

CANADIAN PACIFIC RAILWAY

EASTERN REGION—QUEBEC DISTRICT

EXCEPT MONTREAL TERMINALS DIVISION



TIME 48 TABLE

TAKING EFFECT at 12.01 a.m., SUNDAY, OCTOBER 27th, 1957

GOVERNED BY EASTERN STANDARD TIME

FOR THE INFORMATION AND GUIDANCE OF EMPLOYEES ONLY

J. R. STROTHER,
GENERAL MANAGER

F. A. POULIOT,
GENERAL SUPERINTENDENT

SMITHS FALLS DIVISION

PAGE	SUBDIVISION	FROM	TO	MILES
3	Chalk River	Smiths Falls	Chalk River (not including Chalk River)	115.3
4	Carleton Place	Ottawa West	Carleton Place	28.1
4	Cornwall	Soulanges	Cornwall	27.6
4	Eganville	Payne	Eganville	19.2
4	Brockville	Smiths Falls	Brockville	27.5
5, 6 & 7	M. & O.	Vaudreuil	Ottawa West	91.6
8	Prescott	Prescott	Ottawa West	51.8
8	Sussex St.	Ellwood	Sussex St.	6.7
9	Maniwaki	Hull	Maniwaki	80.7
9	Waltham	Hull West	Waltham	77.5
10 & 11	Winchester	Grovehill	Smiths Falls	120.9
12 & 13	Winchester	Smiths Falls	Grovehill	

TOTAL— 646.9

A. W. HARRIS, Superintendent, Smiths Falls. Dispatching Office at Smiths Falls, Telegraph Call, Q.
 W. E. SMITH, Chief Train Dispatcher.
 W. H. LAIDLAW, Night Chief Train Dispatcher.

C. W. ROUTLEDGE, Asst. Superintendent, Smiths Falls. B. O. HEINTZ, G. M. BUDER, H. RICKERD, J. B. CHABOT, R. S. McLEAN, G. H. O'NEILL, O. B. LAUBER, G. BELLEFEUILLE, E. J. STITT, J. C. GAW, J. W. MORPHY, R. W. HYSLOP, L. FINNER, J. E. DUPUIS. Train Dispatchers

LAURENTIAN DIVISION

PAGE	SUBDIVISION	FROM	TO	MILES
14 & 15	Park Avenue	Jacques-Cartier Jct. (not included)	Ste. Therese	10.9
16	Lachute	Ste. Therese	Hull (not included)	98.3
17	Ste. Agathe	Ste. Therese	Mont Laurier	138.2
18	Trois Rivieres	St. Martin Jct.	Trois Rivieres	82.3
19	Quebec	Trois Rivieres	Quebec	77.5
19	St. Maurice Valley	Trois Rivieres	Grand'Mere	27.4
20	St. Gabriel	Lanoraie	St. Gabriel	27.6
20	Piles	Cap de la Madeleine	Grandes Piles	26.9
20	Berthierville	Berthier	Berthierville	2.1
20	Buckingham	Buckingham Jct.	Buckingham	3.2
20	St. Lin	St. Lin Jct.	St. Lin	15.1
		Cadorna	Wolfe's Cove	1.5
		Cap de la Madeleine	Wayagamack (including Town Spur)	4.1
		Trois Rivieres	Loop Line	3.3
		Staynerville	Brownsburg	2.2

TOTAL— 520.6

W. J. PRESLEY, Superintendent, Park Avenue. Dispatching Office at Park Avenue, Telegraph Call, Q.
 J. C. WILLARD, Chief Train Dispatcher.
 J. P. LEVASSEUR, J. C. FORTIN, J. A. BLONDEAU, J. A. MORENCY, J. F. PERRAULT, J. J. GALVIN, L. DESCHAMBAULT, G. M. GAGNE, G. DEVAULT, R. P. PREMONT. Train Dispatchers

G. A. POWELL, Asst. Superintendent, Trois-Rivieres.

FARNHAM DIVISION

PAGE	SUBDIVISION	FROM	TO	MILES
21	Drummondville	Enlaura	Drummondville	58.8
21	Orford	Eastray	Valcourt	15.3
21	Sawyerville	Cookshire	Sawyerville	6.7
22	Lyndonville	Newport	Wells River (not including Wells River)	63.7
23	Newport	Brookport	Newport	58.4
24 & 25	Adirondack	Brookport	Adirondack Jct. (not including Adirondack Jct.)	39.0
26	Sherbrooke	Sherbrooke	Brookport	57.1
27	Megantic	Megantic	Sherbrooke	68.5
28	St. Guillaume	Farnham	St. Guillaume	46.7
28	Stanbridge	Farnham	Stanbridge	13.8

TOTAL— 428.0

T. E. WHEELER, Superintendent, Farnham. Dispatching Office at Farnham, Telegraph Call, F.
 C. H. MASSICOTTE, Chief Train Dispatcher.
 C. A. HEDLEY, J. H. GREEN, R. A. PERRAULT, P. E. CARRIERE, B. H. BEERS, M. BEAULIEU, C. M. BAIRD, M. A. TROTIER, J. J. LAPALME, J. F. DRAINVILLE, G. R. LEVESQUE, S. E. DORITY. Train Dispatchers

J. H. VINING, Asst. Superintendent, Newport.

MEDICAL SERVICES

NAME	PHONE	RESIDENCE
DR. G. EARLE WIGHT, Chief of Medical Services	DE. 4143	Room 501 Windsor Station, Montreal 4698 Upper Roslyn
DR. C. P. GABOURY, Asst. Chief of Medical Services	RE. 7-1719	Room 501 Windsor Station 2634 St. Catherine Road
DR. J. A. CORRIGAN, District Medical Officer	LA. 1-6481	4320 Delorimier Ave.
DR. C. G. GUNN	CE. 4-1412	519 King Edward Drive
DR. ANGUS MacDONALD	CE. 4-5374	206 Belmont Ave.
DR. R. L. GARDNER	CE. 2-4336	305 O'Connor St.
DR. C. B. PETRIE	CE. 4-4080	215 Cooper St.
DR. KENNETH WILSON	CE. 2-1817	267 O'Connor St.
DR. J. E. BELANGER	CE. 3-1353	328 Somerset St. W.
DR. S. D. MACINTYRE	10	Vankleek Hill
DR. C. K. McPHERSON	6-W	Prescott
DR. J. T. L'ECUYER	83	Maniwaki
DR. R. M. FERGUSSON	306	30 Maple Ave.
DR. J. T. HOGAN	60	11 William St. E.
DR. J. J. HOGAN	303	85 Brockville St.
DR. R. J. WALKER	162	20 Church St. W.
DR. G. B. BURWELL	Hemlock 2-2144	Renfrew
DR. W. B. BURWELL	Hemlock 2-2144	57 Renfrew St. E.
DR. W. W. D. WILLIAMS	Regent 2-3841	Pembroke
DR. J. R. McAVOY	913	35 Buell St.
DR. J. A. McEWEN	96	Carleton Place
DR. M. J. SPROUL	509	Cornwall
DR. J. G. MacLEOD	316	Finch
DR. MARCEL ROCHON	305	Vaudreuil
DR. ANDRE SAMSON	LA. 4-3601	596 East St. Francois
DR. F. R. MACRAE	LA. 3-3543	195 Maple Ave.
DR. J. G. GREGORY, Jr.	LA. 2-2215	1019 Maple Ave.
DR. F. G. DELANEY	LA. 4-3232	30 Desjardine St.
DR. N. COTE		Portneuf
DR. J. M. MALONE	4-8824	949 Laviolette
DR. HUDON NORMAND	5-1331	1241 St. Louis Blvd.
DR. LUCIEN PLANTE		Louiseville
DR. ROGER AMYOT		752 Manseau Blvd.
DR. A. LAURENDEAU		Joliette
DR. C. LAMARCHE		St. Gabriel
DR. FRANK W. FITZGERALD		Ste. Therese
DR. PAUL E. BELISLE		Lachute
DR. C. E. LEONARD		Buckingham
DR. GILLES DAUNAIS		St. Jerome
DR. F. BELISLE		31 Principal St. East
DR. T. LACHAPPELLE		Ste. Agathe
DR. COME CARTIER		Labelle
DR. JACQUES HUARD		Mont Laurier
DR. VIATEUR BOLDOC		Annonciation
DR. ROLAND COTE		Megantic
DR. FERNAND DUMONT		"
DR. J. L. ROSS		49 Frontenac St.
DR. G. B. LOOMIS		"
DR. ARTHUR DOUGLASS		218
DR. M. C. MOONEY		2-4844
DR. JEAN-LOUIS CARDIN		260 Ball St.
DR. H. E. GILLANDERS		260 Ball St.
DR. F. J. LAWLISS		126 Brooke St., South
DR. H. L. LAFLAMME		402 Dufferin Ave.
DR. L. P. RIQUX		444 Dufferin Ave.
DR. C. G. SCHURMAN		115 Lakeside Rd.
DR. H. S. PEABODY		Knowlton
DR. A. L. LEONARD		Axiome 3-6143
DR. MAURICE E. ROWE		377 Main St.
DR. R. GIBSON PERRY		Farnham
DR. J. H. JACOBS		Axiome 3-4687
		395 Main St.
		"
		(Highwater)
		18
		467
		91 Province St.
		Richford, Vt.
		Fidelite 6-3633
		137
		Main St.
		Sutton
		266
		8 Prospect St.
		Newport, Vt.
		294R
		35 Main St.
		"
		145
		Lyndonville, Vt.
		8-3381
		15 Undercliff Rd.
		St. Johnsbury, Vt.
		2382
		68 Main St.
		Wells River, Vt.
		Melrose 7-6680
		Caughnawaga

Employees are reminded that the Company's Medical Officers are at their disposal without fee, for treatment if personal injury sustained in any accident occurring in the course of employment.

		EASTWARD TRAINS—SUPERIOR DIRECTION—READ UP																				
Miles from Vaudreuil	Telegraph and Telephone Offices	OTTAWA TERMINALS		Telegraph Calls	FIRST CLASS													SECOND CLASS				
					8	232	10	292	131	137	234	260	262	2	236	294	133	264	33	23	642	
		STATIONS			Pggr. /Daily	Pggr. /Daily	Pggr. /Daily	Pggr. /Daily ex. Sun.	Pggr. /Daily	Pggr. /Sat. only	Pggr. /Daily	Pggr. /Daily	Pggr. /Daily ex. Sun.	Pggr. /Daily	Pggr. /Sun. only	Pggr. /Sun. only	Pggr. /Daily	Pggr. /Daily ex. Sat.	Mixed /Daily ex. Sun.			
85.9	D N	Joint Movement Track by Signal C.N.R. Indication Electric Staff Block System Absolute	HURDMAN.....RWYZ M J	A.M.	A.M.	A.M.					P.M.							P.M.	P.M.			
86.8			DEEP CUT.....																			
87.7	D N		OTTAWA (Union Station)....K C D s	7.05	7.55	10.30	A.M.	P.M.	P.M.			P.M.	P.M.	7.00			P.M.	P.M.	P.M.	A.M.		
89.3	D		HULL.....WY H J	6.47		10.02	10.52	12.47	3.42			P.M.		5.02	5.27	6.43	P.M.	8.07	8.37	10.08	P.M.	P.M.
90.0	D N		HULL WEST.....R H U	6.44		9.59								4.59	5.24	6.40						9.34
91.6	D N	OTTAWA WEST....KWYZ U Y	6.40		9.55								4.55	5.20	6.36						A.M.	

		WESTWARD TRAINS—INFERIOR DIRECTION—READ DOWN																							
Miles from Vaudreuil	Telegraph and Telephone Offices	OTTAWA TERMINALS		Telegraph Calls	FIRST CLASS													SECOND CLASS							
					34	24	132	261	233	295	138	263	1	293	134	265	235	297	267	237	7	9	645	643	
		STATIONS			Pggr. /Daily	Pggr. /Daily ex. Sun.	Pggr. /Daily	Pggr. /Daily ex. Sun.	Pggr. /Daily	Pggr. /Sat. only	Pggr. /Sat. only	Pggr. /Daily	Pggr. /Daily	Pggr. /Daily ex. Sat. and Sun.	Pggr. /Daily	Pggr. /Daily ex. Sun.	Pggr. /Daily ex. Sun.	Pggr. /Sun. only	Pggr. /Sun. only	Pggr. /Sun. only	Pggr. /Daily	Pggr. /Daily	Mixed /Sat. only	Mixed /Daily ex. Sat. and Sun.	
85.9	D N	Joint Movement Track by Signal C.N.R. Indication Electric Staff Block System Absolute	HURDMAN.....RWYZ M J	A.M.	A.M.									P.M.							P.M.	P.M.			
86.8			DEEP CUT.....																						
87.7	D N		OTTAWA (Union Station)....K C D	7.20	8.05	8.25	9.15	10.20	1.15	1.35	3.30	4.25	4.15	5.35	5.45	6.05	7.55	8.50	9.10	9.25	10.10	10.50	P.M.	P.M.	
89.3	D		HULL.....WY H J			8.33	9.23			1.23	1.43	3.37	4.32	5.43	5.53	6.12		8.58	9.17		10.37	11.17	1.53	3.48	
90.0	D N		HULL WEST.....R H U				9.26					3.40	4.35			6.15			9.20		10.40	11.20	1.56	3.51	
91.6	D N	OTTAWA WEST....KWYZ U Y				9.30					3.45	4.39			6.19			9.24		10.44	11.25				

Eastward first class trains may leave Ottawa West and all first class trains may leave Hull West and Hurdman without registering.

Main track between Hurdman and Deep Cut and between Ottawa (Union) and Ottawa West will be considered within yard limits.

Railway crossing at grade with C.N.R. and Junction with Sussex St. Subdivision—Interlocked.

Rules 261 to 271 apply between signal 859 east of bridge at Hurdman and signal 868 east of Deep Cut.

Trains must not exceed fifteen miles per hour approaching signals 859 and 868 which govern movement by signal indication between Hurdman and Deep Cut.

Trains must reduce speed to fifteen miles per hour within 1400 feet of Aylmer Road crossing, mileage 90.4, and eastward trains ex Waltham Sub. reduce speed to ten miles per hour within 1000 feet of this crossing.

G-2, G-3, G-4, P-1, N-2 with 10,000 gallon tank, H-1 and P-2, a, b, c, d, e, f, g, h, j, with 12,000 gallon tanks, may be operated singleheaded only between mileage 87.7 and mileage 91.6 and must not exceed ten miles per hour over bridge mileage 88.17 and twenty miles per hour between mileage 88.5 and mileage 89.0.

When cars are being switched in Packing Company's private track, Hull West, such movement, in addition to gate protection, must be protected by flagman at Montcalm St.

The sounding of engine whistle signals within the limits of the City of Ottawa at all times is prohibited except for the purpose of giving such signals as are necessary to train operation, or except when necessary to prevent possible accident. Easterly limit of Ottawa City is Rideau River north to St. Patrick Street bridge, Westerly limit is Parkdale Avenue, mileage 0.4, Carleton Place Subdivision, and Southerly limit is bridge mileage 1.9, Rideau Canal, Prescott Subdivision.

The sounding of engine whistle signals is prohibited at any time at level crossings located in the City of Hull which are protected by lighted signals or by gates, also at unprotected level crossings located in the City of Hull between 10 p.m. and 7 a.m. Limits of City of Hull are Maniwaki Sub. Mileage 1.28, Waltham Sub. Mileage 1.33 and M&O Sub. Mileage 88.33 and 90.7.

