.54	A 4.27	A 9.32	A 8.38	A 8.38	A 7.04	A 5.34	*R	89.44	GOHIER
		*** *** * * * *									R	89.85	EJ TOWER
		•••••				• • • • • • • •	* * * * * * * * * * * * * * * * * * *	• • • • • • • • • • • • • • • • • • • •				40.82	ST. LAURENT
To Mount	To Mount	To Mount	To Mount	To Mount	To Mount	To Mount	To Mount	To Mount	To Mount	To Mount		42.56	PARSLEY 2.47
Royal Subdi- vision	Royal Subdi- vision	Royal Subdi- vision	Royal Subdi- vision	Royal Subdi- vision	Royal Subdi- vision	Royal Subdi- vision	Royal Subdi- vision	Royal Subdi- vision	Royal Subdi- vision	Royal Subdi- vision	*R	45.03	BALLANTYNE 1.55
							7 - 7, • • • • • • • • • • • • • • • • • • •	**************************************				46.58	VILLE ST. PIERRE
•••••				•••••		es.					wĸ	48.00	TURCOT WEST
Except iunday	Sunday only	Sunday only	Except Sat. & Sunday	Except Sunday	Except Sunday	Except Sunday	Sunday only	Except Sunday	Except Sunday	Except Sunday			RULE 405 APPLICABLE
201	209	205	173	171	109	113	215	115	165	163			FOR FURTHER FOOTNOTE SEE PAGE 26.

### L'ASSOMPTION SUBDIVISION

Time Table No. 16			acity					EAS'	rwa:	RD T	RAII	NS ·			
Effective	hone	,	, .					FIR	ST C	LASS					SECOND
June 20th, 1948	Telephone	1.5		162	164	206	110	210	170	208	172	114	216	116	202
	order or		Tracks	Pagr.	Psgr.	Psgr.	Psgr.	Pagr.	Pagr.	Pagr.	Pegr.	Psgr.	Pagr.	Pagr.	Mixed
STATIONS	Train o	Sidings	Other 1	Except Sunday	Except Sunday	Sunday	Daily	Saturday only	Except Sunday	Friday only	Except Sat. & Sunday	Except Sunday	Sunday only	Except Sunday	Except Friday Saturday &Sunday
JOLIETTE	т .	YA	RD				AM A10.15					PM A 7.15	PM A 7.30	PM A 8.25	
CRABTREE2.22	т	<b></b>		<b></b>		To Rawdon Subdi- vision	s10.06	To Rawdon Subdi- vision		To Rawdon Subdi-		s 7.05	s 7.20	8.17	To Rawdon Subdi-
SALOME3.64	<u> </u>	85	6				F10.00			vision PM		F 7.01	F 7.15	8.14	vision PM
PARADIS	Т	,				A 9.30	9.52	A 1.45		1		5			4 4.42
L'EPIPHANIE3.08	Т	38	18			s 9.25	s 9.48	s 1.42		s 6.03		s 6.53	s 7.05	8.07	s 4.37
L'ASSOMPTION	Т	85	44			s 9.20	s 9.43	s 1.36		s 5.58		s 6.47	s 6.57	8.02	s 4.25
PRESQU'ILE		45	76			9.17	9.40	1.33		5.55		6.45	6.55	8.00	4.22
2.27	T	85	14			s 9.12	s 9.35	s 1.28		s 5.48		s 6.39	s 6.50	7.55	s 4.15
CHARLEMAGNE	P	76	3			s 9.08	s 9.30	s 1.24	[	s 5.43		6.35	6.47	7.51	s 4.08
POINTE AUX TREMBLES	Т	116	45			s 9.02	s 9.23	s 1.18		\$ 5.37		s 6.30	s 6.42	s 7.45	s <b>4.02</b>
RIVIERE DES PRAIRIES	Р	82		AM	AM	F 8.56	F 9. 18	F 1.11		F 5.30		* 6.23	6.35	7.38	F 3.53
MONTREAL NORD	Т	85			A 6.40	i I	9.12		A 5.05	1 .	A 5.40			7.30	3.45
STE. GERTRUDE				F 4.59	F 6.39			F 1.02	F 5.00		F 5.37		•••••	• • • • • • • • • • • • • • • • • • • •	
PIE IX	ļ		•••••	F 4.58	F 6.37	F 8.47	* 9.07	F 1.00	F 4.57		F 5.35			. /	• • • • • • • • • • • • • • • • • • • •
ST. VITAL				F 4.57	F 6.35			F12.58	F 4.54	•••••	F 5.33		•••••	*******	
SAULT AU RECOLLET				F 4.56	F 6.34	F 8.45	• 9.05	F12.57	F 4.52	F 5.14	F 5.32				f 3.40
AHUNTSIC	T		25		s 6.30	s 8.43	s 9.03	F12.53	s 4.47	s 5.12	s 5.28	* 6.07	* 6.23	* 7.25	s 3.37
GOHIER	T	85		L 4.50	L 6.26	L 8.38	L 8.58	L12.49	L 4.43	L 5.08	L 5.24	L 6.03	L 6.20	L 7.22	<b>-</b> 3,33
EJ TOWER	T					:			* * * * * * * * * * * * * * * * * * * *						
ST. LAURENT	т	57	45												
PARSLEY	P	92		From Mount	From Mount	From Mount	From Mount	From Mount	From Mount	From Mount	From Mount	From Mount	From Mount	From Mount	From Mount
BALLANTYNE	T	42		Royal Subdi- vision	Royal Subdi- vision	Royal Subdi- vision	Royal Subdi- vision	Royal Subdi- vision	Royal Subdi- vision	Royal Subdi- vision	Royal Subdi- vision	Royal Subdi- vision	Royal Subdi- vision	Royal Subdi- vision	Royal Subdi- vision
VILLE ST. PIERRE	Т	96				•••••			•••••		• • • • • • • • • • • • • • • • • • • •		<i></i>		
TURCOT WEST	Т	YA	RD			• • • • • • • • • • • • • • • • • • • •				•		;,			
RULE 405 APPLICABLE				Except Sunday	Except Sunday	Sunday only	Daily	Saturday only	Except Sunday	Friday only	Except Sat. & Sunday	Except Sunday	Sunday only		Except Friday Saturday &Sunday
FOR FURTHER FOOTNOTES SEE PAGE 26.				162	164	206	110	210	170	208	172	114	216	116	202
		1										• • •			

#### L'ASSOMPTION SUBDIVISION FOOTNOTES

- \*No. 114, 116 and 216 stop at Ahuntsic to pick up passengers for Joliette and beyond.
- \*No. 114 will stop at Riviere des Prairies to let off passengers from Montreal.
- \*No. 210, 201, 202 and 208 will stop at St. Esprit Road Crossing, mileage 11.0 to load milk and unload empty cans.
- \*No. 110 will stop at Sault au Recollet and Pie IX to pick up passengers for Joliette and beyond.

ALL TRAINS MUST APPROACH JOLIETTE STATION PLATFORM UNDER CONTROL, EXPECTING TO FIND MAIN TRACK OCCUPIED.

THE ELECTRIFIED AREA EXTENDS FROM CONNECTION WITH MOUNT ROYAL SUBDIVISION, JUST SOUTH OF DIAMOND AT EJ TOWER, TO 200 FEET EAST OF CROSSOVER SWITCHES ON MAIN TRACK AND SIDING AT MONTREAL NORD, ALSO CONNECTION OF MOUNT ROYAL AND L'ASSOMPTION SUBDIVISIONS FROM VERTU TO 2700 FEET WEST OF EJ TOWER, EXCEPT A DISTANCE OF 500 FEET ON EACH SIDE OF DIAMOND, AT EJ TOWER, SIDING AT AHUNTSIC MILEAGE 37.35, AND NATIONAL QUARRIES SIDING MILEAGE 35.69. EMPLOYEES, EXCEPT QUALIFIED LINEMEN, ELECTRICIANS, ENGINEMEN AND FIREMEN WHOSE DUTIES MAY SO REQUIRE, ARE FORBIDDEN TO RIDE ON TOP OF CARS OR ENGINES WHILE STANDING OR MOVING OVER ANY PORTION OF THE ELECTRIFIED AREA.

TROLLEY DISCONNECT SWITCH, LOCATED ON FIFTH POLE EAST OF GOHIER STATION, CONTROLLING POWER SUPPLY OF OVERHEAD WIRES FROM GOHIER TO MONTREAL NORD, NORMALLY LOCKED IN CLOSED POSITION WITH STANDARD SWITCH LOCK.

### L'ASSOMPTION SUBDIVISION FOOTNOTES

Paradis is a register station for trains operating to and from Rawdon Subdivision

\*Pointe aux Trembles is a register station for trains originating or terminating at that point only. Eastward trains from Longue Pointe Subdivision must obtain train order Form "W" prior to reaching or at Pointe aux Trembles or stop and examine train register.

\*Montreal Nord is a register station for trains 162, 163, 164, 165, 170, 171, 172 and 173 only. Westward trains must receive train order Form "W" prior to or at Montreal Nord or stop and examine train register.

\*Gohier is a register station for trains originating or terminating at Gohier only. Operator Gohier, when on duty, will register all trains originating or terminating at

Eastward trains must receive train order form "W" prior to or at Gohier, or stop and examine train register at that point.

Westward trains from L'Assomption Subdivision to Mount Royal Subdivision must obtain Terminal Clearance at Gohier.

EJ Tower is a register station for trains originating or terminating at that point only. Operator will register all trains. Conductors not required to deliver register

\*Ballantyne is a register station for trains originating and terminating at Ballantyne

Jacques Cartier Spur extends from L'Assomption Subdivision connection switch at EJ Tower to Canadian Pacific Railway connection switch at Jacques Cartier Junction. No cars must be left standing on this track. Engines with or without ears must approach Jacques Cartier Jet. cautiously expecting to find CPR trains occupying CNR track between CNR and CPR transfer sidings.

#### RAILWAY CROSSINGS AND JUNCTIONS

JOLIETTE (Yard)	Crossing and Junction Canadian Pacific Ry.
, ,	Automatic-Interlocked (B.R.C. 43497)

If, after passing home signal at Joliette, reverse movement is to be made, trainman must push the button located in box attached to home signal, which will, if no C.P.R. train is occupying route, clear the signal for the reverse movement.

L'EPIPHANIE....... Mileage 12.88. Crossing Canadian Pacific Ry. Automatic-Interlocked (B.T.C.-68198).

See special instructions Page 36.

POINTE AUX TREMBLES...Junction Longue Pointe Subdivision.

EJ TOWER..... Crossing Mount Royal Subdivision.

Interlocked (B.T.C. 68964) - Jet. Mount Royal Subdivision. Trains may operate through the Interlocking Plant without their first being brought to a stop; provided signals are in "PROCEED" position and that all trains on Jacques Cartier Spur shall not exceed a speed of 15 miles per hour when approaching and within 500 feet of the governing home

St. LAUBENT......Crossing MP&I Ry. Monkland Boulevard, (Mileage 41.05) Interlocked.

Speed must not exceed 10 miles per hour. (B.R.C. 38262) Jet. MP&I Ry. Monkland Boulevard.

BALLANTYNE ...... Crossing and Junction Canadian Pacific Ry. Interlocked (B.T.C.—68195).

Freight connection southwest side of crossing.

Passenger connection northeast side of crossing connecting with siding. Normal position of switch is when set for passenger wye connection. Lower Arm of eastward home signal to Ballantyne interlocking plant governs inward movements to freight connection and also movements over the crossing. West switch of Siding opposite the tower and the switch leading to passenger wye connections are interlocked and controlled from tower.

Crews handling transfers to the Canadian Pacific Ry. Ballantyne Yard, when required to use Yard Lead, must observe position of Signal 27-A which governs derail controlling movement over crossing. Signal 21-C does not effect movement over this connection. Yardmen or Trainmen must accompany engine at all times when making movements in this yard.

#### DUAL CONTROL POWER OPERATED SWITCH IS LOCATED AT:

GOHIER...... East switch of siding is interlocked. Operated from tower. If home signal 389 governing westward movements and dwarf signals 390A and 390B governing eastward movements, do not give proceed indication, communicate with operator at tower by telephone located just east of switch.

Interlocking Signal Rules apply. Rule 620 is modified accordingly. For further instructions see Page 36.

#### YARD LIMIT BOARDS

JOLIETT			9600 feet west of station, L'Assomption Subdivision.
44			6420 feet east of station, Grand Mere Subdivision.
POINTE	AUX T	REMBLE	s4580 feet west of station, L'Assomption Subdivision.
66	66	46 .	7900 feet east of station, L'Assomption Subdivision.
	14	46	4500 feet west of station, Longue Pointe Subdivision.

TURCOT WEST.......3550 feet east of connection switch.

#### SPEED RESTRICTIONS 75 Passenger trains between Joliette and Pointe aux Trembles..... Passenger trains between Pointe aux Trembles and EJ Tower.... Mixed and Freight trains between Joliette and Pointe aux Trembles..... Mixed and Freight trains between Pointe aux Trembles and EJ Tower..... Light engines and engines with cabooses between Joliette and EJ Tower...... 40 Passenger and Freight trains, Light Engines and Engines with caboose EJ Tower to Turcot West..... Yard Engines handling trains or Transfers, or operating light EJ Tower to Turcot West..... Westward trains and engines around Curve west of Ballantyne...... 10 All Engines handling trains or transfers or operating light on Jacques Cartier Spur.... Yard Engines 8200, 8300 and 8400 Class operating on Continental Can Co. Siding, mileage 40.93.... Passengers trains over Canadian Pacific Railway Crossing L'Epiphanie Mileage 12.43 (B.T.C.—68240)..... PERMANENT SLOW ORDERS 10.37 (Engines over 50%) through East Leg of Wye.....

15.31 Town Siding (Engines over 40%)	10
23.38 Bridge (Passenger trains) single or doubleheaded	30
" (Freight trains) " " "	20
24.03 Bridge (All trains)	10
25.73 Junction Switch to Longue Pointe Subdivision (Westward Trains)	20
41.05 Monkland Boulevard	

For further speed restrictions see Page 29.

OTHER TRACKS

NAME	CAR CAPACI	TY POINTS FACE	MILEAGE
Standard Lime Co	. 42	East	
Raymond McDonnell		East	
Howard Smith Paper Co	. 47		
Basket Product	. 8	East	
Societe Co-operative	. 4	East	15.31

108

20

West..... 42.18

West..... 45.33

Canadian Arsenal Co	256	West	
Canadian Arsenal Co	92	Through	21.16
National Quarries	110	West	35.69
Jacques Cartier Spur	87	West	<b>39</b> .85
St. Francis Rock Products Co	10	West	40.13
R. H. Miner Co	24	Through	40.35
Gurney Foundry Co	19	East	40.86
Continental Can Co	28	East	40.93
Industrial Glass Co	22	East	40.93
Robert Mitchell Co	9		
Crelinstein Fruit Co			41.46
			40 -0

Canada Dry Ginger Ale Co.....

Raymond McDonnell.....

Consumers Glass Co.....

#### TRAIN DESPATCHERS TELEPHONES

SALOME..... on poles at east and west switches.

