

Canadian Pacific

RAILWAY

Atlantic Region

MONTREAL TERMINALS
LAURENTIAN AND FARNHAM DIVISIONS
QUEBEC CENTRAL RAILWAY

TIME **29** TABLE

Taking Effect at 12.01 a.m. Sunday, April 28, 1968

GOVERNED BY EASTERN STANDARD TIME

FOR THE INFORMATION AND GUIDANCE OF EMPLOYEES ONLY

INSTILL...ACHIEVE
ENDORSE...MAINTAIN ***SAFETY***

G. E. BENOIT,
VICE-PRESIDENT

A. M. HAND,
GENERAL MANAGER

J. B. MACPHERSON,
SUPERINTENDENT TRANSPORTATION

MONTREAL TERMINALS DIVISION

Page	Subdivision	From	To	Miles
4-5-6-7	Adirondack	Adirondack Jct.	Deseronto	11.3
4-5-6-7	Westmount	Montreal	Montreal West	4.8
4-5-6-7	Winchester	Montreal West	Winchester	3.3
4-5-6-7	South Jct. Lead	Montreal West	South Jct.	1.0
4-5-6-7	North Jct. Lead	Montreal West	North Jct.	1.1
4-5-6-7	St. Luc Branch	St. Luc Jct.	St. Luc	2.1
4-5-6-7	Farnham Connection	Wentworth	St. Luc	2.5
4-5-6-7	Outremont	Outremont	St. Luc	1.6
4-5-6-7	South Bank Branch	Lasalle	St. Luc	6.0
4-5-6-7	Lasalle Loop	Lasalle	St. Luc	4.4
14-15	Park Avenue	Place Viger	Jac. Cartier Jct.	9.0
				47.1

Farnham Division Train Dispatchers will issue train orders between Adirondack and Westmount and Montreal West; Montreal West and North Jct.; Wentworth to South Jct.; Lasalle and Core St. Paul, when necessary.

Smiths Falls Division Train Dispatchers will issue train orders between Montreal and Grovehill and between Grovehill and Smiths Falls, when necessary. Dispatching Office at Smiths Falls—Office Signal O.

Laurentian Division Train Dispatchers will issue train orders between St. Luc Jct., Jacques Cartier Jct. and Place Viger and between Wentworth and St. Luc Jct. (except Farnham connection), when necessary.

- | | | | | | | | | | | | | | |
|---|--|-----------------------|--------------------|-----------------------|----------------------|--------------------|---------------------|--------------------|--------------------|----------------------|-----------------------|--|--|
| S. P. JOSEPHAK,
Superintendent,
Park Avenue. | Traffic Supervisor's office at St. Luc—Office Signal S. | | | | | | | | | | | | |
| G. W. CONROY,
Asst. Superintendent,
Park Avenue. | J. P. GLOBENSKY, Chief Traffic Supervisor. | | | | | | | | | | | | |
| E. W. FURSSELL,
Asst. Superintendent,
Park Avenue. | J. CREVIER, Night Chief Traffic Supervisor. | | | | | | | | | | | | |
| R. N. BEAULIEU,
Asst. Superintendent,
Park Avenue. | <table border="0"> <tr> <td>E. BELANGER,</td> <td>A. BERNIER,</td> <td rowspan="4">} Traffic Supervisors</td> </tr> <tr> <td>J. P. DROUIN,</td> <td>G. GELINAS,</td> </tr> <tr> <td>J. G. MORIN,</td> <td>C. BOUCHER,</td> </tr> <tr> <td>J. G. DION,</td> <td>K. D. MOSHER,</td> </tr> <tr> <td>G. B. BOURDON,</td> <td></td> <td></td> </tr> </table> | E. BELANGER, | A. BERNIER, | } Traffic Supervisors | J. P. DROUIN, | G. GELINAS, | J. G. MORIN, | C. BOUCHER, | J. G. DION, | K. D. MOSHER, | G. B. BOURDON, | | |
| E. BELANGER, | A. BERNIER, | } Traffic Supervisors | | | | | | | | | | | |
| J. P. DROUIN, | G. GELINAS, | | | | | | | | | | | | |
| J. G. MORIN, | C. BOUCHER, | | | | | | | | | | | | |
| J. G. DION, | K. D. MOSHER, | | | | | | | | | | | | |
| G. B. BOURDON, | | | | | | | | | | | | | |

LAURENTIAN DIVISION

Page	Subdivision	From	To	Miles
12-13	M&O	Vaudreuil	M&O Junction (not inc. M&O Junction)	32.5
14-15	Park Avenue	Jac. Cartier Jct. (not included)	Ste. Therese	11.3
16-17	Lachine	Ste. Therese	Lamar	96.1
18-19	Trois Rivières	St. Maurice Jct.	Trois Rivières	32.3
20-21	Quebec	Trois Rivières	Quebec	72.3
22	Winchester	Grovehill	Vaudreuil (including Vaudreuil)	18.3
23	Ste. Agathe	Ste. Therese	Mont Laurier	138.2
23	St. Gabriel	Lanoraie	St. Gabriel	47.6
24	Buckingham	Buckingham Jct.	Buckingham	4.2
25	Barthierville	Berthier	Berthierville	
25	Piles	Cap de la Madeleine	Garnau	
25	St. Maurice Valley	Trois Rivières	Grand Mere	
		Cadorna	Wolfe's Cove	
		Cap de la Madeleine	Wayagamack (including Town Square)	
		Trois Rivières	Loop Line	
		Staynerville	Brownsburg	
Total				592.1

- | | | | | | | | | | | | | | | | |
|---|--|------------------------|----------------------|---------------------|-------------------------|------------------------|----------------------|----------------------|---------------------|--------------------|------------------|-------------------|------------------------|-----------------------|--|
| R. J. PORTELANCE,
Superintendent,
Park Avenue. | Dispatching Office at Park Avenue—Office Signal J. | | | | | | | | | | | | | | |
| J. R. FORTIER,
Asst. Superintendent,
Trois Rivières. | G. DEVAULT, Chief Train Dispatcher. | | | | | | | | | | | | | | |
| I. G. LARAMEE,
Asst. Superintendent,
Park Avenue. | <table border="0"> <tr> <td>J. A. BLONDEAU,</td> <td>D. N. DROUIN,</td> <td rowspan="5">} Train Dispatchers</td> </tr> <tr> <td>L. DESCHAMBAULT,</td> <td>J. G. TURCOTTE,</td> </tr> <tr> <td>J. C. FORTIN,</td> <td>J. P. WEANER,</td> </tr> <tr> <td>G. M. GAGNE,</td> <td>A. BERNIER,</td> </tr> <tr> <td>C. DOYON,</td> <td>J. SIMARD,</td> </tr> <tr> <td>F. A. MARCOTTE,</td> <td>D. M. REGNIER,</td> <td></td> </tr> </table> | J. A. BLONDEAU, | D. N. DROUIN, | } Train Dispatchers | L. DESCHAMBAULT, | J. G. TURCOTTE, | J. C. FORTIN, | J. P. WEANER, | G. M. GAGNE, | A. BERNIER, | C. DOYON, | J. SIMARD, | F. A. MARCOTTE, | D. M. REGNIER, | |
| J. A. BLONDEAU, | D. N. DROUIN, | } Train Dispatchers | | | | | | | | | | | | | |
| L. DESCHAMBAULT, | J. G. TURCOTTE, | | | | | | | | | | | | | | |
| J. C. FORTIN, | J. P. WEANER, | | | | | | | | | | | | | | |
| G. M. GAGNE, | A. BERNIER, | | | | | | | | | | | | | | |
| C. DOYON, | J. SIMARD, | | | | | | | | | | | | | | |
| F. A. MARCOTTE, | D. M. REGNIER, | | | | | | | | | | | | | | |

FARNHAM DIVISION

Page	Subdivision	From	To	Miles
26	Drummondville	Knowlton	Drummondville	51.9
27	Lyndonville	Newport	Wells River (not including Wells River)	63.7
28-29	Newport	Brookport	Newport	58.4
30-31	Adirondack	Brookport	Adirondack Jct. (not including Adirondack Jct.)	39.0
34-35	Sherbrooke	Sherbrooke	Brookport	57.1
36-37	Megantic	Megantic	Sherbrooke	68.5
38	Sawyerville	Cookshire	Sawyerville	6.7
38	Stanbridge	Farnham	Stanbridge	13.8
39	St. Guillaume	Farnham	St. Guillaume	46.7
Total				405.8

W. R. BURROUGHS,
Superintendent,
Sherbrooke.

Dispatching Office at Sherbrooke—Office Signal KF.

A. L. HARRIS, Chief Train Dispatcher.

D. J. HIGMAN,
Asst. Superintendent,
Newport.

L. N. COUTURE, Night Chief Train Dispatcher.

A. A. SMALL,
Asst. Superintendent,
Farnham.

B. H. BEERS,	K. A. McCANN,	} Train Dispatchers
J. J. LAPALME,	J. R. LOIGNON,	
G. R. LEVESQUE,	P. DUBOIS,	
F. JACQUES,	J. M. AUDET,	
J. F. DRAINVILLE,	C. D. KAVANAGH,	
G. H. VEILLEUX,	G. PERRON,	
R. P. PREMONT,	M. A. TROTIER,	
U. SEGUIN,	R. J. PERRAULT,	
K. R. HARRISON,	D. V. DROUIN	

QUEBEC CENTRAL RAILWAY

Page	Subdivision	From	To	Miles
40	Vallee	Sherbrooke	Walsh	130.7
42	Tring	Tring Jct.	Megantic	59.1
43	Levis	Scotts Jct.	Harlaka	27.5
43	Beebe	Lennoxville	Newport	37.2
44	Chaudiere	Vallee Jonction	Lac Frontiere	78.5
44	Stanstead	Beebe Jct.	Rock Island and Derby Line	2.4
Total				335.4

W. R. BURROUGHS,
Manager,
Sherbrooke.

Dispatching Office at Sherbrooke—Office Signal KF

A. L. HARRIS, Chief Train Dispatcher.

J. V. RIVEST,
Asst. Superintendent,
Thetford Mines.

L. N. COUTURE, Night Chief Train Dispatcher.

Train Dispatchers shown on Farnham Division
will handle Quebec Central Rly.

D. J. HIGMAN,
Asst. Superintendent,
Newport.

MONTREAL TERMINALS		STATIONS	Train Order Office Signals	OUTWARD TRAINS—FIRST CLASS						1	245	
				287	249	191	235	206	285			247
				Psg. Daily ex. Sat. and Sun.	Psg. Daily ex. Sat. and Sun.	Psg. Daily ex. Sat. and Sun.	Psg. Daily	Psg. Daily	Psg. Daily ex. Sat. and Sun.	Psg. Daily ex. Sun.	Psg. Daily	Psg. Sat.
		MONTREAL.....KWZ	W J	PM 4.19	PM 4.15	PM 4.07	PM 4.00	PM 3.50	PM 3.37	PM 3.10	PM 1.30	PM 12.10
		2.0 WESTMOUNT.....VXY	★	★ 4.25	★ 4.21	S 4.13	S 4.06	★ 3.55	S 3.42	S 3.16	S 1.36	S 12.16
		V.....MONTREAL WEST.....VX	B N	4.31	4.27	4.20	S 4.12	★ 4.00	S 3.47	S 3.22	★ 1.43	S 12.22
		1.4 SORTIN.....				PM				★ 3.24		F 12.24
		0.8 BALLANTYNE.....X		4.34	4.30		4.15		3.50	3.26	1.46	12.25
		0.7 LACHINE.....XY							F 3.52	F 3.28		F 12.27
		0.4 GROVEHILL.....XY		4.36	4.31		4.16		F 3.54	S 3.30	1.48	F 12.29
				PM	PM		PM		PM	PM	PM	PM
		SOUTH JCT.....X	H A					S 4.02				
		1.5 LASALLE.....XY	B R					S 4.04				
		1.0 SEAWAY.....	D					★ 4.07				
		V.....ADIRONDACK JCT.....RXY										
		0.7 Jct. N.Y.C.										
								PM				
		NORTH JCT.....X										
		0.9 ST. LUC JCT.....X										
		3.9 OUTREMONT.....XY										
		1.0 BRESLAY.....X										
		V.....PARK AVENUE.....VX										
		2.3 JAC. CARTIER JCT.....X										
		Jct. C.N.R.										

MONTREAL TERMINALS		STATIONS	Train Order Office Signals	OUTWARD TRAINS—FIRST CLASS				
				255	222	295	156	42
				Psg. Daily ex. Sat.	Psg. Daily	Psg. Daily ex. Sat. and Sun.	Psg. Daily	Psg. Daily
		MONTREAL.....KWZ	W J	PM 9.50	PM 8.30	PM 8.00	PM 6.40	PM 6.35
		2.0 WESTMOUNT.....VXY	S	S 9.57	S 8.37	S 8.05	S 6.45	S 6.42
		V.....MONTREAL WEST.....VX	B N	S 10.05	S 8.45	S 8.10	S 6.51	S 6.50
		1.4 SORTIN.....		F 10.07		F 8.12		
		0.8 BALLANTYNE.....X		10.10		8.13		
		0.7 LACHINE.....XY		F 10.11		F 8.14		
		0.4 GROVEHILL.....XY		F 10.12		F 8.16		
				PM		PM		
		SOUTH JCT.....X	H A		8.47			6.52
		1.5 LASALLE.....XY	B R		8.50			6.55
		1.0 SEAWAY.....	D		8.53			6.58
		V.....ADIRONDACK JCT.....RXY						
		0.7 Jct. N.Y.C.						
					PM			PM
		NORTH JCT.....X					6.52	
		0.9 ST. LUC JCT.....X					6.53	
		3.9 OUTREMONT.....XY					6.57	
		1.0 BRESLAY.....X					6.59	
		V.....PARK AVENUE.....VX					S 7.00	
		2.3 JAC. CARTIER JCT.....X					7.02	
		Jct. C.N.R.					PM	

OUTWARD TRAINS—FIRST CLASS

137	257	243	204	152	131	220	233	283	Train Order Office Signals
Psg. Sat.	Psg. Sun.	Psg. Daily ex. Sun.	Psg. Sun.	Psg. Daily	Psg. Daily	Psg. Daily	Psg. Daily	Psg. Daily ex. Sat. and Sun.	
PM 12.05	AM 11.15	AM 11.15	AM 10.00	AM 9.00	AM 8.45	AM 8.00	AM 7.00	AM 6.40	W J
S 12.10	S 11.21	S 11.21	S 10.05	S 9.06	S 8.50	S 8.07	S 7.06	S 6.45	
S 12.15	S 11.27	S 11.27	S 10.10	S 9.12	S 8.56	S 8.15	S 7.12	S 6.50	B N
	F 11.30	F 11.30							
	11.32	11.32					7.15	6.53	
	F 11.34	F 11.34						F 6.54	
	F 11.36	F 11.36					7.16	F 6.55	
	AM	AM	10.12			8.17	AM	AM	
			10.14			8.20			H A
			10.17			8.23			B R
									D
12.16			AM	9.14	8.57	AM			
12.18				9.16	8.59				
12.23				9.21	9.04				
12.25				9.23	9.05				
S 12.27				S 9.27	S 9.07				
12.29				9.29	9.09				
PM				AM	AM				

MONTREAL TERMINALS	
STATIONS	
Two Tracks	MONTREAL..... KWZ 2.0
	WESTMOUNT..... VXY 2.7
	MONTREAL WEST..... VX 1.4
Three Tracks	SORTIN..... 0.8
	BALLANTYNE..... X 0.7
	LACHINE..... XY 0.4
Two Tracks	GROVEHILL..... XY
	SOUTH JCT..... X 1.5
	LASALLE..... XY 1.0
	SEAWAY..... 0.7
Two Tracks	ADIRONDACK JCT..... RXY Jct. N.Y.C.
	NORTH JCT..... X 0.9
	ST. LUC JCT..... X 3.9
	OUTREMONT..... XY 1.0
	BRESLAY..... X 0.2
	PARK AVENUE..... VX 2.3
JAC. CARTIER JCT..... X Jct. C.N.R.	

OUTWARD TRAINS—FIRST CLASS

251	167	133	154	291	214	181	281	289	Train Order Office Signals
Psg. Daily	Psg. Mon. Wed. Fri.	Psg. Daily	Psg. Daily	Psg. Daily ex. Sat. and Sun.	Psg. Daily ex. Sat. and Sun.	Psg. Daily ex. Sat. and Sun.	Psg. Daily ex. Sat. and Sun.	Psg. Daily ex. Sat. and Sun.	
PM 5.35	PM 5.25	PM 5.15	PM 5.00	PM 4.50	PM 4.40	PM 4.35	PM 4.27	PM 4.23	W J
S 5.41	S 5.30	S 5.20	S 5.06	S 4.56	S 4.45	★ 4.40	S 4.33	★ 4.29	
S 5.47	S 5.35	★ 5.26	S 5.12	S 5.03	S 4.50	★ 4.45	S 4.39	4.35	B N
				F 5.06			S 4.44		
				5.08			4.46	4.39	
F 5.52				F 5.10			S 4.49		
F 5.54				S 5.12			S 4.51	4.41	
PM				PM	4.52		PM	PM	
					S 4.56				H A
					S 5.00				B R
									D
	5.36	5.28	5.14			4.47			
	5.38	5.30	5.16			4.49			
	5.43	5.35	5.21			4.54			
	5.45	5.38	5.23			4.56			
S 5.48	S 5.40	S 5.27				5.00			
	5.50	5.42	5.29			5.02			
PM	PM	PM				PM			

MONTREAL TERMINALS	
STATIONS	
Two Tracks	MONTREAL..... KWZ 2.0
	WESTMOUNT..... VXY 2.7
	MONTREAL WEST..... VX 1.4
Three Tracks	SORTIN..... 0.8
	BALLANTYNE..... X 0.7
	LACHINE..... XY 0.4
Two Tracks	GROVEHILL..... XY
	SOUTH JCT..... X 1.5
	LASALLE..... XY 1.0
	SEAWAY..... 0.7
Two Tracks	ADIRONDACK JCT..... RXY Jct. N.Y.C.
	NORTH JCT..... X 0.9
	ST. LUC JCT..... X 3.9
	OUTREMONT..... XY 1.0
	BRESLAY..... X 0.2
	PARK AVENUE..... VX 2.3
JAC. CARTIER JCT..... X Jct. C.N.R.	

★ No. 1 will flag stop at Montreal West to entrain for advertised stops Ottawa and west.
 ★ No. 247 will stop at Sortin Saturday only to detrain passengers.
 ★ No. 206 will stop at Westmount and Montreal West to entrain only and will flag stop at Adirondack Jet. Saturday only.
 ★ Nos. 249, 287 and 289 will stop at Westmount to entrain only.
 ★ No. 181 will stop at Westmount and Montreal West to entrain only.
 ★ No. 133 will stop at Montreal West to entrain only.

MONTREAL TERMINALS		Train Order Office Signals	INWARD TRAINS—FIRST CLASS									
			240	213	270	272	242	244	221	180	280	
STATIONS			Psgr. Daily ex. Sat. and Sun.	Psgr. Daily ex. Sat. and Sun.	Psgr. Daily ex. Sat. and Sun.	Psgr. Daily ex. Sat. and Sun.	Psgr. Sat.	Psgr. Daily ex. Sat. and Sun.	Psgr. Daily	Psgr. Daily ex. Sat. and Sun.	Psgr. Daily ex. Sat. and Sun.	
MONTREAL	KWZ	W J	AM 6.30	AM 6.55	AM 7.00	AM 7.07	AM 7.12	AM 7.12	AM 7.15	AM 7.20	AM 7.25	
2.0 WESTMOUNT	VXY	S	6.24	6.47	6.52	6.59	7.06	7.04	7.07	★ 7.12	7.17	
V 2.7 MONTREAL WEST	VX	B N S	6.18	6.40	6.45	6.52	7.00	6.57	7.01	★ 7.05	7.10	
1.4 SORTIN												
0.8 BALLANTYNE	X		6.12		6.37	6.46	6.55	6.51			7.04	
0.7 LACHINE	XY	F	6.11			S 6.45	F 6.53				S 7.02	
0.4 GROVEHILL	XY	F	6.09		6.35	S 6.41	F 6.51	6.49			7.01	
			AM		AM	AM	AM	AM			AM	
SOUTH JCT.	X	H A		6.35					6.53			
1.5 LASALLE	XY	S		6.30					6.50			
1.0 SEAWAY		B R										
0.7 ADIRONDACK JCT.	RXY	D		F 6.24					6.46			
Jct. N.Y.C.				AM					AM			
NORTH JCT.	X									7.02		
0.9 ST. LUC JCT.	X									7.00		
3.9 OUTREMONT	XY									6.55		
1.0 BRESLAY	X									6.51		
0.2 V PARK AVENUE	VX									S 6.50		
2.3 JAC. CARTIER JCT.	X									6.44		
Jct. C.N.R.										AM		

MONTREAL TERMINALS		Train Order Office Signals	INWARD TRAINS—FIRST CLASS									
			164	201	254	236	153	138	252	223	192	
STATIONS			Psgr. Tues. Thur.	Psgr. Daily	Psgr. Daily ex. Sun.	Psgr. Sun.	Psgr. Daily	Psgr. Sat.	Psgr. Sat. Sun.	Psgr. Daily	Psgr. Daily ex. Sat. and Sun.	
MONTREAL	KWZ	W J	AM 11.35	AM 11.59	PM 1.30	PM 1.30	PM 3.50	PM 4.00	PM 4.05	PM 4.35	PM 4.40	
2.0 WESTMOUNT	VXY	S	11.27	11.52	S 1.25	S 1.25	S 3.42	S 3.53	S 3.57	S 4.27	F 4.32	
V 2.7 MONTREAL WEST	VX	B N S	11.20	11.46	S 1.20	S 1.20	S 3.35	S 3.47	S 3.52	S 4.20	4.25	
1.4 SORTIN					F 1.17	F 1.17		F 3.49			PM	
0.8 BALLANTYNE	X				1.16	1.16		3.48				
0.7 LACHINE	XY	F			1.15	F 1.15		F 3.46				
0.4 GROVEHILL	XY	F			1.13	F 1.13		F 3.44				
					PM	PM		PM				
SOUTH JCT.	X	H A		11.43						4.16		
1.5 LASALLE	XY	F		11.40						4.13		
1.0 SEAWAY		B R										
0.7 ADIRONDACK JCT.	RXY	D		11.37						4.09		
Jct. N.Y.C.				AM						PM		
NORTH JCT.	X		11.17				3.29	3.44				
0.9 ST. LUC JCT.	X		11.15				3.27	3.43				
3.9 OUTREMONT	XY		11.10				3.22	3.38				
1.0 BRESLAY	X		11.08				3.20	3.36				
0.2 V PARK AVENUE	VX	S	11.07				S 3.19	S 3.35				
2.3 JAC. CARTIER JCT.	X		11.01				3.15	3.30				
Jct. C.N.R.			AM				PM	PM				

INWARD TRAINS—FIRST CLASS

274	246	41	248	276	232	132	250	151	Train Order Office Signals
Psg. Daily ex. Sat. and Sun.	Psg. Daily ex. Sat. and Sun.	Psg. Daily	Psg. Sat. Sun.	Psg. Daily ex. Sat. and Sun.	Psg. Daily ex. Sun.	Psg. Daily	Psg. Daily ex. Sun.	Psg. Daily ex. Sun.	
AM 7.35	AM 7.45	AM 7.50	AM 8.25	AM 8.30	AM 9.05	AM 9.20	AM 10.10	AM 11.00	W J
S 7.27	S 7.37	S 7.42	S 8.18	S 8.23	S 8.58	S 9.13	S 10.03	S 10.53	B N
S 7.20	S 7.30	S 7.34	S 8.11	S 8.16	S 8.51	S 9.06	S 9.56	S 10.47	
							F 9.53		
							F 9.51		
			F 8.07	F 8.12			F 9.50		
S 7.10	7.22		F 8.03	F 8.08	8.45		F 9.48		
AM	AM		AM	AM	AM		AM		
		7.28							H A
		7.25							B R
									D
		7.22							
		AM							
						9.02		10.44	
						9.00		10.43	
						8.55		10.38	
						8.53		10.36	
						S 8.52		S 10.35	
						8.46		10.29	
						AM		AM	

MONTREAL TERMINALS	
STATIONS	
Two Tracks	MONTREAL..... KWZ 2.0 WESTMOUNT..... VXY 2.7 MONTREAL WEST..... VX 1.4 SORTIN..... 0.8
	Three Tracks
	BALLANTYNE..... X 0.7 LACHINE..... XY 0.4 GROVEHILL..... XY
Two Tracks	SOUTH JCT..... X 1.5 LASALLE..... XY 1.0 SEAWAY..... 0.7 ADIRONDACK JCT..... RXY Jct. N.Y.C.
	Two Tracks
NORTH JCT..... X 0.9 ST. LUC JCT..... X 3.9 OUTREMONT..... XY 1.0 BRESLAY..... X 0.2 V..... PARK AVENUE..... VX 2.3 JAC. CARTIER JCT..... X Jct. C.N.R.	

INWARD TRAINS—FIRST CLASS

278	149	234	134	172	155	205	2	298	Train Order Office Signals
Psg. Daily ex. Sat. and Sun.	Psg. Sun.	Psg. Daily	Psg. Daily	Psg. Sun.	Psg. Daily	Psg. Sun.	Psg. Daily	Psg. Daily ex. Sat. and Sun.	
PM 5.05	PM 6.00	PM 6.20	PM 8.00	PM 8.15	PM 8.30	PM 8.45	PM 9.05	PM 9.40	W J
S 5.00	S 5.52	S 6.13	S 7.53	S 8.07	S 8.22	S 8.38	S 8.58	S 9.35	B N
S 4.55	S 5.45	S 6.05	S 7.46	S 8.00	S 8.15	S 8.32	S 8.50	S 9.30	
F 4.52								F 9.27	
		6.00					8.45	9.26	
F 4.49								F 9.24	
F 4.47		5.57					8.42	F 9.21	
PM		PM				8.29	PM	PM	
						8.26			H A
									B R
						8.23			D
	5.42		7.43	7.57	8.10	PM			
	5.40		7.41	7.55	8.08				
	5.35		7.36	7.50	8.03				
	5.31		7.34	7.48	8.01				
S 5.30		S 7.33	S 7.47	S 7.59					
	5.25		7.29	7.41	7.55				
	PM		PM	PM	PM				

MONTREAL TERMINALS	
STATIONS	
Two Tracks	MONTREAL..... KWZ 2.0 WESTMOUNT..... VXY 2.7 MONTREAL WEST..... VX 1.4 SORTIN..... 0.8
	Three Tracks
	BALLANTYNE..... X 0.7 LACHINE..... XY 0.4 GROVEHILL..... XY
Two Tracks	SOUTH JCT..... X 1.5 LASALLE..... XY 1.0 SEAWAY..... 0.7 ADIRONDACK JCT..... RXY Jct. N.Y.C.
	Two Tracks
NORTH JCT..... X 0.9 ST. LUC JCT..... X 3.9 OUTREMONT..... XY 1.0 BRESLAY..... X 0.2 V..... PARK AVENUE..... VX 2.3 JAC. CARTIER JCT..... X Jct. C.N.R.	