Mileage	Location	Permanent slow orders.	Permissible Speed Miles per Hour	
			Pggr. Trains.	Freight and Mixed Trains.
85.95		Over loop track connecting M. & O. and Sussex St. Subs.	10	10
88.0 to 88.2		Over reverse curves east end Interprovincial Bridge.	10	10
89.11		St. Florent Street.	10	10
89.16		St. Henry Street.	10	10
89.20		St. Hyacinthe Street.	10	10
89.27		St. Redempteur Street.	10	10
89.47 to 89.76		On curves.	10	10
91.4		On curve.	10	10
117.94 - 118.12 (Lachute Sub.)		On curves.	10	10

TIME TABLE No. 48—OCTOBER 27th, 1957

WESTWARD TRAINS—INFERIOR DIRECTION

																	Miles from Vaudreuil	Telegraph and Telephone Offices	M. & O. SUBDIVISION		Telegraph Calls																
																			STATIONS																		
																	THIRD CLASS		FIRST CLASS																		
																	75	255	9	7	253	251	237	249	235	247	1	245	243	241	233	257					
																	Fr. /Daily ex. Mon.	Pgr. /Daily ex. Sat. and Sun.	Pgr. /Daily	Pgr. /Daily	Pgr. /Sat. only	Pgr. /Daily ex. Sat. and Sun.	Pgr. /Sun. only	Pgr. /Daily ex. Sat. and Sun.	Pgr. /Daily ex. Sun.	Pgr. /Daily ex. Sun.	Pgr. /Daily	Pgr. /Sat. and Sun. only	Pgr. /Sat. only	Pgr. /Daily ex. Sat. and Sun.	Pgr. /Daily	Pgr. /Daily					
																	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.					
																	2.25	10.05	9.16	8.36	8.22	7.25	6.46	5.58	5.30	5.10	2.50	2.05	1.10	8.55	8.34	12.35	.0	D N	VAUDREUIL	KWYZ	R O
																	2.33	10.10	9.21	8.41	8.27	f 7.30	6.51	6.03	5.35	5.15	2.55	f 2.10	f 1.15	f 9.12	8.39	f 12.40	3.2		ISLE CADIEUX		A D
																		f 10.15			f 8.31	f 7.35	f 6.56	f 6.08		f 5.20		f 2.15	f 1.20	f 9.18		f 12.45	6.3		COMO		
																	2.50	10.20	9.29	8.47	s 8.35	s 7.39	s 7.01	s 6.13	5.42	s 5.24	3.02	s 2.19	s 1.24	s 9.23	s 8.47	s 12.49	8.4	D	HUDSON		R H S
																		P.M.			f 8.37	f 7.41		f 6.15		f 5.26		f 2.21	f 1.26	f 9.25		f 12.51	9.0		HUDSON HEIGHTS		
																	3.00		9.35	8.54	f 8.40	f 7.44		f 6.19		f 5.30		f 2.24	f 1.29	f 9.28		f 12.54	10.6		ALSTONVALE		
																					f 8.46	f 7.50		f 6.30		f 5.38		f 2.30	f 1.35	f 9.34		f 1.00	12.4		CHOISY		V G
																	3.10		9.39	8.59	8.50	7.55	s 7.14	6.40	s 5.54	5.45	3.11	2.35	1.40	9.40	★ 9.06	1.05	14.2		DRAGON		
																					P.M.	P.M.	s 7.25	P.M.	s 6.06	P.M.	3.18	P.M.	P.M.	A.M.	9.13	A.M.	16.5	D N	RIGAUD	KWYZ	G U
																	3.25		9.47	9.06			s 7.25		s 6.06		3.18				9.13		24.5	D	ST. EUGENE		A K
																	3.35		9.52	9.11			f 7.32		6.14		3.22				9.17		29.6		STARDALE		R
																	3.50		f 9.57	★ 9.17			s 7.47		s 6.24		3.26				9.25		33.9	D	VANKLEEK HILL		WZ K H
																							f 7.52		f 6.29								36.5		McALPIN		C O
																	4.05		10.03	9.24			f 7.59		s 6.37		3.32				★ 9.33		41.5		CALEDONIA SPRINGS		Q C
																	4.15		10.07	9.28			s 8.07		s 6.45		3.36				9.38		46.1	D	ALFRED		A F
																	4.25		10.11	9.32			s 8.17		s 6.52		3.40				★ 9.43		50.8	D	PLANTAGENET		G J
																	4.35		10.15	9.36			s 8.25		f 7.00		3.44				9.48		56.0		PENDLETON		B Y
																	4.45		10.20	9.41			s 8.34		s 7.10		3.49				9.53		61.6	D	BOURGET		R K
																	4.53		10.23	9.44			s 8.42		s 7.21		3.52				9.56		65.1		HAMMOND		H Q
																	5.08		10.28	9.49			s 8.51		s 7.29		3.57				10.01		70.6		LEONARD		W R D
																	5.17		10.32	9.52			f 8.59		s 7.35		4.00				10.04		74.9	D	NAVAN		K N
																	5.30		10.38	9.58			f 9.09		7.43		4.05				10.09		81.2		BLACKBURN		B K
																	5.40		10.44	10.04			9.18		7.49		4.10				10.14		85.9	D N	HURDMAN	RWYZ	M J
																																	86.8		Joint Track C.N.R.	Jct. Sussex St. Sub.	
																			s 10.50	s 10.10			9.25		7.55		s 4.15				10.20		87.7	D N	DEEP CUT	Jct. C.N.R.	0.9
																			11.10	10.30			P.M.		P.M.		4.25						88.3	D	OTTAWA (Union Stn.)		K C D
																			11.17	10.37							4.32						89.3		HULL	Jct. Maniwaki & Lachute Subs.	0.7
																				11.20	10.40						4.35						90.0	D N	HULL WEST	Jct. Waltham Sub.	
																			s 11.25	10.44							4.39						91.6	D N	OTTAWA WEST		KWYZ U Y
																	α Daily ex. Mon.	α Daily ex. Sat. and Sun.	α Daily	α Daily	α Sat. only	α Daily ex. Sat. and Sun.	α Sun. only	α Daily ex. Sat. and Sun.	α Daily ex. Sun.	α Daily ex. Sun.	α Daily	α Sat. and Sun. only	α Sat. only	α Daily ex. Sat. and Sun.	α Daily	α Daily					
																	75	255	9	7	253	251	237	249	235	247	1	245	243	241	233	257					

Rule 93a applies between Vaudreuil and Hurdman.

Table of rail routes from NORTHWARD TRAINS (INFERIOR DIRECTION) to SOUTHWARD TRAINS (SUPERIOR DIRECTION). Includes columns for class (Fourth, First), station names (e.g., Ottawa, Hull, Ironside), and arrival/departure times.

MANIWAKI SUBDIVISION FOOTNOTES. Text regarding train operations: 'Southward regular trains may leave Hull without registering.', 'Permanent slow Orders Location', and 'Permissible speed Miles per hour'.

Additional text notes for the Maniwaki Subdivision, including: 'Diesel units except DS 6a to g class inclusive must not exceed forty miles per hour...', 'Nos. 292, 293, 294, 295 and 297 will stop at Latourelle's crossing...', and 'Engine arriving Maniwaki on No. 295 may assume schedule of No. 294...'.

Table of rail routes from WESTWARD TRAINS (INFERIOR DIRECTION) to EASTWARD TRAINS (SUPERIOR DIRECTION). Includes columns for class, station names (e.g., Ottawa, Waltham, Aylmer), and arrival/departure times.

WALTHAM SUBDIVISION FOOTNOTES. Text regarding train operations: 'Trains must not exceed ten miles per hour over Aylmer Road crossing...', 'Nos. 642, 643 and 645 will stop at Dale's Crossing...', and 'Diesel units must not exceed thirty-five miles per hour...'.

Table containing train schedules for the Winchester Subdivision, listing stations from Montreal to Smiths Falls, with arrival and departure times and train numbers (251-23).

FOURTH CLASS		SECOND CLASS		FIRST CLASS																				Telegraph Calls	PARK AVENUE SUBDIVISION		Telegraph and Telephone Offices	Miles from Place Viger		
85	88	158	161	179	156	133	169	181	165	167	152	142	183	135	137	177	175	154	131	173	163	171	150		148	STATIONS				
Freight /Daily ex. Sun.	Freight /Daily ex. Sat.	Psg. /Daily	Psg. /Daily ex. Fri. & Sat.	Psg. /Fri. only	Psg. /Daily ex. Sat.	Psg. /Daily	Psg. /Fri. only	Psg. /Daily ex. Fri., Sat. & Sun.	Psg. /Daily ex. Fri. & Sun.	Psg. /Fri. only	Psg. /Daily	Psg. /Sat. only	Psg. /Sun. only	Psg. /Sun. only	Psg. /Sat. only	Psg. /Sat. only	Psg. /Daily ex. Sat. & Sun.	Psg. /Daily	Psg. /Daily	Psg. /Sat. & Sun. only	Psg. /Daily ex. Sat. & Sun.	Psg. /Sat. & Sun. only	Psg. /Daily ex. Sun.	Psg. /Daily ex. Sun.	W J	MONTREAL	KZ	D		
		P.M. 11.59	P.M. 11.20	P.M. 7.30	P.M. 7.15	P.M. 5.35	P.M. 5.11	P.M. 5.11	P.M. 5.04	P.M. 5.04	P.M. 4.50	P.M. 1.20	P.M. 1.20	P.M. 1.00	P.M. 1.00	P.M. 12.20	P.M. 12.20	A.M. 10.00	A.M. 9.45	A.M. 9.15	A.M. 8.45	A.M. 8.45	A.M. 8.35	A.M. 8.35	M C	PLACE VIGER	W		.0	
																									H O	HOCHELAGA	WXY	D N	2.0	
																										G	ANGUS	X		3.1
																										M D	MILE END	WX		5.0
A.M. 3.05	P.M. 11.15	A.M. 12.25	A.M. 11.45	P.M. 7.50	P.M. 7.40	P.M. 5.56	P.M. 5.35	P.M. 5.35	P.M. 5.24	P.M. 5.24	P.M. 5.11	P.M. 1.45	P.M. 1.45	P.M. 1.26	P.M. 1.20	P.M. 12.45	P.M. 12.40	A.M. 10.25	A.M. 10.06	A.M. 9.40	A.M. 9.05	A.M. 9.05	A.M. 8.56	A.M. 8.56	B Y	BRESLAY	VX		5.9	
		s 12.35	s 11.50	s 7.52	s 7.45	s 6.00	s 5.40	s 5.40	s 5.26	s 5.26	s 5.15	s 1.50	s 1.50	s 1.30	s 1.22	s 12.50	s 12.42	s 10.30	s 10.10	s 9.45	s 9.07	s 9.07	s 9.00	s 9.00	R V	PARK AVENUE	X		6.1	
		12.39	11.52	7.54	7.49	6.02	5.44	5.44	5.28	5.28	5.18	1.54	1.52	1.34	1.24	12.52	12.44	10.34	10.12	9.48	9.09	9.09	9.03	9.03	J	JAC. CARTIER JCT.	X		8.4	
		s 12.42	f 11.55	★ 7.56	7.52	f 6.04	s 5.47	s 5.47	★ 5.30	★ 5.30	s 5.20	s 1.57	s 1.55	f 1.36	f 1.26	s 12.55	★ 12.46	10.37	s 10.14	s 9.50	★ 9.11	★ 9.11	s 9.05	s 9.05	B O	BORDEAUX	XZ	D	9.8	
																										V K	LAVAL RAPIDES			10.2
			A.M. 12.01	8.04	8.00	6.08	★ 5.55	5.55	5.34	5.34	5.25	2.05	2.01	1.41	1.30	1.02	12.51	10.45	10.18	9.56	9.17	9.16	9.10	9.10	M R	ST. MARTIN	X		12.0	
3.20	11.30	A.M. 12.50	★ 12.01	8.04	8.00	6.08	★ 5.55	5.55	5.34	5.34	5.25	2.05	2.01	1.41	1.30	1.02	12.51	10.45	10.18	9.56	9.17	9.16	9.10	9.10	J C	ST. MARTIN JCT.	RXYZ	D N	12.8	
	P.M. 11.30	A.M. 12.50	★ 12.01	8.04	8.00	6.08	★ 5.55	5.55	5.34	5.34	5.25	2.05	2.01	1.41	1.30	1.02	12.51	10.45	10.18	9.56	9.17	9.16	9.10	9.10						
		f 12.08	f 8.09		f 6.12	s 6.02	s 6.02									f 12.56		★ 10.22	s 10.03	★ 9.22						R O	STE. ROSE	XZ	D	17.2
		f 12.10	f 8.11		f 6.14	s 6.04	s 6.04									f 12.58		★ 10.24	s 10.05							R E	ROSEMERE			17.9
3.35		s 12.15	s 8.15		s 6.16	s 6.10	6.10	s 5.41	★ 5.41						s 1.15	s 1.02		s 10.26	s 10.10	s 9.27	★ 9.24					S R	STE. THERESE	KWXYZ	D N	19.9
a Daily ex. Sun.	a Daily ex. Sat.	a Daily	a Daily ex. Sat. & Sun.	a Fri. only	a Daily ex. Sat.	a Daily	a Fri. only	a Daily ex. Fri., Sat. & Sun.	a Daily ex. Fri. & Sun.	a Fri. only	a Daily	a Sat. only	a Sun. only	a Sun. only	a Sat. only	a Sat. only	a Daily ex. Sat. & Sun.	a Daily	a Daily	a Sat. & Sun. only	a Daily ex. Sat. & Sun.	a Sat. & Sun. only	a Daily ex. Sun.	a Sun. only						
85	88	158	161	179	156	133	169	181	165	167	152	142	183	135	137	177	175	154	131	173	163	171	150	148						

PARK AVENUE SUBDIVISION FOOTNOTES

Trains may leave Jacques Cartier Jct. without terminal clearance.
 All trains, except freight trains going to the Trois Rivières Sub., may leave St. Martin Jct. without registering.
 Inward freight trains being assisted from St. Martin Jct. will stop to take on the assisting engine only after cabooses has cleared public crossing at mileage 12.8.
 Inward first class trains may leave Ste. Therese without registering.
 Junction with Ste. Agathe and Lachute Subdivisions at Ste. Therese, and with Trois Rivières Sub. at St. Martin Jct.—Automatic Block Signals.
 Junction with Adirondack Sub. at Breslay—Automatic Block Signals.
 Trains must not exceed ten miles per hour over Turgeon Street, Ste. Therese. All switching movements over this crossing must be protected by member of train crew.
 Inward passenger trains must not exceed forty-five miles per hour over gauntlet track, mileage 10.1.
 Bordeaux yard limits extend to yard limit sign at mileage 10.89.
 St. Martin Jct. yard limits extend to yard limit sign at mileage 11.7.
 ★No. 162 will stop at Rosemere and Ste. Rose to detrain passengers from points north of Ste. Therese.
 ★Nos. 162, 170, 164, 184, 172 and 178 will stop at Bordeaux to detrain revenue passengers from points north of Ste. Therese.
 ★No. 131 will flag stop at Ste. Rose and Rosemere to entrain revenue passengers for points west of Ste. Therese and from Monday to Friday inclusive will stop at same points to detrain passengers.
 ★Nos. 171 and 167 will flag stop at Bordeaux and Ste. Therese to entrain revenue passengers for points north of Ste. Agathe.

★No. 161 will flag stop at St. Martin Jct. to load express traffic.
 ★No. 169 will stop at St. Martin Jct. to unload express.
 ★No. 163 will flag stop at Bordeaux and Ste. Rose to entrain revenue passengers for points on Ste. Agathe Sub. and will reduce speed sufficiently passing Ste. Rose to permit discharge of mail bags to the station platform.
 ★Nos. 175, 165 and 179 will flag stop at Bordeaux to entrain revenue passengers for points on Ste. Agathe Sub.
 ★No. 134 will stop at Ste. Rose and Bordeaux to detrain revenue passengers from points west of Ste. Therese.
 The sounding of engine whistle signals approaching public crossings at grade within the limits of the town of Laval Rapides between mileage 10.07 and mileage 11.58 is prohibited, except when necessary to prevent accident. Park Avenue Subdivision extends to mileage 20.3.
 Trains between Jacques Cartier Jct., and Montreal Windsor Station will be governed by Montreal Terminals Division time-table.
 No. 88 Freight leave St. Luc 10.45 p.m. daily except Saturday.
 No. 85 Freight leave St. Luc 2.30 a.m. daily except Sunday.
 No. 91 Freight arrive St. Luc 11.00 p.m. daily except Sunday.
 No. 86 Freight arrive St. Luc 4.00 a.m. daily except Monday.
 No. 87 Freight arrive St. Luc 4.30 a.m. daily except Monday.
 See page 29 for additional footnotes.

