



707

AJ

Atlantic Region

Montreal Terminals
Laurentian and Farnham Divisions
Quebec Central Railway

Time Table

25

Taking Effect at
0300 Eastern Daylight Saving Time 
Sunday April 27, 1975.

Governed by:
Eastern Daylight Saving Time beginning at
0300 Sunday April 27, 1975 and by

Eastern Standard Time beginning at
0100 Sunday October 26, 1975.

For the Information and Guidance of Employees Only

Safety is No Accident

G. E. Benoit
Vice-President
R. A. Swanson
General Manager,
Operation and Maintenance
C. H. Massicotte
Superintendent Transportation

7.30

YH/ W. Police 484-8474

Nos

Glen Shop 2200 Pax 223

Windsor Sta. 300 2344 SM 683

Westmount Tower 642

Mtl. West Sta. 2193 Pax 155

" " Tower 2260

Supervisor ~~596~~ 432 Pax 152 861-8137

Nelson 632-2440

Dorval 631-3611

Departure Yd - Opt. 484-4353 Pax 126

Diesel Shop 488-8104 Pax 176

Piggyback Consist 631-1872 Pax 217

Seaway 632-6100

Laudrevil 455-3431

CTC Pax 137

Car Consist 2416

Transportation Officers 596 861-²²⁵¹~~DTT~~ - 2 short

Concourse Info 2282
Pass Dept 498

Phone Trouble 849-6281

Night Bridge Numbers
Supervisor 861-~~2251~~
CP Police
Mtl. West Tower 861-6689
Westmount Tower ~~Agent~~ 861-6410
Windsor - Station master 861-4988
Park Ave Dispatcher 861-7102
Mtl. West Agent 861-6008
West. Tower 861-8024
Glen Shop after 9PM ~~861-8024~~

MEDICAL OFFICERS

DR. Wm. L. MAY, Chief of Medical Services,
Room 501 Windsor Station, Montreal, Phone 861-6811

TELEPHONE No.

| NAME | OFFICE | RESIDENCE |
|---------------------------|----------|-----------------------------|
| DR. F. VICTOR OGULNIK | 866-9037 | 481-3568 Montreal |
| DR. EARL E. LESAGE | 935-2176 | 937-5556 " |
| DR. PAUL EUGENE MILOT | 272-1300 | 272-1300 " |
| DR. STANLEY S. BLICKER | 487-4593 | 487-3882 " |
| DR. H. FLORENT | 729-6371 | " |
| DR. DONALD W. RUDDICK | 288-5002 | " |
| DR. J. G. GAURON | 634-1575 | Lachine |
| DR. J. A. THOMSON | 233-3187 | 733-6537 Ottawa |
| DR. KENNETH WILSON | 232-1817 | 722-7373 " |
| DR. N. L. WILLIAMSON | 233-9464 | 722-9122 " |
| DR. J. E. BELANGER | 233-1353 | 233-1353 " |
| DR. ANDRE SAMSON | 524-3601 | 527-4201 Quebec |
| DR. F. R. MACRAE | 523-3543 | 683-9588 " |
| DR. J. G. GREGORY, Jr | 522-2215 | 683-4471 " |
| DR. YVON NAUD | 286-3318 | Portneuf |
| DR. RENE PAQUIN | 375-7865 | 376-6765 Trois-Rivières |
| DR. MARC-ANDRE MARCHAND | 374-1944 | 374-1636 " |
| DR. ROGER AMYOT | 759-2883 | Joliette |
| DR. F. ROSAIRE DESJARDINS | 435-7545 | Ste. Therese |
| DR. PAUL E. BELISLE | 986-3670 | Buckingham |
| DR. MARCEL MENARD | 423-6930 | Montebello |
| DR. C. E. LEONARD | 432-4301 | 438-6122 St. Jerome |
| DR. GILLES DAUNAIS | 326-1122 | 326-3928 Ste. Agathe |
| DR. PIERRE L'ALLIER | 686-2311 | Labelle |
| DR. ALPHONSE VERDICCHIO | 623-3396 | 623-3500 Mont Laurier |
| DR. JACQUES HUARD | 583-2672 | 583-2796 Megantic |
| DR. ROLAND COTE | 562-4844 | 562-7434 Sherbrooke |
| DR. FERNAND DUMONT | 562-9042 | 569-2223 " |
| DR. G. B. LOOMIS | 562-4666 | 569-5604 " |
| DR. H. BRUCE FLETCHER | 569-1565 | 838-4802 " |
| DR. JEAN-LOUIS CARDIN | 293-4687 | Farnham |
| DR. GUY LAROCHE | 293-6788 | " |
| DR. DAVID TECTOR | 263-2929 | 263-3610 Cowansville |
| DR. H. L. LAFLAMME | 346-3633 | Iberville |
| DR. C. G. SCHURMAN, Jr | 334-2765 | Newport, Vt. |
| DR. RICHARD M. BELOIN | 334-2765 | 334-6810 " |
| DR. MAURICE E. ROWE | 748-2321 | 748-3381 St. Johnsbury, Vt. |
| DR. R. LEMIEUX | 335-3756 | 335-3756 Thetford Mines |
| DR. FERNAND BERNARD | 397-5490 | St. Joseph |
| DR. REJEAN POULIN | 253-5343 | Vallee Jonction |

MONTREAL TERMINALS DIVISION

| SUBDIVISION (or Spur) | PAGE | | MILES |
|-----------------------|------|---------------|-------|
| Adirondack | 6 | Mileage 39.0 | 11.3 |
| Farnham Connection | 6 | Wentworth | 2.5 |
| La Salle Loop | 6 | La Salle | 4.4 |
| North Jct. Lead | 6 | Montreal West | 1.1 |
| Outremont | 6 | Outremont | 1.6 |
| Park Avenue | 20 | Place Viger | 9.0 |
| South Bank Branch | 6 | La Salle | 6.0 |
| South Jct. Lead | 6 | Montreal West | 0.7 |
| St. Luc Branch | 6 | St. Luc Jct. | 2.1 |
| Westmount | 6 | Montreal | 4.7 |
| Winchester | 6 | Mileage 0.0 | 3.3 |
| | | | 46.7 |

Smiths Falls Division Train Dispatchers, Laurentian Division Train Dispatchers and Farnham Division Train Dispatchers will issue train orders within the Montreal Terminals Division, on request of Montreal Terminals Superintendent, to trains to and from their respective dispatching territories.

S. P. JOSEFCHAK, Superintendent, Park Avenue.

C. E. MOORE, Asst. Supt., Park Avenue.

R. P. PREMONT, Asst. Supt., Park Avenue.

J. V. RIVEST, Asst. Supt., Park Avenue.

Traffic Supervisor's office at St. Luc, Tel. 514 - 861-6811, Local 596

J. P. GLOBENSKY, Chief Traffic Supervisor.

J. CREVIER, Night Chief Traffic Supervisor.

J. P. DROUIN,
J. G. MORIN,

J. G. DION,
G. B. BOURDON,

G. GELINAS,
C. BOUCHER,

M. PARIS,
J. R. BECHARD,
G. GENEAU. } Traffic
Supervisors.

LAURENTIAN DIVISION

| SUBDIVISION (or Spur) | PAGE | | MILES |
|--------------------------|------|---------------------|------------------------|
| Berthierville | 27 | Berthier | to Berthierville 2.1 |
| Buckingham | 33 | Buckingham Jct. | to Buckingham 4.0 |
| Lachute | 22 | Ste. Therese | to Laman 96.1 |
| M&O | 18 | Vaudreuil | to Mileage 82.5 82.5 |
| Park Avenue | 20 | Mileage 9.0 | to Ste. Therese 11.3 |
| Piles | 26 | Cap de La Madeleine | to Garneau 20.3 |
| Quebec | 28 | Trois Rivières | to Quebec 77.5 |
| Ste. Agathe | 31 | Ste. Therese | to Mont Laurier 138.2 |
| St. Gabriel | 33 | Lanoraie | to St. Gabriel 27.6 |
| St. Maurice Valley | 26 | Trois Rivières | to Grandmere 27.4 |
| Trois-Rivières | 24 | St. Martin Jct. | to Trois Rivières 82.3 |
| Winchester | 14 | Mileage 3.3 | to Mileage 20 16.7 |
| Cap de La Madeleine Spur | 27 | Cap de La Madeleine | to Wayagamack 4.1 |
| Loop Spurs | 27 | Trois Rivières | to Loop Line 3.3 |
| Staynerville Spur | 23 | Staynerville | to Brownsburg 2.1 |
| St. Lin Spur | 32 | Mileage 0.0 | to Mileage 5.0 5.0 |
| | | | 600.5 |

J. B. CHABOT, Superintendent, Park Avenue.

G. H. VEILLEUX, Asst. Supt., Trois Rivières.

G. MAHEUX, Asst. Supt., Park Avenue.

Dispatching Office at Park Avenue — Tel. 514 - 861-6811, Local 2134.

G. DEVAULT, Chief Train Dispatcher.

J. C. FORTIN,
G. M. GAGNE,
C. DOYON,

D. N. DROUIN,
J. G. TURCOTTE,
J. P. WEANER,

A. BERNIER,
G. CONSTANT,

J. P. LACERTE,
M. TREPANIER. } Train
Dispatchers

Relief M.J. Julien J. Mercier

FARNHAM DIVISION

| SUBDIVISION (or Spur) | PAGE | MILES |
|-----------------------|------|-------------|
| Adirondack | 39 | 39.0 |
| Drummondville | 35 | 51.9 |
| Lyndonville | 36 | 63.5 |
| Newport | 37 | 58.4 |
| Sawyerville | 34 | 6.7 |
| Sherbrooke | 42 | 125.6 |
| Stanbridge | 34 | 13.8 |
| St- Guillaume | 45 | 46.7 |
| Seaway Spur | 41 | 1.8 |
| | | <hr/> 407.4 |

J. L. FORTIN, Superintendent, Sherbrooke.

D. J. HIGMAN, Asst. Supt., Newport.

R. BEAUCHESNE, Asst. Supt., Sherbrooke.

Dispatching Office at Sherbrooke — Tel. 819-563-3220

L. N. COUTURE, Chief Train Dispatcher.

K. A. McCANN, Night Chief Train Dispatcher.

**B. H. BEERS,
J. J. LAPALME,
G. R. LEVESQUE,
F. JACQUES,**

**G. H. O'NEILL,
J. F. DRAINVILLE,
U. SEGUIN,
K. R. HARRISON,**

**F. A. MARCOTTE,
J. M. AUDET,
D. M. REGNIER,
R. BEAUREGARD,**

**R. GOSSELIN,
P. LEVESQUE,
C. BUSQUE.**
B. G. Allen

Train Dispatchers

QUEBEC CENTRAL RAILWAY

| SUBDIVISION (or Spur) | PAGE | MILES |
|------------------------------------|------|---|
| Beebe | 49 | Lennoxville .....to Newport .....37.3 |
| Chaudiere | 49 | Vallee Junction .....to Lac Frontiere .....78.5 |
| Levis | 46 | Scotts Jct. ....to Harlaka .....27.5 |
| Stanstead | 49 | Beebe Jct. ....to Rock Island and Derby Line .....2.4 |
| Tring | 46 | Tring Jct. ....to Megantic .....59.1 |
| Vallee | 47 | Sherbrooke .....to Walsh .....130.7 |
| Thetford Mines Ind. Yard Spur ..48 | | Thetford Mines .....to end of track .....2.9 |
| | | <hr/> 338.4 |

J. L. FORTIN, Manager, Sherbrooke.

M. G. CHABOT, Asst. Supt., Thetford Mines.

D. J. HIGMAN, Asst. Supt., Newport.

Dispatching Office at Sherbrooke — Tel. 819 - 563-3220 Local 32.