CHARLEMAGNE..... in waiting room.

RIVIERE DES PRAIRIES....on pole east and west end of siding.

NATIONAL QUARRIES.... on pole at switch.

St. Laurent...... outside station and in signalman's cabin Monkland Blv'd., also on pole at Miners siding.

PARSLEY..... in cabin at west switch also east Switch.

BALLANTYNE.....in cabin about center of siding, also in cabin at eastward home signal.

VILLE ST. PIERRE.....in cabin west of west switch.

SPRING SWITCH

Switch located on L'Assomption Subdivision at west end of connection track between L'Assomption Subdivision and Longue Pointe Subdivision at Pointe aux Trembles is a spring switch, normal position when set for L'Assomption Subdivision. Westward trains from Longue Pointe Subdivision may operate through this switch. Approach signal 278 and Home signal 262 located west of switch govern eastward movements.

(For further instructions regarding spring switches see Page 36).

MONTREAL......The sounding of the engine whistle or the ringing of
Engine bell is prohibited approaching any Highway
Crossing within the City of Montreal, except when
absolutely necessary as a signal of danger (Montreal By-law 1832) (B.R.C. 69132.)

> Engine whistle may be sounded for the purpose of giving necessary signals for train operation. The limits of the City of Montreal extend from Turcot West to Brock Avenue and Persillier Boulevard to Montee St. Michel Road.

#### PUBLIC CROSSING

St. Laurent.......Principale St. crossing, located just west of station, protected with automatic and manual control flashing light signals and bell. Manual control box attached to outside of instrument case, located at southwest corner of the crossing, is to be used by trainmen to manually operate flashing light signals and bell when required to release highway traffic during undue occupancy of track circuit. To stop flasher signals and bell, open manual control box door, secured with switch lock, and push button marked "STOP". To restart flasher signals and bell, push button marked "START". Door of control box must then be relocked.

#### RAWDON SUBDIVISION EASTWARD TRAINS **WESTWARD TRAINS** Capacity Time Table No. 16 SECOND CLASS SECOND CLASS Effective June 20th, 1948 202 208 201 206 210 205 from Psgr. Psgr. Mixed Psgr. Mixed Pagr. Sidings Except Friday Other Miles **STATIONS** Saturday Friday Sunday Except Sunday Saturda &Sunda only only only only Sunday AM PM PM PM PM A10.15 A 2.30 A 5.30 A 6.45 ........RAWDON...... 22 7.00 - 7.20 RWC 0.0 HAMILTON..... F10.10 F 2.25 F 5.25 F 6.40 1.5 7.05 F 7.25 710.02 F 2.17 F 5.19 F 6.33 7.10 F 7.35 CORDON RAWDON JCT. 9 9.58 2.13 5.14 6.30 4.9 7.40 9.51 F 2.06 F 5.04 F 6.22 7.22 F 7.50 8.2 .ST. ALEXIS..... 12 9.49 s 2.04 s 4.59 s 6.20 7.25 s 7.55 9.0 ST. JACQUES. .ST. GEORGES... 1.55 F 4.53 F 6.15 7.33 F 8.05 11.7 9.40 F 4.1 PARADIS. (Jct. with L'Assomption S 4.42L 6.05 7.44 A 8.20 RY 15.8 Friday aturday Except Sunday only only Saturda only

RULE 42 APPLICABLE

RULE 405 APPLICABLE

#### RAWDON SUBDIVISION FOOT NOTES

#### ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate: Paradis to Rawdon - 3200-3800 class.

Heaviest car permitted — Gross Weight — 175,000 lbs.

#### YARD LIMIT BOARD

RAWDON..... 965 feet west of station.

#### SPEED RESTRICTIONS

	Q1 17171	/ ALDI I I I I I I I I I I I I I I I I I I	3.69
Between	And		Miles per hour
MILEAGE0.0	MILEAGE . 1.0	Passenger trainsFreight and mixed trainsLight engs. and engs. with caboose Trains with auxiliary cranes	20 20
MILEAGE1.0	A This	Passenger trains	20 20
			7 7 7 7 7

Ste. Julienne Spur extends from Rawdon

Jct. to Ste. Julienne, a distance of 3.5 miles

OTHER SIDE TRACKS

Name

Brouillette

La Meunerie

Sand Co....

Co-operative

Capacity

25

TRACK	
Name	Mileage
Consumers Industrial	
Minerals Limited	3.5
	Name Consumers Industrial Minerals

Mileage

1.5

9.0

#### PERMANENT SLOW ORDERS

PERMANENT SLOW ORDERS	Miles per hour
Between Rawdon and Rawdon Jet. Engines heavier than 1300-1400 clas	
Mileage 4.9 to 15.8 Engines over 50%	
Over east leg of wye at Paradis on L'Assomption Sub. Engines over 50%	6 10

### LONGUE POINTE SUBDIVISION

205

201

WEST WARD		bles	Time Table No. 16		Caps	ar icity	EAST WARD
Trains		nte aux Trembles	Effective  June 20th, 1948	or Telephone		*	Trains
	Symbols	Miles from Pointe aux	STATIONS	Train order or	Sidinge	Other Tracks	8.
v	VRY	0.60	POINTE AUX TREMBLES	T			
		2.86 4.20	POINTE aux TREMBLES WEST 1.34EAST MONTREAL 1.18	P	YĄ	13 RD	
K	wcy	5.88 8.56	HECTOR	T	65 YA	10: RD	
		8.89 10.48	0.33	••••	·····YA	 RD	
			rule 405 applicable		<u> </u>	 	

#### LONGUE POINTE SUBDIVISION FOOT NOTES

Pointe aux Trembles is a register station for trains originating or terminating at that point only.

Operator Pointe aux Trembles will register all Longue Pointe Subdivision trains. All Longue Pointe Subdivision trains must obtain train order Form "W" prior to reaching Pointe aux Trembles or stop and examine train register.

#### RAILWAY CROSSINGS AND JUNCTIONS

210

POINTE AUX	general and a second	and the second	100	1.,		
TREMBLES.	.Junction	L'Asson	ption	Subdivi	don.	

206

Mileage 4.20...Crossing Imperial Oil Company. Interlocked (B.T.C. 65815).

Trains may operate through the Interlocking Plant without their first being brought to a stop; Provided signals are in the "PROCEED" position, and that all main track westward trains on the Canadian National Railways, when approaching the said crossing and when they are within 500 feet of the governing home signal, shall not exceed a speed of 10 miles per hour.

&Sunda

202

208

Mileage

Mileage 4.38... Crossing Pointe aux Trembles Terminal

Interlocked (BTC-65325) - Jet. Pointe aux Trembles Terminal Ry.

8.56....Crossing and Junction, Longue Pointe Yard Lead, Interlocked, (B.T.C. 70473). Trains may operate through Interlocking

Plant without their being brought to a stop provided signals are in proceed position and that all trains shall not exceed a speed of 15 miles per hour when approaching the crossing and are within 500 feet of the governing home signal.

Catherine St. East" to Yard Limit

Board located at Mileage 6.65.

. Crossing Montreal Tramways Railway. Interlocked (B.R.C. 48611)-Jct. Montreal Tramways Railway.

#### YARD LIMIT BOARDS

Pointe aux
TREMBLES4500 feet west of station, Longue Pointe
Subdivision.
"4580 feet west of station, L'Assomption
Subdivision.
"7900 feet east of station, L'Assomption
Subdivision.
MONTREALYard Limits extend from Montreal "St.

#### SPEED RESTRICTIONS Miles per hour

	Passenger trains	. <b>50</b> .	
,	Mixed and freight trains	35	۰
	Light engines and engines with caboose		
	Trains with auxiliary cranes	25	

### PERMANENT SLOW ORDERS Miles per hour

i	2.76	St. Jean Baptiste Street	10
ı	2.88	Eighth Avenue	10
1	3.12	Third Avenue	- 10
	3.34	Marion Avenue	10
ļ	3.51	Broadway Avenue (Service	
ĺ		Track)(B.T.C. 64534)	10
	5.08	Hector Street	10
ļ	5.93	Lebrun Street	10
	6.61	DeBoucherville Street	10
	7.19	Haig Avenue(B.T.C. 64558)	10
	9.26	Letourneux Street(B.T.C. 57553)	10
	9.31	La Salle Avenue(B.T.C. 57553)	10
	9.37	Desjardins Avenue(B.T.C. 57553)	10
	9.49	Jeanne d'Arc Avenue(B.T.C. 57553)	10
	9.57	Orleans Avenue(B.T.C. 57553)	10
	9.67	Railway Crossing - M.T.	
		(D D C) 400441	4 20

#### **ENGINE RESTRICTIONS**

Co. (Ontario St.)....(B.R.C. 48611) 15

Due to the curvature at south end of Longue Pointe Yard, all types of engines equipped with pony trucks, also yard engines over 37%, proceeding to or from the Harbour, are restricted on tracks 13 to 22 inclusive.

#### OTHER SIDE TRACKS

Name .	Car Capacity	Points Face	Mileage
ROBERTSON	. 3	West	. 1.2
TETRAULTVILLE	. 4	Through	. 5.1

#### TRAIN DESPATCHER'S TELEPHONES

Pointe-aux-Trembles, on pole at west wye switch. East Montreal, in yardmasters office.

#### SPRING SWITCH

Switch located on L'Assomption Subdivision at west end of connection track between L'Assomption Subdivision and Longue Pointe Subdivision at Pointe aux Trembles is a spring switch, normal position when set for L'Assomption Subdivision. Westward trains from Longue Pointe Subdivision may operate through this switch. Approach signal 278 and Home signal 262 located west of switch govern eastward

(For further instructions regarding spring switches see Page 36).

Opens

West

West

north.

Opens

East

Trainmen doing local switching at Jeanne d'Arc Street, mileage 9.49, are required to operate the Flasher crossing signals. Control switch for this purpose is located in box, protected with switch lock, between tracks just west of the street. To set the signals operating, close the switch. Switch must be opened, box closed and locked after switching has been completed.

Yard engines may use the "Yard service track" located on the north side of, and adjacent to the main track, between Pointe aux Trembles and Longue Pointe, mileage 8.56, on instructions from yardmaster at Longue Pointe. All other trains and engines must not use or occupy this track without instructions from the yardmaster at Longue Pointe.

The sounding of the engine whistle is prohibited approaching any highway crossing within the City of Montreal, except when absolutely necessary as a signal of danger. (Montreal By-law No. 1210). (B.R.C. 49337).

Engine whistle may be sounded for the purpose of giving necessary signals for train

The limits of the City of Montreal extend eastward to west side George V Avenue Mileage 4.97.

A derail, (pipe connected with switch), is installed on Canada Cement Company's Siding, leading from service track Mileage 4.53. Trainmen and Yardmen will see that cars are clear of derail before setting switch for service track.

In the handling of Train or Vard drafts with YARD ENGINE, where the movement is to be controlled by the use of a back-up hose or valve at the rear, BEFORE STARTING, a test of the Train Brakes must be made by using the back-up hose or valve to apply the brake. When the Engineman feels the brakes applying he will place the brake valve in lap position until the proper signal is received to release the

Trainman or Yardman in charge of the back-up hose or valve must know that the brakes apply on the rear car before signal is given to release brakes, and must know the brakes release on rear car before giving signal to proceed. Engineman must not back-up until he knows that brakes have been applied on his engine by the Trainman or Yardman using the back-up hose or valve.

When trains are handled from any point within the Terminal with ROAD ENGINE, proper brake test must be made by using the back-up hose or valve to apply the brakes. Trainman or Yardman must know that the brakes apply and release on rear car properly. When train is ready to move, the Trainman or Yardman in charge of the back-up hose will give three (3) blasts with the communicating signal when handling passenger equipment. Engineman must not back up until he knows that brake has been applied on his engine by Trainman using the backp-up hose or valve.

When movements are handled by Yard or Train Crews, the Foreman or Conductor must personally handled the back-up hose.

Yardmen or Trainmen in charge of back-up movements of passenger equipment within the Terminal must stand on the platform of the leading car at all times, and be in position to sound back-up whistle alarm approaching street crossings, and to apply brakes in case of necessity. Should the car be of vestibule, or baggage type, the end door must be kept open. If the movement is at night the lights in the car must be extinguished so as not to interfere with the view.

#### SPECIAL INSTRUCTIONS

- 1. Time will be transmitted at 11.00 A.M. daily except Sunday.
- 2. Engine whistle signal 14(K) must be sounded by a train displaying green signals for following section, when passing Sectionmen, Bridgemen and other Workmen.

Rule 14(L) is amended to read: Two long, one short, and one long (-- o --). This not applicable on Berlin, Norway and Lewiston Subdivisions, for special instructions covering which see footnotes for these subdivisions. BTC—G.O. 578.

- 3. At places where the sounding of engine whistle is prohibited the speed of any train running against the current of traffic must be so reduced that train may be stopped within distance Enginemen can see that track is clear.
- 4. In the application of Rule 91, the restriction on a train following a train carrying passengers will also apply to a train following a light engine without Conductor, and the restrictions on a light engine following any train will also apply to an engine moving with caboose only.

Rule 91, last paragraph.—The interval required between FREIGHT TRAINS, under the conditions specified, is increased to not less than twenty (20) minutes.

- 5. No car or dead engine shall be placed on or obstruct a track used for meeting or passing trains without permission from Superintendent or Assistant Superintendent.
- 6. No light engine nor two or more light engines coupled, when the movement is either on single track or against the current of traffic on double track, shall be run a greater distance than twenty-five miles in any one direction without a Conductor.
- 7. To prevent accidents to passengers alighting from cars standing on bridges adjacent to stations Trainmen will not announce station stops until after train has passed over the structure.
- 8. Unless otherwise provided, the position of switches at junction points with other Subdivisions is normal when set for main traffic Subdivision, and unless otherwise provided the position of switch at the end of double track is normal when set for trains from single to double track.
- 9. Unless otherwise directed, dead engines handled in trains must be handled with the pilot end ahead, must be placed at least five cars from the train engine, and if more than one dead engine is handled in train, they must be separated by at least
- 10. Pile drivers, steam shovels and hoist cranes, also drag lines loaded on flat cars with boom exceeding 35 feet in length, must not be moved in trains unless the boom is disconnected, the travel mechanism put out of gear, and engine and boiler blocked to body of car and secured by safety chains, which must also be wired. This will not necessitate the taking off of cable, but ample slack must be allowed in cable to allow for curvature

Unless further restricted by special instructions, trains handling such equipment must not exceed 20 miles per hour. Speed must in all cases be regulated to safety

When possible, at least three cars must be placed between this equipment and the engine handling train.

Pile drivers, steam shovels, scale test cars, boarding, advertising or other cars occupied by employees or passengers, must be placed immediately ahead of caboose when handled on freight trains, and immediately ahead of passenger equipment when handled on mixed trains, except that when occupied boarding cars are equipped with steel underframes they may be handled in any location in freight or mixed trains.

Conductors will be held responsible for strict observance of this rule.

11. Air brakes must be in service while switching occupied passenger equipment, also while switching equipment on or off occupied passenger equipment. Before making a coupling to or between passenger equipment, any of which contains passengers, stop must first be made not less than six and not more than twelve feet from the point where coupling is to be made.