★ No. 180 will stop at Montreal West and Westmount to detrain only.

MONTREAL TERMINALS DIVISION FOOTNOTES

TIMES SHOWN BELOW FOR INFORMATION ONLY

No. 931 Daily ex. Sun. & Mon., Leave Grovehill	12.30 a.m.	No. 906 Daily, arrive Grovehill 4.55 p.m., Ballantyne.	5.45 p.m.
No. 913 Daily ex. Mon. arrive St. Luc	1.00 a.m.	No. 927 Daily ex. Sat. & Sun., leave Grovehill	7.25 p.m.
No. 75 Daily ex. Sun. & Mon., leave Ballantyne	2.20 a.m.	No. 905 Daily ex. Sat. & Sun., leave Ballantyne	7.30 p.m.
No. 951 Daily, leave Ballantyne	3.30 a.m.	No. 916 Daily, arrive Ballantyne	8.00 p.m.
No. 926 Daily ex. Sat., Sun. & Mon., arrive Grovehill	3.35 a.m.	Daily ex. Mon., leave St. Luc	12.05 a.m.
No. 904 Daily, arrive Ballantyne 4.30 a.m., leave St. Luc.	5.45 a.m.	No. 949 Daily ex. Mon., arrive St. Luc	8.30 p.m.
No. 87 Daily ex. Mon., arrive St. Luc	5.00 a.m.	Daily, leave Ballantyne	11.30 p.m.
Grovehill 6.30 a.m. Place Viger	6.30 a.m.	No. 952 Daily, arrive Ballantyne	9.00 p.m.
No. 928 Daily ex. Sun. & Mon., arrive Grovehill	5.10 a.m.	Leave St. Luc	12.30 a.m.
No. 86 Daily ex. Mon., arrive St. Luc	6.00 a.m.	No. 88 Daily ex. Sat., leave Grovehill	9.20 p.m.
No. 981 Daily ex. Tues; arrive St. Luc	6.15 a.m.	Windsor Station	9.30 p.m.
(Consolidates with No. 915 at St. Luc.)		St. Luc	10.45 p.m.
No. 915 Daily, Arrive St. Luc	7.15 a.m.	No. 914 Daily ex. Sat., leave St. Luc	10.00 p.m.
Leave Ballantyne	10.15 a.m.	No. 91 Daily ex. Sun., arrive St. Luc	10.00 p.m.
No. 930 Daily ex. Sun. & Mon. arrive Grovehill	7.45 a.m.	No. 929 Daily ex. Fri., Sat. & Sun., leave Grovehill	10.05 p.m.
No. 974 Daily, arrive Ballantyne	11.00 a.m.	No. 903 Daily ex. Mon., arrive St. Luc	11.30 p.m.
No. 908 Daily ex. Sun. & Mon., leave St. Luc	11.15 a.m.	Daily, leave Ballantyne	4.30 a.m.
No. 76 Daily ex. Sat. & Sun., arrive Ballantyne	2.20 p.m.		

1 Transfer of passengers from inward to outward trains will be made at Montreal West, unless inward train can arrive Montreal fifteen minutes before departure time of outward train. Should a train with passengers for connection be delayed after leaving Montreal West, outward train must be held for connection at Montreal or Westmount.

2 INWARD steamship trains will flag stop at Park Avenue, Montreal West and Westmount to detrain passengers and OUTWARD steamship trains will flag stop at Westmount, and Montreal West and will stop at Park Avenue to entrain passengers.

3 Yard limits Montreal extend to yard limit signs at Mileage 3.83 Winchester Subdivision, Mileage 9.2 Park Avenue Subdivision and Mileage 38.8 Adirondack Subdivision.

Unless authorized by Form "R" train order, movements against the current of traffic within yard limits, Montreal Terminals Division, must not be made except as authorized by the yardmaster or traffic supervisor.

4A All Junctions Montreal Terminals except Mile end, Breslay and Jacques Cartier Jct., are interlocking. Swing bridge, Lachine Canal, at Mileage 43.1, Adirondack Sub—interlocking. Twin lift bridges Seaway Canal at Mileage 41.4, Adirondack Sub—Interlocking.

All main tracks Montreal Terminals, and in addition those of the Adirondack Subdivision between mileage 38.3 and yard limit sign mileage 38.8 are within interlocking limits. These interlocking limits also include South Jct. lead; North Jct. lead; St. Luc Branch; West Loop Hampstead to Hump Office; Farnham Connection; South Independent Lead at Ballantyne, and Independent Lead between Windsor Station and Westmount. Exceptions are as follows:

Footnote No. 15 page 9 and ABS Rules apply

Westmount Subdivision between mileage .03 and mileage 1.6;
 between mileage 2.0 and mileage 4.3;
 Winchester Subdivision between mileage .01 and mileage 2.1;
 Adirondack Subdivision between mileage 49.2 and mileage 50.1;
 Park Avenue Subdivision between mileage 0.0 and mileage 9.0;

In Montreal Terminals when necessary to pass an interlocking signal indicating STOP which governs movements over dual control switches, Rule 663 will govern and 'fully informed of the situation' must include whether or not second paragraph of U.C.O.R. 104B is to be complied with, in which case instructions must be in writing. Where signals and dual control switches are remotely controlled and communication is also disrupted, operations must be directed by a 'signalman' on the ground who may verbally instruct in regard to rule 104B.

Three main tracks from Ballantyne extending to Dorval numbered 1, 2 and 3 from South to North.

4B Interlockings at Windsor Street, Westmount and Montreal West are equipped with power switches which are not dual controlled. Accordingly Rule 104B does not apply.

5 Equipment with built-in markers equipped to display only yellow or red to the rear will, when necessary, display yellow instead of green to comply with Rule 19.

6 Permanent Slow Orders		Permissible Speed Miles per Hour	
		Passenger Trains	Freight and Mixed Trains
Mileage	Location		
<u>Westmount Subdivision</u>			
0.0 to 0.3	Interlocking limits	10	10
0.7 to 2.5	On curves	70	—
	Westmount Station platforms (backing up)	10	10
	Montreal West Station platform	15	15
	Montreal West Station platform (backing-up)	10	10
	Westmount and Montreal West interlockings through turnouts and crossovers	15	15
<u>Winchester Subdivision</u>			
	Montreal West Station platforms	15	15
	Montreal West Station platforms (backing up)	10	10
0.0 to 2.0	On curves	55	—
	Grovehill Spur on curves	20	20
	Lachine Spur on curves	20	20
<u>Adirondack Subdivision</u>			
40.7 to 42.4	On Curves	50	—
42.4 to 44.6	. . . . .	60	—
44.6 to 45.5	. . . . .	40	40
45.5 to 50.3	. . . . .	60	—
48.9 to 50.3	On curves	30	30
<u>South Bank Branch</u>			
0.0 to 0.8	. . . . .	20	20
0.8	Lafleur Ave. Crossing	★10	★10
0.8 to 4.8	. . . . .	20	20
4.8	Cabot St. Crossing	★10	★10
4.8 to 6.0	. . . . .	20	20
<u>LaSalle Loop Line</u>			
0.0 to 4.31	. . . . .	20	20
4.31	St. Patrick St. Must be protected by a member of the crew	★10	★10
<u>Farnham Connection</u>			
0.0 to 1.23	. . . . .	30	30
1.23 to 1.50	On curves	20	20
1.50 to 2.5	. . . . .	30	30
<u>St. Luc Branch</u>			
0.0 to 2.1	. . . . .	30	30
<u>Outremont Sub.</u>			
0.0 to 1.6	. . . . .	30	30
<u>South Jct. Lead</u>			
0.0 to 1.0	. . . . .	25	25
<u>North Jct. Lead</u>			
0.0 to 1.1	. . . . .	25	25

★Until crossing is fully occupied.

Continued on Page 9

MONTREAL TERMINALS DIVISION FOOTNOTES—Continued

7 In territory where Rules 605-673 are effective, movements must not enter on nor foul interlocking territory nor re-enter interlocking territory after having cleared it, except by signal indication or until permission has been received from the signalman.

8 In territory where rules 605-673 are effective, movements must not clear the main track at non-electrically locked hand operated switches at the locations listed in these footnotes. When switching movements are made through such switches, the switch must be left open until switching completed and movement has returned to the main track.

9 Trains originating at St. Luc must obtain clearance at that point.

Adirondack Jct. is register station for NYC trains only. NYC trains may register at Adirondack Jct. by register ticket. When no operator on duty Adirondack Jct. northward NYC trains report to operator at Seaway Tower when they will be ready to leave Adirondack Jct. and will stop engine at Seaway Tower to obtain CPR clearance.

10 Trainmen who run regularly in and out of Montreal Windsor Station, will be required to sign special register provided for in Station Master's Office to certify that they are competent to handle drafts between Montreal Windsor Station and Glen Yard, having properly qualified in the operation of back-up hose and possess full knowledge of hose signal, switches and rules governing movements between these points, and it will be the duty of conductors to ascertain if the trainmen assigned to back up drafts have registered. In the event of trainmen not having qualified, advice by wire should be sent to office of Superintendent of Terminals by conductor so that arrangements can be made to have draft handled by qualified man. In accordance with Air Brake Rule 9, form 582, which covers the operation of trains with control from the rear, when backing trains from Montreal Windsor Station to Glen Yard, the brakes are to be applied by the Trainman, by using standard back-up hose, on the leading car before backing out of train shed. When trainmen is ready to back out, he will give three blasts with the communicating signal, then apply brakes and he must know that brake is applied on the leading car of the draft, before giving clear hand signal to back up. Engineman must not back up until he knows that brakes have been applied on his engine by the Trainman using the back-up hose and, where a solarium car is the leading car of draft, Engineman will not back up until he receives a second three blasts of communicating signal, after the brakes have been applied.

11 The Operator on duty at Montreal West will advise trainmen of inward passenger trains, the track number in Montreal train shed to be used by their train. This is to ensure that trainmen on arrival may be in a position to open all vestibule doors and, direct passengers to detrain on the platform side. The Station Agent at Montreal Windsor Station or his representative will communicate this information to the operator at Montreal West.

12 Rule 14L does not apply within the Town of Montreal West, (BTC Order 90951) City of Cote St. Luc (BTC Order 82035) Town of Mount Royal (BTC Order 69785) and City of Montreal (BTC Order 69132) except for the following crossings where whistle signal 14(L) must be sounded:

South Bank Branch..... Lafleur Avenue
Lasalle Loop Line..... All crossings
North Bank Branch..... 5th Avenue, Ville St. Pierre.

The ringing of the engine bell is also prohibited for crossings within the City of Montreal (BTC Order 69132).

13 Governing the use of radio—St. Luc Yard.
To ensure proper identification is made when radios are used, the following instructions will govern:

Radio conversation

Yardmaster (Name)..... (Station hump or yard office as case may be) to engine No.....

In replying, crew will identify themselves by "Engine No..... to Yardmaster (hump or yard office)." In contacting yardmaster, crew on engine must identify themselves by engine numbers. Movements must not be made without a distinct understanding. Conversation to be limited to essentials.

14 N.Y.C. Special Instruction 300 Manual Block System reads as follows:—"Engines within yard limits must receive permission from signalman before occupying main track and report to signalman when clear of main track." The yard limit on New York Central tracks at Adirondack Jct. extends to a point 2100 feet south of Kanawaki. C.P.R. freight crews who are required to leave cars on New York Central interchange track at Adirondack Jct. will, under the provisions of Special Instruction 300 quoted above, obtain permission from the signalman at Adirondack Jct. before entering the block to leave cars and will report promptly when clear of New York Central main track.

15 Provided fixed signals indicate proceed, movements may be made with the current of traffic on the time of superior trains, provided such movements are kept sufficiently clear to avoid delay.

16 Yardmen's Enginemen's and Firemen's bulletin books are maintained at Place Viger yard office, Hochelaga yard office, Angus yard office, Outremont yard office, St. Luc yard office, St. Luc hump lunchroom, St. Luc departure yard office, and Cote St. Paul yard office. A yardmen's bulletin book is maintained at the Glen yard office. Enginemen's and Firemen's bulletin books are maintained at St. Luc shop and Glen shop. Conductor's bulletin books for the Farnham, Laurentian and Smiths Falls divisions and for the New York Central Railway men are maintained at St. Luc departure yard office.

17 WESTMOUNT SUBDIVISION.

A—Electrically locked hand operated switches, mileage 1.2, third track, St. Henry lead. Footnote No. 7 applies.

Movements between Glen Yard and Montreal Windsor Station will be regulated by Towerman.

B—Under Air Brake Rule 31, form 582 (Running Test), it is necessary for enginemen on all passenger trains to make sufficient application of the brakes to ascertain that brakes are in operating condition approaching the diamond at the entrance to Montreal Station. In order to have uniform practice in this territory, this test is to be made between the Glen Interlocking Tower and Signal M-14-2 near Greene Avenue, which is the second signal bridge east of the Interlocking Tower.

C—In Switching Imperial Tobacco Company's Track, St. Henry, BTC Order 53086 restricts switching to night hours—5.30 p.m. to 4.00 a.m.—no car to be allowed to stand on portion of track on St. Antoine Street. Before any car or engine shall cross St. Antoine Street, or move along Bourget Street, the Yard Foreman will precede the movement to see that streets are clear before giving Engineman signal to proceed. **Movements over such streets must be protected by a member of the crew.**

D—Movements over loop Two Tracks, Glen Yard, will be governed by Rules for Two Tracks and will, unless otherwise directed, keep to the right, observing Rule 105. Movement must not pass signal indicating STOP until a yellow aspect has been received; in the event that signal remains at stop for five minutes arrangements must be made with Yardmaster to move through zone under protection. In the case of drafts backing up, person in charge must be sure to leave valve handle of air hose controller in open position before leaving draft to make such arrangements. Movements must be under full control and eight miles per hour must not be exceeded.

Continued on Page 10

MONTREAL TERMINALS DIVISION FOOTNOTES—Continued

E—At Glen Yard all movements from west to east on independent lead must stop clear of switch leading to loop track, which is west of Yardmaster's office and crews will then only proceed on hand signal from switchman on the ground.

F—All trains stopping at Montreal West Station must not move over Elmhurst Avenue or Westminster Avenue crossings until gates have been lowered and will ring engine bell, if necessary, to indicate to Towerman that train is ready to proceed.

G—Diesel units DRS 10a, DS 10f, g and units 7019-7037-7051 must not operate into Montreal Windsor Station.

H—Auxiliary Cranes, and Cranes other than Auxiliary, 23½ ton capacity or over, must not operate into Montreal Windsor Station.

I—Pile Drivers having a maximum gross weight on rail of 183,600 lbs. or over, Combination Cranes and Pile Drivers 30 or 31 ton capacity, and Spreaders 401200-2, 402854, 402865-7, 402870-2, 402878 and 402880 must not operate into Montreal Windsor Station.

18 WINCHESTER SUBDIVISION.

A—Electrically locked hand operated switch, at mileage 3.68, Industrial Spur. Footnote No. 7 page 9 applies.

B—Telephones for communicating with Operator St. Luc Yard located on electric locks leading to industrial Spur at 55th Ave., at CNR Connection, on relay case at Signals 33B, 33C, on signals 33, 34 Cantilever Signal Dorval, Signals 50, 29, 29B, 29E, 30 and on steel relay house Lachine, Signals 21, 21C, 24 and on steel relay house Ballantyne.

C—Whenever freight train blocks station platform at Lachine at time Eastward or Westward passenger trains stopping at Lachine Station are due, train must be cut to allow passengers to get across to reach their homes.

19 ADIRONDACK SUBDIVISION.

A—Electrically locked hand operated switches at mileage 38.37, 39.3, 40.05, 40.06, 43.25, 43.4, 43.86, 46.36, 48.86 and at crossovers mileage 42.9, 43.3, 47.07. Footnote No. 7 page 9 applies.

B—Telephones for communicating with Operator at Seaway Tower are located in instrument cases near signals 383-384-423-424-407-408-413 and 414.

C—After last switching movement Lasalle has been completed, yard foreman or conductor should promptly advise Operator at Seaway Tower. Before switching resumes, yard foreman or conductor should again contact operator at Seaway Tower so that route can be lined up and signal displayed. Yard crews should watch dwarf signal 424-C at all times to see that proper indication is displayed for their movements.

D—The switches controlling movements to and from track No. 2 and the South Bank branch at the north end of Lasalle yard will be treated as main track switches and will, when not in use, be kept right and locked in accordance with Rule No. 104. The normal position will be for the South Bank branch and track No. 2 Lasalle yard. Crews setting out cars at Lasalle will leave them on track No. 1.

E—Spring switch located at Northend of Lasalle yard, mileage 42.9. Rule 104A applies.

F—Level crossing at Wilderton Avenue, Mileage 48.81 is equipped with automatic gates and flashing lights. Northward movements on northward main track must stop south of the crossing if signal 487 displays stop. Northward movements on the service track must stop at stop sign south of crossing, request signal indication on signal 487 permitting movement to proceed. Such indication must be received before proceeding over crossing. All cars left on the service track must be left south of the stop sign south of the crossing.

G—Special instruction "K" applies between mileage 46.2 and mileage 48.9.

H—Spring switch located at South end of South Loop Sortin yard to Farnham connection at South Jct.

I—Footnote No. 8 page 9 applies at switches mileage 44.9 Brydges Siding, Mileage 42.4, 42.9, 47.8 and 47.9.

20 NORTH JCT. LEAD.

Footnote No. 8 page 9 applies at the following switches, Mileage 0.48 North Jct. lead, Team Track and Mileage 0.52 North Jct. lead, Brunet siding.

21 ADIRONDACK SUBDIVISION, SOUTH JCT., NORTH JCT. CONNECTION, FARNHAM CONNECTION AND ST. LUC BRANCH.

A—Telephones for communicating with Operator at St. Luc Yard are located near Signal 16 .17, 429C; Relay Case Signal 432, 439, 442, relay case near signal 071, 445, 446, 455, 456, 470, 487, 490 and under Rockland overpass mileage 49.4, also at Electric locks, South and North of Lachine Canal, Dominion Eng. Spur, Knox Siding, Independent lead Hampstead, Signal Bungalow, South Jct., Cote St. Luc Road, Halfway between St. Luc Road and Hudson Ave.

B—Circuit end signs indicating the limits of track circuits operating the automatic highway crossing protection gates at Cote St. Luc Road crossing Mileage 44.83, Adirondack Sub., are located at the following points:

Mileage 44.58, Adirondack Subdivision (North Jct.)			
" 44.7, " " (H. J. Brydges Ltd. Siding)			
" 44.50, " " (St. Luc Jct.)			
" 1.00, North Jct. Lead (North Jct.)			
" 1.20, Farnham Connection.			

Any train or engine passing one of these circuit end signs will be operating the automatic crossing protection gates, and if movement is delayed before passing the crossing, a crew member must proceed ahead and flag traffic over the crossing.

C—All movements must not exceed 20 miles per hour over Cote St. Luc crossing, Mileage 1.69 Farnham connection.

D—To avoid blocking of Cote St. Luc road grade crossing, Mileage 44.83, Adirondack Subdivision, Southward trains operating over Farnham Connection will approach signal 09A prepared to stop and when this signal displays approach, will stop before passing it and contact operator on duty at St. Luc Yard. Trains must not proceed until signal 09A displays Clear.

22 ST. LUC.

A—All movements over all public and private crossings in the Mount Royal Industrial area must be protected by a member of the crew.

B—All movements from the South for St. Luc receiving yard will be routed through No. 1 old St. Luc Yard. All movements from Outremont backing into the receiving yard will move through No. 1 track Old St. Luc Yard and movements from the West off the St. Luc Branch will use No. 4 track Old St. Luc.

C—Switches Nos. 1, 2 and 3 will be lined for lead, and switch No. 4 will be lined for No. 4 track Old St. Luc Yard.

D—Tracks 2 and 3 Old St. Luc can be used on instructions from Operator, St. Luc Yard. Make sure switches are returned to normal position after being used.

Continued on Page 11

MONTREAL TERMINALS DIVISION FOOTNOTES—Continued

23 ST. LUC BRANCH.

A—Electrically locked hand operated switches at mileage 0.05 and mileage 0.56, footnote No. 7 page 9 applies.

B—Special instruction "K" applies between mileage 0.0 and mileage 0.5.

24 PARK AVENUE SUBDIVISION.

A—All southward freight trains operating between Mile End and Hochelaga must not exceed twenty miles per hour between Masson Street, mileage 3.55 and St. Catherine Street, mileage 1.65 and Special Instruction L page 45, in connection with retaining valves applies to southward freight movements between mileage 3.55 and mileage 1.65.

B—Trainmen and other employees are forbidden to ride on the top or sides of cars and engine crews are forbidden to put head out of engine cab side windows when passing restricted clearance points on Barrett's Sidings, Mileage 4.45, Park Avenue Subdivision.

C—Inward passenger trains arriving Park Avenue Station after 4.00 p.m. will stop with front of engine clear of midway crossing in order to enable passengers to leave through gateway leading directly to street.

D—All trains must stop at stop signs at mileage 5.42, Beau-bien street crossing and wait TWENTY SECONDS to allow crossing protection to operate before proceeding.

E—Special instruction "K" applies between mileage 0.3 and 5.13 incl., mileage 6.2 and 9.0 incl.

25 SOUTH BANK BRANCH.

A—In performing services on the South Bank Branch (Cote St. Paul Area) no cars are to be allowed to stand on tracks located on the travelled portion of a public street, no back and forth switching movements of cars to be made on that portion of a public street—cars to be switched in order elsewhere—and **all switching movements over streets must be protected by a member of the crew.**

B—No switching movements are to be made over the crossing of Lafleur Avenue at the lift bridge Mileage 0.8 South Bank Branch, LaSalle, between the hours of 3.00 p.m. and 5.00 p.m. and movements between Cote St. Paul and LaSalle must be curtailed to a minimum.

C—Before proceeding over crossing at Lafleur Avenue, Ville LaSalle, Mileage 0.8 South Bank Branch, movements must stop at stop signs erected on each side of crossing, then trainmen will proceed to boxes marked "Trainmen's Push Buttons," located on each side of crossing, and push button marked "Start" and then wait TWENTY SECONDS before proceeding. If train then does not proceed over crossing, the "Stop" button must be used to prevent unnecessary operation of the protection.

D—Before proceeding over crossing at St. Patrick street mileage 3.80 South Bank branch, movements must stop at stop signs erected on each side of crossing, and then wait TWENTY SECONDS before proceeding.

E—**In Switching** private track serving Ross Engineering of Canada, Mileage 0.98 South Bank branch, only one car may be placed in their building at a time, and under no circumstances must an engine enter this building.

F—Trainmen must not ride on top or sides of cars when passing through subway under Canadian National tracks on South Bank branch of Lachine Canal.

G—Passenger car equipment must not be used to switch private sidings on the South bank branch.

H—Special instruction "K" applies between mileage 4.1 and mileage 6.0.

26 LASALLE LOOP LINE.

A—Before proceeding over crossing at Lafleur Avenue, Mileage 0.42, and at Jolicoeur Street, Mileage 3.7 LaSalle Loop Line, trains must stop at stop signs erected on each side of crossing, then trainmen will proceed to boxes marked "Trainmen's Push Button" located on each side of crossing and push button marked "Start" and then wait TWENTY SECONDS before proceeding. If train then does not proceed over crossing, the "Stop" button must be used to prevent unnecessary operation of the protection.

B—All movements over all public and private crossings must be protected by a member of the crew.

C—Special instruction "K" applies between Lafleur Avenue, Mileage 0.42 and Power Jet., Mileage 4.32.

D—Passenger car equipment must not be used to switch private sidings on the LaSalle Loop Line.

27 NORTH BANK BRANCH.

When transfer engines working east of Atwater transfer are required to move over crossing at Fifth Avenue, Ville St. Pierre, adjacent to entrance of Canada Car & Foundry plant, all movements over crossing must be protected by a member of the crew.

28 OUTREMONT SUBDIVISION.

Special instruction "K" applies between mileage 1.14 and mileage 1.57.

