

SAFETY FIRST

CANADIAN NATIONAL RAILWAYS

CENTRAL REGION

MONTREAL DISTRICT

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

TIME 16 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,
TORONTO.

W. H. KYLE,
GENERAL SUPERINTENDENT,
MONTREAL.

R. A. McQUADE,
SUPERINTENDENT TRANSPORTATION,
MONTREAL.

ST. LAWRENCE DIVISION

PAGE	SUBDIVISION	FROM	TO	MILES
3	Lewiston	Lewiston Jct.	Lewiston	5.43
3	Norway	South Paris	Norway	1.41
4	Berlin	Portland	Island Pond	149.54
5	Sherbrooke	Island Pond	Richmond	71.48
6-7	St. Hyacinthe	Richmond	Southwark East (Yard Limits)	67.37
8	St. Judes	Bellevue Jct.	Junction Switch (St. Hyacinthe)	31.10
8	Hemmingford	St. Isidore Jct.	Hemmingford	21.29
8	Beauharnois	Ste. Martine	Beauharnois	5.90
9	Granby	Meigs	Waterloo	28.35
9	Lemoyne	Lemoyne	Brodies	0.94
10-11	Massena	Brosseau	Massena	83.83
10-11	Rouses Point	Edison Ave. (Yard Limits)	Rouses Point	40.54
12-13	Cornwall	Manitoba Yard	Turcot West (Yard Limits)	122.89
TOTAL				630.07

A. M. SHEA,
Superintendent,
Montreal, Que.J. N. A. LEVIA,
Asst. Supt.,
Richmond, Que.J. D. McBAIN,
Asst. Supt.,
Brockville, Ont.D. M. TROTTER,
Asst. Supt.,
Montreal, Que.W. A. EASTON,
Train Master,
Montreal, Que.N. T. WALTON,
Train Master,
Coteau, Que.R. AMUNDSEN,
Div. Master Mechanic,
Montreal, Que.T. D. SHIPMAN,
Div. Master Mechanic,
Richmond, Que.W. A. CUNNINGHAM,
Road Foreman of Engs.,
Montreal, Que.Despatching Offices—Montreal, Que.,
Telegraph Call "XD".

R. J. H. WOOD, Chief Despatcher.

R. D. GRAY, Night Chief Despatcher.

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.

J. E. ROUX,
J. M. LETARTE,
I. I. PHILLBROOK,
J. C. MERCIER

Relieving Despatchers.

OTTAWA DIVISION

PAGE	SUBDIVISION	FROM	TO	MILES
16.17	Alexandria	Riverside	East Alburgh (Excl. East Alburgh)	133.85
	Ottawa Terminals	Federal	Ottawa (Union) and Hurdman	8.70
18	Beachburg	Federal	Brent (Excl. Brent)	157.90
19	Renfrew	Ottawa, (Deep Cut)	Two Rivers	162.30
20	Vankleek	Glen Robertson	Hawkesbury (Excl. Hawkesbury)	21.02
20	Locksley	Golden Lake	Pembroke	21.10
TOTAL				504.87

G. T. DUNN,
Superintendent,
Ottawa, Ont.W. H. ROACH,
Asst. Supt.,
Ottawa, Ont.N. T. WALTON,
Train Master,
Coteau, Que.J. H. GIBSON,
Div. Master Mechanic,
Ottawa, Ont.

Despatching Office—Ottawa, Ont.—Telegraph Call "F"

P. L. BONNER, Chief Despatcher

E. F. SHANKS,
N. G. REYNOLDS,
A. R. ASSELIN,
J. F. LESER,
W. C. PESCOD,

Despatchers.

J. R. SINE,
L. POTVIN,
J. E. CORBETT,
O. W. McNAMARA

Relieving Despatchers.

ST. JEROME DIVISION

PAGE	SUBDIVISION	FROM	TO	MILES
20	Grenville	Grenmont	Hawkesbury	31.6
21	Oka	Oka Jct.	End of Steel	5.7
22-23	Montfort	Val Royal	Lac Remi	84.9
24-25	L'Assomption	Joliette	Turcot West	48.0
27	Longue Pointe	Pointe aux Trembles	Montreal (St. Catherine St.)	10.5
27	Rawdon	Rawdon	Paradis	15.8
TOTAL				196.5

W. J. HOTRUM,
Superintendent,
Montreal, Que.J. A. NOBERT,
Asst. Superintendent,
Montreal, Que.R. B. CORRIGAN,
Asst. Superintendent,
Montreal, Que.R. L. HOSLEY,
Div. Master Mechanic,
Montreal, Que.A. H. RIEGER,
Road Foreman of Engs.,
Montreal, Que.T. C. COLLINSON,
Road Foreman of Engs.,
Montreal, Que.

Despatching Office—Montreal, Que.—Telegraph Call "XD"

A. GELINAS, Chief Despatcher, Montreal

J. L. HICKEY,
H. A. AUDETTE,
J. A. GROLEAU,
L. G. CARON,
J. L. W. SPENCER,
A. J. RYAN,

Despatchers.

R. L'ECUYER,
F. DESROCHERS,

Relieving Despatchers.

WATCH INSPECTORS

LOCATION	NAME OF INSPECTOR	ADDRESS
Brockville.....Ont.	H. R. Knowlton & Son..	93 King St. W.
Coaticook.....Que.	J. N. White & Co.....	
Fort Covington.....N.Y.	G. W. Connell.....	
Granby.....Que.	A. G. Pommier.....	
Hawkesbury.....Ont.	G. Mayer.....	
Hemmingford.....Que.	O. Lacasse.....	
Island Pond.....Vt.	F. Elgood.....	
Joliette.....Que.	A. Lechasseur.....	
Lewiston.....Me.	H. G. Bagley.....	85 Main St.

LOCATION	NAME OF INSPECTOR	ADDRESS
Montreal.....Que.	J. D. Brabant, Reg'd...	4042 Ontario St. East.
Montreal.....Que.	J. B. Bissonnette.....	5721 Park Ave.
Montreal.....Que.	A. B. Foster.....	910 Windsor St.
Montreal.....Que.	L. Garant.....	3981 Notre Dame St. W.
Montreal.....Que.	R. Hemsley Ltd.....	394 St. James St. W.
Montreal.....Que.	A. J. Leger.....	4617 St. James St. W.
Montreal.....Que.	W. La Badie.....	1873 Wellington St.
Montreal.....Que.	M. Durocher.....	5192 Notre Dame St. W.
Norway.....Me.	B. L. Hutchins.....	

LOCATION	NAME OF INSPECTOR	ADDRESS
Ottawa.....Ont.	G. G. Nettleton.....	108 Bank St.
Pembroke.....Ont.	J. Deacon Taylor.....	65 Pembroke St. W.
Portland.....Me.	L. C. Hassell.....	241 Congress St.
Richmond.....Que.	J. C. Brouillette.....	
Rouses Point.....N.Y.	G. A. McNally.....	104 Lake St.
Sherbrooke.....Que.	A. C. Skinner Ltd.....	44 Wellington St. N.
St. Hyacinthe.....Que.	Lt. Colonel Roland Pothier	1642 Cascades St.
St. Johns.....Que.	Roger Harbeck.....	186 Richelieu St.
Verdun.....Que.	R. Gaulin.....	4459 Wellington St.
Waterloo.....Que.	W. Courtemanche.....	

BERLIN SUBDIVISION

WESTWARD TRAINS				EASTWARD TRAINS				
SECOND CLASS	FIRST CLASS	Miles from Portland	STATIONS	Train Order or Telephone	Car Capacity		FIRST CLASS	SECOND CLASS
189	17				Sidings	Other Tracks	16	188
Pggr.	Pggr.	Symbols					Pggr.	Pggr.
Except Sunday	Except Sunday						Except Sunday	Except Sunday
AM	L 8.20	K	0.00	PORTLAND	T	YARD	PM	A 5.35
	8.21		0.32	END DOUBLE TRACK				5.32
	8.23		1.25	BACK COVE				5.29
	8.26	C W	2.42	EAST DEERING		YARD		5.26
	8.31		5.54	FALMOUTH	P	65		5.21
	8.40		11.29	YARMOUTH	P	24	S	5.11
	8.45		12.16	YARMOUTH JCT	T	52	S	5.08
			15.32	DUNNS	P			
AM	S 8.56		18.43	POWNA	T	69	S	4.56
L 9.30	S 9.12	* R W	27.59	DANVILLE JCT	T	61	S	4.42
AM	A 9.35	* R Y	29.74	LEWISTON JCT	P	72	L	8.50
			33.07	EMPIRE ROAD	P			4.31
	S 9.29		36.25	MECHANIC FALLS	T	80	S	4.25
	S 9.39		40.35	OXFORD	T	63	S	4.16
	S 9.56	W	47.32	SOUTH PARIS	T	67	S	4.05
	S 10.12		55.66	BATES	T	65	S	3.49
	S 10.24	W	61.30	BRYANT'S POND	T	56	S	3.36
	S 10.31		65.34	LOCKE'S MILLS	T	29	S	3.28
	S 10.41		70.09	BETHEL	T	63	S	3.19
	S 10.49		74.08	ALLENS	P	70	S	3.11
	S 10.59		80.08	GILEAD	T	67	S	3.00
	S 11.09		85.85	SHELBURNE	P	42	S	2.49
	S 11.19	C W K Y	91.61	CORHAM	T	94	S	2.39
	S 11.40	W	97.91	CASCADE				
NOON	11.50		103.27	BERLIN	T	49	S	2.19
	S 12.00		109.36	COPPERVILLE	F	68		2.12
	F 12.04		111.60	WEST MILAN	T		S	2.02
	S 12.09	W	114.34	CRYSTAL	P		F	1.57
	S 12.25		122.16	PERCY	T	76	S	1.53
	F 12.33		126.43	GROVETON	T	134	S	1.39
	S 12.50	W	129.50	MAPLETON	P	75	F	1.30
	1.05		134.56	MASONS				
	1.10		142.81	NORTH STRATFORD	T	96	S	1.18
	A 1.20	C W K	145.80	WENLOCK	P	60		1.05
PM			149.54	EAST BRIGHTON	P	62		1.00
				ISLAND POND	T	YARD	L 12.50	
Except Sunday	Except Sunday			RULE 42 APPLICABLE.			Except Sunday	Except Sunday
				RULE 405 APPLICABLE.				
189	17						16	188

FAST FREIGHT TRAINS

Adv. 428 Leave Portland 1.00 p.m. Arrive Island Pond 11.00 p.m. Daily.

428 " " 11.00 p.m. " " 11.45 a.m. Daily.

P. 490 " Island Pond 5.00 p.m. " Portland 1.00 a.m. Daily.

WAY FREIGHTS

Leave Portland 6.45 a.m. except Sunday for Gorham.

Leave Gorham 6.15 a.m. except Sunday for Portland.

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. 18 will slow down for exchange of U.S. Mails at Empire Road.
Train Despatchers telephones are located as follows:
New Gloucester, mileage 22.87.
Gilead, East switch.

BERLIN SUBDIVISION FOOT NOTES

ENGINE AND CAR RESTRICTIONS

North Stratford.
Heaviest engine permitted to operate on Stratford Plywood siding..... 2600 class

Berlin.
Heaviest engine permitted to operate on Simon Stahl Co. siding and Back Shed track..... 2600 class
All engines prohibited from operating on Armour's siding.
All engines prohibited from operating 200 feet beyond main track switch on Goebel's siding.

Yarmouth.
All engines prohibited from operating on Webber Grain siding.
Heaviest auxiliary crane permitted..... 160 ton

SPEED RESTRICTIONS

SPEED RESTRICTIONS		Miles per hour
Passenger trains between Island Pond and East Deering.....		50
" " East Deering and Portland.....		30
" " on Commercial Street, Portland.....		5
" " on both legs of Wye Lewiston Jct.....		10
Freight trains, engine with caboose or light engine.....		35
between Island Pond and South Paris.....		40
between South Paris and East Deering.....		40
between East Deering and Portland.....		20
on Commercial Street, Portland.....		5
on both legs of Wye Lewiston Jct.....		10

PERMANENT SLOW ORDERS

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 passing over trestle at east end of bridge.	
11.85 and 11.64	Main and Elm Streets Yarmouth.....	10
36.70	Second Street Crossing West Me. C. Ry. Diamond.....	10
53.00	Curve.....	25
75.50 to 76.00	Reverse Curves.....	85
103.40	Curve.....	85
108.61	Curve.....	35
110.88 to 110.90	Curves. Dummer River Bridges.....	85
115.80 to 116.08	Reverse Curves.....	85
121.30	Curve.....	85
189.00 to 189.25	Curves.....	35

PUBLIC HIGHWAY CROSSINGS

First public crossing west of Falmouth.
Maine Public Utilities Commission Order R. R. 2622 dated May 1, 1941:— That in all cases where a train 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 Brown Company.

North Stratford — Main Street, just west of Station.
 “ “ — East Main St. State Highway, three tenths of a mile east of Station.
 Groveton — 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 crossing.

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.

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 qualified accordingly.

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 for Westward track.

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 Siding, 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.

SHERBROOKE SUBDIVISION

WESTWARD TRAINS							Symbols	Miles from Island Pond	Time Table No. 16		Train order or Telephone	Car Capacity		EASTWARD TRAINS							
FIRST CLASS									STATIONS	Siding		Other Tracks	FIRST CLASS								
23	117	209	17	601	111	11							602	210	126	16	218	24	12	112	
Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.							Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	
Except Sunday	Sunday only	Saturday only	Except Sunday	Except Sunday	Sunday only	Except Sunday	Except Sunday	Saturday only	Saturday only	Except Saturday & Sunday	Sunday only	Except Sunday	Except Sunday	Sunday only							
		PM L 2.20	PM L 1.35		AM L 5.00	AM L 4.40	C W K	0.00	ISLAND POND 6.75	T	YARD		AM A 11.50	PM A 12.35	PM A 12.35				PM A 10.25	PM A 11.45	
		2.32	1.47		5.12	4.52		6.75	SUMMIT 4.20	P	50	8		11.39	12.22	12.23			10.14	11.34	
		2.39	1.54		5.18	F 4.59	W	10.95	LAKE 4.83	P	36	17		11.33	12.16	12.17			F 10.07	11.28	
		S 2.47	S 2.02		S 5.26	S 5.07		15.78	NORTON 0.58	T	65	20		L 11.27 A 11.17	L 12.10 A 12.01	L 12.11 A 12.02			S 9.59	S 11.22	
		F 2.49	F 2.04		F 5.28	S 5.09		16.36	STANHOPE 3.93			11		S 11.15	11.58	F 12.00 NOON			S 9.50	S 11.15	
		S 2.55	S 2.10		S 5.34	S 5.15		20.29	DIXVILLE 5.10	T	28	8		S 11.10	11.53	S 11.55			S 9.45	F 11.09	
	PM L 4.40	S 3.08	S 2.23		S 5.45	S 5.26	R W	25.39	COATICOOK 5.28	T	86	85		S 11.02	S 11.40	S 11.47	PM A 12.40		S 9.37	S 11.00	
					F 5.54	F 5.35		30.67	HILLHURST 2.87	P									F 9.27	F 10.50	
	S 4.53	S 3.20	S 2.35		S 5.59	S 5.40		33.54	COMPTON 3.33	T	89	7		S 10.47	11.30	S 11.32	S 12.26		S 9.22	S 10.43	
	S 5.00	S 3.26	S 2.41		S 6.05	S 5.46		36.87	WATERVILLE 7.01	T	47	13		S 10.41	11.25	S 11.26	S 12.20		S 9.16	S 10.37	
								43.88	QUEBEC CENTRAL JCT 0.06												
	S 5.13	S 3.35	S 2.50		S 6.17	S 5.58		43.94	LENNOXVILLE 0.44	T	95	23		S 10.31	11.15	S 11.16	S 12.07		S 9.06	S 10.27	
								44.38	C. P. R. CROSSING 2.44	P											
PM L 6.20	S 5.25	S 3.46	S 3.01	AM L 9.10	S 6.25	S 6.05	B K W	46.82	SHERBROOKE 6.62	T	52	350	AM A 7.45	S 10.25	S 11.10	S 11.10	S 12.00 NOON	PM A 4.35	S 9.00	S 10.20	
S 6.31	S 5.36	S 3.58	S 3.13	S 9.22	S 6.36	S 6.16		53.44	BROMPTONVILLE 4.26	T	94	18	S 7.30	S 10.10	* 10.55	S 10.55	S 11.43	S 4.24	S 8.45	S 10.05	
6.36	5.41	4.02	3.17	F 9.28	6.43	6.23		57.70	TITUS 3.75				F 7.23			10.47	11.36	4.16	8.38	9.57	
S 6.43	S 5.48	S 4.11	S 3.26	S 9.36	S 6.51	S 6.31		61.45	WINDSOR MILLS 4.21	T	67	110	S 7.18	S 9.56	10.41	S 10.41	S 11.30	S 4.11	S 8.33	S 9.51	
6.50	5.55	4.18	3.33	F 9.44	F 7.00	F 6.38		65.66	MORSE 5.82	P	73		F 7.10			10.33	11.21	4.03	F 8.25	9.43	
A 7.00 PM	A 6.05 PM	A 4.30 PM	A 3.45 PM	A 9.55 AM	A 7.10 AM	A 6.50 AM	C W K Y	71.48	RICHMOND	T	YARD		L 7.00 AM	L 9.40 AM	L 10.25 AM	L 10.25 AM	L 11.10 AM	L 3.55 PM	L 8.15 PM	L 9.35 PM	
Except Sunday	Sunday only	Saturday only	Except Sunday	Except Sunday	Sunday only	Except Sunday			RULE 42 APPLICABLE BETWEEN ISLAND POND & SHERBROOKE. RULE 405 APPLICABLE.				Except Sunday	Saturday only	Saturday only	Except Saturday & Sunday	Sunday only	Except Sunday	Except Sunday	Sunday only	
23	117	209	17	601	111	11							602	210	126	16	218	24	12	112	

WAY FREIGHTS Leave Island Pond 6.00 a.m. except Sunday for Richmond.
" " Richmond 5.30 a.m. except Sunday for Island Pond.

*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.
 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.
 *When No. 24 and No. 17 meet at Richmond No. 17 will hold main track at station. No. 24 will stop west of cross-over, west of station and on receipt of proper hand signal proceed to Sherbrooke Subdivision via Danville Subdivision main track and shop lead.