Air brakes should be applied on auxiliary cranes, hoists, pile drivers, snow plows. spreaders, passenger coaches or other equipment when placed on turn-table before

engine is uncoupled to ensure full control and safe handling.

12. It is forbidden to handle freight cars in main line passenger trains, unless such freight cars are equipped with air brakes, communicating signals, steel or steel-tired wheels, and trucks designed for use in passenger train service; PROVIDED, however, that it shall be permissible to use such freight cars in passenger service when baggage cars or freight cars specially equipped as aforesaid become disabled or unfit for use while in transit and such cars only are available to receive the baggage or freight as the case may be to avoid unnecessary delay in forwarding the same. In this event, cars must not be loaded beyond their marked capacity, and the speed of train must not exceed thirty-five miles an hour.

No branch line passenger train on which is placed a freight car not equipped as provided in the above paragraph, shall be allowed to exceed the speed in any one mile prescribed for mixed trains on that Subdivision, and shall not in any case exceed thirty-five miles per hour; and such restrictions shall be covered by train order.

No freight, merchandise or lumber car shall be placed in any passenger train in

the rear of any passenger car in which any passenger is carried.

13. A blue flag by day and a blue light by night, required by Rule 26, must be displayed at a height of five feet above rail level on a steel frame secured to the rail; day signals to be rigid material 22" x 28" in size with rounded corners, painted royal blue with a border of white on both sides one and one half inches in width, set at right angles to the track, and located between the switch and the first engine, car or train occupying the track. All switches leading to repair track are to be locked with special

locks, and keys carried by the Foreman in charge of the repair work, or by other responsible party, whose duty it shall be to see that Employees and Workmen so engaged are warned and are clear from cars or engines before any switching movement is made on such tracks. and also that the switches are locked after the switching movement is completed. (B.R.C.-258).

14. Vestibule Doors, Platforms, Curtains, Guard Rails, Side and End Gates, Tail Gates, Chains, and Bars on Equipment handled on Passenger and Mixed Trains.

#### IT IS ORDERED:

1. That every Railway Company subject to the legislative authority of the Parliament of Canada operating a railway by steam power shall strictly conform to the following rules and regulations governing the handling of vestibule doors, platforms, curtains, guard rails, side and end gates, tail gates, chains, and bars on equipment handled on passenger and mixed trains namely:-

(1) \*Through and local When running, all vestibule doors and platforms are to be trains, double track, kept closed. When standing, those on right hand side only right hand operation. are to be opened, except when necessary to open those on left hand side to receive or discharge passengers.

(2) \*Through and local trains, double track, left hand operation.

When running, all vestibule doors and platforms are to be kept closed. When standing, those on left hand side only are to be opened, except when necessary to open those on right hand side to receive or discharge passengers.

(3) \*Through and local When running, all vestibule doors and platforms are to be trains, single track. kept closed.

\*NOTE.—Through and local trains, when within commutation limits and carrying commutation traffic within such limits, will be regarded as suburban trains, and vestibule doors and platforms will be handled as provided for suburban trains in clauses 4, 5 and 6 hereof.

(4) Suburban trains, double track, right hand operation.

Vestibule doors and platforms on right hand side of train may be kept open. Those on left hand side are to be kept closed, except when necessary to open them to receive or discharge

(5) Suburban trains, double track, left hand operation.

Vestibule doors and platforms on left hand side of train may be kept open. Those on right hand side are to be kept closed. except when necessary to open them to receive or discharge passengers.

All vestibule doors and platforms may be kept open.

(6) Suburban trains. single track.

(7) Secure vestibule doors and platforms.

(8) Guard rails or side gates.

(9) Vestibule curtains.

(10) Tail gates, chains,

or bars.

When permissible to have vestibule doors and platforms open when running, these must be securely fastened. These appliances will be handled as prescribed for the

handling of vestibule doors and platforms. These appliances will be kept drawn and securely fastened

except during switching operations.

The appliance at the rear of the last car on the train must invariably be kept closed and securely fastened, and the appliance at the rear of the last passenger car must also be kept closed and securely fastened when a baggage car. flanger, or caboose is immediately behind it.

2. That, when vestibule doors and platforms, side gates or guard rails (if required by the said regulations to be kept closed when running) are closed as the train moves away from stopping point and remain closed until nearing the next stopping point, or when Trainman is on duty at the opening, it will be considered that the regulations herein approved are being complied with. (B.T.C.—600).

14A. Where passenger equipment is to be cut off enroute, or where a train is to be cut at a terminal, Trainmen or Yardmen must see that tail gates, chains, or bars, on all cars involved are properly closed and secured before switching is commenced, whether cars are occupied or not, except at final terminals where it is definitely known that the train

14B. General Order No. 707, B.T.C.—Marshalling of Equipment of passenger trains.

(1) There shall be a buffer car between the locomotive and the first coach carrying passengers. In local and mixed train services, a combination baggage or express car with passenger compartment shall be considered a buffer car within the meaning of this rule, if the baggage or express end of such car is next to the locomotive.

(2) No wooden mail, express or baggage car occupied by any employee or other person shall be marshalled between the locomotive and steel equipment, or between other steel units.

- (3) All passenger trains shall be marshalled in such a manner that no wooden coaches carrying passengers are placed between cars of steel construction and that all wooden coaches are placed on rear of the trains.
- (4) A car or coach with steel underframe shall not be deemed to be a wooden car or coach within the meaning of this Order.
- 15. Not more than one engine must be used in placing cars on or removing them from coal chutes. Air brakes must be coupled and working between cars and engine and not more than two cars must be moved up ramp at the same time.

(See Montreal Terminals time table (Page 18) for Turcot Coal Chute restrictions).

- 16. "Backup" air hose, equipped with air whistle, must be in service on rear platform of all passenger trains moving backwards, and whistle sounded approaching public highway crossing, or where necessary to warn persons crossing or approaching the track.
- 17. Stand pipes on double track must be left with spout pointing in the direction of the current of traffic.

- 18. In all cases of derailments or accidents to passenger cars lighted with Pintsch or Commercial Acetylene Gas the supply of gas must be shut off, if possible, by closing the stud valves in storage tanks underneath the body of car. Key for this purpose is located in the gauge box underneath the car.
- 19. When a train or engine passes over any highway crossing protected by automatic signals or automatic gates, it will be necessary before making a reverse movement over the crossing for it to be protected by member of crew. (B.R.C.-493).

20. At highway crossings where member of crew is required to protect the movement of vehicles over the railway, a hand signal shall be used by day and a clear white light by night. (B.R.C.-484).

Where instructions require that all switching movements over a highway crossing shall be protected by a member of the train crew, these instructions include the movements of the engine over the crossing either before, during of after the switching movements take place.

21. Before moving or coupling on to cars being loaded or unloaded at freight sheds, team tracks and other places, or boarding outfit cars, snow plows, flangers, other units of work equipment and dead engines, persons in, on or about them must be warned to avoid injury.

22. In the event of a headlight failure between sunset and sunrise rendering the headlight on an engine of a train inoperative and occurring while train is enroute, the Engineman will use a temporary device to substitute the regular headlight when necessary to move the train from the point at which the headlight equipment has broken down or failed, provided the train moves at a speed not exceeding ten miles an hour over any public highway crossing not specially protected by Watchman, gates or automatic signal, until the first station with passing track, or siding, as shown in the time table, is reached where an examination must be made and, if possible the headlight put in good working condition.

In case repairs cannot be made at the station referred to, the train may proceed to the first repair point, displaying such light as may be available and provided at such station, passing over all public highway crossings not specially protected by Watchman, gates or automatic signal at a speed not exceeding twenty miles an hour, provided that in the event a light cannot be furnished the engine must be replaced or assisted by an engine displaying a proper light.

While proceeding to the first station and/or repair point the whistle signal for all highway crossings not protected by Watchman, gates or automatic signal must be given

the second time approaching all such crossings.

Repairs to the equipment must be effected at the first repair point or the engine replaced. (First repair point is such a place at which the company has the necessary facilities to make ordinary repairs to electrical or other power headlight equipment) (B.R.C.-522).

The Engineman must advise despatcher from the first open communicating station when he is proceeding with temporary headlight.

In the event of an engine whistle failure occurring while train is enroute, engineman will proceed to first repair point, running with caution approaching and passing public highway crossings and stations, at first repair point repairs must be made.

- 23. Rule 93 amended, (Paragraph 5). By night or in foggy or stormy weather, a red light must be placed on unattended cars or dead engines obstructing main tracks within yard limits. (B.R.C.-509).
- 24. Rule 98 Paragraph 3, amended. At railway crossings at grade unless otherwise permitted by order of the Board of Transport Commissioners for any specific crossing, the speed of any train must not exceed thirty five miles per hour until the entire train has passed the crossing. (B.T.C.—603).
- 25. Rule 99 (Paragraph 5) requires that when the Flagman has gone out the necessary distance under the conditions existing he will place two torpedoes on the rail. It must be further understood that when the Flagman goes BEYOND this point he will leave the two torpedoes at that point as an indication of the location of his train; this does not relieve him from also using torpedoes at the point at which an approaching train is flagged.
- 26. Rule 103 amended, (Paragraphs 1 and 2). When cars are pushed by an engine (except when shifting and making up trains in yards, where there are no public highway crossings at rail level, or where there are public highway crossings at rail level adequately protected by gates, or otherwise) a man must take a position on the leading car for the purpose of giving signals necessary to such movement.

Whenever in any city, town or village, cars not headed by an engine, or its tender, are passing over or along a highway at rail level, which is not adequately protected by gates or otherwise, a man must be stationed on the leading car to warn persons standing on, or crossing, or about to cross, the track. (B.T.C. G.O. 708).

- 27. Where public highway crossings are located, trainmen of trains leaving cars on tracks adjacent to main tracks, or occupying sidings, and when separating train to conform to Rule 103 (3rd paragraph) must, when practicable, see that cars are left standing at least one hundred feet from such highway crossings.
- 28. Whenever it is necessary, after arrival, for a mixed train to back up the passenger cars away from a station platform in order to perform switching, unloading of freight, or other service, a second stop must be made at such platform, before final departure, if there are any passengers to detrain or entrain.
- 29. In mixed trains one or more cars must be handled between postal, express or passenger cars and car or cars containing oil or gasoline.
- 30. HANDLING AND MARSHALLING CARS CONTAINING EXPLOSIVES AND CARS PLACARDED "DANGEROUS" AND "POISON GAS" IN TRAINS.

(Continued on page 29)

#### (Continued from page 28)

#### General Instructions

Cars containing EXPLOSIVES or tank cars placarded DANGEROUS must not be handled in a train which carries passengers, except on lines where there are no regular trains operating in freight service only.

Cars containing EXPLOSIVES must have air and hand brakes in service, and the train and engine crew must be advised in writing of the presence and location in the train of such cars.

Cars containing EXPLOSIVES must not be placed in trains next to dead engines, loaded tank cars, refrigerator cars equipped with automatic refrigeration of the gas-burning type, wooden frame flat or gondola cars, carloads of pipe, lumber, poles, iron, steel or similar lading which by shifting en account of rough handling may break through end of car containing EXPLOSIVES; nor next to cars containing lighted heaters, stoves or lanterns; nor next to cars with live stock or poultry in charge of an attendant.

Placarded loaded tank cars must not be placed in trains next to cars containing lighted heaters, stoves or lanterns; nor next to refrigerator cars equipped with automatic refrigeration of the gas-burning type; nor next to gondola or flat cars with lading such as logs, lumber, rails, pipe or similar articles which are liable to shift.

#### On Through or Local Freight Trains the following also applies:

Cars containing EXPLOSIVES must be placed in through freight trains near the middle of the train and must not be nearer than the sixteenth car from the engine nor the eleventh car from the caboose, if the length of the train will permit, and when helper power is cut in, must be separated from such helper by at least one car; on local freight trains, they must not be placed nearer than the second car from the engine or caboose; and on through and local trains they must not be placed next to box cars placarded DANGEROUS unless the remainder of the train consists only of such cars.

Placarded loaded tank cars must not be placed in through freight trains nearer than the sixth car from the engine or caboose, and in local freight trains not nearer than the second car from the engine or caboose, when length of train permits; this does not apply when train consists of loaded tank cars only.

### Where only a Mixed Train Service is operated or where passengers are carried in the caboose of a freight train the following also applies:

A car containing a shipment of EXPLOSIVES not exceeding 1000 lbs. must be so placed in the train that not less than three freight cars are between it and the car carrying passengers and not less than one freight car between it and the engine hauling the train.

A car containing a shipment of EXPLOSIVES in excess of 1000 lbs. must be so placed in the train that not less than five freight cars are between it and the car carrying passengers and not less than three freight cars between it and the engine hauling the train.

Note.—Not more than one car of EXPLOSIVES may be handled in a mixed train, or where passengers are carried in the caboose of a freight train.

When practicable to do so, a car containing EXPLOSIVES must be placed between freight cars not bearing DANGEROUS or POISON GAS placards.

Tank cars placarded DANGEROUS must not be placed next to cars carrying passengers or next to the engine.

31. DEFINITIONS COVERING MEDIUM AND SLOW (RESTRICTED) SPEED IN UNITED STATES TERRITORY—I.C.C. ORDER 29543.

The term "proceed with caution" as covered by Operating Rules 501-D and 601-D, is hereby defined as operation at Medium speed, that is, a speed not exceeding one-half of the authorized speed but not exceeding thirty (30) miles per hour.

The term "proceed at slow speed" as covered by Operating Rules 501-C, 501-E, 601-B, 601-C and 601-E, is hereby defined as a speed that will permit stopping short of another train or obstruction but not exceeding fifteen (15) miles per hour.

#### Marshalling of Equipment of Passenger Trains, prescribed by B.T.C. G.O. 707

- 1. There shall be a buffer car between the locomotive and the first coach carrying passengers. In local and mixed train services a combination baggage or express car with passenger compartment, shall be considered a buffer car within the meaning of this rule, if the baggage or express end of such car is next to the locomotive.
- 2. No wooden mail, express or baggage car occupied by any employee or other person shall be marshalled between the locomotive and steel equipment, or between other steel units.

- 3. All passenger trains shall be marshalled in such a manner that no wooden coaches carrying passengers are placed between cars of steel construction and that all wooden coaches are placed on rear of the train.
- 4. A car or coach with steel underframe shall not be deemed to be a wooden car or coach within the meaning of this Order.

#### GENERAL SPEED RESTRICTIONS

Prior to placing work equipment or dead engines in any train, yardmasters or agents must obtain authority from Train Despatcher who will issue Form 19 train order calling the attention of the crew to the equipment being handled and speed restriction applicable.

Conductors and Enginemen, especially those in passenger service, are cautioned not to run their trains at excessive rate of speed, particularly on descending grades, around sharp curves or through crossovers, junction stations and large yards. Safety to passengers and property is of the first consideration.

The figures in this time table do not excuse or authorize the non-observance of any speed restrictions which may be otherwise specified.

Where a speed restriction is prescribed, either by time table, train order or bulletin, specified speed must not be exceeded in any one mile.