WESTWARD TRAINS—INFERIOR DIRECTION											Miles from Vaudreuil	M. & O. SUBDIVISION	
THIRD CLASS	FIRST CLASS											STATIONS	
75 Freight Daily ex. Sun. and Mon.	255 Psgr. Daily ex. Sat.	251 Psgr. Daily	249 Psgr. Daily ex. Sat. and Sun.	235 Psgr. Daily	247 Psgr. Daily ex. Sun.	1 Psgr. Daily	245 Psgr. Sat.	257 Psgr. Sun.	243 Psgr. Daily ex. Sun.	233 Psgr. Daily			
AM 1.50	PM 10.45	PM 6.31	PM 5.00	PM 4.38	PM 4.10	PM 2.05	PM 1.05	PM 12.10	PM 12.10	AM 7.38	.0	..... VAUDREUIL.....	KWXYZ
.....	F 10.55	F 6.41	F 5.09	.....	F 4.20	.....	F 1.15	F 12.20	F 12.20	.....	6.3	..... COMO.....	.....
2.10	S 11.00	S 6.46	S 5.15	★ 4.51	S 4.24	2.17	S 1.19	S 12.25	12.25	F 7.51	8.4	..... HUDSON.....	R
.....	F 11.02	F 6.48	F 5.20	.....	F 4.26	.....	F 1.21	F 12.27	PM	.....	9.0	..... HUDSON HEIGHTS.....	.....
.....	F 11.04	F 6.51	F 5.24	.....	F 4.30	.....	F 1.24	F 12.29	.....	.....	10.6	..... ALSTONVALE.....	.....
2.17	F 11.07	F 6.54	F 5.27	5.08	4.33	2.22	F 1.27	F 12.32	.....	8.07	12.4	..... CHOISY.....	.....
.....	F 11.10	F 6.58	F 5.30	.....	F 4.37	.....	F 1.30	F 12.35	.....	.....	14.2	..... DRAGON.....	.....
2.25	11.15	7.05	5.40	★ 5.14	4.45	2.27	1.35	12.40	.....	F 8.12	16.5	..... RIGAUD.....	KWYZ
2.36	PM	PM	PM	F 5.23	PM	2.35	PM	PM	.....	8.20	24.5	..... ST. EUGENE.....	.....
2.44	.....	.....	.....	5.28	.....	2.40	.....	.....	.....	8.25	29.6	..... STARDALE.....	.....
2.52	.....	.....	.....	S 5.34	.....	★ 2.46	.....	.....	.....	S 8.29	33.9	..... VANKLEEK HILL.....	Z
3.04	.....	.....	.....	5.42	.....	2.54	.....	.....	.....	8.36	41.5	..... CALEDONIA SPRINGS.....	.....
3.12	.....	.....	.....	5.46	.....	2.58	.....	.....	.....	8.40	46.1	..... ALFRED.....	.....
3.20	.....	.....	.....	★ 5.50	.....	3.02	.....	.....	.....	8.43	50.8	..... PLANTAGENET.....	.....
3.35	.....	.....	.....	5.59	.....	3.10	.....	.....	.....	8.51	61.6	..... BOURGET.....	.....
3.50	.....	.....	.....	6.06	.....	3.16	.....	.....	.....	8.57	70.6	..... LEONARD.....	.....
3.58	.....	.....	.....	6.10	.....	3.20	.....	.....	.....	9.00	74.9	..... NAVAN.....	.....
4.08	.....	.....	.....	6.16	.....	3.25	.....	.....	.....	9.05	81.2	..... BLACKBURN.....	.....
4.20	.....	.....	.....	6.19	.....	3.29	.....	.....	.....	9.09	83.5	..... M & O JUNCTION.....	.....
AM	.....	.....	.....	6.25	.....	3.35	.....	.....	.....	9.15	85.4	..... OTTAWA.....	KWZ
Daily ex. Sun. and Mon.	Daily ex. Sat.	Daily	Daily ex. Sat. and Sun.	Daily	Daily ex. Sun.	Daily	Sat.	Sun.	Daily ex. Sun.	Daily		Rule 93a applies between Vaudreuil and M&O Junction.	
75	255	251	249	235	247	1	245	257	243	233			

M. & O. SUBDIVISION FOOTNOTES

All regular trains may register at Vaudreuil by register ticket. Trains may leave M&O Junction without clearance. Hudson is register station for Nos. 243 and 254 only. No. 254 will wait at Hudson until No. 243 has arrived. *No. 235 will stop at Hudson Sunday only. Stop at Rigaud Monday to Friday to entrain and on Saturday and Sunday to detrain and entrain. Stop at Plantagenet Friday only for revenue passengers. *No. 1 and No. 2 will stop at Vankleek Hill for revenue passengers. Westward trains stopping at Hudson mileage 8.4 must not exceed five miles per hour until first crossing west of station mileage 8.54 is fully occupied. All movements on the back tracks over this crossing must be protected by a member of the crew. Rigaud is a register station for trains originating and terminating only. Jct. with Winchester Subdivision at Vaudreuil—Interlocking. ABS—WESTWARD—From signal 189 Vaudreuil to block end sign mileage 17.3. EASTWARD—Continuous from signal 176. ABS—WESTWARD—From signal 09 at Mileage 80.2. EASTWARD—To block end sign Mileage 81.5. Rules 263-273 apply continuous from signal 11 at mileage 81.5. INTERLOCKING LIMITS—VAUDREUIL WESTWARD—Between signals 189-189B, 190-190B Winchester Subdivision and signal 008 M&O Subdivision. EASTWARD—Between signal 008 M&O Subdivision and signals 189-189B, 190-190B Winchester Subdivision. Railway crossing at grade with C.N.R. at mileage 33.2 interlocking-automatic. Timing circuit eastward from mileage 35.8 to

switch east of station, 8 minutes. SEE SPECIAL INSTRUCTION "G" page 45. 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 33.2. Trains and engines between Walkley Yard and signal 11 at mileage 81.5 M&O sub., including Industrial Spur located west of Hawthorne, connecting to Walkley line at mileage 0.6 and Ottawa Subdivision at mileage 0.6 will be governed by C.N.R. St. Lawrence Region, Rideau Area, Ottawa Terminals current time table. Restrictions prohibiting the sounding of engine whistle signals within limits of City of Ottawa will be found in that time table. Park Avenue train dispatchers will issue train orders to C.P.R. trains and engines relating to track conditions in this area on request of C.N.R. authorities. OPERATION OF CROSSING PROTECTION AT ST. ANTOINE STREET RIGAUD Trains turning on wye after discharging passengers at station must do so through the switch at west end of siding. Trains must work the town track from the siding, leaving main track clear of any portion of their train. Westward trains approaching St. Antoine Street, after switching on main track, or making a stop between signal No. 159 and the crossing or proceeding after having received a stop indication at Signal No. 159, must proceed over St. Antoine Street crossing at a speed not exceeding ten miles per hour until crossing is fully occupied. Special Instruction "A" is amended to read fifty miles per hour between Rigaud and M&O Junction. Freight and mixed trains will be governed by permanent slow orders and must not exceed fifty miles per hour at any point.

		EASTWARD TRAINS—SUPERIOR DIRECTION													
		FIRST CLASS												THIRD CLASS	
Train Order Office Signals	Car Capacity Sidings	240 Psgr. Daily ex. Sat. and Sun.	242 Psgr. Sat.	244 Psgr. Daily ex. Sat. and Sun.	246 Psgr. Daily ex. Sat. and Sun.	248 Psgr. Sat. Sun.	232 Psgr. Daily ex. Sun.	250 Psgr. Daily ex. Sun.	254 Psgr. Daily ex. Sun.	236 Psgr. Sun.	252 Psgr. Sat. Sun.	234 Psgr. Daily	2 Psgr. Daily	76 Freight Daily ex. Sat. and Sun.	
R O	Yard	S 5.35 AM	S 6.15 AM	S 6.17 AM	S 6.55 AM	S 7.30 AM	S 8.24 AM	S 9.20 AM	S 12.43 PM	F 12.43 PM	S 3.15 PM	S 5.30 PM	PM 8.20	PM 12.55	
.....	Nil	S 5.24	F 6.04	S 6.06	F 6.44	F 7.19	.....	F 9.09	.....	.....	F 3.04	5.20	.....	.....
H S	36	S 5.20	S 6.00	S 6.02	S 6.39	S 7.15	8.12	S 9.05	12.30 PM	S 12.25	S 3.00	F 5.15	8.08	12.40	
.....	Nil	S 5.18	F 5.58	S 6.00	F 6.36	F 7.13	.....	F 9.03	.....	.....	F 2.57	.....	.....	.....
.....	Nil	F 5.15	F 5.55	F 5.56	F 6.32	F 7.10	.....	F 9.00	.....	.....	F 2.54	.....	.....	.....
.....	32	F 5.12	F 5.52	5.53	F 6.28	F 7.07	8.07	F 8.57	.....	12.20	F 2.51	5.08	8.03	12.30
.....	Nil	F 5.09	F 5.49	F 5.51	F 6.24	F 7.04	.....	F 8.54	.....	.....	F 2.48	.....	.....	.....
G U	32	5.05 AM	5.45 AM	5.47 AM	6.20 AM	7.00 AM	8.02	8.50 AM	S 12.15	.....	2.45 PM	S 5.03	7.58	12.10 PM
A K	26	.....	.....	.....	.....	.....	7.56	.....	.....	12.08	.....	4.56	7.51	11.57
.....	40	.....	.....	.....	.....	.....	7.51	.....	.....	12.04	.....	4.51	7.46	11.48
K H	36	.....	.....	.....	.....	.....	F 7.46	.....	S 11.59	.....	S 4.46	★ 7.41	11.38	.....
.....	26	.....	.....	.....	.....	.....	7.40	.....	.....	11.53	.....	4.40	7.35	11.26
A F	24	.....	.....	.....	.....	.....	7.36	.....	.....	11.49	.....	4.36	7.31	11.19
G J	27	.....	.....	.....	.....	.....	7.32	.....	F 11.45	.....	.....	4.32	7.27	11.12
R K	29	.....	.....	.....	.....	.....	7.24	.....	.....	11.37	.....	4.24	7.19	10.57
.....	60	.....	.....	.....	.....	.....	7.17	.....	.....	11.31	.....	4.17	7.12	10.43
K N	21	.....	.....	.....	.....	.....	7.13	.....	.....	11.27	.....	4.13	7.08	10.35
.....	28	.....	.....	.....	.....	.....	7.08	.....	.....	11.22	.....	4.08	7.03	10.27
.....	Nil	.....	.....	.....	.....	.....	7.06	.....	.....	11.20	.....	4.06	7.01	10.20 AM
C D	Yard	.....	.....	.....	.....	.....	7.00 AM	.....	.....	11.15 AM	.....	4.00 PM	6.55 PM	.....
		Daily ex. Sat. and Sun.	Sat.	Daily ex. Sat. and Sun.	Daily ex. Sat. and Sun.	Sat. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Sun.	Sat. Sun.	Daily	Daily	Daily ex. Sat. and Sun.	
		240	242	244	246	248	232	250	254	236	252	234	2	76	

M. & O. SUBDIVISION FOOTNOTES—Continued

No engine, car or train shall exceed thirty miles per hour over St. Charles St. crossing, Vaudreuil Mileage 19.13 Winchester Sub, until crossing is fully occupied. (BTC order 123683).

Maximum speeds unless otherwise restricted—M.P.H.

Passenger trains (other).....	89
Passenger trains (RDC units).....	90

Permanent Slow Orders		Permissible Speed Miles per Hour	
Mileage	Location	Passenger Trains	Freight and Mixed Trains

0 to 1	On curves.....	40	40
1 to 9	On curves.....	50	—
9 to 13	On curves.....	45	—
13 to 18	On curves.....	70	—
32 to 36	On curves.....	80	—
36 to 44.4	On curves.....	85	—
44.4 to 46.6	.....	60	—
46.6 to 57	On curves.....	85	—
82.9	over east leg of Wye at M&O Junction.....	15	15
83.4 to 83.5	.....	60	—

To prevent excessive operation of crossing protection at Wharf Road, Hudson Mileage 8.35 M&O Subdivision, all eastward trains switching at that point must use STOP and START buttons located in front of station.

When passenger trains meet at Hudson, westward passenger trains will unless otherwise directed, take siding at crossover switch located 300 feet west of station.

Switch leading to Pilgrimage spur west end of siding Rigaud is to be left set for movement from siding to main track. When in this position yellow light and target will so indicate.

Any movement over the Ottawa-Montreal Road which crosses tail track of wye at Rigaud must be protected by a member of the crew.

Cars must not be left on siding closer than 100 feet from either side of Selkirk Avenue crossing at Hudson.

Movements over West leg of Wye in both directions at M&O Junction Mileage 1.9 C.N.R. Ottawa Subdivision (Mileage 83.5 M&O Subdivision) must not exceed 15 miles per hour over switch at west end of this track.

Trains handling Auxiliary Cranes 200 ton capacity or over must not exceed twenty miles per hour over Bridge Mileage 31.8.

Rule 14L does not apply within the limits of the Town of Dorion (Vaudreuil). The only public crossing within these limits is located at Mileage 19.13 Winchester Subdivision. (B.T.C. Order 56712).

Except when weather or other conditions prevent proper running inspection Special Instruction "C" is amended to read 60 miles on this subdivision.

Laurentian Division extends to Mileage 82.5. Times shown at Ottawa for information only.

No. 75 freight, arrive Walkley Yard 6.30 a.m. daily ex. Sun. & Mon. No. 76 freight, leave Walkley Yard 10.00 a.m. daily ex. Sat. & Sun.

VANKLEEK HILL INTERLOCKING

The time release feature on signal governing Eastward movement over Vankleek Hill Automatic Interlocking 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.

NORTHWARD TRAINS									Miles from Place Viger	PARK AVENUE SUBDIVISION	
FIRST CLASS										STATIONS	
156	167	133	154	181	137	152	131				
Psg. Daily	Psg. Mon. Wed. Fri.	Psg. Daily	Psg. Daily	Psg. Daily ex. Sat. and Sun.	Psg. Sat.	Psg. Daily	Psg. Daily				
PM 6.40	PM 5.25	PM 5.15	PM 5.00	PM 4.35	PM 12.05	AM 9.00	AM 8.45			MONTREAL..... KWZ	
								.0		PLACE VIGER.....	
								2.0		HOCHELAGA..... X	
								3.1		ANGUS..... X	
								5.0		MILE END..... X	
6.59	5.45	5.38	5.23	4.56	12.25	9.23	9.05	5.9		BRESLAY..... X	
S 7.00	S 5.48	S 5.40	S 5.27	S 5.00	S 12.27	S 9.27	S 9.07	6.1		V..... PARK AVENUE..... VX	
7.02	5.50	5.42	5.29	5.02	12.29	9.29	9.09	8.4		JAC. CARTIER JCT..... X	
										Jct. C.N.R. 1.4	
★ 7.05	★ 5.53	S 5.46	5.32	S 5.04	S 12.31	9.32	S 9.11	9.8		BORDEAUX..... XZ	
			GAUNTLET TRACK								
				F 5.06				10.2		LAVAL RAPIDES.....	
								12.0		ST. MARTIN..... X	
7.10	5.59	5.52	5.38	F 5.12	12.37	9.38	9.17	12.8		ST. MARTIN JCT. RXYZ Jct. Trois Rivieres Sub.	
PM			PM			AM					
	★ 6.04	F 5.57		S 5.17			F 9.22	17.2		STE. ROSE..... XZ	
	★ 6.06	F 5.59		S 5.19			F 9.24	17.9		ROSEMERE.....	
	★ 6.08	S 6.03		5.25	S 12.45		S 9.26	19.9	V	STE. THERESE. KVWXYZ	
	PM	PM		PM	PM		AM				
Daily	Mon. Wed. Fri.	Daily	Daily	Daily ex. Sat. and Sun.	Sat.	Daily	Daily				
156	167	133	154	181	137	152	131				

PARK AVENUE SUBDIVISION FOOTNOTES

Trains may leave Jac. Cartier Jct. without clearance.

Provided fixed signals indicate proceed, northward movements may be made with the current of traffic between Jac. Cartier Jct. and St. Martin Jct. on the time of superior trains, provided such movements are kept sufficiently clear to avoid delay.

Special instruction "K" applies between mileage 9.3, and Ste. Therese inclusive.

All trains may register at St. Martin Jct. by register ticket.

Southward first class trains may register at Ste. Therese by register ticket.

Jct. with Ste. Agathe and Lachute subdivisions at Ste. Therese, Trois Rivieres Sub. at St. Martin Jct. and with Adirondack Sub. at Breslay—ABS.

Southward trains stopping at Rosemere must not exceed fifty five miles per hour until crossing at mileage 16.81 is fully occupied. Also southward trains stopping 360 feet south of signal 172 at Ste. Rose must not exceed twenty five miles per hour until crossing at mileage 16.81 is fully occupied.

No engine, car or train shall exceed ten miles per hour over Turgeon Street crossing, Ste. Therese, Mileage 20.03, until crossing is fully occupied. All switching movements over this crossing must be protected by a member of the crew.

Southward passenger trains must not exceed forty-five miles per hour over gauntlet track, mileage 10.1.

Maximum speeds unless otherwise restricted—M.P.H.

	Psg	RDC units
Between Mileage 0.0 and 5.9.....	40	40
Mileage 5.9 and 16.0.....	89	90
Mileage 16.0 and 19.9.....	65	65

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. 156 will stop at Bordeaux to entrain only.

*No. 151 will stop at Bordeaux to detrain only.

*No. 167 will not carry passengers between stations Montreal and Ste. Therese inclusive. This train will, however, flag stop at these stations to entrain passengers for stations beyond Ste. Therese.

Rule 14L does not apply within the limits of the Town of Laval Rapides (Mileage 10.07 to Mileage 11.58) (B.T.C. Order 63033).

Rule 14L does not apply within the limits of the Town of Rosemere (Mileage 17.51 to Mileage 18.85) (BTC Order 120742).

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		SOUTHWARD TRAINS											FOURTH CLASS	
		FIRST CLASS												
Train Order Office Signals	Car Capacity Sidings	180	132	151	164	153	138	149	134	172	155		86	
		Psgr. Daily ex. Sat. and Sun.	Psgr. Daily	Psgr. Daily ex. Sun.	Psgr. Tues. Thur.	Psgr. Daily	Psgr. Sat.	Psgr. Sun.	Psgr. Daily	Psgr. Sun.	Psgr. Daily		Freight Daily ex. Mon.	
W J	Yard	AM 7.20	AM 9.20	AM 11.00	AM 11.35	PM 3.50	PM 4.00	PM 6.00	PM 8.00	PM 8.15	PM 8.30			
	Yard													
	Yard													
	Yard													
	Yard													
	Nil	6.51	8.53	10.36	11.08	3.20	3.36	5.31	7.34	7.48	8.01			
	Nil S	6.50 S	8.52 S	10.35 S	11.07 S	3.19 S	3.35 S	5.30 S	7.33 S	7.47 S	7.59 S		AM	
	Nil	6.44	8.46	10.29	11.01	3.15	3.30	5.25	7.29	7.41	7.55		2.45	
B O	Nil S	6.42 S	8.44 S	* 10.27	F 10.59	3.13 S	3.28 S	5.23 S	F 7.27	F 7.39	7.53			
					GAUNTLET TRACK									
	Nil F	6.40												
	Nil													
J C	N44 S99	F 6.38	8.40	10.22	10.55	3.09	3.24	5.18	7.23	7.35	7.49		2.30	
				AM		PM		PM			PM			
D S	Nil S	6.33 S	F 8.34		F 10.49				F 7.18	F 7.29				
	Nil F	6.32 F	8.33		F 10.48				F 7.17	F 7.28				
S R	Yard	6.30 AM	8.30 AM		10.45 AM		3.16 PM		7.15 PM	7.25 PM			2.10 AM	
		Daily ex. Sat. and Sun.	Daily	Daily ex. Sun.	Tues. Thur.	Daily	Sat.	Sun.	Daily	Sun.	Daily		Daily ex. Mon.	
		180	132	151	164	153	138	149	134	172	155		86	

PARK AVENUE SUBDIVISION FOOTNOTES—Continued

Park Avenue Subdivision extends to mileage 20.3.

Trains between Jac. Cartier Jct., and Montreal Windsor Station will be governed by Montreal Terminals schedules and footnotes pages 4 to 11 inclusive.

No. 87 Freight, due St. Martin Jct. 1.50 a.m., Jac. Cartier Jct. 2.10 a.m. Daily ex. Mon.

No. 91 Freight, due St. Martin Jct. 8.40 p.m., Jac. Cartier Jct. 8.55 p.m. Daily ex. Sun.

No. 88 Freight, due Jac. Cartier Jct. 10.30 p.m., St. Martin Jct. 10.50 p.m. Daily ex. Sat.

INTERLOCKING LIMITS GAUNTLET TRACK BORDEAUX

NORTHWARD—Between signals 99-99B and signals 102-102B.
 SOUTHWARD—Between signals 102-102B and signals 99-99B.

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 to the next signal.

Crossing gates at Gouin Boulevard, Bordeaux, Mileage 9.91 are automatically operated. Northward trains switching at Bordeaux will release gates by pushing button marked "STOP" in box marked "GATES" located at north switch of station track, which will cause signal No. 99 to display "STOP" and crossing gates to raise. If train has to pass signal No. 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 north, push the button marked "CLEAR" and be governed by indication displayed by signal No. 99.

To ensure proper operation of crossing protection, northward movements on southward track must not exceed five miles per hour between south siding switch St. Martin and public crossing mileage 12.08.

All switching movements over Francis Hughes Street on Tidewater Oil Siding, St. Martin Jct. must be protected by a member of the crew.

Account restricted clearance, employees must not ride the side of cars and engines while switching at the doors on either side of the building on the siding of Samuel Sons & Co. Ltd., mileage 12.87. Extreme caution must be exercised when switching in this area.

WESTWARD TRAINS— INFERIOR DIRECTION			Miles from Place Viger	LACHUTE SUBDIVISION			Train Order Office Signals	Car Capacity Sidings	EASTWARD TRAINS— SUPERIOR DIRECTION				
FIRST CLASS				STATIONS	FIRST CLASS				FOURTH CLASS				
133 Psgr. Daily	137 Psgr. Sat.	131 Psgr. Daily			132 Psgr. Daily	138 Psgr. Sat.			134 Psgr. Daily	54 Freight Daily ex. Sun.	86 Freight Daily ex. Mon.		
PM 6.06	PM 12.47	AM 9.27	19.9	V.....STE. THERESE.....KVWYZ 7.6	S R	Yard	S 8.30	S 3.16	S 7.15	PM 4.00	AM 2.10		
F 6.13	12.54	F 9.35	27.5	.....ST. AUGUSTIN..... 4.9		28	F 8.22	3.09	F 7.06	3.45	1.55	
S 6.17	12.59	S 9.41	32.4	.....STE. SCHOLASTIQUE.....Z 4.9	R N	31	S 8.17	3.04	S 7.01	3.35	1.45	
F 6.22	1.04	F 9.47	37.3	.....ST. HERMAS..... 6.8		70	F 8.11	2.59	F 6.56	3.25	1.35	
S 6.32	1.12	S 9.57	44.1	.....LACHUTE.....Z 4.6	F	31	S 8.03	2.52	S 6.48	2.35	1.20	
F 6.37	1.17	F 10.02	48.7	.....STAYNERVILLE.....YZ Jct. Staynerville Branch 6.5	S E	54	F 7.56	2.47	F 6.37	2.20	1.05	
F 6.46	1.23	F 10.10	55.2	.....MARELAN.....Z 4.3	O V	12	F 7.49	2.41	F 6.28	2.05	12.50	
F 6.51	1.28	F 10.15	59.5	.....CALUMET.....YZ 5.3	C U	55	F 7.44	2.37	S 6.24	1.50	12.35	
F 6.58	1.34	F 10.22	64.8	.....POINTE AU CHENE..... 6.0		16	F 7.38	2.32	F 6.17	1.34	12.20	
F 7.05	1.40	F 10.30	70.8	.....FASSETT..... 3.7		23	F 7.31	2.26	F 6.10	1.10	12.05	
S 7.11	1.45	S 10.36	74.5	.....MONTEBELLO..... 4.6	B E	52	S 7.26	2.21	S 6.05	1.00	AM 11.55	
S 7.17	1.51	S 10.42	79.1	.....PAPINEAUVILLE.....Z 4.8	N A	24	S 7.20	2.16	S 5.59	12.50	11.40	
F 7.23	1.56	F 10.49	83.9	.....PLAISANCE..... 6.7		23	F 7.14	2.11	F 5.53	12.40	11.30	
S 7.33	2.04	S 10.58	90.6	.....THURSO.....Z 9.3	U	54	S 7.06	2.04	S 5.45	12.20	11.05	
S 7.43	2.19	S 11.08	99.9	.....BUCKINGHAM JCT.....YZ Jct. Buckingham Sub. 9.8	B C	33	S 6.56	1.49	S 5.34	12.05 PM	10.50	
F 7.54	2.29	F 11.19	109.7	.....TEMPLETON..... 2.2		30	F 6.46	1.39	F 5.25	11.50	10.25	
F 7.58	2.32	S 11.23	111.9	.....GATINEAU.....RYZ 4.5	G N	36	S 6.43	1.37	S 5.23	11.23	10.15	
8.06	2.36	11.31	116.4	V.....LAMAN..... Jct. Maniwaki and Ellwood Subs.		Nil	6.38	1.33	5.18	11.00	9.40		
				CTC Smiths Falls Division Ellwood Subdivision							AM	PM	
8.30 PM	3.00 PM	11.55 AM		.....OTTAWA.....KWZ	C D	Yard	6.15 AM	1.10 PM	4.55 PM			
Daily	Sat.	Daily		Rule 93a applies.			Daily	Sat.	Daily	Daily ex. Sun.	Daily ex. Sun.		
133	137	131					132	138	134	54	86		

LACHUTE SUBDIVISION FOOTNOTES ON PAGE 17

LACHUTE SUBDIVISION FOOTNOTES

Railway crossing at grade with C.N.R. at mileage 28.5 — Interlocking — Automatic. Board of Transport Commissioners has authorized speed not exceeding fifty miles per hour for PASSENGER AND FREIGHT TRAINS over this crossing.

Jct. with Ste. Agathe and Park Avenue Subdivisions at Ste. Therese — ABS.

ABS—EASTWARD continuous from signal 238.
WESTWARD from mileage 20.3 to block end sign, mileage 25.08.

Lachute Subdivision trains must obtain clearance at Ottawa or Walkley Yard and may leave Laman without clearance.

Westward first class trains may register at Ste. Therese by Register Ticket.

Gatineau is register station for first class trains only.

First class trains may register at Gatineau by register ticket when operator on duty.

Special instruction "K" applies between mileage 27.4 and mileage 110.0 inclusive.

Rules 263-273 apply between signals 1163 Lachute Sub. and 16 Maniwaki Sub. at Laman .02B Waltham Sub. at Wamo, 116 Carleton Place Sub. at Bells Jct. 213 Prescott Sub. at Preswood and 11 at mileage 81.5 M&O Sub. Exception to rule 514 does not apply.

Trains and engines between Laman and Ottawa will be governed by C.P.R. Eastern Region and C.N.R. St. Lawrence Region, Rideau Area, Ottawa Terminals Current time tables. Restrictions prohibiting the sounding of engine whistles within limits of the Cities of Hull and Ottawa will be found in these time tables.

Maximum speeds unless otherwise restricted—M.P.H.

Passenger trains (other).....	89
Passenger trains (RDC units).....	90

Permanent Slow Orders		Permissible Speed Miles per Hour	
Mileage	Location	Passenger Trains	Freight and Mixed Trains
20.03	Turgeon Street.....	★ 10	★ 10
44.11	Bethany Street.....	★ 10	★ 10
44.38	Barron Street.....	★ 10	★ 10
44.51	Main Street.....	★ 10	★ 10
(Ayers Ltd. Lachute)	Millway Street.....	10	10
(Gatineau)	Over public crossing on spur track to C.I.P. mills.	10	10
(Gatineau)	Over public crossing on in- dustrial lead to Plywood plant of C.I.P.....	10	10
111.91	Main Street.....	★ 30	★ 30
	On curves.....	50	—

★ Until crossing is fully occupied.