FAST FREIGHT TRAINS				OTHER TRACKS			
Adv. 493	Leave Island Pond.....	4.30 a.m.	Arrive Richmond.....	8.30 a.m.	Ex. Monday		
493	"	4.30 p.m.	"	8.00 p.m.	Daily		
425	" Sherbrooke.....	9.30 p.m.	"	10.30 p.m.	Ex. Sunday		
P. 490	" Richmond.....	11.15 a.m.	" Island Pond.....	3.00 p.m.	Daily		
426	"	5.30 a.m.	" Sherbrooke.....	6.30 a.m.	Ex. Sunday		
Lagueux Siding.....				Point Face	Mileage		
Poulin Siding.....				West	7.59		
City Siding.....				East	12.71		
Brompton Pulp.....				West	48.23		
Wood Yard.....				East	54.97		
					70.15		

ENGINE AND CAR RESTRICTIONS

SUMMIT.....Heaviest engine permitted to operate on Back Track..... 2600 class
 BROMPTONVILLE.....Heaviest engine permitted to operate on Pulp Mill siding..... 2600 class
 WINDSOR MILLS.....Heaviest engine permitted to operate on St. Francis Mill siding and Canada Paper Coal siding..... 2600 class
 Heaviest auxiliary crane permitted..... 160 ton

YARD LIMIT BOARDS ARE LOCATED AS FOLLOWS:

Island Pond.....	4310 feet West of Station.
COATICOOK.....	4500 " East "
"	2400 " West "
SHERBROOKE.....	5800 " East "
"	5800 " West "
RICHMOND.....	5410 " East "
" (Danville Subdivision).....	8000 " East "

SPEED RESTRICTIONS

Passenger trains between Richmond and Stanhope..... Miles per hour 60
 " " between Stanhope and Island Pond..... 55
 Freight trains, engine with caboose or light engine..... 40

PERMANENT SLOW ORDERS

Mileage	Curves	Trains	Light engine
4.24 to 4.89	40	10
8.81 to 9.17	40	10
19.57	40	10
25.39	40	10
33.05 to 38.69	40	10
43.95	40	10
58.70 to 58.99	40	10
60.56 to 61.49	40	10
61.27	40	10
66.44 to 66.79	40	10
70.93	40	10
71.16	40	10

For further speed restrictions see page 29.

RAILWAY CROSSINGS AND JUNCTIONS

QUEBEC CENTRAL JUNCTION..... Junction with Quebec Central Ry. Interlocked; operated from the Interlocking tower at C.P.R. Crossing.
 C.P.R. CROSSING..... Crossing and Junction with Canadian Pacific Ry. Interlocked. (B.T.C.—66464).
 SHERBROOKE..... Connection with Quebec Central Railway.
 RICHMOND..... Sherbrooke is not a "junction" within the meaning of Operating Rule 82.
 INTERLOCKING SIGNAL TERRITORY extends from Danville Subdivision.
 AUTOMATIC BLOCK SIGNAL TERRITORY extends from 7500 feet east of Quebec Central Jct. to 8500 feet west of C.P.R. Crossing. Interlocking and Automatic Block Signal Rules apply.
 BETWEEN QUEBEC CENTRAL JCT. AND C.P.R. CROSSING all movements will be made by signal indication as given by the interlocking Home Signals which will supersede time table superiority and take the place of train orders.
 Indicators at the siding crossover switch west of Lennoxville Station show the approach of Eastward and Westward trains. Indicator at east end of siding switch shows the approach of Westward trains only.

SIDINGS

WINDSOR MILLS..... Track north of main track, west of station, is designated as "siding".
 SHERBROOKE..... Track north of main track, opposite station, is designated as "siding".

ST. HYACINTHE SUBDIVISION FOOT NOTES

St. Jude 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. HYACINTHE.....Heaviest engine permitted to operate on Goodyear siding and east leg of wye.... 2600 class
BELOEIL.....Heaviest engine permitted to operate on Team Track and Canadian Explosives siding..... 2600 class

Heaviest auxiliary crane permitted..... 160 ton

SPEED RESTRICTIONS

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..... 40
Engine with caboose or light engine between Southwark East and Richmond..... 40
Passenger trains over Canadian Pacific Railway Crossing Mileage 21.79 east of Actonvale..... 50
Provided the speed of all passenger trains is restricted to 60 miles per hour and all freight trains to 40 miles per hour when they are approaching and are between the approach and home signals at the said crossing. (B.T.C.—69150).
Passenger trains over Canadian Pacific Railway Crossing Mileage 33.9 Ste. Rosalie Jct..... 50
Provided the speed of all passenger trains is restricted to 50 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).

Mileage PERMANENT SLOW ORDERS Miles per hour
1.44 to 1.75 Curve..... 30
1.78 St. Francis River Bridge — all engines heavier than 50%, single or double headed..... 20
2.71 to 3.04 Curve..... 30
23.40 Ste. Helene Street Crossing
East end Upton Station Platform (B.T.C.—63053)
Eastward Trains..... 15
Westward Trains..... 30
UPTON.....In switching movements on team track over McDougall St. (B.T.C.—62618)..... 10
STE. ROSALIE...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 movements on sidings over this crossing to be protected by flagman. (B.R.C.—18889).
54.78 to 55.19 Curve, both tracks..... 30

For further speed restrictions see page 29.

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

YARD LIMIT BOARDS

RICHMOND..... 8000 feet East of Station. Danville Subdivision.
"..... 6630 " West " " St. Hyacinthe Subn.
*STE. ROSALIE JCT. 7405 " East " " " "
*St. HYACINTHE... 6650 " West " " " "
BELOEIL..... 1360 " East " " " "
"..... 8870 " West " " " "
SOUTHWARK EAST. 2255 feet East of Home Signal.

* (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

WESTWARD TRAINS

FIRST CLASS

WAY FREIGHTS	Leave Richmond 6.00 a.m. Except Sunday for Montreal. Leave St. Hyacinthe 10.30 a.m. Tuesday, Thursday and Saturday for Bonaventure.																	June 20th, 1948	
	23	141	117	39	9	1	17	241	11	111	143	59	29	37	3	27	Symbols	Miles from Richmond	STATIONS
	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.			
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	Symbols			
PM L 7.10	.....	PM L 6.15	.....	PM L 4.45	.....	* PM L 3.55	.....	L 7.05	L 7.20	.....	.....	L 6.05	.....	.....	.....	C W Y	0.00	..... RICHMOND..... 4.73
7.19	.....	6.24	.....	4.54	.....	4.03	.....	S 7.22	S 7.32	.....	.....	6.14	.....	.....	.....	.....	4.73	..... GORE..... 2.62
7.22	.....	6.27	.....	F 4.57	.....	4.07	.....	S 7.29	S 7.38	.....	.....	6.18	.....	.....	.....	.....	7.35	..... LISGAR..... 2.96
* 7.28	.....	S 6.33	.....	S 5.03	.....	4.10	.....	S 7.38	S 7.47	.....	.....	S 6.23	.....	.....	.....	.....	10.81	..... SOUTH DURHAM..... 4.19
7.33	.....	S 6.41	.....	F 5.11	.....	4.15	.....	S 7.46	S 7.54	.....	.....	6.31	.....	.....	.....	.....	14.50	..... DANBY..... 7.58
S 7.44	.....	* 6.51	PM L 5.55	S 5.22	.....	S 4.23	.....	S 7.56	S 8.03	.....	.....	S 6.42	.....	.....	.....	R Y W	22.08	..... ACTONVALE..... 6.37
F 7.54	.....	* 7.01	S 6.05	S 5.32	.....	4.30	.....	S 8.06	8.10	.....	.....	F 6.53	.....	.....	.....	.....	28.45	..... UPTON..... 3.14
8.00	FROM DRUMMONDVILLE SUBDIVISION	* 7.07	S 6.12	S 5.38	.....	4.33	FROM DRUMMONDVILLE SUBDIVISION	S 8.13	8.13	.....	FROM DRUMMONDVILLE SUBDIVISION	F 6.58	FROM DRUMMONDVILLE SUBDIVISION	FROM DRUMMONDVILLE SUBDIVISION	FROM DRUMMONDVILLE SUBDIVISION	.....	31.59	..... ST. LIBOIRE..... 2.28
8.07	.....	* 7.11	F 6.18	5.48	FROM DRUMMONDVILLE SUBDIVISION	4.35	.....	F 8.16	8.16	.....	FROM DRUMMONDVILLE SUBDIVISION	F 7.01	FROM DRUMMONDVILLE SUBDIVISION	FROM DRUMMONDVILLE SUBDIVISION	FROM DRUMMONDVILLE SUBDIVISION	.....	33.87	..... BRITANNIA MILLS.. 4.04
8.14	.....	* 7.21	S 6.25	F 5.58	.....	4.40	.....	S 8.22	.....	.....	FROM DRUMMONDVILLE SUBDIVISION	S 7.08	FROM DRUMMONDVILLE SUBDIVISION	FROM DRUMMONDVILLE SUBDIVISION	FROM DRUMMONDVILLE SUBDIVISION	.....	38.51	..... STE. ROSALIE..... 0.37
8.18	.....	7.23	6.27	* 6.00	.....	4.41	.....	F 8.24	8.23	.....	FROM DRUMMONDVILLE SUBDIVISION	7.10	FROM DRUMMONDVILLE SUBDIVISION	FROM DRUMMONDVILLE SUBDIVISION	FROM DRUMMONDVILLE SUBDIVISION	C W	38.88	..... STE. ROSALIE JCT... 1.73
8.22	PM L 8.03	7.27	6.31	6.04	PM L 5.30	4.43	PM L 3.10	8.27	8.25	L 8.13	L 7.39	7.13	L 6.03	L 5.50	L 4.53	.....	40.61	..... MONTBEC JCT..... 0.37
S 8.25	A 8.05	S 7.33	S 6.37	S 6.10	A 5.31	4.47	S 3.15	S 8.32	S 8.27	A 8.15	S 7.44	S 7.15	S 6.05	S 5.54	S 4.55	K Y W	40.88	..... ST. HYACINTHE..... 7.52
8.42	.....	7.44	S 6.48	S 6.20	5.46	4.57	3.25	S 8.45	8.37	.....	7.54	S 7.25	S 6.15	6.05	5.05	.....	48.40	..... STE. MADEIRA..... 4.17
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	52.57	..... RIBECO..... 0.98
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	53.55	..... ST. HILAIRE EAST... 0.75
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
S 8.50	.....	.....	S 7.03	F 6.34	.....	.....	.....	S 8.58	.....	.....	.....	S 7.37	S 6.29	.....	S 5.17	.....	54.99	..... OTTERBURN FAIR... 0.40
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 5.19	.....	55.39	..... BELOEIL..... 3.94
8.57	.....	8.02	S 7.14	F 6.44	.....	.....	3.38	S 9.08	.....	.....	.....	F 7.46	S 6.38	.....	S 5.26	.....	59.33	..... ST. BASILE LE GRAND... 1.12
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..... 1.92
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 5.32	.....	62.37	..... ST. BRUNO..... 4.09
9.09	.....	* 8.12	S 7.28	F 6.58	6.10	5.18	3.47	S 9.21	9.02	.....	8.18	S 7.56	S 6.56	6.29	S 5.38	.....	66.46	..... ST. HUBERT..... 1.39
9.11	.....	8.15	7.30	7.01	6.13	5.22	3.50	9.25	9.06	.....	8.21	8.00	7.00	6.33	5.40	.....	67.85	..... SOUTHWARK EAST... 6.42
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)
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				RULE 405 APPLICABLE BETWEEN STE. ROSALIE JCT. AND RICHMOND.
23	141	117	39	9	1	17	241	11	111	143	59	29	37	3	27				

FAST FREIGHT TRAINS	Adv. 493 Leave Richmond..... 9.30 a.m. Arrive Montreal (Turcot)..... 2.30 p.m. Ex. Monday. 493 "																
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All trains may leave Montebec Jct., without Terminal Clearance.
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.

DOUBLE TRACK

ST. HYACINTHE SUBDIVISION

EASTWARD TRAINS

FIRST CLASS

Time Table No. 16 Effective June 20th, 1948				EASTWARD TRAINS																		
				FIRST CLASS																		
				Car Capacity																		
STATIONS	Train order or Telephone	Sidings	Other Tracks	10	16	142	218	2	22	124	24	38	12	112	546	4	60	30	230	132		
				Pggr.	Pggr.	Pggr.	Pggr.	Pggr.	Pggr.	Pggr.	Pggr.	Pggr.	Pggr.	Pggr.	Pggr.	Pggr.	Pggr.	Pggr.	Pggr.	Pggr.	Pggr.	Pggr.
				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..... 4.73	T	YARD		AM 9:30	AM 601 10.15		AM 11.00				* PM 3.45		PM 8.00	PM 9.25					AM 1.20			
.....GORE..... 2.02	P	90	9	9.21	10.07		10.51				3.34		S 7.51	9.16					S 1.10			
.....LISCAR..... 2.96	P		11	9.17	10.04		S10.47				F 3.30		S 7.46	F 9.12					S 1.04			
.....SOUTH DURHAM..... 4.19	T	93	75	S 9.13	10.01		S10.43				S 3.23		S 7.41	S 9.08					S12.56			
.....DANBY..... 7.58	P	55	14	F 9.04	9.56		F10.34				3.14		S 7.33	F 8.59					F12.44			
.....ACTONVALE..... 6.37	T	78	106	S 8.54	9.49		S10.24		PM 1.30		S 3.04		S 7.18	S 8.49					S12.31			
.....UPTON..... 8.14	T	90	29	S 8.44	9.43		S10.14		S 1.18		S 2.54		S 7.08	F 8.39					F12.19			
.....ST. LIBOIRE..... 2.28	T	44	22	S 8.38	9.40		S10.09		S 1.13		S 2.49		S 7.03	F 8.34					F12.14			
.....BRITANNIA MILLS..... 4.64	P	90	6	S 8.31	9.38		10.05		F 1.08		F 2.44		F 6.57	8.29					12.10			
.....STE. ROSALIE..... 0.37		90	55	F 8.22	9.33		F 9.57		S 1.01		S 2.37		S 6.50	S 8.21					F12.00 NIGHT			
.....STE. ROSALIE JCT.... 1.73	T	YARD		8.20	9.32		9.55		1.00		2.36		6.49	8.19					11.58			
.....MONTBEC JCT..... 0.27	P			8.16	9.30	AM 9.41	9.51	PM 12.35	12.57		2.34	PM 4.51	6.46	8.16	PM 8.16	PM 8.55	PM 9.25		11.54	PM 11.59		
.....ST. HYACINTHE..... 7.52	T	E 120 W 73	124	S 8.15	S 9.29	L 9.40 AM	S 9.50	L 12.34 12.29	S 12.56	PM 1.35	S 2.33	S 5.50	S 6.45	S 8.15	L 8.15 PM	S 8.54	L 9.24 A 9.18	PM 11.48	L 11.53 PM	L 11.58 PM		
.....STE. MADELEINE..... 4.17	T		11	S 7.57	9.18		S 9.33	12.18	S 12.44	S 1.25	S 2.18	S 5.32	S 6.30	S 7.58		8.40	9.06	S 11.38				
.....RIBECO..... 0.98	P		31																			
.....ST. HILAIRE EAST..... 0.75				S 7.48			S 9.24		S 12.35	S 1.17	S 2.10	S 5.20	S 6.21	F 7.49				S 11.30				
.....ST. HILAIRE..... 0.69	T	W 59	19	S 7.45	9.12		S 9.22	12.11	S 12.32	S 1.14	S 2.08	S 5.18	S 6.18	S 7.47		8.35	8.58	S 11.27				
.....OTTERBURN PARK..... 0.40				S 7.42			S 9.19		S 12.29	S 1.11	S 2.06	S 5.15	S 6.15	S 7.44				S 11.25				
.....BELOEIL..... 3.94	T	E 87 W 77	65	S 7.39	9.09		S 9.17	12.08	S 12.26	S 1.08	S 2.04	S 5.13	S 6.13	S 7.42		8.32	8.55	S 11.23				
.....ST. BASILE LE GRAND..... 1.12	P		6	F 7.32			F 9.10	12.04	F 12.19	S 1.01	S 1.59	S 5.03	S 6.06	S 7.35		8.28	8.50	S 11.16				
.....MONTARVILLE..... 1.92				F 7.30			F 9.08		F 12.17	12.58	F 1.56	S 5.00						F 11.13				
.....ST. BRUNO..... 4.09	T		16	S 7.27	9.01		S 9.05	12.01 PM	S 12.14	S 12.55	S 1.53	S 4.56	S 6.00	S 7.30		8.25	8.47	S 11.09				
.....ST. HUBERT..... 1.39	T		74	S 7.20	8.57		S 8.58	11.57	S 12.08	S 12.48	S 1.48	S 4.48	S 5.53	S 7.23		8.21	8.43	S 11.02				
.....SOUTHWARK EAST..... 6.42		YARD		7.15	8.55		8.55	11.55	12.05 PM	12.45	1.45	4.45	5.50	7.19		8.19	8.41	10.59				
.....MONTREAL..... (Central)	T	YARD		L 6.50 AM	L 8.30 AM		L 8.30 AM	L 11.30 AM	L 11.40 AM	L 12.20 PM	L 1.20 PM	L 4.20 PM	L 5.25 PM	L 6.55 PM		L 8.00 PM	L 8.15 PM	L 10.35 PM				
RULE 405 APPLICABLE BETWEEN STE. ROSALIE JCT. AND RICHMOND.					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	Saturday only	Except Saturday	
				10	16	142	218	2	22	124	24	38	12	112	546	4	60	30	230	132		

ST. HYACINTHE SUBDIVISION FOOT NOTE

OPERATION OF TRAINS BETWEEN STE. ROSALIE JCT. AND MONTBEG 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 MONTBEG 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 movements 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.

RICHMOND..... Automatic block signals 12 and 26 located 5298 feet and 12,320 feet, respectively, west of "end of block eastward" sign, which is located 1096 feet west of Station on north side of main track. Rules 501 to 513.

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 86.

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 26, 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 300 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, Ict. Ict. with Drummondville Subdivision.

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

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.

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 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. ROSALIE....."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

P490	Leave Montreal (Turcot).....	7.30 a.m.	Arrive Richmond.....	10.30 a.m.
492	" " "	3.00 p.m.	" "	6.30 p.m. Daily
426	" " "	11.00 p.m.	" "	4.30 a.m. Ex. Sunday.
406	" " "	1.00 p.m.		
408	" " "	3.00 a.m.		
424	" " "	9.30 p.m.		

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.

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 TRAINS MUST OBTAIN TERMINAL CLEARANCE AT ST. HYACINTHE.

TRAIN INSPECTION

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.

*When No. 24 and No. 17 meet at Richmond No. 17 will hold main track at station. No. 24 will stop west of crossover, west of station and on receipt of proper hand signal proceed to Sherbrooke Subdivision via Danville Subdivision main track and shop lead.

Train Despatchers telephones are located as follows:—

Train Despatchers' Offices are located as follows:—
Actonvale, 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. JUDES SUBDIVISION

NORTHWARD TRAINS		Time Table No. 16		SOUTHWARD TRAINS	
SECOND CLASS		Effective		SECOND CLASS	
267		June 20th, 1948		268	
Mixed		STATIONS		Mixed	
Monday Wednesday Friday		STATIONS		Tuesday Thursday Saturday	
PM L 6.15		ST. HYACINTHE.....		AM A 8.00	
6.22		JUNCTION SWITCH.....		7.55	
S 6.43		ST. BARNABE SOUTH.....		S 7.26	
S 7.04		ST. JUDES.....		S 7.12	
.....		ROY'S SIDING.....		
F 7.25		FLEURY.....		F 7.02	
S 7.42		ST. LOUIS.....		S 6.51	
S 8.04		ST. AIME.....		S 6.35	
S 8.23		ST. ROBERT.....		S 6.15	
A 8.35		BELLEVUE JCT.....		L 6.05	
PM		RULE 27 (7TH PARA.) APPLICABLE.		AM	
267		RULE 42 APPLICABLE.		268	

ST. JUDES SUBDIVISION FOOT NOTES

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

St. Jades Subdivision trains must register and obtain Terminal Clearance at St. Hyacinthe.