Miles from Place Viger	Telegraph and Telephone Offices	PARK AVENUE SUBDIVISION		Telegraph Calls	Car Capacity Sidings	INWARD TRAINS																	157	160	166	180	132	149	162	138	170	174	153	151	147	164	184	134	172	136	155	178
						FIRST CLASS																																				
						157	160	166	180	132	149	162	138	170	174	153	151	147	164	184	134	172																				
Pgr. Daily	Pgr. Daily ex. Sat. & Sun.	Pgr. Sat. only	Pgr. Daily ex. Sat. & Sun.	Pgr. Daily	Pgr. Daily	Pgr. Daily ex. Sun.	Pgr. Sat. only	Pgr. Daily ex. Sat. & Sun.	Pgr. Sat. only	Pgr. Daily	Pgr. Daily ex. Sun.	Pgr. Sat. only	Pgr. Daily ex. Sun.	Pgr. Sat. only	Pgr. Daily	Pgr. Sat. only	Pgr. Sat. only	Pgr. Daily	Pgr. Sat. only																							
	D	MONTREAL	KZ W J			A.M. 6.15	A.M. 7.55	A.M. 7.55	A.M. 8.20	A.M. 11.30	A.M. 11.59	P.M. 12.30	P.M. 4.25	P.M. 4.40	P.M. 5.25	P.M. 5.50	P.M. 7.55	P.M. 8.05	P.M. 8.10	P.M. 8.35	P.M. 8.50	P.M. 9.20	P.M. 9.40	P.M. 10.00	P.M. 10.20																	
.0		PLACE VIGER	W	MC																																						
2.0	D N	HOCHELAGA	WXY	HO																																						
3.1		ANGUS	X	G																																						
5.0		MILE END	WX	MD																																						
5.9		BRESLAY	VX	BY	Nil	5.41	7.26	7.26	7.51	11.04	11.33	12.03	3.59	4.14	4.56	5.16	7.28	7.36	7.41	8.06	8.24	8.51	9.11	9.31	9.51																	
6.1		PARK AVENUE	X	RV	Nil	5.40 5.35	7.25	7.25	7.50	11.03	11.32	12.02	3.58	4.13	4.55	5.15	7.27	7.35	7.40	8.05	8.23	8.50	9.10	9.30	9.50																	
8.4		JAC. CARTIER JCT.	X	J	Nil	5.29	7.17	7.17	7.42	10.59	11.27	11.56	3.54	4.09	4.49	5.07	7.22	7.28	7.34	7.57	8.19	8.46	9.01	9.21	9.43																	
9.8	D	BORDEAUX	XZ	BO	Nil	5.27	7.15	7.15	7.40	10.57	11.25	11.54	3.52	4.07	4.47	5.05	7.20	7.26	7.32	7.55	8.17	8.44	8.59	9.19	9.41																	
10.2		LAVAL RAPIDES		VK	Nil		7.13	7.13	7.38																																	
12.0		ST. MARTIN	X	MR	Nil																																					
12.8	D N	ST. MARTIN JCT.	RXYZ	JC	W59	5.20	7.08	7.08	7.33	10.53	11.20	11.50	3.47	4.03	4.41	5.00	7.15	7.20	7.26	7.49	8.13	8.39	8.53	9.15	9.35																	
17.2	D	STE. ROSE	XZ	RO	Nil		7.02	7.02	7.27	10.48		11.44		3.58	4.35				7.20	7.42	8.08		8.46																			
17.9		ROSEMERE		RE	Nil		6.59	6.59	7.24	10.47		11.43		3.57	4.33				7.18	7.39			8.44																			
19.9	D N	STE. THERESE	KWXYZ	SR	Yard		6.55	6.55	7.20	10.45		11.40	3.40	3.55	4.30				7.15	7.35	8.05	8.30	8.40		9.25																	
						/Daily	/Daily ex. Sat. & Sun.	/Sat. only	/Daily ex. Sat. & Sun.	/Daily	/Daily	/Daily ex. Sun.	/Sat. only	/Daily ex. Sat. & Sun.	/Sat. only	/Daily	/Daily ex. Sun.	/Sun. only	/Daily ex. Sun.	/Sun. only	/Daily	/Sun. only	/Sun. only	/Daily	/Sun. only																	
						157	160	166	180	132	149	162	138	170	174	153	151	147	164	184	134	172	136	155	178																	

LACHUTE SUBDIVISION FOOTNOTES

Railway crossing at grade with C.N.R. at mileage 28.5—Interlocked—Automatic.

Junction with Ste. Agathe and Park Avenue Subdivisions, Ste. Therese—Automatic Signals.

Gatineau is registering point for Nos. 72 and 78 only.

Buckingham Jct. is registering point for No. 70 only.

Calumet is registering point for Nos. 135 and 136 only.

*No. 134 will stop at Calumet and Lachute and will flag stop at other stations between Grenville and St. Augustin inclusive daily except Sunday and on Sunday will stop at same points to detrain revenue passengers.

Passenger trains meeting at Marelan will use south siding unless otherwise directed.

G-3, H-1, P-1 and heavier class engines must not be operated on tracks in Canadian International Paper Co.'s yard at Gatineau, on J. C. Wilson Co.'s industrial track at Lachute, or on Dominion Shuttle Co.'s tracks 1, 2 and 3 at Lachute except that restrictions do not apply on the lead track as far as the gate of track 3.

Permanent slow orders.

Mlge.	Location	Permissible Speed Miles per Hour	
		Psg. trains	Freight and Mixed trains
20.02	Turgeon Street	10	10
44.38	Barron Street	10	10
44.51	Main Street	10	10
(Ayers Ltd. Lachute)	Millway Street	10	10
79.2	Washington Street	10	10
(Gatineau)	over public crossing on spur track to C.I.P. mills	10	10
(Gatineau)	over public crossing on industrial lead to Ply-wood plant of C.I.P.	10	10
111.91	Main Street	10	10
117.2 to 118.2	over wye track on curves	10	10
		50	

All switching movements over Turgeon Street, Ste. Therese and over Main Street, Gatineau, must be protected by a member of train crew.

When necessary for engines or trains to make a movement over public crossings on spur track leading to C.I.P. mills and on industrial lead track to Plywood plant, Gatineau, during the absence of the crossing watchman, and to permit crossing signals to function properly, any such movement must not be made until an interval of twenty seconds has elapsed from the time that trainman has depressed the push button provided for that purpose.

G-3, H-1, P-2 class engines must not exceed twenty miles per hour over bridge mileage 44.53, and are not to be doubleheaded on Lachute Sub-division.

G-3, H-1 and P-2 class engines must not be operated over Staynerville Branch. Engines in excess of 20% must not exceed six miles per hour on curves; and N-2 and P-1 class engines must not exceed thirty miles per hour at any point on this branch.

Diesel units must not exceed twenty miles per hour between mileages 1.4 and 1.55 Staynerville Branch.

Westward trains must not exceed twenty miles per hour from the water tank east of Buckingham Junction station until entire train has passed over public crossing, mileage 100.01, immediately west of station. All movements on the back tracks or lead track over this crossing must be protected by a member of train crew.

Westward passenger trains meeting eastward passenger trains at Staynerville will, unless otherwise directed, take siding at cross-over just east of switch leading to west leg of wye.

Board of Transport Commissioners' Order requires that no cars are to be left standing on the siding at Hull East nearer than 200 feet from Montclair Boulevard crossing, mileage 117.65.

Board of Transport Commissioners' Order requires that no cars are to be left standing on the siding at Templeton nearer than 100 feet from either side of public crossing, mileage 109.73.

No. 85 due Ottawa West 8.15 a.m. daily except Sunday.

No. 86 due leave Ottawa West 8.30 p.m. daily except Sunday.

Trains between Ottawa Union and Ottawa West will be governed by Ottawa Terminals Time Table, page 5.

TIME TABLE No. 48—OCTOBER 27th, 1957

NORTHWARD TRAINS— INFERIOR DIRECTION			Miles from Cap De La Madeleine	Telegraph Offices	PILES SUBDIVISION		Telegraph Calls	SOUTHWARD TRAINS— SUPERIOR DIRECTION	
					STATIONS			Car Capacity Sidings	
No Regular Service.			.0		CAP DE LA MADELEINE.....	J N	33	No Regular Service.	
			6.7	D	ST. MAURICE.....	S M	14		
			11.2		ST. NARCISSE.....	S N	10		
			18.3		LAC A LA TORTUE.....	K C	14		
			20.3	D N	(Jct. C.N.R.) GARNEAU.....	Z J U	25		
			23.8		PROULX.....	P U	Nil		
26.9	D	GRANDES PILES.....	RW G P						
Rule 93a applies. Rules 41 and 44 apply.									

NORTHWARD TRAINS—INFERIOR DIRECTION				ST. GABRIEL SUBDIVISION		SOUTHWARD TRAINS—SUPERIOR DIRECTION				
SECOND CLASS		FIRST CLASS	Miles from Lanoraie	Telegraph and Telephone Offices	STATIONS	Telegraph Calls	FIRST CLASS		SECOND CLASS	
613 Mixed Daily ex. Sun.	A.M. 11.00	189 Psgr. Daily ex. Sun.					P.M. 6.45	190 Psgr. Daily ex. Sun.	614 Mixed Daily ex. Sun.	
			.0	D N	LANORAIE...CKWYZ	S O	P.M. 7.35	P.M. 5.40		
	f 11.07	f 6.52	2.6		VOLIGNY.....	V Y	f 7.23	f 5.30		
	s 11.17	7.00	6.3	D	(Jct. C.N.R.) JOLIETTE...RWZ	J O	7.10	s 4.40		
	f 11.35	P.M.	11.5		LOURDES.....	M E	P.M.	f 4.28		
			13.0		ROCH.....	Z R C		4.24		
	s 11.49		16.7	D	ST. FELIX.....	F Y		s 3.43		
	P.M. 12.01		20.8		ST. CLEOPHAS.....	S H		f 3.32		
	P.M. 12.20		27.6	D	ST. GABRIEL...KWYZ	G		3.15 P.M.		
	a Daily ex. Sun.	a Daily ex. Sun.			Rule 93a applies. Rules 41 and 44 apply.		i Daily ex. Sun.	i Daily ex. Sun.		
	613	189					190	614		

N-2 and P-1 class engines must not exceed twenty miles per hour over bridges mileage 2.5 and mileage 5.9.
 DS-10 a-b-c-d-e-h and j class switchers must not exceed twenty-five miles per hour when used in main track service.
 Diesel units in passenger service must not exceed thirty miles per hour.
 Railway crossing at grade with C.N.R. at mileage 20.3—Interlocked. Trains must not exceed fifteen miles per hour approaching and passing through interlocking.
 Spring switch located at junction with Quebec Subdivision at Cap de la Madeleine.
 Unless there are train orders held for a train, train order signals will not be lighted at night.

Joliette is registering point for Nos. 189 and 190 only.
 Railway crossing at grade with C.N.R. at mileage 7.11—Interlocked—Automatic.
 Northward trains must not exceed twenty miles per hour at the governing approach signal south of automatic interlocking with C.N.R. at mileage 7.11.
 Freight and mixed trains must not exceed thirty miles per hour on curve mileage 0.17.
 Trains must not exceed ten miles per hour over St. Gabriel St. at St. Gabriel.
 G-3, H-1 and P-2 class engines must not be operated on St. Gabriel Subdivision.
 Account restricted clearances F-1 and F-2 class engines must not be operated over bridge mileage 2.61 in back up movement.
 Trains backing up between Joliette and Lanoraie must not exceed ten miles per hour over all public crossings.
 No. 614 will wait at St. Gabriel until No. 613 arrives.
 No. 190 will wait at Joliette until No. 189 arrives.
 The position of the switch which connects St. Gabriel Subdivision to the line leading to Joliette station is normal when set for trains to and from St. Gabriel.
 If in the opinion of engineman on freight trains handling cars from sand loading tracks at Roch and St. Gabriel retainers are required, air brake Rules 59 and 101-105 inclusive will apply.
 Unless there are train orders held for a train, train order signals will not be lighted at night.

NORTHWARD TRAINS— INFERIOR DIRECTION			Miles from St. Lin Jct.	Telegraph and Telephone Offices	ST. LIN SUBDIVISION		Telegraph Calls	SOUTHWARD TRAINS— SUPERIOR DIRECTION	
					STATIONS			Car Capacity Sidings	
No Regular Service.			.0	P	ST. LIN JCT.....	N	21	No Regular Service.	
			2.3		RAVINS.....	O M	Nil		
			5.6		LEPAGE.....	Y A G	Nil		
			7.5	D	BRUCHESI.....	B I	13		
			10.5		LA PLAINE.....	P A	5		
			15.1	D	ST. LIN.....	B F			
Rule 93a applies. Rules 41 and 44 apply.									

Trains must not exceed ten miles per hour over first public crossing south of St. Lin station.
 Unless there are train orders held for a train, train order signals will not be lighted at night.

NORTHWARD TRAINS—INFERIOR DIRECTION				BUCKINGHAM SUBDIVISION		SOUTHWARD TRAINS—SUPERIOR DIRECTION					
		Miles from Buckingham Jct.	Telegraph Offices	STATIONS	Telegraph Calls	Car Capacity Sidings					
No Regular Service.							.0	D	BUCKINGHAM JCT...WY	B C	
			1.7		MURPHY.....	M Y	28				
			3.2	D	BUCKINGHAM.....	K G		No Regular Service.			
Rule 93a applies. Rules 41 and 44 apply.											

NORTHWARD TRAINS— INFERIOR DIRECTION			Miles from Berthier	Telegraph and Telephone Offices	BERTHIERVILLE SUBDIVISION		Telegraph Calls	SOUTHWARD TRAINS— SUPERIOR DIRECTION	
					STATIONS			Car Capacity Sidings	
No Regular Service.			2.1	D	BERTHIERVILLE.....	B J		No Regular Service.	
			.0	D	BERTHIER.....	Y B U			
Rules 41 and 44 apply.									

BUCKINGHAM SUBDIVISION FOOTNOTES

Trains must not exceed ten miles per hour over public crossing, mileage 3.0, and all movements over crossing must be protected by member of train crew.

BERTHIERVILLE SUBDIVISION FOOTNOTES

All tracks between Berthier and Berthierville will be considered within yard limits.
 Trains backing up on Berthierville Sub. must not exceed ten miles per hour over public crossings, mileage 1.07, mileage 1.6, and mileage 2.01.
 Switching movements over Montcalm St. crossing, Berthierville, to and from Eddy Match Co.'s plant must not exceed six miles per hour and must be protected by member of train crew.
 P-1, G-3, H-1 and heavier class engines must not be operated on tracks in Eddy Match Co.'s plant at Berthierville.