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

Westward trains stopping at Gatineau Station must not proceed until member of crew has pushed button marked "START" located in box mounted on front of station, and then wait TWENTY SECONDS before proceeding. Trains must not leave sidings located immediately East and West of Main Street crossing, until member of crew proceeds to boxes marked "PUSH BUTTONS" located on each side of crossing and pushes button marked "START" and then wait TWENTY SECONDS before proceeding. If train does not proceed, the "STOP" button must be pushed to prevent unnecessary operation of the protection.

Manually operated highway crossing protection at the public crossings on the spur track leading to C.I.P. mills and on industrial lead track to Plywood plant, Gatineau. Before proceeding over crossings, movements must stop at stop signs erected on each side of the crossings then trainmen will proceed to boxes marked "Trainmen's push button" located on each side of crossings and push

button marked "Start". If train then does not proceed over crossing, the "Stop" button must be used to prevent unnecessary operation of the protection.

To avoid blocking Main Street crossing at Gatineau, westward freight trains will pull through yard tracks from east end of yard when setting off cars.

Westward trains stopping at Papineauville station must not exceed 5 miles per hour until first public crossing west of station is fully occupied.

Westward trains must not exceed 75 miles per hour over public crossing Mileage 45.48.

When setting off cars or switching at Marelau, a cut must be made at the east back track switch and also at the west crossover switch from the back track, in order that Canadian Refractories engine may be able to get out from either end of the back track onto siding.

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

Diesel units DRS 24 and DRF 30 must not operate on Staynerville Branch.

Trains handling Auxiliary Cranes 150 ton capacity 414400,1 and 200 ton capacity or over, must not operate on Staynerville Branch.

ALL movements over public crossing of highway No. 8 on spur track located mileage 100.9 serving James McLaren Co. Ltd. must come to a STOP before moving over crossing, and movements over this crossing must be protected by a member of the crew.

Westward trains must not exceed twenty miles per hour from Buckingham Jct. station until public crossing at grade, mileage 100.0 immediately west of station, is fully occupied. All movements on the back tracks or lead track over this crossing must be protected by a member of the crew.

Trains stopping at Thurso to switch should insure that their trains do not block private crossing into Thurso Pulp and Paper Company plant located at mileage 91.05.

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 at grade, mileage 109.73.

Account less-than-standard clearance in doors of Paper Shed in C.I.P. Plant, Gatineau, employees must not ride the side of cars while operating past this point. Extreme caution must be exercised when switching in this area.

No. 86 due to leave Walkley Yard 9.00 p.m. daily ex. Sun.

Times shown at Ottawa for information only.

Eastward trains stopping at Lachute station must stop before reaching yellow post located 200 feet west of Bethany street crossing and must not exceed 5 miles per hour until crossing is fully occupied.

Westward through trains required to switch at Lachute and unable to clear between Bethany St. and Barron St. will leave their train east of Gilbert St. while setting off or lifting.

To ensure proper operation of crossing protection at public crossing Mileage 44.1, all westward trains required to switch at Lachute must stop before reaching, and leave train sufficient distance from yellow sign marked "circuit end" so that engine will be in rear of circuit end sign when recoupled.

CROSSING PROTECTION AT GALLIPEAU STREET, THURSO, MILEAGE 90.46. Westward trains setting out or lifting necessitating movement over this crossing must stop clear of yellow sign located 200 feet east of crossing and member of crew must push button marked "STOP" located in box at crossing marked "Push buttons." When ready to leave, push button marked "START" and wait TWENTY SECONDS before proceeding over crossing. Eastward trains stopping at station must stop flashers by pushing button marked "STOP" located on front wall of station. When ready to leave, a member of crew must push button marked "START" and wait TWENTY SECONDS before proceeding.

Lachute Subdivision commences at mileage 20.3 and extends to mileage 116.4.

WESTWARD TRAINS—INFERIOR DIRECTION								Miles from St. Martin Jct.	TROIS RIVIERES SUBDIVISION		
SECOND CLASS				FIRST CLASS					STATIONS		
	87	91		155	149	153	151			Train Order Office Signals	Car Capacity Sidings
	Freight Daily ex. Sun.	Freight Daily ex. Sun.		Psg. Daily	Psg. Sun.	Psg. Daily	Psg. Daily ex. Sun.				
	PM 11.40	PM 5.20		PM 6.30	PM 4.00	PM 2.00	AM 9.00	82.3	..... TROIS RIVIERES.. CKWYZ	R S	Yard
	11.47	5.30		6.43	4.03	2.03	9.03	79.2	..... BUREAU.....		52
	11.54	5.41		6.49	4.07	2.07	9.07	74.3	..... POINTE-DU-LAC.....		53
	AM 12.03	5.55		6.54 ^S	4.13	2.13 ^F	9.13	67.3	..... YAMACHICHE.....	C H	63
				6.58 ^S	4.18	2.17 ^S	9.18	61.7	..... LOUISEVILLE..... Z	R D	Nil
	12.16	6.05		6.59	4.20	2.19	9.20	60.3	..... LAVOIE.....		150
				7.01 ^F	4.22	2.21 ^F	9.23	57.7	..... MASKINONGE.....	M A	Nil
	12.26	6.21		7.05 ^F	4.27	2.25	9.28	52.2	..... ST. BARTHELEMY.....	S J	62
	12.32	6.29		7.09	4.31	2.29	9.32	47.4	..... ST. CUTHBERT.....		65
	12.37	6.35		7.12 ^F	4.34	2.32	9.35	44.0	..... BERTHIER..... YZ		Nil
	12.50	6.50 7.20 ¹⁵⁶		7.18 ^F	4.41	2.38	9.42	35.7	Jct. Berthierville Sub.		
	12.59	7.46		7.22	4.45	2.42	9.46	30.4	..... LANORAIE..... YZ	S O	175
	1.06	7.56		7.25	4.48	2.45	9.49	26.8	Jct. St. Gabriel Sub.		
	1.12	8.03		7.29 ^S	4.53	2.49 ^F	9.58	22.8	..... LAVALTRIE.....		94
	1.20	8.10		7.34	4.58	2.54	10.04	17.3	..... VAUCLUSE.....		57
	1.26	8.15		7.37	5.01	2.57	10.07	14.2	..... L'EPIPHANIE..... Z	F N	57
	1.32	8.20		7.40 ^S	5.05	3.00 ^F	10.11	10.4	..... CABANE RONDE.....		91
	1.39	8.29		7.44 ^F	5.10	3.04	10.16	4.9	..... MASCOUCHE.....		60
	1.50	8.40		7.49	5.18	3.09	10.22	.0	..... TERREBONNE.....	J M	52
	AM	PM		PM	PM	PM	AM		..... ST. VINCENT DE PAUL..... Z	D E	90
	Daily ex. Mon.	Daily ex. Sun.		Daily	Sun.	Daily	Daily ex. Sun.		..... ST. MARTIN JCT..... RYZ	J C	Nil
	87	91		155	149	153	151				

Rule 93a applies.

TROIS RIVIERES SUBDIVISION FOOTNOTES

All trains may register at St. Martin Jct. by register ticket.
 Spring switch located at west end of Lanoraie, mileage 35.2, dwarf signal 351B is normally clear for westward trains leaving siding. Push button located in box marked "Push button" and be governed by instructions posted therein. Rule 104A applies.
 Jct. with Park Avenue Sub. at St. Martin Jct., St. Gabriel Sub. at Lanoraie and Berthierville Sub. at Berthier—ABS.
 Jct. with St. Maurice Valley Sub. and with station tracks at Trois Rivieres—Interlocking.

INTERLOCKING LIMITS—TROIS RIVIERES
 WESTWARD—Between signal 825 Quebec Subdivision and signal 820 Trois Rivieres Subdivision.
 EASTWARD—Between signal 820 Trois Rivieres Subdivision and signal 825 Quebec Subdivision.

Speeds through turnouts and crossovers of interlocking must not exceed 15 miles per hour.

Railway crossing at grade with C.N.R. at mileage 23.29—Interlocking—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 23.29.

SPECIAL INSTRUCTIONS "A" and "C" are not applicable to trains when handling Piggyback and Passenger cars exclusively. These trains will be governed by speed restrictions for passenger trains but must not exceed thirty-five miles per hour over railway crossing at grade Mileage 23.29 and sixty-five miles per hour at any other point.

Maximum speeds unless otherwise restricted—M.P.H.

Passenger trains (other)	89
Passenger trains (RDC units)	90

Permanent Slow Orders		Permissible Speed Miles per Hour	
Mileage	Location	Passenger Trains	Freight and Mixed Trains
0.0 to 1.0	On curves	35	35
10.0 to 12.0	On curves	65	—
61.0 to 62.0	On curves	60	—
75.0 to 76.0	On curves	65	—
80.8 to 81.9		70	—
81.0 to 82.3	On curves	40	40

Westward trains leaving Trois Rivieres must not exceed 5 miles per hour approaching Bonaventure Street crossing mileage 82.12 until crossing is fully occupied.

Rule 14L does not apply for Pere Daniel Street crossing, Mileage 81.2 and Bonaventure Street crossing, Mileage 82.12 (BTC Order 113137).

Trains or engines moving over Pere Daniel Street crossing, Mileage 81.2 on other than main track must not exceed five miles per hour from 100 feet distant until crossing is fully occupied.

★ No. 156 will stop at St. Barthelemy to detrain revenue passengers from Montreal.

★ No. 156 will stop at St. Vincent de Paul Friday only to entrain revenue passengers.

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Miles from St. Martin Jct.	TROIS RIVIERES SUBDIVISION			EASTWARD TRAINS—SUPERIOR DIRECTION								
				FIRST CLASS			SECOND CLASS		FOURTH CLASS			
				152	154	156	88		94	96	98	
				Psg. Daily	Psg. Daily	Psg. Daily	Freight Daily ex. Sun.		Freight Daily ex. Sun.	Freight Daily	Freight Daily	Freight Daily
STATIONS			Train Order Office Signals	Car Capacity Sidings								
82.3	..... TROIS RIVIERES.. CKWYZ	R S	Yard	AM 10.47	PM 6.47	PM 8.35	AM 12.55		AM 3.35	PM 1.00	PM 11.15	
79.2	..... BUREAU.....		52	10.43	6.43	8.30	12.41		3.24	12.50	11.05	
74.3	..... POINTE-DU-LAC.....		53	10.39	6.39	8.24	12.35		3.15	12.41	10.56	
67.3	..... YAMACHICHE.....	C H	63	10.34	6.34	F 8.18	12.26		3.03	12.29	10.44	
61.7	..... LOUISEVILLE.....	Z R D	Nil	10.29	6.29	S 8.13						
60.3	..... LAVOIE.....		150	10.27	6.27	8.11	12.16		2.50	12.16	10.31	
57.7	..... MASKINONGE.....	M A	Nil	10.25	6.25	F 8.09						
52.2	..... ST. BARTHELEMY.....	S J	62	10.21	6.21 *	8.05	12.05		2.36	12.02	10.17	
47.4	..... ST. CUTHBERT.....		65	10.17	6.17	8.01	11.59		2.27	11.53	10.10	
44.0	..... BERTHIER.....	YZ	Nil	10.14	6.14	7.58	11.53		2.20	11.48	10.05	
35.7	..... LANORAIE.....	YZ S O	175	10.08	6.08	7.50	11.40		2.05	11.33	9.50	
30.4	..... LAVALTRIE.....		94	10.04	6.04	7.46	11.32		1.43	11.23	9.20	
26.8	..... VAUCLUSE.....		57	10.01	6.01	7.43	11.27		1.36	11.16	9.10	
22.8	..... L'EPIPHANIE.....	Z F N	57	9.58	5.58	F 7.39	11.22		1.30	11.10	9.00	
17.3	..... CABANE RONDE.....		91	9.53	5.53	7.34	11.16		1.20	11.03	8.52	
14.2	..... MASCOUCHE.....		60	9.50	5.50	7.24	11.11		12.58	10.58	8.45	
10.4	..... TERREBONNE.....	J M	52	9.47	5.47	F 7.20	11.06		12.52	10.52	8.39	
4.9	..... ST. VINCENT DE PAUL.....	Z D E	90	9.43	5.43	* 7.15	10.59		12.43	10.43	8.29	
.0	..... ST. MARTIN JCT..... RYZ	J C	Nil	9.38	5.38	7.10	10.50		12.35	10.35	8.10	
				AM	PM	PM	PM		AM	AM	PM	
	Rule 93a applies.			Daily	Daily	Daily	Daily ex. Sat.		Daily ex. Sun.	Daily	Daily	
				152	154	156	88		94	96	98	

TROIS RIVIERES SUBDIVISION FOOTNOTES—Continued

Account restricted clearance, all freight trains to be operated over fourth track from station building Trois Rivieres.

Account restricted clearance, employees must not ride tops and sides of engines and cars when switching at Newsprint Specialty Corporation Ltd. siding located at mileage 80.99.

Except when weather or other conditions prevent proper running inspection, Special Instruction "C" is amended to read 60 miles on this subdivision.

Westward trains stopping at Terrebonne, mileage 10.4, must not exceed five miles per hour until first crossing west of station is fully occupied.

Telephones for communicating with Operator Trois Rivieres are located—on Signals 820 and 825, on poles at east and west ends of

station platform track No. 1 and on support at east end of track No. 2; at Cap de la Madeleine—on Signal 850.

250 ton capacity Auxiliary Crane 414479,80,650 prohibited on tracks 1, 2, 3 at Trois Rivieres.

To prevent excessive operation of crossing protection at Mileage 22.58, all westward trains switching at L'Epiphanie, Mileage 22.8 Trois Rivieres Sub. must use STOP and START buttons located in front of Station.

L'EPIPHANIE INTERLOCKING

Railway crossing at grade with C.N.R. at mileage 23.29 interlocking-automatic. Timing circuit eastward from mileage 21.80 to interlocking signal 232, westward from mileage 25.07 to interlocking signal 235, 12 minutes. SEE SPECIAL INSTRUCTION "G" page 45.

TROIS RIVIERES LOOP LINE AND CAP DE LA MADELEINE BRANCH FOOTNOTES

Diesel units must not exceed twenty miles per hour.

No engine, car or train shall exceed ten miles per hour over St. Maurice Street crossing, East Loop Line, Trois Rivieres.

No engine, car or train shall exceed ten miles per hour over first crossing North of freight shed at Cap de la Madeleine, Mileage 2.18, Cap de la Madeleine Branch. All switching movements over this crossing must be protected by a member of the crew.

Switching movements over all tracks, de Bellefeuille St., St. Denis St., St. Olivier St., and Royale St. crossings, West Loop Line Trois

Rivieres, must be protected by a member of the crew.

Spring switch located at Jct. with Quebec Subdivision at Cap de la Madeleine.

Engines, cars or trains must not exceed ten miles per hour over Des Erables Street crossing, mileage 0.75 Wayagamack Spur, Cap de la Madeleine Branch.

All trains must stop at stop sign located on each side of St. Lawrence Blvd. crossing, mileage 1.25, Wayagamack spur and must wait TWENTY SECONDS before proceeding over crossing.

WESTWARD TRAINS—INFERIOR DIRECTION											Miles from St. Martin Jct.	QUEBEC SUBDIVISION	
SECOND CLASS	FIRST CLASS											STATIONS	CTC	Joint Train C.N.R.
87 Freight Daily ex. Sun.	75 Psgr. Daily ex. Sat.	155 Psgr. Daily	25 Psgr. Daily	629 Psgr. Daily ex. Sat. and Sun.	149 Psgr. Sun.	153 Psgr. Daily	23 Psgr. Daily ex. Sat. and Sun.	151 Psgr. Daily ex. Sun.	21 Psgr. Daily				
PM	PM	PM	PM	PM	PM	PM	PM	AM	AM				
8.00	7.35	5.00	4.15	3.45	2.30	12.30	12.20	7.30	6.00	159.8	CTC	{ QUEBEC } CKWZ { CADORNA } Jct. Wolfe's Cove Branch	
8.11	7.44	5.09	4.24	3.54	2.39	12.39	12.29	7.40	6.09	157.7			
	PM		PM	PM			PM		AM				
8.50		★ 5.15			S 2.45	★ 12.45		S 7.45		152.4		5.3	
9.05		5.21			2.50	12.51		7.50		146.5		5.9	
9.29					S 3.02	1.03		F 8.02		134.3		12.2	
9.36					S 3.07	1.08		F 8.07		129.6		4.7	
9.44					S 3.12	1.13		F 8.12		125.0		4.6	
												7.5	
9.53	C.N.R. Train	5.50	C.N.R. Train	C.N.R. Train	S 3.20	1.20	C.N.R. Train	F 8.20	C.N.R. Train	117.5		10.3	
10.06		6.00			S 3.29	1.30		F 8.29		107.2		5.2	
10.13		6.05			F 3.35	1.35		F 8.35		102.0		7.0	
10.25		6.11			3.42	1.41		8.42		95.0		10.1	
10.45		6.20			3.50	1.50		8.50		84.9			
10.55		6.25			3.55	1.55		8.55		82.3	CTC	{ CAP DE LA MADELEINE } Jct. Piles Sub. and Cap de la Madeleine Branch { TROIS RIVIERES } CKWYZ	
PM		PM			PM	PM		AM					
Daily ex. Sun.	Daily ex. Sat.	Daily	Daily	Daily ex. Sat. and Sun.	Sun.	Daily	Daily ex. Sat. and Sun.	Daily ex. Sun.	Daily				
87	75	155	25	629	149	153	23	151	21				

QUEBEC SUBDIVISION FOOTNOTES

Eastward first class trains may register at Quebec by register ticket.

The time of eastward first class trains at Quebec applies at signal 1594 and the time of westward first class trains applies at signal 1593. All tracks east of these signals are yard tracks and Rule 105 applies. Times shown at Quebec are for information only.

Eastward trains originating at Cadorna may leave without a clearance, Rule 268 applies.

Westward extra trains originating at Cap de la Madeleine may leave without a clearance, Rule 268 applies.

Jct. with Piles Subdivision and Cap de la Madeleine Branch at Cap de la Madeleine—CTC.

Rules 263-273 apply between signals 822, 822b and 824 east of Trois Rivieres station and signals 01, 03 and 851 east of Cap de la Madeleine.

Rule 268 applies at switches mileage 82.66, 82.86, 83.03, 83.31 and 83.33.

Railway crossings at grade with C.N.R. at mileage 155.8, and mileage 117.85—Interlocking—Automatic.

Railway crossing at grade with C.N.R. at mileage 2.01 Wolfe's Cove Branch—Interlocking—Automatic.

Jct. with St. Maurice Valley Sub. and with station tracks Trois Rivieres—Interlocking.

Jct. with C.N.R. and Wolfe's Cove Branch at Cadorna—Interlocking.

Rules 263-273 apply between signals 1574-1574B-1574C at Cadorna and signals 1593 and 1593B at Quebec; also between signals 118 Wolfe's Cove Branch and signals 1593-1593B at Quebec.

Westward signal 1593 is located to the left of the track.

Special Instruction "D" applies at switches Mileage 157.55, 157.67, 157.73, 157.8, 158.01 and 158.03.

★Trains 152, 154 will stop at Lorette to detrain revenue passengers from Trois Rivieres and West.

★Trains 153 and 155 will stop at Lorette to entrain revenue passengers for Trois Rivieres and west.

INTERLOCKING LIMITS—TROIS RIVIERES

WESTWARD—Between signal 825 Quebec Subdivision and signal 820 Trois Rivieres Subdivision.

EASTWARD—Between signal 820 Trois Rivieres Subdivision and signal 825 Quebec Subdivision.

Speeds through turnouts and crossovers of interlocking must not exceed 15 miles per hour.

Telephones for communicating with Operator Trois Rivieres are located—on Signals 820 and 825, on poles at east and west ends of station platform track No. 1 and on support at east end of track No. 2; at Cap de la Madeleine—on Signal 850.

Trains operating over railway crossing at grade with C.N.R. on wharf track, Ramsay Street, Quebec, must come to a stop and be governed by instructions posted in box marked "Push Button" located on signals.

Spring switches located at Jct. with Piles Subdivision and with Cap de la Madeleine Branch at Cap de la Madeleine. Rule 104A applies.

Electrically locked hand operated switch at mileage 83.95. Rule 268 applies.

All movements must not exceed twenty miles per hour between signal 822 and signal 832 at Trois Rivieres.

All movements must not exceed 15 m.p.h. between signals 1574-1574B-1574C-118 at Cadorna and signals 1593-1593B at Quebec.

Board of Transport Commissioners has authorized speed not exceeding fifty miles per hour for PASSENGER TRAINS only over railway crossings at grade with C.N.R. at mileage 155.8 and mileage 117.85.

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		EASTWARD TRAINS—SUPERIOR DIRECTION											
Train Order Office Signals	Car Capacity Sidings	FIRST CLASS								SECOND CLASS		FOURTH CLASS	
		74 Psgr. Daily ex. Mon.	628 Psgr. Daily ex. Sat. and Sun.	20 Psgr. Daily	152 Psgr. Daily	22 Psgr. Daily	24 Psgr. Daily	154 Psgr. Daily	156 Psgr. Daily	88 Freight Daily ex. Sun.	62 Freight Daily		
H	Yard	AM 6.55	AM 9.30	AM 10.45	PM 12.20	PM 2.50	PM 7.14	PM 8.20	PM 10.10	AM 3.55	AM 1.45		
	37	6.46	9.21	10.36	12.11	2.41	7.05	8.11	10.01	3.35	1.30		
		AM	AM	AM		PM	PM						
N Y	51				★ 12.04 PM			★ 8.04 S	9.53	3.15	1.20		
	52				11.56			7.56	9.41	3.05	1.07		
R	59				11.43			7.43 S	9.29	2.47	12.41		
S A	55				11.38			7.38 F	9.24	2.40	12.30		
NU	42				11.32			7.32 S	9.19	2.33	12.16		
	72				11.25			7.25 S	9.11	2.22	AM 11.59		
A N	53				11.16			7.16 F	9.03	2.07	11.45		
B A	56				11.12			7.12 F	8.58	1.59	11.35		
	53				11.06			7.06	8.51	1.50	11.25		
	52				10.57			6.57	8.42	1.34	11.10		
R S	Yard				10.52 AM			6.52 PM	8.36 PM	1.25 AM	11.00 PM		
		Daily ex. Mon.	Daily ex. Sat. and Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily ex. Sun.	Daily		
		74	628	20	152	22	24	154	156	88	62		

QUEBEC SUBDIVISION FOOTNOTES—Continued

Maximum speeds unless otherwise restricted—M.P.H.

Passenger Trains (other).....	89
Passenger trains (RDC Units).....	90

Permanent Slow Orders

Mileage	Location	Permissible Speed Miles per Hour	
		Passenger Trains	Freight and Mixed Trains
82.3 to 84.0	On curves.....	50	50
99.0 to 101.0	On curves.....	60	—
101.0 to 107.0	On curves.....	70	—
120.0 to 130.0	On curves.....	50	50
134.0 to 137.0	On curves.....	55	—
142.0 to 153.0	On curves.....	50	50
157.0 to 158.0	On curves.....	15	15
158.0 to 159.8	On curves.....	10	10
157.36	Entering or leaving east end of siding Cadorna.....	10	10
157.69	St. Valier St.....	15	15
157.89	Marie de l'Incarnation St..	15	15
159.03	Gosford St.....	★10	★10
159.11	Crown St.....	★10	★10
159.76	Henderson St.....	★6	★6
	(just east of Palais Stn.)...		

★Until crossing is fully occupied.

No engine, car or train shall exceed ten miles per hour from 100 feet distant and over public crossing at Delachapelle Street, on lead track, or from engine house at Quebec.

No engine car or train shall exceed ten miles per hour over Ste. Therese Street crossing, Quebec, Mileage 0.22 Wolfe's Cove Branch.

Special Instruction "A" is not applicable to trains when handling Piggyback and Passenger cars exclusively. These trains will be

governed by speed restrictions for passenger trains but must not exceed thirty-five miles per hour over railway crossings at grade mileage 117.85 and mileage 155.8 and sixty-five miles per hour at any other point.

Except when weather or other conditions prevent proper running inspection, Special Instruction "C" is amended to read 60 miles on this subdivision.

Except when weather or other conditions prevent proper running inspection, Special Instruction "C" is not applicable to trains 87 and 88 on this Subdivision.

DS-10 a-b-c-d-e-h and j class switchers must not exceed forty miles per hour.

Trains handling auxiliary Cranes 100 to 250 ton capacity must not exceed ten miles per hour over Bridges Mileage 136.2 and 138.5.

Auxiliary Cranes 414501 and 414502 must not operate into Palais Station train sheds.

Trains handling Park cars must not be operated on tracks 1, 2 and 3 Palais Station, Quebec.

Diesel units DPA 15 and DPA 17 must not operate on tracks 1, 2, 3, and 8 at Palais Station, Quebec, and on tracks 2, 3 and 4 at Wolfe's Cove.

C.P.R. timetable governs on joint track between Cadorna and Quebec.

Rule 14L does not apply within the limits of the City of Quebec between the hours 9.00 p.m. and 6.00 a.m. Western limits extend to St. Sacrement Boulevard crossing, Mileage 156.9. (BTC. Order 48098).

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QUEBEC SUBDIVISION FOOTNOTES—Continued

Account restricted clearance, all freight trains to be operated over fourth track from station building Trois Rivieres.

At Quebec on both inward and outward Freight Shed Tracks, employees must not ride on top or sides of cars account restricted clearance.

Quebec yard limits extend to yard limit sign west of Cadorna, mileage 156.0.

Switch connecting Wolfe's Cove branch with National Harbour Board Ry. track at Wolfe's Cove will be in normal position when set for trains leaving and entering the tunnel.

Switch leading to siding extension East end of siding Lorette is to be left set for movement from siding to main track. When in this position yellow light and target will so indicate.

To ensure proper operation of crossing protection at first public crossing East of Lorette station, Eastward trains stopping on main track West of crossover switch must not exceed 8 miles per hour until crossing is fully occupied.

All trains or engines stopping at Piggyback west end switch located at mileage 156.4, to lift or set off cars, must not proceed toward crossing of St. Sacrement Blvd. at a speed in excess of FIVE MILES PER HOUR until gates have reached full horizontal position.

Eastward trains must not exceed 50 mph and Westward trains 55 mph approaching St. Sacrement Blvd., mileage 156.92 until crossing is fully occupied.