St. Jades Subdivision trains may leave Junction Switch and Bellevue Jct. without Terminal Clearance.

St. Jades 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..... 700 and 800 class
Heaviest car permitted, gross weight..... 169,000 lbs.

Heaviest auxiliary crane permitted..... 50 ton

SPEED RESTRICTIONS

Passenger trains between Junction Switch and Bellevue Jct..... 25
Mixed trains, freight trains, engine with caboose or light engine, between Junction Switch and Bellevue Jct..... 20

PERMANENT SLOW ORDERS

Mileage 12.69 Over trestle just north of St. Jades..... 5
(Do not apply brakes while any portion of train in movement over trestle).
(Engines must not be doubleheaded over this trestle).

For further speed restrictions see page 29.

RAILWAY JUNCTIONS

BELLEVUE JCT Junction with Sorel Subdivision.

JUNCTION SWITCH (St. Hyacinthe)..... Junction with St. Hyacinthe Subdivision.

Train Despatchers telephone, located at Junction Switch.

HEMMINGFORD SUBDIVISION

NORTHWARD TRAINS		Time Table No. 16		SOUTHWARD TRAINS	
SECOND CLASS		Effective		SECOND CLASS	
197		June 20th, 1948		198	
Mixed		STATIONS		Mixed	
Monday Wednesday Friday		STATIONS		Tuesday Thursday Saturday	
AM L 7.00		HEMMINGFORD.....		PM A 5.10	
S 7.14		BARRINGTON.....		S 4.57	
S 7.22		SHERRINGTON.....		S 4.49	
S 7.32		ST. MICHEL.....		S 4.39	
S 7.47		ST. REMI.....		A 4.25	
F 7.54		COTE STE. THERESE.....		F 4.17	
A 8.02		ST. ISIDORE JCT.....		L 4.09	
AM		RULE 42 APPLICABLE.		PM	
197		198		200	

HEMMINGFORD SUBDIVISION FOOT NOTES

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate..... 700 and 800 class
Heaviest car permitted, gross weight..... 169,000 lbs.

Heaviest auxiliary crane permitted..... 50 ton

SPEED RESTRICTIONS

Passenger trains..... 30
Mixed trains, freight trains, engine with caboose or light engine..... 20

RAILWAY CROSSINGS AND JUNCTION

ST. ISIDORE JCT.—Junction with Massena Subdivision.

BARRINGTON..... Crossing with Hemmingford Subdivision. Automatic Interlocked 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.

YARD LIMIT BOARD

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

BEAUHARNOIS SUBDIVISION

NORTHWARD TRAINS		Time Table No. 16		SOUTHWARD TRAINS	
SECOND CLASS		Effective		SECOND CLASS	
197		June 20th, 1948		198	
Mixed		STATIONS		Mixed	
Monday Wednesday Friday		STATIONS		Tuesday Thursday Saturday	
AM L 7.00		BEAUHARNOIS.....		PM A 5.10	
S 7.14		ST. MARTINE.....		S 4.57	
S 7.22		ST. MARTINE.....		S 4.49	
S 7.32		ST. MARTINE.....		S 4.39	
S 7.47		ST. MARTINE.....		A 4.25	
F 7.54		ST. MARTINE.....		F 4.17	
A 8.02		ST. MARTINE.....		L 4.09	
AM		RULE 27 (7TH PARA.) APPLICABLE.		PM	
197		198		200	

BEAUHARNOIS SUBDIVISION FOOT NOTES

Trains may leave Beauharnois without Terminal Clearance.

SPEED RESTRICTIONS

All trains and light engines..... 30
For further speed restrictions see page 29.

ENGINE AND CAR RESTRICTIONS

Heaviest auxiliary crane permitted..... 160 ton

RAILWAY JUNCTIONS

ST. MARTINE Junction with Massena Subdivision.

BEAUHARNOIS Connection with New York Central Railroad.

YARD LIMIT BOARDS

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

GRANBY SUBDIVISION

[illegible]

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 at Meigs.
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
------------------------------------	--	--

SPEED RESTRICTIONS

Subdivision	Pgtr. trains	caboose or light engine
WATERLOO to CLOUGH.....	40	20
" " (2600 class engines).....	30	20
CLOUGH to MEIGS.....	40	30
" " (2600 class engines).....	30	30

OTHER TRACK

STARK RIBBON CO.....	Car Capacity 1	Points Face North	Mileage 14.49
----------------------	-------------------	----------------------	------------------

PERMANENT SLOW ORDERS

	Mileage		Miles per hour
GRANBY Subdivision.....	17.00 to 17.80	Southward passenger trains.....	30
"	28.32	Main Street, first crossing south of Melga. (B.T.C.—58912).....	10

RAILWAY CROSSINGS AND JUNCTIONS

MEIGS.....Jct. with Canadian Pacific Railway.
CLOUGH.....Jct. with Montreal and Southern Counties Railway "Electric."
WATERLOO.....Crossing and Connection with Canadian Pacific Railway. Non-interlocked.
".....Main track south of C.P.R. crossing at Waterloo will be occupied by cars after
arrival of No. 608 each night and including Sundays.

YARD LIMIT BOARDS

MEIGS.....	3015 feet South of Station.
WATERLOO.....	2500 " North " "

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 the 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.

SOUTHWARD TRAINS

LEMOYNE SUBDIVISION FOOT NOTES

ENGINE AND CAR RESTRICTIONS

Heaviest Crane permitted	Heaviest Engine permitted to operate	Heaviest car permitted
160 ton	C.V.R. 460 Class C.N.R. 3700 Class	210,000 gross weight

SPEED RESTRICTIONS

	Miles Per Hour
Psg. Trains	Freight Trains, engine with caboose or light engine
20	20

PERMANENT SLOW ORDERS

PERMANENT SLOW ORDERS		Miles per Hour
Mileage		
0.12	Ninth Avenue Crossing Iberville (B.R.C. 52728).....	10

RAILWAY JUNCTIONS

LEMOYNE.....Jct. with Central Vermont Railway.
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

BRODIES.....CPR Yard Telephone located on telegraph pole near Brodies switch, to be used by train crews to communicate with CPR Operator, Iberville, before using CPR main track.

LEMOYNE SUBDIVISION

NORTHWARD TRAINS			Symbols	Miles from Brodies	Time Table No. 16 Effective June 20th, 1948	Train order or Telephone	Car Capacity		SOUTHWARD TRAINS		
FIRST CLASS							Siding	Other Tracks	FIRST CLASS		
	607	605									
	Pgr.	Pgr.						Pgr.	Pgr.		
	Except Sunday From C.P.R.	Except Sunday From C.P.R.			STATIONS			Except Sunday To C.P.R.	Except Sunday To C.P.R.		
	PM	AM						AM	PM		
..... L	3.50	L 7.30	.....	0.00	..... BRODIES.....			A 10.17	A 6.47	.....
.....			.....	0.44	..... CANMONT.....		35	34		
..... A	3.55	A 7.35	.....	0.94	..... LEMOYNE.....			L 10.11	L 6.41	.....
	PM	AM						AM	PM		
	607	605			RULE 42 APPLICABLE.			606	608		

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).

Lemoine Subdivision Northward trains may leave Brodies and Southward trains may leave Lemoine without Terminal Clearance.
Normal position of junction switch to siding at Lemoine is for Lemoine Subdivision.

ROUSES POINT SUBDIVISION FOOT NOTES ENGINE AND CAR RESTRICTIONS

ST. JOHNS.....	Heaviest engine permitted to operate on C.C. & F. siding.....	2600 class
	All switching movements on this siding over Richelieu Street, must be protected by a member of the crew.	
"	Heaviest engine permitted to operate on Columbia Match siding.....	2600 class
"	C.V.R. 700 class engines prohibited on all tracks except No. 1 C.P.R. Interchange track 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.	
"	Following engines cannot take water at stand pipe on Central Vermont track — 5700-6100-6200-6300-6400.	
ROUSES POINT.....	Engines using wye tracks must not exceed speed of five (5) miles per hour. Engines entering or leaving south leg of wye must do so via C.V.R. main track.	

SPEED RESTRICTIONS

Passenger trains.....	60
Freight trains.....	45
Engine with caboose or light engine.....	40

PERMANENT SLOW ORDERS

Mileage		reg. trains	light engine
16.28	Curve, both tracks.....	40	30
24.45			
to	St. JOHN'S.—All trains in zone between and including St. Jacques and Laurier Streets.		
24.86	(B.T.C.—58126).....	10	10
24.99	Jacques Cartier Street (B.R.C.—41191—41605).....	10	10
37.47	St. VALENTIN.—First crossing north of station.....	10	10
	ROUSES POINT.—Between Public crossing, north end of yard, and junction switch with Rutland Railway.....	20	20

RAILWAY CROSSINGS AND JUNCTIONS

EDISON AVE. (St. Lambert) Jct. with Montreal Terminals.
RANELAGE (Mileage 6.89) Crossing with Montreal and Southern Counties Railway. Automatic interlocked signals. B.T.C.—
53753). 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.

BROSSEAU.....Jct. 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.
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) must enter and leave the station and Massena Subdivision trains must not enter upon the double track if a train approaching from either direction on the Rouses Point Subdivision.

Northward trains from Massena Subdivision must see that both signals on the Rouses Point Subdivision 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 is Stop position.

St. Johns (1 mile north). Crossing and Connection with Canadian Pacific Railway. Automatic interlocked signals. (B.T.C.—61484). See special instructions page 36.

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 northward movement over crossing.

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.

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 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 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 once.

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

St. Johns.....Jct. with Central Vermont Railway.
CANTIC.....Crossing and Junction with Alexandria Subdivision. 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.

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.

ROUSES POINT.....Jct. with Rutland, D. & H. and Central Vermont Ry. Rutland Railroad crossing. Interlocked.
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.

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 Railways time table.

ROUSES POINT..... Movement of Canadian National trains or engines to and from D. & H. Engine House over Rutland
 Railway Crossing will be controlled as follows:

For Southwest movement be governed by Rule 601(b) displayed on signal located in Northwest corner 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 in Southeast corner of diamond.

For either movement, position of switches at C.N. connection and Engine House track should be observed.

YARD TELEPHONE

CANTIC.....At southward home signal 419.
St. JOHNS.....At power operated crossover.

ROUSES POINT AND MASSENA SUBDIVISIONS

NORTHWARD TRAINS

FIRST CLASS

307	65	607	79	605	51	21		Miles from Montreux (Bonaventure)
C. V. Pggr.	Rutland Pggr.	Pggr.	Pggr.	Pggr.	Rutland Pggr.	C. V. Pggr.	Symbol	
Daily	Daily	Except Sunday	Except Sunday	Except Sunday	Daily	Daily		
							K W Y	94.7
							R	36.0
			AM				C	78.7
			L 6.15				K W	73.0
			S 6.23					63.1
			F 6.27					66.2
			S 6.34					63.8
			F 6.39					61.2
			S 6.52				W Y	55.7
			F 7.00					51.0
			S 7.10					46.1
			S 7.20					42.5
			S 7.29				W Y	38.7
			S 7.39					37.7
			S 7.49					32.5
			F 7.55					29.2
			7.58					27.8
			S 8.00					26.2
			S 8.14				C K W Y	22.2
			S 8.22					18.7
			F 8.26					17.7
			F 8.28					17.2
			S 8.34					13.1
			S 8.41				R	10.2
	PM				AM		C K W Y	47.1
L 7.19	L 5.00				L 6.50			42.5
7.27	S 5.14				S 7.04	L 6.44	W Y R	37.4
	S 5.22				7.12	6.52		33.7
7.35	S 5.30				7.20	7.00		31.4
S 7.46	S 5.40	PM		AM	S 7.30	S 7.10	K W Y	24.9
7.55	F 5.50	F 4.15		F 7.55	7.40	7.20		18.6
8.04	F 6.00	F 4.26	S 8.41	F 8.06	7.50	7.30	R	16.1
8.11	6.07	4.34	8.48	8.14	7.57	7.37		6.1
A 8.30	A 6.30	A 4.55	A 9.10	A 8.35	A 8.20	A 8.00	K	0.0
PM	PM	PM	AM	AM	AM	AM		
Daily	Daily	Except Sunday	Except Sunday	Except Sunday	Daily	Daily		
307	65	607	79	605	51	21		

ALL TRAINS MUST APPROACH ST. JOHNS
STATION UNDER CONTROL, EXPECTING
TO FIND MAIN TRACK OCCUPIED.

YARD LIMIT BOARDS

EDISON AVE. (ST. LAMBERT)	3360	feet south of Home Signal
St. Johns.....	6600	" South " train order signal St. Johns, Rouses Point Subdivision
"	11458	" North " " " "
"	885	" South " outer main track switch Itherville, C. V. R.
CANTIC.....	4995	" South " Station.
"	5700	" North " " "
ROUSES POINT.....	12350	" North " Junction switch with Rutland Railway.

Train Despatchers telephones are located as follows:—
Ranelagh (Mileage 6.59) †
St. Valentine

CANTIC.....Cars must not be left standing on siding, north of Cantic, less than 150 feet from crossing of Highway No. 52 located near south end of siding.
(B.T.C.—64140).

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 807.

Operator Cantic will register all first class trains.

Trains must obtain Terminal Clearance at Cantic.

ROUSES POINT AND MASSENA SUBDIVISIONS

Time Table No. 16 Effective June 20th, 1948				SOUTHWARD TRAINS						
STATIONS	Train order or Telephone	Car Capacity		FIRST CLASS						
		Sidings	Other Tracks	332	64	606	80	608	52	20
				C. V. Pgr.	Rutland Pgr.	Pgr.	Pgr.	Pgr.	Rutland Pgr.	C. V. Pgr.
				Daily	Daily	Except Sunday	Except Sunday	Except Sunday	Daily	Daily
MASSENA.....	T	YARD								
8.67 HELENA.....	T		10							
7.84 BOMBAY.....			87							
5.71 FORT COVINGTON.....	T	YARD				PM				
4.86 ST. LAGNES.....		22	5			S	5.47			
1.89 BEAVER CROSSING.....						F	5.39			
2.96 WHITES.....		14				S	5.35			
2.06 CARRS.....						F	5.29			
5.46 HUNTINGDON.....	T	45	78			S	5.24			
4.76 DEWITTVILLE.....			8			F	5.11			
4.84 ORMSTOWN.....	T	50	43			S	5.01			
8.66 BRYSONS.....			5	To Alex- andria Subdi- vision		S	4.53			To Alex- andria Subdi- vision
3.89 AYRNESS.....	T	44	27			S	4.40			
1.00 HOWICK.....	T		32			S	4.33			
6.20 STE. MARTINE.....	T		23			S	4.29			
3.25 STE. PHILOMENE.....			4			F	4.20			
1.41 ST. REGIS PIT.....			840				4.14			
1.61 ST. ISIDORE.....	T		8			S	4.11			
4.01 ST. ISIDORE JCT.....	T		19			S	4.08			
3.50 ST. CONSTANT.....	T		9			S	4.01			
1.00 DELSON.....						F	3.51			
0.45 LA TORTUE.....		41				F	3.47			
4.18 LAPRAIRIE.....	T	70	45			S	3.45			
2.35 BROSSEAU.....	T		12			S	3.38			
							3.34			
ROUSES POINT.....	T	YARD		AM	A10.17			PM	A 8.42	
5.18 CANTIC.....	T		18	AM	A 9.31	S10.07			S 8.32	PM 8.50
4.59 ST. VALENTIN.....	P	100	18		9.23	S 9.58			8.23	8.42
8.69 GIRARD.....			10							
2.83 GRANDE LIGNE.....	T	90	15		9.15	S 9.50			8.15	8.34
6.49										
ST. JOHNS.....	T	56	YARD	S 9.06	S 9.41	A10.00		PM	A 6.30	S 8.06* 8.25
6.28 LACADIE.....	T	67	9		8.57*	9.32	F 9.50		F 6.20	7.57 8.14
7.88 BROSSEAU.....	T	63	12		8.48*	9.23	F 9.39	S 3.34	F 6.09	7.48 8.05
4.71										
EDISON AVE.....				8.42	9.17	9.31	3.27	6.01	7.42	7.58
6.10 MONTREAL (Central Stn.)	T	YARD		L 8.20	L 8.55	L 9.10	L 3.05	L 5.40	L 7.20	L 7.40
				AM	AM	AM	PM	PM	PM	PM
RULE 42 APPLICABLE BETWEEN MASSENA AND BROSSEAU.				Daily	Daily	Except Sunday	Except Sunday	Except Sunday	Daily	Daily
RULE 405 APPLICABLE BETWEEN ST. JOHNS AND ROUSES POINT, AND BETWEEN MASSENA AND BROSSEAU.				332	64	606	80	608	52	20

Trains arriving Massena, when no Operator on duty, if required to turn on N.Y.C. Wye, Conductor will contact N.Y.C. Despatcher by telephone to obtain permission for use of tracks. When movement completed he will report to N.Y.C. Despatcher.

FORT COVINGTON 70 foot TURNTABLE

ALL TRAINS MUST APPROACH
ST. JOHNS STATION UNDER
CONTROL, EXPECTING TO FIND
MAIN TRACK OCCUPIED.

FAST FREIGHT TRAINS

430	Leave Montreal (Turcot)....	10.30 a.m.	Arrive Cantic.....	2.30 p.m.	Daily.
432	" " "....	8.45 a.m.	" Rouses Point....	1.45 p.m.	Daily.
436	" " "....	10.00 a.m.	" Huntingdon.....	3.30 p.m.	Daily.
429	" Cantic.....	7.00 p.m.	" Montreal.....	10.30 p.m.	Daily.

WAY FREIGHT

N.Y.C. leave Helena 4.00 p.m. Arrive Massena 4.30 p.m. except Sunday.

MASSENA SUBDIVISION FOOT NOTES ENGINE AND CAR RESTRICTIONS

LAPRAIRIE.....	Heaviest engine permitted to operate on Brick Yard tracks.....	800 class
St. ISIDORE JCT.....	Following engines cannot take water at tank spout — 5700-6000-6100-6200-6300-6400.	
	Mikado engines requiring coal at St. Isidore Jct. will enter coal track at south end.	
FORT COVINGTON....	3700 class engines <u>prohibited on turn table.</u>	
Heaviest auxiliary crane permitted.....		160 ton

SPEED RESTRICTIONS

Passenger trains.....	45
“(All Mikado engines, also 5700, 6000, 6100, 6200, 6300 and 6400 class engines).....	30
Freight trains, engine with caboose or light engine.....	30

PERMANENT SLOW ORDERS

37.70	HOWICK.—First crossing north of station (B.T.C.—68357).....	10
46.16	ORMSTOWN.—First crossing north of station (B.T.C.—60300).....	10
55.42	HUNTINGDON.—Second public crossing north of old station.....	10
55.58	“ First public crossing north of old station.....	10

For further speed restrictions see page 29.

RAILWAY CROSSINGS AND JUNCTIONS

BROSSEAU.....Jct. with Rouses Point 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.

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.

Northward trains from Massena Subdivision must see that both signals on the Rouses Point Subdivision 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.

DELSON.....Crossing with Canadian Pacific Railway. Interlocked. (B.T.C.—61053).