L. N. COUTURE, Chief Train Dispatcher.

K. A. McCANN, Night Chief Train Dispatcher.

**Farnham Division Train Dispatchers
will issue train orders on Quebec Central Rly.**

| MONTREAL TERMINALS | | OUTWARD TRAINS—FIRST CLASS | | | | | | | | | |
|--|-----------------|-------------------------------|-----------------------------------|---|---|---|---|---|---|---|------------------------------|
| STATIONS | | Train Order Office Signals | 249 Pggr. Daily ex. Sun. | 214 Pggr. Daily ex. Sat. and Sun. | 181 Pggr. Daily ex. Sat. and Sun. | 247 Pggr. Daily ex. Sat. and Sun. | 245 Pggr. Daily ex. Sat. and Sun. | 273 Pggr. Daily ex. Sat. and Sun. | 243 Pggr. Daily ex. Sat. and Sun. | 271 Pggr. Daily ex. Sat. and Sun. | 295 Pggr. Sat. Sun. |
| MONTREAL .....KWZ | Three Tracks | W J | 1750 | 1735 | 1730 | 1723 | 1719 | 1715 | 1645 | 1610 | 1610 |
| WESTMOUNT .....XY | | | S 1756 | S 1740 | S 1736 | S 1729 | * 1725 | * 1721 | S 1651 | S 1616 | S 1615 |
| MONTREAL WEST .....X | | | S 1802 | S 1746 | S 1742 | S 1736 | 1731 | * 1727 | S 1657 | S 1622 | S 1620 |
| SORTIN | | | | | | | | | | | |
| BALLANTYNE .....X | | | 1805 | | | 1739 | 1735 | 1730 | 1700 | 1625 | 1623 |
| LACHINE .....XY | | | S 1807 | | | S 1742 | | | S 1702 | S 1627 | S 1624 |
| GROVEHILL .....XY | | | S 1809 | | | S 1745 | 1738 | 1734 | S 1704 | S 1629 | S 1626 |
| SOUTH JCT. ....X | Two Tracks | A B S | | 1748 | | | | | | | |
| LASALLE .....XY | | | | S 1751 | | | | | | | |
| SEAWAY | | | | | | | | | | | |
| ADIRONDACK JCT. ....XY Jct. Pen-Cen | | | | F 1754 | | | | | | | |
| NORTH JCT. ....X | Two Tracks | | | | 1743 | | | | | | |
| ST. LUC JCT. ....X | | | | | 1745 | | | | | | |
| OUTREMONT .....XY | | | | | 1750 | | | | | | |
| BRESLAY .....X | | | | | 1752 | | | | | | |
| V..... PARK AVENUE .....VX | | | | | S 1755 | | | | | | |
| JAC. CARTIER JCT. ....X Jct. C.N.R. | | | | | 1757 | | | | | | |

| MONTREAL TERMINALS | | OUTWARD TRAINS—FIRST CLASS | | | | | | | | | |
|--|-----------------|-------------------------------|--|--|--|--|--|--|--|--|--|
| STATIONS | | Train Order Office Signals | | | | | | | | | |
| MONTREAL .....KWZ | Three Tracks | W J | | | | | | | | | |
| WESTMOUNT .....XY | | | | | | | | | | | |
| MONTREAL WEST .....X | | | | | | | | | | | |
| SORTIN | | | | | | | | | | | |
| BALLANTYNE .....X | | | | | | | | | | | |
| LACHINE .....XY | | | | | | | | | | | |
| GROVEHILL .....XY | | | | | | | | | | | |
| SOUTH JCT. ....X | Two Tracks | A B S | | | | | | | | | |
| LASALLE .....XY | | | | | | | | | | | |
| SEAWAY | | | | | | | | | | | |
| ADIRONDACK JCT. ....XY Jct. Pen-Cen | | | | | | | | | | | |
| NORTH JCT. ....X | Two Tracks | | | | | | | | | | |
| ST. LUC JCT. ....X | | | | | | | | | | | |
| OUTREMONT .....XY | | | | | | | | | | | |
| BRESLAY .....X | | | | | | | | | | | |
| V..... PARK AVENUE .....VX | | | | | | | | | | | |
| JAC. CARTIER JCT. ....X Jct. C.N.R. | | | | | | | | | | | |

MONTREAL TERMINALS DIVISION FOOTNOTES ON PAGES 10, 11, 12 AND 13

OUTWARD TRAINS—FIRST CLASS

| 231 | 154 | 293 | 263 | 1 | 34 | 281 | 152 | 241 | Train Order Office Signals | MONTREAL TERMINALS |
|--|----------------|---------------|----------------------------|----------------|-------------------------|---------------|----------------------------|--|-------------------------------|-----------------------------------|
| Pagr. Daily ex. Sat. and Sun. | Pagr. Daily | Pagr. Sun. | Pagr. Daily ex. Sun. | Pagr. Daily | D & H Pagr. Daily | Pagr. Sat. | Pagr. Daily ex. Sun. | Pagr. Daily ex. Sat. and Sun. | | STATIONS |
| 1430 | 1330 | 1215 | 1215 | 1115 | 1015 0950 | 0940 | 0815 | 0722 | W J | Three Tracks MONTREAL .....KWZ |
| S 1436 | S 1335 | S 1221 | S 1221 | S 1121 | * 0956 | S 0945 | S 0820 | S 0727 | | 1.9 WESTMOUNT .....XY |
| S 1442 | S 1340 | S 1226 | S 1226 | * 1127 | * 1002 | S 0950 | S 0825 | S 0733 | | 2.7 MONTREAL WEST .....X |
| | | | | | 1027 | | | | | 1.4 SORTIN .....X |
| 1445 | | 1229 | 1229 | 1130 | | 0953 | | 0737 | | 0.8 BALLANTYNE .....X |
| F 1447 | | S 1231 | S 1231 | | | F 0954 | | F 0738 | | 0.7 LACHINE .....XY |
| F 1449 | | S 1233 | S 1233 | 1131 | | F 0955 | | F 0740 | | 0.4 GROVEHILL .....XY |
| | | | | | 1004 | | | | | Two Tracks SOUTH JCT. ....X |
| | | | | | 1008 | | | | | 1.5 LASALLE .....XY |
| | | | | | 1012 | | | | | 1.0 SEAWAY .....X |
| | | | | | | | | | | 0.7 ADIRONDACK JCT. ....XY |
| | | | | | | | | | | Jct. Pen-Cen |
| | 1341 | | | | | | 0826 | | | Two Tracks NORTH JCT. ....X |
| | 1343 | | | | | | 0828 | | | 0.9 ST. LUC JCT. ....X |
| | 1348 | | | | | | 0833 | | | 3.9 OUTREMONT .....XY |
| | 1350 | | | | | | 0835 | | | 1.0 BRESLAY .....X |
| S 1353 | | | | | | | S 0838 | | | 0.2 V. PARK AVENUE .....VX |
| 1355 | | | | | | | 0840 | | | 2.3 JAC. CARTIER JCT. ....X |
| | | | | | | | | | | Jct. C.N.R. |

OUTWARD TRAINS—FIRST CLASS

| | 277 | 251 | 42 | 275 | 156 | 167 | 40 | 133 | Train Order Office Signals | MONTREAL TERMINALS |
|--------|----------------|----------------|----------------|--|----------------|-------------------------------|----------------|----------------|-------------------------------|-----------------------------------|
| | Pagr. Daily | Pagr. Daily | Pagr. Daily | Pagr. Daily ex. Sat. and Sun. | Pagr. Daily | Pagr. Mon. Wed. Fri. | Pagr. Daily | Pagr. Daily | | STATIONS |
| | 2335 | 2130 | 1950 | 1857 | 1835 | 1815 | 1800 | 1755 | W J | Three Tracks MONTREAL .....KWZ |
| S 2340 | S 2135 | * 1957 | S 1903 | * 1840 | S 1820 | * 1807 | S 1800 | | | 1.9 WESTMOUNT .....XY |
| S 2345 | S 2140 | * 2005 | S 1909 | * 1845 | S 1825 | * 1815 | * 1805 | | | 2.7 MONTREAL WEST .....X |
| | | | | | | | | | | 1.4 SORTIN .....X |
| 2348 | 2143 | | 1912 | | | | | | | 0.8 BALLANTYNE .....X |
| F 2350 | F 2145 | | S 1914 | | | | | | | 0.7 LACHINE .....XY |
| F 2352 | F 2147 | | S 1916 | | | | | | | 0.4 GROVEHILL .....XY |
| | | | 2007 | | | | 1817 | | | Two Tracks SOUTH JCT. ....X |
| | | | 2010 | | | | 1820 | | | 1.5 LASALLE .....XY |
| | | | 2013 | | | | 1823 | | | 1.0 SEAWAY .....X |
| | | | | | | | | | | 0.7 ADIRONDACK JCT. ....XY |
| | | | | | | | | | | Jct. Pen-Cen |
| | | | | | 1846 | 1826 | | 1806 | | Two Tracks NORTH JCT. ....X |
| | | | | | 1848 | 1828 | | 1808 | | 0.9 ST. LUC JCT. ....X |
| | | | | | 1853 | 1833 | | 1813 | | 3.9 OUTREMONT .....XY |
| | | | | | 1855 | 1835 | | 1815 | | 1.0 BRESLAY .....X |
| | | | | | S 1858 | S 1838 | | S 1817 | | 0.2 V. PARK AVENUE .....VX |
| | | | | | 1900 | 1840 | | 1819 | | 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. 245 will stop at Westmount to entrain only.

* No. 133 will stop at Montreal West to entrain only.

* Nos. 273, 40, 42 and 156 will stop at Westmount and Montreal West to entrain only.

* No. 34 will stop at Westmount and Montreal West to entrain only.

MONTREAL
TERMINALS

STATIONS

| | |
|-------------------------------|------------------------------------|
| MONTREAL .....KWZ | } Three Two Tracks Three Tracks |
| 1.9 | |
| WESTMOUNT .....XY | |
| 2.7 | |
| MONTREAL WEST .....X | |
| 1.4 | |
| SORTIN | |
| 0.8 | |
| BALLANTYNE .....X | |
| 0.7 | |
| LACHINE .....XY | |
| 0.4 | |
| GROVEHILL .....XY | |
| <hr/> | |
| SOUTH JCT. ....X | } Two Tracks |
| 1.5 | |
| LASALLE .....XY | |
| 1.0 | |
| SEAWAY | |
| 0.7 | |
| ADIRONDACK JCT. ....XY | |
| Jct. Pen-Cen | |
| <hr/> | |
| NORTH JCT. ....X | } Two Tracks |
| 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. | |

Three Tracks

Two Tracks

Two Tracks

Train Order
Office Signals

INWARD TRAINS—FIRST CLASS

| 270 | 240 | 213 | 242 | 290 | 272 | 180 | 244 | 274 |
|--|--|--|--|---------------|--|--|--|--|
| Pagr. Daily ex. Sat. and Sun. | Pagr. Daily ex. Sat. and Sun. | Pagr. Daily ex. Sat. and Sun. | Pagr. Daily ex. Sat. and Sun. | Pagr. Sat. | Pagr. Daily ex. Sat. and Sun. | Pagr. Daily ex. Sat. and Sun. | Pagr. Daily ex. Sat. and Sun. | Pagr. Daily ex. Sat. and Sun. |
| W J 0711 | 0747 | 0750 | 0807 | 0812 | 0812 | 0820 | 0832 | 0842 |
| S 0705 | S 0739 | S 0743 | S 0759 | S 0804 | S 0805 | S 0814 | S 0824 | S 0835 |
| S 0659 | S 0733 | S 0737 | S 0752 | S 0757 | S 0759 | S 0807 | S 0817 | S 0828 |
| 0654 | 0729 | | 0746 | 0754 | 0755 | | 0811 | 0821 |
| S 0651 | | | S 0745 | S 0752 | | | S 0809 | |
| S 0649 | 0727 | | S 0742 | S 0750 | 0752 | | S 0806 | 0820 |
| | | 0733 | | | | | | |
| | | S 0730 | | | | | | |
| | | F 0728 | | | | | | |
| | | | | | | 0801 | | |
| | | | | | | 0759 | | |
| | | | | | | 0755 | | |
| | | | | | | 0753 | | |
| | | | | | | S 0752 | | |
| | | | | | | 0746 | | |