Miles per

-	The second second second second second second second second second second second second second second second se	hour
	Engines from which engine trucks, pony trucks, or side rods have been removed and switch engine being handled dead	15 20
	pilot on tender	25
	Trains handling dead engines other than those specified above	
	Trains handling steam derricks and scale test cars	
-	Central Vermont engines (700 class) with or without cars	
-	Mikado engines on passengers trains.  Consolidation engines on passenger trains.  Spreaders, when being worked in ice cutting, ballasting and other operations,	50
	frequent inspection must be made of equipment to see that everything is in order	

Snow plows in operation. Speed of snow plows must be reduced to ten (10) miles per hour well in advance of operating through station yards, approaching and passing station platforms, truss and girder bridges, and other important structures which extend above the level of the rail, requiring taking in of wings.

## REGARDING GENERAL RULE "N" RESTRICTED CLEARANCES

Employees are hereby advised that "Tell-Tales" give warning of close approach to Restricted Overhead Clearances, and that where "Tell-Tales" are erected, no other advice of such restricted clearances will elsewhere or otherwise be given.

They are hereby forbidden to ride on top of cars at any other points where Restricted Overhead Clearances exist, or on side of cars at any points where Restricted Side Clearances exist; they are warned that where these are marked or indicated by "Restricted Overhead Clearance" or "Restricted Side Clearance" signs, no other advice will elsewhere or otherwise be given, and that when or if these signs are not provided in yards and terminals, the location of the restricted clearances will be shown in special instructions.

They are also hereby advised that the overhead and/or side clearances are or may be restricted on tracks at engine houses, main shops and car shops; they are warned that where restricted clearances exist on such tracks they will not be marked or indicated by tell-tales or restricted clearance signs nor will their location be elsewhere or otherwise given; and they are forbidden to ride on top or sides of cars or engines when on ANY engine house, main shop or car shop track whether or not the overhead and/or side clearance is restricted.

All employees concerned will be governed accordingly.

## LOCATION OF RESTRICTED CLEARANCES, WHICH ARE NOT MARKED OR INDICATED BY "TELL-TALES" OR RESTRICTED CLEARANCE SIGNS

Subdivision	Terminal or Yard	Location-Mileage	Structure or Obstruction	Side of Track
		ST. LAWRENCE DIV	/ISION	
rlin	Portland	Station Freight Yard.	Stand Pipe	South.
·	Portland	Wharf Tracks	Gallery and Conveyer Legs	Both.
•	Deering	2.10	Overhead Bridge	Overhead.
4	Danville Jct	27.63	Stand Pipe	North.
•	South Paris	47.28	Stand Pipe	North.
•	South Paris	47.36	Stand Pipe	North.
•	Bryants Pond	61.76	Stand Pipe	North.
•		91.72	Stand Pipe	Between Siding South.
	Gorham	91.73	Stand Pipe	North.
		98.11	Stand Pipe	North.
•	Percy North Stratford	114.34 134.59	Stand Pipe	South.
•		149.40	Stand Pipe	North.
	Island Pond	149.50	Overhead Bridge Overhead Bridge	Overhead and South Side.
wiston	Lewiston	5.1	Overhead Bridge	Overhead and both Sides.
46		5.2	Overhead Bridge	Both Sides.
66	Lewiston	5.4	Stand Pipe	North.
Hyacinthe	St. Hyacinthe	40.96	Stand Pipe	North Westward Track.
44		40.86	Stand Pipe	South Eastward Track.
erbrooke	. Richmond	71.31	Coal Chutes	North.
66	. Coaticook	25.32	Stand Pipe	North of Main Track and between Siding
rnwall	. St. Annes	21.1	Bridge	North Westward.
. 44	.  Cornwall	67.7	Stand Pipe	North Westward.
	1		Trolley Wires (Cornwall Elec-	
44	. Cornwall	67.0 to 69.0 yard Tracks only	tric Railway)	Overhead.
**	. Brockville	125.64 Between Eastward Main Track and		
		Tracks 1-2 and 2-3 opposite Express Bldg.		
•		and opposite East End of Station Platform		
44	Brockville	and at William Street	Other Engines and Cars	South.
44	Brockville	125.98.	Stand Pipe	Between Eastward and Westward.
ouses Point		25.00.	Coal Chutes	South.  Between Northward and Southward.
assena		13.16 National Brick Co.	Electric Wires	Overhead.
ranby		13.26 to 14.13	Trolley Wires (M.&S.C. Ry.)	Overhead.
· · · · · · · · · · · · · · · · · · ·	1			
	,	OTTAWA DIVISI	ON	and the second of the second o
evandria	Valleyfield	51 4	Gate and Building	Poth sides
4.4		51.4	Gate and Building	Both sides.
44		51.5	Building	South.
46		51.5. 51.7.	Building	South. South.
66 66	46	51.5. 51.7. 51.8. 51.9.	BuildingShedPlatform.	South. South. South.
44	66	51.5. 51.7. 51.8. 51.9. Canadian Arsenals Ltd.	Building. Shed. Platform. Shed Roof.	South. South. South. North.
46 46 46 46	44 44 44 45 46	51.5. 51.7. 51.8. 51.9. Canadian Arsenals Ltd. Track 726.	Building Shed. Platform. Shed Roof. Unloading rack and sway pipe.	South. South. South. North.
46 46 46 46 46 46	46 46 46 46 46 46	51.5. 51.7. 51.8. 51.9. Canadian Arsenals Ltd. Track 726.  ** 314. North Siding	Building. Shed. Platform. Shed Roof. Unloading rack and sway pipe. Unloading rack and sway pipe.	South. South. South.
46 46 46 46	44 44 44 44 44 44 44 44 44 44 44 44 44	51.5. 51.7. 51.8. 51.9. Canadian Arsenals Ltd. Track 726.  " 314, North Siding. " 314, North Siding.	Building. Shed. Platform. Shed Roof. Unloading rack and sway pipe. Unloading rack and sway pipe.	South. South. South. North. West and Overhead
46 46 46 46 46 48 48	44 44 46 46 46 46 46 46	51.5. 51.7. 51.8. 51.9. Canadian Arsenals Ltd. Track 726. " 314, North Siding. " 314, South Siding. " 314, South Siding.	Building. Shed. Platform. Shed Roof. Unloading rack and sway pipe. Unloading rack and sway pipe. Elevated platform. Unloading rack and sway pipe.	South. South. South. North. West and Overhead South and Overhead
46	44 44 44 46 46 46 46 46 46 46 46	51.5. 51.7. 51.8. 51.9. Canadian Arsenals Ltd. Track 726.  4 314, North Siding. 4 314, North Siding. 4 314, South Siding. 4 314, South Siding. 4 314, South Siding. 5 301.	Building. Shed. Platform. Shed Roof. Unloading rack and sway pipe. Unloading rack and sway pipe. Elevated platform. Unloading rack and sway pipe. Unloading rack and sway pipe.	South. South. South. North.  West and Overhead South and Overhead South North and Overhead North and Overhead
46 46 46 46 48 48 48 48 48	44 44 45 46 46 46 46 46 46 46 46	51.5. 51.7. 51.8. 51.9. Canadian Arsenals Ltd. Track 726.  " 314, North Siding. " 314, North Siding. " 314, South Siding. " 314, South Siding. " 301. " 440-443.	Building. Shed. Platform. Shed Roof. Unloading rack and sway pipe. Unloading rack and sway pipe. Elevated platform. Unloading rack and sway pipe. Unloading rack and sway pipe. Coal hopper structure.	South. South. South. North.  West and Overhead South and Overhead South North and Overhead North and Overhead Both and Overhead
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## REGARDING GENERAL RULE "N" RESTRICTED CLEARANCES

Employees are hereby advised that "Tell-Tales" give warning of close approach to Restricted Overhead Clearances, and that where "Tell-Tales" are erected, no other advice of such restricted clearances will elsewhere or otherwise be given.

They are hereby forbidden to ride on top of cars at any other points where Restricted Overhead Clearances exist, or on side of cars at any points where Restricted Side Clearances exist; they are warned that where these are marked or indicated by "Restricted Overhead Clearance" or "Restricted Side Clearance" signs, no other advice will elsewhere or otherwise be given, and that when or if these signs are not provided in yards and terminals, the location of the restricted clearances will be shown in special instructions.

They are also hereby advised that the overhead and/or side clearances are or may be restricted on tracks at engine houses, main shops and car shops; they are warned that where restricted clearances exist on such tracks they will not be marked or indicated by tell-tales or restricted clearance signs nor will their location be elsewhere or otherwise given; and they are forbidden to ride on top or sides of cars or engines when on ANY engine house, main shop or car shop track whether or not the overhead and/or side clearance is restricted.

All employees concerned will be governed accordingly.

#### LOCATION OF RESTRICTED CLEARANCES, WHICH ARE NOT MARKED OR INDICATED BY "TELL-TALES" OR RESTRICTED CLEARANCES SIGNS

Subdivision	Terminal or Yard	Location-Mileage	Structure or Obstruction	Side of Track	
		ST. JEROME DIVISION			
'Assomption	Joliette	Standard Lime Sidings	Canada	D-al-	
Assumption	somette	Asphalt Siding.	Several. Hopper Chutes.	Both.	
"	66	Freight House Siding	Platform	South.	
"	46	Stores Siding	Platform	Both.	
**	St. Laurent	Interchange Tracks	Trolley Wires	Overhead.	
••••••		Interchange Tracks	Trolley Wires	Overhead.	
"	44	Interchange Track Continental Can. Co.	Poles	Both sides.  Both sides and Overhea	
"	66	Industrial Glass Works	Overhead Wire	Overhead.	
**	46	Gurney's Siding	Building, unloader on building	South.	
66		St. Francis Rock	Loading platform	North.	
	Ville St. Pierre	Consumers Glass Co	Gateway, poles, building at gateway	Both sides and Overhead	
:			Building inside of fence parallel to main track		
			Building at coal chute on Long Siding. Glass crusher on track parallel to main track.		
66	EJ Tower	Diamond & Connecting Tracks. M-39.85	Trolley Wires.	Overhead.	
46		Jacques Cartier Jct "	Pole and Fence.	East and West.	
"	Joliette	Track Scale Siding.	Scale-House	Both.	
ongue Pointe	Montreal	Pix IX Blvd	Signal Cabin		
"	"	Ontario & Valois Sts	Speed Limit Post. Crossing Gates.	North. Both.	
"	66	Desery St	Gateman's Tower.	South.	
66	84	Prefontaine St	Crossing Gate	South.	
64	44	Moreau Street	Freight shed, covered platform on shed	North.	
	66	n	Canopy over passenger station platform	Both sides.	
44		B. J. Coughlin	Platforms.	North.	
"	66	Charbonneau Ltee.		Both sides. Both sides.	
"	66	F. C. Charbonneau Ltd	Wood Yard fence.	South.	
66	46	Shawinigan Water & Power Co	Fence	North.	
	***************************************	American Can. Co	Three sidings entering building — vertical and horizontal clearances	l	
46	44	Watson Foster Ltd.	Building.	Both sides and Overhea	
**	66	F. Charbonneau	Telegraph pole south side of track	South.  Both sides and Overhea	
46	44	Warden King Co.	Gateway, building	Both sides and Overnea	
44	66	Stinson-Reeb Co. (J. Rogers)	Building	South.	
46	46	A. Bremner	Covered platform	South.	
	*********	Viau Biscuit	Entrance to unloading shed.	Both sides and Overhead	
44	66	Longue Pointe Yard	Scale house, telegraph poles, buildings, fence	Both sides.	
			platform. Ashpit. roundhouse doorways	Both sides and Overhea	
	66	Locomotive Works	Gateway	Both sides.	
66	66	Canadian Benedict Stone Co	Gateway, C.N.R. fence, unloading chute, stairway, building	Both sides.	
	66	NoorduynOrdnance Depot, Longue Pointe	Gateway, entrance to building	Dett. Harris	
*****	********	Ordinance Depot, Longue Fourte	Overhead and side clearance of Hoist with swinging beam attached to	Both sides and Overhea Both sides.	
"	46	Frontenac Oil Co	building No. 6. Gateway, loading platform, supports of overhead pipe lines	Both sides.	
"	66	Canada Cement Co	All Pack nouses, gateway, buildings	l Both sides and Overnea	
44	**	Gypsum Lime & Alabastine Co	Buildings, Telephone poles	Both sides.	
66	66	Sun Oil Company	Unloading chute	Both sides.	
44	66	Sun Oil Company	Gateway	Both sides.	
"	44	R.C.A.F. No. 12 Depot	Loading racks, pipe line valves. Gateways, buildings, overhead crane.	Both sides and Overhea	
	44	Ideal Upholstering Co	Covered platform	East.	
Iontfort	Val Royal	Val Royal to St. Eustache	Trolley Wires	Overhead.	
	St. Jerome	Dominion Rubber Siding	Building	East.	
renville	Hawkesbury	Freight House Siding	Platform	North.	
"	46		Air HoistSeveral	South.	
44	66	Higginson Siding	Warehouse	South.	
46	46	International Paper Siding	Several	Both.	

Car   Engine Capacities   Engine Capacities   Engine Capacities   Engine Capacities   Engine Capacities   Car   Factor   28 %   40 %   45 %   53 %   55 %   Nor.   Nor.   Nor.   Nor.   Nor.   Nor.   Type   Typ	2920 a 2050 s 1620 to Ottawa 1	Engir 76 34% 20 2480 55 1745 20 1375	2200 1500	28% 2100 1400		Car Factor
St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke	2920 a 2050 s 1620 to Ottawa 1	20 2480 55 1745 20 1375	2200 1500	28% 2100 1400		Factor 10
St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   St. Lawrence Division: Sherbrooke	2920 a 2050 s 1620 to Ottawa 1	20 2480 55 1745 20 1375	2200 1500	2100 1400		Factor 10
St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions   Sherbrooke and Sherbrooke   Sherbrooke and Sherbrooke   Sher	2920 a 2050 s 1620 to Ottawa 1	1745 20 1375	1500	1400		10
6 1100 1625 1780 2089 2175	a 2056 s 1626 to Ottawa 1	1745 20 1375	1500	1400		
5 1350 1950 2140 2548 2750 2850 3000 Actonvels and Ste Rosslie 2836 2695 2600 2395 2030 1850 1250 5	ubdivisio	raumg.	<u> </u>	1100	* • • •	8
5 1350 1950 2140 2548 2750 2850 3000	<del></del>	n		·		
Car   30%   38%   40%   45%   55%   57%   Between   57%	% 55% 52 53	2% & 45% 3%	<b>40%</b>	38%	30%	Car Factor
Cornwall Subdivision 10 2100 2650 2800 3150 3771 3913 4055 Federal and Pembroke 4603	75 4125 39 03 4442 42 42 4865 46	281 357	70 3250	3000	2375	9 12 12
Car 25% 34% 40% 53% 55% Nor. Type 77-90% Nor. Type 7700Class)  7 1500 1955 2300 3262 3380 4000 4210 4900 Montreal and Brockville. 7675 6315 6000 5285 5096 4100 3485 2800 12  **Westward with helper service Ottawa to Federal, use Federal to Pembroke rating.**  **Westward with helper service Ottawa to Federal, use Federal to Pembroke rating.**  **Westward with helper service Ottawa to Federal, use Federal to Pembroke rating.**  **Type 77-90% Root. Type 77						
Ratings include helper service Brockville to Maitland.  Brockville to St. Albans trains, use Cantic to St. Albans rating. C.F. 9, Car limit 90.  Montreal to Ottawa trains, between Montreal and Coteau, use Coteau to Ottawa rating. C.F. 8.  Car Factor 28% 40% 45% & 55% 65% 70% Between 10 2200 3120 3510 4150 4290 5110 5500 Joliette-Turcot-Longue Pointe.		5% 55% 410 3740	53%		_  -	Car Factor
8 1840 2628 2955 3480 3615 4270 4600	7 4750 44 4440 41	155 2675 410 3740 130 3510 505 2135	0 3600 3 0 3400 2	060 <b>272</b> 790 <b>24</b> 8	0 1900 0 1735	8 10 10 5
10 2800 3485 4100 5402 5605 5808 6115 10 2250 2805 3300 4332 4670 4833 5079 6175	i 900 8	815 1540 835 685 695 605 070 905	5 660 5 5 585 6	560 50 495 44	0 <b>360</b> 0 <b>300</b>	5 3 3
Rating Rouses Point to Cantic include helper.  St. Lawrence Division: Berlin Subdivision						
State   Continue   C	55%	52 % & 4. 53 % 2701 2	40% 40% 2250 205	-	28%	Car Factor

### **EQUATED TONNAGE RATINGS** GENERAL INSTRUCTIONS

1. The equated tonnage of any train is determined by multiplying the number of cars in the train by the car factor and adding the result to the sum of the tare and contents.