ST. ISIDORE JCT.....Jct. with Hemmingford Subdivision.

STE. MARTINE.....Jct. with Beauharnois Subdivision.

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

HUNTINGDON.....Crossing and Connection with New York Central Railroad. Non-interlocked. Governed by signals, operated by Signalman, except between the hours of 9.15 p.m. and 5.15 a.m. when signals will be set clear for Canadian National trains. In event of emergency, movements required by N.Y.C. over crossing, operator will be called to protect movement. (B.R.C.—45191).

New York Central Railway Manual Block Rule No. 920 reads as follows:
 "Engines within yard limits must receive permission from Signalman,
 before occupying main track and report to Signalman when clear of
 main track."

Canadian National train crews requiring to use New York Central main track for any purpose including wyeing must comply with N.Y.C. Rule 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.

HELENA.....Jct. with New York Central Railroad.
 MASSENA.....Jct. with St. Lawrence Div. N.Y.C. R.R.

YARD LIMIT BOARDS

MASSENA.....	6000 feet	North of N.Y.C. Station.
FORT COVINGTON.....	2790 "	South " Station.
	5560 "	North " "
HUNTINGDON.....	5490 "	South " "
	5340 "	North " "
AYRNESS.....	3725 "	South " "
	2975 "	North " "
STE. MARTINE.....	5145 "	South " "
	4025 "	North " "
ST. ISIDORE JCT.....	4000 "	South " "
	4000 "	North " "
BROSSEAU.....	5155 "	South " Junction Switch.

OTHER TRACKS

	Car Capacity	Points Face	Mileage
ZEPHYR LOOMS & TEXTILES LTD.....	16	South	46.35

CORNWALL SUBDIVISION — (Double Track)

WESTWARD TRAINS

FIRST CLASS

17	279	19	271	1	153	265	263	25	261	259	51	15	257	255	151	253	251	249	247	5	77	47	237	235	227	225	Symbols	Miles from Montreal (Bonaventure)	Effective June 20th, 1948	
Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.			STATIONS	
Daily	Daily	Daily	Daily	Daily	Sunday only	Daily	Except Sunday	Except Sunday	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Daily	Saturday only	Saturday only	Saturday only	Sunday only	Saturday only	Saturday only	Saturday only	Daily	Sun. Tue. Thur.	Daily	Sunday only	Except Sunday	Except Sunday	Except Sunday				
PM L 10.59		PM L 8.55		PM L 8.20	PM L 5.50						PM L 3.35				PM L 12.30						AM L 9.15	AM L 8.50	AM L 8.35				K	0.00	MONTREAL (Central)	
	PM L 10.30		PM L 8.30			PM L 5.15	PM L 4.50	PM L 4.25	PM L 4.15	PM L 3.50		FROM CANADIAN PACIFIC	PM L 1.30	PM L 12.50		PM L 12.15	PM L 12.15	AM L 11.45	AM L 11.15				AM L 7.40	AM L 6.05	AM L 5.20	AM L 4.55	K W	0.00	MONTREAL (Bonaventure)	
11.16	10.42	9.17	8.42	8.37	6.10	5.27	5.02	4.37	4.26	4.02	3.55		1.42	1.02	12.50	12.27	12.27	11.57	11.27	9.37	9.12	8.55	7.52	6.17	5.32	5.05	K W	4.66	TURCOT WEST	
	F 10.46		F 8.46			S 5.31	S 5.06	S 4.41		S 4.06			S 1.46	S 1.06		S 12.31		S 12.01	S 11.31				F 7.56	F 6.21	S 5.36	S 5.09		6.59	DOMINION	
	S 10.48		S 8.48			S 5.33	S 5.08	S 4.43		S 4.08			S 1.48	S 1.08		S 12.33		S 12.03	S 11.33				S 7.58	F 6.23	S 5.38	S 5.11		7.02	CONVENT	
																												7.35	WILLOWS	
* 11.21	S 10.50	* 9.22	S 8.50	* 8.41	* 6.15	S 5.35	S 5.10	S 4.46	4.29	S 4.10	* 4.00			S 1.50	S 1.10	* 12.56	S 12.35	12.32	S 12.05	S 11.35	* 9.41	9.17	* 9.00	S 8.00	S 6.25	S 5.40	S 5.13		7.92	LACHINE
	S 10.53		F 8.53			S 5.38	S 5.13	S 4.49		S 4.13			S 1.53	S 1.13		S 12.38		S 12.08	S 11.38				S 8.03	S 6.28	F 5.43	F 5.15		9.24	DIXIE	
	S 10.56		S 8.56			S 5.41	S 5.16	S 4.53		S 4.15	* 4.04		PM L 3.52	S 1.55	S 1.16		S 12.41	S 12.35	S 12.10	S 11.40				S 8.05	S 6.30	S 5.46	S 5.17	R	10.31	DORVAL
	S 10.59		S 8.59			S 5.44	S 5.19	S 4.58		S 4.18				S 1.58	S 1.19		S 12.44	S 12.38	S 12.13	S 11.43				F 8.08	S 6.33	S 5.49	F 5.20		12.18	STRATHMORE
	S 11.01		S 9.01			S 5.46	S 5.21	S 5.00	S 4.35	S 4.20				S 2.00	S 1.21		S 12.46	S 12.40	S 12.15	S 11.45				F 8.10	S 6.35	S 5.51	S 5.22		12.77	VALOIS
	S 11.03		S 9.03			S 5.48	S 5.23	S 5.02		S 4.22			S 2.02	S 1.23		S 12.48	S 12.42	S 12.17	S 11.47				F 8.12	S 6.37	F 5.53	F 5.24		13.35	LAKESIDE	
	S 11.07		S 9.07			S 5.52	S 5.27	S 5.06	S 4.39	S 4.25	* 4.10		S 2.05	S 1.27		S 12.52	S 12.45	S 12.20	S 11.50				S 8.15	S 6.40	S 5.56	S 5.26		14.64	POINTE CLAIRE	
	S 11.09		F 9.09			F 5.54	F 5.29	S 5.09		F 4.27			F 2.07	F 1.29		S 12.54	S 12.47	S 12.22	S 11.52				F 8.17	F 6.42	F 5.59	F 5.28		15.69	BEACONSFIELD	
	F 11.12		F 9.12			S 5.57	S 5.32	S 5.12	S 4.43	S 4.30			F 2.10	F 1.32		S 12.57	S 12.50	S 12.25	S 11.55				F 8.20	F 6.45	F 6.02	F 5.31		17.57	BEAUREPAIRE	
	F 11.15		F 9.15			F 6.00	F 5.35	F 5.15		F 4.33			F 2.13	F 1.35		S 1.00		S 11.58				F 8.23	F 6.48	F 6.05	F 5.34		19.21	BAIE D'URFE		
* 11.37	S 11.19	S 9.38	S 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	4.02	S 2.16	S 1.39	S 1.10	S 1.04	S 12.55	S 12.31	S 12.01	* 9.57	9.34	S 9.15	S 8.26	S 6.51	S 6.09	S 5.36	W	20.78	STE. ANNES	
	F 11.22		F 9.22			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	F 12.34	F 12.04				F 8.29	F 6.54	F 6.12	F 5.39		22.04	ISLE PERROT	
11.42	AM L 11.30	9.43	AM L 9.30	8.57	6.33	AM L 6.15	AM L 5.50	S 5.32	S 4.55	AM L 4.45	S 4.22	4.05	AM L 2.25	S 1.50	1.14	AM L 1.15	AM L 1.00	AM L 12.40	AM L 12.10	10.02	9.39	F 9.20	AM L 8.35	AM L 7.00	AM L 6.20	AM L 5.45	R	24.43	VAUDREUIL	
					S 6.41			S 5.41	S 5.03				S 1.58									S 9.27						29.18	CEDARS	
					F 6.47			F 5.46	F 5.08				F 2.02									F 9.31						30.40	MUNSTOR	
					* 6.52			S 5.52	F 5.13				F 2.09									S 9.37						31.26	ST. DOMINIQUE	
* 11.59	S 10.00			AM L 9.11	AM L 7.00			S 6.04	AM L 5.20		AM L 4.38	4.19		AM L 2.15	AM L 1.27						S 10.18	9.57	AM L 9.43				C K W Y	34.76	WILSONVALE	
								F 6.08																				37.83	COTEAU	
								S 6.14																				39.80	ST. ZOTIQUE	
								S 6.24																				43.89	RIVER BEAUDETTE	
								S 6.32				4.32									10.34	10.15						48.57	BAINSVILLE	
								S 6.42																				53.94	LANCASTER	
								S 7.00				S 4.47									S 10.52	S 10.32					K W	59.57	SUMMERSTOWN	
																												67.64	CORNWALL	
								7.03																				69.01	CORNWALL JCT.	
																												69.39	ALCEM	
								S 7.09																				72.49	MILLE ROCHES	
								S 7.12																				73.73	MOULINETTE	
								S 7.18				4.57									11.03	10.44						77.28	WALES	
								S 7.27																				81.69	FARRAN'S POINT	
								S 7.32																				84.15	AULTSVILLE	
								S 7.44				5.14									S 11.19	10.58					W	92.57	MORRISBURG	
								S 7.55													* 11.27							99.25	IROQUOIS	
								S 8.05				5.24									* 11.35	11.13						104.76	CARDINAL	
								S 8.18				5.33									S 11.47	AM L 11.25					R	112.65	PRESCOTT JCT.	
								S 8.30																				113.84	PRESCOTT	
								S 8.40				AM L 5.45									AM L 12.05	To Can. Pac. Ry.						120.54	MAITLAND	
												AM L 5.55									AM L 12.15									

CORNWALL SUBDIVISION — (Double Track)

Time Table No. 16 Effective June 20th, 1948		Car Capacity		EASTWARD TRAINS																											
		Train order or Telephone	Siding	Other Tracks	FIRST CLASS																										
STATIONS					226	18	236	16	238	242	244	2	26	48	252	254	256	262	14	272	50	274	270	280	78	152	6	284			
					Psgr. Except Sunday	Psgr. Daily	Psgr. Except Sunday	Psgr. Daily	Psgr. Daily	Psgr. Except Sunday	Psgr. Except Sunday	Psgr. Daily	Psgr. Except Sunday	Psgr. Except Sunday	Psgr. Sunday only	Psgr. Saturday only	Psgr. Saturday only	Psgr. Saturday only	Psgr. Daily	Psgr. Daily	Psgr. Daily	Psgr. Except Sunday	Psgr. Except Sunday	Psgr. Daily	Psgr. Sun. Tue. Thur.	Psgr. Sunday only	Psgr. Daily	Psgr. Daily			
MONTREAL (Central)	MONTREAL (Central)	T	YARD		AM A 6.30		AM A 7.30					AM A 9.00		AM A 10.45					PM A 5.45		PM A 7.10				PM A 9.20	PM A 9.55					
MONTREAL (Bonaventure)	MONTREAL (Bonaventure)	T	YARD		AM A 5.40		AM A 7.15		AM A 7.35	AM A 7.45	AM A 8.10		AM A 9.50		AM A 11.55	PM A 1.15	PM A 2.45	PM A 4.20		PM A 5.55		PM A 7.25		PM A 7.45				PM A 10.40			
TURCOT WEST 1.03	TURCOT WEST 1.03	T	YARD		S 5.27	6.06	S 7.02	7.06	S 7.22	7.32	S 7.57	8.36	S 9.36	10.21	S 11.42	1.02	S 2.32	4.07	5.21	S 5.43	6.47	S 7.12		S 7.32	8.56	9.32		10.27			
DOMINION 0.43	DOMINION 0.43	P			S 5.23		S 6.58		S 7.18		S 7.53		S 9.31		S 11.38	S 12.58		S 4.03		S 5.39		S 7.07		S 7.28							
CONVENT 0.33	CONVENT 0.33	P			S 5.21		S 6.56		S 7.16		S 7.51		S 9.31		S 11.36	S 12.56	S 2.26	S 4.01		S 5.37		S 7.05		S 7.26				\$10.21			
WILLOWS 0.57	WILLOWS 0.57	P	50																												
LACHINE 1.32	LACHINE 1.32	T	W 30	38	S 5.20	5.58	S 6.53	7.00	S 7.13	7.27	S 7.50	8.30	S 9.28	10.15	S 11.35	S 12.55	S 2.25	S 4.00	5.15	S 5.35	6.40	S 7.02		S 7.25	8.50	9.28		\$10.20			
DIXIE 1.07	DIXIE 1.07	T			S 5.17		S 6.48		S 7.09		S 7.48		S 9.24		S 11.33	S 12.53	S 2.23	S 3.58		S 5.33		S 6.59		S 7.23				\$10.18			
DORVAL 1.37	DORVAL 1.37	T		8	S 5.14		S 6.45		S 7.05		S 7.46		S 9.21		S 11.30	S 12.50	S 2.20	S 3.55		S 5.31		S 6.56		S 7.20			PM A 9.53	\$10.15			
STRATHMORE 0.50	STRATHMORE 0.50				S 5.11		S 6.41		S 7.01		S 7.43		S 9.17		S 11.27	S 12.47	S 2.17	S 3.53		S 5.27		S 6.52		S 7.17				\$10.12			
VALOIS 0.58	VALOIS 0.58		7		S 5.09		S 6.39		S 6.59	S 7.19	S 7.41		S 9.15		S 11.25	S 12.45	S 2.15	S 3.50		S 5.25		S 6.50		S 7.15				\$10.10			
LAKESIDE 1.25	LAKESIDE 1.25				S 5.07		S 6.37		S 6.57	S 7.17	S 7.39		S 9.13		S 11.23	S 12.43	S 2.13	S 3.48		S 5.23		S 6.48		S 7.13				\$10.08			
POINTE CLAIRE 1.05	POINTE CLAIRE 1.05	T	W 76	12	S 5.04		S 6.34		S 6.54	S 7.14	S 7.37		S 9.10	10.07	S 11.20	S 12.40	S 2.10	S 3.45		S 5.20		S 6.45		S 7.10	8.43			\$10.05			
BEAUCONFIELD 1.38	BEAUCONFIELD 1.38			8	F 5.01		F 6.31		F 6.51	S 7.35		S 9.07		F 11.17	F 12.37	F 2.07	F 3.42		F 5.17		F 6.42		F 7.07					\$10.02			
BEAUREPAIRE 1.54	BEAUREPAIRE 1.54	P			F 4.58		S 6.28		S 6.48	S 7.08	S 7.32		F 9.04		S 11.14	S 12.34	S 2.04	S 3.39		F 5.14		F 6.39		F 7.04				F 9.59			
BAIE D'URFE 1.57	BAIE D'URFE 1.57	P			F 4.55		F 6.25		F 6.45	S 7.29		F 9.02		F 11.10	F 12.30	F 2.00	F 3.35		F 5.11		F 6.36		F 7.00					F 9.55			
STE. ANNES 1.25	STE. ANNES 1.25	T	W 98	14	S 4.51	5.36	S 6.22	6.32	S 6.42	S 7.02	S 7.27	8.19	S 8.59	9.59	S 11.07	S 12.27	S 1.57	S 3.32	4.59	S 5.08	6.26	S 6.33		S 6.57	8.34	9.13	9.40	S 9.52			
ISLE PERROT 2.39	ISLE PERROT 2.39				F 4.45		F 6.18		F 6.38	S 6.58	F 7.23		F 8.54		F 11.03	F 12.23	F 1.53	F 3.28		F 5.03		F 6.29		F 6.53				F 9.48			
VAUDREUIL 4.75	VAUDREUIL 4.75	T		54	L 4.42	5.30	L 6.15	6.25	L 6.35	L 6.55	L 7.20	8.15	S 8.51	9.55	L 11.00	L 12.20	L 1.50	L 3.25	4.54	L 5.00	6.20	L 6.25	PM A 6.40	L 6.50	S 8.29	9.09	9.36	L 9.45			
CEDARS 1.22	CEDARS 1.22	T		12									S 8.45	9.48									S 6.31		S 8.21	9.02					
MUNSTOR 0.86	MUNSTOR 0.86	P		400																											
ST. DOMINIQUE 3.50	ST. DOMINIQUE 3.50			13									S 8.41										S 6.25		F 8.13	F 8.57					
WILSONVALE 3.07	WILSONVALE 3.07			9									S 8.37										F 6.21		S 8.08	S 8.52					
COTEAU 1.97	COTEAU 1.97	T	W 102	YARD		S 5.12		6.09				L 8.02	S 8.31	L 9.38					S 4.38		L 6.07		L 6.15		S 8.02	L 8.45	9.24				
ST. ZOTIQUE 3.55	ST. ZOTIQUE 3.55												F 8.23												F 7.59						
RIVER BEAUDETTE 5.15	RIVER BEAUDETTE 5.15	T		12		5.03							S 8.18												S 7.54						
BAINVILLE 5.37	BAINVILLE 5.37	T	W 66	11									S 8.10												F 7.47						
LANCASTER 5.63	LANCASTER 5.63	T		31		4.52		5.51					S 7.59						4.21						S 7.40		9.08				
SUMMERSTOWN 8.07	SUMMERSTOWN 8.07	P	W 101	13									S 7.50												F 7.31						
CORNWALL 1.37	CORNWALL 1.37	T	YARD		S 4.37		S 5.36						S 7.38						S 4.06						S 7.20		S 8.54				
CORNWALL JCT. 0.33	CORNWALL JCT. 0.33	P				4.27							* 7.28																		
ALCEM 3.10	ALCEM 3.10	P		160																											
MILLE ROCHES 1.24	MILLE ROCHES 1.24	T		73									S 7.23												F 7.10						
MOULINETTE 3.55	MOULINETTE 3.55												S 7.18												F 7.07						
WALES 4.41	WALES 4.41	T		22		4.17		5.21					S 7.13						3.49						F 7.01		8.40				
FARRAN'S POINT 2.46	FARRAN'S POINT 2.46												S 7.04												F 6.54						
AULTSVILLE 8.42	AULTSVILLE 8.42	T	W 100	24									S 6.59												F 6.50						
MORRISBURG 6.88	MORRISBURG 6.88	T		51		4.01		5.06					S 6.47						S 3.33						S 6.39		8.26				
IROQUOIS 5.51	IROQUOIS 5.51	T		31									S 6.35						* 3.25						F 6.31						
CARDINAL 7.89	CARDINAL 7.89	T		72		3.50		4.54					S 6.26						* 3.17						F 6.25		8.16				
PRESCOTT JCT. 1.19	PRESCOTT JCT. 1.19	P											S 6.12						S 3.07						S 6.14		8.09				
PRESCOTT 6.70	PRESCOTT 6.70	T	W 149	79	S 3.39			4.44					S 5.58												F 6.07						
MAITLAND 5.08	MAITLAND 5.08	P		8									S 5.50												F 6.00						
BROCKVILLE 0.62	BROCKVILLE 0.62	T	YARD			L 3.20		L 4.25					L 5.50						L 2.50						L 6.00		L 7.55				
MANITOBA YARD	MANITOBA YARD	T	YARD			AM		AM					AM						PM						PM		PM				
FOR CORNWALL SUBDIVISION FOOT NOTES, SEE PAGES 14 and 15.					Except Sunday	Daily	Except Sunday	Daily	Daily	Except Sunday	Except Sunday	Daily	Except Sunday	Except Sunday	Sunday only	Saturday only	Saturday only	Saturday only	Daily	Daily	Daily	Except Sunday	Except Sunday	Daily	Sun. Tue. Thur.	Sunday only	Daily	Daily			
					226	18	236	16	238	242	244	2	26	48	252	254	256	262	14	272	50	274	270	280	78	152	6	284			

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 beyond.
- *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 occupied.
- 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 movement of all trains between Turcot 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 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.....	East end of Eastward siding.
"	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 switches.
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 near switch.
Interlocking Signal Rules apply. Rule 620 is modified accordingly. For further instructions see Page 36.	