MONTREAL
TERMINALS

STATIONS

| | | |
|------------------------------|--------|--|
| MONTREAL | KWZ | Three Tracks Two Tracks Trunks Trunks |
| WESTMOUNT | 1.9 XY | |
| MONTREAL WEST | 2.7 X | |
| SORTIN | 1.4 | |
| BALLANTYNE | 0.8 X | |
| LACHINE | 0.7 XY | |
| GROVEHILL | 0.4 XY | |
| <hr/> | | |
| SOUTH JCT. | X | Two Tracks Trunks |
| LASALLE | 1.5 XY | |
| SEAWAY | 1.0 | |
| ADIRONDACK JCT. | 0.7 XY | |
| Jct. Pen-Cen | | |
| <hr/> | | |
| NORTH JCT. | X | Two Tracks Trunks |
| ST. LUC JCT. | 0.9 X | |
| OUTREMONT | 3.9 XY | |
| BRESLAY | 1.0 X | |
| V..... PARK AVENUE | 0.2 VX | |
| JAC. CARTIER JCT. | 2.3 X | |
| Jct. C.N.R. | | |

Three Tracks

Two Tracks

Two Tracks

Train Order
Office Signals

INWARD TRAINS—FIRST CLASS

| 262 | 296 | 153 | 298 | 232 | 248 | 284 | 35 | 2 |
|----------------------------|---------------|----------------|---------------|--|--|---------------|-------------------------|----------------|
| Pagr. Daily ex. Sun. | Pagr. Sun. | Pagr. Daily | Pagr. Sat. | Pagr. Daily ex. Sat. and Sun. | Pagr. Daily ex. Sat. and Sun. | Pagr. Sat. | D & H Pagr. Daily | Pagr. Daily |
| W J 1445 | 1510 | 1650 | 1735 | 1735 | 1844 | 1943 | 1945 | 2005 |
| S 1438 | S 1503 | S 1642 | S 1728 | S 1728 | S 1836 | S 1936 | 1937 | S 1958 |
| S 1432 | S 1456 | S 1635 | S 1722 | S 1722 | S 1830 | S 1929 | 1938 | S 1950 |
| 1427 | 1451 | | 1718 | 1719 | 1825 | 1924 | | 1945 |
| F 1426 | F 1449 | | F 1716 | F 1717 | | F 1923 | | |
| F 1424 | F 1447 | | F 1714 | F 1715 | F 1822 | F 1921 | | 1942 |
| | | 1631 | | | | | 1923 | |
| | | 1629 | | | | | 1934 | |
| | | 1624 | | | | | 1914 | |
| | | 1622 | | | | | 1929 | |
| | | S 1621 | | | | | | |
| | | 1618 | | | | | | |

INWARD TRAINS—FIRST CLASS

MONTREAL
TERMINALS

STATIONS

| 41 | 246 | 292 | 294 | 132 | 276 | 282 | 151 | 164 | Train Order Office Signals | |
|----------------|--|---------------|---------------|----------------|--|---------------|----------------------------|-------------------------|-------------------------------|--------------|
| Pagr. Daily | Pagr. Daily ex. Sat. and Sun. | Pagr. Sat. | Pagr. Sun. | Pagr. Daily | Pagr. Daily ex. Sat. and Sun. | Pagr. Sat. | Pagr. Daily ex. Sun. | Pagr. Tues. Thur. | | |
| 0850 | 0930 | 0930 | 1020 | 1030 | 1115 | 1117 | 1130 | 1235 | W J | |
| S 0842 | S 0922 | S 0923 | S 1013 | S 1023 | S 1107 | S 1112 | S 1122 | S 1227 | | Three Tracks |
| S 0835 | S 0915 | S 0916 | S 1006 | S 1016 | S 1100 | S 1107 | S 1116 | S 1220 | | Two Tracks |
| | | | | | | | | | | Trucks |
| | 0910 | 0912 | 1002 | | 1055 | 1102 | | | | |
| | S 0908 | S 0910 | S 1000 | | S 1053 | S 1101 | | | | |
| | S 0906 | S 0908 | S 0958 | | S 1051 | S 1059 | | | | |
| 0828 | | | | | | | | | | |
| 0825 | | | | | | | | | | |
| 0821 | | | | | | | | | | |
| | | | | 1012 | | | 1112 | 1217 | | |
| | | | | 1010 | | | 1110 | 1215 | | |
| | | | | 1005 | | | 1105 | 1210 | | |
| | | | | 1003 | | | 1103 | 1208 | | |
| | | | | S 1002 | | | S 1102 | S 1207 | | |
| | | | | 0956 | | | 1059 | 1201 | | |

INWARD TRAINS—FIRST CLASS

MONTREAL
TERMINALS

STATIONS

| 172 | 134 | 155 | 250 | | | | | | Train Order Office Signals | |
|---------------|---------------|----------------|----------------|--|--|--|--|--|-------------------------------|--------------|
| Pagr. Sun. | Pagr. Sun. | Pagr. Daily | Pagr. Daily | | | | | | | |
| 2100 | 2105 | 2145 | 2325 | | | | | | W J | |
| S 2052 | S 2058 | S 2137 | S 2318 | | | | | | | Three Tracks |
| S 2045 | S 2053 | S 2130 | S 2313 | | | | | | | Two Tracks |
| | | | 2309 | | | | | | | Trucks |
| | | | F 2307 | | | | | | | |
| | | | F 2304 | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| 2042 | 2050 | 2127 | | | | | | | | |
| 2040 | 2048 | 2125 | | | | | | | | |
| 2035 | 2043 | 2120 | | | | | | | | |
| 2033 | 2041 | 2118 | | | | | | | | |
| S 2032 | S 2040 | S 2117 | | | | | | | | |
| 2026 | 2036 | 2114 | | | | | | | | |

* No. 35 will stop at Montreal West and Westmount to detrain only.

MONTREAL TERMINALS DIVISION FOOTNOTES

TIMES SHOWN BELOW FOR INFORMATION ONLY

| | | | |
|---|------|---|------|
| No. 926 Daily ex. Sun., arrive Ballantyne | 0001 | No. 506 arrive Ballantyne | 1100 |
| leave St. Luc | 0045 | No. 908 Daily, leave St. Luc | 1230 |
| No. 501 arrive St. Luc | 0030 | No. 910 Daily, arrive Ballantyne | 1400 |
| No. 912 Daily, arrive St. Luc | 0100 | No. 937 Daily, leave Ballantyne | 1415 |
| No. 931 Daily ex. Sun. & Mon., leave Grovehill | 0130 | No. 942 Daily, arrive Ballantyne | 1430 |
| No. 913 Daily ex. Mon., arrive St. Luc | 0200 | No. 903 Daily, arrive St. Luc | 1330 |
| No. 927 Daily ex. Sun., arrive St. Luc | 0300 | leave Ballantyne | 1500 |
| leave Ballantyne | 0400 | No. 918 Daily, ex. Sat. & Sun., leave St. Luc | 1730 |
| No. 904 Daily, arrive Ballantyne | 0330 | No. 915 Daily ex. Sun., leave Ballantyne | 1830 |
| leave St. Luc | 0500 | No. 929 Daily ex. Sat & Sun., leave Grovehill | 2050 |
| No. 85 Daily ex. Sun., leave St. Luc | 0400 | No. 916 Daily, arrive Ballantyne | 2045 |
| No. 505 leave Ballantyne | 0430 | No. 952 Daily, arrive Ballantyne | 2200 |
| No. 928 Daily ex. Sun. & Mon., arrive Grovehill | 0600 | leave St. Luc | 0200 |
| No. 905 Daily, leave Ballantyne | 0600 | No. 511 Arrive St. Luc | 2230 |
| No. 86 Daily ex. Mon., arrive St. Luc | 0610 | No. 914 Daily ex. Sat., leave St. Luc | 2230 |
| No. 919 Daily ex. Mon., arrive St. Luc | 0630 | No. 920 Daily ex. Sat., leave Grovehill | 2245 |
| arrive Grovehill | 0800 | leave St. Luc | 2330 |
| No. 981 Daily ex. Tuesday, arrive St. Luc | 0720 | No. 91 Daily, arrive St. Luc | 2300 |
| No. 911 Daily, leave Ballantyne | 0800 | No. 925 Daily, leave Ballantyne | 2345 |
| No. 930 Daily ex. Sun. & Mon., arrive Grovehill | 0835 | No. 949 Daily ex. Mon., arrive St. Luc | 2355 |
| | | Daily ex. Mon. & Tues., leave Ballantyne | 0210 |

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 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.

Three main tracks in service between mileage 0.3 and mileage 1.9, Westmount Sub. and between Ballantyne and Dorval numbered 1, 2 and 3 from south to north. Two main tracks in service between mileage 1.9 Westmount Sub. and Ballantyne designated as North track and South track. Two main tracks in service between Seaway Spur and Outremont designated as west track and east track.

Movements against the current of traffic within yard limits, Montreal Terminals Division, must not be made except as authorized by the Area Supervisor or Traffic Supervisor.

3 All Junctions, Montreal Terminals, are interlocking except: Breslay and Mile End — ABS.

Twin drawbridges, Seaway Canal, mileage 41.4 Adirondack subdivision — Interlocking. Controlled by operator Seaway Tower. Rule 663 applies.

West Loop, St. Luc yard, between Hampstead and Hump Office — Interlocking. Controlled by operator Hampstead Tower. Rule 663 applies.

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, Farnham Connection and South Independent lead at Ballantyne. Exceptions are as follows:

WITHIN ABS

(ABS Rules and Footnote No. 15 page 11, apply)

Adirondack subdivision between mileage 49.1 and mileage 50.3;
Park Avenue subdivision between mileage 0.0 and mileage 5.0;
between mileage 5.9 and mileage 9.0.

OUTSIDE ABS

Outremont subdivision, South Bank Branch subdivision, LaSalle Loop subdivision, North Bank Branch subdivision and Park Avenue subdivision between Mile End and Breslay.

4 In Montreal Terminals, including to Dorval on Winchester Subdivision, and to mileage 38.3 on Adirondack Subdivision, when necessary to pass interlocking signals indicating STOP which do not govern movements over dual control switches, Rule 663 will apply.

When interlocking signals indicating STOP govern movements over dual control switches, Rule 104B must apply in addition to Rule 663 except that, in the event of signals becoming

inoperative and information has been received that all dual control switches affected by one or more interlocking signals have been placed in HAND position and lined for the route to be used, signalman may verbally authorize movements to pass signal or signals involved over that route in accordance with Rule 663 only.

When there is no means of communication, operations must be directed by a 'Signalman' on the ground who will be governed by these instructions.

NOTE: Interlockings at Montreal, Westmount and Montreal West are equipped with power switches which are not dual controlled. 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

| 6 | | Permanent Slow Orders | | Permissible Speed Miles per Hour | |
|-------------------------------|--|--|---------------------|-------------------------------------|--|
| Mileage | | Location | Passenger Trains | Freight and Mixed Trains | |
| <u>Westmount Subdivision</u> | | | | | |
| 0.0 to 0.3 | | Interlocking limits | 10 | 10 | |
| 0.6 to 2.4 | | On curves | 70 | — | |
| | | Westmount Station plat- forms (backing-up) | 10 | 10 | |
| | | Montreal West Station platforms | 15 | 15 | |
| | | Montreal West Station platforms (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 Sub.</u> | | | | | |
| 0.0 to 6.0 | | | 10 | 10 | |

Continued on Page 11

MONTREAL TERMINALS DIVISION FOOTNOTES — Continued

| Permanent Slow Orders | | Permissible Speed Miles per Hour | |
|----------------------------|---|-------------------------------------|-----------------------------|
| Mileage | Location | Passenger Trains | Freight and Mixed Trains |
| 0.0 to 4.31 | LaSalle Loop Line Sub. | 20 | 20 |
| | 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 Sub.</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 0.7 | ..... | 25 | 25 |
| <u>North Jct. Lead</u> | | | |
| 0.0 to 1.1 | ..... | 25 | 25 |

*Until crossing fully occupied.

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.

When the "Employee call" located on signal bungalows is operating either by a steady or a flashing light or sounding horn, or both, it is an indication for any employee in the vicinity, except crews on moving trains, to answer the signalman's phone at that location.