NORTHWARD TRAINS— INFERIOR DIRECTION				Miles from Enlaugra	Telegraph Offices	DRUMMONDVILLE SUBDIVISION		Miles from Enlaugra	Telegraph Offices	Car Capacity Sidings	SOUTHWARD TRAINS— SUPERIOR DIRECTION				
FOURTH CLASS						STATIONS					FOURTH CLASS				
77				.0	D			12	N	12	78				
Freight Daily ex. Sun.						STATIONS					Freight Daily ex. Sun.				
						ENLAUGRA YZ									
				3.6		BROME		9							
				6.9	D	KNOWLTON R F		30							
				9.2		FISHERS		Nil							
A.M.				12.2	D N	FOSTER RWYZ		F O		3.00	A.M.				
				3.45	D	WATERLOO Z R		O 8		2.45					
				3.52		WARDEN		W D 12		2.25					
				24.0		CLEARYS		Nil							
				4.17	D	SOUTH ROXTON F N		22		2.05					
				4.34	D	ROXTON FALLS WR		N 9		1.50					
				4.47	D	ACTONVALE H N		5		1.35					
				5.08		WICKHAM		W W 20		1.20					
				55.7		TOURVILLES		Nil							
A.M.				5.25	D	DRUMMONDVILLE KWYZ		A D		1.00	A.M.				
Daily ex. Sun.				77		Rule 93a applies Rules 41 and 44 apply.					78	Daily ex. Sun.			

NORTHWARD TRAINS— INFERIOR DIRECTION		Miles from Eastray	Telegraph Offices	ORFORD SUBDIVISION		Miles from Eastray	Telegraph Offices	SOUTHWARD TRAINS— SUPERIOR DIRECTION		
THIRD CLASS				STATIONS				FOURTH CLASS		
87		.0	D			14	N	88		
Freight Daily ex. Sun.				STATIONS				Freight Daily ex. Sun.		
A.M.		9.00		EASTRAY K				A.M.		
		9.05		EASTMAN WY		14		11.05		
				KARTOUM		Nil				
				NORTH STUKELY		Nil				
		9.40		LAWRENCEVILLE		5		10.30		
A.M.		9.55	D	VALCOURT				10.15		
Daily ex. Sun.		87		Rule 93a applies. Rules 41 and 44 apply.					88	Daily ex. Sun.

Trains must not exceed twenty miles per hour between Eastray and Valcourt.

Engine arriving Valcourt on No. 87 may assume schedule of No. 88 and may leave Valcourt without terminal clearance.

Diesel units class DFA-1 6 b-c-g and DFB-1 6d must not be operated between mileage 3.4 and mileage 15.5.

NORTHWARD TRAINS— INFERIOR DIRECTION		Miles from Cookshire	Telegraph Offices	SAWYERVILLE SUBDIVISION		Miles from Cookshire	Telegraph Offices	SOUTHWARD TRAINS— SUPERIOR DIRECTION		
FOURTH CLASS				STATIONS				FOURTH CLASS		
83		6.7	D			9	N	82		
Freight Daily ex. Sun.				STATIONS				Freight Daily ex. Sun.		
A.M.		10.00		SAWYERVILLE S Y				A.M.		
		10.20	D	COOKSHIRE RWZ		C N		9.00		
A.M.				Rule 93a applies. Rules 41 and 44 apply.					82	Daily ex. Sun.

D-10 class engines must not exceed twenty miles per hour over bridge mileage 5.2.

Engine arriving Sawyerville on No. 82 may assume schedule of No. 83 and may leave Sawyerville without terminal clearance.

Diesel units must not exceed twenty miles per hour between mileages 6.26 and 7.0.

Railway crossing at grade with C.N.R. at mileage 15.9—Not Interlocked.

Railway crossing at grade with C.N.R. at mileage 41.95—Interlocked—Automatic.

Railway crossing at grade with C.N.R. on spur track leading to roundhouse at Drummondville—Interlocked.

Junction with Sherbrooke Sub. at Foster—Interlocked.

Trains must not exceed thirty miles per hour on curves.

Trains must not exceed ten miles per hour over public crossings, mileage 3.5 mileage 6.8, and over Lake Street mileage 15.83 and Lewis Street mileage 16.43, Waterloo, over public crossings mileage 58.3 and mileage 58.58 and fifteen miles per hour over public crossing Notre Dame Street mileage 36.0, Roxton Falls.

Diesel units in passenger service must not exceed thirty-five miles per hour.

N-2 and P-1 class engines must not exceed thirty miles per hour over bridges mileage 8.3 and 11.3. D-4, D-6 and M-3 and diesel units must not exceed twenty-five miles per hour over bridges mileage 21.7 and 35.6.

D-9, D-10, F-1, F-2 (G-1 and G-2 with 8,000 gallon tenders) G-5 and M-4 class engines must not exceed fifteen miles per hour over bridges mileage 21.7 and 35.6 and twenty-five miles per hour over bridge mileage 23.4.

Cars must not be left on siding within 100 ft. on north side and no cars to be left on south side of station driveway crossing at Foster.

The sounding of engine whistle signals or bells within the City of Drummondville is prohibited, except when necessary to prevent accidents. "City Limit" sign erected at Third Range road crossing. Whistle signal and bell must be sounded for all crossings in village of St. Joseph.

Unless there are train orders held for a train, train order signals will not be lighted at night.

See page 29 for additional footnotes.

NORTHWARD TRAINS—INFERIOR DIRECTION						SOUTHWARD TRAINS—SUPERIOR DIRECTION													
				THIRD CLASS	SECOND CLASS	FIRST CLASS		Miles from Newport	Telegraph and Telephone Offices	STATIONS	Telegraph Calls	Car Capacity Sidings	FIRST CLASS		SECOND CLASS			FOURTH CLASS	
				915 Freight /Daily	903 Freight /Daily	31 Psg. /Daily	29 Psg. /Daily						30 Psg. aDaily	32 Psg. aDaily	902 Freight aDaily	904 Freight aDaily	906 Freight aDaily	50 Freight a Mon., Wed. & Fri.	
				P.M.	A.M.	P.M.	A.M.	63.7	D N	WELLS RIVER Jct. B. & M. 3.9	M Y	51	A.M.	P.M.	A.M.	P.M.	P.M.	A.M.	
				8.30	9.15	5.35	4.05	59.8	D	EAST RYEGATE 1.1	Z R G	Nil	3.21	★ 1.12	10.20	1.43	4.59	8.50	
				8.40	9.25	5.42	4.11	58.7		BELL 2.9	B	100	3.18	1.09	10.17	1.39	4.55	8.45	
				8.46	9.30	★ 5.46	4.15	55.8		McINDOES 2.7	M C	Nil	3.13	★ 1.04	10.08	1.32	4.45	8.30	
				8.51	9.35	★ 5.50	f 4.19	53.1	D	BARNET 2.7	Z F B	Nil	3.08	★ 1.00	10.00	1.26	4.30	8.20	
				8.56	9.50	★ 5.55	4.24	50.4		INWOOD 3.9	D O	70	3.03	★ 12.55	9.50	1.20	4.13	8.10	
					10.02	6.00	4.29	46.5		PASSUMPSIC 3.0	S C	Nil	2.57	12.49	9.40	1.10	4.05		
				9.20	10.40	s 6.10	s 4.44	43.5	D N	ST. JOHNSBURY Jct. St. J. & L. C. and Me.C. 2.6	W Z	B X	Yard s	2.50	s 12.44	9.30	1.00	3.55	7.50
					10.47	6.13	4.48	40.9		CENTERVALE 6.1	S R	Nil	2.36	12.35	8.46	12.45	3.20		
				9.50	10.57	s 6.22	s 4.58	34.8	D	LYNDONVILLE 3.6	Z N A	110	s 2.28	s 12.27	8.37	12.30 12.07	3.12	7.05	
					11.05	6.26	5.03	31.2		FOLSOM 4.1	S O	Nil	2.18	12.21	8.31	12.01	3.06		
				10.15	11.15	f 6.31	5.11	27.1	D	WEST BURKE 5.8	B U	100	2.13	f 12.17	8.25	P.M. 11.55	3.00	6.45	
				10.40	11.40 12.10	6.38	5.21	21.3		SUMMIT 7.1	V S X		2.06	12.10	8.15	11.45	2.50	6.30	
				10.55	PM 12.35	s 6.48	s 5.30	14.2	D	BARTON 5.2	Z W D	81	s 1.55	s 12.01	7.50	11.20	2.25	6.05	
				11.05	12.50	s 6.57	s 5.40	9.0	D	ORLEANS 4.3	Z O R	106	s 1.45	s 11.52	7.35	11.05	2.05	5.40	
					1.05	7.02	5.47	4.7		COVENTRY 4.7	C O	Nil	1.37	11.46	7.25	10.55	1.55		
				11.30	1.25	7.10	6.00	.0	D N	NEWPORT	KWZ	N P	1.30	11.40	7.15	10.45	1.45	5.00	
				P.M.	P.M.	P.M.	A.M.						A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	
				aDaily	aDaily	aDaily	aDaily						/Daily	/Daily	/Daily	/Daily	/Daily	/Mon., Wed. & Fri.	
				915	903	31	29						30	32	902	904	906	50	

Rule 93a applies.
Rules 41 and 44 apply.

Spring Switches located south end of Barton, Orleans and north end West Burke, north and south end Lyndonville and north end St. Johnsbury. To obtain proceed indication on dwarf signal unlock box marked "Push button", located opposite dwarf signal, and be governed by instructions posted therein.

Trains will run to the right between signals 206 and 217 at Summit. North and South end are equipped with Spring Switches. When necessary to run to the left, flag protection must be provided. Proceed indication on dwarf signals at either end will be obtained by unlocking box marked "Push Button" located opposite dwarf signal, and complying with instructions posted therein.

B. & M. Rules and time-table govern at Wells River.

Junction with St. J. & L. C. Ry. at St. Johnsbury—Automatic Block Signals.

DS-1 O a-b-c-d-e-h and j class switchers must not exceed twenty-five miles per hour when used in main track service.

Trains must not exceed forty miles per hour on curves at mileages 35.9, 36.9, 37.1, 42.6, 42.75, 50.7, 50.85, 51.1, 51.35, 56.4, 56.8, 59.9, 60.5.

Passenger trains must not exceed forty-five miles per hour on other curves.

Movements over Main Street, Newport, are restricted to ten miles per hour, and before movement over crossing is made, enginemen must know that gates have been lowered. Engine whistle signal 14-H must be sounded when making back-up movement over crossing.

★Nos. 31 and 32 will flag stop at Inwood, Barnet, McIndoes and East Ryegate to entrain or detrain revenue passengers to or from White River Jct. and beyond.

When southward trains take Siding at Barton to allow trains to pass, and have work to do in Barton yard, and backs train north on main line, trainmen will see that trains are not left standing closer than 600 feet south of crossing to avoid unnecessary operation of crossing signals.

Northward trains with work to do in Barton yard, after work is completed, will not exceed ten miles per hour over public crossing. Northward trains with work to do in Orleans freight shed track, after work is completed, will not exceed ten miles per hour over Main and North Street crossings, just north of station.

Movements over Depot Street, West Burke, except on main track, must be protected by flagman.

Except when weather or other conditions prevent proper running inspection, Special Instruction "C" is amended to read 65 miles on this subdivision.

Overhead bridge at mileage 38.5 is less than standard clearance.

When cars on feed store track at Lyndonville, they will not clear trainmen riding on side of train pulling through siding.

NORTHWARD TRAINS—INFERIOR DIRECTION								Miles from Brookport	Telegraph and Telephone Offices	NEWPORT SUBDIVISION		SOUTHWARD TRAINS—SUPERIOR DIRECTION																	
SECOND CLASS			FIRST CLASS				FIRST CLASS					SECOND CLASS			FOURTH CLASS														
901	903	915	31	217	29	213	32					214	218	30	902	904	906	80	82										
Fr. / Daily	Fr. / Daily	Fr. / Daily	Psgr. / Daily	Psgr. / Sun. only	Psgr. / Daily	Psgr. / Daily ex. Sun.	Psgr. / Daily					Psgr. / Daily ex. Sun.	Psgr. / Daily	Psgr. / Daily	Fr. / Daily	Fr. / Daily	Fr. / Daily	Fr. / Daily ex. Sun.	Fr. / Daily ex. Sun.										
P.M. 8.30	P.M. 3.40	A.M. 1.50	P.M. 7.15		A.M. 6.15		58.4	D N	NEWPORT	KWZ	N P	A.M. 11.35			A.M. 1.05	A.M. 4.30	A.M. 9.00	A.M. 10.20		P.M. 1.50									
8.50	4.00	2.07	7.23		6.24		52.7		MAGOWAN		MG	48	11.25		12.50	4.09	8.39	9.54		1.35									
8.55	4.05	2.12	f 7.26		★ 6.27		50.7		CENTRE		J	48	f 11.21		12.46	4.03	8.34	9.49		1.30									
9.06	4.18	2.23	f 7.36		f 6.37		44.1	D N	NORTH TROY		Z	47	f 11.12		f 12.38	3.50	8.22	9.36		1.18									
9.12	4.22	2.27	f 7.40		f 6.42		41.6	D	HIGHWATER		N V	62	f 11.06		f 12.34	3.45	8.16	9.31		1.10									
9.21	4.32	2.36	f 7.49		★ 6.50		35.5		GLENTON		G E	41	f 10.56		f 12.25	3.34	8.05	9.19		12.58									
9.26	4.38	2.41	7.52		6.55		32.5		MISSISQUOI		A C	65	10.52		12.21	3.28	7.59	9.13		12.50									
9.35	4.47	2.49	s 8.00		s 7.05		27.4	D N	RICHFORD		RZ	110	s 10.45		s 12.13	3.19	7.49	9.03		8.40	12.30								
9.40	4.53	2.54	f 8.03		★ 7.09		24.9		ABERCORN		A F	35	f 10.40		★ 12.06	3.14	7.44	8.58		8.30	P.M.								
s 10.25	s 5.20	s 3.05	s 8.13		P.M. 6.15		19.4	D N	SUTTON		RWZ	62	s 10.33		P.M. 8.05	P.M. 11.20	A.M. 11.58	s 3.05	s 7.30	s 7.15	s 8.48	8.10							
10.30	5.27	3.35	8.17		6.18		17.1		WESTOVER		W O	36	10.25		7.55	11.14	11.49	2.38	7.09	8.23	7.48								
10.32	5.30	3.37	8.18		s 6.23		16.2		ENLAUGRA		YZ	Nil	10.24		f 7.50	f 11.12	11.48	2.35	7.07	8.20	7.45								
10.39	5.38	3.44	★ 8.25		f 6.30		11.8		WEST BROME		W B	56	★ 10.18		s 7.41	s 11.04	★ 11.42	2.27	7.00	8.12	7.32								
10.44	5.44	3.49	8.29		f 6.33		9.0		SWEETSBURG		S W	12	10.14		f 7.36	f 10.59	11.37	2.21	6.55	8.06	7.20								
10.56	5.50	3.54	s 8.33		s 6.38		6.9	D	COWANSVILLE		Z	53	s 10.11		s 7.32	s 10.56	s 11.34	2.17	6.51	8.02	7.10								
					f 6.42		3.9		MAPLEDALE		D A	Nil			f 7.26	f 10.50		2.10	6.46	7.56									
					8.40		1.0		BRIGHAM		B G	77			f 7.22	f 10.47													
11.17	6.03	4.07	8.41		f 6.48		.0	D N	BROOKPORT		RWZ	Nil	10.03		7.20	10.45	11.22	2.00	6.40	7.50	6.55								
					P.M. 6.48								A.M. 10.03		P.M. 7.20	P.M. 10.45	P.M. 11.22	A.M. 2.00	A.M. 6.40	A.M. 7.50	A.M. 6.55								
					αDaily								αDaily		αDaily ex. Sun.	αDaily	αDaily	αDaily	αDaily	αDaily ex. Sun.	αDaily ex. Sun.								
					901								32		214		218		30		902		904		906		80		82

Rule 93a applies.

Trains may leave Brookport without registering.
 Sutton is registering point for Nos. 213, 214, 217 and 218 only.
 Richford is registering point for Nos. 80 and 82 only.
 Automatic Block Signals Nos. 564 and 576, north of Newport, govern southward trains to Newport station.
 Junction with Adirondack and Sherbrooke Subs. at Brookport—Automatic Signals.