ENGINE AND CAR RESTRICTIONS

DOMINION.....	Heaviest engine permitted to operate on Jenkins Valve 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
All engines prohibited 50 feet west of freight shed on Canada Starch Company siding.		
PRESCOTT.....	Heaviest engine permitted to operate on Canadian Oil Company siding and Elevator tracks.....	3700 class
Heaviest auxiliary crane permitted.....		160 ton

SPEED RESTRICTIONS

Passenger trains between Brockville and Lachine.....	80
Passenger trains between Lachine and Yard Limit Board Turcot West.....	60
Westward freight trains between Yard Limit Board Turcot West and Brockville.....	60
Westward engine with caboose or light engine between Yard Limit Board Turcot West and Brockville.....	40
Eastward freight trains between Brockville and Lachine.....	60
Eastward engine with caboose or light engine between Brockville and Lachine	40
Eastward freight trains, engine with caboose or light engine between Lachine and Yard Limit Board Turcot West.....	30
LACHINE.....Over St. Joseph Street on wharf track.....	10
WILLOWS.....Over Laminated Paper Co. Siding.....	5
(All engines restricted on this siding beyond gate).	
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.C.-66289).....	50

CORNWALL SUBDIVISION FOOT NOTES — Continued

Mileage	PERMANENT SLOW ORDERS	Pagr. trains	Miles per hour Freight trains, engine with caboose or light engine
7.30 to 7.70	Curves eastward track.....	60	30
7.30 to 7.70	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	..
111.20 to 112.60	Curves both tracks.....	60	..

For further speed restrictions see page 29.

YARD LIMIT BOARDS

*MANITOBA YARD.....	9390 feet West of Yard Office.
*BROCKVILLE.....	7000 " East " Station.
CORNWALL.....	4000 " East " "
".....	7300 " West " "
COTEAU.....	5610 " East " "
".....	6815 " West " "
TURCOT WEST.....	3480 " West " "

*(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).

DORVAL..... Junction with Canadian Pacific Ry. (B.R.C.—49710).

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.

PRESOTT JCT..... Junction with Canadian Pacific Railway.

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

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

PRESOTT..... 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 3¼ 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:

Brockville..... located at Signal 1247.
Manitoba Yard..... " " Signal 1272.
Coteau..... " " west switch, eastward siding.
Coteau..... " " east switch, westward siding.
Vaudreuil..... " " west crossover switch.
Ste. Annes..... " " east switch, westward siding.
Pointe Claire..... " " west switch, eastward siding.

FAST FREIGHT TRAINS

437	Leave Montreal (Turcot).....	2.00 a.m.	Arrive Coteau.....	3.25 a.m.	Ex. Sun.
493	" Montreal (Southwark).....	3.00 a.m.	" Brockville... ..	9.00 a.m.	Daily
441	" Montreal (Turcot).....	5.00 a.m.	" "	10.15 a.m.	Daily
491	" Coteau.....	7.45 a.m.	" "	11.45 a.m.	Daily
495	" Montreal (Bonaventure)	6.00 p.m.	" "	10.55 p.m.	Ex. Sun.
401	" Montreal (Bonaventure)	10.45 p.m.	" Coteau.....	1.00 a.m.	Daily
B. 490	" Brockville... ..	12.30 a.m.	" "	4.05 a.m.	Daily
P. 490	" "	1.00 a.m.	" Montreal (Turcot).....	5.00 a.m.	Daily
444	" "	1.30 a.m.	" Montreal (Bonaventure)	5.30 a.m.	Ex. Mon.
438	" Coteau.....	2.30 a.m.	" Montreal (Turcot).....	4.45 a.m.	Ex. Mon.
492	" Brockville... ..	6.30 p.m.	" "	11.30 p.m.	Daily
402	" Coteau.....	11.35 p.m.	" "	1.00 a.m.	Daily

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

	Car Capacity	Points Face	Mileage
VAUDREUIL DOUBLING SIDING	93	West	27.83
ELEVATOR SPUR.....	Yard	East	112.00

"FLAG STOP" SIGNALS

LACHINE..... governing Westward trains.
STE. ANNES..... " " "
COTEAU..... " " "
IROQUOIS..... " Eastward and Westward trains.
CARDINAL..... " " "

For instructions see Page 36.

ALEXANDRIA SUBDIVISION

WESTWARD TRAINS

SECOND CLASS									FIRST CLASS							Miles from East Alburgh	STATIONS
639	637	635	633	631	627	625	621	619	1	307	153	51	151	47	21		
Mixed	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Symbol	
Daily	Daily	Sunday only	Sunday only	Daily	Daily	Saturday only	Daily	Except Sunday	Daily	Daily	Sunday only	Except Saturday & Sunday	Saturday only	Daily	Daily		
										PM L 7.00					AM L 6.16	R Y	0.00 EAST ALBURGH.....
										7.05					6.21		2.37 ROGERS.....
										7.12					6.28		5.05 NOYAN.....
										A 7.18					A 6.34	R Y	2.42 CANTIC.....
										PM					AM		1.10
										To Rouses Point Subdi- vision					To Rouses Point Subdi- vision		10.94 NAPIERVILLE.....
																	0.28 LACOLLE.....
																	3.56 HENRYSBURG.....
																	6.64 BARRINGTON.....
																	4.56 HOLTON.....
																	5.44 AUBREY.....
																W Y	5.30 AYRNESS.....
																	5.90
																	42.62 ST. LOUIS.....
PM L 10.50	PM L 9.35	PM L 8.20	PM L 6.35	PM L 5.35	PM L 4.05	PM L 1.00	AM L 9.15	AM L 8.00								R	49.18 CECILE.....
F 11.00	F 9.45	F 8.30	F 6.45	F 5.45	F 4.15	F 1.10	F 9.25	F 8.10									2.50 VALLEYFIELD.....
A 11.05	A 9.50	A 8.35	A 6.50	A 5.50	A 4.20	A 1.15	A 9.30	A 8.15	PM L 9.11	PM L 7.04	PM L 4.44	PM L 1.30	AM L 9.49			C W Y	3.27 SOULANGES.....
																	2.08 COTEAU.....
																	3.89
										S 7.11	S 4.50	S 1.36	S 9.55				60.92 ST. POLYCARPE.....
									9.18	F 7.16	S 4.54	S 1.41	9.59				2.31 DE BEAUJEU.....
									9.23	S 7.25	S 5.03	S 1.48	10.05				4.80 STE JUSTINE.....
									9.28	S 7.33	S 5.11	S 1.56	10.15			Y	4.54 GLEN ROBERTSON.....
																	7.47
									S 9.38	S 7.46	S 5.24	S 2.08	10.27			W	80.04 ALEXANDRIA.....
									9.45	F 7.54	S 5.35	S 2.18	10.37				6.65 GREENFIELD.....
									9.50	S 8.01	S 5.45	S 2.26	10.45				4.72 MAXVILLE.....
									9.56	S 8.10	S 5.55	S 2.36	10.54				5.94 MOOSE CREEK.....
									10.04	S 8.19	S 6.06	S 2.46	11.04			W	7.20 CASSELMAN.....
									10.13	S 8.29	S 6.17	S 2.56	11.14				8.38 LIMOGES.....
																	4.88
									10.19	S 8.36	S 6.25	S 3.04	11.22				6.23 VARS.....
									10.27	F 8.46	S 6.36	S 3.15	11.32				6.23 CARLSBAD SPRINGS.....
																	5.91
																	129.95 HAWTHORNE.....
									10.39	8.59	6.49	3.29	11.44			R	133.85 OTTAWA Terminal.....
									A 10.45	A 9.05	A 6.55	A 3.35	A 11.50			C W Y	135.83 OTTAWA Terminal.....
Daily	Daily	Sunday only	Sunday only	Daily	Daily	Saturday only	Daily	Except Sunday	Daily	Daily	Sunday only	Except Saturday & Sunday	Saturday only	Daily	Daily		
639	637	635	633	631	627	625	621	619	1	307	153	51	151	47	21		

TRAIN INSPECTION

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

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

AYRNESS... 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.

ALEXANDRIA SUBDIVISION FOOT NOTES

All trains leaving Ottawa Terminals, must receive train order Form W.
Operator Riverside will register all trains. Conductors not required to deliver register ticket.
Trains may leave Riverside without Terminal Clearance except when train orders are received at Riverside, in which case Terminal Clearance must be obtained.
Coteau is a register station for Alexandria Subdivision trains, and for trains originating or terminating 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 examine train register at Coteau.
Valleyfield is a register station, only for trains originating or terminating at Valleyfield.

THE MOVEMENT OF TRAINS BETWEEN EAST ALBURGH AND CANTIC IS UNDER THE JURISDICTION OF THE CENTRAL VERMONT RAILWAY TRAIN DESPATCHERS AT ST. ALBANS.
Operator Cantic will register all first class trains.
Trains must obtain Terminal Clearance at Cantic.
Trains must obtain Form "W" order prior to, or at Cantic, otherwise must stop to permit Conductor to examine train register.
Train order signal on north side of East Alburgh station governs Alexandria Subdivision trains only.
Operator East Alburgh will register trains.
Trains en route from Alexandria Subdivision to Swanton Subdivision must receive Form "W" order prior to, or at East Alburgh, otherwise must stop and examine train register at East Alburgh.

FAST FREIGHT TRAINS

401 Leave Coteau..... 1.00 a.m. Arrive Ottawa..... 4.00 a.m. Daily.
437 " "..... 3.45 a.m. " "..... 7.00 a.m. Ex. Sunday.
491 " East Alburgh... 5.15 a.m. " Coteau..... 7.45 a.m. Daily.
429 " "..... 5.45 p.m. " Cantic..... 6.15 p.m. Daily.

WAY FREIGHTS

Leave Coteau 7.00 a.m., Except Sunday for Ottawa.

PERMANENT SLOW ORDERS

Mileage
0.42 All trains over west wye switch East Alburgh.
8.50 All trains over trestle.
11.26 Westward trains over first public Crossing West of Lacolle Station (BTC-70860)
52.76 to 53.67 Curves. All trains.
81.75 to 82.75 Curves (Passenger trains, engine with caboose or light engine.)
For further speed restrictions see page 29.

ALEXANDRIA SUBDIVISION FOOT NOTES

SPEED RESTRICTIONS

Miles per hour
80 Passenger trains between Coteau and Riverside.
40 Passenger trains between Coteau and Cantic.
40 Passenger trains between Coteau and East Alburgh.
60 Freight trains between Coteau and Riverside.
40 Engine with caboose or light engine between Coteau and Riverside.
40 Freight trains, engine with caboose or light engine between Coteau and East Alburgh.
60 Passenger trains over Canadian Pacific Railway Crossing De Beaujeu Mileage 63.23 (B.T.C.-63574).
60 Passenger trains over New York Central Railroad Crossing Hawthorne mileage 129.95 (BTC-70844).

RULE 42 APPLICABLE BETWEEN VALLEYFIELD AND EAST ALBURGH.
RULE 405 APPLICABLE.

ALEXANDRIA SUBDIVISION

Time Table No. 16 Effective June 20th, 1948				EASTWARD TRAINS														
STATIONS	Train order or Telephone	Car Capacity		FIRST CLASS						SECOND CLASS								
		Siding	Other Tracks	2	48	332	50	152	20	620	622	626	628	630	632	634	638	640
				Pgr.	Pgr.	Pgr.	Pgr.	Pgr.	Pgr.	Pgr.	Pgr.	Pgr.	Pgr.	Pgr.	Pgr.	Pgr.	Pgr.	Pgr.
				Daily	Except Sunday	Daily	Daily	Sunday only	Daily	Except Sunday	Daily	Daily	Saturday only	Daily	Daily	Sunday only	Sunday only	Daily
EAST ALBURGH.....	T		42			AM 9.48			PM 9.09									
ROGERS.....		97				9.44			9.04									
NOYAN.....			21			9.37			8.57									
CANTIC.....	T	S. 69 N. 98	28			L 9.32 AM			L 8.51 PM									
NAPIERVILLE.....																		
LACOLLE.....			13															
HENRYSBURG.....	P	77	11			From Rouses Point Subdi- vision			From Rouses Point Subdi- vision									
BARRINGTON.....	P	57	12															
HOLTON.....	P		6															
AUBREY.....	P	81	11															
AYRNESS.....	T	71	31															
ST. LOUIS.....	T	59	13															
CECILE.....	P	41																
VALLEYFIELD.....	T	62	69							AM 7.45	AM 8.50	AM 10.40	PM 1.50	PM 4.55	PM 6.25	PM 7.20	PM 9.00	PM 10.20
SOULANGES.....										F 7.35	F 8.40	F 10.30	F 1.40	F 4.45	F 6.15	F 7.10	F 8.50	F 10.10
COTEAU.....	T	E. YARD 67 W. YARD	116 142	AM 8.02	AM 9.35		PM 6.03	PM 8.42		L 7.30 AM	L 8.35 AM	L 10.25 AM	L 1.35 PM	L 4.40 PM	L 6.10 PM	L 7.05 PM	L 8.45 PM	L 10.05 PM
ST. POLYCARPE.....	T	28	18		S 9.27		S 5.54											
DE BEAUJEU.....	T	79	15	7.53	S 9.22		5.50	8.35										
STE. JUSTINE.....	T	81	13	7.48	S 9.14		S 5.43	8.30										
GLEN ROBERTSON.....	T	63	24	7.43	S 9.07		S 5.36	8.25										
ALEXANDRIA.....	T	102	91	7.35	S 8.53		S 5.24	8.17										
GREENFIELD.....	P	25	14	7.28	S 8.40		S 5.10	8.05										
MAXVILLE.....	T	75	25	7.23	S 8.33		S 5.02	8.01										
MOOSE CREEK.....	T	81	15	7.17	S 8.24		S 4.53	7.54										
CASSELMAN.....	T	87	25	7.09	S 8.13		S 4.42	7.46										
LIMOGES.....	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										
CARLSBAD SPRINGS.....	P	87	7	6.49	S 7.45		S 4.15	7.25										
HAWTHORNE.....	P																	
Ottawa Terminals { RIVERSIDE..... } Ottawa Terminals	T			6.39	7.34		4.04	7.14										
1.53																		
OTTAWA.....	T	YARD		L 6.35 AM	L 7.30 AM		L 4.00 PM	L 7.10 PM										
RULE 42 APPLICABLE BETWEEN VALLEYFIELD AND EAST ALBURGH.				Daily	Except Sunday	Daily	Daily	Sunday only	Daily	Except Sunday	Daily	Daily	Saturday only	Daily	Daily	Sunday only	Sunday only	Daily
RULE 405 APPLICABLE.				2	48	332	50	152	20	620	622	626	628	630	632	634	638	640

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).
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.

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 connecting track.

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

BARRINGTON..... 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.

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

CECILE..... Crossing and Connection with New York Central Railroad. Automatic interlocked signals. (B.T.C.—57945). See special instructions page 36.
West switch of south siding leading to interchange track with New York Central Ry. at Cecile will be in normal position when set for main track.

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 518.

DE BEAUJEU..... Crossing and Connection with Canadian Pacific Railway. Interlocked. (B.T.C.—68037).

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.

VALLEYFIELD..... 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 Arsenal. Limited Plant at Valleyfield. Engine bell must be ringing and speed of ten (10) miles per hour not exceeded over these crossings.

*No. 2 will stop at Alexandria Sundays only.

THE MOVEMENT OF ALL TRAINS BETWEEN OTTAWA AND RIVERSIDE WILL BE GOVERNED BY THE OTTAWA TERMINALS TIME TABLE.

FAST FREIGHT TRAINS			
430 Leave Cantic.....	3.30 p.m.	Arrive East Alburgh.....	4.00 p.m.
402 " Ottawa.....	8.00 p.m.	" Coteau.....	11.35 p.m. Daily.
438 " ".....	9.00 p.m.	" ".....	2.00 a.m. Ex. Monday.
B. 490 " Coteau.....	4.05 a.m.	" East Alburgh.....	8.00 a.m. Daily.

WAY FREIGHTS
Leave Ottawa 8.00 a.m., Except Sunday for Coteau.

OTHER TRACKS

Car Capacity	Points Face	Mileage
Merck's.....	30	E 50.17

YARD TELEPHONE

Cantic..... At westward home signal 97.

TRAIN DESPATCHERS TELEPHONES

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 53.18).

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.

YARD LIMIT BOARDS

OTTAWA.....	6145 feet East of Riverside.	VALLEYFIELD.....	8550 feet West of Station.
CASSELMAN.....	4750 " West " Station.		6000 " East " "
".....	1000 " East " "	AYRNESS.....	11130 " West " "
ALEXANDRIA.....	1175 " West " "	".....	4000 " East " "
".....	5660 " East " "	CANTIC.....	8600 " East " "
COTEAU.....	6300 " West " "	".....	8000 " West " " Railway Crossing
".....	6950 " East " "	EAST ALBURGH.....	5860 " West " Station.

THE MOVEMENT OF ALL TRAINS BETWEEN FEDERAL AND OTTAWA WILL BE GOVERNED BY OTTAWA TERMINALS TIME TABLE.						YARD LIMIT BOARDS			
BEACHBURG SUBDIVISION FOOT NOTES						FEDERAL.....	6130 feet East of Station.	PEMBROKE JCT.....	8965 feet East of Station.
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.						.....	7570 " West "	.....	10720 " West "
Trains may leave Federal without Terminal Clearance, except when train orders are received, in which case Terminal Clearance must be obtained.						PONTIAC.....	4600 " East "	LAKE TRAVERSE.....	5120 " West "
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.						.....	4600 " West "	BRENT.....	2260 " East "
Position of the Junction Switch at Federal is normal when set for Beachburg Subdivision.						OTHER TRACKS			
All trains must obtain Terminal Clearance at Pembroke Jct., when operator on duty. When operator not on duty all trains may leave Pembroke Jct. without Terminal Clearance.						CHATS FALLS.....	5	Car Capacity	Points Face
Main track between Pembroke Jct. and National Jct. is included in Yard Limits.						STARKS CORNERS.....	6		Mileage
*No. 1 and No. 2 stop on flag at mileage 129.9 to let off and pick up passengers.						INTERCHANGE.....	27		
Nos. 205 and 206 will stop on flag at Rifle Ranges Mileage 16.3, Dunrobin Mileage 24.1, Wharf Road Mileage 46.2, Palmer's Crossing Mileage 51.8, Starks Corners Mileage 56.1.						ALICE PIT.....	100		
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.						PITNEW.....	70		
						SPLINT CORPN.....	13		
						HYDRO.....	7		
						STUART.....	15		
						SHAW'S.....	10		
						ODENBACK SPUR.....	6		
						Train Despatchers telephones:			
						Bells Corners, outside tool house.	On telephone pole Mileage 57.5	Pembroke Jct., "Interchange".	
						Rifle Ranges (Mileage 16.3), in shelter.	On telephone pole Mileage 62.5	In shelter.	
						Strathcarran, outside tool house.	Starks Corners, inside station.	Dahlia, inside station.	
						Malwood, in shelter.	Forester's Falls, west end of siding.	Kathmore in Pumpman's Bunk	
						Woodlawn, inside station.	On telephone pole Mileage 68.	House.	
						In Guard House, west end of Ottawa River Bridge (Mileage 37.6)	Two poles East of Mileage 75.	Brawny, in shelter.	
						Pontiac, in waiting room.	Finchley in Box West of Tool House.	Radiant, in shelter.	
						Three poles west of Mileage 42.	On pole West of Mileage 83.	Acanthus, in shelter, west end	
						Clarendon, inside station.	Pembroke Jct., in Baggage room.	of siding.	