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 in Montreal Terminals going beyond Dorval will obtain clearance from Smiths Falls Division Train Dispatcher, trains going beyond Seaway Spur will obtain clearance from Farnham Division Train Dispatcher, and trains going beyond Jac. Cartier Jct. will obtain clearance from Laurentian Division Train Dispatcher.

10 Trains originating at St. Luc must register at St. Luc.

11 Northward Penn Central trains will report to operator at Seaway Tower when they are ready to leave Adirondack Jct. and will stop engine at Seaway Tower to obtain CPR clearance. OK'ed by Farnham Division Train Dispatcher.

12 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 trainman 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.

13 Inward passenger trains will be advised at Montreal West the track number to be used at Montreal. This is to ensure that trainmen on arrival may be in position to open all vestibule doors and, direct passengers to detrain on the platform side. The Station Master at Montreal Windsor Station or his representative will communicate this information to Montreal West.

14 Whistle signal 14(L) is prohibited within the limits of the Town of Montreal West, City of Cote St. Luc, Town of Mount Royal and City of Montreal 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.....Blvd. Gauron, Ville St. Pierre.

The ringing of engine bell is prohibited for public crossings at grade within the limits of the City of Montreal.

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 Bulletins for CONDUCTORS, YARDMEN, ENGINE-MEN, AND FIREMEN and Standard Clocks are located as follows:

Hochelaga,

Outremont,

Cote St. Paul,

St. Luc Yard Office

mess room,

St. Luc Departure Yard,

St. Luc Hump Office,

Hampstead Tower,

Lachine Piggyback Yard,

LaSalle Mess Room,

Windsor Station,

Glen Yard Office,

Glen Shop,

St. Luc Diesel Shop.

17 WESTMOUNT SUBDIVISION.

A—Electrically locked hand operated switch, track No. 1 to St. Henry lead, mileage 1.1. Footnote No. 7 applies.

Movements from Nun's yard tracks, Windsor Station, must not line either switch to enter or foul interlocking territory until permission has been received from signalman Westmount, after which crews will be governed by indication of signal.

Routes through Montreal interlocker for yard movements originating from Windsor Station are not to be lined nor signal indication given until a member of the crew has advised the Train Director or Leverman located at Westmount Tower that the movement is ready to proceed.

Telephones for communicating with signalman at Westmount are located near signals 01, 01-4, 03-3, 04-2, 04-3, 13 and 15.

Telephones for communicating with operator Montreal West and signalman Westmount located on relay case at signal 43, and at east end of platform between tracks 2 and 3, Montreal West.

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 entrance to Montreal Station. In order to have uniform practice in this territory, this test is to be made between Westmount Tower and signals 14, 14-1, 14-2 near Greene Avenue.

C—In Switching Imperial Tobacco Company's Track, St. Henry, CTC Order 53086 restricts switching to night hours — 1830 to 0500 — 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, member of crew will precede the movement to see that streets are clear before giving Engineman signal to proceed. Movements over such streets must be protected by member of crew.

Continued on Page 12

MONTREAL TERMINALS DIVISION FOOTNOTES — Continued

D—Movements over loop track, Glen Yard, will be governed as follows:

Signal 01, governs movements from tracks Nos. 3 to 27 loop yard.

Signal No. 02 governs movements from track No. 2, loop yard.

Signal 03 governs movements from track No. 1, loop yard.

Signal 04 governs movements from track No. 1 Old Yard.

Signal 05 governs movements from west end lead, Old Yard.

Switches must be lined by crews and restored to normal position after being used.

Movements must be made at restricted speed, not exceeding 8 mph. In the event that signal remains at STOP for 5 minutes, crews must know that the route for their movement is properly lined after which movement may proceed under protection of flagman.

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.

Telephones for communicating with Area Supervisor, Westmount Tower or Switchtender are located on signal 03 and on post, South side of track, 100 feet beyond signal 05.

E—Eastward movements on third track extending between Montreal West and Westmount must stop clear of switch leading to loop track, Glen Yard and only proceed on hand signal from switchman on 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 or, if necessary, blink headlight to indicate to towerman that train is ready to proceed.

G—Restricted horizontal clearance exists on station tracks Nos. 3, 4, 7 and 8 at Windsor Station on account of cross arms on lighting standards on platforms. Employees are prohibited from riding on sides of engines and cars while operating on these tracks.

H—Nos. 270, 241, 232, 249, 248, 275, 250, 277, 292 and 298 may register at Montreal by register ticket.

18 WINCHESTER SUBDIVISION.

A—Electrically locked hand operated switch, at mileage 3.68, Meadowbrook Spur. Footnote No. 7 page 11 applies.

B—Telephones for communicating with operator St. Luc Yard located on electric locks leading to Meadowbrook Spur and at CNR Connection. On relay case at signals 33B, 33C, on signals 33, 34 Dorval, signals 50, 29, 29B, 29E, 30 and on steel relay house Lachine. Signals 21, 21C, 24 and on steel relay house Ballantyne. Telephone for communicating with operator Montreal West located on signal WO-14.

C—Eastward freight trains operating on track No. 1 at Lachine will stop clear of the pedestrian cross-walk at time westward passenger trains with stops at Lachine are due unless and until it is known that the train will not be stopped at a point where the pedestrian cross-walk will be blocked. When necessary, trains must be cut to allow passengers to use the cross-walk. Radio communication will be used to ascertain that passenger trains are operating on time.

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, 48.86 and at crossovers mileage 42.9, 43.3, 47.07. Footnote No. 7 page 11 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 must 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 must 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 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 north end of LaSalle yard, mileage 42.9. Rule 104A applies.

F—Mileage 48.81 — Wilderton Avenue crossing is equipped with automatic gates and flashing lights. Northward movements on both main tracks must stop south of the crossing if signal 487 or 487B 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. In event authorization in accordance with footnote No. 4, page 10, is obtained to pass signals 487 or 487B when displaying STOP indication, movements over crossing must be protected by member of crew. All cars left on the service track must be left south of the stop sign south of the crossing.

G—Spring switch located at south end of South Loop, Sortin yard to Farnham connection at South Jct. Rule 104A applies.

H—Footnote No. 8 page 11 applies at switches mileage 42.4, 42.9, 47.8 and 47.9.

I—Signals 431B, 432B, 478B and 479B are located to the left of the track they govern.

20 NORTH JCT. LEAD.

Footnote No. 8, page 11, applies at switch, mileage 0.48.

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, Knoxs Spur, signal bungalow, South Jct., and signal bungalow halfway between Cote St. Luc Road and Hudson Ave.

22 ST. LUC YARD.

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

B—Movements must not exceed 20 mph on west loop between signal 05 at Hampstead and signal 10 at Hump tower.

Continued on Page 13

MONTREAL TERMINALS DIVISION FOOTNOTES — Continued

C—ACI SCANNERS are located at Wentworth, mileage 1.7, St. Luc Branch subdivision, at St. Luc Jct., mileage 45.48, Adirondack subdivision, and at Hampstead, mileage 46.8, Adirondack subdivision.

To avoid damage to eyes employees are prohibited from looking into scanner's lens when scanner circuit is occupied.

D—Electric Yard Switches at receiving yard, Hampstead, are equipped with switch point indicator lights :

Indications : Green — Set for straight track.
 Yellow — Set for diverging route.
 No light — Stop.
 Hampstead Tower operator must be contacted to send maintainer to repair switch.

E—No car or engine is to move foul at south or hump end of St. Luc Receiving Yard before permission is obtained from the Hump Yardmaster on duty. This authorization must be secured at all times for all movements. It is the responsibility of the Hump Yardmaster to see that engines of incoming trains or transfers proceed to the shop track without undue delay.

23 ST. LUC BRANCH SUBDIVISION.

A—Electrically locked hand operated switches at mileage 0.05 and mileage 0.56, footnote No. 7 page 11 applies.

24 PARK AVENUE SUBDIVISION.

A—All southward freight trains operating between Mile End and Hochelaga must not exceed 20 mph 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 industrial tracks, Mileage 4.45.

C—Before proceeding over Beaubien Street crossing mileage 5.42 movements must stop at stop signs erected on each side of crossing.

D—Movements leaving Hochelaga and proceeding beyond Angus are to contact the Area Supervisor at Outremont before leaving or passing Angus in order that movements of Outremont yard engines working in Beaubien Yard may be co-ordinated.

E—Engines or cars exceeding 15'3" extreme height or 14'11" high at eaves, measured from top of rail, must not be moved under Notre-Dame Street bridge on lead to Delorimier Yard, mileage 0.93. Riding on top or sides of cars is prohibited.

25 SOUTH BANK BRANCH SUBDIVISION.

A—All tracks are other than Main tracks, Rule 105 applies.

B—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 member of crew.

C—No switching movements are to be made over the crossing of Lafleur Avenue at the drawbridge Mileage 0.8 between the hours of 1600 and 1800 and movements between Cote St. Paul and LaSalle must be curtailed to a minimum.

D—Mileage 0.8 — Lafleur Avenue, Ville LaSalle. 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" before proceeding. If train then does not proceed over crossing, the "Stop" button must be used to prevent unnecessary operation of the protection.

E—Mileage 3.80 — Church and St. Patrick streets. ALL movements must stop at stop signs on each side of crossing and wait for yellow light before proceeding.

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

G—Trainmen must not ride on top or sides of cars when passing through subway under Canadian National tracks.

H—Equipment 85 feet in length or longer must not be used to switch industrial tracks.

26 LASALLE LOOP LINE SUBDIVISION.

A—All tracks are other than Main tracks, Rule 105 applies.

B—Mileage 0.42 — Lafleur Avenue — and

Mileage 3.7 — Jolicoeur Street. Movements 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" before proceeding. If train then does not proceed over crossing, the "Stop" button must be used to prevent unnecessary operation of the protection.

C—All movements over all public and private crossings must be protected by a member of the crew except where crossings are protected by automatic crossing protection and protection is operating as intended.

D—Equipment 85 feet in length or longer must not be used to switch industrial tracks.

27 NORTH BANK BRANCH.

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

28 OUTREMONT SUBDIVISION.

A—All tracks are other than Main tracks, Rule 105 applies.

WINCHESTER SUBDIVISION

STATIONS

[illegible]

WINCHESTER SUBDIVISION FOOTNOTES

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

| | |
|--|-----------|
| Passenger trains : Other | 89 |
| RDC units | 90 |
| Freight trains : Nos. 928-929-930-931 | 65 (Note) |
| Other | 50 |

Note — Will also be governed by speed restrictions for passenger trains.

Permanent Slow Orders Westward Track

| <u>Permanent Slow Orders Westward Track</u> | | | | <u>Permissible Speed Miles per Hour</u> | |
|---|------|-----------------|-------|---|---------------------------------|
| <u>Mileage</u> | | <u>Location</u> | | <u>Passenger Trains</u> | <u>Freight and Mixed Trains</u> |
| 0.0 to | 2.0 | On curves | ..... | 55 | — |
| 8.0 to | 15.0 | On curves | ..... | 80 | — |
| 15.0 to | 18.0 | On curves | ..... | 50 | — |

Permanent Slow Orders Eastward Track

| <u>Mileage</u> | | <u>Location</u> | <u>Trains</u> | <u>Mixed Trains</u> |
|----------------|------|-----------------|---------------|---------------------|
| 18.0 to | 15.0 | On curves | 50 | — |
| 15.0 to | 8.0 | On curves | 80 | — |
| 2.0 to | 0.0 | On curves | 55 | — |

Special Instruction "C" is amended as follows :

Except when weather or other conditions prevent proper running inspection trains 505, 506, 903, 904, 905, 910, 911, 912, 915, 916, 925, 926, 927, 928, 929, 930, 931, 937, 942, 949 and 952 need not stop for standing train inspection and other freight trains may run 75 miles without stopping for standing train inspection.