24		
EXAMPLE:	(1) 42 cars total gross weight	2100 tons
10	Car Factor 10 x 42 cars =	420
. •	EQUATED TONS	2520
	(2) 84 cars Total gross weight	1680 tons
	Car Factor 10 x 84 cars =	840
and the second second	EQUATED TONS	2520

- 2. The car factor is an allowance for frictional car resistance and varies on different subdivisions according to the ruling grade. The principle being that on low gradients the frictional resistance is a higher proportion of the total resistance than on steeper gradients. By use of the car factor the trainload is so adjusted that the resistance is the same for all trains of equal equated tonnage whether composed of fully loaded partly loaded or empty cars.
- 3. Established ratings will be exceeded by 1% if by so doing another car can be handled in the train.
- 4. The equated ratings shown are "A" or fair weather. These ratings will be reduced as authorized by ratings "B" to "K" for temperature.

#### TONNAGE REDUCTIONS

TEMPERATURES:	Weather condition modifications Rating: Reduction in tonnage:
Above Freezing (32° above)	A Nil
32° Above to 16° above (or bad rail)	B 5%
15° Above to Zero	C 10%
Zero to 10° below	D 15%
11° Below to 20° Below	E 20%
21° " to 25° "	F 25%
26° " to 30° "	G 30%
31° " to 35° "	H 35%
36° " to 40° "	I 40%
41° " to 45° "	J 45%
46° " to 50° "	K 50%

The Chief Despatcher will issue special instructions in case of storm or temperatures lower than those shown.

- 5. New engines or engines out of shops after receiving medium or heavy repairs will be loaded 20% light on first outward trip and 10% light on return trip. Locomotive Foreman will advise Train Despatcher and Yardmaster in such cases.
- 6. Any necessary adjustment in the ratings shown in tables will be made by the General Superintendent Transportation.
- 7. When an engine of different capacity from those shown in the table is used, the proper equated tonnage will be arrived at by taking the rating of the engine with the closest percentage capacity, dividing this rating by its percentage capacity and multiplying the result by the percentage of capacity of the engine to be used.

Example:—To find the equated rating of a 38% engine.

Published rating of 40% engine - 2500 tons. Equated tonnage rating of  $38\% = 2500 \times 38 = 2375$  Equated Tons.

- 8. To determine proper tonnage for pusher, doubleheader or helper engines, unless special rating is given, add to equated rating of the first engine 100% of the equated rating in effect for each class of helper.
- 9. In making up trains, weights must be obtained by taking tare and contents from the waybill. When tare weights are not available, they will be estimated, the following weights being used as a guide:-

	and the second of the second o
Passenger Cars — 4 wheel trucks	40 tons
" $-6$ " (Bagg	gage, colonist and coach) 70 "
" — 6 " " (Tour	ist, sleepers, etc.)
Express refrigerator cars	40 "
Freight refrigerator cars	
Steel automobile and box cars	

Steel frame automobile and box cars		
Wooden frame and automobile and box cars	18	46
Stock cars	18	66
Hopper cars	24	44
General service	23	44
Steel and steel frame gondola cars	27	"
Steel underframe gondola cars	20	"
Hart convertible	21	**
Flat cars	18	**
Depressed flat cars		
Caboose or Van	20	"
Flangers(Actual stencilled weight to be	e us	ed)

- 10. In computing tonnage, fully loaded cars of grain, coal, rails, lumber, pulpwood, ties, etc. where weights are not given on the waybill will be considered as carrying the marked carrying capacity of the car.
- 11. When dead engines are included in a train, four times the car factor will be added to the actual weight of each engine.

Example: — Established rating 3000 equated tons

50 cars gross weight	2070 tons
2 dead engines gross weight	350 tons
Car factor 10 x 58	580
EQUATED TONNAGE	3000

- 12. The ratings given in the rating table are for the ruling grade; excess tonnage will be handled when it is to be set out short of or picked up beyond the ruling grade.
- 13. When an engine is unable to handle the authorized rating a joint message, signed by Conductor and Engineman will be sent to the Chief Despatcher, advising the reduction made and giving the reason for the same.
- 14. Yardmasters and Conductors will be held responsible for their trains being loaded to full authorized rating when tonnage is available.

#### INJURIES TO PERSONS OTHER THAN PASSENGERS AND COMPANY'S EMPLOYEES

- 1. In assisting in providing medical relief for persons injured the Company has in view humanitarian consideration and desire for the general welfare of the service, but any such action is not to be regarded as an admission or evidence of liability.
- 2. In performance of this humanitarian duty in cases of injury to persons other than passengers or employees while upon the Company's premises, the assistance is to be limited to rendering first aid only. First aid means such medical and surgical services as are known to relieve the immediate danger or suffering of the injured person, and to make it safe and comfortable for such person to be removed from the Company's premises. Under no circumstances should it mean the performance of surgical operations or elaborate surgical dressings such as setting fractures, etc.

The further disposal of the injured person must rest with the Transportation Officer on duty. This officer is usually the Chief Despatcher of the District.

- 3. The employees of the Company immediately handling the case should make every effort to see that the injured person is given in charge of friends or the Municipal
- 4. Where the injuries are of such a character as to require hospital treatment. this should be arranged for by the friends or the Municipal Authorities
- 5. Where it is impossible to reach friends or Municipal Authorities such as in cases occurring in the night or in rural district, the Chief Transportation Officer on duty may arrange for the injured person to be taken by train to the nearest hospital.

At the same time, all concerned including the Hospital Authorities, should be advised of the circumstances under which application for admission is being made and particulars should appear on the casualty report.

6. The instructions of the Transportation Officer should be given in writing, or by telegraph if necessary, so that a copy may accompany the medical accounts for first aid or such other medical services as may be authorized, for the information of our Chief Medical Officer and Comptroller.

7. Employees of the Company, whether authorized to do so or not, when calling for the services of a physician should notify said physician that the call is for first aid only and will not include services rendered subsequent to the first dressing on the Company's premises or adjacent thereto.

#### SIMPLE RULES FOR FIRST AID TREATMENT OF INJURIES

The control of hemorrhage is the duty of the First Aider.

Question: What simple methods should be employed in the control of hemorrhage?

Answer:

Constriction above the wound sufficiently firm to control bleeding, using a handkerchief, necktie, rope or cord. While this method calls for sufficient pressure to control the bleeding, there is danger in tying too tightly or in keeping it on too long.

Lay patient down, elevate bleeding part, cover wound with clean dry dressing and secure with bandage.

Slight hemorrhage can be controlled by latter method by placing firm pad on dressing immediately over wound and secure by bandage. In all cases where possible, the Company's standard First Aid Dressing should be used.

In case of severe hemorrhage, secure medical assistance as soon as possible.

A fracture means a broken bone, and should be treated "ON THE SPOT" before patient is moved from scene of injury. The chief object of the treatment of fractures is to prevent a simple fracture becoming compound. A simple fracture has no connection with the air. In a compound fracture, air comes in contact with the broken bone through a wound in the flesh.

What apparatus is required for the treatment of fractures? Question:

Splints and Bandages. Answer:

Question:

What special feature is required in splints?

Must be firm enough and long enough to support joints above and below fractured bone.

Question: How should bandages be applied?

Firmly but not so tight as to constrict circulation. Answer:

NOTE: - Procure services of doctor as soon as possible.

Question: What should be done for an unconscious person?

If face is pale, - Keep head low and turned to one side. Answer:

If face is flushed, Raise head slightly, turn to one side. In both conditions, Loosen clothing, Procure an abundance of fresh air.

Cover up and keep warm until arrival of doctor.

Question: How should Burns and Scalds be treated?

DO NOT BREAK BLISTERS, exclude air by covering with clean dry dressing and secure with bandage. Keep patient warm and procure medical assistance as soon as possible.

### MEDICAL OFFICERS

DR. K. E. DOWD,

Chief Medical Officer,

Viaduot, 890 Notre-Dame St. West, Montreal, Que.

DR. J. P. McGUIGAN,

In charge of Examinations,

Viaduot, 890 Notre-Dame St. West, Montreal, Que.

DR. C. D. SHORTT,

ST. JEROME DIVISION

ST. JEROME DIVISION

Hawkesbury Dr. E. P. Kelly 
Joliette \*Dr. P. Lamarche 
Montreal \*Dr. Guy W. Johnson 
Dr. L. P. Nelligan 
Dr. E. J. Castonguay 
Dr. R. Gauthier 
St. Jerome \*Dr. A. Laplante 309 Labelle St. 
St. Sauveur \*Dr. J. O. Lapointe

Medical Officer of Treatment,

Viaduct, 890 Notre Dame St. West, Montreal, Que.

MEDICAL CLINIC

MArquette 4731—Local 493. MArquette 4731—Local 494.

DR. C. D. SHORTT DR. J. L. SAVAGE DR. E. P. CARRUTHERS DR. B. R. J. VIOLETTE Viaduct, 890 Notre-Dame St. West, Montreal, Que.

MONTREAL TERMINALS

DR. A. J. GILCHRIST, Regional Medical Officer,

Toronto, Ont.

MEDICAL CLINIC, 1 Simcoe Street, Toronto Ont.