All trains switching at Cadorna must protect St. Valier Street crossing, Mileage 157.69 by manually operating crossing protection. Switch provided for this purpose is located in box on instrument case, east side of St. Valier Street and when switching completed, switch is to be returned to normal position and box locked.

When a train is required to stop inside the following limits, causing automatic crossing protection to operate, a member of the crew must immediately contact gateman by telephone and follow his instructions—Dorchester Street, Mileage 158.97—Gosford Street, Mileage 159.03—Crown Street, Mileage 159.10—De Lachapelle Street, Mileage 159.27. Telephones are mounted on signal cases at all these public crossings.

To prevent excessive operation of crossing protection at LaPerade, Mileage 107.15, Westward trains switching at this point, a member of the crew must stop the operation of the protection by pushing button marked "STOP" located in box marked "PUSH BUTTONS" mounted on wall at west end of station. When train is ready to proceed, button marked "START" must be pushed, then wait TWENTY SECONDS before proceeding.

To prevent excessive operation of crossing protection at Ste. Christine Road, Portneuf, mileage 125.07, when Eastward train has occupied approach operating circuit in excess of one minute, a member of the crew must stop the operation of the protection by pushing button marked "STOP" in box provided at the station or on instrument case at the crossing. When train is ready to proceed Eastward, set protection in operation by pushing button marked "START" and wait TWENTY SECONDS before proceeding.

To prevent excessive operation of crossing protection at Delage Road, St. Basile, Mileage 129.5, when Westward train has occupied approach circuit in excess of one minute, a member of the crew must stop the operation of the protection by pushing button marked "STOP" in box provided at the station or on signal case at the crossing. When train is ready to proceed westward, a member of the crew must set protection in operation by pushing button marked "START" and wait TWENTY SECONDS before proceeding.

Switching movements may be made between Quebec and Cadorna under Rules 263 and 268. Reverse switching movements may be made from Quebec Yard up to but not beyond Parent Street, Mileage 158.65, provided Signal 1593 or 1593B indicates proceed. Any movement proceeding West of Parent Street must not make reverse movement until it has cleared controlling signal either on Wolfe's Cove Branch or at Cadorna, except under flag protection or as provided by Rule 266.

Trains using siding at Bells Road must communicate with Operator at Quebec from telephone located near West switch so that route may be properly lined at Cadorna.

INTERLOCKING LIMITS—CADORNA

Between signals 1574-1574B-1574C and signal 201 Wolfe's Cove Branch.

Between signal 1577 and signal 201 Wolfe's Cove Branch.

Speeds through turnouts and crossovers of interlocking must not exceed 15 miles per hour.

ABS—WESTWARD—Continuous from signal 867.

EASTWARD—To block end sign mileage 87.4.

CADORNA INTERLOCKING

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

All movements from Cadorna to Wolfe's Cove must pass through 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. When signals 200 and 201 are at STOP comply with Rules 663 and 672.

Telephones for communicating with operator at Quebec are located on instrument case near signals 118, 119; on signals 1574 and 1577; on signal 1593 Quebec; on signal case in safety bay in middle of tunnel, also at diamond crossing with C.N.R. at South end of tunnel.

LACHEVROTIERE INTERLOCKING

Railway crossing at grade with C.N.R. at mileage 117.85 interlocking-automatic. Timing circuit eastward from mileage 115.91 to interlocking signal 1178 westward from mileage 120.30 to interlocking signal 1179, 6 minutes. SEE SPECIAL INSTRUCTION "G" page 45.

WESTWARD TRAINS	Miles from Montreal West	WINCHESTER SUBDIVISION		Train Order Office Signals	EASTWARD TRAINS
		STATIONS			
		Two Tracks ABS	Montreal Terminals Division	..... MONTREAL..... KWZ	W J
				..... WESTMOUNT..... VXY	
	0			V. MONTREAL WEST..... VX	BN
	1.4			..... SORTIN.....	
	2.2			..... BALLANTYNE..... X	
	2.9			..... LACHINE..... XY	
	3.3			..... GROVEHILL..... XY	
	4.8			..... DORVAL (Jct. C.N.R.)..... X	DR
	6.0			..... PINE BEACH.....	
	6.7			..... STRATHMORE.....	
	7.3	..... VALOIS.....			
	7.9	..... LAKESIDE.....			
	8.7	..... CEDAR PARK.....			
	9.2	..... POINTE CLAIRE.....			
	10.2	..... BEACONSFIELD..... X	B		
	12.1	..... BEAUREPAIRE.....			
	13.8	..... BAIE D'URFE.....			
	15.6	V. STE. ANNES..... VX	AD		
	16.6	..... BRUCY.....			
	18.2	..... ILE PERROT.....			
	18.9	V. VAUDREUIL..... VWXY	RO		
		Train dispatchers at Smiths Falls will supervise train movements and issue train orders between Vaudreuil and Grovehill.			
		See Eastern Region time table for schedules, special instructions and footnotes.			
		Laurentian Division extends to Mileage 20.0.			

NORTHWARD TRAINS INFERIOR DIRECTION		STE. AGATHE SUBDIVISION				SOUTHWARD TRAINS SUPERIOR DIRECTION		
FIRST CLASS	Miles from Ste. Therese	STATIONS		Train Order Office Signals	Car Capacity Sidings	FIRST CLASS		FOURTH CLASS
167		164	172			80		
Pm. Mon. Wed. Fri.					Pm. Tues. Thurs.	Pm. Sun.	AM	Freight Daily ex. Sun.
PM 6.10	0.0	STE. THERESE	KVWYZ	S R	Yard	S 10.45	S 7.25	AM 10.20
6.13	2.5	SAUVE			22	10.39	7.19	10.00
F 6.15	4.2	BOUCHARD		Z B D	Nil	F 10.37	F 7.17	
F 6.18	7.2	ST. JANVIER			40	F 10.34	F 7.14	9.40
S 6.26	13.3	ST. JEROME		YZ V	27	S 10.27	S 7.07	9.15
F 6.40	21.9	SHAWBRIDGE			34	F 10.12	F 6.52	8.45
F 6.46	26.1	PIEDMONT			17	F 10.04	F 6.44	8.35
S 6.52	29.1	MONT ROLLAND		Z M R	17	S 9.58	S 6.38	8.25
F 7.01	33.7	STE. MARGUERITE			Nil	F 9.49	F 6.29	
F 7.07	37.4	VAL MORIN			19	F 9.42	F 6.22	7.55
F 7.11	39.6	VAL DAVID			21	F 9.38	F 6.18	7.45
S 7.23	43.8	STE. AGATHE		YZ S	15	S 9.30	S 6.10	7.30
7.44	54.7	SUMMIT			20	9.11	5.51	6.50
F 7.48	57.0	ST. FAUSTIN		Z F U	20	F 9.05	F 5.45	6.40
F 7.55	60.7	MORRISON			25	F 8.58	F 5.38	6.30
F 8.03	65.0	ST. JOVITE		Z C O	25	F 8.50	F 5.30	6.20
F 8.12	70.7	MONT TREBLANT		Z	16	F 8.40	F 5.20	6.05
S 8.25	80.2	LABELLE		YZ W	30	S 8.27	S 5.07	5.45
F 8.45	93.4	ANNONCIATION		C N	27	F 8.07	F 4.47	4.55
F 8.52	96.9	LACOSTE			28	F 8.01	F 4.41	4.45
F 9.04	103.7	NOMINGUE			24	F 7.51	F 4.31	4.20
F 9.21	114.6	LAC SAGUAY			4	F 7.35	F 4.15	3.55
F 9.46	129.8	BARRETTE			37	F 7.11	F 3.51	3.20
10.00	138.2	MONT LAURIER		KYZ A M	Yard	7.00	3.40	3.00
PM						AM	PM	AM
Mon. Wed. Fri.		Rule 93a applies. Rules 41 and 44 apply.				Tues. Thurs.	Sun.	Daily ex. Sun.
167						164	172	80

STE. AGATHE SUBDIVISION FOOTNOTES

—Continued

Maximum speeds unless otherwise restricted—M.P.H.

	Passenger trains	other	RDC units
Between Ste. Therese and Labelle.	75		75
Between Labelle and Mont Laurier.	40		60

Permanent Slow Orders		Permissible Speed Miles per Hour	
Mileage	Location	Passenger Trains	Freight and Mixed Trains
0.0 to 0.77	On curves	40	—
13.31	Parent Street	★35	—
13.38	Palais Street	★35	—
29.16	(Southward) over public crossing	★10	★10
16.0 to 17.0	On curves	35	—
21.88	On curves	40	—
22.07	On curves	40	—
22.56	On curves	40	—
24.0 to 29.5	On curves	30	30
29.5 to 31.0	On curves	35	—
31.0 to 37.3	On curves	30	30
39.5 to 40.5	On curves	30	30
42.0 to 50.0	On curves	30	30
50.2 to 52.0	On curves	35	—
52.0 to 54.0	On curves	30	30
55.0 to 73.5	On curves	30	30
84.4 to 86.3	On curves	35	—
86.5	On curves	25	25
86.6 to 92.7	On curves	35	—
92.7 to 93.2	On curves	30	30
107.5 to 113.0	On curves	35	—
113.0 to 115.1	On curves	30	30
115.1 to 118.0	On curves	40	—
118.0 to 127.0	On curves	30	30
137.3	Over bridge	20	20
137.7	Over public crossing	★10	★10

★Until crossing is fully occupied.

OPERATION OF AUTOMATIC PROTECTION AT PARENT AVE. ST. JEROME MILEAGE 13.31. Northward trains stopping or switching between the north freight shed switch and Parent Avenue crossing in excess of 90 seconds must not proceed over crossing until a member of the crew has pushed "START" button in box marked P.B. mounted on wall of station north side of operator's window or instrument case at Parent Ave. then wait TWENTY SECONDS before proceeding. If train does not proceed the "STOP" button must be pushed to prevent unnecessary operation of the protection.

All movements over public crossing mileage 0.29 Rolland Paper Company siding located at mileage 12.78, must be protected by a member of the crew.

Switching movements over public crossing mileage 137.7 must be protected by a member of the crew.

Trains must not follow a train carrying passengers until a report has been received of its departure from or until it is clear in siding at the station ahead between St. Jovite and St. Jerome in both directions. Freight trains may however follow in thirty minutes if the next station ahead or the station from which they are to follow is not an open telegraph station.

Rule 20 of Form 582 applies to southward trains Val Morin to Mont Rolland and to northward trains. Summit to Morrison. See Special Instructions Page 45 regarding retaining valves.

Continued on Page 24

STE. AGATHE SUBDIVISION FOOTNOTES

Jct. with Lachute Subdivision at Ste. Therese—ABS.

Jct. with Park Avenue Subdivision at Ste. Therese—ABS.

ABS—SOUTHWARD continuous from signal 18.

NORTHWARD from mileage 0.0 to block end sign mileage 2.3.

Special instruction "K" applies between mileage 0.0 and mileage 129.8.

Jct. with C.N.R. at mileage 11.7.—Non-Interlocked.

Southward trains stopping at Ste. Agathe station must not exceed TWENTY MILES PER HOUR from station until public crossing mileage 43.6 is fully occupied. All movements on the back track over this crossing must be protected by a member of the crew.

Northward trains which have stopped within 1500 feet of public crossing at grade mileage 65.08 just north of St. Jovite station, must not exceed four miles per hour until crossing is fully occupied.

STE. AGATHE SUBDIVISION FOOTNOTES—Continued

Switch leading to spur North End of siding Sauve is to be left set for movement from siding to main track. When in this position yellow light and target will so indicate.

Switch leading to north leg of wye south end of storage siding and switch leading to Eagle Lumber Company Spur north end of storage siding St. Jerome are to be left set for movement from siding to main track. When in this position yellow lights and targets will so indicate.

Switches leading to siding extensions North and South ends of siding Ste. Agathe and North end of siding St. Janvier are to be left set for movement from siding to main track. When in this position yellow lights and targets will so indicate.

Account restricted clearance, employees must not ride tops and sides of engines and cars when switching at Bacman Company private siding, mileage 136.93.

Account restricted clearance, employees must not ride sides of cars or engines when switching at unloading ramp on west side of siding at Lac Saguay, mileage 114.6.

Cars must not be left foul of crossing north of Mont Laurier station leading to entrance of Bellerive Veneer and Plywood Plant.

RESTRICTIONS

Diesel units
DRS 24, DRF 30..... Bridge 115.0 30 mph

Cars
Over 199,000 to 220,000 lbs., (ore) gross weight each..... 20 mph Bridge 86.3.
Over 225,000 to 263,000 lbs., gross weight each..... 20 mph Bridge 67.0.
Over 209,000 to 263,000 lbs., gross weight each..... 10 mph Bridge 115.0.

Crane and Auxiliary
100 to 160 tons capacity..... 10 mph Bridges 67.0, 115.10.
200 to 250 tons capacity..... prohibited Bridge 137.3 except 414479,80,650.
10 mph Bridges 67.0, 115.0 except 414471, 502 at 5 mph Bridge 115.0.

Combination Crane - Pile Driver.
30 - 31 ton capacity..... 20 mph Bridge 67.0.
10 mph Bridge 115.0.

NORTH-WARD TRAINS INFERIOR DIRECTION	Miles from Lanoraie	ST. GABRIEL SUBDIVISION		Train Order Office Signals	Car Capacity Sidings	SOUTH-WARD TRAINS SUPERIOR DIRECTION
		STATIONS				
NO REGULAR SERVICE	.0	LANORAIE	KYZ	S O	Yard	NO REGULAR SERVICE
	6.3	JOLIETTE (Jct. C.N.R.)	Z	J O	32	
	11.5	LOURDES			22	
	13.0	ROCH	Z		22	
	16.7	ST. FELIX	Z	F Y	23	
	27.6	ST. GABRIEL	YZ	G	Yard	
Rule 93a applies. Rules 41 and 44 apply.						

ST. GABRIEL SUBDIVISION FOOTNOTES (Cont'd)

No engine, car or train shall exceed ten miles per hour over St. Gabriel Street crossing at St. Gabriel until crossing is fully occupied.

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.

Special instruction L page 45, regarding retaining valves applies to northward trains mileage 27 to St. Gabriel.

Special instruction L page 45, regarding retaining valves applies to southward trains mileage 27 to Lanoraie.

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

RESTRICTIONS

Cars
Over 255,000-263,000 lbs gross weight each..... 20 mph Bridges 2.41 2.61.

Auxiliary Cranes
200 tons capacity or over..... 20 mph Bridges 2.41 2.61.
To ensure proper operation of crossing protection at public crossings mileage 16.49 and mileage 16.76 all trains required to switch at St. Felix must stop before reaching and leave train sufficient distance from signal box painted yellow so that engine will be in rear of box when recoupled. Trains stopping at station must not exceed 5 miles per hour until crossings are fully occupied.

Account restricted clearance, employees must not ride tops or sides of engines and cars when switching at Le Comptoir Avicole private siding, St. Felix, mileage 16.65.

Movements entering or leaving Independent Cement Co. private siding mileage 4.84 must stop at stop sign and wait TWENTY SECONDS before proceeding over crossing.

Movements over crossing on private siding leading to Abex Industries Ltd., Joliette, mileage 6.15, must be protected by a member of the crew.

Account restricted clearance, employees must not ride tops of engines and cars when switching at Firestone Tire and Rubber Co. sidings located at mileage 6.99. All trains switching at above plant must not leave any car on main track between signal 71 C.N.R. Diamond and switch leading to Plant.

ST. GABRIEL SUBDIVISION FOOTNOTES

Railway crossing at grade with C.N.R. at mileage 7.11—Interlocking—Automatic.

Trains must not exceed fifteen miles per hour approaching automatic interlocking with C.N.R. at mileage 7.11.

Trains must not exceed thirty miles per hour on curve mileage 0.17. Special instruction "K" applies on this subdivision.

Maximum speeds unless otherwise restricted—M.P.H.

Passenger trains (Including RDC units)..... 35

NORTH-WARD TRAINS INFERIOR DIRECTION	Miles from Buckingham Jct.	BUCKINGHAM SUBDIVISION		Train Order Office Signals	Car Capacity Sidings	SOUTH-WARD TRAINS SUPERIOR DIRECTION
		STATIONS				
NO REGULAR SERVICE	.0	BUCKINGHAM JCT.	Y	B C	Yard	NO REGULAR SERVICE
	1.7	MURPHY			28	
	3.2	BUCKINGHAM		K G	Yard	
Rule 93a applies. Rules 41 and 44 apply.						

BUCKINGHAM SUBDIVISION FOOTNOTES

Maximum speeds unless otherwise restricted—M.P.H.

Passenger trains (Including RDC units)..... 25

No engine, car or train shall exceed ten miles per hour over public crossing at grade mileage 3.0, until crossing is fully occupied. All movements over crossing must be protected by a member of the crew.

All movements over Main Street, Buckingham, mileage 3.97 must be protected by a member of the crew.

Buckingham Subdivision extends to mileage 4.2 and derail is installed on main track at mileage 3.33. Rule 104E applies.

NORTHWARD TRAINS INFERIOR DIRECTION	Miles from Berthier	BERTHIERVILLE SUBDIVISION	Train Order Office Signals	Car Capacity Sidings	SOUTHWARD TRAINS SUPERIOR DIRECTION
		STATIONS			
NO REGULAR SERVICE	2.1 .0	...BERTHIERVILLE... 2.1.....BERTHIER.....Y	BJ	Yard Nil	NO REGULAR SERVICE
		Rules 41 and 44 apply.			

BERTHIERVILLE SUBDIVISION FOOTNOTES

Diesel units class DFA, DFB, DPA, and DPB, must not be operated beyond gates at Melcher's plant at Berthierville.

Maximum speeds unless otherwise restricted—M.P.H.
Passenger Trains (Including RDC units)..... 25

All tracks between Berthier and Berthierville will be considered within yard limits.

No engine, car or train backing up on Berthierville Subdivision shall exceed ten miles per hour over public crossings at grade Mileage 1.07, Mileage 1.6 and Mileage 2.01 until crossing is fully occupied.

No engine, car or train making switching movement to and from Great Lakes Carbon Corporation's plant shall exceed six miles per hour over Montcalm Street crossing, mileage 1.63. Movements over this crossing must be protected by a member of the crew.

NORTHWARD TRAINS INFERIOR DIRECTION	Miles from Cap De La Madeleine	PILES SUBDIVISION	Train Order Office Signals	Car Capacity Sidings	SOUTHWARD TRAINS SUPERIOR DIRECTION
		STATIONS			
NO REGULAR SERVICE	.0 6.7 11.2 20.3	...CAP DE LA MADELEINE... 6.7 ...ST MAURICE... 4.5 ...ST. NARCISSE... 9.1 ...GARNEAU... (Jct. C.N.R.)	JU	Yard 33 14 10	NO REGULAR SERVICE
		Rule 93a applies. Rule 41 and 44 apply.			

PILES SUBDIVISION FOOTNOTES

Diesel units except DS-6 must not exceed twenty miles per hour between mileages 18.5 and 18.7.

Diesel units DRS-24 and DRF-30 must not operate on this subdivision.

Maximum speeds unless otherwise restricted—M.P.H.
Passenger trains (Including RDC units)..... 25

Spring switch located at junction with Quebec Subdivision at Cap de la Madeleine.

Auxiliary Cranes 200 ton capacity or over must not operate on this subdivision.

NORTHWARD TRAINS INFERIOR DIRECTION	Miles from Trois Rivieres	ST. MAURICE VALLEY SUBDIVISION	Train Order Office Signals	Car Capacity Sidings	SOUTHWARD TRAINS SUPERIOR DIRECTION
		STATIONS			
NO REGULAR SERVICE	.0 9.8 13.0 21.1 27.4	...TROIS RIVIERES... 9.8 CKWYZ ...MARCHAND... 3.2 ...LA GABELLE... 8.1 ...SHAWINIGAN...YZ 6.3 ...GRANDMERE...RZ	RS SF JA	Yard 38 Nil 23 Yard	NO REGULAR SERVICE
		Rule 93a applies. Rules 41 and 44 apply.			

ST. MAURICE VALLEY SUBDIVISION FOOTNOTES

Jct. with Trois Rivieres Subdivision and with station tracks Trois Rivieres—Interlocking.

ABS—SOUTHWARD—mileage 1.0 to signal 02.
NORTHWARD—from signal 02 to block end sign, mileage 1.0.

Maximum speeds unless otherwise restricted—M.P.H.
Passenger trains (including RDC units)..... 25

Northward trains leaving Trois Rivieres must not exceed 5 miles per hour approaching Bonaventure Street crossing mileage 82.12 Trois Rivieres Subdivision until crossing is fully occupied.

Trains must not exceed twenty miles per hour on curve mileage 14.81 and thirty miles per hour on other curves.

Engines must not exceed five miles per hour passing over trestle in Consolidated Paper Company's yard at Grandmere.

Diesel units must not exceed twenty miles per hour between mileages 24.65 and 27.4.

Rule 14L does not apply to Pere Marquette Street crossing mileage 1.53 St. Maurice Valley subdivision and Bonaventure street crossing mileage 82.12 Trois Rivieres subdivision. (B.T.C. order 113137).

Auxiliary Cranes with 200 ton capacity or over, except Crane Nos. 414479,80,650, must not operate on this subdivision.

Telephones for communicating with Operator Trois Rivieres are located—on Signals 820 and 825, on poles at east and west ends of station platform track No. 1 and on support at east end of track No. 2; at Cap de la Madeleine—on Signal 850.

NORTHWARD TRAINS— INFERIOR DIRECTION				Miles from Knowlton	DRUMMONDVILLE SUBDIVISION			SOUTHWARD TRAINS— SUPERIOR DIRECTION				
THIRD CLASS					STATIONS			FOURTH CLASS				
77									78			
Freight Daily ex. Sat. and Sun.									Freight Daily ex. Sat. and Sun.			
AM				0.0	KNOWLTON.....	R F	30	PM				
4.30				5.3	FOSTER..... RYZ	F O	Nil	12.05 PM				
4.45				9.7	Jct. Sherbrooke Sub. 4.4			11.45				
4.52				12.2	WATERLOO..... Z	R O	8	11.25				
5.17				17.1	WARDEN.....		12					
				22.0	CLEARYS.....		Nil					
				29.0	SOUTH ROXTON.....		22	11.05				
				34.8	ROXTON FALLS.....		9	10.50				
				43.4	ACTONVALE..... H N		5	10.35				
				51.9	WICKHAM.....		20	10.20				
6.25 AM					DRUMMONDVILLE. KYZ	A D	Yard	10.00 AM				
Daily ex. Sat. and Sun.					Rule 93a applies. Rules 41 and 44 apply.				Daily ex. Sat. and Sun.			
77								78				

DRUMMONDVILLE SUBDIVISION FOOTNOTES

Railway crossing at grade with C.N.R. at mileage 9.1—Non-Interlocked.

Railway crossing at grade with C.N.R. at mileage 35.09, interlocking-automatic. Timing circuit northward from mileage 33.84 to interlocking signal 349, southward from mileage 35.84 to interlocking signal 350, 6 minutes. SEE SPECIAL INSTRUCTION "G" page 45.

Northward trains must not exceed 15 miles per hour at the approach signal south of automatic interlocking with C.N.R. at mileage 35.09. Southward trains must not exceed 25 miles per hour between mileage 34.74 and mileage 34.94.

To prevent excessive operation of crossing protection at Actonvale, mileage 34.81, a member of crew must stop the operation of the protection by pushing button marked "STOP" located in box on front of station. When train is ready to proceed southward, push button marked "START" and wait TWENTY SECONDS before proceeding.

Railway crossing at grade with C.N.R. on spur track leading to Industrial spur at Drummondville—Interlocking. All movements are restricted to ten miles per hour within 1000 feet of interlocking signal. When either of the two interlocking signals indicate stop and after waiting five minutes, trainman will proceed to the crossing and communicate with the train dispatcher at Levis and be governed by his instructions. Telephone is located in box at the north-east corner of the crossing. If communications have failed trainman will open knife switch and wait three minutes before proceeding, after engine or his train has reached the crossing, will close the knife switch and lock the box. Knife switch is located in telephone box.

Maximum speeds unless otherwise restricted—M.P.H.
Passenger trains (including R.D.C. units).....30

No engine, car or train shall exceed ten miles per hour over Lake Street, mileage 8.97 at Waterloo, St. Marcel Street, mileage 51.51, and St. Albert Street, mileage 51.59 City of Drummondville until crossing is fully occupied.

Extreme caution must be exercised when switching at Broma Inc., located north of Drummondville station, mileage 51.94, between Lindsay and Brock Streets, account canopy erected and restricted clearance.

No engine, car or train shall exceed ten miles per hour over public crossings at grade mileage 0.03 tail track, Knowlton, and Notre Dame street mileage 51.43, City of Drummondville and fifteen miles per hour over Notre Dame Street, Mileage 29.14 and 29.22 Roxton Falls until crossing is fully occupied.

All trains must come to a stop at the STOP SIGN located each side of Highway No. 1, mileage 9.1, at Waterloo, St. Joseph Street, highway No. 22, mileage 51.72 and also at mileage 0.9 Industrial Spur at Drummondville. Trains may proceed, after making stop, when it is known that the protection is operating.

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.

Rule 14L does not apply within the limits of the City of Drummondville. The ringing of engine bells is also prohibited for public crossings at grade within the City of Drummondville. "City Limit" sign is erected at Fourth Range Road crossing (BTC. Order 62801). Regulation crossing whistle signal (14L) and ringing of engine bell must be observed for all crossings in the Village of St. Joseph.

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

Special instruction "K" applies on this Subdivision.

RESTRICTIONS

Diesel Units

DRS 24 and DRF 30.....Prohibited.

Crane and Auxiliary

200 to 250 tons capacity....Prohibited.
Except 414479,80,650.....30 mph on Bridge 30.9.

LYNDONVILLE SUBDIVISION FOOTNOTES—Continued

RESTRICTIONS

Lyndonville Subdivision commences at mileage 1.8.

Maximum speeds unless otherwise restricted—M.P.H.
 Passenger trains (Including RDC units)..... 40

Diesel Units

DS 10 a-b-c-d-e-h and j.....25 mph
 DRS 24 and DRF 3030 mph... Bridge 36.7.

Crane and Auxiliary

100 - 160 tons capacity... 10 mph... Bridge 36.7.
 150 tons capacity 414400,1 prohibited on Bridges 2.2, 13.9.
 200 to 250 tons capacity { Prohibited on Bridge 2.2 to 13.9
 Except 414479,80,650..... { 20 mph on Bridge 55.75.
 { 10 mph on Bridges 36.7, 47.1.