Mlge.	Location.	On reverse curves	Permissible Speed Miles per Hour	
			Psgr. Trains	Freight and Mixed Trains.
13.5			40	40
13.65		On reverse curves	40	40
28.5		On curves	35	35
38.1		On reverse curves	40	40
38.55		On reverse curves	40	40
39.3		On reverse curves	40	40
39.45		On reverse curves	40	40
50.4 to 51.0		On curves	35	35
54.0 to 57.0		On curves	40	40
		Other curves	45	—

Passenger trains must not exceed fifty-five miles per hour between Abercorn and Newport.

Movements over Main Street, Newport, are restricted to ten miles per hour, and before movement over crossing is made, enginemen must know that gates have been lowered. Engine whistle signal I 4-H must be sounded when making back-up movement over crossing.

★No. 29 will flag stop at Centre and Glenton daily except Sunday.

★No. 29 will stop at West Brome daily except Sunday to load milk.
 ★Nos. 29 and 30 will flag stop at Abercorn Saturday and Monday for revenue passengers to and from Cowansville and beyond.
 ★No. 30 will stop at West Brome Sunday only to detrain revenue passengers from Farnham and beyond and entrain for advertised stops.
 ★Nos. 31 and 32 will flag stop at West Brome to entrain or detrain revenue passengers to or from Montreal.

Northward trains will clear opposing trains at double track switch Brookport.
 When trains meet at Centre, Southward train must stop 500 feet north of crossing mileage 50.7 to prevent flashers operating.

At Richford, overhead passageway on H. K. Webster's private track is less than standard clearance, trainmen must not ride on top of cars at this point. Also new tracks leading to new sheds at north end east side of their plant, clearance restricted between and on each side of these tracks, in addition to overhead clearance. Trainmen must not ride on sides or tops of cars when switching these tracks.

Movements over South Street crossing Cowansville and public crossing Highwater except main track must be protected by flagman.

All movements over Province Street, Richford, except main track, must be protected by flagman. In addition when Southward trains leave any portion of train on North side of crossing, the push button, located in box on track side of station, must be used in order to prevent unnecessary operation of crossing signals during the switching movements. After returning to train and before proceeding South the crossing must be protected by flagman.

Brookport yard limits extend to yard limit sign located 3,700 feet south of Brigham.
 Except when weather or other conditions prevent proper running inspection, Special Instruction "C" is amended to read 60 miles on this subdivision.

NORTHWARD TRAINS																	Car Capacity Sidings	Telegraph Calls	ADIRONDACK SUBDIVISION		Miles from Brookport
THIRD CLASS		SECOND CLASS				FIRST CLASS										STATIONS			Telegraph and Telephone Offices		
913	901	951	903	915	205	31	217	203	223	201	41	29	221	213							
Freight /Daily	Freight /Daily	Freight /Daily	Freight /Daily	Freight /Daily	Pggr. /Fri. and Sun. only	Pggr. /Daily	Pggr. /Sun. only	Pggr. /Daily	Pggr. /Daily	Pggr. /Daily	Pggr. /Daily	Pggr. /Daily	Pggr. /Daily	Pggr. /Daily ex. Sun.							
P.M. 10.55	P.M. 11.17	P.M. 10.00	P.M. 6.03	A.M. 4.07	P.M. 9.01	P.M. 8.41	P.M. 6.48	P.M. 5.53		A.M. 11.48	A.M. 8.15	A.M. 7.50		A.M. 6.25	.....	K	BROOKPORT..... RWXZ	D N	.0	
11.30	A.M. 12.10	P.M. 10.15	6.35	4.40	s 9.10	s 8.50	s 6.58	s 6.02		s 11.56	8.24	s 8.00		s 6.35	Yard	WH	FARNHAM..... KWXYZ Jct. St. Guillaume & Stanbridge Subs.	D N	6.3		
							f 7.04							f 6.42	Nil		STE. BRIGIDE.....		10.5		
11.42	12.23		6.45	4.50	9.17	8.57	f 7.07	6.09		12.03	8.31	8.08		f 6.46	48	V	VERSAILLES..... X		12.8		
							f 7.10							f 6.51	Nil		ST. GREGOIRE.....		15.4		
11.53	12.34		6.54	4.59	9.22	9.02	7.14	6.14		12.08	8.37	8.15		6.56	64	Q S	IBERVILLE JCT..... X		18.8		
A.M. 12.02	12.39		6.59	5.04	s 9.27	s 9.07	s 7.19	s 6.18		12.09	8.38	8.17		s 6.58	Nil	B A	IBERVILLE..... X	D	19.2		
							f 7.15	6.15		s 12.12	★ 8.41	s 8.20		s 7.02	43	J H	ST. JOHNS..... WXZ	D N	20.0		
															S 61		NATIONAL.....		21.3		
12.11	12.47		7.07	5.12	9.32	9.12	f 7.27	6.23		12.17	8.47	8.26		s 7.08	75	C	LACADIE..... X	D	24.5		
12.21	12.57		7.17	5.22	9.38	9.18	f 7.36	6.29		12.23	8.54	8.33		f 7.17	S 75	KN	ST. PHILIPPE..... X		31.2		
12.30	1.04		7.24	5.30	9.42	9.22	s 7.42	6.33		P.M. 5.26	f 12.27	8.58	8.38	A.M. 8.27	s 7.23	Nil	J U	DELSON..... RXYZ Jct. N.J.R.	DN	35.0	
							f 7.44							f 7.25	Nil	N A	ST. CONSTANT.....		36.0		
12.45	1.15		7.40	5.45	9.48	9.28	f 7.50	6.39		5.34	12.33	9.04	8.45	f 7.32	N 55 S 55	D	ADIRONDACK JCT.... XY Jct. N.Y.C.	D	40.7		
A.M. 12.45	A.M. 1.15		P.M. 7.40	A.M. 5.45											Nil		BRIDGE..... V		42.3		
						9.51	9.31	f 7.53	6.42	5.38	12.36	9.07	8.48	8.39	s 7.36	Nil	H A	LASALLE..... WXY	D	42.4	
						9.54	9.34	7.56	6.45	5.41	12.39	9.10	8.51	8.43	7.40	Nil	D U	SOUTH JCT..... X	D N	43.9	
															Nil	J N	SORTIN.....				
															Nil	C F	NORTH JCT..... X		44.6		
																A J	ST. LUC JCT..... X		45.5		
																O A	OUTREMONT... WXY	D N	49.4		
						s 9.57	s 9.37	s 8.00	s 6.48	s 5.45	s 12.42	s 9.15	★ 8.55	s 8.50	s 7.45	Nil	B N	MONTREAL WEST.... X	D		
						s 10.03	s 9.43	s 8.07	s 6.54	s 5.52	s 12.48	s 9.22	s 9.02	s 8.57	s 7.52	Nil	MW	WESTMOUNT..... XY	D		
						10.10	9.50	8.15	7.00	6.00	12.55	9.30	9.10	9.05	8.00		W J	MONTREAL..... KZ	D		
						P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.						
aDaily	aDaily	aDaily	aDaily	aDaily	aFri. and Sun. only	aDaily	aSun. only	aDaily	aDaily	aDaily	aDaily	aDaily	aDaily	aDaily ex. Sun.							
913	901	951	903	915	205	31	217	203	223	201	41	29	221	213							

Automatic Block Signal System

Double Track

Montreal Terminals

Miles from Brookport	Telegraph and Telephone Offices	ADIRONDACK SUBDIVISION																SOUTHWARD TRAINS															
		STATIONS																FIRST CLASS								SECOND CLASS							
																		202	32	220	204	206	214	42	218	30	222	902	904	906	952	908	914
Psgr. aDaily	Psgr. aDaily	Psgr. aDaily	Psgr. aDaily	Psgr. aDaily	Psgr. aDaily	Psgr. aDaily	Psgr. aDaily	Psgr. aDaily	Psgr. aDaily	Psgr. aDaily	Freight aDaily	Freight aDaily	Freight aDaily	Freight aDaily	Freight aDaily	Freight aDaily																	
.0	D N	BROOKPORT.....RWXZ	K	A.M. 9.02	A.M. 10.03		P.M. 2.32	P.M. 6.02	P.M. 7.20	P.M. 8.18	f 10.45	P.M. 11.22		A.M. 2.00	A.M. 6.40	A.M. 7.50	P.M. 3.25	A.M. 12.25	A.M. 2.15														
6.3	D N	FARNHAM.....KWYZ Jct. St. Guillaume & Stanbridge Subs.	WHs	8.54	9.55		s 2.24	s 5.54	s 7.10	8.09	s 10.34	s 11.10		1.35	6.29	7.24	3.05	12.10	1.07														
10.5		STE. BRIGIDE							f 6.58		f 10.27	11.04																					
12.8		VERSAILLES.....XV		8.46	9.46		2.16	5.46	f 6.54	8.02	f 10.24	11.02		1.23	6.17	7.12	1.45	10.44	12.55														
15.4		ST. GREGOIRE.....							f 6.49		f 10.20																						
18.8		IBERVILLE JCT.....XQ	S	8.41	9.41		2.11	5.41	6.44	7.56	10.15	10.57		1.15	6.09	7.03	1.33	10.35	12.45														
19.2	D	IBERVILLE.....XB	A						s 6.42		f 10.14																						
20.0	D N	ST. JOHNS.....WXZ	JHs	8.38	9.38		s 2.08	s 5.38	s 6.38	★ 7.54	s 10.12	s 10.55		1.12	6.06	7.00	1.30	10.30	12.35														
21.3		NATIONAL.....		8.34	9.34		2.06	5.34	6.33	7.51	10.08	10.50		1.06	6.03	6.55	1.25	10.24	12.20														
24.5	D	LACADIE.....XC		8.31	9.31		2.03	5.31	s 6.29	7.48	f 10.04	10.47		1.02	5.59	6.51	1.19	10.18	12.14														
31.2		ST. PHILIPPE.....XK	N	8.25	9.25		1.57	5.25	f 6.20	7.42	f 9.56	10.41		12.53	5.50	6.42	1.08	10.08	12.03														
35.0	D N	DELSON.....RXYZ Jct. N.J.R.	JUf	8.22	9.22	A.M. 10.19	f 1.54	★ 5.22	s 6.14	7.38	s 9.50	★ 10.37	P.M. 11.03	12.48	5.45	6.37	12.58	10.00	A.M. 11.55														
36.0		ST. CONSTANT.....					f 1.52		f 6.10		f 9.47																						
40.7	D	ADIRONDACK JCT.....XY Jct. N.Y.C.	D	8.17	9.17	10.12	1.47	5.17	s 6.03	7.32	s 9.41	10.30	10.53	12.40	5.38	6.30	12.50	9.50	11.45														
42.3		BRIDGE.....V												A.M.	A.M.	A.M.	P.M.	P.M.	P.M.														
42.4	D	LASALLE.....WXY	HA	8.14	9.14	10.09	1.44	5.14	s 5.59	7.29	s 9.37	10.27	10.50																				
43.9	D N	SOUTH JCT.....X	DU	8.12	9.12	10.06	1.42	5.12	5.55	7.27	9.34	10.24	10.47																				
44.6		NORTH JCT.....X																															
45.5		ST. LUC JCT.....X																															
49.4	D N	OUTREMONT.....WXY	OA																														
	D	MONTREAL WEST.....X	BNs	8.10	9.10	10.04	s 1.40	★ 5.10	s 5.53	7.25	s 9.32	s 10.22	s 10.45																				
	D	WESTMOUNT.....XY	MWs	8.05	9.05	9.57	s 1.35	★ 5.05	s 5.46	7.17	s 9.26	s 10.16	s 10.37																				
	D	MONTREAL.....KZ	WJ	8.00	9.00	9.50	1.30	5.00	5.40	7.10	9.20	10.10	10.30																				
				A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.																				
				/Daily	/Daily	/Daily	/Fri., Sat. & Sun. only	/Daily ex. Sat.	/Daily ex. Sun.	/Daily	/Sun. only	/Daily	/Daily	/Daily	/Daily	/Daily	/Daily	/Daily	/Daily	/Daily													
				202	32	220	204	206	214	42	218	30	222	902	904	906	952	908	914														

First class trains may leave Brookport, without registering.
 Northward freight trains may leave Brookport without registering.
 First and Second Class trains may leave Farnham without registering.
 D & H trains may leave Delson without registering.
 Delson is registering point for D. & H. trains only.
 Southward trains except first class trains must obtain terminal clearance at South Jct.
 All trains may leave Adirondack Jct., without terminal clearance provided train order signal indicates proceed.
 Eastward and Southward trains will not pull up to station at Brookport until signalled by Operator to do so.
 Trains between Adirondack Jct., St. Luc and Montreal will be governed by Montreal Terminals Division time-table.
 Swing bridges at mileage 19.8 and mileage 43.1—Interlocked.
 Junction with N.Y.C. Adirondack Jct.—Interlocked.
 Junction with Stanbridge Sub. at Farnham—Interlocked.
 Junction with St. Guillaume Sub. at Farnham—Automatic Block Signals.
 Junction with Newport and Sherbrooke Subs. at Brookport—Automatic Block Signals.
 Railway crossing at grade with C.N.R. and Junction with N.J.Ry. at mileage 35.02—Interlocked.
 Railway crossing at grade with C.N.R. at mileage 20.84—Interlocked—Automatic.
 Board of Transport Commissioners has authorized speed not exceeding fifty miles per hour for PASSENGER TRAINS only over railway crossing at grade with C.N.R. at mileage 35.02.
 No engine, car or train must exceed twenty miles per hour over Jacques Cartier street crossing, mileage 6.48.
 Trains must not exceed ten miles per hour between swingbridge and Laurier street crossing mileage 20.09 north of St. Johns station inclusively.
 G-3, G-4, H-1, P-2 class engines must not exceed fifteen miles per hour on southward track over bridge mileage 24.8.
 ★No. 41 will stop at St. Johns to detrain revenue passengers from advertised stops east of Megantic.
 ★No. 29 will stop at Montreal West to detrain passengers only.
 ★No. 206 will stop at Westmount and Montreal West to entrain passengers only.
 ★No. 206 will stop at Delson on school days only to detrain students.
 ★No. 42 will flag stop at St. Johns to entrain revenue passengers for advertised stops east of Megantic.
 ★No. 30 will flag stop at Delson to detrain revenue passengers only.
 All switching movements over public crossing, mileage 34.55 (south end of Delson yard) must be protected by a member of the train crew.
 Cars spotted on team track south of Jacques Cartier street, St. Johns, must be kept back fifty feet from street line at the said crossing.
 The use of engine whistle signals is prohibited, except to prevent accidents, within the limits of the Town of Farnham before crossing public crossings at grade between the hours of 11.00 p.m. and 6.00 a.m. with the exception that all northward trains may use whistles before crossing Main Street, mileage 5.5 Adirondack Sub. and southward trains may use whistle before crossing Normandie Boulevard, mileage 6.9 Adirondack Sub.
 St. Johns yard limits extend from yard limit sign located 4,000 feet south of south switch at Iberville Jct. siding to yard limit sign located 610 feet north of north switch at National siding.
 Delson yard limits extend from yard limit sign 4,000 feet South of cross-over switch on Northward track to yard limit sign located 2,177 feet North of St. Constant Station.
 See page 29 for additional footnotes.
 No. 981 Freight arrive Farnham 11.35 p.m. daily.
 No. 913 Freight arrive St. Luc 1.35 a.m. daily.
 No. 901 Freight arrive St. Luc 2.15 a.m. daily.
 No. 915 Freight arrive St. Luc 6.30 a.m. daily.
 No. 903 Freight arrive St. Luc 8.25 p.m. daily.
 No. 908 Freight leave St. Luc 9.20 p.m. daily.
 No. 914 Freight leave St. Luc 11.15 p.m. daily.
 No. 902 Freight leave St. Luc 12.15 a.m. daily.
 No. 904 Freight leave St. Luc 5.15 a.m. daily.
 No. 906 Freight leave St. Luc 6.00 a.m. daily.
 No. 952 Freight leave St. Luc 12.20 p.m. daily.
 No. 951 will consolidate with No. 913 at Farnham.
 No. 991 will consolidate with No. 901 at Farnham.