DR. G. M. DOBBIN DR. R. H. KINSMAN

ST. LAWRENCE I STATION	DIVISION SURGEON	DISTRICT
Actonvale	Dr. Leon Gauthier	Vest Switch South Durham to West
Beauharnois	В	eauharnois.
Beloeil		Vest side of Richelieu River to West Switch St. Hubert.
46	Dr. L. C. Haslem	East Switch St. Hilaire to West Switch
Bethel		Vest Switch, Bryant's Pond to West Switch, Gilead.
Bombay		outh Switch, St. Agnes to North Switch
Brockville	Dr. R. E. Preston Dr. M. G. McGuire	Vest Switch Prescott to West Switch Mallorytown.
Coaticook	Dr. C. H. ChurchW	Vest Switch Island Pond to East Switch Hillhurst.
Cornwall		Vest Switch River Beaudette to East Switch Aultsville.
Coteau	Dr. F. MoreauC	Octeau Landing to East Switch Ste. Justine, and West Switch River Beaudette to East Switch Vaudreuil.
Farnham		arnham to West Switch Angeline.
Gorham		Vest Switch, Gilead to Mileage 116.
Granby Groveton		fileage 11 to West Switch Angeline.  fileage 116 to East Switch North
Hemmingford	Dr. A. J. Abran	Stratford. Iemmingford.
Huntingdon		North Switch Huntingdon to South Switch Ste. Agnes.
Island Pond	Dr. W. H. McBrideT	Town of Island Pond.
Lachine	Dr. C. E. Brooks V	Vest Switch St. Henri to East Switch Vaudreuil.
Lewiston		West Switch, Dunns, to West Switch, Mechanic Falls, and Lewiston Sub- Division.
Massena	Dr. F. C. Mason	
Morrisburg	Dr. C. A. LoudenE	East Switch Aultsville to East Switch Cardinal.
North Stratford.		North Stratford to East Switch Island Pond.
Ormstown	Dr. M. R. StalkerN	North Switch Huntingdon to South Switch Ayrness.
	Dr. R. Belanger	Howick to South Switch Brysons and from East Switch Aubrey to West Switch St. Louis.
Portland	Dr. H. R. Ives	Portland to East Switch, Falmouth.
Prescott	Dr. W. J. TaugherI	East Switch Cardinal to West Switch Prescott.
Richmond		Richmond to West Switch Warwick, and West Switch Windsor Mills to West Switch South Durham.
Rouses Point	*Dr.J.L.Page-Remillard.) Dr. H. St. Claire	Rouges Point
Sherbrooke	Dr. P. P. Beaudry	East Switch Hillhurst to West Switch Windsor Mills.
Sorel	*Dr. J. J. Guertin	North Switch St. Louis to Bellevue Jot.
South Paris		West Switch, Mechanic Falls, to West Switch, Bryant's Pond and Norway.
St. Hilaire	Dr. Rolland Gagnier V	West Switch Ste. Madeleine to East side of Richelieu River.
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	STATION	SURGEON DISTRICT
	St. Haycinthe	*Dr. J. L. H. Page West Switch Britannia Mills to West
		*Dr. J. I. H. Page Dr. H. Gagnon
		(Associate) St. Hyacinthe to North Switch St. Louis.
	St. Johns	Dr. G. PhaneufSouth Switch Brosseau to South Switch Grande Ligne.
	St. Lambert	Dr. J. R. Oulton St. Lambert to Longueuil inclusive.
١ ١		Dr. L. A. TrudeauSt. Lambert, Ranelagh, Brosseau, Longueuil, Laprairie and Greenfield Park.
; •	Ste. Martine	Dr. R. MartelSouth Switch St. Regis to South Switch
		Howick and Ste. Martine to Beau- harnois.
·	St. Remi	
		South Switch Barrington and South
	64 D!	Switch St. Regis.
		*Dr. Pierre Hebert Dr. Frank YergeauWest Switch Actonvale to West Switch
` <b>1</b>	Upton	Britannia Mills.
;	Yarmouth	Dr. N. B. T. Barker East Switch, Falmouth, to West Switch,
ı	597-a1	Dunns.  Du Harl M. Plake Waterlan to Mileage 11
	Waterioo	Dr. Earl M. BlakeWaterloo to Mileage 11.
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- 1	OTTAWA DIVISIO	ON.
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١	Alexandria	Dr. D. J. DolanEast Switch Ste. Justine to East Switch Maxville.
١.	Arnprior	Dr.W.B.McNaughton. East Switch Goshen to East Switch Kinburn.
	Barrys Bay	Dr. J. P. McDermott East Switch Barrys Bay to East Switch Madawaska.
۱ ا	Carp	Dr. C. E. Daykin East Switch Graham Bay to East Switch
ı	4	Kinburn and East Switch Bells Corners to West Switch Fitzroy.
. 1	Whitney	Dr. G. C. Post East Switch Madawaska to Two Rivers.
`	Eganville	Dr. M. J. Maleney West Switch Golden Lake to East Switch
,		Admaston.
٠	Hawkesbury	Dr. E. P. KellyNorth Switch Glen Robertson to Haw- kesbury.
,	Killaloe	Dr. C. T. Wallbridge East Switch Barrys Bay to West Switch Golden Lake.
	Lacolle	Dr. G. Dussault South Switch Grande Ligne to Rouses Point inclusive.
	Maxville	Dr. J. Howard Munro. East Switch Maxville to East Switch Carlsbad Springs.
1	Ottawa	Dr. H. E. Minnes East Switch Carlsbad Springs to East
ı	y The Landson	Dr. R. L. Gardner Switch Graham Bay.
	Pembroke	*Dr. John Galligan Brent to Norway Bay. Dr. J. H. Joyner Pembroke to North Switch Golden Lake.
	Renfrew	Dr. G. B. Burwell East Switch Admaston to East Switch (Acting)  Goshen.
	Valleyfield	Dr. C. L. Roman West Switch St. Louis to Soulanges.
1	Coteau	Dr. F. Moreau Coteau Landing to East Switch Ste.
		Justine, and West Switch River Beaudette to East Switch Vaudreuil.
i		dette to east switch vacureum.
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SURGEON	ADDRESS	DISTRICT
	5324 Verdun Ave., Verdun, Phone, York 1800.	Ville Emard, Cote St. Pau City of Verdun south of Church Ave., and Vill
Dr. J. A. Seguin	.5015 Verdun Ave., Verdun, Phone York 1717.	Lasalle.
Dr. S. C. Duffy	577 Ash Avenue, Montreal, Phone, Wilbank 2610.	City of Montreal, west of McGill St. and south of St. Antoine St. to easide of Atwater an
Dr. J. K. Mooney	2153 Wellington St., Mtl. Phone, Wellington 1620.	Church Aves., includin section of Cote St. Par and Verdun south
Dr. I. Cote	2116 Centre St., Montreal, Phone, Wilbank 0755.	Lachine Canal and ear of Church Ave. and P St. Charles.
Dr. J. J. Ryan	733 Laporte Avenue, Montreal, Phone WI-3633	St. Henri, west of Atwat Ave. and north of Lachin Canal, Notre Dame ( Grace and the City
		Grace and the City Westmount.
Dr. R. A. Kerr	400 Kensington Ave., Westmount, Phone WE-6966.	St. Henri, Westmoun Notre Dame de Grac and the Town
Dr. R. C. Stewart	5840 Cote St. Antoine Road, Montreal, Phone EL-8656.	Montreal West.
Dr. P. R. Dunn	2150 Sherbrooke St. West, Montreal, Phone FI-4975.	West of St. Denis St. sour of Pine Ave., to Cote de Neiges and Atwater Av north of St. Antoine S
Dr. L. P. Nelligan	241 McDougall Avenue, Phone, Calumet 3232 or	East of Park Ave., nor of Pine Ave. and She brooke St. including
	4958 St. Catherine St. E., Phone CLairval-7347.	Outremont Park Av Annex and Rosemoun
Dr. Rene Gauthier	6669 St. Denis St., Montreal, Phone Crescent 0509.	North of Sherbrooke S and east of St. Lawren Blvd. to Montreal Nor- inclusive.
Dr. E. J. Castonguay	4231 St. Catherine St. East, Phone Clairval 4542.	East of St. Denis St. ar south of Sherbrooke S
Dr. J. R. Oulton	4 Elm Ave., St. Lambert, Phone St. Lambert, Zone 7-306.	St. Lambert, Ranelag Brosseau, Longueu Laprairie and Greenfie
Dr. L. A. Trudeau	61 Lesperance Street, St. Lambert, Phone St. Lam- bert 2967.	Park.
Dr. C. A. Marlatt	49 College St., St. Laurent, Phone Bywater 2660.	Towns of Mount Roys St. Laurent and Cartie ville.
Dr. C. E. Brooks	61-34th Ave., Lachine, Phone Lachine Zone 8-647.	Dominion and Ville S Pierre to East Swite Vaudreuil.
*Dr. Guy W. Johnson	1005 Sherbrooke St. West, Montreal, Phone Plateau 7881.	

NOTE: -\*denotes: Doctors not on Staff of the Grand Trunk Railway Insurance and Provident Society. Members of this Fund should only be sent to the Society's Medical Officers for attendance.

## HOURS OF SERVICE FOR TRAIN ORDER OFFICES Train Order Offices, other than twenty-four hour Offices, will be open as follows:

ST. LAWRENCE	DIVISION
Week Days	Sundays
Berlin and Lewiston Subdivisions:	
North Stratford 8.00 a.m. to 8.00 p.m.	Closed
Groveton 6.00 a.m. to 9.00 p.m. Percy 7.00 a.m. to 4.00 p.m.	u u
11.00 p.m. to 7.00 a.m. West Milan 7.00 a.m. to 4.00 p.m.	44
Berlin	
Bethel	
Bates 7.30 a.m. to 4.30 p.m.	" "
South Paris 6.30 a.m. to 12.30 a.m. Oxford 8.00 a.m. to 5.00 p.m.	"
Mechanic Falls 8.00 a.m. to 5.00 p.m. Pownal 8.20 a.m. to 5.20 p.m.	"
Lewiston 8.00 a.m. to 5.00 p.m. Portland 6.30 a.m. to 12.30 a.m.	6.30 a.m. to 12.30 a.m.
Sherbrooke Subdivision:	
Windsor Mills 6.00 a.m. to 9.30 p.m.	6.40 a.m. to 10.40 a.m. 5.30 p.m. to 10.00 p.m
Bromptonville 6.00 a.m. to 9.30 p.m.	10.30 a.m. to 1.00 p.m. 5.15 p.m. to 7.55 p.m.
Tannavaille 550 am to 1050 mm	9.00 p.m. to 11.40 p.m.
Lennoxville 5.50 a.m. to 10.50 p.m. Waterville 5.30 a.m. to 7.30 a.m. " 8.00 a.m. to 5.00 p.m.	5.50 a.m. to 10.50 p.m. 4.00 p.m. to 6.40 p.m.
Compton 5.30 a.m. to 4.30 p.m.	12.20 p.m. to 5.00 p.m.
Coaticook 5.15 a.m. to 10.15 p.m. Dixville 5.00 a.m. to 3.00 p.m.	5.15 a.m. to 10.15 p.m. Closed
Norton 5.00 a.m. to 3.00 p.m.	
St. Hyacinthe Subdivision: St. Hubert 6.45 a.m. to 3.45 p.m.	Closed
St. Bruno 6.30 a.m. to 3.30 p.m.	6.30 p.m. to 9.10 p.m.
4.50 p.m. to 6.00 p.m.  Beloeil 5.00 a.m. to 11.30 p.m.  St. Hilaire 6.15 a.m. to 3.15 p.m.	5.00 a.m. to 11.30 p.m. 7.15 a.m. to 9.55 a.m.
St. Madeleine 6.00 a.m. to 3.00 p.m. 5.25 p.m. to 6.25 p.m.	6.30 p.m. to 9.10 p.m.
St. Liboire	Closed 5.30 p.m. to 8.10 p.m.
	500 p.=. 0
Granby Subdivision: Granby 5.45 a.m. to 9.45 p.m.	9.00 a.m. to 1.30 p.m.
Waterloo 5.30 a.m. to 9.30 p.m.	5.15 p.m. to 7.55 p.m. Closed
St. Judes Subdivision: St. Aime	Closed
7.30 p.m. to 9.30 p.m. St. Judes 7.00 a.m. to 4.00 p.m.	
7.00 p.m. to 8.00 p.m.	Mon., Wed., Fri.
Cornwall Subdivision:	2.40 40 5.20
Cardinal	2.40 p.m. to 5.20 p.m. Closed
Aultsville	" "
Mille Roches 7.00 a.m. to 4.30 p.m. Lancaster 7.45 a.m. to 4.45 p.m.	 
Bainsville 7.45 a.m. to 4.45 p.m. River Beaudette 8.00 a.m. to 5.00 p.m.	
Cedars 8.30 a.m. to 6.35 p.m. Vaudreuil 4.30 a.m. to 12.00 night	4.30 a.m. to 12.00 night
Pointe Claire 6.00 a.m. to 12.00 night	3.00 p.m. to 12.00 night
Dorval 6.30 a.m. to 11.30 p.m.	6.45 a.m. to 9.25 a.m. 3.30 p.m. to 11.30 p.m.
Lachine 5.55 a.m. to 11.55 p.m.	5.55 a.m. to 11.55 p.m.

Train Order Offices, other than twenty-four hour Offices, will be open as follows:				
Week Days	Sundays 1			
Rouses Point, Massena, Hemmingford and Beauharnois Subdivisions:	Sunday			
Brosseau 7.00 a.m. to 11.00 p.m.	7.00 a.m. to 3.00 p.m.			
•	5.30 n.m. to 8.10 n.m.			
Lacadie 7.00 p.m. to 4.00 p.m.	5.30 p.m. to 8.10 p.m. 6.30 p.m. to 9.10 p.m.			
7.00 O.M. 30 8.10 D.M.	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$			
Grande Ligne $7.00$ a.m. to $4.00$ p.m.	7.00 a.m. to 9.40 a.m.			
700 nm to \$35 nm	7.00 p.m. to 9.40 p.m.			
Rouses Point10.00 a.m. to 7.00 p.m.	10.00 a.m. to 7.00 p.m.			
11.00 p.m. to 7.00 a.m. Laprairie 8.00 a.m. to 5.00 p.m.	11.00 p.m. to 7.00 a.m.			
Laprairie 8.00 a.m. to 5.00 p.m.	Closed			
St. Constant       8.00 a.m. to 5.00 p.m.         St. Isidore Jct       7.30 a.m. to 4.30 p.m.         St. Isidore       7.30 a.m. to 4.30 p.m.	"			
St. Isidore Jct 7.30 a.m. to 4.30 p.m.	· ·			
Ste. Martine 7.30 a.m. to 4.30 p.m. Ste. Martine 7.30 a.m. to 4.30 p.m.				
Howiek 7 20 cm to 4 25 nm	**			
Howick. 7.20 a.m. to 4.35 p.m. Ayrness. 11.00 p.m. to 5.00 p.m.	"			
Ormstown 6.55 a.m. to 3.55 p.m.	44			
4.15 nm to 5.15 nm				
Huntingdon 5.00 a.m. to 9.00 p.m.	7.40 a.m. to 9.40 a.m.			
J	4.10 p.m. to 8.10 p.m.			
Fort Covington 5.50 a.m. to 3.50 a.m.	7.00 a.m. to 9.40 a.m. 5.30 p.m. to 8.10 p.m.			
5.30 p.m. to 2.30 a.m.	5.30 p.m. to 8.10 p.m.			
Bombay 7.30 a.m. to 4.00 p.m.	Closed			
Helena	"			
Massena Continuous service.	12.00 night to 6.30 a.m.			
	7.30 a.m. to 9.30 a.m.			
St. Remi 7.30 a.m. to 4.45 p.m.	2.30 p.m. to 10.30 p.m.			
Hemmingford 6.40 a.m. to 3.40 p.m.	Closed			
5.00 p.m. to 6.00 p.m. Tues., The	ura Sat			
Beauharnois 8.00 a.m. to 5.00 p.m.	415. Date.			
OTTAWA DIVISION	· •			
	to the second second second			
Alexandria and Vankleek Subdivisions:				
Vars 7.40 a.m. to 4.40 p.m.	Closed			
Limoges 7.45 a.m. to 5.00 p.m.				
Casselman Continuous.	12.01 a.m. to 8.00 a.m.			
	11.00 a.m. to 1.40 p.m.			
Moose Creek 8.00 a.m. to 5.00 p.m.	4.00 p.m. to 12.00 night Closed			
Maxville 8.00 a.m. to 1.00 a.m.	Closed			
Alexandria Continuous service.	12.01 a.m. to 11.30 a.m.			
	4.00 p.m. to 12.00 night			
Glen Robertson 8.30 a.m. to 5.30 p.m.	Closed			
Ste. Justine 8.30 a.m. to 5.30 p.m.	. "			
St. Polycarpe 8.30 a.m. to 5.30 p.m.	"			
Valleyfield 7.00 a.m. to 12.00 night	8.30 a.m. to 11.30 a.m.			
St Louis 720 am to 420 nm	3.00 p.m. to 12.00 night			
St. Louis	Closed			
Vankleek Hill 7.30 a.m. to 4.30 p.m.	11.00 p.m. to 5.00 p.m. Closed			
Dalkeith 7.00 a.m. to 4.00 p.m.	Closed			
Beachburg Subdivision:				
Lake Traverse 8.30 a.m. to 5.30 p.m.	0.20 a.m. to 12.10 n.m.			
Achray 2.30 a.m. to 11.30 a.m.	9.30 a.m. to 12.10 p.m. 1.30 a.m. to 4.10 a.m.			
Beachburg 8.30 a.m. to 5.30 p.m.	Closed			
Portage DuFort 6.30 a.m. to 3.30 p.m.	Closed "			
Bristol 7.30 a.m. to 4.30 p.m.	4.00 a.m. to 6.40 a.m.			
10.30 p.m. to 7.30 a.m.	11.00 p.m. to 1.40 a.m. Mon.			
Fitzroy 7.00 a.m. to 4.00 p.m.	Closed			
Federal	11.30 p.m. to 8.30 a.m. Mon.			
Renfrew and Locksley Subdivisions:				
Whitney 8.00 a.m. to 5.00 p.m.	Closed			
Madawaska 7.00 a.m. to 8.00 a.m. Friday on	ly "			
8.00 a.m. to 5.00 p.m.	T			
Barrys Bay 6.00 a.m. to 7.00 a.m. Friday onl 7.30 a.m. to 7.00 p.m.	ly. 5.00 p.m. to 7.40 p.m.			
Wilno 8.00 a.m. to 5.00 p.m.	Closed			
Killaloe 8.30 a.m. to 5.30 p.m.	5.30 p.m. to 8.10 p.m.			
Golden Lake 8.30 a.m. to 4.30 p.m.	Closed			
Eganville 8.30 a.m. to 5.30 p.m.	6.00 p.m. to 8.40 p.m.			
Caldwell 8.30 a.m. to 5.30 p.m.	Closed			
Douglas 8.30 a.m. to 5.30 p.m.				
Renfrew 8.30 a.m. to 5.30 p.m.	7.00 p.m. to 9.40 p.m.			
Glasgow 8.30 a.m. to 5.30 p.m. Arnprior 8.30 a.m. to 5.30 p.m.	Closed			
Arnprior	7.30 p.m. to 10.10 p.m. Closed			
Carp 8.00 a.m. to 5.00 p.m.	8.00 p.m. to 10.40 p.m.			
Pembroke 6.50 a.m. to 3.50 p.m.	Closed			