Permanent Slow Orders		Permissible Speed
Mileage	Location	Miles per Hour
7.0 to 9.0	On curves.....	35
42.0 to 44.0	On curves.....	35

NORTHWARD TRAINS— INFERIOR DIRECTION				Miles from Brookport	NEWPORT SUBDIVISION	Train Order Office Signals	Car Capacity Sidings	SOUTHWARD TRAINS— SUPERIOR DIRECTION				
SECOND CLASS								SECOND CLASS	FOURTH CLASS			
	903	915						916	904	80		
	Freight Daily	Freight Daily			STATIONS			Freight Daily	Freight Daily	Freight Daily ex. Sun.		
	PM	AM			NEWPORT..... CKWZ	N P	Yard	AM	AM	AM		
	5.30	1.05	58.4		5.7			2.55	8.30	11.00		
	5.50	1.23	52.7		MAGOWAN.....		48	2.37	8.18	10.36		
	5.55	1.28	50.7		2.0		48	2.33	8.11	10.26		
	6.08	1.39	44.1		6.6		47	2.23	7.58	10.06		
	6.12	1.43	41.6		2.5		62	2.18	7.54	9.58		
	6.22	1.53	35.5		6.1		41	2.09	7.44	9.38		
	6.27	2.05	32.5		3.0		65	2.05	7.39	9.30		
					5.1							
	6.36	2.14	27.4		RICHFORD..... KZ	R H	110	1.55	7.29	9.15		
	6.41	2.19	24.9		2.5		Nil	1.51	7.25	8.05		
	S 7.05	S 2.35	19.4		5.5		62	S 1.42	S 7.16	S 7.50		
	7.12	2.40	17.1		2.3		Nil	1.15	6.56	7.30		
	7.22	2.50	11.8		5.3		56	1.05	6.46	7.15		
	7.31	3.00	6.9		4.9		53	12.56	6.37	7.00		
	7.41	3.10	1.0		COWANSVILLE..... Z	C V	77	12.47	6.23	6.49		
	7.43	3.13	.0		5.9		Nil	12.45	6.21	6.45		
	PM	AM			1.0			AM	AM	AM		
	Daily	Daily			BROOKPORT..... Z							
	903	915						Daily	Daily	Daily ex. Sun.		
					Rule 93a applies.			916	904	80		

NORTHWARD TRAINS—INFERIOR DIRECTION

FIRST CLASS

	205	223	201	41	221	213
	Psg. Sun.	Psg. Daily	Psg. Daily	Psg. Daily	Psg. Daily	Psg. Daily ex. Sat. and Sun.
	PM 7.36		AM 10.54	AM 6.30		AM
	S 7.46		S 11.02	S 6.40		5.40
		D. & H. Train			D. & H. Train	F 5.43
						F 5.45
						F 5.47
	S 8.02		S 11.16	F 6.56		S 5.51
						S 5.54
						S 5.59
		PM			AM	F 6.08
	8.17	4.02	F 11.31	7.16	6.38	S 6.14
			F 11.32			F 6.16
	8.23	4.09	11.37	7.22	6.46	F 6.24
	8.26	4.13	F 11.40	7.25	6.50	S 6.30
	8.29	4.16	11.43	7.28	6.53	6.35
	S 8.32	S 4.20	S 11.46	S 7.34	S 7.01	S 6.40
	S 8.38	S 4.27	S 11.52	S 7.42	S 7.07	S 6.47
	8.45 PM	4.35 PM	11.59 AM	7.50 AM	7.15 AM	6.55 AM
	Sun.	Daily	Daily	Daily	Daily	Daily ex. Sat. and Sun.
	205	223	201	41	221	213

Miles from Brookport

CTC

Two Tracks
ABS

**ADIRONDACK
SUBDIVISION**

STATIONS

.....	BROOKPORT.....			160
.....	6.3			
.....	FARNHAM.....CKWY	W H		Yard
.....	Jct. St. Guillaume Sub.			
.....	4.2			
.....	STE. BRIGIDE.....			Nil
.....	2.3			
.....	VERSAILLES.....			Nil
.....	2.6			
.....	ST. GREGOIRE.....			Nil
.....	2.2			
.....	IBERVILLE JCT.....			160
.....	1.6			
.....	IBERVILLE.....			Nil
.....	0.8			
.....	ST. JOHNS.....	J H		Nil
.....	4.5			
.....	LACADIE.....			Nil
.....	3.1			
.....	DESNOYERS.....			160
.....	3.6			
.....	ST. PHILIPPE.....			Nil
.....	3.8			
} Movement by signal indicator.	.....	DELSON.....RXYZ	J U	Nil
	.....	Jct. N.J.R.		
	.....	1.0		
.....	ST. CONSTANT.....			Nil
.....	4.7			
.....	ADIRONDACK JCT.....XY			
.....	Jct. N.Y.C.			
.....	0.7			
.....	SEAWAY.....	B R		Nil
.....	1.0			
.....	LASALLE.....XY	H A		Yard
.....	1.5			
.....	SOUTH JCT.....X			Nil
.....	0.9			
.....	SORTIN.....			Yard
.....	0.9			
.....	NORTH JCT.....X			Nil
.....	0.9			
.....	ST. LUC JCT.....X			Yard
.....	3.9			
.....	OUTREMONT.....XY			Yard
.....	0.9			
V.....	MONTREAL WEST.....VX	B N		Nil
.....	2.7			
.....	WESTMOUNT.....VXY			Yard
.....	2.0			
.....	MONTREAL.....KWZ	W J		Yard

TIMES SHOWN BELOW FOR INFORMATION ONLY

No. 981 frt., daily except Tues., due Brookport 1.05 a.m., Farnham 1.15 a.m. and 2.30 a.m., arrive St. Luc 5.15 a.m.

No. 915 frt., daily due Brookport 3.13 a.m., Farnham 3.25 a.m. and 4.00 a.m., Adirondack Jct. 5.15 a.m., arrive St. Luc 6.15 a.m.

No. 949 frt., daily due Brookport, 4.25 p.m., Farnham 4.45 p.m. and 5.25 p.m., arrive St. Luc 7.30 p.m.

No. 903 frt., daily due Brookport 7.43 p.m., Farnham 7.55 p.m. and 8.25 p.m., Adirondack Jct. 9.45 p.m., arrive St. Luc 10.30 p.m.

No. 913 frt., daily except Sun., due Brookport 8.27 p.m., Farnham 8.45 p.m. and 10.00 p.m., Adirondack Jct. 10.55 p.m., arrive St. Luc 11.59 p.m.

Miles from Brookport	ADIRONDACK SUBDIVISION			SOUTHWARD TRAINS—SUPERIOR DIRECTION					
				FIRST CLASS					
				220	204	206	214	42	222
	STATIONS	Train Order Office Signals	Car Capacity Sidings	Psg. Daily	Psg. Sun.	Psg. Daily	Psg. Daily ex. Sat. and Sun.	Psg. Daily	Psg. Daily
.0	BROOKPORT 6.3		160		AM 11.01	PM 4.53		PM 7.48	
6.3	FARNHAM Jct. St. Guillaume Sub. 4.2	CKWY	W H Yard	S	10.54	S 4.45	PM 5.50	S 7.38	
10.5	STE. BRIGIDE 2.3		Nil			★ 4.41	F 5.44		
12.8	VERSAILLES 2.6		Nil			★ 4.38	F 5.41		
15.4	ST. GREGOIRE 2.2		Nil			★ 4.35	F 5.38		
17.6	IBERVILLE JCT. 1.6		160						
19.2	IBERVILLE 0.8		Nil			★ 4.32	S 5.34		
20.0	ST. JOHNS 4.5		Nil	J H	S 10.39	S 4.30	S 5.32	F 7.24	
24.5	LACADIE 3.1		Nil			★ 4.25	S 5.26		
27.6	DESNOYERS 3.6		160						
31.2	ST. PHILIPPE 3.8		Nil			★ 4.17	F 5.20		
35.0	DELSON Jct. N.J. R. 1.0	RXYZ	J U Nil		AM 8.33	F 10.24	F 4.13	S 5.14	7.06 PM 9.03
36.0	ST. CONSTANT 4.7		Nil			F 10.22	F 4.11	F 5.10	
40.7	ADIRONDACK JCT. Jct. N.Y.C. 0.7	XY	D N 55 S 55		8.23	10.17	★ 4.07	S 5.00	6.58 8.53
41.4	SEAWAY 1.0		Nil	B R					
42.4	LASALLE 1.5	XY	H A Yard		8.20	10.14	S 4.04	S 4.56	6.55 8.50
43.9	SOUTH JCT. 0.9	X	Nil		8.17	10.12	4.02	4.52	6.52 8.47
44.6	SORTIN		Yard						
44.6	NORTH JCT. 0.9	X	Nil						
45.5	ST. LUC JCT. 3.9	X	Yard						
49.4	OUTREMONT 2.7	XY	Yard						
	MONTREAL WEST 2.0	VX	B N Nil	S	8.15	S 10.10	★ 4.00	S 4.50	S 6.50 S 8.45
	WESTMOUNT 2.0	VXY	Yard	S	8.07	S 10.05	★ 3.55	S 4.45	S 6.42 S 8.37
	MONTREAL 2.0	KWZ	W J Yard		8.00 AM	10.00 AM	3.50 PM	4.40 PM	6.35 PM 8.30 PM
					Daily	Sun.	Daily	Daily ex. Sat. and Sun.	Daily
					220	204	206	214	42 222

TIMES SHOWN BELOW FOR INFORMATION ONLY

No. 952 frt., daily, due St. Luc 11.30 p.m., Adirondack Jet. 12.05 a.m., Farnham 1.10 a.m. and 1.45 a.m., arrive Brookport 2.00 a.m.

No. 916 frt., daily, due St. Luc 11.05 p.m., Adirondack Jet., 11.40 p.m., Farnham 12.35 a.m., arrive Brookport 12.45 a.m.

No. 904 frt., daily, due St. Luc 4.45 a.m., Adirondack Jet. 5.15 a.m., Farnham 6.10 a.m., arrive Brookport 6.21 a.m.

No. 908 frt., daily, due St. Luc 10.15 a.m., Adirondack Jet. 10.50 a.m., Farnham 12.15 p.m. and 2.00 p.m., arrive Brookport 2.10 p.m.

No. 914 frt., daily, except Sat., due St. Luc 9.00 p.m., Adirondack Jet. 9.45 p.m., Farnham 10.45 p.m. and 11.45 p.m., arrive Brookport 11.57 p.m.

ADIRONDACK SUBDIVISION FOOTNOTES ON PAGES 32 AND 33

ADIRONDACK SUBDIVISION FOOTNOTES

The time of all trains to the Sherbrooke and Newport Subdivisions applies at the junction switch at Brookport.

All trains except trains originating and terminating may register at Farnham by register ticket.

D & H trains may register at Delson by register ticket.

Delson is register station for D. & H. trains only.

When no operator on duty at Brookport, Northward trains may leave without a clearance provided the train order signal indicates proceed. Rule 83E applies.

All trains may leave Adirondack Jct. without clearance provided train order signal indicates proceed.

Trains between Adirondack Jct., St. Luc and Montreal will be governed by Montreal Terminals schedules and footnotes pages 4 to 11 inclusive.

Rules 263-273 apply between signals 01 Newport Subdivision, signal 1255 Sherbrooke Subdivision and signals 330 and 330b Adirondack Subdivision. Exception to Rule 514 does not apply in this territory.

Except when signals are declared inoperative, Rule 99 does not apply to trains standing between signals 49 and 84 at Farnham.

OPERATION OF MAIN STREET CROSSING PROTECTION AT FARNHAM. All yard movements except northward movements from siding into No. 5 lead are push button controlled. Member of crew must push button marked "START" and must not proceed until gates are in the horizontal position. Southward trains stopping north of Main Street on siding track must not proceed until a member of crew has pushed button marked "START" and must not proceed until gates are in horizontal position. No cars or engines are to be left within 300 feet of crossing on siding tracks. If movements do not proceed after pushing button marked "START" the "STOP" button must be pushed to raise the gates. All movements on siding tracks are restricted to five miles per hour between 300 feet north and 300 feet south of this crossing.

AUTOMATIC PROTECTION AT ST. LOUIS ST., FARNHAM, MILEAGE 6.19. After movement on main track has occupied the approach circuit 1200 feet south or 1400 feet north of crossing for three minutes or more, a speed of five miles per hour must not be exceeded until movement has reached crossing. All siding movements and southward yard movements, from siding and the Stanbridge Subdivision over crossing, must not exceed five miles per hour. Northward yard movements to the siding and Stanbridge Subdivision and yard movements in both directions, on town and freight shed tracks, are push button controlled. After pushing button marked "START", movements must not proceed until gates are in the horizontal position. If movement is not made, push button marked "STOP" must be used to clear gates. Push buttons are provided in boxes marked "PUSH BUTTON" located on bungalow and on signal mast on south side of crossing. The push button located on bungalow should be used for switching shed tracks only.

Stop signs are erected each side of crossing on C.N.R. All movements must be brought to a full stop within these signs and not proceed until gates are in horizontal position.

Rule 103, paragraph 8, applies over Normandie Blvd. crossing mileage 6.88 on siding at Farnham.

The following signals in the direction in which they apply are located to the left of the track—17, 34, 48, 97, 123, 151, 183, 226, 252, 283, 298 and 314.

Special Instruction "D" applies at the following switches—mileage 10.70 Ste. Brigide, mileage 12.85 Versailles, mileage 19.02 Iberville, mileage 20.0, 20.24, 20.44, 21.01, 21.62 and 21.69 St. Johns, and mileage 31.05 and 31.34 St. Philippe.

C.N.R. emergency connection at mileage 19.02 is spiked and must not be used except by authority of the train dispatcher.

Electrically locked hand operated switches at mileage 19.2, 19.9, 20.6, 38.4. Rule 268 applies.

Industrial switch at Iberville and north and south siding switches at St. Johns are equipped with electric locks and the emergency release of the locks must not be used except on authority of train dispatcher. Rule 268 applies.

Railway crossing at grade with C.N.R. at mileage 20.84, INTER-LOCKING-AUTOMATIC. Timing circuit northward from mileage 20.10 to interlocking signal 207, 8 minutes, southward from mileage 24.0 to interlocking signal 210, 10 minutes. SEE SPECIAL INSTRUCTION "G" page 45. Rule 672 applies.

End of TWO TRACKS at mileage 33.0—Interlocking.

Rules 251—257 apply on northward and southward tracks between mileage 33.0 and mileage 38.8.

Seaway interlocking limits extend southward to mileage 38.3.

No engine, car or train shall exceed twenty miles per hour between mileage 5.5 and mileage 6.5.

When using back tracks at St. Johns, train and engine crews must use push buttons, which are provided in boxes located on each side of crossing, to operate crossing protection at Mercier Street, mileage 20.17, then wait TWENTY SECONDS before proceeding. If train does not proceed the "STOP" button must be pushed to prevent unnecessary operation of the protection.

Telephones for communicating with Operator at Seaway Tower are located in instrument cases near signals 383-384-423-424-407-408-413 and 414. All hand throw switches are equipped with electric locks.

Jct. with Seaway spur, mileage 38.4—Interlocking.

Continued on Page 33

ADIRONDACK SUBDIVISION FOOTNOTES—Continued

Twin lift bridges Seaway Canal at mileage 41.4—Interlocking.

Swing bridge at mileage 43.1—Interlocking.

Swing bridge at mileage 19.8—Interlocking. Dispatchers telephone located on signals 197 and 200.

Jct. with N.Y.C. Adirondack Jct.—Interlocking.

Jct. with St. Guillaume Sub. at Farnham—ABS.

Jct. with Newport and Sherbrooke Subs. at Brookport—CTC.

Special instruction "K" applies from mileage 6.5 to mileage 39.0.

INTERLOCKING LIMITS—DELSON

SOUTHWARD—Between signals 352-352B and signals 349-349B-signal 351 on N.J. Railway.

NORTHWARD—Between signals 349-349B-signal 351 on N.J. Railway and signals 352-352B.

Dispatchers telephones located on signals 349 and 352 for C.P.R. trains, signal 351 for N.J. trains and signals 176 and 177 for C.N.R. trains.

Railway crossing at grade with C.N.R. and Jct. with N.J.Ry. at mileage 35.02—Interlocking.

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 shall exceed twenty miles per hour over Jacques Cartier Street, mileage 6.48 until crossing is fully occupied. Southward trains must reduce speed to twenty miles per hour 1,100 feet north of crossing.

No engine, car or train shall exceed twenty miles per hour over highway crossing at grade at mileage 0.73 on Seaway Spur.

★No. 206 will stop at Westmount and Montreal West to entrain only, and will flag stop at Adirondack Jct., St. Philippe, Lacadie, Iberville, St. Gregoire, Versailles, and Ste. Brigide Saturday only.

Equipment with built-in markers equipped to display only yellow or red to the rear will, when necessary display yellow instead of green to comply with Rule 19.

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.

Rule 14L applies at all times and at all crossings within the limits of the City of Farnham (B.T.C. Order 109262).

Delson yard limits extend from yard limit sign mileage 33.83 south of crossover switch on northward track to yard limit sign mileage 36.44 north of St. Constant station.

A push button has been installed on south side of relay case eight poles north of mileage 34.0. All northward trains that cannot clear protected crossing at mileage 34.58 when setting off or lifting cars at Delson, must stop train south of brick yard crossing, so electric gates will clear while set off or lift is being made. After movement has returned to the standing portion of the train, a member of the crew must push the button to place crossing protection back in operation.

Maximum speeds unless otherwise restricted—M.P.H.

Passenger trains (other).....	89
Passenger trains (RDC units).....	90

<u>Permanent Slow Orders</u>		<u>Permissible Speed</u> <u>Miles per Hour</u>	
<u>Mileage</u>	<u>Location</u>	<u>Passenger</u> <u>Trains</u>	<u>Freight and</u> <u>Mixed Trains</u>
0.0 to 5.0	On curves.....	60	—
5.0 to 5.5	On curves.....	30	30
5.5 to 6.5	.....	20	20
6.5 to 7.0	On curves.....	60	—
18.0 to 19.8	On curves.....	55	—
19.8 to 20.3	On crossings.....	★10	★10
20.3 to 21.0	On curves.....	55	—

★Until crossing is fully occupied.

Except when weather or other conditions prevent proper running inspection, Special Instruction "C" is not applicable to trains to or from Newport. Such trains will be governed by footnote pertaining thereto shown on Newport Sub.

WESTWARD TRAINS—INFERIOR DIRECTION							Miles from Megantic	SHERBROOKE SUBDIVISION	Train Order Office Signals	Car Capacity Sidings	
THIRD CLASS		SECOND CLASS		FIRST CLASS							STATIONS
	913 Freight Daily ex. Sun.		981 Freight Daily ex. Mon.	949 Freight Daily	205 Psgr. Sun.	201 Psgr. Daily	41 Psgr. Daily				
	PM 5.50		PM 11.05	PM 2.20	PM 6.30	AM 9.45	AM 5.15	68.5	SHERBROOKE.....CKWZ	H O	Yard
	6.06		11.10	2.25	6.33	9.48	5.19	70.6	2.1 LANDERS.....		110
	6.16		11.18	2.45	6.38	9.53	5.24	75.3	4.7 ROCK FOREST.....		85
						★ 9.55		77.5	2.2 DEAUVILLE.....		Nil
	6.27		11.26	2.55	6.44	9.57	5.30	80.4	2.9 SHANKS.....		120
	6.51		11.36	3.07 ^S	6.51 ^S	10.06 [★]	5.40	86.8	6.4 MAGOG.....Z	G	70
	7.05		11.51	3.25	6.59	★ 10.14	5.50	92.7	5.9 MOUNT ORFORD.....		110
					F 7.00	★ 10.16		93.9	1.2 ORFORD LAKE.....		Nil
	7.15		AM 12.01	3.35 ^F	7.03 ^F	10.20	5.57	97.3	3.4 EASTRAY.....		60
	7.21		12.07	3.41	7.07	10.24	6.01	100.9	3.6 SOUTH STUKELY.....		70
	7.30		12.15	3.49 ^S	7.13 ^S	10.31	6.07	105.6	4.7 FOSTER.....RYZ	F O	136
	7.36		12.30	3.54	7.17 [★]	10.33	6.11	109.1	Jct. Drummondville Sub. 3.5 FULFORD.....		59
	8.00		12.40	4.04 ^F	7.22 ^F	10.40	6.17	114.2	5.1 WEST SHEFFORD.....		120
	8.17		12.57	4.15 ^F	7.31 ^F	10.49	6.25	121.6	7.4 ADAMSVILLE.....		67
	8.27		1.05	4.25	7.36	10.54	6.30	125.6	4.0 BROOKPORT.....Z		Nil
	PM		AM	PM	PM	AM	AM				
	Daily ex. Sun.		Daily ex. Tues.	Daily	Sun.	Daily	Daily				
	913		981	949	205	201	41				
									Rule 93a applies.		

SHERBROOKE SUBDIVISION FOOTNOTES

When no operator on duty at Brookport, eastward trains may leave without a clearance provided train order signal indicates proceed. Rule 83E applies.

Jct. with Adirondack and Newport Subdivisions at Brookport—CTC.

ABS—WESTWARD—continuous from signal 1241.
EASTWARD—from signal 1255 to block end sign, mileage 123.2.

The following signal in the direction in which it applies is located to the left of the track, 1241.

Jct. with Q. C. R. at Sherbrooke—CTC.

ABS—WESTWARD—from mileage 68.5 to block end sign, mileage 74.0.
EASTWARD—continuous from signal 73.

Maximum speeds unless otherwise restricted—M.P.H.

Passenger trains (other).....	89
Passenger trains (RDC units).....	90

Mileage	Location	Permissible Speed Miles per Hour	
		Passenger Trains	Freight and Mixed Trains
0.23 Q.C.R. Connection			
	Alexander Street.....	★25	★25
Sherbrooke Yard			
	King Street.....	★10	★10
68.5 to 70.0	On curves.....	40	40
70.0 to 79.0	On curves.....	55	—
79.0 to 85.0	On curves.....	60	—
85.0 to 86.82	On curves.....	40	40
86.82	Lake Street.....	★10	★10
86.82 to 88.0	On curves.....	40	40
88.0 to 93.0	On curves.....	45	—
93.0 to 95.0	On curves.....	40	40
95.0 to 102.0	On curves.....	50	—
102.0 to 105.0	On curves.....	45	—
105.0 to 106.0	On curves.....	40	40
106.0 to 109.0	On curves.....	45	—
109.0 to 114.0	On curves.....	50	—
114.0 to 125.0	On curves.....	70	—
125.0 to 125.6	On curves.....	55	—

★Until crossing is fully occupied.

Foster is a register station for trains originating and terminating only.

The time of No. 70 at Foster applies at the west wye switch.

Continued on Page 35

Miles from Megantic	SHERBROOKE SUBDIVISION	Train Order Office Signals	Car Capacity Sidings	EASTWARD TRAINS—SUPERIOR DIRECTION										
				FIRST CLASS			SECOND CLASS			FOURTH CLASS				
				204	206	42	952	908	914	70	72	74	76	
				Psg. Sun.	Psg. Daily	Psg. Daily	Freight Daily	Freight Daily	Freight Daily ex. Sun.	Freight Daily ex. Sat. and Sun.	Freight Daily	Freight Daily	Freight Daily	
68.5	SHERBROOKE.CKWZ 2.1	H O	Yard	PM 12.15	PM 6.10	PM 9.05	AM 4.05	PM 4.35	AM 2.30	Drummondville Subdivision Train	AM 6.55	PM 1.30	PM 10.00	
70.6	LANDERS 4.7		110	12.10	6.06	8.59	3.56	4.26	2.14		6.42	1.20	9.47	
75.3	ROCK FOREST 2.2		85	12.04	6.00	8.54	3.48	4.17	2.04		6.32	1.10	9.37	
77.5	DEAUVILLE 2.9		Nil	F 12.01	★ 5.57									
80.4	SHANKS 6.4		120	PM 11.57	5.53	8.48	3.39	4.05	1.49		6.17	12.55	9.22	
86.8	MAGOG 5.9	Z G	70	S 11.50	S 5.46	★ 8.40	3.28	3.40	1.34		6.05	12.43	9.10	
92.7	MOUNT ORFORD 1.2		110	F 11.41	★ 5.37	8.30	3.15	3.25	1.14		5.50	12.28	8.55	
93.9	ORFORD LAKE 3.4		Nil	F 11.39	★ 5.34									
97.3	EASTRAY 3.6		60	F 11.35	F 5.30	8.20	3.05	3.15	1.04		5.15	12.18	8.40	
100.9	SOUTH STUKELY 4.7		70	11.30	5.25	8.16	2.55	3.05	12.54		5.05	12.04	7.45	
105.6	FOSTER RYZ Jct. Drummondville Sub. 3.5	F O	136	S 11.25	S 5.19	8.11	2.43	2.51	12.40		AM 4.30	4.50	11.45	7.30
109.1	FULFORD 5.1		59	F 11.20	★ 5.13	8.06	2.33	2.46	12.30		4.18	4.38	10.52	7.17
114.2	WEST SHEFFORD 7.4		120	F 11.14	F 5.07	8.00	2.22	2.35	12.19		4.05	4.25	10.40	6.50
121.6	ADAMSVILLE 4.0		67	F 11.06	F 4.58	7.52	2.08	2.20	12.05	3.50	4.10	10.10	6.35	
125.6	BROOKPORT 4.0	Z	Nil	AM 11.01	PM 4.53	7.48	2.00	2.10	AM 11.57	AM 3.40	AM 4.00	AM 10.00	PM 6.25	
	Rule 93a applies.			Sun.	Daily	Daily	Daily	Daily	Daily ex. Sat.	Daily ex. Sat. and Sun.	Daily	Daily	Daily	
				204	206	42	952	908	914	70	72	74	76	

SHERBROOKE SUBDIVISION FOOTNOTES—Continued

All through trains, may register at Sherbrooke by register ticket.

★No. 201 will flag stop at Orford Lake for revenue passengers only.

★Nos. 206 and 201 will flag stop at Fulford, Orford Lake, Mount Orford and Deauville Saturday and 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 to detrain revenue passengers from Montreal and entrain revenue passengers for Megantic and East.

Spring switch at mileage 69.3, west end Sherbrooke yard. Before trains leave south side of yard, movement must be stopped clear of stop sign located near indicators, and be governed by instructions inside of box marked "Push button" located on block indicator.

Rule 104A applies.