RENFWRE SUBDIVISION

WESTWARD TRAINS										EASTWARD TRAINS												
THIRD CLASS				FIRST CLASS				Symbols	Miles from Deep Cut	Time Table No. 16		Train order or Telephone	Car Capacity		FIRST CLASS		THIRD CLASS					
221		219		389		89				Effective			Other Tracks		90		390		220		222	
Mixed		Mixed		Pggr.		Pggr.				June 20th, 1948			Sidings		Pggr.		Pggr.		Mixed		Mixed	
Tuesday only		Friday only		Saturday only		Except Sunday							T		Except Sunday		Sunday only		Friday only		Tuesday only	
221		219		389		89				STATIONS		T		YA		RD		A		A		
										Ottawa Terminals		T		YA		RD		A		A		
										1.9		T		YA		RD		A		A		
										2.5		T		YA		RD		A		A		
										4.8		T		YA		RD		A		A		
										5.4		T		YA		RD		A		A		
										6.0		T		YA		RD		A		A		
										8.4		T		YA		RD		A		A		
										4.6		T		YA		RD		A		A		
										5.1		T		YA		RD		A		A		
										6.9		T		YA		RD		A		A		
										6.7		T		YA		RD		A		A		
										8.8		T		YA		RD		A		A		
										2.7		T		YA		RD		A		A		
										2.2		T		YA		RD		A		A		
										1.9		T		YA		RD		A		A		
										5.2		T		YA		RD		A		A		
										5.7		T		YA		RD		A		A		
										8.0		T		YA		RD		A		A		
										7.3		T		YA		RD		A		A		
										7.7		T		YA		RD		A		A		
										4.7		T		YA		RD		A		A		
										4.4		T		YA		RD		A		A		
										8.4		T		YA		RD		A		A		
										6.6		T		YA		RD		A		A		
										9.2		T		YA		RD		A		A		
										11.9		T		YA		RD		A		A		
										8.01		T		YA		RD		A		A		
										7.7		T		YA		RD		A		A		
										10.9		T		YA		RD		A		A		
										6.8		T		YA		RD		A		A		
												T		YA		RD		A		A		
												T		YA		RD		A		A		
												T		YA		RD		A		A		
												T		YA		RD		A		A		
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												T		YA		RD		A		A		
												T		YA		RD		A		A		
												T		YA		RD		A		A		
												T		YA								

VANKLEEK SUBDIVISION

NORTHWARD TRAINS				Symbols	Miles from Glen Robertson	Time Table No. 16 Effective June 20th, 1948	Train order or Telephone	Car Capacity		SOUTHWARD TRAINS			
SECOND CLASS								Sidings	Other Tracks	SECOND CLASS			
			217							216			
			Mixed							Mixed			
			Except Sunday							Except Sunday			
.....	.....	AM	L 10.25	R Y	0.00	.....	GLEN ROBERTSON	T	46	.....	A	8.50	.....
.....	.....		S 10.38	.....	3.60	.....	GLEN SANDFIELD	.....		8	S	8.32	.....
.....	.....		S 10.53	W	7.16	.....	DALKEITH	T	.....	10	S	8.20	.....
.....	.....		S 11.18	.....	18.71	.....	VANKLEEK HILL	T	.....	17	S	7.57	.....
.....	.....	AM	A 11.40	C W K V	21.02	.....	HAWKESBURY	T	YARD		L	7.35	.....
			217								216		
RULE 27 (7TH PARA.) APPLICABLE, GLEN SANDFIELD TO VANKLEEK HILL, INCLUSIVE. RULE 42 APPLICABLE.													

No. 216 and 217 will stop on flag at Green Lane Mileage 18.

VANKLEEK SUBDIVISION FOOT NOTES

ENGINE RESTRICTIONS

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

SPEED RESTRICTIONS

	Miles per hour
All trains or light engines.....	20

PERMANENT SLOW ORDERS

Mileage		Miles per hour
19.50	Public crossing (Wason's) BRC-26795.....	10
19.87	Public crossing (Highway No. 34) BRC-26891..	10

For further speed restrictions see page 29.

RAILWAY CROSSING AND JUNCTIONS

GLEN ROBERTSON...Jct. with Alexandria Subdivision.
VANKLEEK 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.....6135 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			Symbols	Miles from Grenmont	Time Table No. 16 Effective June 20th, 1948		Train Order or Telephone	Car Capacity		SOUTHWARD TRAINS	
FIRST CLASS					STATIONS	Sidings		Other Tracks	FIRST CLASS		
81	85	83							82	84	
Pagr.	Pagr.	Pagr.							Pagr.	Pagr.	
Ex. Sat. & Sunday	Sat. only	Sun. only	Ex. Sunday	Sun. only							
PM	PM	AM	AM	PM							
L 5.08	L 1.53	L 9.58	RW	0.0	.....GREN MONT..... (Jct. with Montfort Subdivision)	P	40	.....	A 7.12	A 7.46
S 5.20	S 2.05	S 10.08	.....	5.2	.....ST. BENOIT..... 5.2	.....	35	7	S 7.00	S 7.36
S 5.28	S 2.13	S 10.16	.....	8.8	.....ST. PLACIDE..... 3.6	.....		4	F 6.52	F 7.28
S 5.35	S 2.20	S 10.24	.....	12.2	.....LALANDE..... 3.4	.....	23		S 6.45	S 7.20
S 5.45	S 2.32	S 10.35	.....	17.0	.....ST. ANDREWS EAST..... 4.8	T	19	6	S 6.35	S 7.10
F 5.50	F 2.37	F 10.40	.....	19.3	.....CARILLON..... 2.0	.....	45	.....	F 6.28	F 7.06
F 5.53	F 2.42	F 10.44	.....	21.3	.....MONALEA..... 2.5	.....			F 6.25	F 7.03
F 5.58	F 2.47	F 10.50	.....	23.8	.....CUSHING..... 1.2	.....			F 6.22	F 6.58
F 6.00	F 2.50	F 10.52	.....	25.0	.....WATSON..... 0.6	.....	10	.....	F 6.20	F 6.54
F 6.02	F 2.52	F 10.54	.....	25.6	.....ARGENTEUIL..... 1.6	.....			F 6.18	F 6.53
F 6.05	F 2.54	F 10.58	.....	27.2	.....STONEFIELD..... 3.1	.....			F 6.15	F 6.49
S 6.10	S 3.00	S 11.05	.....	30.3	.....GRENVILLE..... 1.3	T	.....	120	S 6.10	S 6.43
A 6.15	A 3.05	A 11.10	CKWY	31.6	.....HAWKESBURY.....	T	YARD		L 6.05	L 6.40
PM	PM	AM							AM	PM	
Ex. Sat. & Sunday	Sat. only	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.

LOCKSLEY SUBDIVISION

NORTHWARD TRAINS				Symbols	Miles from Golden Lake	Time Table No. 16 Effective June 20th, 1948	STATIONS	Train order or Telephone	Car Capacity		SOUTHWARD TRAINS																																																																																																																																																		
THIRD CLASS			FIRST CLASS						FIRST CLASS	THIRD CLASS																																																																																																																																																			
207	155	205	193						194	208	156	206																																																																																																																																																	
Mixed	Mixed	Mixed	Pgr.						Pgr.	Mixed	Mixed	Mixed																																																																																																																																																	
Wednes- day only	Except Sunday	Friday only	Except Sunday	Except Sunday	Except Sunday	Tuesday only	Except Sunday	Saturday only																																																																																																																																																					
..... From Beachburg Sub. PM 2.15 A 2.25 PM	L 1.20 F 1.47 PM 2.29 A 2.35 PM From Beachburg Sub. PM 1.50 A 2.00 PM	L 10.40 F 11.00 AM 11.22 A 11.25 AM	WY R F 11.00 R 11.10 C K WY	0.0 10.0 14.6 20.2 21.1	T T	82 YARD	11 6 5

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 57.

LOCKSLEY SUBDIVISION FOOT NOTES

ENGINE AND CAR RESTRICTIONS

Heaviest engines permitted to operate 2500 & 2600 and 5200 class.
 Heaviest car permitted, gross weight..... 169,000 lbs.
 NOTE:— 2500 & 2600 and 5200 class engines to be operated only in cases of
 emergency and under speed restrictions shown below.

SPEED RESTRICTIONS

	Miles per hour
Passenger trains.....	40
Mixed trains, freight trains, engine with caboose or light engine.....	30

NOTE: — 5200 class engines with or without cars, restricted to 30 miles per hour, and 2500 & 2600 class engines with or without cars restricted to 20 miles per hour on Locksley Subdivision.

PERMANENT SLOW ORDERS

Mileage	Passenger trains Miles per hour	Other 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 Subdivision main track between Golden Lake and Pembroke.

YARD LIMIT BOARDS

GOLDEN LAKE..... 8610 feet north of station.
PEMBROKE..... 9000 feet south of station.
Main track between Pembroke Jct., and National Jct., is included in Yard Limits.

OTHER TRACKS

	Car Capacity	Points Face	Mileage
BUDDS.....	5	N.	4.8
DORÉ BAY.....	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.

GRENVILLE SUBDIVISION FOOT NOTES

All trains to and from Grenville Sub-division must obtain Terminal Clearance at Tremiere 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.

YARD LIMIT BOARDS

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

SPEED RESTRICTIONS Miles per

Passenger trains.....	hour	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		Miles per hour
30.4	On Dansereau's siding.....	10
30.5	Bridge (Mikado Engines)...	5
30.7	Bridge.....	20
30.7	" Mikado Engines....	10

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

MONTFORT.....TURNTABLE

RULE 42 } **FRESNINO AND**
APPLICABLE } **ST. SAUVEUR**
BETWEEN } **WEIR AND LAC REMI.**
RULE 405 APPLICABLE.
FOR FOOT NOTES, SEE PAGE 21.

MONTFORT SUBDIVISION

SOUTHWARD TRAINS

Time Table No. 16 Effective June 20th, 1948				SOUTHWARD TRAINS																																		
STATION	Train Order or Telephone	Car Capacity		FIRST CLASS																								SECOND CLASS										
		Siding	Other Tracks	350	352	384	354	90	82	356	92	358	124	360	362	126	376	364	366	94	368	378	398	98	128	130	84	370	100	380	372	374	382	388	390	392	394	396
				Psg.	Psg.	Psg.	Psg.	Psg.	Psg.	Psg.	Psg.	Psg.	Psg.	Psg.	Psg.	Psg.	Psg.	Psg.	Psg.	Psg.	Psg.	Psg.	Psg.	Psg.	Psg.	Psg.	Psg.	Psg.	Psg.	Psg.	Psg.	Psg.	Psg.	Psg.	Psg.	Psg.	Psg.	Psg.
				AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
VAL ROYAL (Jct. Mount Royal Subdivision) 5.0	T	YA	RD	A5.07	A6.03	A6.40	A7.10	A7.38	A7.52	A8.53	A9.43	A10.55	A11.09	A1.53	A4.13	A4.55	A5.10	A6.00	A6.23	A6.38	A6.58	A7.27	A7.30	A7.38	A7.53	A8.10	A8.20	A8.52	A8.58	A9.50	A10.25	A12.15						
ROXBORO 0.5	T	40		4.58	F5.52	6.32	6.58	7.28	7.42	8.44	9.35	10.45	10.59	1.44	4.03	4.43	5.02	5.51	6.12	6.28	6.48	7.16	7.20	7.30	7.43	8.00	8.13	8.42	8.50	9.37	10.14	12.07						
STE. GENEVIEVE 1.9			4	F4.56	F5.51		F6.56		F7.41	F8.43		F10.44		F1.41	F4.02		F5.00	F5.50	F6.10		F6.46	F7.14				F8.12	F8.41		F9.35	F10.12	F12.06							
BIGRAS ISLAND 0.5				F4.52	F5.47		F6.51		F7.37	F8.39		F10.40		F1.37	F3.58	F4.37	F4.54	F5.47	F6.06		F6.42	F7.09				F7.56	F8.08	F8.37	F8.46	F9.31	F10.07	F12.02						
STE. DOROTHÉE 0.6				F4.50	F5.45		F6.48		F7.36	F8.38		F10.38		F1.36	F3.56		F4.52	F5.46	F6.05		F6.41	F7.07																

L'ASSOMPTION SUBDIVISION

*No. 109 & 209 will stop at Pie IX and Sault au Recollet to let off passengers from Joliette and beyond.

*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.

WESTWARD TRAINS											Symbols	Miles from Joliette	Time Table No. 16			
SECOND CLASS	FIRST CLASS												Effective June 20th, 1948			
201	209	205	173	171	109	113	215	115	165	163			STATIONS			
Mixed	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.						
Except Sunday	Sunday only	Sunday only	Except Sat. & Sunday	Except Sunday	Except Sunday	Except Sunday	Sunday only	Except Sunday	Except Sunday	Except Sunday						
.....	L 8.05	.....	.....	.....	L 3.15	L 8.28	L 7.25	L 7.25	.....	.....	KWCY	0.00	JOLIETTE.....	4.78
From Rawdon Subdi- vision	S 8.13	From Rawdon Subdi- vision	.....	.....	S 3.24	S 8.36	S 7.35	7.35	.....	.....	.....	4.76	CRABTREE.....	2.22
.....	F 8.17	.....	.....	.....	F 3.28	F 8.40	F 7.39	7.39	.....	.....	.....	6.98	SALOME.....	3.64
.....	L 8.20	8.21	L 7.45	.....	3.32	8.45	7.44	7.44	.....	.....	Y	10.62	PARADIS.....	1.81
S 8.25	S 8.23	S 7.50	.....	.....	S 3.35	S 8.48	S 7.47	7.47	.....	.....	W	12.43	L'EPIPHANIE.....	3.08
S 8.32	S 8.28	S 7.55	.....	.....	S 3.40	S 8.53	S 7.52	7.52	.....	.....	.....	15.51	L'ASSOMPTION.....	1.71
8.35	8.30	7.58	.....	.....	3.43	8.55	7.54	7.54	.....	.....				

L'ASSOMPTION SUBDIVISION

Time Table No. 16 Effective June 20th, 1948		Car Capacity		EASTWARD TRAINS											
				FIRST CLASS											SECOND CLASS
				162	164	206	110	210	170	208	172	114	216	116	202
				Pgr.	Pgr.	Pgr.	Pgr.	Pgr.	Pgr.	Pgr.	Pgr.	Pgr.	Pgr.	Pgr.	Mixed
STATIONS	Train order or Telephone	Stidings	Other Tracks	Except Sunday	Except Sunday	Sunday only	Daily	Saturday only	Except Sunday	Friday only	Except Sat. & Sunday	Except Sunday	Sunday only	Except Sunday	Except Friday Saturday & Sunday
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
JOLIETTE 4.76	T	YARD					A 10.15					P 7.15	P 7.30	P 8.25	
CRABTREE 2.22	T					To Rawdon Subdi- vision	S 10.06	To Rawdon Subdi- vision		To Rawdon Subdi- vision		S 7.05	S 7.20	8.17	To Rawdon Subdi- vision
SALOME 3.64		85	6			AM	F 10.00	PM		PM		F 7.01	F 7.15	8.14	PM
PARADIS 1.81	T					A 9.30	9.52	A 1.45		A 6.05		6.55	7.08	8.09	A 4.42
L'EPIPHANIE 3.08	T	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 1.71	T	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 3.17		45	76			9.17	9.40	1.33		5.55		6.45	6.55	8.00	4.22
ST. PAUL L'ERMITE 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 4.1

L'ASSOMPTION SUBDIVISION FOOTNOTES

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

*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 that point.

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 ticket.

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

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 cars 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'ÉPIPHANIE..... 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 signal.

ST. LAURENT..... 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.

RAWDON SUBDIVISION

WESTWARD TRAINS				Miles from Rawdon	STATIONS	Train Order or Telephone	Car Capacity		EASTWARD TRAINS						
SECOND CLASS									SECOND CLASS						
Time Table No. 16															
Effective June 20th, 1948															
	205	201		Symbols			Siding	Other Tracks	206	210	202	208			
	Pggr.	Mixed							Pggr.	Pggr.	Mixed	Pggr.			
	Sunday only	Except Sunday							Sunday only	Saturday only	Except Friday Saturday & Sunday	Friday only			
	PM	AM							AM	PM	PM	PM			
L 7.00	L 7.20	RWC	0.0		RAWDON	T	22		A 10.15	A 2.30	A 5.30	A 6.45			
F 7.05	F 7.25		1.5		HAMILTON		15		F 10.10	F 2.25	F 5.25	F 6.40			
F 7.10	F 7.35		3.8		CORDON				F 10.02	F 2.17	F 5.19	F 6.33			
7.14	7.40		4.9		RAWDON JCT.		9		9.58	2.13	5.14	6.30			
F 7.22	F 7														

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 five cars.
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 or slack.
- 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 limit in rounding curves.
- 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. (B.R.C.—571).
- 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 trains, double track, right hand operation. | When running, all vestibule doors and platforms are to be kept closed. When standing, those on right hand side only 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 trains, single track. | When running, all vestibule doors and platforms are to be 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 passengers. |
| (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. |
| (6) Suburban trains, single track. | All vestibule doors and platforms may be kept open. |
| (7) Secure vestibule doors and platforms. | When permissible to have vestibule doors and platforms open when running, these must be securely fastened. |
| (8) Guard rails or side gates. | These appliances will be handled as prescribed for the handling of vestibule doors and platforms. |
| (9) Vestibule curtains. | These appliances will be kept drawn and securely fastened, except during switching operations. |
| (10) Tail gates, chains, or bars. | 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 is empty.