WESTWARD TRAINS—INFERIOR DIRECTION										EASTWARD TRAINS—SUPERIOR DIRECTION														
		THIRD CLASS	SECOND CLASS	FIRST CLASS				Miles from Megantic	Telegraph and Telephone Offices	SHERBROOKE SUBDIVISION														
		913 Freight /Daily	951 Freight /Daily	205 Psgr. /Fri. & Sun. only	203 Psgr. /Daily	201 Psgr. /Daily	41 Psgr. /Daily			STATIONS														
		P.M.	P.M.	P.M.	P.M.	A.M.	A.M.																	
		8.30	8.00	7.40	4.40	10.35	7.00	68.5	D N	SHERBROOKE.....	KWZ	H O		A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	
		8.37	8.05	7.44	4.43	10.38	7.04	70.6		2.1 LANDERS.....		S	63	10.14	3.45	7.15	9.31	2.45	5.15	5.45	6.10	8.50	2.22	11.35
		8.49	8.15	7.49	4.48	10.43	7.09	75.3		4.7 ROCK FOREST.....		R S	85	10.08	f 3.39	7.09	9.25	2.35	5.00	5.30	6.02	8.40	2.12	11.25
				7.52	★ 4.51	10.46		77.5		2.2 DEAUVILLE.....		R K	Nil	★ 10.05	f 3.36									
		9.19	8.24	7.56	4.54	10.49	7.15	80.4		2.9 SHANKS.....		S A	60	10.01	3.32	7.02	9.19	2.23	4.45	5.20	5.50	8.25	2.00	11.10
		9.42	8.34	s 8.06	s 5.03	s 10.58	★ 7.25	86.8	D N	6.4 MAGOG.....	WZ	G	70	s 9.54	s 3.25	s 6.55	★ 9.11	2.10	4.30	5.03	5.38	8.11	1.44	10.55
		9.58	9.02	8.15	★ 5.11	11.06	7.35	92.7		5.9 MOUNT ORFORD.....	YZ	D R	61	★ 9.45	f 3.15	6.45	9.02	1.56	4.00	4.46	5.22	7.56	1.30	10.42
					★ 5.13	★ 11.08		93.9		1.2 ORFORD LAKE.....		O R	Nil	★ 9.43	f 3.13	★ 6.43								
		10.08	9.16	8.21	★ 5.17	f 11.12	7.42	97.3	D	3.4 EASTRAY.....	Z	N E	60	★ 9.39	f 3.09	6.39	8.55	1.44	3.48	4.37	5.10	7.42	1.18	10.30
		10.14	9.22	8.25	★ 5.21	11.16	7.46	100.9		3.6 SOUTH STUKELY.....		S K	70	★ 9.34	f 3.04	6.34	8.50	1.32	3.35	4.25	4.55	7.10	1.06	10.14
		10.22	9.30	s 8.30	s 5.28	s 11.23	7.52	105.6	D N	4.7 FOSTER.....	WYZ	F O	46	s 9.28	s 2.58	s 6.28	8.44	1.20	3.20	4.13	4.40	6.56	12.52	9.55
		10.28	9.35	8.38	★ 5.32	f 11.27	7.56	109.1		3.5 FULFORD.....		F U	59	★ 9.22	f 2.52	6.22	8.38	1.02	2.52	4.02	4.30	6.45	12.38	9.35
		10.38	9.43	★ 8.47	f 5.39	f 11.34	8.02	114.4		5.3 WEST SHEFFORD.....		W F	56	f 9.16	f 2.46	f 6.16	8.32	12.49	2.39	3.49	4.15	6.30	12.25	9.21
		10.49	9.54	8.55	f 5.48	f 11.43	8.10	121.6		7.2 ADAMSVILLE.....		Q	67	f 9.07	f 2.37	f 6.07	8.24	12.37	2.27	3.37	4.00	6.15	12.10	9.11
		10.55	10.00	9.01	5.53	11.48	8.15	125.6	D N	4.0 BROOKPORT.....	RWZ	K	E 42	9.02	2.32	6.02	8.18	12.25	2.15	3.25	3.45	6.00	P.M. 11.55	9.01 P.M.
		αDaily	αDaily	αFri. & Sun. only	αDaily	αDaily	αDaily			Rule 93a applies.														
		913	951	205	203	201	41							1Daily	1Fri., Sat. & Sun. only	1Daily ex. Sat.	1Daily	1Daily	1Daily	1Daily	1Daily	1Daily	1Daily	1Daily

First class trains may leave Brookport without registering.
 Westward freight trains may leave Brookport without registering.
 Junction with Adirondack and Newport Sub. at Brookport—Automatic Signals.
 Junction with Drummondville Sub. at Foster—Interlocked.
 Junction with Q. C. R. at Sherbrooke—Interlocked.

Mlge.	Location.	Q.C.R. Connection	Alexander Street	Permissible Speed Miles per Hour	
				Psgr. Trains	Freight and Mixed Trains.
0.23	Sherbrooke Yard		King Street	25	25
68.5 to 70.0	"		On curves	10	10
70.0 to 79.0	"		"	40	40
79.0 to 85.0	"		"	55	—
85 to 86.83	"		"	60	—
86.83	"		Lake Street	40	40
86.83 to 88.0	"		On curves	10	10
88.0 to 93.0	"		"	40	40
93.0 to 95.0	"		"	45	45
95.0 to 102.0	"		"	40	40
102.5 to 105.0	"		"	50	—
105.0 to 106.0	"		"	45	45
106.0 to 109.0	"		"	40	40
109.0 to 114.0	"		"	45	45
114.0 to 125.0	"		"	50	—
125.0 to 125.6	"		"	70	—
				55	—

★Nos. 202 and 203 will flag stop at Fulford, South Stukely, Eastray, Orford Lake, Mount Orford and Deauville Saturday and Sunday only.
 ★Nos. 201 and 206 will flag stop at Orford Lake for revenue passengers only.
 ★No. 205 will flag stop at West Shefford Sunday only.
 ★No. 41 will flag stop at Magog to detrain revenue passengers from east of Megantic and entrain revenue passengers for Montreal and beyond.
 ★No. 42 will stop at Magog on Friday, Saturday and Sunday only to detrain revenue passengers from Montreal.
 No. 981 Freight leave Sherbrooke 8.50 p.m. daily.
 Sherbrooke yard limit extends from yard limit sign located 1500 feet west of west switch Landers to yard limit sign located 3662 feet east of east switch, at Lennoxville.
 When trains meet at Landers, and the eastward train is holding main track, and has stopped clear of east switch of siding, the switch must be opened in order to give westward train a proceed indication on signal 693 at Sherbrooke.
 Westward trains will clear opposing trains at double track switch Brookport.
 When trains meet at Mount Orford, westward train must stop 500 feet east of crossing mileage 92.7 to prevent flashers operating and when ready to proceed must not exceed fifteen miles per hour to crossing.
 The use of engine whistle signals or bells is prohibited, except to prevent accidents, within the limits of the City of Sherbrooke before crossing public crossings, (except Quatre-Pins crossing, mileage 70.39, between the hours of 10.00 p.m. and 7.00 a.m. Westward limit mileage 72.05.
 Except when weather or other conditions prevent proper running inspection, Special Instruction "C" is amended to read 60 miles on this subdivision.

WESTWARD TRAINS—INFERIOR DIRECTION							EASTWARD TRAINS—SUPERIOR DIRECTION															
							MEGANTIC SUBDIVISION															
							STATIONS															
							SECOND CLASS		FIRST CLASS		Miles from Megantic	Telegraph and Telephone Offices	Telegraph Calls	Car Capacity Sidings	FIRST CLASS		SECOND CLASS		FOURTH CLASS			
							951	203	41	202					42	908	952	62	64	66	68	
							Freight /Daily	Psgr. /Daily	Psgr. /Daily	Psgr. aDaily	Psgr. aDaily	Freight aDaily	Freight aDaily	Freight aDaily	Freight aDaily	Freight aDaily	Freight aDaily	Freight aDaily	Freight aDaily			
							P.M.	P.M.	A.M.	P.M.	P.M.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.	A.M.	P.M.			
							4.00	2.50	5.05	.0	D N	.....	.....	P.M.	P.M.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.
							4.20	2.57	5.14	4.4	.....	.....	.....	12.10	11.30	7.30	9.45	3.20	10.55	2.10	7.55
							4.30	f 3.01	5.19	8.4	D	.....	.....	12.03	11.23	7.07	9.30	3.08	10.45	1.57	7.42
							4.41	f 3.10	5.28	14.8	D	P.M.	11.58	11.17	6.57	9.21	2.57	10.37	1.49	7.33
							4.50	3.15	5.34	19.7	.....	.....	.....	f 11.49	11.09	6.40	9.09	2.42	10.25	1.37	7.20
							5.02	s 3.23	5.41	25.0	D	.....	.....	11.33	10.53	6.10	8.43	2.12	9.55	1.05	6.49
							5.10	★ 3.30	5.51	30.2	.....	.....	.....	★ 11.25	10.45	5.51	8.28	1.54	9.43	12.53	6.36
							5.20	3.35	5.55	33.7	.....	.....	.....	11.21	10.41	5.15	8.20	1.47	9.35	12.45	6.28
							5.28	f 3.41	6.02	38.3	D	.....	.....	f 11.15	10.34	5.03	8.08	1.32	9.22	12.32	6.15
							5.36	3.47	6.08	42.4	.....	.....	.....	11.09	10.28	4.50	7.54	1.20	9.05	12.15	6.05
							5.45	s 3.55	6.15	47.4	D N	s 11.03	10.20	4.35	7.40	1.05	8.49	P.M.	11.59	5.45
							6.00	★ 4.03	6.24	52.1	.....	.....	.....	★ 10.55	10.12	4.21	7.22	12.51	8.38	11.48	5.23
							6.05	f 4.07	6.27	54.8	.....	.....	.....	f 10.52	10.08	4.15	7.16	12.45	8.32	11.42	5.16
							6.11	f 4.13	6.32	58.2	D	.....	.....	f 10.48	10.03	4.07	7.08	12.37	8.24	11.34	5.07
							6.16	4.17	6.36	60.7	.....	.....	.....	10.44	9.59	4.00	7.01	12.30	8.17	11.27	5.00
							6.27	s 4.24	6.43	65.4	D N	.....	.....	s 10.35	9.50	3.47	6.48	12.15	8.00	11.10	4.45
							6.40	4.30	6.50	68.5	D N	.....	.....	10.30	9.45	3.40	6.40	12.05	7.50	11.00	4.35
							aDaily	aDaily	aDaily					iDaily	iDaily	iDaily	iDaily	iDaily	iDaily	iDaily	iDaily	
							951	203	41					202	42	908	952	62	64	66	68	
							Rule 93a applies.															

Junction with Q. C. R. at Sherbrooke—Interlocked.
 Railway crossing at grade and Junction with C. N. R. at mileage 65.97—Interlocked.
 Junction with Sawyerville Sub. at Cookshire—Automatic Signals.
 Junction with Q. C. R. at Megantic—Automatic Signals.

★Nos. 202 and 203 will flag stop at Gould for revenue passengers only and at Birchtown Saturday and Sunday only.

Rules 261 to 271 apply between Signals 659 and 659B west of Lennoxville and Signal on C.N.R. governing trains to C.P.R. at Lennoxville and Signals 686 and 686B east of Sherbrooke Station.

Permanent slow orders.

Mileage	Location	Permissible Speed Miles per Hour	
		Psgr. Trains	Freight and Mixed Trains
0.0 to 1.0	Frontenac Street	10	10
1.0 to 3.0	On curves	40	40
3.0 to 9.0	" "	45	—
9.0 to 10.0	" "	50	—
10.0 to 22.0	" "	40	40
22.0 to 25.0	" "	50	—
25.0 to 30.0	" "	45	—
30.0 to 34.0	" "	35	35
34.0 to 51.0	" "	50	—
51.0 to 57.0	" "	40	40
57.0 to 66.0	" "	50	—
66.0 to 68.5	" "	35	35
		40	40

P-2 class engines must not be used on No. 2 siding serving oil storage for Philip Carey Co. at Lennoxville.

All switching movements over Frontenac Street Megantic must be flagged over crossing.

No. 981 Freight arrive Megantic 3.00 p.m. leave 5.00 p.m. and arrive Sherbrooke 8.10 p.m. daily.

Movements over Main St., Cookshire, except on main track, must be protected by flagman.

The use of engine whistle signals or bells is prohibited, except to prevent accidents, within the limits of the City of Sherbrooke before crossing public crossings, between the hours of 10.00 p.m. and 7.00 a.m. Eastward limit mileage 67.38.

Except when weather or other conditions prevent proper running inspection, Special Instruction "C" is amended to read 70 miles on this subdivision.

Switch leading to Fairbanks lead at mileage 68.1 is equipped with electric switch lock operated from Sherbrooke. Trains or engines entering main track after release of electric lock may proceed either eastward to Lennoxville or westward to Sherbrooke but must not make reverse movement until it has cleared controlling signal either at Lennoxville or Sherbrooke except under flag protection.

Sherbrooke yard limit extends from yard limit located 3662 feet east of east switch at Lennoxville to yard limit sign located 1500 feet west of west switch at Landers.

NORTHWARD TRAINS— INFERIOR DIRECTION				ST. GUILLAUME SUBDIVISION				SOUTHWARD TRAINS— SUPERIOR DIRECTION				NORTHWARD TRAINS— INFERIOR DIRECTION				STANBRIDGE SUBDIVISION				SOUTHWARD TRAINS— SUPERIOR DIRECTION						
				THIRD CLASS	Miles from Farnham	Telegraph Offices	STATIONS	Telegraph Calls	Car Capacity Sidings	FOURTH CLASS					Miles from Farnham	Telegraph Offices	STATIONS	Telegraph Calls	Car Capacity Sidings							
				85 Freight Daily ex. Sun.						86 Freight Daily ex. Sun.																
				A.M.						A.M.																
				6.00	.0	D N	FARNHAM . K W X Y	W H		11.00							STANBRIDGE	Y S B								
				6.05	0.2	P	MEIGS	Z	Nil	10.55							BEDFORD	B D	20							
				6.18	5.6		CANROBERT		19	10.45							MYSTIC		Nil							
				6.32	11.5	D	ABBOTSFORD	A U	15	10.31							NOTRE DAME CROSSING		Nil							
				6.45	16.4	D	ST. PIE	C I	6	10.20							STE. SABINE		Nil							
				7.10	24.7	D	ST. HYACINTHE	H Y	21	10.00							FARNHAM . K W X Y	W H								
				7.30	26.4	D	STE. ROSALIE JCT. RWYZ	D C	17	9.30																
				A.M.						A.M.																
					27.3		STE. ROSALIE		Nil																	
					33.0		ST. SIMON	M S	7																	
					38.1	D	ST. HUGUES	H U	9																	
					40.9		CAVIGNAC		Nil																	
					43.1		ST. PRIME		Nil																	
					46.7	D	ST. GUILLAUME	K Y S G																		
				aDaily ex. Sun. 85			Rule 93a applies. Rules 41 and 44 apply.				1Daily ex. Sun. 86						Rule 93a applies. Rules 41 and 44 apply.									

Junction with Adirondack Sub. at Farnham—Interlocked.

Diesel units must not exceed twenty miles per hour between mileages 12.59 and 13.22.

Unless there are train orders held for a train, train order signals will not be lighted at night.

No engine, car or train must exceed twenty miles per hour over Jacques Cartier street crossing mileage 0.10 at Farnham.

Ste. Rosalie Jct. is registering point for Nos. 85 and 86 only.