All switching movements over crossings at Belvedere, King and Marquette Streets, Sherbrooke, must be protected by a member of the crew.

Sherbrooke yard limits extend from yard limit sign located mileage 72.0 Sherbrooke Subdivision west of west switch Landers to yard

limit sign located mileage 64.70 Megantic Subdivision east of east switch at Lennoxville.

When trains meet at Landers and eastward train is holding main track, it must stop west of Quatre-Pins crossing, mileage 70.39 and switch must be opened in order to give westward train an approach indication on signal 693 at Sherbrooke.

The time of all trains to the Sherbrooke Subdivision applies at the junction switch, Adirondack Subdivision at 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.

Rule 14L does not apply within the limits of the City of Sherbrooke between the hours 9.00 p.m. and 6.00 a.m. except at Quatre-Pins crossing, Mileage 70.39. The ringing of engine bell is also prohibited for public crossings at grade within the limits of the City of Sherbrooke between the hours of 9.00 p.m. and 6.00 a.m. except at Quatre-Pins crossing, Mileage 70.39. Westward limit is Mileage 72.05. (BTC Order 72653).

Except when weather or other conditions prevent proper running inspection, Special Instruction "C" will be considered complied with by making one standing train inspection at or between Magog and Cookshire.

Miles from Megantic	MEGANTIC SUBDIVISION			EASTWARD TRAINS—SUPERIOR DIRECTION						
				FIRST CLASS		SECOND CLASS		FOURTH CLASS		
				206	42	952	908	62	64	66
STATIONS	Train Order Office Signals	Car Capacity Sidings	Psg. Daily	Psg. Daily	Freight Daily	Freight Daily	Freight Daily	Freight Daily	Freight Daily	
0.0	V..... MEGANTIC..... CKVWZ	G C	Yard	PM 8.00	PM 11.10	AM 7.50	PM 8.35	AM 10.50	PM 5.20	AM 2.00
4.4	4.4..... GLEN RIVER.....		53	7.50	10.58	7.35	8.22	10.35	5.05	1.45
8.4	4.0..... NANTES.....	H I	110	F 7.45	10.52	7.23	8.13	10.23	4.50	1.30
14.8	6.4..... MILAN.....		61	F 7.37	10.44	7.07	8.01	10.08	4.35	1.15
19.7	4.9..... SPRUCE.....		51	7.30	10.37	6.55	7.50	9.58	4.25	1.05
	5.3.....									
25.0	..... SCOTSTOWN..... Z	C H	70	S 7.23	10.28	6.40	6.50	9.40	4.10	12.50
30.2	5.2..... GOULD.....		130	★ 7.13	10.19	6.24	6.36	9.23	3.55	12.35
33.7	3.5..... LONG SWAMP.....		55	7.09	10.14	6.14	6.27	9.14	3.45	12.25
38.3	4.6..... BURY.....		50	F 7.02	10.06	6.04	6.17	9.04	3.35	12.15
42.4	4.1..... ROSS.....		130	6.56	10.00	5.54	6.07	8.54	3.20	AM 11.59
47.4	5.0..... COOKSHIRE..... Z	C N	56	S 6.49	9.52	5.43	5.57	8.27	3.05	11.45
	4.7..... Jct. Sawyerville Sub.									
52.1	..... BIRCHTON.....		120	F 6.40	9.45	5.28	5.43	8.08	2.45	11.25
54.8	2.7..... BULWER.....		Nil	F 6.37	9.42	5.22	5.37	8.02	2.35	11.15
58.2	3.4..... JOHNVILLE.....		65	F 6.33	9.36	5.15	5.30	7.55	2.25	11.05
60.7	2.5..... RACEY.....		118	6.29	9.33	5.05	5.20	7.45	2.15	10.55
65.4	4.7..... LENNOXVILLE..... Z	N O	52	F 6.20	9.25	4.53	5.08	7.30	2.00	10.40
68.5	3.1..... SHERBROOKE..... CKWZ	H O	Yard	PM 6.15	PM 9.20	AM 4.45	PM 5.00	AM 7.20	PM 1.50	PM 10.30
				Daily 206	Daily 42	Daily 952	Daily 908	Daily 62	Daily 64	Daily 66

Rule 93a applies between Megantic and Lennoxville.

MEGANTIC SUBDIVISION FOOTNOTES—Continued

All through trains, may register at Sherbrooke by register ticket.

★Nos. 206 and 201 will flag stop at Gould for revenue passengers only.

Automatic protection at crossing mileage 24.68. All Eastward trains stopping or switching between Scotstown station and crossing mileage 24.68 must not exceed twenty miles per hour until crossing is fully occupied.

Automatic protection at College Street, Lennoxville, mileage 65.39. Crews using interchange tracks must stop before proceeding over crossing and protection activated by a member of the crew by pushing button marked "START", in box on mast of flashing light standard located on north side of street adjacent to track. If movements do not proceed after pushing button marked "START" the "STOP" button must be pushed.

All switching movements over Frontenac Street Megantic must be protected by a member of the crew.

Switch leading to Spur at west end of siding at Scotstown is to be left set for movement from siding to main track. When in this position yellow light and target will so indicate.

Switch leading to Spur at east end of siding at Cookshire is to be left set for movement from siding to main track. When in this position yellow light and target will so indicate.

Rule 14L does not apply within the limits of the city of Sherbrooke between the hours of 9.00 p.m. and 6.00 a.m. The ringing of engine bell is also prohibited for public crossings at grade within the limits of the City of Sherbrooke between the hours of 9.00 p.m. and 6.00 a.m. Eastward limit is Mileage 67.38. (BTC Order 72653).

Except when weather or other conditions prevent proper running inspection, Special Instruction "C" will be considered complied with by making one standing train inspection at or between Cookshire and Magog.

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.

All switching movements over crossing at Belvedere, King and Marquette Streets, Sherbrooke, must be protected by a member of the crew.

Sherbrooke yard limits extends from yard limit sign located mileage 64.70 east of east switch at Lennoxville to yard limit sign located mileage 72.0 Sherbrooke Subdivision, west of west switch at Landers.

Care must be taken to ensure cars of chlorine are not moved while connected to unloading device on SILVA SOL private siding located at Scotstown, mileage 25.0. Key for private lock on derail will be left in box attached to unloading rack.

Special instruction K applies between mileage 4.11 and mileage 34.09.

NORTH- WARD TRAINS INFERIOR DIRECTION	Miles from Cookshire	SAWYERVILLE SUBDIVISION		Train Order Office Signals	Car Capacity Sidings	SOUTH- WARD TRAINS SUPERIOR DIRECTION
		STATIONS				
NO REGULAR SERVICE	6.7	.....SAWYERVILLE.....	S Y	Nil	NO REGULAR SERVICE	
	.0	.....COOKSHIRE.....RZ	C N	Nil		
<p>Rule 93a applies. Rules 41 and 44 apply.</p>						

SAWYERVILLE SUBDIVISION FOOTNOTES

Maximum speeds unless otherwise restricted—M.P.H.

Passenger trains (Including RDC units)..... 25

Trains must not exceed twenty miles per hour between mileage 6.26 and 7.0.

To prevent excessive operation of crossing protection at main street, Cookshire mileage 0.01 Sawyerville sub, for all southward trains, a member of the crew must push button marked "STOP" located in box mounted on wall of station. When train is ready to proceed southward a member of the crew must push button marked "START" and wait TWENTY SECONDS before proceeding.

Movements over main street crossing Cookshire must not exceed 5 mph. southward and 10 mph. northward until crossing is fully occupied.

RESTRICTIONS

Diesel Units

All (Except DRS-24 and DRF-30 prohibited)..... 25 mph

Crane and Auxiliary

100 to 160 tons capacity..... prohibited Bridge 5.2
 200 and 250 tons capacity..... { 10 mph Bridge 1.5
 prohibited Bridge 5.2

NORTH- WARD TRAINS INFERIOR DIRECTION	Miles from Farnham	STANBRIDGE SUBDIVISION		Train Order Office Signals	Car Capacity Sidings	SOUTH- WARD TRAINS SUPERIOR DIRECTION
		STATIONS				
NO REGULAR SERVICE	13.8STANBRIDGE.....Y		Nil	NO REGULAR SERVICE	
	2.3	.....BEDFORD.....	B D	Nil	
	11.5	.....NOTRE DAME CROSSING.....		Nil	
	7.9	.....FARNHAM.....CKWXYZ	W H	Yard	
<p>Rule 93a applies. Rules 41 and 44 apply.</p>						

STANBRIDGE SUBDIVISION FOOTNOTES

AUTOMATIC PROTECTION AT ST. LOUIS ST., FARNHAM, MILEAGE 6.19 ADIRONDACK SUB. After movement on main track has occupied the approach circuit 1,200 feet south or 1,400 feet north of crossing for three minutes or more, a speed of five miles per hour must not be exceeded until movement has reached crossing. All siding movements and southward yard movements, from siding and the Stanbridge Subdivision over crossing, must not exceed five miles per hour. Northward yard movements to the siding and Stanbridge Subdivision and yard movements in both directions, on town and freight shed tracks, are push button controlled. After pushing button marked "START", movements must not proceed until gates are in the horizontal position. If movement is not made, push button marked "STOP" must be used to clear gates. Push buttons are provided in boxes marked "PUSH BUTTON" located on bungalow and on signal mast on south side of crossing. The push button located on bungalow should be used for switching shed tracks only. Stop signs are erected each side of crossing on C.N.R. All movements must be brought to a full stop within these signs and not proceed until gates are in the horizontal position.

No engine, car or train shall exceed twenty miles per hour over Jacques Cartier Street crossing, mileage 0.10 at Farnham until crossing is fully occupied.

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

RESTRICTIONS

Diesel Units

All Between mileage 12.59 and
 13.22 20 mph
 DRS24, DRF30 on Bridges 3.4, 11.3..... 20 mph

Cars

Over 220,000 to 263,000 lb gross
 weight each..... 20 mph on Bridges 3.4, 11.3.

Crane and Auxiliary

100 to 160 tons capacity..... { 5 mph on Bridge 3.4.
 10 mph on Bridge 11.3.
 200 to 250 tons capacity..... prohibited.

Combination Crane-Pile Driver

30 or 31 tons capacity 20 mph on Bridges 3.4, 11.3.

Maximum speeds unless otherwise restricted—M.P.H.

Passenger trains (including RDC Units)..... 30

Special instruction "K" applies on this Subdivision.

NORTHWARD TRAINS— INFERIOR DIRECTION				Miles from Farnham	ST. GUILLAUME SUBDIVISION			Train Order Office Signals	Car Capacity Sidings	SOUTHWARD TRAINS— SUPERIOR DIRECTION				
THIRD CLASS					STATIONS					FOURTH CLASS				
85 Freight Daily ex. Sun.										86 Freight Daily ex. Sun.				
			AM 6.00	0	FARNHAM	CKWXY	WH	Yard	AM 11.00					
			6.05	0.2	MEIGS	Z		Nil	10.55					
			6.18	5.6	CANROBERT			19	10.45					
			6.32	11.5	ABBOTSFORD			15	10.31					
			6.45	16.4	ST. PIE		CI	6	10.20					
			7.10	24.7	ST. HYACINTHE	RZ	HY	21	10.00					
			AM	26.4	STE. ROSALIE JCT.	Y		17	AM					
				27.3	STE. ROSALIE			Nil						
				33.0	ST. SIMON			7						
				38.1	ST. HUGHES		HU	9						
				40.9	CAVIGNAC			Nil						
				43.1	ST. PRIME			Nil						
				46.7	ST. GUILLAUME	KYZ	SG	Nil						
			Daily ex. Sun. 85		Rule 93a applies. Rules 41 and 44 apply.					Daily ex. Sun. 86				

ST. GUILLAUME SUBDIVISION FOOTNOTES

Special instruction "K" applies on this Subdivision.

St. Hyacinthe is register station for trains originating and terminating only.

Yard limits St. Hyacinthe, extend to yard limit sign located at mileage 27.26, north of Ste. Rosalie Jct.

Railway crossing at grade with C.N.R. at mileage 11.5, interlocking-automatic. Timing circuit southward from a point located 1300 feet south of interlocking signal, 2 minutes. SEE SPECIAL INSTRUCTION "G" page 45. All movements are restricted to fifteen miles per hour within 500 feet of interlocking signal.

Railway crossing at grade with C.N.R. at mileage 26.4—interlocking—Automatic. Provided interlocking signals are in PROCEED position, all movements are restricted to ten miles per hour within 500 feet of interlocking signal.

Northward trains and engines must not exceed twenty miles per hour between Ste. Rosalie Jct. station and crossing located at Mileage 26.74 until crossing is fully occupied.

Normal position of switch at Meigs is for C.P.R. trains St. Guillaume Sub.—Non-Interlocked.

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

All trains and engines must obtain permission from train dispatcher before fouling main track switches including south leg of wye, Adirondack subdivision at Farnham. Telephones located on poles near switches. Rule 268 applies.

Maximum speeds unless otherwise restricted—M.P.H.

Passenger trains (including R.D.C. Units) 30

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

Trains must not exceed ten miles per hour between mileage 16.0 and mileage 16.4.

No engine, car or train shall exceed twenty mph over St. Francois Street crossing, mileage 16.5 and ten mph over Main Street crossing, mileage 0.25 Farnham until crossing is fully occupied.

All movements must come to a stop before proceeding over crossing mileage 33.04 south of St. Simon station. (BTC Order 113266).

RESTRICTIONS

Diesel Units

All (except DS6, HS5 and Rail Diesel Car) 20 mph
 DS6, 8, 9, 10, 12 and SB10 10 mph on Bridge 16.17.
 DRS 24, DRF 30 prohibited on Bridge 16.17.

Cars

Over 198,000 to 220,000 lb gross weight each 20 mph on Bridges 16.17, 34.2.
 Over 220,000 to 263,000 lb gross weight each 10 mph on Bridges 0.3, 16.17, 16.18, 24.1, 34.2, 37.9.
 Over 189,000 to 220,000 lb (ore) gross weight each 20 mph on Bridges 0.3, 24.1.
 Over 152,000 to 220,000 lb (ore) gross weight each 30 mph on Bridge 16.17 when separated by 2 cars not greater than 177,000 lb each.
 Over 176,000 to 220,000 lb (ore) gross weight each 10 mph on Bridge 37.9.

Crane and Auxiliary

23½ to 75 tons capacity 20 mph on Bridges 0.3, 16.17, 24.1, 37.9.
 100 to 160 tons capacity 5 mph on Bridges 0.3, 16.17, 16.18, 24.1, 34.2, 37.9, except 414400, 1, 20, 21 prohibited.
 200 to 250 tons capacity prohibited.

Combination Crane-Pile Driver

25 tons capacity 20 mph on Bridges 0.3, 16.17, 24.1, 37.9.
 30 or 31 tons capacity 10 mph on Bridges 0.3, 16.17, 16.18, 24.1, 34.2, 37.9.

Pile Driver

Except 400040 20 mph on Bridges 0.3, 16.17, 24.1, 37.9.

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

NORTHWARD TRAINS— INFERIOR DIRECTION				Miles from Sherbrooke	VALLEE SUBDIVISION			Train Order Office Signals	Car Capacity Sidings	SOUTHWARD TRAINS— SUPERIOR DIRECTION				
					STATIONS					FOURTH CLASS				
										80	82	84	86	
									Freight Daily ex. Sun.	Freight Daily ex. Sun.	Freight Daily ex. Sun.	Freight Daily ex. Sun.		
				0	SHERBROOKE	CKWZ	H O	Yard	AM	AM				
				1.4	NEWINGTON			63	11.10	11.59				
				10.5	ASCOT			51	10.52	11.41				
				16.9	EAST ANGUS	Z	G	36	10.38	11.26				
				25.4	DUDSWELL	Z		32	10.18	11.06				
				26.3	BISHOPTON		BC	43	10.13	11.01				
				32.0	LAFOND			Nil	9.58	10.43				
				36.9	WEEDON	Z	H	33	9.48	10.33				
				41.6	ST. GERARD	YZ	DN	45	9.38	10.23				
				47.6	GARTHBY	Z		37	9.20	10.15				
				52.8	DISRAELI	Z	D	41	9.10	10.04				
				57.7	COLERAINE	Z		35	8.55	9.52				
				63.5	BLACK LAKE	Z	BA	37	8.34	9.40				
				69.0	ST. ALPHONSE			Nil				AM		
				70.8	THETFORD MINES	KYZ	FD	59	8.15	9.24		11.25		
				74.7	ROBERTSON			34	AM	9.06		11.13		
				79.6	LEEDS		BU	32		8.56		11.03		
				84.8	EAST BROUGHTON	Z	RN	27		8.35		10.53		
				87.4	SUMMIT	Z		27		8.20		10.33		
				90.3	TRING JCT. Jct. Tring Sub.	RYZ	NA	30		8.10		10.23		
				94.9	ST. BRUNO			31		7.52		10.05		
				99.4	BILODEAU			25		7.37		9.32		
				100.0	VALLEE JUNCTION Jct. Chaudiere Sub.	CKZ	UC	8		7.35	AM	9.30		
				106.8	STE. MARIE	Z	MA	21		AM	8.50	AM		
				111.6	SCOTTS JCT. Jct. Levis Sub.	RYZ	SO	7			8.30			
				117.4	BRAS			Nil			7.30			
				121.7	VILLE LAMBERT			28			7.10			
				127.3	BREAKEYVILLE	Z		13			6.50			
				130.7	WALSH	YZ		27			6.30			
				130.9	DIAMOND Jct. C.N.R.						AM			
				145.5	CADORNA Jct. C.P.R.									
				147.6	QUEBEC (Palais Station)	CKWZ	BO							
					Rule 93a applies. Rules 41 and 44 apply between Sherbrooke and Walsh.					Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	
									80	82	84	86		

THETFORD MINES INDUSTRIAL YARD SPUR FOOTNOTES

No engine, car or train shall exceed ten miles per hour over public crossing at grade, Wye connection, mileage 0.47 until crossing is fully occupied. There is a 175 foot timing circuit east of the Wye switch approaching the crossing from the west side and crossing protection will cease to operate if train stands on this circuit for a longer period than THIRTY SECONDS. Care must be taken that trains do not stand between timing circuit and crossing as this will cause crossing

protection to operate continuously and unnecessarily.

All train movements must STOP at stop signs located on each side of St. Alphonse street crossing, mileage 2.56 and wait TWENTY SECONDS to allow crossing protection to operate before proceeding.

Asbestos Corporation, Kings Mines private crossing, mileage 2.85 must not be blocked for periods in excess of five (5) minutes.

VALLEE SUBDIVISION FOOTNOTES

All southward trains must obtain CPR clearance at Joffre and may leave Walsh without clearance.

Scotts Jct. is register station for southward trains only.

Jct. with C.N.R. at Diamond—Interlocking. See special instructions, C.N.R. Timetable.

Jct. with C.P.R. at Sherbrooke—CTC.

C.N.R. Time table governs between Diamond and Cadorna.

Special instruction "K" applies on this subdivision.

Quebec subdivision schedules and footnotes govern between Cadorna and Quebec.

Yard Limits, Sherbrooke, extend to yard limit sign located at mileage 1.4, North of Newington.

Yard Limits, Vallee Jonction, extend to yard limit sign located at mileage 99.4, south of Bilodeau.

Rule 14L does not apply at Alexander Street Crossing, mileage 0.3 and Short Street Crossing, mileage 0.68 within the limits of the City of Sherbrooke, between the hours of 9.00 p.m. and 6.00 a.m. (BTC order 72653).

Rule 105A does not apply at Robertson, Summit, Bilodeau, Scotts Jct. and Breakeyville.

When necessary for engines or trains to make movements over public crossings located on the Lake Asbestos of Quebec Limited private siding at mileage 60.67, also National Asbestos Mines Limited private siding at mileage 73.0 stop must be made at stop signs and a member of the crew unlock box marked "Push Buttons" and comply with the instructions posted therein. Should crossing protection fail to operate, movement over the crossings must not be made unless protected by a member of the crew.

At Public Crossing, mileage 74.63, when southward trains have occupied main track north of Robertson Station in excess of TWO MINUTES AND TWENTY SECONDS, trains must not exceed five miles per hour until crossing is fully occupied. If necessary to occupy track within 150 feet of crossing for a lengthy period, crossing protection may be controlled by a member of the crew from a box marked "Push Buttons" located on track side of station. To stop operation of crossing protection, push the button marked "Stop". Before moving over the crossing push the button marked "Start" to restore operation of crossing protection and wait TWENTY SECONDS before proceeding.

At Public Crossing, mileage 79.55, when southward trains have occupied main track north of Leeds Station in excess of NINETY SECONDS, trains must not exceed five miles per hour until crossing is fully occupied. If necessary to occupy track within 130 feet of crossing for a lengthy period, crossing protection may be manually controlled by a member of the crew, from a box marked "Push Buttons" located on south end of station. To stop operation of crossing protection, push the button marked "Stop". Before moving over the crossing, push the button marked "Start" to restore operation of crossing protection and wait TWENTY SECONDS before proceeding.

At Public Crossing, mileage 106.77 all southward main track movements stopping clear at south end of siding and southward movements from siding Ste. Marie, must not exceed ten miles per hour until crossing at mileage 106.77 is fully occupied. Trains making station stop may control crossing protection manually by using push buttons in box marked "PB" located on side of station. To stop operation of crossing protection, push the button marked "Stop". Before moving over the crossing, push the button marked "Start" to restore operation of crossing protection and wait at least TWENTY SECONDS before proceeding. Team track is push button controlled from box marked "PB" located on north side of crossing.

All movements over private crossing located 200 feet south of the entrance to King-Beaver Asbestos Warehouse must be protected by a member of the crew.

All switching movements over public crossing at grade, mileage 100.33, must be protected by a member of the crew.

Northward trains which stop South of Weedon Creameries siding switch to set out or lift cars must not exceed five miles per hour until crossing North of Station mileage 36.87 is fully occupied.

Trains which stop at Ville Lambert must not exceed eight miles per hour until public crossing mileage 121.70 is fully occupied.

No. 1 track at Thetford Mines is the car capacity siding and may be occupied with cars at any time. Rule 105A does not apply.

Cars set out at Summit must not be left north of public crossing mileage 87.47.

RESTRICTIONS

Diesel Units

Except DS-6	Mile 99.9 to 100.8	40 m.p.h.
	103.8 to 130.8	40 m.p.h.
DS-10 a, b, c, d, e, h and j Class Switcher		30 m.p.h.
DRS-24, DRF-30 Bridge	99.9	10 m.p.h.

Cars

Over 210,000 to 220,000 lb. (ore) gross weight each		
Bridge 38.9		30 m.p.h.
Over 243,000 to 263,000 lb. gross weight each		
Bridge 38.9		30 m.p.h.
Over 221,000 to 263,000 lb. gross weight each		
Bridge 99.9		20 m.p.h.

Crane and Auxiliary

100 to 160 tons capacity, Bridges	{ 38.9, 99.9	10 m.p.h.
	{ 103.1	20 m.p.h.
200 to 250 tons capacity		prohibited
		except between Mile 0.0 to 1.3.

Combination Crane-Pile Driver

30 or 31 tons capacity Bridge	99.9	20 m.p.h.
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Pile Driver

Over 184,000 to 201,000 lb. gross weight each on		
Bridge 99.9		20 m.p.h.

Maximum speeds unless otherwise restricted—M.P.H.

Passenger trains (including RDC Units)	40
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<u>Permanent Slow Orders</u>		<u>Permissible Speed</u>
<u>Mileage</u>	<u>Location</u>	<u>Miles per Hour</u>
		<u>All Trains</u>
0.0 to 0.8	On curves	25
0.8 to 1.4	On curves and Bridge 1.4	20
1.4 to 2.2	On curves	30
12.0 to 13.5	On curves	35
13.5 to 18.0	On curves	35
18.0 to 22.0	On curves	30
90.0 to 90.5	On curves	25
99.9 to 100.33	On curves	25
100.33	Crossing Vallee Jonction	★30
130.6 to 130.9	On curves	30

★Until crossing is fully occupied.

WESTWARD TRAINS INFERIOR DIRECTION	TRING SUBDIVISION			EASTWARD TRAINS SUPERIOR DIRECTION
Miles from Tring Jct.	STATIONS			Train Order Office Signals
NO REGULAR SERVICE	NO REGULAR SERVICE	Car Capacity	Sidings	NO REGULAR SERVICE
59.1	.....MEGANTIC...CKWZ 10.1	G C	Yard	
49.0	.....STE. CECILE..... 3.5		Nil	
45.5	.....ST. SAMUEL..... 4.7		14	
40.8	.....ST. SEBASTIEN..... 8.8		5	
32.0	.....COURCELLES.....Z 8.1	B M	51	
23.9	.....ST. EVARISTE..... 7.6	V R	20	
16.3	.....ST. EPHREM..... 6.4		29	
9.9	.....ST. VICTOR..... 9.9		27	
.0	.....TRING JCT.....RYZ	N A	Yard	
<p>Rule 93a applies. Rules 41 and 44 apply.</p>				

TRING SUBDIVISION FOOTNOTES

Trains must not make movements on to C.P.R. main track at Megantic without authority of Yardmaster or Operator.
 Rule 105-A does not apply at St. Evariste, Courcelles, St. Sebastien and St. Samuel.
 Special instruction K applies on this subdivision.

RESTRICTIONS

Diesel Units

DS-6 Mile 15.2 to 27.5 20 m.p.h.
 DRS-24, DRF-30 on Bridges 9.6, 36.0 30 m.p.h.
 on Bridge 22.3 Prohibited

Cars

Over 232,000 to 263,000 lb. gross weight each
 on Bridges 9.6 and 36.0 20 m.p.h.
 Over 200,000 to 220,000 lb. (ore) gross weight each
 on Bridges 9.6, 36.0 20 m.p.h.

Crane and Auxiliary

100 to 160 tons capacity. . 20 m.p.h. on Bridges 9.6, 32.0, 36.0, 42.7, 54.0.
 Except 414400,1 20 m.p.h. Bridges 15.6, 32.0.
 10 m.p.h. Bridges 9.6, 36.0, 42.7, 54.0.

200 to 250 tons capacity
 prohibited on Bridges 3.3,
 28.5, 47.8, 48.4 except
 414478,9,80,650 10 m.p.h. Bridges 9.6, 15.6, 32.0, 36.0,
 42.7, 54.0.

Pile Driver

30 - 31 ton capacity . . . 30 mph . . . on Bridges 32.0, 42.7.

Maximum speeds unless otherwise restricted—M.P.H.