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.
- (5) 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 or 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 on 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 hour
Engines from which engine trucks, pony trucks, or side rods have been removed and switch engine being handled dead.....	15
Trains handling pile drivers, steam shovels and hoist cranes.....	20
Engines running tender first, other than suburban tank engines equipped with pilot on tender.....	25
Switch engines under steam.....	25
Trains handling dead engines other than those specified above.....	25
Santa Fe engines.....	30
Trains handling steam derricks and scale test cars.....	30
Mixed trains, unless otherwise specified.....	35
Central Vermont engines (700 class) with or without cars.....	35
Northern type engines (except U-4 class-6400) on passenger trains handling less than nine cars.....	70
Mikado engines on passenger trains.....	60
Consolidation engines on passenger trains.....	50
Spreaders, when being worked in ice cutting, ballasting and other operations, frequent inspection must be made of equipment to see that everything is in order.....	12
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 DIVISION				
Berlin	Portland	Station Freight Yard	Stand Pipe	South.
"	Portland	Wharf Tracks	Gallery and Conveyer Legs	Both.
"	Deering	2.10	Overhead Bridge	Overhead.
"	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.
"	Gorham	91.72	Stand Pipe	Between Siding South.
"	Gorham	91.73	Stand Pipe	North.
"	Berlin	98.11	Stand Pipe	North.
"	Percy	114.34	Stand Pipe	South.
"	North Stratford	134.59	Stand Pipe	North.
"	Island Pond	149.40	Overhead Bridge	Overhead and South Side.
"	Island Pond	149.50	Overhead Bridge	Overhead.
Lewiston	Lewiston	5.1	Overhead Bridge	Overhead and both Sides.
"	Lewiston	5.2	Overhead Bridge	Both Sides.
"	Lewiston	5.4	Stand Pipe	North.
St. Hyacinthe	St. Hyacinthe	40.96	Stand Pipe	North Westward Track.
"	St. Hyacinthe	40.86	Stand Pipe	South Eastward Track.
Sherbrooke	Richmond	71.31	Coal Chutes	North.
"	Coaticook	25.32	Stand Pipe	North of Main Track and between Sidings.
Cornwall	St. Annes	21.1	Bridge	North Westward.
"	Cornwall	67.7	Stand Pipe	North Westward.
"	Cornwall	67.0 to 69.0 yard Tracks only	Trolley Wires (Cornwall Electric 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 and at William Street	Other Engines and Cars	South.
"	Brockville	125.64	Stand Pipe	Between Eastward and Westward.
"	Brockville	125.98	Coal Chutes	South.
Rouses Point	St. Johns	25.00	Stand Pipe	Between Northward and Southward.
Massena	Laprairie	13.16 National Brick Co.	Electric Wires	Overhead.
Granby	Loop to Clough	13.26 to 14.13	Trolley Wires (M.&S.C. Ry.)	Overhead.
OTTAWA DIVISION				
Alexandria	Valleyfield	51.4	Gate and Building	Both sides.
"	"	51.5	Building	South.
"	"	51.7	Shed	South.
"	"	51.8	Platform	South.
"	"	51.9	Shed Roof	North.
"	"	Canadian Arsenal Ltd.		
"	"	Track 726	Unloading rack and sway pipe	West and Overhead
"	"	314, North Siding	Unloading rack and sway pipe	South and Overhead
"	"	314, North Siding	Elevated platform	South
"	"	314, South Siding	Unloading rack and sway pipe	North and Overhead
"	"	301	Unloading rack and sway pipe	North and Overhead
"	"	440-443	Coal hopper structure	Both and Overhead
"	"	440-443	Salt storage building	South
"	Coteau	57.1	Stand Pipe	South, Main track.
"	"	57.2	Coal Trestle	South, Northward track.
"	Glen Robertson	72.6	Platform	North.
"	Alexandria	80.0	Platforms	North.
"	"	80.0	Stand Pipe	North, Main track.
Locksley	Pembroke	21.1	Platform	West.

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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				
L'Assomption	Joliette	Standard Lime Sidings	Several	Both.
"	"	Asphalt Siding	Hopper Chutes	Both.
"	"	Freight House Siding	Platform	South.
"	St. Laurent	Stores Siding	Platform	Both.
"	"	Interchange Tracks M-40.82	Trolley Wires	Overhead.
"	"	Interchange Tracks	Trolley Wires	Overhead.
"	"	Interchange Track	Poles	Both sides.
"	"	Continental Can. Co.	Overhead and side clearances into buildings	Both sides and Overhead.
"	"	Industrial Glass Works	Overhead Wire	Overhead.
"	"	Gurney's Siding	Building, unloader on building	South.
"	"	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	"
"	EJ Tower	Diamond & Connecting Tracks M-39.85	Trolley Wires	Overhead.
"	"	Jacques Cartier Jct.	Pole and Fence	East and West.
"	Joliette	Track Scale Siding	Scale-House	Both.
Longue Pointe	Montreal	Pix IX Blvd. M-9.43	Signal Cabin	North.
"	"	"	Speed Limit Post	North.
"	"	Ontario & Valois Sts. M-9.69	Crossing Gates	Both.
"	"	Desery St. M-10.19	Gateman's Tower	South.
"	"	Prefontaine St. M-10.25	Crossing Gate	South.
"	"	Moreau Street	Freight shed, covered platform on shed	North.
"	"	"	Canopy over passenger station platform	Both sides.
"	"	B. J. Coughlin	Platforms	North.
"	"	Gerard Gagnon	Gateway, fence, buildings	Both sides.
"	"	Charbonneau Ltee.	Gateway, fence	Both sides.
"	"	F. C. Charbonneau Ltd.	Wood Yard fence	South.
"	"	Shawinigan Water & Power Co.	Fence	North.
"	"	American Can. Co.	Three sidings entering building—vertical and horizontal clearances	Both sides and Overhead.
"	"	"	Building	South.
"	"	Watson Foster Ltd.	Telegraph pole south side of track	Both sides and Overhead.
"	"	F. Charbonneau	Entrance to unloading shed	Both sides.
"	"	Warden King Co.	Gateway, building	Both sides.
"	"	Stinson-Reeb Co. (J. Rogers)	Building	South.
"	"	A. Bremner	Covered platform	South.
"	"	Viau Biscuit	Entrance to unloading shed	Both sides and Overhead.
"	"	Canadian Steel Foundries	Scale house, telegraph poles, buildings, fence	Both sides.
"	"	Longue Pointe Yard	Coal chutes, both sides, also ramp and structures on track inside, Stores platform, Ashpit, roundhouse doorways	Both sides and Overhead.
"	"	"	Gateway	Both sides.
"	"	Locomotive Works	Gateway, C.N.R. fence, unloading chute, stairway, building	Both sides.
"	"	Canadian Benedict Stone Co.	Gateway, entrance to building	"
"	"	Noorduyn	Overhead and side clearance of Hoist with swinging beam attached to building No. 6	Both sides and Overhead.
"	"	Ordinance Depot, Longue Pointe	Building	Both sides.
"	"	"	Gateway, loading platform, supports of overhead pipe lines	Both sides.
"	"	Frontenac Oil Co.	All Pack houses, gateway, buildings	Both sides and Overhead.
"	"	Canada Cement Co.	Buildings, Telephone poles	Both sides.
"	"	Gypsum Lime & Alabastine Co.	Unloading chute	Both sides.
"	"	"	Gateway	Both sides.
"	"	Sun Oil Company	Loading racks, pipe line valves	Both sides.
"	"	Shell Oil Company	Gateways, buildings, overhead crane	Both sides and Overhead.
"	"	R.C.A.F. No. 12 Depot	Covered platform	East.
"	"	Ideal Upholstering Co.	Trolley Wires	Overhead.
Montfort	Val Royal	Val Royal to St. Eustache	Building	East.
"	St. Jerome	Dominion Rubber Siding	Platform	North.
Grenville	Hawkesbury	Freight House Siding	Platform	South.
"	"	Coal Siding	Air Hoist	Both.
"	"	Hawkesbury Lumber	Several	Both.
"	"	Higginson Siding	Warehouse	South.
"	"	International Paper Siding	Several	Both.

Central Region

FAIR WEATHER EQUATED TONNAGE RATINGS

Montreal District

West or North								Between	East or South								Car Factor		
Engine Capacities									Engine Capacities										
Car Factor	25% & 28%	40%	45%	52% & 53%	55%	57% Nor. Type	60% Nor. Type		60% Nor. Type	57% Nor. Type	55%	52% & 53%	45%	40%	25% & 28%				

St. Lawrence Division: Sherbrooke and St. Hyacinthe Subdivisions

6	1100	1625	1780	2089	2175	....	....	....	Island Pond and Sherbrooke..	....	....	2100	1835	1560	1425	950	5
10	1775	2600	2850	3363	3500	....	....	....	Sherbrooke and Richmond..	....	....	3500	3363	2850	2600	1775	10
5	825	1225	1340	1580	1650	1710	1800	....	Richmond and Actonvale... With "Helper"	2836	2695	2600	2395	2030	1850	1250	5
5	1350	1950	2140	2548	2750	2850	3000	....	Actonvale and Ste. Rosalie..	2836	2695	2600	2395	2030	1850	1250	5
12	2300	3400	3730	4383	4550	4715	4964	....	Ste. Rosalie and Montreal...	4145	3938	3800	3669	3130	2850	1950	10

Special rating, "P" 490 Montreal to Island Pond, use Actonvale to Richmond rating.
No. 426 Montreal to Sherbrooke, use Actonvale to Richmond rating.

Cornwall Subdivision

Car Factor	25% & 28%	34%	40%	52% & 53%	55%	57% Nor. Type	60% Nor. Type	C.V.R. 77-90% (700 Class)	Between	C.V.R. 77-90% (700 Class)	60% Nor. Type	57% Nor. Type	55%	52% & 53%	40%	34%	25% & 28%	Car Factor	
7	1500	1955	2300	3282	3380	4000	4210	4900	Montreal and Brockville..	7675	6315	6000	5285	5096	4100	3485	2800	12

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.

Rouses Point and Massena Subdivisions

10	2800	3485	4100	5402	5605	5808	6115	....	....	Rouses Point and Cantic..	....	5536	5260	5075	4892	3800	2890	2600	10
10	2250	2805	3300	4332	4670	4833	5079	6175	....	Cantic and Montreal...	6300	4729	4492	4335	4179	3200	2720	2175	10
10	2050	2550	3000	3950	4095	....	....	5950	....	St. Albans and Montreal..	5750	....	....	3965	3822	2900	2465	1975	10
10	2250	2805	3300	4332	4495	....	....	....	....	Massena and Huntingdon..	....	....	....	4335	4179	3200	2720	2175	10
10	3100	3825	4500	5912	6130	....	....	....	....	Huntingdon and Ayrness..	....	....	....	6130	5912	4500	3825	3100	10
10	2700	3450	4000	5275	5470	....	....	....	....	Ayrness and Brosseau...	....	....	....	4335	4179	3200	2720	2175	10

Rating Rouses Point to Cantic include helper.

Ottawa Division: Alexandria Subdivision

8	1575	1955	2300	2956	3065	3775	3960	4450	....	St. Albans and Cantic...	6450	5050	4800	4440	4281	3250	2760	2225	9
8	1575	1955	2300	2956	3065	3775	3960	4450	....	Cantic and Ayrness....	6450	5050	4800	4440	4281	3250	2760	2225	9
8	2450	3060	3600	4688	4865	5500	....	7050	....	Ayrness and Coteau....	7050	5268	5000	4865	4688	3600	3060	2450	9
8	1500	1870	2200	2854	2960	3200	....	....	....	Coteau and Ottawa....	....	....	3725	3595	3465	2700	2295	1850	9

When doubleheading, an engine of less than 35% tractive effort must be placed ahead of a larger engine. These instructions also apply to assisting engines.

West or North								Between	East or South								Car Factor		
Engine Capacities									Engine Capacities										
Car Factor	28%	30%	34%	40%	40%	40%	40%		40%	34%	30%	28%	28%	28%	28%	28%			

Ottawa Division: Renfrew Subdivision

8	....	1500	1600	1835	2160	....	....	....	Ottawa and Golden Lake.....	2920	2480	2200	2100	....	....	....	10
5	....	850	900	980	1245	....	....	....	Golden Lake and Madawaska....	2055	1745	1500	1400	....	....	....	8
5	....	750	800	850	1080	....	....	....	Madawaska and Two Rivers....	1620	1375	1200	1100	....	....	....	8

Eastward with helper service Madawaska to Aylen Lake, use Golden Lake to Ottawa rating.

Ottawa Terminals and Beachburg Subdivision

Car Factor	30%	38%	40%	45%	52% & 53%	55%	57%	Between	57%	55%	52% & 53%	45%	40%	38%	30%	Car Factor	
9	1700	2150	2250	2550	3058	3173	3288	....	Ottawa and Federal...	4275	4125	3975	3320	3025	2800	2200	9
10	2100	2650	2800	3150	3771	3913	4055	....	Federal and Pembroke..	4603	4442	4281	3570	3250	3000	2375	12
10	2025	2575	2700	3050	3669	3807	3945	....	Pembroke and Brent..	5042	4865	4688	3900	3550	3300	2600	12

Westward with helper service Ottawa to Federal, use Federal to Pembroke rating.

St. Jerome Division

Car Factor	28%	40%	45%	52% & 53%	55%	65%	70%	Between	70%	65%	55%	52% & 53%	45%	40%	28%	Car Factor	
10	2200	3120	3510	4150	4290	5110	5500	....	Joliette-Turcot-Longue Pointe..	4750	4410	3740	3600	3060	2720	1900	10
8	1840	2628	2955	3480	3615	4270	4600	....	Rawdon and Paradis.....	3400	3155	2675	2575	2190	1945	1360	8
10	2220	3160	3555	4200	4345	5150	5550	....	Greenmont and Hawkesbury....	4750	4410	3740	3600	3060	2720	1900	10
10	1585	2265	2545	3000	3115	3675	3960	....	Val Royal and Rinfret.....	4440	4130	3510	3400	2790	2480	1735	10
3	680	960	1080	1270	1320	1580	1700	....	Rinfret and St. Sauveur.....	2700	2505	2135	2055	1745	1550	1080	5
3	380	520	585	690	715	880	950	....	St. Sauveur and Montfort....	1950	1815	1540	1485	1260	1120	780	5
3	340	500	560	660	690	790	850	....	Montfort and Sixteen-Island...	900	835	685	660	560	500	360	3
3	340	500	560	660	690	790	850	....	Sixteen-Island and Weir.....	750	695	605	585	495	440	300	3
3	460	660	740	870	910	1070	1150	....	Weir and Lac Remi.....	1150	1070	905	870	740	660	460	3

St. Lawrence Division: Berlin Subdivision

Car Factor	25% & 28%	34%	40%	45%	52% & 53%	55%	Between	55%	52% & 53%	45%	40%	34%	25% & 28%	Car Factor		
4	850	1060	1250	1370	1605	1700	Portland and Island Pond.....	2800	2701	2250	2050	1745	1425	7

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.

EXAMPLE: (1) 42 cars total gross weight	2100 tons
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
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 Dispatcher 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 Dispatcher 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.

40

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:—

Passenger Cars — 4 wheel trucks.....	40 tons
" " — 6 " " (Baggage, colonist and coach).....	70 "
" " — 6 " " (Tourist, sleepers, etc.).....	87 "
Express refrigerator cars.....	40 "
Freight refrigerator cars.....	30 "
Steel automobile and box cars.....	25 "

Steel frame automobile and box cars.....	21 tons
Wooden frame and automobile and box cars.....	18 "
Stock cars.....	18 "
Hopper cars.....	24 "
General service.....	23 "
Steel and steel frame gondola cars.....	27 "
Steel underframe gondola cars.....	20 "
Hart convertible.....	21 "
Flat cars.....	18 "
Depressed flat cars.....	28 "
Caboose or Van.....	20 "
Flangers.....	(Actual stencilled weight to be used)

10. In computing tonnage, fully loaded cars of grain, coal, rails, lumber, pulp-wood, 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

Car factor 10	
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 Dispatcher, 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 Dispatcher 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 Authorities.

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.

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

Answer: Splints and Bandages.

Question: What special feature is required in splints?

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

Question: How should bandages be applied?

Answer: Firmly but not so tight as to constrict circulation.
NOTE: — Procure services of doctor as soon as possible.

Question: What should be done for an unconscious person?

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

Answer: 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,
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Montreal, Que.

DR. J. P. McGUIGAN,
In charge of Examinations,
Viaduct, 890 Notre-Dame St. West,
Montreal, Que.

DR. C. D. SHORTT,
Medical Officer of Treatment,
Viaduct, 890 Notre Dame St. West,
Montreal, Que.

MEDICAL CLINIC
Viaduct, 890 Notre-Dame St. West, Montreal, Que.
MARquette 4731—Local 493. DR. C. D. SHORTT
DR. J. L. SAVAGE
DR. E. P. CARRUTHERS
DR. B. R. J. VIOLETTE
MARquette 4731—Local 494.

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 DIVISION

STATION	SURGEON	DISTRICT
Actonvale.....	Dr. Leon Gauthier.....	West Switch South Durham to West Switch Actonvale.
Beauharnois.....		Beauharnois.
Beloeil.....	Dr. J. B. Archambault.....	West side of Richelieu River to West Switch St. Hubert.
"	Dr. L. C. Haslem.....	East Switch St. Hilaire to West Switch (McMasterville) St. Basile Le Grand.
Bethel.....	Dr. W. B. Twaddle.....	West Switch, Bryant's Pond to West Switch, Gilead.
Bombay.....	Dr. M. Brandt.....	South Switch, St. Agnes to North Switch Helena.
Brockville.....	Dr. R. E. Preston..... Dr. M. G. McGuire..... (Associate)	West Switch Prescott to West Switch Mallorytown.
Coaticook.....	Dr. C. H. Church.....	West Switch Island Pond to East Switch Hillhurst.
Cornwall.....	Dr. M. A. Kelly.....	West Switch River Beaudette to East Switch Aultsville.
Coteau.....	Dr. F. Moreau.....	Coteau Landing to East Switch Ste. Justine, and West Switch River Beaudette to East Switch Vaudreuil.
Farnham.....	Dr. M. C. Mooney.....	Farnham to West Switch Angeline, Farnham.
Gorham.....	Dr. H. W. Johnson.....	West Switch, Gilead to Mileage 116.
Granby.....	Dr. B. S. W. Brown.....	Mileage 11 to West Switch Angeline.
Groveton.....	Dr. W. R. Schillhammer.....	Mileage 116 to East Switch North Stratford.
Hemmingford.....	Dr. A. J. Abran.....	Hemmingford.
Huntingdon.....	Dr. H. R. Clouston.....	North Switch Huntingdon to South Switch Ste. Agnes.
Island Pond.....	Dr. W. H. McBride.....	Town of Island Pond.
Lachine.....	Dr. C. E. Brooks.....	West Switch St. Henri to East Switch Vaudreuil.
Lewiston.....	Dr. Geo. E. Desautels.....	West Switch, Dunns, to West Switch, Mechanic Falls, and Lewiston Sub-Division.
Massena.....	Dr. F. C. Mason.....	Massena.
Morrisburg.....	Dr. C. A. Loudon.....	East Switch Aultsville to East Switch Cardinal.
North Stratford.....		North Stratford to East Switch Island Pond.
Orms town.....	Dr. M. R. Stalker.....	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..... *Dr. H. V. Bickmore..... Dr. B. Zolov.....	Portland to East Switch, Falmouth.
Prescott.....	Dr. W. J. Tauger.....	East Switch Cardinal to West Switch Prescott.
Richmond.....	Dr. C. E. Manning.....	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.....	Rouses Point.
Sherbrooke.....	Dr. P. P. Beaudry..... Dr. W. E. Hume.....	East Switch Hillhurst to West Switch Windsor Mills.
Sorel.....	*Dr. J. J. Guertin.....	North Switch St. Louis to Bellevue Jot.
South Paris.....	Dr. D. M. Stewart.....	West Switch, Mechanic Falls, to West Switch, Bryant's Pond and Norway.
St. Hilaire.....	Dr. Rolland Gagnier.....	West Switch Ste. Madeleine to East side of Richelieu River.