Railway crossing at grade with C.N.R. at mileage 11.5—Interlocked.—Automatic. All trains are restricted to fifteen miles per hour within 500 feet of home signal.

Railway crossings at grade with C.N.R. at mileage 26.4—Interlocked—Automatic.

Normal position of switch at Meigs is for C.P.R. trains St. Guillaume Sub.—Not Interlocked.

All southward trains, must stop clear of junction switch at Meigs and proceed only after communicating with Farnham Yard Office.

STE. ROSALIE JCT. INTERLOCKING

Providing home signals are in a PROCEED position, all trains are restricted to ten miles per hour within 500 feet of home signal.

Unless there are train orders held for a train, train order signals will not be lighted at night.

D-4 class engines with 5000 gallon tenders must not exceed ten miles per hour and diesel units twenty miles per hour over bridge mileage 16.17.

D-10 class engine may be operated single or double headed with D-4 class engine with speed restriction of eight miles per hour over bridges mileage 16.17 and 16.18 and twenty miles per hour over bridges mileage 0.3, 24.1, 34.2 and 37.9.

Trains must not exceed ten miles per hour on curves between mileage 31.7 and 32.0.

Trains must not exceed fifteen miles per hour between mileage 16.0 and mileage 16.4, and ten miles per hour over St. Francois St., mileage 16.5, and over public crossing mileage 33.04 south of St. Simon station and over Main Street crossing mileage 0.25 Farnham.

Diesel units except class DS-6-a to g inclusive and J must not exceed twenty miles per hour between mileages 27.9 and 35.0: 40.2 and 40.8: 42.5 and 45.28.

ADDITIONAL FOOTNOTES**CHALK RIVER SUBDIVISION:**

At Carleton Place, all movements over Albert Street on track north of main line must be flagged by a member of the train crew.

At Almonte, cars must be left 50 feet clear of east and west side of John Street and when way freight pulls into shed track and when work is completed and train has to wait for block of train ahead, it will remain until ready to go forward, this to avoid unnecessary operation of crossing signal. All movements over spur crossing Main Street must be made under flag protection.

Employees must not ride on top or sides of cars on Seaman Kent spur Renfrew beyond entrance of buildings and engines and cars must not exceed four miles per hour passing restricted clearance of doorway.

At Renfrew, the leaving of cars standing on North track at Renfrew Street, on either side of the street nearer than 100 feet from street line, is prohibited; when freight trains or switching operations require the use of South track and it is necessary to uncouple cars to clear Renfrew Street, cars on both sides to be left clear of street line for distance of at least 100 feet; south siding not to be used for storage of cars at any time. All switching movements over spur track south of main line at Hall Street, must be made under flag protection.

At Renfrew Westward trains, when stopped within distance of 850 ft. East of Renfrew Street crossing, mileage 58.68 for period of one minute or more, when proceeding must not exceed ten miles per hour over crossing.

All westward trains when cutting off engine to take coal, water or switch at Renfrew must leave their train clear of the point indicated by white sign on telegraph pole 500 feet east of highway crossing Hall Street.

Trains must not exceed fifteen miles per hour over spur track between Haley's and mileage 2.42 and five miles per hour over curve to Dominion Magnesium plant.

At Pembroke, D-10, G-1, G-2, G-3, G-4, G-5, F-1, F-2, H-1, P-2, M-3, M-4 and N-4 class engines are permitted to operate on spur leading to Consolidated Paper Corp'n. conveyor at speed not exceeding FIVE miles per hour account sharp curvature.

PRESCOTT SUBDIVISION**WALKLEY INTERLOCKING**

When home signals indicate STOP, Trainman will proceed to the diamond and communicate with the Train Dispatcher at Ottawa by telephone from booth located at diamond, and after ascertaining that there is no CONFLICTING MOVEMENT on C.N.R., Trainman will be governed by Rule 672.

M&O SUBDIVISION**VANKLEEK HILL INTERLOCKING**

The time release feature on signal governing Eastward movement over Vankleek Hill Automatic Interlocker provides that after a C.P.R. train has occupied the circuit for eight minutes or more, C.N.R. signals will be automatically released for a C.N.R. train movement and thus permit of clear signal being taken away from the C.P.R. train. The eight minute interval applies from the time train enters the circuit until it reaches the switch East of the Station.

PARK AVENUE SUBDIVISION:

When signal Nos. 99 or 102 indicate "STOP" and there is no train seen approaching or passing over gauntlet track, Trainman will communicate with Train Dispatcher by means of telephone located on signal. If authorized to proceed, train will move at restricted speed through the block.

Crossing gates at Gouin Boulevard, Bordeaux, Mileage 9.91 are automatically operated.

Outward trains switching at Bordeaux will release gates by pushing button marked "STOP" in box marked "GATES" located at west switch of station track, which will cause signal No. 99 to display "STOP" and crossing gates to raise. If train has to pass signal 99 for a switching move, push the button marked "CLEAR" and then be governed by indication displayed by signal No. 99. After switching move passes signal No. 99, push the button marked "STOP" so that gates will raise when train clears crossing. When switching is completed and train is ready to proceed west, push the button marked "CLEAR" and be governed by indication displayed by signal No. 99.

TROIS RIVIERES SUBDIVISION**L'EPIPHANIE INTERLOCKING**

The time release feature on signals governing movement over L'Epiphanie automatic interlocker provides that after a C.P.R. train has occupied the circuit for 12 minutes or more, C.N.R. signals will be automatically released for a C.N.R. train movement and thus permit of clear signal being taken away from C.P.R. train. The 12 minute interval applies from the time train enters the circuit until it reaches the home signal. The circuit extends from Mileage 21.80 to Mileage 25.07.

QUEBEC SUBDIVISION:**CADORNA INTERLOCKING**

When switching movements are being made into tracks located within limits of Interlocking, the main track switch must always be left open.

Rules 261 to 271 apply between Signals 115 - 116 and Signal 201 Wolfe's Cove Branch.

All movements from Cadorna to Wolfe's Cove must pass through the tunnel under full control and then be governed by Signal 200 located on left-hand side of track at the South end of tunnel.

Signals 200 and 201 govern movements over C.N.R. and must not be passed when STOP indication is displayed. STOP indication will be due to:

- (a) Train approaching on C.N.R.;
- (b) Signals out of order;
 - when Signal 200 is at STOP, comply with Rule 672;
 - when Signal 201 is at STOP, comply with Rule 264.

Telephones for communicating with Operator are located on instrument case near Signals 06, 119; on instrument case in safety bay in middle of tunnel, also near crossing with C.N.R. at South end of tunnel.

LACHEVROTIERE INTERLOCKING

The time release feature on signals governing movement over Lachevrotiere automatic interlocker provides that after a C.P.R. train has occupied the circuit for 6 minutes or more, C.N.R. signals will be automatically released for a C.N.R. train movement and thus permit of clear signal being taken away from C.P.R. train. The 6 minute interval applies from the time train enters the circuit until it reaches the home signal. The circuit extends from Mileage 115.91 to Mileage 120.30.

ADIRONDACK AND DRUMMONDVILLE SUBDIVISIONS:**ST. JOHNS INTERLOCKING**

The time release feature on signal governing movement over the St. Johns automatic Interlocker provides that after C.P. train has occupied a Northward circuit for 6 minutes or more, and 10 minutes and 45 seconds on the Southward circuit, signals will be automatically released for C.N.R. train movement and thus permit of clear signal being taken away from C.P.R. train. These time minute intervals apply from the time a train enters the circuit until it reaches the home signal. Should C.N.R. train not proceed over crossing, it will be necessary for trainman to operate push button in boxes marked "Signal Push Button" located on signal No. 205 and at interchange switch. There is also a push button located on southward home signal No. 210 for same purpose for southward trains. These push buttons must not be operated until train is ready to proceed over crossing.

ACTONVALE INTERLOCKING

The time release feature on signal governing movement over the Actonvale automatic Interlocker provides that after C.P. train has occupied a Northward or Southward circuit for 6 minutes or more, signals will be automatically released for C.N.R. train movement and thus permit of clear signal being taken away from C.P.R. train. These time minute intervals apply from the time a train enters the circuit until it reaches the home signal.

DRUMMONDVILLE INTERLOCKING

All trains are restricted to ten miles per hour within 1000 feet of home signal. When either of the two home signals indicate STOP and after waiting five minutes, Trainman will proceed to the diamond and communicate with the Train Controller at Levis by a telephone located in box at the North-East corner of the diamond, and, after ascertaining that there is no CONFLICTING MOVEMENT on the C.N.R., will open knife switch and after engine of his train has reached the crossing, will close the knife switch and lock box.

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS FOR DISABLED AND DEAD STEAM LOCOMOTIVES, DEAD DIESEL UNITS AND OTHER EQUIPMENT

CONDITION OF LOCOMOTIVE	CLASS OF SERVICE	MAX. SPEED M.P.H.	
		WHEN OPERATING	WHEN HAULED
Dead Locomotive—Main rods removed, all side rods in position	Frt & Psgr. Switcher	—	30 20
Disabled Locomotive—Both back side rods only removed	Frt & Psgr. Switcher	50 50	30 20
Disabled Locomotive—One main rod removed, all side rods in position	Frt & Psgr. Switcher	40 40	30 20
Disabled Locomotive—Both main rods and all side rods removed	Frt & Psgr. Switcher	—	20 20
Disabled Locomotive—Not requiring removal of any rods, trucks or equalizers	Frt & Psgr. Switcher	40 40	Max. Operating Speeds

In all cases where the permissible speeds for a serviceable locomotive is less than that shown above, the permissible speed must not be exceeded.

When equalizers are removed or blocked, wheels blocked up, leading or trailing truck removed, the weight distribution is altered and authority for the movement and speed restrictions of the locomotive should be obtained from the Superintendent. Care must be taken to avoid damage to track, culverts, bridges, etc. If a wheel is raised care must be taken to see that the rim does not contact the rail.

Whenever doubt exists as to the maximum permissible speed for a particular disabled locomotive the Superintendent should be consulted.

When removal of any side rod other than the back rod is necessary, all side and main rods on both sides of the locomotive must be removed; the crossheads must be moved to the front of the guides and be securely blocked.

When removal of only the back side rod is necessary, the corresponding rod on the opposite side must also be removed.

SPEED RESTRICTIONS FOR NEW OR OVERHAULED DIESEL UNITS

New diesel units, or those which have just undergone a major repair or inspection, which are equipped with friction journal bearings, must not be operated or hauled dead at a speed in excess of 30 miles per hour over the first 100 miles or the first subdivision, whichever may be the greater.

If a diesel unit is damaged or becomes defective, but is not rendered inoperative, speed must be so regulated as to avoid further damage.

POSITION IN TRAINS

A dead steam locomotive, or a dead diesel unit when total number of driving axles of diesel units on the head end exceeds sixteen must be separated from the engine handling the train and from other dead locomotives or diesel units in the train by at least two hundred and forty feet, and when possible, not more than ten cars except that two diesel units may be coupled together in the train and where the current locomotive authorization chart allows, two steam locomotives may be coupled together.

AUXILIARY CRANES, CRANES OTHER THAN AUXILIARY, COMBINATION CRANES, PILE DRIVERS, STEAM SHOVELS, ETC.

These machines are subject to restrictions contained in bridge load chart. On Subdivisions where they are permitted to operate, the following speed restrictions must be observed and care must be exercised by trains handling such machines on down grades and around sharp curves.

CLASS	RESTRICTION	
	WHERE AUTHORIZED FREIGHT TRAIN SPEED IS	UNLESS PROVIDED OTHERWISE IN FOOTNOTES TRAINS HANDLING MUST NOT EXCEED
Auxiliary Cranes Nos. 414240 to 414502 inclusive Except 414320, 414321, 414328 and 414370 No. 414650 (diesel)	40 M.P.H. or over 35 or 30 M.P.H. 25 M.P.H. or less	35 M.P.H. 25 M.P.H. Permissible freight train speed.
Nos. 414320, 414321, 414328 and 414370	Over 25 M.P.H. 25 M.P.H. or less	25 M.P.H. 15 M.P.H.
Cranes, Combination Cranes and Pile Drivers Nos. 414099 to 414221 inclusive Nos. 414600 to 414605 inclusive	Over 25 M.P.H. 25 M.P.H. or less	20 M.P.H. 15 M.P.H.
Steam Shovels and Steel Pile Drivers Nos. 400213 to 400375 inclusive Nos. 400009 to 400053 inclusive	35 M.P.H. or over 25 to 35 M.P.H. Under 25 M.P.H.	25 M.P.H. 20 M.P.H. 15 M.P.H.
Wooden Pile Drivers Nos. 400000 to 400006 inclusive *Erie Excavators Nos. E-1, E-2 and E-3 *Ditching Machines Nos. D-1 to D-14 inclusive Scale Test Cars Nos. 420925 to 420928 inclusive	30 M.P.H. or over Under 30 M.P.H.	30 M.P.H. 5 M.P.H. less than authorized speed

*These move on flat cars.

When moved on freight trains, the above machines must be handled immediately ahead of the caboose except when occupied boarding cars are also being handled, in which case they must be handled immediately ahead of such cars. Machines having arrows to indicate direction of travel, including steam cranes and all combination crane and pile drivers, must be placed in trains in that manner.

Yardmasters must secure authority from the Chief Dispatcher before moving these machines in trains. Connecting divisions as well as Conductors and Enginemen of the trains handling the machines must be informed in the same manner as applies to dead locomotives and diesel units.

Similar machines, privately owned or those of another railroad are subject to the above restrictions.

GENERAL INSTRUCTIONS RE HANDLING CARS OF EXPLOSIVES, POISON GAS, CLASS "D" POISON AND PLACARDED TRUCKS OR TRAILERS ON CARS OR PLACARDED TANK CARS IN TRAINS

(Reference to cars in instructions below apply also to cars carrying placarded trucks or trailers)

Such cars must have air and hand-brakes in service and must not be handled in a train which carries passengers, except on lines where there are no regular trains operating in freight service only. Train and engine crews must be advised in writing of the presence and location in the trains of cars placarded EXPLOSIVES. This notice must be transferred from crew to crew at points other than terminals.

No car moving under its own momentum shall be allowed to strike any car placarded "EXPLOSIVES" or "POISON GAS", nor shall such car be coupled to with more force than is necessary to complete the coupling.

Cars placarded EXPLOSIVES, POISON GAS, CLASS "D" POISON must not be cut off while in motion.

In switching operations, cars placarded "EXPLOSIVES" must be separated from the engine by at least one nonplacarded car.

Closed cars placarded "EXPLOSIVES" shall have doors closed before they are moved.

PLACARDED LOADED TANK CARS or a draft including such cars must not be cut off in switching operations until the preceding car or cars have cleared the lead track and cars must not be allowed to follow PLACARDED LOADED TANK CARS until they in turn are clear of the lead. When PLACARDED LOADED TANK CARS are controlled by HAND BRAKES, the brakes must be tested and determined to be in good working order before cars are cut off.

Cars placarded "EXPLOSIVES" should be so placed in yards or on sidings that they will be safe from all probable danger of fire and provision made for quick removal and ISOLATION in case of fire. Such cars must not be placed under bridges or overhead highway crossings, nor in or alongside of passenger sheds or stations except for loading or unloading purposes. Engines on parallel track must not stand opposite or near them.

Cars placarded "DANGEROUS" or known to contain flammable liquids, gases or vapours must not be entered with a lighted open-flame lantern, torch or other fire until both car doors have been opened and sufficient time allowed for ventilation and escape of any vapours.

PLACARDED CARS which have been on fire due to hot journals or any other cause shall not be transported, except to the extent necessary to facilitate fire fighting, until it has been determined that there is no fire remaining within the car.

A car requiring "EXPLOSIVES" or "POISON GAS" placards, or both, when accompanied by cars carrying guards or gas handling crews, shall be next to and ahead of the car occupied by the guards or gas handling crews accompanying such car; except that when the car occupied by guards or gas handling crews is equipped with a lighted heater or stove, it shall be the fourth car behind a car or cars requiring "Explosives" placards.