Passenger trains (including RDC Units) 25

Permanent Slow Orders

Permissible Speed
Miles per Hour

<u>Mileage</u>	<u>Location</u>	<u>All Trains</u>
23.92	Crossing.....	★10
42.7	Bridge.....	15

★Until crossing is fully occupied.

WESTWARD TRAINS INFERIOR DIRECTION	CHAUDIERE SUBDIVISION				EASTWARD TRAINS SUPERIOR DIRECTION
FOURTH CLASS	STATIONS				FOURTH CLASS
91 Freight Tues. Thurs. Sat.	Miles from Vallee Junction		Train Order Office Signals	Car Capacity Sidings	90 Freight Mon. Wed. Fri.
AM					PM
6.30	78.5	.....LAC FRONTIERE...KZ 8.5	W H	Yard	5.05
7.00	70.0	.....DAAQUAM.....Z 9.9	G R	32	4.35
7.30	60.1	.....ST. CAMILLE..... 5.4		20	4.05
7.45	54.7	.....STE. SABINE..... 4.2		13	3.45
8.10	50.5	.....STE. JUSTINE.....Z 5.1	B F	27	3.30
8.30	45.4	.....STE. GERMAINE.....Z 4.2	C F	28	3.00
8.45	41.2	.....STE. ROSE..... 6.5		Nil	2.45
9.20	34.7	.....MORISSET.....Z 6.1	O A	35	2.25
9.35	28.6	.....CUMBERLAND..... 5.8		Nil	1.45
10.10	22.8	.....ST. GEORGES.....Z 8.3	D O	13	1.25
10.50	14.5	.....BEAUCVILLE.....Z 9.7	F A	18	12.45
11.20	4.8	.....ST. JOSEPH.....Z 4.8	S X	13	12.20
11.35 AM	.0	.....VALLEE JONCTION..CKWZ	U C	Yard	12.01 PM
Tues. Thurs. Sat. 91		Rule 93a applies. Rules 41 and 44 apply. Rule 105a does not apply.			Mon. Wed. Fri. 90

CHAUDIERE SUBDIVISION FOOTNOTES

Switching movements over public crossing at grade, mileage 0.35, must be protected by a member of the crew.

Engine due to arrive Lac Frontiere on No. 90 Friday may assume schedule of No. 91 Saturday and leave Lac Frontiere without clearance.

Trains or Engines must not exceed ten miles per hour at any point in Lac Frontiere Yard.

Special instruction K applies on this subdivision.

Maximum speeds unless otherwise restricted—M.P.H.
 Passenger trains (including RDC units)..... 30

Permanent Slow Orders		Permissible Speed Miles per Hour
Mileage	Location	All Trains
4.78	Crossing.....	★10

★Until crossing is fully occupied.

WESTWARD TRAINS INFERIOR DIRECTION	STANSTEAD SUBDIVISION				EASTWARD TRAINS SUPERIOR DIRECTION
NO REGULAR SERVICE	STATIONS				NO REGULAR SERVICE
	Miles from Beebe Jct.		Train Order Office Signals	Car Capacity Sidings	
	2.4	.....ROCK ISLAND AND DERBY LINE..... 2.4	E B	Yard	
	.0	.....BEEBE JCT.....Z	S K	Yard	
		Rules 41 and 44 apply.			

STANSTEAD SUBDIVISION FOOTNOTES

All tracks between Beebe Jct. and Rock Island will be considered within yard limits.

No train or engine will obstruct any crossing either public or farm in the state of Vermont for a longer period than five consecutive minutes.

SPECIAL INSTRUCTIONS

A—Freight and mixed trains will, unless otherwise provided, be governed by the following speed limit:

Subdivision	Speed Limit
Quebec.....	55 M.P.H.
Winchester, Westmount, Adirondack and Trois Rivieres.....	50 M.P.H.
M. & O., Lachute and Sherbrooke.....	45 M.P.H.
Park Avenue, Megantic, Newport, Lyndonville, Vallee and Levis.....	40 M.P.H.
St. Maurice Valley and St. Gabriel.....	35 M.P.H.
Ste. Agathe, Drummondville, Stanbridge, St. Guillaume and Chaudiere.....	30 M.P.H.
Piles, Berthierville, Buckingham, Sawyerville, Tring, Beebe.....	25 M.P.H.
Stanstead.....	10 M.P.H.

B—MAXIMUM SPEEDS FOR DIESEL UNITS AS GOVERNED BY TRACTION MOTOR GEARING

Class	Miles Per Hour	Class	Miles Per Hour
DPA-15a, b, DPA-17, DPB-15a, DPB-17.....	89	DFA-15c, d, e, f, DFB-15b, c, d, e, DRS-12, DRS-15, DRS-17, DS-8,	} 65
DPA-22.....	85	DS-9, DS-12.....	
DRF-24.....	80	DRS-10a, b, DS-6, DS-10.....	60
DFA-15b, DFA-16a, e, f, DFB-16c, DRS-10c, d, DRS-16, DRS-18, ★DRS-24.....	75	HS-5.....	35
DRF-22, DRF-25, ★DRF-30.....	71	★DRS-24 and DRF-30 restricted to Freight train speed on curves.	
DFA-16b, c, d, g, DFB-16a, b, d.....	70		

MAXIMUM SPEED FOR RAIL DIESEL CARS—90 miles per hour, except unit 9194 which is restricted to 85 miles per hour.

C—Freight and mixed trains will not, unless otherwise provided, run more than forty miles without stopping for standing train inspection.

Such inspection may be performed as follows:—

Head-end trainman detrain from engine at a point half the train's length from the anticipated stopping point of caboose. He will then give one side of train a pull-by inspection until it stops, when he will cross over and walk up other side of the train to his engine, performing standing inspection. As soon as the train stops, the rear-end trainman will walk up one side of the train performing standing inspection to the point where the head-end trainman crossed over. He will then cross over to the other side and give a pull-by inspection to the rear portion of train as it pulls by slowly.

D—In territory where Rules 263-273 are effective, trains must not clear the main track at non-electrically locked hand operated switches at the locations listed in the Subdivision footnotes of timetable. When switching movements are made through such switches, the switch must be left open until switching completed and movement has returned to the main track.

E—In addition to the requirements of Rule 90A, crews equipped with end-to-end radios at the front and rear of trains will when practicable communicate with each other when approaching and passing stations.

F—(Rule 5) AT TERMINATING STATIONS, unless otherwise specified by train order or other special instructions, arriving time of all trains, except first class trains, applies at the first main track switch where trains can enter a siding or yard tracks. If no such switch, it applies at the station. Trains may be yarded or final stop made on main track at or before arriving time shown in time table.

AT INITIAL STATIONS, unless otherwise specified by train order or other special instructions, leaving time of all trains, except first class trains, applies at the last main track switch where trains can leave siding or yard tracks.

G—Trains occupying timed circuits approaching interlockings for periods in excess of that specified in subdivision time table footnotes, must proceed prepared to find interlocking signal displaying 'STOP' indication.

H—Employees are prohibited from being on the roofs of moving cars except when switching or making up trains in yards or on industrial spurs. In yards or on industrial spur tracks employees must not be on roofs of moving cars passing under overhead structures with clearance of less than 24 ft. above top of rail. Such structures not indicated by Bridge and Tunnel Warnings (Tell-tales) signs reading "Caution Employees Must not ride on tops of cars" or "Standard Restricted Clearance signs" will be specified in Special Instructions.

Employees are prohibited from riding on the tops of box or other house cars, including cabooses, not equipped with roof running boards.

I—Where trains are equipped with radios and Example 2 of Form 'Y' Train Order is used, the following will govern: When authorized by foreman named in Train Order to pass the red flags at mileages specified, trains so authorized must first stop at red flag and then proceed at restricted speed to the opposing red flag and in no case exceed slow speed.

J—Instructions for movement of Freight Cars having a gross weight up to 263,000 pounds are specified in subdivision footnotes and Equipment Authorization Chart. Authority for movement of Freight Cars having a gross weight in excess of 263,000 pounds must be secured from the Superintendent.

K—On Subdivisions, or portions thereof, where this special instruction applies, main track switches may be equipped with reflectorized lenses or targets of the prescribed color in lieu of lights.

L—Retaining valves must be used on 50% of the cars on freight trains on descending grades of 2% or over if the tonnage is in excess of "A" rating for the ascending grade for the diesel units on which the dynamic brake is in effective operating condition, unless the train is controlled with a pressure maintaining brake valve. Otherwise Rules 34 (a) Form 582, and 27 Form 583 apply.

Rule 34 of Form 582 does not apply to Rail Diesel Cars.

Continued on page 46

SPECIAL INSTRUCTIONS—Continued**M—FLAGGING INSTRUCTIONS FOR PROTECTION OF MEN AND MACHINES**

When men and machines are to be worked on or near the track and before the track is made unsafe for movements at normal speeds, protection may be provided as follows:

- (a) By day place a red flag and, in addition, by night a red light between the rails at least 200 yards in each direction from the defective point or working area, WHICH MAY BE AT ANY LOCATION WITHIN THE LIMITS STATED IN THE TRAIN ORDER, and place torpedoes on each rail to cause one explosion 200 yards beyond the red signals, also;
- (b) By day place a yellow over red flag and, in addition, by night a yellow light and a red light at least 2000, but not more than 3000 yards in each direction from the defective point or working area, to the right of the track as seen from an approaching train and place torpedoes not more than 100 nor less than 50 yards apart to cause two explosions 200 yards beyond the yellow over red flag, also;
- (c) By day place a green flag and, in addition, by night a green light in each direction immediately beyond the defective point or working area to denote that normal speed may be resumed.
- (d) Trains exploding the torpedoes prescribed by Clause (b) shall immediately reduce speed and be prepared to stop at the red signal prescribed in Clause (a) and there be governed by instructions or signal of the Maintenance of Way employee in charge, but must not proceed until the red signal has been removed in the clear view of the engineman.

NOTE:—(1) The red signal must not be removed except as authorized by the Foreman in charge.
 (2) Torpedoes prescribed by Clauses (a) and (b) shall be replaced by Maintenance of Way employees.
 (3) This Special Instruction must not be used where either Rules 41 or 44 apply.
 (4) Rules 45 and 46 apply.

- (e) Maintenance of Way employees providing protection required under Clause (b) must each be equipped for day time with —
 - a yellow over red flag mounted on staffs
 - a supply of torpedoes, and in addition for night time and when weather or other conditions obscure day signals, with —
 - a red light
 - a yellow light
 - a supply of matches
 and must not return until recalled or relieved.

TRAIN ORDER advice must be issued in conjunction with these Flagging Instructions as follows:

“Men and machines working until between mileage and mileage
 Protection when required will be provided under Time Table Special Instruction M.”

NOTE:—(1) The Foreman must be advised of the limits and times specified in the order.
 (2) WORKING AREA SHOULD BE AS SHORT AS PRACTICABLE, TO BE CHANGED AS THE PROGRESS OF THE WORK MAY REQUIRE.

N—BURRO CRANES AND OTHER SIMILAR MACHINES

Equipment, such as Burro Cranes and other similar machines, because of their short wheel base and light weight, cannot be depended on to operate signal systems, and such machines should be operated and protected in the following manner:

- (a) When conditions permit the use of these machines without Form ‘H’ train order authority, Rules 40, 41, 42 or special instruction ‘M’ may be used.
- (b) When train order authority is provided for the movement of these machines, flag protection, when required, must be provided in accordance with Rule 99 OUTSIDE ABS TERRITORY. Such protection must also be provided on the main track in yard and station limits within ABS Territory.
- (c) In CTC territory the provisions of Rule 266 may apply. Dispatchers must not unlock levers controlling signals until the machine is reported clear of the track or tracks specified regardless of the time limit provided. Flag protection, when required, must be provided in accordance with Rule 99 OUTSIDE ABS TERRITORY.
- (d) At Automatic Interlocking—Stop before passing the signal protecting the interlocking (whether or not the signal indicates PROCEED) and apply provisions of Rule 672 and special instructions relating thereto. A knife switch must not be closed or the box locked until the entire movement has passed the signal protecting the interlocking from the opposite direction.
- (e) At Interlocking (Manual or Remotely Controlled)—Obtain authority from signalman who must block levers until the movement is reported clear of the signal protecting the interlocking from the opposite direction.
- (f) Over Power Operated Switches—Movement must not exceed 4 miles per hour.
- (g) Over Public Crossings at Grade protected by Automatic Signals or Automatic Gates—Crossing is to be protected by a member of the crew unless it is known that the automatic protection has been operating for TWENTY SECONDS or the gates are horizontal, when the crossing is reached.

O—SPERRY DETECTOR CARS

Sperry Detector Cars, WHEN TESTING, cannot be depended on to operate signal systems and such cars should be operated and protected in the following manner:

- (a) In ABS territory:
By train order form H or U, or by Rule 99 for OUTSIDE ABS TERRITORY. Such protection to include yard and station limits.
- (b) In CTC territory:
By Rule 266 and if flag protection required same to be by Rule 99 for OUTSIDE ABS TERRITORY.
- (c) Through Automatic Interlockings:
Regardless of indication of the governing interlocking signal, the knife switch referred to in Rule 672 must be opened and kept open until movement has passed the interlocking signal governing movement in the opposite direction.
- (d) Over public crossings at grade protected by automatic devices:
Crossing to be protected by a member of the crew unless it is known that the automatic protection is operating.
- (e) Over Power Operated Switches—Movement must not exceed 4 miles per hour.

Continued on page 47

SPECIAL INSTRUCTIONS—Continued

P—MOVEMENT OF CRANES, COMBINATION CRANE-PILE DRIVERS, PILE DRIVERS

AUTHORITY for the movement of equipment listed below is contained in Subdivision footnotes and the Equipment Authorization Charts.

Equipment with arrows to denote the direction of travel must be placed in train accordingly.

Yardmasters must have an authorization from the Chief Dispatcher before moving any equipment here listed. Connecting Divisions, Conductors, Enginemen and all concerned with a movement must be given complete instructions regulating the same.

Cranes exceeding 25 ton capacity must not make a lift while standing on a bridge nor move over a bridge while carrying a load, without special authorization from the Chief Engineer.

SEPARATION OF EQUIPMENT

Cranes up to 160 tons capacity Combination Crane-Pile Drivers Pile Drivers	}	To be separated from each other and other equipment by two cars of a gross weight each of not more than 220,000 pounds or lesser weight where authorized.
Cranes of 200 to 250 tons capacity	}	To be separated from other equipment by one car of not more than 142,000 pounds gross weight.

Cars used for separation must have a length greater than 34 feet over strikers.

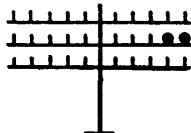
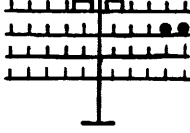
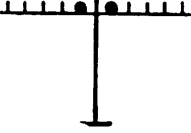
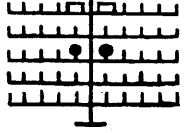
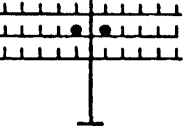
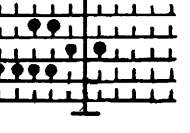
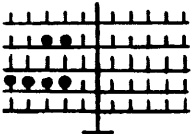
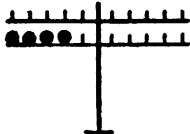
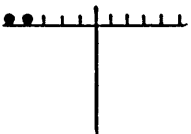
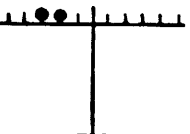
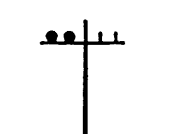
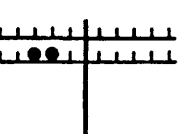
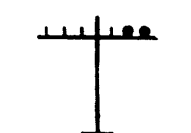
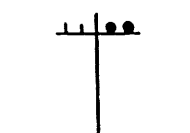
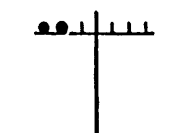
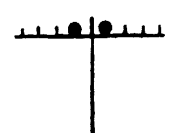
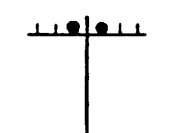
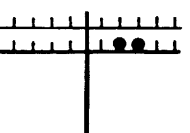
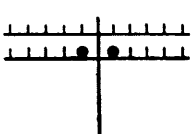
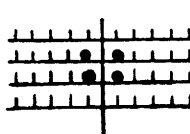
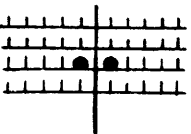
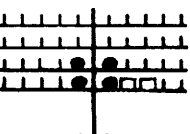
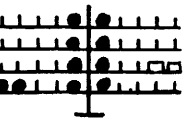
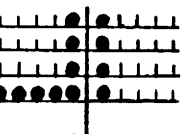
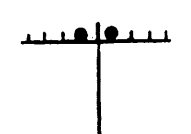
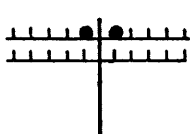
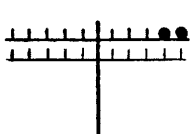
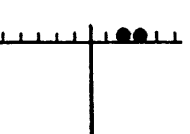


Cranes Capacity Tons	Crane Series	Where Authorized Freight Train Speed is MPH	Unless Otherwise Mentioned in Footnotes, Trains Moving Equipment Must Not Exceed MPH
15	414133	Over 25 25 or less	20 15
23½	414171		
25	414179, 414181		
	414600 to 414607 incl.		
30	414225		
60	414242, 247	40 or over 35 to 30 25 or less	35 25 Permissible Freight Train speed
75	414282		
	414285, 414288 to 414290 incl.		
100	414292		
	414323 to 414327 incl. 414329 to 414335 incl. 414337 to 414339 incl.		
160	414420, 414421	Over 25 25 or less	25 15
200	414470 to 414480 incl.		
250	414500-503, 414650		
100	414320, 321, 328	Over 25 25 or less	25 15
150	414370, 414400, 401		
Combination Crane-Pile Driver		Over 25 25 or less	25 15
25	414172		
30	414203, 414205		
31	414207-214 incl. 414178, 414200-202 incl. 414204, 414206		
Pile Driver		35 or over 25 to 35 Under 25	25 20 15
	400040 400043, 400053		
Scale Test Car		30 or over Under 30	30 5 less than permissible Freight Train speed
	420925 to 420928 incl.		

Q—ORE CARS

Trains handling ore cars 370000 to 377249 series, loaded or empty, must not exceed thirty miles per hour on M&O, Winchester, Adirondack, Sherbrooke, Megantic, Newport, Lyndonville, Park Avenue, Lachute, Trois Rivieres and Quebec Subdivisions, twenty five miles per hour on Vallee, Levis and St. Maurice Valley Subdivisions, and twenty miles per hour on all other Subdivisions.

DIAGRAM SHOWING LOCATION OF TRAIN TELEPHONE WIRES — ATLANTIC REGION.

**FACE IN DIRECTION NAMED, COUNT CROSSARMS
FROM THE TOP, DOWN.**

					
<p>LOOK WEST WESTMOUNT CABLE POLE TO MONTREAL WEST STN.</p>	<p>LOOK WEST MTL. WEST STN. TO MTL. W. JCT. POLE □ D & H DISPR.</p>	<p>LOOK WEST MTL. WEST JCT. POLE TO PINE BEACH CABLE POLE</p>	<p>LOOK WEST PINE BEACH CABLE POLE TO VAUDREUIL □ LAURENTIAN DESPATCHER</p>	<p>LOOK WEST VAUDREUIL TO HURDMAN</p>	<p>LOOK NORTH PARK AVE. STN. TO ST. MARTIN JCT. STN. POLE</p>
					
<p>LOOK NORTH ST. MARTIN JCT. STN. POLE TO TROIS RIVIERES SUB. JCT. POLE</p>	<p>LOOK NORTH TROIS RIVIERES SUB. JCT. POLE TO STE. THERESE</p>	<p>LOOK WEST STE. THERESE TO HULL</p>	<p>LOOK NORTH STE. THERESE TO MACAZA</p>	<p>LOOK NORTH MACAZA TO MT. LAURIER</p>	<p>LOOK EAST ST. MARTIN JCT. TO QUEBEC</p>
					
<p>LOOK NORTH LANORAIE TO JOLIETTE</p>	<p>LOOK NORTH JOLIETTE TO ST. GABRIEL</p>	<p>LOOK SOUTH BERTHIER TO BERTHIERVILLE</p>	<p>LOOK NORTH TROIS RIVIERES TO SHAWINIGAN</p>	<p>LOOK NORTH SHAWINIGAN TO GRAND'MERE</p>	<p>LOOK WEST MEGANTIC TO SHERBROOKE</p>
					
<p>LOOK WEST SHERBROOKE TO BROOKPORT</p>	<p>LOOK NORTH BROOKPORT TO FARNHAM</p>	<p>LOOK NORTH FARNHAM TO ADIRONDACK JCT.</p>	<p>LOOK NORTH LASALLE CABLE POLE TO MTL. W. JCT. POLE □ N.Y.C.</p>	<p>LOOK NORTH MTL. W. JCT. POLE TO HAMPSTEAD □ N.Y.C.</p>	<p>LOOK NORTH HAMPSTEAD TO OUTREMONT CABLE POLE</p>
					
<p>LOOK SOUTH BROOKPORT TO NEWPORT</p>	<p>LOOK SOUTH NEWPORT TO LYNDONVILLE</p>	<p>LOOK SOUTH LYNDONVILLE TO WELLS RIVER</p>	<p>LOOK NORTH SHERBROOKE TO SCOTTS JCT.</p>	<p>LOOK NORTH SCOTTS JCT. TO WALSH</p>	

MEDICAL OFFICERS

DR. G. EARLE WIGHT, Chief of Medical Services,
Dr. W. L. MAY, Asst. Chief of Medical Services,
Room 501 Windsor Station, Montreal, Phone 861-6811

Dr. J. A. CORRIGAN, Quebec Area Medical Officer,
Residence: 4320 Delormier Ave., Montreal, Phone 521-6481

NAME	PHONE	RESIDENCE
DR. NEWMAN B. FREEDMAN	{ 935-5000 932-3739	807 Medical Arts Building... Montreal 1520 McGregor..... "
DR. H. S. MITCHELL	844-3210	1414 Drummond St..... "
DR. F. VICTOR OGULNIK	{ 866-9037 481-3568	1396 St. Catherine St. W..... " 5 Belfrage Ave..... "
DR. EARL E. LESAGE	{ 277-4516 738-4954	5657 Park Ave..... " 2250 Laird Ave..... "
DR. PAUL EUGENE MILOT	272-1300	7690 Querbes Ave..... "
DR. A. CHARTIER	271-8450	625 McEachran Ave..... "
DR. J. U. PAGE	521-4457	500 St. Joseph Blvd. East.... "
DR. JACQUES GABOURY	{ 729-6371 861-6811 (Local 8-238)	7820 Marquette St..... " Angus..... "
DR. CHARLES GUILMETTE	522-8988	832 St. Joseph Blvd. East.... "
	861-6811 (Local 8-238) .. Angus (hours: 8.00 a.m.-4.00 p.m. ex. Sat. & Sun.)	
DR. J. A. THOMSON	233-3187	297 Sunnyside Ave..... Ottawa
DR. C. B. PETRIE	234-4080	215 Cooper St..... "
DR. KENNETH WILSON	232-1817	267 O'Connor St..... "
DR. N. L. WILLIAMSON	233-9464	267 O'Connor St..... "
DR. J. E. BELANGER	233-1353	328 Somerset St. W..... "
DR. G. D. MACINTYRE	678-2010	Vankleek Hill
DR. FRANS MANOUVRIER	678-2011	P.O. Box 280..... "
DR. ANDRE SAMSON	524-3601	596 East St. Francois..... Quebec
DR. F. R. MACRAE	523-3543	1191 Maple Ave..... "
DR. J. G. GREGORY, Jr.	522-2215	1019 Maple Ave..... "
DR. CLAUDE PARADIS	681-0529	1248 Ste. Foy Road..... "
DR. ANTOINE FISET	286-6232	761 Avenue St. Louis..... Portneuf
DR. J. M. MALONE	374-8824	949 Laviolette..... Trois-Rivieres
DR. HUDON NORMAND	375-1331	1241 St. Louis Blvd..... "
DR. RENE PAQUIN	375-7865	1005 St. Prosper St..... "
DR. MARC-ANDRE MARCHAND	374-1944	1005 St. Prosper St..... "
DR. LUCIEN PLANTE	228-2626	58 Notre Dame St..... Louiseville
DR. ROGER AMYOT	753-3700	785 Manseau Blvd..... Joliette
DR. C. LAMARCHE	435-3222	17 Blvd. Des Erables..... Ste. Therese
DR. PAUL E. BELISLE	986-3670	639 Main St..... Buckingham
DR. C. E. LEONARD	432-4301	298 Labelle St..... St. Jerome
DR. GILLES DAUNAIS	326-1122	86 St. Vincent St..... Ste. Agathe
DR. PIERRE L'ALLIER	686-2311	Labelle
DR. ALPHONSE VERDICCHIO	623-3396	264 De La Madone St..... Mont Laurier
DR. JACQUES HUARD	583-2672	40 Frontenac St..... Megantic
DR. ROLAND COTE	562-4844	260 Ball St..... Sherbrooke
DR. FERNAND DUMONT	562-9042	126 Brooks St. South..... "
DR. G. B. LOOMIS	562-4666	444 Dufferin Ave..... "
DR. H. BRUCE FLETCHER	569-1565	478 Argyle Ave..... "
DR. ARTHUR DOUGLASS	243-5522	115 Lakeside Rd..... Knowlton
DR. JEAN-LOUIS CARDIN	293-4687	395 Main St..... Farnham
DR. GUY LAROCHE	293-6788	314 Main St..... "
DR. F. J. LAWLISS	848-7467	91 Province St..... Richford, Vt.
DR. M. C. MOONEY	263-2777	151 Main St..... Cowansville
DR. H. L. LAFLAMME	346-3633	66 First St..... Iberville
DR. C. G. SCHURMAN	334-2900	8 Prospect St..... Newport, Vt.
DR. C. G. SCHURMAN, Jr.	334-2765	101 Young St..... "
DR. MAURICE E. ROWE	748-3381	15 Undercliff Rd..... St. Johnsbury, Vt.
DR. R. GIBSON PERRY	757-2382	68 Main St..... Wells River, Vt.
DR. M. DELAGE	335-5382	180 Notre Dame St. North. Thetford Mines
DR. FERNAND BERNARD	432-5490	St. Joseph
DR. R. MORIN	437-5323	Vallee Jct.