Continued on Page 15

| WESTWARD TRAINS | | | | | | | | | | | | Miles from Montreal West | WINCHESTER SUBDIVISION | | | Train Order Office Signals | Car Capacity Sidings | | | | | | | |
|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|------------------------------|-----------------------------------|---------------------|--------------------------|-----------------|---------------------|-----------------------------------|--------------------------|------------------------|---|----------|----------------------------|----------------------|------------------------|-------|-------|-------|-------|-------|-------|
| FIRST CLASS | | | | | | | | | | | | | STATIONS | | | | | | | | | | | |
| 247 | 245 | 273 | 243 | 271 | 295 | 231 | 293 | 263 | 1 | 281 | 241 | | | | | | | | | | | | | |
| Passenger Daily ex. Sat. and Sun. | Passenger Daily ex. Sat. and Sun. | Passenger Daily ex. Sat. and Sun. | Passenger Daily ex. Sat. and Sun. | Passenger Daily ex. Sat. and Sun. | Passenger Sat. and Sun. only | Passenger Daily ex. Sat. and Sun. | Passenger Sun. only | Passenger Daily ex. Sun. | Passenger Daily | Passenger Sat. only | Passenger Daily ex. Sat. and Sun. | | | | | | | | | | | | | |
| 1723 | 1719 | 1715 | 1645 | 1610 | 1610 | 1430 | 1215 | 1215 | 1115 | 0940 | 0722 | | Interlocking | 3 Tracks | 2 Tracks | 3 Tracks | .. MONTREAL ....KWZ | W J | Yard | | | | | |
| S 1729 | * 1725 | * 1721 | S 1651 | S 1616 | S 1615 | S 1436 | S 1221 | S 1221 | S 1121 | S 0945 | S 0727 | | | | | | 1.9 | .. WESTMOUNT ....XY | | Nil | | | | |
| S 1736 | 1731 | * 1727 | S 1657 | S 1622 | S 1620 | S 1442 | S 1226 | S 1226 | * 1127 | S 0950 | S 0733 | 0.0 | | | | | 2.7 | MONTREAL WEST ...X | | Nil | | | | |
| | | | | | | | | | | | | 1.4 | | | | | 0.8 | SORTIN | | Yard | | | | |
| 1739 | 1735 | 1730 | 1700 | 1625 | 1623 | 1445 | 1229 | 1229 | 1130 | 0953 | 0737 | 2.2 | | | | | 0.7 | BALLANTYNE .....X | | Yard | | | | |
| S 1742 | | | S 1702 | S 1627 | S 1624 | F 1447 | S 1231 | S 1231 | | F 0954 | F 0738 | 2.9 | | | | | 0.4 | LACHINE .....XY | | Nil | | | | |
| S 1745 | 1738 | 1734 | S 1704 | S 1629 | S 1626 | F 1449 | S 1233 | S 1233 | 1131 | F 0955 | F 0740 | 3.3 | | | | | | GROVEHILL .....XY | | Nil | | | | |
| S 1750 | 1741 | 1736 | S 1707 | S 1633 | S 1629 | S 1452 | S 1236 | S 1236 | * 1133 | F 0957 | F 0743 | 4.8 | | | | | 1.5 | DORVAL .....X | D R | Nil | | | | |
| S 1754 | | | S 1710 | S 1636 | S 1632 | F 1455 | S 1239 | S 1239 | | F 0959 | F 0745 | 6.0 | | | | | | Jct. with C.N.R. | | Nil | | | | |
| S 1757 | | | S 1712 | S 1639 | S 1635 | F 1457 | S 1241 | S 1241 | | F 1001 | F 0747 | 6.7 | | | | | 1.2 | PINE BEACH | | Nil | | | | |
| S 1801 | S 1748 | ..... | S 1714 | S 1641 | S 1637 | F 1459 | S 1243 | S 1243 | ..... | F 1003 | F 0750 | 7.3 | 0.7 | STRATHMORE ..... | ..... | Nil | | | | | | | | |
| S 1803 | S 1750 | ..... | S 1716 | S 1644 | S 1640 | F 1501 | S 1245 | S 1245 | ..... | F 1005 | F 0752 | 7.9 | 0.6 | VALOIS ..... | ..... | Nil | | | | | | | | |
| S 1806 | S 1756 | ..... | S 1719 | S 1647 | S 1642 | F 1504 | S 1247 | S 1247 | ..... | F 1007 | F 0754 | 8.7 | 0.8 | LAKESIDE ..... | ..... | Nil | | | | | | | | |
| S 1808 | ..... | S 1743 | S 1721 | S 1649 | S 1645 | F 1506 | S 1249 | S 1249 | ..... | F 1009 | F 0756 | 9.2 | 0.5 | CEDAR PARK ..... | ..... | Nil | | | | | | | | |
| S 1811 | 1759 | S 1746 | S 1724 | S 1653 | S 1647 | S 1509 | S 1251 | S 1251 | 1139 | F 1011 | F 0758 | 10.2 | 1.0 | POINTE CLAIRE ..... | ..... | Nil | | | | | | | | |
| S 1816 | ..... | S 1751 | S 1727 | S 1657 | S 1651 | F 1512 | S 1255 | S 1255 | ..... | F 1014 | F 0802 | 12.1 | 1.9 | BEACONSFIELD ....PX | ..... | 47 | | | | | | | | |
| S 1819 | S 1805 | ..... | S 1731 | S 1702 | F 1655 | F 1516 | F 1259 | F 1259 | ..... | F 1017 | F 0805 | 13.8 | 1.7 | BEAUREPAIRE ..... | ..... | Nil | | | | | | | | |
| S 1823 | 1809 | S 1758 | S 1734 | S 1707 | S 1658 | S 1519 | S 1302 | S 1302 | 1144 | S 1020 | S 0808 | 15.6 | 1.8 | V..... STE. ANNES ...PVX | ..... | 20 | | | | | | | | |
| F 1826 | ..... | ..... | ..... | ..... | ..... | F 1522 | F 1304 | F 1304 | ..... | ..... | ..... | 16.6 | 1.0 | BRUCY ..... | ..... | Nil | | | | | | | | |
| S 1829 | S 1813 | ..... | F 1740 | F 1713 | F 1703 | F 1525 | F 1307 | F 1307 | ..... | ..... | ..... | 18.2 | 1.6 | ILE PERROT ..... | ..... | Nil | | | | | | | | |
| 1835 | 1818 | 1804 | 1744 | S 1716 | S 1705 | 1529 | S 1310 | S 1310 | 1153 | 1025 | 0814 | 18.9 | 0.7 | V..... VAUDREUIL KP VWXY Jct. with M. & O. Sub. and Smith Falls Division | R O | Nil | | | | | | | | |
| | | | | | | | | | | | | | A B S | Two Tracks — Movement by Signal Indication | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | | | | | | | | |
| Daily ex. Sat. and Sun. | Daily ex. Sat. and Sun. | Daily ex. Sat. and Sun. | Daily ex. Sat. and Sun. | Daily ex. Sat. and Sun. | Sat. and Sun. only | Daily ex. Sat. and Sun. | Sun. only | Daily ex. Sun. | Daily | Sat. only | Daily ex. Sat. and Sun. | | | | | | | | | | | | | |
| 247 | 245 | 273 | 243 | 271 | 295 | 231 | 293 | 263 | 1 | 281 | 241 | | | | | | | | | | | | | |

WINCHESTER SUBDIVISION FOOTNOTES—Continued

Smiths Falls Train Dispatchers will supervise train movements between Vaudreuil and Dorval and will issue train orders between Dorval and Grovehill on request of the Laurentian Division. On request of the Montreal Terminals they will issue train orders within the Montreal Terminals.

Montreal Terminals Traffic Supervisors will supervise movements between Dorval and Grovehill.

Trains originating in Montreal Terminals going beyond Dorval must obtain clearance from Smiths Falls Train Dispatcher and may leave Ballantyne and Grovehill without a clearance and may leave Dorval and Vaudreuil without a clearance provided train order signal indicates proceed.

Eastward trains originating on Winchester subdivision west of Vaudreuil may leave Vaudreuil without obtaining clearance provided train order signal indicates proceed.

Times shown Montreal to Lachine inclusive are for information only. Movements between Grovehill and Montreal, or St. Luc, will be governed by schedules and footnotes for Montreal Terminals Division pages 6 to 13 inclusive.

Movements West of Vaudreuil, mileage 18.9, will be governed by current Eastern Region Time Table.

Laurentian Division extends to mileage 20.0.

Rules 251-257 apply on eastward and westward tracks between Dorval and Vaudreuil.

Jct. with M & O Subdivision at Vaudreuil — Interlocking.

CONDITIONAL STOPS

* See page 7

Continued on Page 16

| Miles from Montreal West | WINCHESTER SUBDIVISION | | | Train Order Office Signals | Car Capacity Sidings | EASTWARD TRAINS | | | | | | | | | | | | | |
|--------------------------|-----------------------------|----------|------------------|----------------------------|----------------------|-----------------------------------|-----------------------------------|-----------------------------------|---------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|---------------------|---------------------|-----------------------------------|---------|---------|-------|
| | STATIONS | 3 Tracks | 2 Tracks | | | FIRST CLASS | | | | | | | | | | | | | |
| | | | | | | 270 | 240 | 242 | 290 | 272 | 244 | 274 | 246 | 292 | 294 | 276 | | | |
| | | | | | | Passenger Daily ex. Sat. and Sun. | Passenger Daily ex. Sat. and Sun. | Passenger Daily ex. Sat. and Sun. | Passenger Sat. only | Passenger Daily ex. Sat. and Sun. | Passenger Daily ex. Sat. and Sun. | Passenger Daily ex. Sat. and Sun. | Passenger Daily ex. Sat. and Sun. | Passenger Sat. only | Passenger Sun. only | Passenger Daily ex. Sat. and Sun. | | | |
| | Montreal Terminals Division | | } 3 Tracks | Interlocking | W J | Yard | 0711 | 0747 | 0807 | 0812 | 0812 | 0832 | 0842 | 0930 | 0930 | 1020 | 1115 | | |
| | | | | | Nil | \$ 0705 | \$ 0739 | \$ 0759 | \$ 0804 | \$ 0805 | \$ 0824 | \$ 0835 | \$ 0922 | \$ 0923 | \$ 1013 | \$ 1107 | | | |
| 0.0 | | | | | Nil | \$ 0659 | \$ 0733 | \$ 0752 | \$ 0757 | \$ 0759 | \$ 0817 | \$ 0828 | \$ 0915 | \$ 0916 | \$ 1006 | \$ 1100 | | | |
| 1.4 | | | | Yard | | | | | | | | | | | | | | | |
| 2.2 | | | | Yard | 0654 | 0729 | 0746 | 0754 | 0755 | 0811 | 0821 | 0910 | 0912 | 1002 | 1055 | | | | |
| 2.9 | | | | Nil | \$ 0651 | | \$ 0745 | \$ 0752 | | \$ 0809 | | \$ 0908 | \$ 0910 | \$ 1000 | \$ 1053 | | | | |
| 3.3 | | | | Nil | \$ 0649 | 0727 | \$ 0742 | \$ 0750 | 0752 | \$ 0806 | 0820 | \$ 0906 | \$ 0908 | \$ 0958 | \$ 1051 | | | | |
| 4.8 | | | | } 3 Tracks | A B S | D R | Nil | \$ 0647 | \$ 0726 | 0739 | \$ 0747 | \$ 0749 | 0803 | \$ 0817 | \$ 0903 | \$ 0905 | \$ 0955 | \$ 1048 | |
| | | | Jct. with C.N.R. | | | | | | | | | | | | | | | | |
| 6.0 | | | | | | Nil | \$ 0644 | \$ 0722 | | \$ 0745 | | \$ 0800 | | \$ 0900 | \$ 0902 | \$ 0952 | \$ 1045 | | |
| 6.7 | | | Nil | | | \$ 0642 | \$ 0719 | | \$ 0743 | \$ 0743 | | | \$ 0857 | \$ 0900 | \$ 0950 | \$ 1042 | | | |
| 7.3 | | | Nil | | | \$ 0640 | \$ 0716 | \$ 0734 | \$ 0741 | | \$ 0755 | \$ 0813 | \$ 0854 | \$ 0859 | \$ 0949 | \$ 1039 | | | |
| 7.9 | | | Nil | | | \$ 0638 | \$ 0713 | | \$ 0739 | \$ 0740 | | | \$ 0852 | \$ 0857 | \$ 0947 | \$ 1037 | | | |
| 8.7 | | | Nil | | | \$ 0636 | | \$ 0728 | \$ 0737 | | \$ 0751 | | \$ 0850 | \$ 0855 | \$ 0945 | \$ 1035 | | | |
| 9.2 | | | Nil | | | \$ 0634 | | | \$ 0735 | \$ 0735 | | \$ 0808 | \$ 0848 | \$ 0853 | \$ 0943 | \$ 1033 | | | |
| 10.2 | | | 45 | | | \$ 0631 | \$ 0707 | 0724 | \$ 0730 | \$ 0731 | 0747 | \$ 0804 | \$ 0845 | \$ 0850 | \$ 0940 | \$ 1030 | | | |
| 12.1 | | | Nil | | | \$ 0628 | | \$ 0721 | F 0727 | | \$ 0744 | | \$ 0842 | \$ 0847 | \$ 0937 | \$ 1027 | | | |
| 13.8 | | | Nil | \$ 0624 | | \$ 0715 | F 0724 | | \$ 0740 | | \$ 0839 | \$ 0844 | F 0934 | \$ 1023 | | | | | |
| 15.6 | V..... | | Nil | \$ 0621 | 0702 | \$ 0711 | \$ 0720 | 0721 | \$ 0735 | \$ 0754 | \$ 0837 | \$ 0842 | \$ 0932 | \$ 1020 | | | | | |
| 16.6 | | | Nil | \$ 0618 | | | F 0718 | | | | F 0834 | F 0840 | | | | | | | |
| 18.2 | | | Nil | \$ 0615 | | \$ 0705 | F 0715 | | \$ 0730 | | \$ 0832 | \$ 0837 | F 0927 | \$ 1017 | | | | | |
| 18.9 | V..... | | R O | Nil | \$ 0613 | 0657 | 0702 | \$ 0713 | 0715 | 0727 | \$ 0746 | 0830 | \$ 0835 | \$ 0925 | \$ 1015 | | | | |
| | | | | | | M. & O. Subdivision Train | | | | | | | | | | | | | |
| | | | | | | M. & O. Subdivision Train | | | | | | | | | | | | | |
| | | | | | | M. & O. Subdivision Train | | | | | | | | | | | | | |
| | | | | | | M. & O. Subdivision Train | | | | | | | | | | | | | |
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| | | | | | | M. & O. Subdivision Train | | | | | | | | | | | | | |