STATION	SURGEON	DISTRICT
St. Haycinthe.....	*Dr. J. L. H. Page..... Dr. H. Gagnon..... Dr. O. Desmarais..... (Associate)	West Switch Britannia Mills to West Switch Ste. Madeleine. St. Hyacinthe to North Switch St. Louis.
St. Johns.....	Dr. G. Phaneuf.....	South Switch Brosseau to South Switch Grande Ligne.
St. Lambert.....	Dr. J. R. Oulton..... Dr. L. A. Trudeau.....	St. Lambert to Longueuil inclusive. St. Lambert, Ranelagh, Brosseau, Longueuil, Laprairie and Greenfield Park.
Ste. Martine.....	Dr. R. Martel.....	South Switch St. Regis to South Switch Howick and Ste. Martine to Beauharnois.
St. Remi.....	Dr. L. Dubuc.....	St. Remi to South Switch Laprairie to South Switch Barrington and South Switch St. Regis.
St. Remi.....	*Dr. Pierre Hebert.....	
Upton.....	Dr. Frank Yergeau.....	West Switch Actonvale to West Switch Britannia Mills.
Yarmouth.....	Dr. N. B. T. Barker.....	East Switch, Falmouth, to West Switch, Dunns.
Waterloo.....	Dr. Earl M. Blake.....	Waterloo to Mileage 11.

OTTAWA DIVISION

Alexandria.....	Dr. D. J. Dolan.....	East Switch Ste. Justine to East Switch Maxville.
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.
Carp.....	Dr. C. E. Daykin.....	East Switch Graham Bay to East Switch Kinburn and East Switch Bells Corners to West Switch Fitzroy.
Whitney.....	Dr. G. C. Post.....	East Switch Madawaska to Two Rivers.
Eganville.....	Dr. M. J. Maloney.....	West Switch Golden Lake to East Switch Admaston.
Hawkesbury.....	Dr. E. P. Kelly.....	North Switch Glen Robertson to Hawkesbury.
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.
Ottawa.....	Dr. H. E. Minnes..... Dr. R. L. Gardner.....	East Switch Carlsbad Springs to East Switch Graham Bay.
Pembroke.....	*Dr. John Galligan..... Dr. J. H. Joyner.....	Brent to Norway Bay. Pembroke to North Switch Golden Lake.
Renfrew.....	Dr. G. B. Burwell..... (Acting)	East Switch Admaston to East Switch Goshen.
Valleyfield.....	Dr. C. L. Roman.....	West Switch St. Louis to Soulanges.
Coteau.....	Dr. F. Moreau.....	Coteau Landing to East Switch Ste. Justine, and West Switch River Beaudette to East Switch Vaudreuil.

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.....	

MONTREAL TERMINALS

SURGEON	ADDRESS	DISTRICT
Dr. F. R. McGregor.....	5324 Verdun Ave., Verdun, Phone, York 1800.	Ville Emard, Cote St. Paul, City of Verdun south of Church Ave., and Ville Lasalle.
Dr. J. A. Seguin.....	5015 Verdun Ave., Verdun, Phone York 1717.	
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 east side of Atwater and Church Aves., including section of Cote St. Paul and Verdun south of Lachine Canal and east of Church Ave. and Pt. St. Charles.
Dr. J. K. Mooney.....	2153 Wellington St., Mtl. Phone, Wellington 1620.	
Dr. I. Cote.....	2116 Centre St., Montreal, Phone, Wilbank 0755.	
Dr. J. J. Ryan.....	733 Laporte Avenue, Montreal, Phone WI-3633	St. Henri, west of Atwater Ave. and north of Lachine Canal, Notre Dame de Grace and the City of Westmount.
Dr. R. A. Kerr.....	400 Kensington Ave., West- mount, Phone WE-6966.	St. Henri, Westmount, Notre Dame de Grace, and the Town of Montreal West.
Dr. R. C. Stewart.....	5840 Cote St. Antoine Road, Montreal, Phone EL-8656.	
Dr. P. R. Dunn.....	2150 Sherbrooke St. West, Montreal, Phone FI-4975.	West of St. Denis St. south of Pine Ave., to Cote des Neiges and Atwater Ave. north of St. Antoine St.
Dr. L. P. Nelligan.....	241 McDougall Avenue, Phone, Calumet 3232 or 4958 St. Catherine St. E., Phone CLairval-7347.	East of Park Ave., north of Pine Ave. and Sher- brooke St. including Outremont Park Ave. Annex and Rosemount.
Dr. Rene Gauthier.....	6669 St. Denis St., Montreal, Phone Crescent 0509.	North of Sherbrooke St. and east of St. Lawrence Blvd. to Montreal North inclusive.
Dr. E. J. Castonguay...	4231 St. Catherine St. East, Phone Clairval 4542.	East of St. Denis St. and south of Sherbrooke St.
Dr. J. R. Oulton.....	4 Elm Ave., St. Lambert, Phone St. Lambert, Zone	

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.	"
West Milan..... 11.00 p.m. to 7.00 a.m.	"
Berlin..... 7.00 a.m. to 4.00 p.m.	"
Gilead..... 7.45 a.m. to 4.45 p.m.	"
Bethel..... 7.00 a.m. to 5.30 p.m.	"
Lockes Mills..... 7.00 a.m. to 4.00 p.m.	"
Bryants Pond..... 7.00 a.m. to 4.00 p.m.	"
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.
Bromptonville..... 6.00 a.m. to 9.30 p.m.	5.30 p.m. to 10.00 p.m.
Lennoxville..... 5.50 a.m. to 10.50 p.m.	10.30 a.m. to 1.00 p.m.
Waterville..... 5.30 a.m. to 7.30 a.m.	5.15 p.m. to 7.55 p.m.
"..... 8.00 a.m. to 5.00 p.m.	9.00 p.m. to 11.40 p.m.
Compton..... 5.30 a.m. to 4.30 p.m.	5.50 a.m. to 10.50 p.m.
Coaticook..... 5.15 a.m. to 10.15 p.m.	4.00 p.m. to 6.40 p.m.
Dixville..... 5.00 a.m. to 3.00 p.m.	12.20 p.m. to 5.00 p.m.
Norton..... 5.00 a.m. to 3.00 p.m.	5.15 a.m. to 10.15 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.	
Beloell..... 5.00 a.m. to 11.30 p.m.	5.00 a.m. to 11.30 p.m.
St. Hilaire..... 6.15 a.m. to 3.15 p.m.	7.15 a.m. to 9.55 a.m.
St. Madeleine..... 6.00 a.m. to 3.00 p.m.	6.30 p.m. to 9.10 p.m.
"..... 5.25 p.m. to 6.25 p.m.	
St. Liboire..... 8.00 a.m. to 6.15 p.m.	Closed
Upton..... 7.50 a.m. to 6.15 p.m.	5.30 p.m. to 8.10 p.m.
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.
St. Judes Subdivision:	
St. Aime..... 6.20 a.m. to 3.20 p.m.	Closed
"..... 7.30 p.m. to 9.30 p.m. Mon., Wed., Fri.	
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:	
Cardinal..... 6.10 a.m. to 12.10 a.m.	2.40 p.m. to 5.20 p.m.
Iroquois..... 8.30 a.m. to 5.30 p.m.	Closed
Aultsville..... 6.45 a.m. to 3.45 p.m.	"
Wales..... 7.00 a.m. to 4.00 p.m.	"
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	7.45 a.m. to 10.25 a.m.
Dorval..... 6.30 a.m. to 11.30 p.m.	3.00 p.m. to 12.00 night
Lachine..... 5.55 a.m. to 11.55 p.m.	6.45 a.m. to 9.25 a.m.
	3.30 p.m. to 11.30 p.m.
	5.55 a.m. to 11.55 p.m.

Week Days	Sundays
Rouses Point, Massena, Hemmingford and Beauharnois Subdivisions:	
Brosseau..... 7.00 a.m. to 11.00 p.m.	7.00 a.m. to 3.00 p.m.
Lacadie..... 7.00 p.m. to 4.00 p.m.	5.30 p.m. to 8.10 p.m.
Grande Ligne..... 7.00 a.m. to 4.00 p.m.	6.30 p.m. to 9.10 p.m.
Rouses Point..... 10.00 a.m. to 7.00 p.m.	7.00 a.m. to 9.40 a.m.
Laprairie..... 8.00 a.m. to 5.00 p.m.	7.00 p.m. to 9.40 p.m.
St. Constant..... 8.00 a.m. to 5.00 p.m.	10.00 a.m. to 7.00 p.m.
St. Isidore Jet..... 7.30 a.m. to 4.30 p.m.	11.00 p.m. to 7.00 a.m.
St. Isidore..... 7.30 a.m. to 4.30 p.m.	Closed
Ste. Martine..... 7.30 a.m. to 4.30 p.m.	"
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.	"
Huntingdon..... 4.15 p.m. to 5.15 p.m.	7.40 a.m. to 9.40 a.m.
Fort Covington..... 5.50 a.m. to 3.50 a.m.	4.10 p.m. to 8.10 p.m.
Bombay..... 5.30 p.m. to 2.30 a.m.	7.00 a.m. to 9.40 a.m.
Helena..... 7.30 a.m. to 4.00 p.m.	5.30 p.m. to 8.10 p.m.
Massena..... 7.10 a.m. to 4.10 p.m.	Closed
"..... Continuous service.	12.00 night to 6.30 a.m.
St. Remi..... 7.30 a.m. to 4.45 p.m.	7.30 a.m. to 9.30 a.m.
Hemmingford..... 6.40 a.m. to 3.40 p.m.	2.30 p.m. to 10.30 p.m.
"..... 5.00 p.m. to 6.00 p.m. Tues., Thurs. Sat.	Closed
Beauharnois..... 8.00 a.m. to 5.00 p.m.	"
OTTAWA DIVISION	
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.
Moose Creek..... 8.00 a.m. to 5.00 p.m.	11.00 a.m. to 1.40 p.m.
Maxville..... 8.00 a.m. to 1.00 a.m.	4.00 p.m. to 12.00 night
Alexandria..... Continuous service.	Closed
Glen Robertson..... 8.30 a.m. to 5.30 p.m.	12.01 a.m. to 11.30 a.m.
Ste. Justine..... 8.30 a.m. to 5.30 p.m.	4.00 p.m. to 12.00 night
St. Polycarpe..... 8.30 a.m. to 5.30 p.m.	Closed
Valleyfield..... 7.00 a.m. to 12.00 night	"
St. Louis..... 7.30 a.m. to 4.30 p.m.	8.30 a.m. to 11.30 a.m.
Ayrness..... 11.00 p.m. to 5.00 p.m.	3.00 p.m. to 12.00 night
Vankleek Hill..... 7.30 a.m. to 4.30 p.m.	Closed
Dalkeith..... 7.00 a.m. to 4.00 p.m.	11.00 p.m. to 5.00 p.m.
Beachburg Subdivision:	
Lake Traverse..... 8.30 a.m. to 5.30 p.m.	9.30 a.m. to 12.10 p.m.
Achray..... 2.30 a.m. to 11.30 a.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.	"
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. Ex. Sat.	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 only	"
Barrys Bay..... 6.00 a.m. to 7.00 a.m. Friday only.	5.00 p.m. to 7.40 p.m.
Wilno..... 7.30 a.m. to 7.00 p.m.	Closed
Killaloe..... 8.00 a.m. to 5.00 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	

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 automatic 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
Barrington

Canadian Pacific Ry.

Actonvale
Ste. Rosalie Jct.
St. Johns (See page 10)
Cornwall
Cornwall (Track to Courtaulds Ltd.)
Vankleek Hill
Montfort Jct. (See page 21)
St. Augustin
L'Epiphanie
Joliette (See page 26)
Arnprior

Maine Central Railroad

Masons
Mechanic Falls. (See page 3)

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."

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.

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

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 to any other 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 jurisdiction 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 baggage-men, 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 continuously 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 act 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 carrier 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.

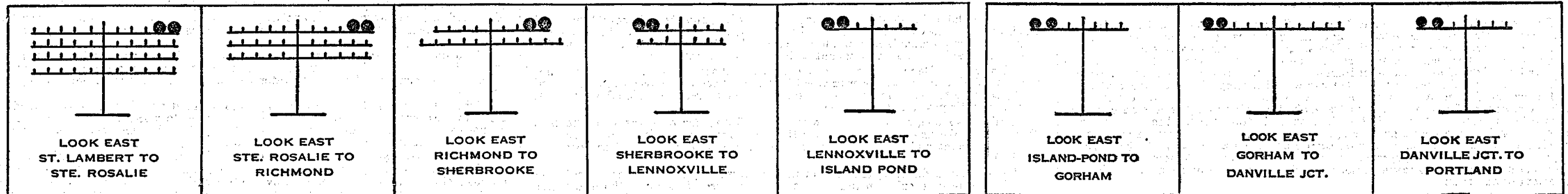
POLE LINE DIAGRAMS SHOWING LOCATION OF TRAIN PHONE WIRES

COUNT CROSSARMS FROM TOP DOWN

TRAIN PHONE WIRES MARKED ●

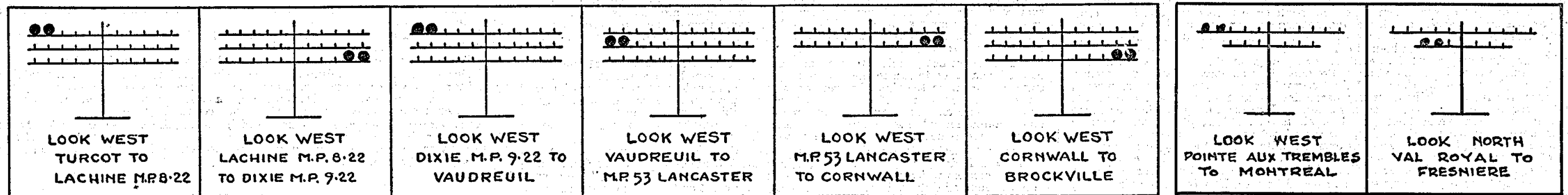
The emergency telephone wire must be hooked up as close as possible to the pole, first scraping any corrosion off the pole line wire in order to establish contact with the train dispatcher.

ST. LAWRENCE DIV.



MONTREAL TO PORTLAND

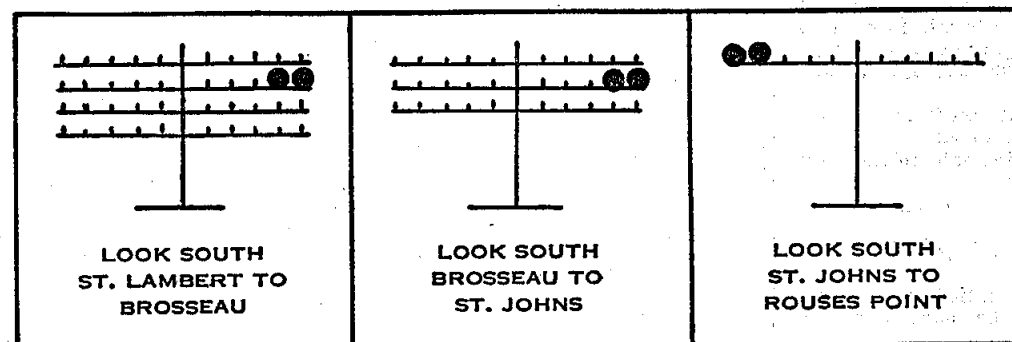
ST. JEROME DIV.



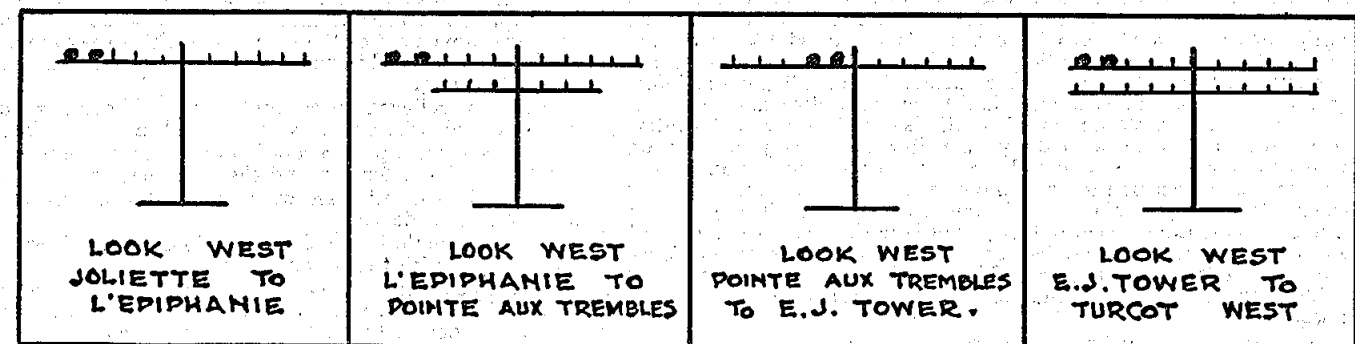
MONTREAL TO BROCKVILLE

POINTE AUX TREMBLES VAL ROYAL TO FRESNIERE,
TO MONTREAL (ST. CATHERINE ST.)

ST. JEROME DIVISION.

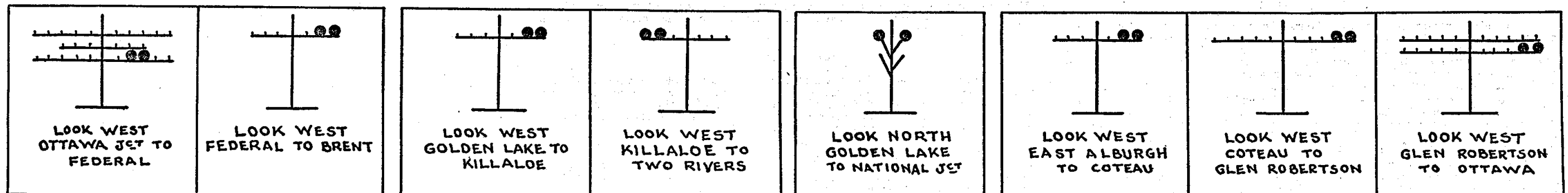


ST. LAMBERT TO ROUSES POINT



JOLIETTE To TURCOT WEST

OTTAWA DIVISION



OTTAWA JCT TO BRENT

GOLDEN LAKE TO TWO RIVERS

(TELEPHONE MUST NOT BE HOOKED UP OTTAWA TO GOLDEN LAKE)

GOLDEN LAKE TO NATIONAL JCT

EAST ALBURGH TO OTTAWA

SPEED SCHEDULE

<u>Miles per Hour</u>	<u>Time per Mile</u>	
5.00	12 minutes	0 second
10.00	6 minutes	0 second
15.00	4 minutes	0 second
20.00	3 minutes	0 second
25.00	2 minutes	24 seconds
30.00	2 minutes	0 second
35.00	1 minute	43 seconds
40.00	1 minute	30 seconds
45.00	1 minute	20 seconds
50.00	1 minute	12 seconds
55.00	1 minute	5 seconds
60.00	1 minute	0 second
65.00	0 minute	55 seconds
70.00	0 minute	51 seconds
75.00	0 minute	48 seconds
80.00	0 minute	45 seconds