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	CIT	TEROME DIVISION	<b>.</b>
		JEROME DIVISION	•
Montfort Subdivision		k Days	Sundays
Roxboro		10 45 n m	4.45 a.m. to 10.45 p.m.
St. Eustache	4.30 a.m. to	12.15 a.m.	7.00 a.m. to 12.15 a.m.
Oka Jet		-	8.30 a.m. to 5.30 p.m. 6.00 p.m. to 8.40 p.m.
Fresniere	7.00 a.m. to	4.00 p.m.	8.00 a.m. to 10.40 a.m.
	9.00 p.m. to	0.ZU D.M. Friday	& Sat. 6.00 p.m. to 8.40 p.m.
St. Jerome	Continuous	6.30 p.m. Sat. Ex. Monday.	8.30 a.m. to 11.10 a.m.
Morin Heighte	12.00 night to	5.30 a.m. Monday	5.30 p.m. to 8.10 p.m.
Morin Heights  Montfort  Sixteen Island  Weir  Arundel	4.45 p.m. to	5.20 p.m. Ex. Fri. &	10.00 a.m. to 12.40 p.m. & Sat. 4.40 p.m. to 7.20 p.m.
Montfort	7.00 p.m. to 7.30 a.m. to	8.00 p.m. Friday 4.30 p.m.	4.30 p.m. to 7.10 p.m.
	5.00 p.m. to	6.00 p.m. Ex. Sat.	1.00 p.m. to 1.10 p.m.
Sixteen Island	7.00 a.m. to	4.00 p.m.	4.00 p.m. to 6.40 p.m.
	5.20 p.m. to	6.20 p.m. Ex. Sat. 8.35 p.m. Fri.	
Wois	4.00 p.m. to	4.40 p.m. Saturday	0.00
Well	5.30 p.m. to	6.30 p.m. Ex. Sat.	3.30 p.m. to 6.10 p.m.
	7.30 p.m. to	9.30 p.m. Friday	
Arundel	6.30 a.m. to	3.30 p.m.	3.30 p.m. to 6.10 p.m.
	8.00 p.m. to	10.00 p.m. Ex. Sat.	•
Huberdeau	3.30 p.m. to	5.30 p.m. Saturday	210 nm to 550 nm
III.	5.45 p.m. to	6.45 p.m. Ex. Sat.	3.10 p.m. to 5.50 p.m.
	8.00 p.m. to	10.00 p.m. Friday	
Lac Remi	6.45 a.m. to	3.45 p.m.	2.30 p.m. to 5.10 p.m.
	3.45 a.m. to	5.45 a.m. Mon. 7.25 p.m. Ex. Sat.	
	6.25 p.m. to 8.30 p.m. to	7.25 p.m. Ex. Sat. 10.30 p.m. Friday	
4 - 4	3.45 p.m. to	4.20 p.m. Sat. 6.00 p.m. Saturday	
	0.00 p.m. to	0.00 p.m. baturday	
Rawdon Subdivision:			
Rawdon	7.00 a.m. to	4.00 p.m.	5.15 p.m. to 7.55 p.m.
CI. T. II.	6.30 p.m. to	7.30 p.m. Friday	x Dat.
St. JulienneSt. Jacques	7.30 a.m. to 7.40 a.m. to	4.30 p.m. 4.40 p.m.	Closed
-	4.40 p.m. to	5.10 p.m. Ex. Fri. 6 7.00 p.m. Friday	& Sat.
	0.00 p.m. to	7.00 p.m. Friday	:
Grenville Subdivision			
Hawkesbury		4.00 p.m. 6.45 p.m. Ex. Sat.	4.30 p.m. to 7.10 p.m.
Grenville	7.00 a.m. to	4.00 p.m.	Closed
St. Andrews East	5.30 p.m. to	6.30 p.m. Ex. Sat.	· ·
Tilanamandiam Cost dia			
L'Assomption Subdiv Crabtree		5.15 p.m.	Closed
	6.30 p.m. to	7.30 p.m.	f
Paradis L'Epiphanie	5.55 p.m. to	6.55 p.m. Friday	7.40 a.m. to 10.20 a.m. 6.30 p.m. to 9.10 p.m.
L'Epiphanie	7.30 a.m. to	1.30 a.m.	7.30 a.m. to 10.10 a.m.
L'Assomption	12.30 a.m. to	5.30 p.m.	6.30 p.m. to 9.10 p.m. Closed
St. Paul L'Ermite	8.00 a.m. to	11.00 p.m.	7.40 a.m. to 10.20 a.m.
Montreal Nord	3.00 a.m. to	11.00 a.m.	6.40 p.m. to 9.20 p.m.
Ahuntaia	2.30 p.m. to	10.30 p.m.	6.30 p.m. to 9.10 p.m.
Ahuntsie	7.50 a.m. to 5.30 p.m. to	4.50 p.m. 7.30 p.m. Ex. Frida	Closed y
Gohier	4.30 s.m. to	8.30 n.m.	4.30 a.m. to 9.30 p.m.
St. Laurent	7.00 a.m. to	12.00 night	Closed
Ville St. Pierre	4.00 p.m. to	11.00 p.m.	• • • • • • • • • • • • • • • • • • • •

## LOCATION AND INSTRUCTIONS GOVERNING "TAKE SIDING" SIGNALS

Morrisburg.... "Take Siding" signal units, designated by illuminated letter "S" located on Eastward signal 938, situated 5,800 feet west of station and on Westward signal 923, situated 2100 feet east of station. These "Take Siding" signal units will be displayed with automatic block signal Rules 501 (b) or 501 (d) only when the operator located at station has received instructions to clear trains in Eastward or Westward sidings.

Despatcher's telephones located at west end of Eastward siding and at east end of Westward siding for use of trainmen to advise Despatcher when trains are clear in siding.

Cornwall...... "Take Siding" signal unit, designated by illuminated letter "S" located on Eastward signal 700, situated 5370 feet west of N.Y.C. crossing at Cornwall Junction, will be displayed with automotive block signal Rules 501 (b) or 501 (d) only when operator has received instructions to clear trains in Eastward siding.

Despatcher's telephone located at west switch of Eastward siding for use of trainmen to advise Despatcher when trains are clear in siding.

Cornwall......"Take Siding" signal unit, designated by illuminated letter "S" located on Westward home signal 669, situated 500 feet east of C.P.R. crossing (mileage 67.00), will be displayed with automatic block signal Rules 501 (b) or 501 (d) only when operator has received instructions to clear trains in Westward siding.

Despatcher's telephone located on Tool House at East End of Yard for use of Trainmen to advise Despatcher when trains are clear in Siding.

St. Hyacinthe... "Take Siding" signal unit, designated by illuminated letter "S" located on Eastward signal 424, situated 1202 feet west of west switch of Eastward siding, will be displayed with automatic block signal Rules 501 (b) or 501 (d) only when trains are to clear in Eastward siding.

Yard telephone located near west switch of Eastward siding for the use of trainmen to advise operator when trains are clear in siding.

St. Rosalie..... "Take Siding" signal unit, designated by illuminated letter "S" located on Westward automatic signal 367 situated 4284 feet east of east switch of siding, St. Rosalie, will be displayed with automatic block signal Rules 501-(b) or 501-(d) only when trains are to clear in siding.

Telephone located at east switch for use of trainmen to advise Operator at St. Hyacinthe when trains are clear in siding.

# INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS BY AUTOMATIC INTERLOCKED SIGNALS, OVER CROSSINGS AT GRADE, WITH:

Canadian National Railways

Maine Central Railroad

Masons

Mechanic Falls. (See page 3)

Canadian Pacific Ry.

Actonvale

Ste. Rosalie Jct.

St. Johns (See page 10)

Cornwall

Barrington

Cornwall (Track to Courtaulds Ltd.)

Vankleek Hill

Montfort Jct. (See page 21)

St. Augustin

L'Epiphanie

Joliette (See page 26)

Arnprior

Masons

•

Montreal & Southern Counties Ry.
Ranelagh

New York Central Railroad

Cecile

Hawthorne

Napierville Junction Railway

Napierville

When complying with Rule 503 (b) trainman must go to the crossing and unlock box marked "Switch," which is protected with switch lock. After waiting five minutes from the time his train stopped, if the lamps inside this box marked with the name or initials of the opposing railway are lighted, and no train is seen approaching on that railway, he must open knife switch and then give signal to proceed. If lamps are not lighted, he will assure himself that no train is approaching on the opposing railway before opening knife switch. After a portion of his train has passed the home signal, he will close the knife switch and lock the box.

In double track territory, movements against the current of traffic are governed by dwarf signals without any approach signals and same procedure must be followed when dwarf signals indicate "Stop."

#### SPECIAL RULES GOVERNING THE HANDLING OF AIR BRAKES

#### TO ALL EMPLOYEES

1. Employees must be thoroughly conversant with the Brake and Signal Equipment and Instructions issued in connection therewith, and must report promptly any trouble or defects.

#### RESPONSIBILITY

2. The Engineman and Conductor are responsible for knowing that the prescribed test of train brakes has been made before starting from terminal stations, also from any point where consist of train has been changed or hose uncoupled. Engineman must personally handle brake valve when making all tests.

#### TERMINAL, ROAD AND RUNNING TESTS

3. These must be made in accordance with the instructions contained in Air Brake Regulations and printed separately as book "A" (Form 8914), issued January 1938.

Engine and Train crews operating in United States territory must be governed by I.C.C. — A.A.R. Train Brake Test requirements.

#### DOUBLE HEADING, ASSISTING AND PUSHER SERVICE

4. When two or more engines are used in any train all hose must be coupled, and brakes tested and operated from the leading engine. Maximum air pressure must be maintained on all engines, and brake valve cut-out cocks closed on all except the leading engine. In case of the leading engine giving up the train short of the destination of the train, a test of the brakes must be made to see that the same are operative from the engineman's valve of the engine remaining with the train.

#### OBSERVING AIR GAUGES

5. Air gauges on engines and cabooses must be observed frequently to see that maximum pressure is being maintained.

#### SETTING OUT CARS

6. When cars are set off at any point between terminals auxiliary reservoirs must be bled before the hand brakes are applied.

#### STANDING ON GRADES

7. When the engine, either with or without cars, is to be uncoupled from the train on a grade, a sufficient number of hand brakes must first be applied to hold the portion of the train to be left standing. After recoupling, hand brakes must not be released until it is known that the train air brake system is fully recharged.

#### CALLING FOR BRAKES

8. A call for brakes when running must be promptly responded to by each Trainman opening a Conductor's valve and then applying hand brakes.

#### RETAINING VALVES

9. Retaining valves must be used when descending the grades designated in special instructions.

#### OPERATIVE BRAKES

10. All trains must have 100% of brakes operative when leaving terminals, except in case of emergency, and must not be run with less than 85% at any time. When cars with brakes cut out are moved in trains, not more than two of such cars shall be handled together, unless they are at the rear of the train ahead of the caboose.

All trains going to the United States must have 100% of brakes operative leaving the last terminal and must not be run with less than 85% at any time. When necessary to cut out brakes on any cars en route in such trains they must be placed together at the rear of the train ahead of the caboose before entering that territory. Transfers working between yards in the same terminal with no intermediate switching involved, must not be run with less than 85% of the brakes in operation at all times.

## HANDLING OF DUAL CONTROL POWER OPERATED SWITCHES BY HAND THROW

In all cases when necessary to hand throw a dual control power operated switch, the signalman (or operator) must first be communicated with and his permission obtained to handle the switch.

Where the switch is equipped with a "Selector" lever, after obtaining permission proceed as follows:—

Unlock and throw the "Selector" lever marked "Motor" (or "Power") to position marked "Hand"; unlock the "Hand-throw" lever and operate the switch after ascertaining that it is in proper mesh; keep the "Selector" lever in "Hand" position until the train or engine has passed over the switch; restore the "Hand-throw" lever to its normal (N) position and "Selector" lever to "Motor" (or "Power") and lock them, advising the signalman (or operator) so that he will assume control.

Where the switch is not equipped with a "Selector" lever, after obtaining permission proceed as follows:—

Remove hand crank which is located in box beneath the telephone and secured by switch lock; remove small cover from top of switch mechanism, insert crank and turn it as far as possible even after the switch points are closed tightly against the stock rail to ensure that switch points are locked, and leave crank in switch mechanism until the train or engine has passed over the switch; after switch has again been set for the main track, restore the hand crank in place between the contact springs in the box and secure by switch lock, advising signalman (or operator) so that he will assume control.

## INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS OVER SPRING SWITCHES

Spring Switches are indicated by signpost with the letters "SS".

Sand must not be used while passing over Spring Switches.

Do not operate Spring Switch by hand until points are closed. Heavy springs are compressed when wheels force the switch points open. If handle of switchstand is released with springs compressed, the force in the spring will be transmitted to the trainman and may cause injury. If absolutely necessary to deviate from above instructions, trainmen must exercise great care to keep away from the handle when it is being released.

Trailing movements may be made over Spring Switches without operating the switch by hand.

A trailing movement over a Spring Switch must not be reversed, or "back-up" movement made, until the train has moved completely through the switch points, or that part of the train standing on the switch uncoupled and moved clear of the switch points and switch set by hand.

Fixed signals, for movements facing the switch, indicate "STOP" unless the points are free from obstruction and have returned to their normal position. Such signals must be approached at a speed that will enable the stop to be made before reaching the switch, and if indicating "STOP" the switch must be inspected by a trainman to ensure that it is in a safe and proper position before proceeding. A "PROCEED" signal indicates that the switch points are in a position for movement over the switch.

If Spring Switch is at the end of a passing siding in automatic signal territory and is equipped with a "Leave Siding Indicator" trainmen will be governed as follows:—

Press switch indicator button as usual and then unlock and open box marked "PUSH BUTTON" and press button. If (a) the switch indicator shows "BLOCK CLEAR" this will cause it to show "BLOCK OCCUPIED" and the signal on the post (LEAVE SIDING SIGNAL) to display a "YELLOW" indication. This indicates that the main track signal in the rear is indicating "STOP" or "STOP AND PROCEED". Main track may then be occupied. If (b) the switch indicator shows "BLOCK OCCUPIED" the "YELLOW" indication (LEAVE SIDING SIGNAL) will not be displayed until the Operator at the station receives authority from the Despatcher and no train is in or closely approaching the block wherein the Spring Switch is located and the main track signal in the rear indicates "STOP" or "STOP AND PROCEED". Rules 510, 511 and 512.