WINCHESTER SUBDIVISION FOOTNOTES — Continued

Vaudreuil is register station for trains originating and terminating only. Through trains to and from Smiths Falls Division will not register unless otherwise instructed.

Whistle signal 14 (L) is prohibited approaching public crossings at grade between mileage 2.48 and 3.92; between mileage 6.76 and 9.56; Woodland Ave., mileage 12.15; Perrot Blvd., mileage 16.62; Third Ave., mileage 18.07; and between mileage 18.44 and 22.3.

INTERLOCKING LIMITS — VAUDREUIL

WESTWARD — Between signals 183 - 189B, 190 - 190B Winchester Subdivision and signal 008 M & O Subdivision.

EASTWARD — Between signal 008 M & O Subdivision and signals 190 - 190B, 183 - 189B Winchester Subdivision.

Eastward signals 200 and 216 West of Vaudreuil are Station Protection Signals.

INTERLOCKING LIMITS — DORVAL

WESTWARD — Between signals 33, 33B, 33C, 33D Grovehill and signals 50 and 50B Dorval.

EASTWARD — Between signals 50 and 50B Dorval and signals 33, 33B, 33C, 33D Grovehill.

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

Telephones for communicating with operator St. Luc are located near signals 33, 33B, 33C, 34, 45 and 50.

Continued on Page 17

FIRST CLASS

STATIONS

| | | | |
|----|-----|------------------------|--------|
| | 1.9 | MONTREAL | KWZ |
| | 2.7 | WESTMOUNT | XY |
| | 1.4 | MONTREAL WEST | X |
| | 0.8 | SORTIN | |
| | 0.7 | BALLANTYNE | X |
| | 0.4 | LACHINE | XY |
| | 1.5 | GROVEHILL | XY |
| | 1.2 | DORVAL | X |
| | 0.7 | Jct. with C.N.R. | |
| | 0.6 | PINE BEACH | |
| | 0.6 | STRATHMORE | |
| | 0.6 | VALOIS | |
| | 0.8 | LAKESIDE | |
| | 0.5 | CEDAR PARK | |
| | 1.0 | POINTE CLAIRE | |
| | 1.9 | BEACONSFIELD | PX |
| | 1.7 | BEAUREPAIRE | |
| | 1.8 | BAIE D'URFE | |
| V. | 1.0 | STE. ANNES | PVX |
| | 1.6 | BRUCY | |
| | 0.7 | ILE PERROT | |
| V. | | VAUDREUIL | KPVWXY |
| | | Jct. with M. & O. Sub. | |
| | | and | |
| | | Smiths Falls Division | |

Montreal Terminals footnote No. 4, page 10, also applies between Grovehill and Dorval when interlocking signals governing movements over dual control switches indicate STOP.

EASTWARD TRAINS—SUPERIOR DIRECTION

FIRST CLASS

| Train Order Office Signals | Car Capacity Siding | | | | | | | | | | | | | | | |
|-------------------------------|------------------------|--|-------------------------------|--|--|-------------------------------|---------------|--|-------------------------------|-------------------|---------------|----------------|--------|--|--|--|
| | | 270 | 290 | 272 | 274 | 292 | 294 | 276 | 262 | 296 | 298 | 2 | | | | |
| | | Pagr. Daily ex. Sat. and Sun. | Pagr. Sat. | Pagr. Daily ex. Sat. and Sun. | Pagr. Daily ex. Sat. and Sun. | Pagr. Sat. | Pagr. Sun. | Pagr. Daily ex. Sat. and Sun. | Pagr. Daily ex. Sun. | Pagr. Sun. | Pagr. Sat. | Pagr. Daily | | | | |
| KWXYZ | R O | Yard | S 0613 | S 0713 | 0715 | S 0746 | S 0835 | S 0925 | S 1015 | S 1348 | S 1413 | S 1645 | 1920 | | | |
| | | NH | S 0603 | S 0703 | S 0705 | S 0735 | F 0824 | S 0914 | F 1004 | ..... | F 1404 | F 1634 | ..... |  |  |  |
| | R H S | 27 | S 0559 | S 0657 | S 0700 | S 0729 | S 0820 | S 0910 | S 1000 | 1335 | S 1400 | S 1630 | 1909 | | | |
| | | NH | F 0556 | F 0654 | S 0657 | S 0725 | F 0818 | F 0908 | F 0958 | ..... | F 1358 | F 1627 | ..... |  |  |  |
| | | NH | F 0554 | F 0652 | F 0653 | F 0720 | F 0815 | F 0905 | F 0955 | ..... | F 1355 | F 1624 | ..... |  |  |  |
| | | 25 | F 0552 | F 0650 | 0650 | F 0716 | F 0812 | F 0902 | F 0952 | ..... | F 1352 | F 1621 | 1903 | | | |
| | | NH | F 0549 | F 0648 | F 0648 | F 0712 | F 0809 | F 0859 | F 0949 | ..... | F 1349 | F 1618 | ..... |  |  |  |
| KWYZ | G U | 22 | 0546 | 0645 | 0645 | 0709 | 0805 | 0855 | 0945 | ..... | 1345 | 1615 | 1900 | | | |
| | | 21 | | | | | | | | | | | 1853 | | | |
| | | 29 | | | | | | | | | | | * 1845 | | | |
| | | 20 | | | | | | | | | | | 1838 | | | |
| | | 19 | | | | | | | | | | | 1834 | | | |
| | | 21 | | | | | | | | | | | 1830 | | | |
| | | 23 | | | | | | | | | | | 1820 | | | |
| | | 50 | | | | | | | | | | | 1812 | | | |
| | | 16 | | | | | | | | | | | 1808 | | | |
| | | 22 | | | | | | | | | | | 1802 | | | |
| | | NH | | | | | | | | | | | 1800 | | | |
| | Y | | | | | | | | | | | | | | | |
| CKW | C D | Yard | | | | | | | | | | | 1755 | | | |
| | | | Daily ex. Sat. and Sun. | Sat. | Daily ex. Sat. and Sun. | Daily ex. Sat. and Sun. | Sat. | Sun. | Daily ex. Sat. and Sun. | Daily ex. Sun. | Sun. | Sat. | Daily | | | |
| | | | 270 | 290 | 272 | 274 | 292 | 294 | 276 | 262 | 296 | 298 | 2 | | | |

M. & O. SUBDIVISION FOOTNOTES — Continued

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

| | |
|------------------------------|----|
| Passenger trains (other) | 70 |
| Passenger trains (RDC units) | 70 |
| Freight and Mixed Trains: | |
| Vaudreuil to Rigaud | 45 |
| Rigaud to M&O Junction | 50 |

Permanent Slow Orders

| Mileage | Location | Permissible Speed Miles per Hour |
|--------------|---|-------------------------------------|
| 0.0 to 1.0 | On curves | 40 |
| 1.0 to 9.0 | On curves | 55 |
| 9.0 to 10.0 | ..... | 50 |
| 44.4 to 46.6 | ..... | 60 |
| 82.9 | Over east leg of Wye at M&O Junction | 15 |
| 83.4 to 83.5 | ..... | 60 |

Diesel Units

Restrictions

DRF-30 and DRF-36.....30 mph.....Bridge 31.8

Crane and Auxiliary

200 to 250 tons capacity.....20 mph.....Bridge 31.8

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 mph over switch at west end of this track.

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

Laurentian Division extends to Mileage 82.5.

AUTOMATIC PROTECTED PUBLIC CROSSINGS AT GRADE

Mileage 8.35—Wharf Road, Hudson. Eastward trains switching or standing, will use manual control.

Mileage 8.54—Hudson. Westward trains stopping, must not exceed 5 mph until crossing fully occupied. Movements on the back tracks must be protected by member of crew.

Mileage 10.03—Hudson Heights. Westward passenger trains must not exceed 50 mph until crossing fully occupied.

Mileage 16.56—St. Antoine St., Rigaud. Trains turning on wye after discharging passengers must do so through 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 this crossing, after switching on main track or making a stop between signal 159 and the crossing or proceeding after having received a stop indication at signal 159, must proceed at a speed not exceeding 5 mph until crossing fully occupied.

NORTHWARD TRAINS

FIRST CLASS

| | | | 156 | 167 | 133 | 181 | 154 | 152 | Miles from Place Viger |
|--|--|---|----------------|-------------------------------|----------------|--|----------------|----------------------------|---------------------------|
| | | | Pagr. Daily | Pagr. Mon. Wed. Fri. | Pagr. Daily | Pagr. Daily ex. Sat. and Sun. | Pagr. Daily | Pagr. Daily ex. Sun. | |
| | | | 1835 | 1815 | 1755 | 1730 | 1330 | 0815 | |
| | | | | | | | | | 0.0 |
| | | | | | | | | | 2.0 |
| | | | | | | | | | 3.1 |
| | | | | | | | | | 5.0 |
| | | | 1855 | 1835 | 1815 | 1752 | 1350 | 0835 | 5.9 |
| | | S | 1858 | S 1838 | S 1817 | S 1755 | S 1353 | S 0838 | 6.1 |
| | | | 1900 | 1840 | 1819 | 1757 | 1355 | 0840 | 8.4 |
| | | F | 1903 | * 1843 | F 1821 | S 1801 | 1358 | 0843 | 9.8 |
| | | | | | GAUNTLET TRACK | | | | |
| | | | | | | F 1803 | | | 10.2 |
| | | F | 1908 | * 1849 | 1827 | F 1808 | 1403 | 0848 | 12.8 |
| | | | | * 1854 | F 1832 | S 1815 | | | 17.2 |
| | | | | * 1856 | F 1834 | S 1817 | | | 17.9 |
| | | | | * 1858 | S 1836 | 1823 | | | 19.9 |
| | | | Daily | Mon. Wed. Fri. | Daily | Daily ex. Sat. and Sun. | Daily | Daily ex. Sun. | |
| | | | 156 | 167 | 133 | 181 | 154 | 152 | |

PARK AVENUE
SUBDIVISION

STATIONS

| | | |
|--|-----------------------------------|--------|
| | MONTREAL | KWZ |
| | PLACE VIGER | 2.0 |
| | HOCHLAGA | 1.1 |
| | ANGUS | 1.9 |
| | MILE END | 0.9 |
| | Jct. Outremont Sub. | 0.9 |
| | BRESLAY | 0.2 |
| | Jct. Adirondack Sub. | 0.2 |
| | PARK AVENUE | 2.3 |
| | JAC. CARTIER JCT. | 1.4 |
| | BORDEAUX | XZ |
| | LAVAL RAPIDES | 2.6 |
| | ST. MARTIN JCT. | 4.4 |
| | Jct. Trois Rivières Sub. | 4.4 |
| | STE. ROSE | 0.7 |
| | ROSEMERE | 2.0 |
| | STE. THERESE | KVWXYZ |
| | Jct. Lachute and Ste. Agathe Sub. | |

PARK AVENUE SUBDIVISION FOOTNOTES

Times shown at Montreal for information only.