EXPLOSIVES:

When length of freight or mixed train permits, cars placarded Explosives must be placed not nearer than the SIXTEENTH car from both the engine or occupied caboose. When length of freight or mixed train will not permit to be so placed, must be near MIDDLE of train, except that when moving in a freight or mixed train performing pick-up and/or set off service, it shall be placed not nearer than the SECOND car from both the engine or occupied caboose, and in freight or mixed trains made up in "BLOCKS" or classifications it shall be placed near the MIDDLE of the "BLOCK" or classification in which moving but not nearer than the SIXTH car from both the engine or occupied caboose.

Cars placarded Explosives must not be handled next to cars placarded Dangerous, Poison Gas, or Class "D" Poison; engine; Wooden Underframe Car; Loaded Flat Car, except that flat cars carrying trailers or containers placarded "Explosives", as authorized by the regulations, may be coupled to each other; Open Top Car when lading extends or protrudes above or beyond the ends or sides thereof; Cars equipped with Automatic Refrigeration of the Gas-Burning Type; Cars containing lighted Heaters, Stoves or Lanterns; Cars loaded with Live Animals or Fowl occupied by an attendant; Occupied Caboose, Passenger or Combination Car other than when occupied by Gas Handlers or Military Personnel accompanying shipments.

RADIOACTIVE MATERIALS ARE LABELLED OR PLACARDED "CLASS "D" POISON":

Car containing Radioactive Material and Placarded DANGEROUS—CLASS "D" POISON must not be placed in train next to cars Placarded Explosives or next to carload shipment of undeveloped film.

In the event of breakage of container, accident, fire or unusual delay involving a shipment of radioactive material labelled or placarded DANGEROUS—CLASS "D" POISON, the car and any loose radioactive material must be isolated from human contact and no persons must be allowed to remain near car or contents needlessly, until qualified persons are available to supervise handling. The Board of Transport Commissioners, Shipper, and the Bureau of Explosives must be notified immediately.

Cars, buildings, areas, or equipment in which Class "D" Poisons have been spilled must not be placed in service or occupied until decontaminated by qualified persons.

NOTE: For other special handling of Class "D" Poison (Radioactive Material) apply to supervisory officer (Board of Transport Commissioners Circular 269).

LOADED PLACARDED TANK CARS:

When length of freight or mixed train permits, loaded placarded tank cars must be SIX cars from engine, occupied caboose or passenger car, but in no case nearer than the SECOND car from engine, occupied caboose or passenger car, unless the remainder of the train consists of placarded loaded tank cars.

Loaded placarded tank cars must not be handled next to cars placarded Explosives; Engine or Occupied Caboose (except when train consists only of placarded loaded tank cars); Cars placarded Poison Gas; Wooden Underframe Cars; Loaded Flat Cars; Open Top Cars when lading extends or protrudes above or beyond the ends or sides thereof; Cars Equipped with Automatic Refrigeration of the Gas-Burning Type; Cars containing Lighted Heaters, Stoves or Lanterns; Cars loaded with Live Animals or Fowl, occupied by an attendant; Occupied Caboose, Passenger or Combination Car other than when occupied by Gas Handlers or Military Personnel accompanying shipments.

NOTE: For any special handling of explosives and other dangerous articles, other than outlined above, apply to Supervisory Officer, who can refer to Board of Transport Commissioners Regulations.

**INSTRUCTIONS GOVERNING THE MOVEMENT OF TRAINS
BY ELECTRIC STAFF BLOCK SYSTEM (Rules 301-302-303 apply)**

1. The staff system has three functions, as follows:—
 - 1st—**ABSOLUTE BLOCK**; A block in which but one train is permitted at a time. It is governed by an **ABSOLUTE STAFF**, which is a steel rod turned into rings.
 - 2nd—**PERMISSIVE BLOCK**; A block in which one or more trains are permitted to follow, or to meet as provided by clause 10. It is governed by a **PERMISSIVE STAFF**, which is either a divisible steel rod, or a steel rod equipped with 11 removable rings.
 - 3rd—**PUSHER BLOCK**; A block in which a pusher engine is permitted to enter and assist in movement of trains. It is governed by a **PUSHER STAFF** of special design.
2. A train must not enter a block until a staff or portion of a staff, or a ring has been delivered to the conductor or engineman, as the case may be, by the operator on duty.
3. When yard, or station limits extend to a point within staff territory, switching movements may be made within these limits without securing a staff, keeping clear of first and second class trains.
4. When trains are to be moved through a permissive block on a portion of a staff, or a ring, the conductor, or engineman, as the case may be, of the first train, must see the permissive staff. The last train moved through the block under a permissive staff must obtain the balance of the staff or rings.
5. At a staff station where a pusher engine is required to assist a train through a portion of a block, a special pusher attachment will be provided, and the engineman of the pusher engine will receive from the operator, a special pusher staff. This special staff gives the engineman of the pusher engine the right to enter a block and after assisting the train the required distance, return to the staff station and immediately deliver the special staff to the operator, who must insert it in the holder.
6. When two or more engines, coupled, are to be moved through a block accompanied by a conductor, the staff or portion of a staff or a ring, must be shown to the engineman by the conductor, who will ride on the rear engine. If no conductor, the engineman of the rear engine must obtain and handle the staff, or portion of a staff, or ring, in the manner prescribed for the conductor. When two trains coupled are to be moved through a block, conductor of rear train must handle staff or ring.
7. Regular trains entering a block must be registered according to their classification.
8. In the event of a portion of a train being left in a block, the conductor must retain possession of the staff, or portion of a staff, or ring, until all cars in his train are clear of the block.
9. Except where an automatic attachment is installed, the operator must take the staff out of the holder and deliver it to the conductor, whose duty it will be to show it to the engineman, who must not leave a staff station until he has seen the staff. The conductor must retain possession of the staff, or portion of a staff, or ring, until the train has passed through and cleared the block, when he will deliver it to the operator who must immediately insert it in the holder. The staff, or portion of a staff, or ring, must not be transferred from one train to another. At a staff station where an operator is not employed, an automatic attachment will be provided, and when a staff is required for a train to enter a block, it must be obtained from the holder by the conductor, or engineman, as the case may be, of such train, and on arrival of a train at such staff station, or any intermediate staff station, the staff must be deposited in the holder by the conductor or engineman, as the case may be, observing special instructions as to the manner of such operation, which are posted at such station.
10. If a siding at which operators are not employed is located in a block, a special unattended siding attachment will be provided at the staff stations, and trains required to meet at the siding will receive a special staff conferring the right to track only to the siding at which point the special staffs must be exchanged. Such exchanged special staffs confer the right to each train to proceed to the staff station at the end of the block. With this special staff a 19Y form train order must be issued to the trains, indicating which train shall hold main track at the meeting point.
11. If one block adjoins another block, or if there is an unattended siding in a block, the staffs will have engraved on them the names of the stations at the ends of the block which they govern, and the conductor or engineman, as the case may be, must know that the properly engraved staff, or portion of a staff, is delivered to him before entering a block.
12. When, owing to the balance of traffic being in one direction, there is an accumulation of staffs at one end of the block, they may be transferred to the other end under the direction of the Assistant Superintendent, or Chief Train Dispatcher. When transferring staffs from one instrument to another, an even number of staffs must always be taken. This even number of staffs must not include the staff to be used for the train movement at the time the transfer is being made. In making such a transfer of staffs, the necessary even number of staffs must be taken from the instrument, the instrument locked up and then tested, after which the staff for the train must be taken out in the regular manner by the operator.
13. In the event of the staff system becoming inoperative, a staff overcarried or lost, or from any cause the system is disabled, the movement of trains through the block must be governed by time-table, train orders, and Uniform Code of Operating Rules.
14. All trains must, unless otherwise arranged, obtain terminal clearance before leaving the last station of the territory controlled by electric staff block system.

SPECIAL INSTRUCTIONS

A.—Unless otherwise provided freight and mixed trains will be governed by the following speed limit and must not make any one mile in less than time shown for each Subdivision:

Subdivision	Speed Limit	Time for one mile
Winchester, Chalk River, Adirondack, Trois Rivières and Quebec	50 M.P.H.	1 min. 6 sec.
Carleton Place, M. & O. and Sherbrooke	45 M.P.H.	1 min. 12 sec.
Park Avenue, Lachute, Megantic, Newport, Lyndonville, Prescott and Brockville	40 M.P.H.	1 min. 20 sec.
Sussex St., St. Maurice Valley and St. Gabriel	35 M.P.H.	1 min. 30 sec.
Waltham, Maniwaki, Ste. Agathe, St. Lin, Drummondville, Stanbridge and St. Guillaume	30 M.P.H.	1 min. 43 sec.
Other Subdivisions	25 M.P.H.	2 min. 00 sec.

**B.—MAXIMUM SPEEDS FOR STEAM
LOCOMOTIVES**

Class	Miles Per Hour
F1, F2, G3e, f, g, h, j, H1, K1	90
A1, G1, G2, G3a, b, c, d, G4, G5	75
P2g, h, j, k, T1b, c	65
D6, D9, D10	60
A2, D4, J3, M3, M4, N2, N4,	
P1, P2a, b, c, d, e, f, T1a	50
R3	35
R2, S2	30
U3, V3, V4, V5, W1	20

**MAXIMUM SPEEDS FOR DIESEL UNITS AS
GOVERNED BY TRACTION MOTOR GEARING**

Class	Miles Per Hour
DPA-15, DPA-17, DPB-15, DPB-17	89
DPA-22	85
DFA-16e-f, DFB-16c, DRS-16, DRS-24	75
DFA-16, b, c, d, g, DFB-16, a, b, d	70
DFA-15, DFA-16a, DFB-15, DRS-15, DRS-17, DS-8, DS-9, DS-12	65
DRS-10, DS-6, DS-10, SB-10	60

MAXIMUM SPEED FOR RAIL DIESEL CARS 90 miles per hour.

C.—In addition to the strict observance of Rule 111, freight and mixed trains will not, unless otherwise provided, run more than forty miles without stopping for standing train inspection.

D.—Should diesel engines moving light, gas-electric or Rail Diesel Cars operating in automatic signal territory be stopped on sand, whether sanders are operated manually or automatically, the engine or cars must be moved off the sanded rail immediately to ensure proper operation of automatic signals.

E.—Before coupling to or moving occupied boarding cars or other units of occupied work equipment, stop must be made and, when practicable, persons in, on, or about them notified. Upon the proper signal, coupling must be made carefully to avoid shock. Occupied boarding cars must not be cut off in motion nor may other cars be cut off in motion onto them.

F.—At public crossings at grade at which there are automatic warning devices to indicate the approach of trains or engines on main tracks, movements over such crossings on other than main tracks must not, unless otherwise provided, exceed ten miles per hour from one hundred feet distant until the engine or leading car has passed over the crossing. For main track movements against the current of traffic, see time-table footnotes.

G.—An unattached engine, car or other unit must not be left standing within interlocking limits of a railway crossing at grade; nor in automatic block signal system territory on the movable portion of a drawbridge.

H.—When a diesel engine consisting of more than two units is required to make back-up movement over or along a public road at grade, the provisions of Rule 103 must be applied.

J.—Diesel units of different gear ratios may be coupled and operated together. When this is done, the speed of train must be restricted to that of the lowest geared diesel unit on the train, including units being moved dead or idling.

K.—At all public crossings at grade where automatic protection devices require to be operated by the use of push-buttons, referred to in time table footnotes or instructions, movements must not obstruct the crossings in less than twenty seconds after the push-button has been operated.

ORE CARS

Trains handling ore cars 370000 to 377249 series, loaded or empty, must not exceed thirty miles per hour on Chalk River, Carleton place, M&O, Winchester, Adirondack, Sherbrooke, Megantic, Newport, Lyndonville, Park Avenue, Lachute, Trois Rivières and Quebec Subdivisions. Twenty-five miles per hour on Prescott, Sussex Street, Brockville and St Maurice Valley Subdivisions and twenty miles per hour on all other Subdivisions.

TABLE SHOWING RATE OF SPEED A TRAIN IS RUNNING WHERE THE TIME OF ONE MILE IS GIVEN

Time Per Mile Min. 40 Sec.	Miles Per Hour	Time Per Mile Min. 16 Sec.	Miles Per Hour	Time Per Mile Min. 51 Sec.	Miles Per Hour	Time Per Mile Min. 26 Sec.	Miles Per Hour	Time Per Mile Min. 1 Sec.	Miles Per Hour	Time Per Mile Min. 36 Sec.	Miles Per Hour
00	90.00	17	47.37	1	32.43	2	24.66	1	19.89	3	16.67
01	87.80	18	46.75	1	32.14	2	24.49	1	19.78	3	16.59
02	85.71	19	46.15	1	31.86	2	24.32	1	19.67	3	16.51
03	83.72	20	45.57	1	31.58	2	24.16	1	19.57	3	16.44
04	81.81	21	45.00	1	31.30	2	24.00	1	19.46	3	16.36
05	80.00	22	44.44	1	31.03	2	23.84	1	19.35	3	16.29
06	78.26	23	43.90	1	30.77	2	23.68	1	19.25	3	16.22
07	76.59	24	43.37	1	30.51	2	23.53	1	19.15	3	16.14
08	75.00	25	42.86	2	30.25	2	23.38	1	19.05	3	16.07
09	73.47	26	42.35	2	30.00	2	23.23	1	18.95	3	16.00
10	72.00	27	41.86	2	29.75	2	23.08	1	18.85	3	15.93
11	70.59	28	41.38	2	29.51	2	22.93	1	18.75	3	15.86
12	69.23	29	40.91	2	29.27	2	22.78	1	18.65	3	15.79
13	67.92	30	40.45	2	29.03	2	22.64	1	18.56	3	15.72
14	66.67	31	40.00	2	28.80	2	22.50	1	18.46	3	15.65
15	65.45	32	39.56	2	28.57	2	22.36	1	18.37	3	15.58
16	64.29	33	39.13	2	28.35	2	22.22	1	18.27	3	15.52
17	63.16	34	38.71	2	28.12	2	22.08	1	18.18	3	15.45
18	62.07	35	38.30	2	27.91	2	21.95	1	18.09	3	15.38
19	61.02	36	37.89	2	27.69	2	21.82	1	18.00	3	15.32
20	60.00	37	37.50	2	27.48	2	21.69	1	17.91	3	15.25
21	59.02	38	37.11	2	27.27	2	21.56	1	17.82	3	15.19
22	58.06	39	36.73	2	27.07	2	21.43	1	17.73	3	15.13
23	57.14	40	36.36	2	26.87	2	21.30	1	17.65	3	15.06
24	56.25	41	36.00	2	26.67	2	21.18	1	17.56	3	15.00
25	55.38	42	35.64	2	26.47	2	21.05	1	17.48	3	14.94
26	54.55	43	35.29	2	26.28	2	20.93	1	17.39	3	14.88
27	53.73	44	34.95	2	26.09	2	20.81	1	17.31	3	14.82
28	52.94	45	34.62	2	25.90	2	20.69	1	17.22	3	14.76
29	52.17	46	34.29	2	25.71	2	20.57	1	17.14	3	14.70
30	51.43	47	33.96	2	25.53	2	20.45	1	17.06	3	14.64
31	50.70	48	33.64	2	25.35	2	20.34	1	16.98	3	14.58
32	50.00	49	33.33	2	25.17	2	20.22	1	16.90	3	14.52
33	49.31	50	33.03	2	25.00	2	20.11	1	16.82	3	14.46
34	48.65		32.73	2	24.83	3	20.00	1	16.74	3	14.40
35	48.00							1		3	14.34

DIAGRAM SHOWING LOCATION OF TRAIN PHONE WIRES—QUEBEC DISTRICT
FACE IN THE DIRECTION NAMED — COUNT CROSSARMS FROM THE TOP DOWN