### LOCATION AND INSTRUCTIONS GOVERNING "FLAG STOP" SIGNALS

Electrically operated "Flag Stop" signals governing westward trains, are located on Train Order signal mast at Lachine and Ste. Annes and on pole close to Train Order signal mast Coteau and at Iroquois and Cardinal governing trains in both directions. When displayed, green and white lights will flash in union. Rule 28. The following trains will be flagged manually account closed telegraph offices:—

#### LAWS PERTAINING TO HOURS OF SERVICE U. S. TERRITORY

AN ACT to promote the safety of employees and travelers upon railroads by limiting the hours of service of employees thereon.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled. That the provisions of this act shall apply to any common carrier, or carriers, their officers, agents, and employees, engaged in the transportation of passengers or property by railroad in the District of Columbia or any Territory of the United States, or from one State or Territory of the United States or the District of Columbia, or from any place in the United States to an adjacent foreign country, or from any place in the United States through a foreign country to any other place in the United States. The term "railroad" as used in this act shall include all bridges and ferries used or operated in connection with any railroad, and also all the road in use by any common carrier operating a railroad, whether owned or operated under a contract, agreement, or lease; and the term "employees" as used in this act shall be held to mean persons actually engaged in or connected with the movement of any train.

- Sec. 2. That it shall be unlawful for any common carrier, its officers or agents, subject to this act to require or permit any employee subject to this act to be or remain on duty for a longer period than sixteen consecutive hours, and whenever any such employee of such common carrier shall have been continuously on duty for sixteen hours he shall be relieved and not required or permitted again to go on duty until he has had at least ten consecutive hours off duty; and no such employee who has been on duty sixteen hours in the aggregate in any twenty-four hour period shall be required or permitted to continue or again go on duty without having had at least eight consecutive hours off duty: Provided, that no operator, train despatcher, or other employee who by the use of the telegraph or telephone dispatches, reports, transmits, receives, or delivers orders pertaining to or affecting train movements shall be required or permitted to be or remain on duty for a longer period than nine hours in any twenty-four hour period in all towers, offices, places, and stations continuously operated night and day, nor for a longer period than thirteen hours in all towers, offices, places, and stations operated only during the daytime, except in case of emergency, when the employees named in this proviso may be permitted to be and remain on duty for four additional hours in a twenty-four hour period on not exceeding three days in any week: Provided further, The Interstate Commerce Commission may after full hearing in a particular case and for good cause shown extend the period within which a common carrier shall comply with the provisions of this proviso as to such case.
- Sec. 3. That any such common carrier, or any officer or agent thereof, requiring or permitting any employee to go, be, or remain on duty in violation of the second section hereof shall be liable to a penalty of not less than \$100 nor more than \$500 for each and every violation, to be recovered in a suit or suits to be brought by the United States district attorney in the district court of the United States having furisdiction in the locality where such violations shall have been committed; and it shall be the duty of such district attorney to bring such suit upon satisfactory information being lodged with him; but no such suit shall be brought after the expiration of one year from the date of such violation; and it shall also be the duty of the Interstate Commerce Commission to lodge with the proper district attorney information of any such violations as may come to its knowledge. In all prosecutions under this act the common carrier shall be deemed to have knowledge of all acts of all its officers and agents: Provided, That the provisions of this act shall not apply in any case of casualty or unavoidable accident or the act of God; nor where the delay was the result of a cause not known to the carrier or its officer or agent in charge of such employee at the time said employee left a terminal, and which could not have been foreseen: Provided further, That the provisions of this act shall not apply to the crews of wrecking or relief trains.
- Sec. 4. It shall be the duty of the Interstate Commerce Commission to execute and enforce the provision of this act, and all powers granted to the Interstate Commerce Commission are hereby extended to it in the execution of this Act.

### TRAIN SERVICE

The requirements for ten consecutive hours off duty applies only to such employees as have been on duty for sixteen consecutive hours. The requirement for eight consecutive hours off duty applies only to employees who have not been on duty sixteen consecutive hours but have been on duty sixteen hours in the aggregate out of a twenty-four hour period. Such twenty-four-hour period begins at the time the employee first goes on duty after having had at least eight consecutive hours off duty.

The term "on duty" includes all the time during which the employee is performing service, or is held responsible for performance of service. An employee goes "on duty" at the time he begins to perform service, or at the time he is required to be in readiness to perform service, and goes "off duty" at the time he is relieved from service and from responsibility for performance of service.

"Employees Amenable:" All employees engaged in or connected with the movement of any train as described in Section 1, are within its scope. Train despatchers, conductors, engineers, telegraphers, firemen, brakemen, train baggagemen, who, by rules of carriers, are required to perform any duty in connection with the movement of trains, yardmen, block signal operators, come within the provisions of the statute.

"Act of God:" An Act of God has been generally defined as something which occurs exclusively by the violence of nature; at least an act of nature which implies an entire exclusion of all human agencies.

"Casualty:" Casualty within the meaning of the proviso in Section 3 of the hours of Service Act, is an Act which proceeds from an unknown cause or is an unusual effect of a known cause.

"Unavoidable Accident:" An unavoidable accident must be an inevitable accident which could not have been foreseen and prevented by the exercise of that degree of diligence which reasonable men would exercise under like conditions, and without any fault attributable to the party sought to be held responsible.

"Unforeseen Delay:" Unforeseen delays are those the result of a cause not known to the carrier or its officer or agent in charge of such employee at the time said employee left a terminal, and which could not, by the exercise of seasonable diligence, have been anticipated and prevented.

Train despatchers are charged with responsibility for observance of the law. They must make due allowance for the time employees are on duty before starting from initial point and time ordinarily consumed in securing release after arrival at terminal.

They must in directing the movement of a train, at all times, consider not only conditions known to exist, including state of repair, or efficiency of the locomotive or cars in the train, physical characteristics of the road, weather conditions, performance of the train during earlier part of trip, tonnage of train and all things which, in the judgment of a man skilled in train operation, may retard its movement, but also such customary and usual delays as experience has shown are reasonably likely to arise; and they must allow in addition to the running time of the train a reasonable time to meet such conditions and delays so that employees will not be kept on duty by reason thereof beyond the legal period.

They must not permit a train to pass a relay point or leave a terminal unless it has sufficient time to run to the next relay point or terminal before the expiration of sixteen hours from the time the crew went on duty, or unless adequate provision is made to relieve the crew of said train before the expiration of sixteen hours on duty; and in determining such questions of time reasonable allowance must be made, as above stated not only for all known conditions but also for such customary and usual delays as experience has shown are reasonably likely to arise.

Should a train fail to make the expected run, the despatcher must ascertain the cause, and if delayed by a "casualty," "unavoidable accident," "act of God," or "any occurrence which could not have been foreseen and guarded against," the crew may continue on duty as intended to the next relay point or terminal; otherwise, the crew must be relieved before the expiration of sixteen hours on duty.

A "relay point" is defined as an intermediate station between terminals at which provisions are made to determinate, exchange and start crews; to care for and furnish fuel and water to engines and at which facilities exist to store and switch trains clear of the main track.

Employees deadheading on passenger trains or on freight trains, and not required to perform, or held responsible for the performance of, any service or duty in connection with the movement of the train upon which they are deadheading, are not "on duty" as that term is used in the law regulating the hours of labor of such employees, while so deadheading.

A crew relieved on account of the 16-hour law must, indicate on time slips the time relieved, where and by whom, and in what train deadheaded to terminal.

A crew when put on rest at other than home terminal must indicate on time slip the time relieved for rest and the time they report back for duty.

NOTE.—In all cases where schedules or agreements conflict with the law, the law takes precedence.

There should be no change made in the application of these rulings without first taking it up with the Management.

It is not permissible for any member of the relieved crew, when tied up on excess hours of service law, to watch engine, and every effort must be made to secure competent person to act as engine watchman.

All excess hours of service must be reported by wire to Superintendent.

Conductors will, in addition to wire report, send to Superintendent Form 304, reporting excess hours of train and enginemen, and full information concerning same.

If an employee receives instructions which will require him to exceed the hours of service permitted by the statute, or to report for duty without the period of rest required by the law, he must immediately call that fact to the attention of the person who has given the instructions.

#### **TELEGRAPHERS**

The proviso in Section 2 of the Statute covers every employee, who, by the use of the telegraph or telephone, handles orders pertaining to or affecting train movements. In order to preserve the obvious intent of the law this provision must be construed to include all employees who, by the use of an electrical current, handle train orders or signals which control movements of trains.

The prime purpose of this law is to secure additional safety by preventing employees from working longer hours than those specified in the Act. Therefore a telegraph or telephone operator who is employed in a night and day office may not be required to perform duty in any capacity or of any kind beyond nine hours of total service in any twenty-four hour period.

Operators in a continously operated night and day office who remain on duty ten hours in two shifts of five hours each in a twenty-four-hour period, perform excess hours of service.

A telegraph operator employed for six hours and then, after an interval, for three, in the same twenty-four, is not employed for a longer period than nine hours.

Brief periods allowed for meals should not be deducted from the time of service and does not break its continuity.

The statute is remedial in its intent and must have a broad construction so that the purpose of the Congress may not be defeated. The phrase "continuously operated night and day" is interpreted as applying to all offices, places, and stations operated during a portion of the day and a portion of the night, a total of more than thirteen hours.

The phrase "operated only during the day time" refers to stations which are operated not to exceed thirteen hours, in a twenty-four hour period, and is not considered as meaning that the operator thereat may be employed only during the day time.

The set provides that operators employed at night and day stations, or at day time stations may, in case of emergency, be required to work four additional hours on not exceeding three days in any week. Manifestly, the emergency must be real and one against which the earrier cannot guard.

"In any week" is construed to mean in any calendar week beginning with Sunday. These provisions apply to employees in towers, offices, places, and stations and do not include train employees, who, by the terms of the law, are permitted to be or remain on duty sixteen hours consecutively or sixteen hours in the aggregate in a twenty-four-hour period, and who may occasionally use telegraph or telephone instruments for the receipt of transmission of orders affecting the movement of trains.

NOTE.—In all cases where schedule or agreements conflicts with the law, the law takes precedence.

There should be no change made in the application of these rulings without first taking it up with the management.

All excess hours of service must be reported by wire to Superintendent.

Telegraphers will, in addition to wire report, send to Chief Train Despatcher special form, showing their full name and address, point at which employed, occupation, dates on which excess service is performed, hours worked and hours and minutes of excess service performed, and full information concerning same.

If an employee receive instructions which will require him to exceed the hours of service permitted by the statute or to report for duty without the period of rest required by the law he must immediately call that fact to the attention of the person who has given the instructions.

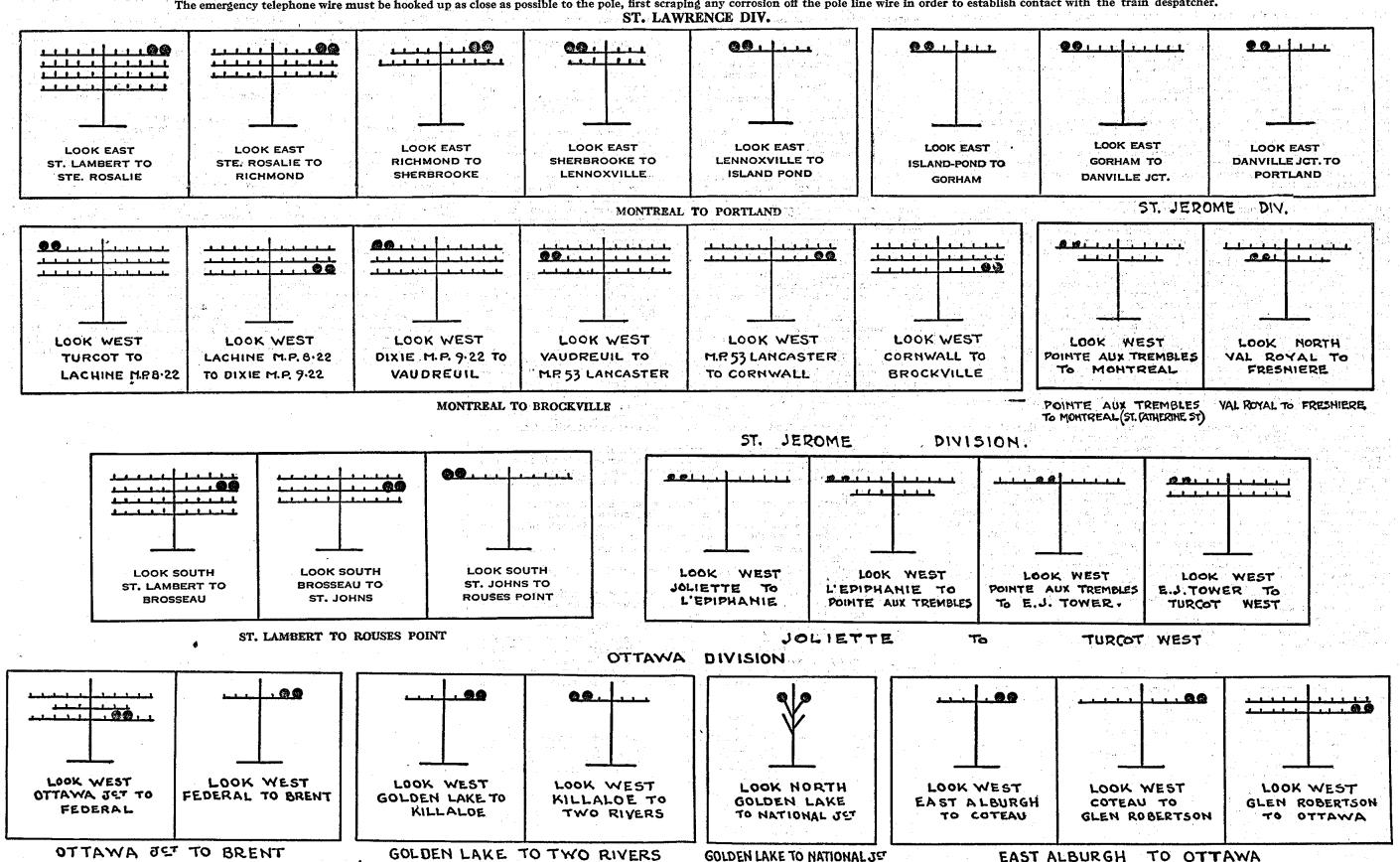
### POLE LINE DIAGRAMS SHOWING LOCATION OF TRAIN PHONE WIRES

COUNT CROSSARMS FROM TOP DOWN

TELEPHONE MUST NOT BE HOOKED UP OTTAWA TO GOLDEN LAKE

TRAIN PHONE WIRES MARKED @

The emergency telephone wire must be hooked up as close as possible to the pole, first scraping any corrosion off the pole line wire in order to establish contact with the train despatcher.



## SPEED SCHEDULE

	er Alexander
Time per Mile	
12 minutes	0 second
6 minutes	0 second
4 minutes	0 second
3 minutes	0 second
2 minutes	24 seconds
2 minutes	0 second
1 minute	43 seconds
1 minute	30 seconds
1 minute	20 seconds
1 minute	12 seconds
1 minute	5 seconds
1 minute	0 second
0 minute	55 seconds
0 minute	51 seconds
0 minute	48 seconds
0 minute	45 seconds
	12 minutes 6 minutes 4 minutes 3 minutes 2 minutes 2 minutes 1 minute 1 minute 1 minute 1 minute 1 minute 0 minute 0 minute 0 minute