Northward trains going beyond Jac. Cartier Jct. must obtain a clearance in Montreal Terminals and may leave Jac. Cartier Jct. without a clearance.

Provided fixed signals indicate proceed, northward trains may move with the current of traffic between Jac. Cartier Jct. and Ste. Therese on the time of superior trains, provided they clear in sufficient time to avoid delay to the superior train.

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

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

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

End of two tracks and Jct. with Adirondack Sub. at Breslay and with Outremont Sub. at Mile End—ABS. Switches are in normal position when set for movements to and from Adirondack Sub. at Breslay, and to and from Outremont Sub. at Mile End.

Yard limits Bordeaux extend to mileage 10.89.

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

| | |
|-----------------------------------|----|
| Passenger trains (other)..... | 89 |
| Passenger trains (RDC Units)..... | 90 |
| Freight and mixed trains | 40 |

Permanent Slow Orders

Pagr. Trains
incl. RDCs

| | |
|----------------------------------|----|
| Between mileage 0.0 to 6.0 | 40 |
| mileage 6.0 to 11.0 on curves | 55 |
| mileage 11.0 to 17.0 on curves | 60 |
| mileage 17.0 to 18.0 on curves | 65 |
| mileage 18.0 to 20.3 on curves | 70 |

*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.

*No. 167 will flag stop at St. Martin Jct. on Friday only to entrain passengers for stations beyond Ste. Therese.

*No. 172 will flag stop at St. Martin Jct. to detrain passengers from stations beyond Ste. Therese.

*No. 153 and No. 155 will flag stop at Bordeaux Sunday only.

Whistle signal 14(L) and the ringing of engine bell is prohibited within the limits of the City of Montreal. See Montreal Terminals Division foot note No. 14, page 11 and be governed accordingly.

Whistle signal 14(L) is prohibited approaching public crossings at grade within the limits of the Town of Laval between mileage 10.07 and mileage 11.58.

Continued on Page 21

SOUTHWARD TRAINS

| Train Order Office Signals | Car Capacity Sidings | FIRST CLASS | | | | | | | | | | FOURTH CLASS |
|-------------------------------|-------------------------|--|----------------------|----------------------------------|-------------------------------|----------------------|---------------------|---------------------|----------------------|--|--|------------------------------------|
| | | 180 Psg. Daily ex. Sat. and Sun. | 132 Psg. Daily | 151 Psg. Daily ex. Sun. | 164 Psg. Tues. Thur. | 153 Psg. Daily | 172 Psg. Sun. | 134 Psg. Sun. | 155 Psg. Daily | | | 86 Freight Daily ex. Mon. |
| W J | Yard | 0820 | 1030 | 1130 | 1235 | 1650 | 2100 | 2105 | 2145 | | | |
| | Yard | | | | | | | | | | | |
| | Yard | | | | | | | | | | | |
| | Yard | | | | | | | | | | | |
| | Yard | | | | | | | | | | | |
| | Nil | 0753 | 1003 | 1103 | 1208 | 1622 | 2033 | 2041 | 2118 | | | |
| | Nil S | 0752 | S 1002 | S 1102 | S 1207 | S 1621 | S 2032 | S 2040 | S 2117 | | | |
| | Nil | 0746 | 0956 | 1059 | 1201 | 1618 | 2026 | 2036 | 2114 | | | 0245 |
| | Nil S | 0744 | F 0954 | F 1057 | F 1159 | * 1616 | F 2024 | F 2034 | * 2112 | | | |
| | | | | | GAUNTLET TRACK | | | | | | | |
| | Nil F | 0741 | | | | | | | | | | |
| J C | Yard F | 0738 | 0950 | 1052 | 1155 | 1612 | * 2020 | 2029 | 2108 | | | 0230 |
| | Nil S | 0732 | F 0944 | | F 1149 | | F 2014 | F 2024 | | | | |
| | Nil F | 0730 | F 0943 | | F 1148 | | F 2013 | F 2022 | | | | |
| S R | Yard | 0727 | 0940 | | 1145 | | 2010 | 2020 | | | | 0210 |
| | | Daily ex. Sat. and Sun. | Daily | Daily ex. Sun. | Tues. Thur. | Daily | Sun. | Sun. | Daily | | | Daily ex. Mon. |
| | | 180 | 132 | 151 | 164 | 153 | 172 | 134 | 155 | | | 86 |

PARK AVENUE SUBDIVISION FOOTNOTES — Continued

Whistle signal 14(L) is prohibited approaching public crossings at grade within the limits of the Town of Rosemere between mileage 17.51 and mileage 18.85.

Park Avenue Subdivision extends to mileage 20.3.

Train and engine movements south of Jac. Cartier Jct. will be governed by Montreal Terminals schedules and footnotes pages 6 to 13 inclusive.

GAUNTLET TRACK BORDEAUX

Mileage 10.1 —Interlocking. Controlled by dispatcher. Rule 663 applies. Telephones located on signals 99 and 102. Southward passenger trains must not exceed 45 mph.

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

Mileage 11.93—All movements over Fleetwood Street crossing, mileage 0.28 Fleetwood track, must be protected by member of 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 at Samuel Sons & Co. Ltd., mileage 12.87. Extreme caution must be exercised when switching in this area.

Mileage 20.03—Turgeon St., Ste. Therese. No engine, car or train shall exceed 10 mph until crossing fully occupied. Switching movements must be protected by member of crew.

AUTOMATIC PROTECTED PUBLIC CROSSINGS AT GRADE

Mileage 9.91—Gouin Blvd., Bordeaux. Northward trains switching at Bordeaux will use manual control located on east side of station track, which will cause signal 99 to display STOP and crossing gates to clear. If train has to pass signal 99 for a switching move use manual control marked "CLEAR" and then be governed by indication displayed by signal 99. After switching move passes signal 99, push the manual control marked "STOP" so that gates will clear when train clears crossing. When switching completed and train ready to proceed push manual control marked "CLEAR" and be governed by indication displayed by signal 99.

Mileage 13.78—Northward movements on southward track between St. Martin Jct. and St. Elzeard Road must not exceed 35 mph approaching St. Elzeard Road crossing until crossing fully occupied.

Mileage 16.81—Southward trains stopping at Rosemere must not exceed 55 mph until crossing fully occupied. Southward trains stopping at Ste. Rose must not exceed 25 mph until crossing fully occupied.

Mileage 17.91—Rosemere. Northward Passenger trains making station stop must stop clear of yellow sign located just north of station.

| 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 | | | | 132 | 134 | | | | 86 | | | |
| | | Pgr. Daily | | | | Pgr. Daily | Pgr. Sun. | | | | Freight Daily ex. Mon. | | | |
| | | 1836 | 19.9 | V..... | STE. THERESE .....KVWYZ | S R | Yard | S 0940 | S 2020 | | 0210 | | | |
| | F | 1845 | 27.7 | | ST. AUGUSTIN .....7.5 | | 22 | F 0929 | F 2010 | | 0155 | | | |
| | F | 1851 | 32.4 | | MIRABEL .....4.7 | Z..... | 28 | F 0922 | F 2004 | | 0145 | | | |
| | F | 1857 | 37.6 | | ST. HERMAS .....5.2 | | 56 | F 0914 | F 1959 | | 0135 | | | |
| | S | 1907 | 44.1 | | LACHUTE .....6.5 | Z F | 25 | S 0905 | S 1950 | | 0120 | | | |
| | F | 1912 | 48.7 | | STAYNERVILLE .....4.6 | YZ..... | 51 | F 0856 | F 1943 | | 0105 | | | |
| | F | 1920 | 55.2 | | Jct. Staynerville Spur .....6.5 | | 7 | F 0849 | F 1935 | | 0050 | | | |
| | F | 1929 | 59.5 | | MARELAN .....4.3 | Z..... | 45 | F 0844 | F 1929 | | 0035 | | | |
| | F | 1936 | 64.8 | | CALUMET .....5.3 | | 13 | F 0838 | F 1922 | | 0020 | | | |
| | F | 1943 | 70.9 | | POINTE AU CHENE .....6.1 | | 19 | F 0831 | F 1915 | | 0005 | | | |
| | S | 1949 | 74.5 | | FASSETT .....3.6 | | 43 | S 0826 | S 1910 | | 2355 | | | |
| | S | 1955 | 79.1 | | MONTEBELLO .....4.6 | Z..... | 20 | S 0820 | S 1904 | | 2340 | | | |
| | F | 2001 | 83.9 | | PAPINEAUVILLE .....4.8 | | 19 | F 0814 | F 1858 | | 2330 | | | |
| | S | 2010 | 90.6 | | PLAISANCE .....6.7 | Z..... | 45 | S 0806 | S 1850 | | 2305 | | | |
| | S | 2020 | 99.9 | | THURSO .....9.3 | RYZ B C | 27 | S 0756 | S 1839 | | 2250 | | | |
| | F | 2030 | 109.9 | | BUCKINGHAM JCT. ....10.0 | | 29 | F 0746 | F 1830 | | 2225 | | | |
| | F | 2035 | 111.9 | | Jct. Buckingham Sub. ....2.0 | G N | 32 | S 0743 | S 1828 | | 2215 | | | |
| | | 2041 | 116.4 | | GATINEAU .....4.5 | | NH | 0738 | 1823 | | 2140 | | | |
| | | | | V..... | LAMAN .....Jct. Maniwaki and Ellwood Subs. | | | | | | | | | |
| | | | | | Smiths Falls Division Ellwood Subdivision | | | | | | | | | |
| | | 2105 | | | OTTAWA .....CKW | C D | Yard | 0715 | 1800 | | | | | |
| | Daily | | | | Rule 93A applies. | | | Daily | Sun. | | Daily ex. Sun. | | | |
| | | 133 | | | | | | 132 | 134 | | 86 | | | |

LACHUTE SUBDIVISION FOOTNOTES

Eastward trains must obtain a clearance in Ottawa Terminals and may leave Laman without a clearance.

Walkley is a standard clock, bulletin and register station.

Times shown at Ottawa for information only.

Gatineau and Buckingham Jct are register stations for first class trains only.

Rule 105A does not apply at Gatineau.

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

First class trains may register at Ste. Therese by Register Ticket when operator on duty.

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

ABS—Eastward between:

Signal 238 and signal 204

Westward between:

Signal 201 and block end sign, mileage 25.45.

RAILWAY CROSSINGS AT GRADE

Mileage 28.5—C.N.R.—Automatic interlocking. Passenger trains must not exceed 50 mph.

Mileage 31.53—C.N.R.—Automatic interlocking. Passenger trains must not exceed 50 mph.

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.

Continued on Page 23

LACHUTE SUBDIVISION FOOTNOTES — Continued**Maximum speeds unless otherwise restricted—M.P.H.**

| | |
|------------------------------------|----|
| Passenger trains (other) | 89 |
| Passenger trains (RDC units) | 90 |
| Freight and mixed trains | 45 |

Permanent Slow Orders**Permissible Speed
Miles per Hour**

| Mileage | Location | Passenger Trains | Freight and Mixed Trains |
|-------------------------|--|---------------------|-----------------------------|
| 20.03 | Turgeon Street | ★10 | ★10 |
| 20.30 to 43.0 | On curves | 70 | — |
| 43.0 to 44.10 | On curves | 65 | — |
| 44.11 | Bethany Street | ★10 | ★10 |
| 44.12 to 44.37 | On curves | 65 | — |
| 44.38 | Barron Street | ★10 | ★10 |
| 44.39 to 44.50 | On curves | 65 | — |
| 44.51 | Main Street | ★10 | ★10 |
| 44.52 to 45.0 | On curves | 65 | — |
| (Ayers Ltd. Lachute) | Millway Street | ★10 | ★10 |
| 45.0 to 55.0 | On curves | 75 | — |
| 55.0 to 61.0 | On curves | 60 | — |
| 61.0 to 64.0 | On curves | 55 | — |
| 64.0 to 86.0 | On curves | 60 | — |
| 86.0 to 92.0 | On curves | 65 | — |
| 92.0 to 93.0 | On curves | 60 | — |
| 93.0 to 106.0 | On curves | 65 | — |
| 106.0 to 109.0 | On curves | 60 | — |
| 109.0 to 111.90 | On curves | 65 | — |
| 111.91 | Main Street | ★30 | ★30 |
| 111.92 to 116.40 | On curves | 65 | — |
| GATINEAU | Over public crossing on spur track to C.I.P. mills. | ★10 | ★10 |
| | Over public crossing on industrial lead to ply- wood plant C.I.P. | ★10 | ★10 |

★Until crossing fully occupied.

Whistle signal 14(L) is prohibited at the following public crossings at grade within the Town of Gatineau:

Labrosse Street—mileage 111.40

Main Street—mileage 111.91

Maloney Boulevard—mileage 0.15, C.I.P. Spur leading from
mileage 112.04Maloney Boulevard—mileage 0.10, C.I.P. Spur leading from
mileage 112.40

Montee Paiement Crossing — mileage 113.10

Mileage 20.03—Turgeon St., Ste Therese. No engine, car or train shall exceed 10 mph until crossing fully occupied. Switching movements must be protected by member of crew.

AUTOMATIC PROTECTED PUBLIC CROSSINGS AT GRADE

Mileage 21.5 —Ste. Therese West Blvd. crossing. Movements on other than main track must not exceed 5 mph from 100 feet distant until engine or leading car has passed over crossing.

Mileage 44.11—Bethany St., Lachute. Eastward trains with switching to be done must stop before reaching yellow post located 200 ft. west of crossing and must not exceed 5 mph until crossing fully occupied. Westward trains required to switch must stop before reaching and leave train sufficient distance from yellow sign marked "circuit end" so that engine will be in rear of this sign when recoupled. Westward through trains required to switch and unable to clear between Bethany St. and Barron St. will leave their train east of Gilbert St. while switching.

Mileage 45.11—Hamford Street, Lachute. Eastward trains, switching or standing, must stop west of crossing and member of crew must use manual control to stop and start automatic protection.

Mileage 45.48—Westward trains must not exceed 75 mph over this crossing.

Mileage 79.1 —Papineauville. Westward trains stopping at station must not exceed 5 mph until crossing west of station fully occupied. Westward passenger trains not stopping, must not exceed 50 mph from east siding switch until crossing fully occupied.

Mileage 90.46—Gallipeau St., Thurso.
Westward trains switching or standing must stop clear of yellow sign located 200 ft. east of crossing and member of crew must use manual control.
Eastward trains stopping at station must use manual control when switching or standing.

Mileage 99.9—Buckingham Jct. Westward trains must not exceed 20 mph from station until first crossing west fully occupied. Movements on other than main track must be protected by member of crew.

Mileage 100.9—Highway No. 8, James McLaren Co. Ltd. lead track. Movements must come to a stop before crossing, and movements over this crossing must be protected by member of crew.

Mileage 111.40—Gatineau. Eastward trains switching or standing, must not exceed 10 mph until crossing east of station fully occupied. Eastward passenger trains not stopping, must not exceed 60 mph until crossing fully occupied.

Mileage 111.91—Main St., Gatineau. Westward trains stopping at Station, must not proceed until member of crew has operated manual control. Trains must not leave sidings located immediately east and west of this crossing until member of crew has operated manual control. To avoid blocking this crossing, westward freight trains will pull through yard tracks from east end of yard when setting off cars.

Mileage 112.4—Highway No. 8, Gatineau. Lead track crossing Canadian International Paper Co. Movements must stop at STOP signs located on each side of crossing and then proceed.

Mileage 113.10—Montee Paiement Crossing. Westward passenger trains must not exceed 45 mph approaching crossing until crossing fully occupied.

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.

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.

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.

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

STAYNERVILLE SPUR

Northward — mileage 48.3 Lachute Sub. to end
of track2.1 miles

Rule 105 applies. MAXIMUM SPEED 20 M.P.H.

RESTRICTIONS**Diesel Units**

DRS-24, DRF-30 and DRF-36prohibited.

Crane and Auxiliary

100 to 160 tons capacity

414000-2prohibited.

200 to 250 tons capacityprohibited.

| WESTWARD TRAINS—INFERIOR DIRECTION | | | | | | | | | Miles from St. Martin Jct. | TROIS RIVIERES SUBDIVISION | | Train Order Office Signals | Car Capacity Sidings |
|------------------------------------|------------------------------------|--------------|-------------------------|-------------|----------------------|----------------------|-------------------|------|-------------------------------|-------------------------------|----------|-------------------------------|-------------------------|
| THIRD CLASS | | SECOND CLASS | | FIRST CLASS | | | STATIONS | | | | | | |
| | 91 Freight Daily ex. Sun. | | 919 Freight Daily | | 155 Pgr. Daily | 153 Pgr. Daily | | | | 151 Pgr. ex. Sun. | | | |
| ..... | 1610 | ..... | 0020 | ..... | 1951 | 1456 | 0928 | 82.3 | ABS | TROIS RIVIERES .CKWYZ | R S | Yard | |
| ..... | 1620 | ..... | 0030 | ..... | 1954 | 1459 | 0931 | 79.2 | | BUREAU | ..... | 42 | |
| ..... | 1631 | ..... | 0039 | ..... | 1959 | 1506 | 0936 | 74.6 | | POINTE-DU-LAC |Z | 44 | |
| ..... | 1645 | ..... | 0048 | ..... | 2011 | 1514 | 0944 | 67.3 | | YAMACHICHE | ..... | 53 | |
| ..... |  | ..... |  | ..... | * 2016 | * 1519 | F 0953 | 61.7 | | LOUISEVILLE |Z | Nil | |
| | | | | | | | | | | 1.4 | | | |
| ..... | 1655 | ..... | 0115 | ..... | 2017 | 1520 | 0955 | 60.3 | | LAVOIE | ..... | 120 | |
| ..... |  | ..... |  | ..... |  |  |  | 57.7 | | MASKINONGE | ..... | Nil | |
| ..... | 1705 | ..... | 0130 | ..... | 2023 | 1527 | 1002 | 52.2 | | ST. BARTHELEMY | ..... | 51 | |
| ..... | 1711 | ..... | 0136 | ..... | 2027 | 1531 | 1006 | 47.4 | | ST. CUTHBERT | ..... | 54 | |
| ..... | 1716 | ..... | 0141 | ..... | 2030 | 1534 | 1009 | 44.0 | | BERTHIER |YZ | Nil | |
| ..... |  | ..... |  | ..... |  |  |  |  |  | Jct. Berthierville Sub. | | | |
| ..... | 1730 | ..... | 0155 | ..... | * 2036 | * 1540 | F 1016 | 35.7 | | LANORAIE |YZ | S O 162 | |
| ..... |  | ..... |  | ..... |  |  |  |  |  | Jct. St. Gabriel Sub. | | | |
| ..... | 1739 | ..... | 0204 | ..... | 2040 | 1544 | 1020 | 30.4 | | LAVALTRIE | ..... | 76 | |
| ..... | 1746 | ..... | 0211 | ..... | 2043 | 1547 | 1024 | 26.8 | | VAUCLUSE | ..... | 46 | |
| ..... | 1752 | ..... | 0217 | ..... | * 2047 | * 1551 | F 1029 | 22.8 | | L'EPIPHANIE |Z | 47 | |
| ..... | 1759 | ..... | 0225 | ..... | 2051 | 1555 | 1034 | 17.3 | | CABANE RONDE | ..... | 73 | |
| | | | | | | | | | | 3.1 | | | |
| ..... | 1805 | ..... | 0231 | ..... | 2054 | 1558 | 1037 | 14.2 | | MASCOUCHE | ..... | 50 | |
| ..... | 1811 | ..... | 0237 | ..... | 2057 | 1601 | 1041 | 10.4 | | TERREBONNE | ..... | 42 | |
| ..... |  | ..... | 0245 | ..... | 2102 | 1606 | 1046 | 4.9 | | ST. VINCENT DE PAUL |Z | Nil | |
| ..... | 1830 | ..... | 0255 | ..... | * 2108 | * 1612 | F 1052 | 0.0 | | ST. MARTIN JCT. |RYZ | J C Nil | |
| | | | | | | | | | | 4.9 | | | |
| | Daily ex. Sun. | | Daily | | Daily | Daily | Daily ex. Sun. | | | Rule 93A applies. | | | |
| | 91 | | 919 | | 155 | 153 | 151 | | | | | | |

TROIS RIVIERES SUBDIVISION FOOTNOTES

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

Spring switch located at west end of Lanoraie, at mileage 35.2. Dwarf signal 351B is normally clear for westward trains leaving siding. To obtain proceed indication on dwarf signal if not clear, unlock box marked "Push Button" located at dwarf signal and be governed by instructions posted therein. Rule 104A applies. Signal 351 is located to left of track.

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 Rivières—Interlocking.

First class trains may register at Trois Rivières by register ticket.

INTERLOCKING LIMITS—TROIS RIVIERES

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

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

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

RAILWAY CROSSING AT GRADE

Mileage 23.29—C.N.R. Automatic interlocking. Rule 509 does not apply. When applying Rule 672 movements must proceed at restricted speed to the next signal. Timing circuit eastward from mileage 21.80 to interlocking signal 232, Westward from mileage 25.07 to interlocking signal 235. Special instruction G applies—12 minutes. Passenger trains must not exceed 50 mph.

Special Instruction "C" is not applicable to trains consisting exclusively of multi-level auto cars, piggy-back cars, passenger cars, mechanical refrigerator cars, container cars, cars loaded with containers, or any combination thereof and, except when weather or other conditions prevent proper running inspection, is amended to read 60 miles for other freight trains.

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

| | |
|--|----|
| Passenger trains (other) | 89 |
| Passenger trains (RDC units) | 90 |
| Freight and mixed trains | 50 |
| Freight trains handling over 7000 tons | 40 |

Continued on Page 25

Car Capacity Sidings

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25

250 ton capacity Auxiliary Crane 414479, 80, 503, 650 prohibited on track No. 1 at Trois Rivieres.

Mileage 4.76—St. Vincent de Paul. Movements on other than main track must be protected by member of crew.

Mileage 4.76—St. Vincent de Paul. Movements on other than main track must be protected by member of crew.

Mileage 22.58—L'Epiphanie. Westward trains switching or standing at mileage 22.8, must use manual control.

Mileage 22.58—L'Epiphanie. Westward trains switching or standing at mileage 22.8, must use manual control.

Mileage 80.9 — Highway No. 2, Royale Blvd. on Domtar lead.
Movements over all tracks must be protected by

Mileage 80.9 — Highway No. 2, Royale Blvd. on Domtar lead.
Movements over all tracks must be protected by

Mileage 82.12—Bonaventure St., Trois Rivières, Westward trains must not exceed 5 mph from dwarf signals 821A, 821B, 821C, 821D until crossing fully occupied.

| NORTH- WARD 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 TRAINS | | | | | | NO REGULAR TRAINS |
| READ DOWN | 0.0 | CAP DE LA MADELEINE | ..... | 24 | Yard | READ UP |
| | 6.7 | ST. MAURICE | ..... | 4 | | |
| | 11.2 | ST. NARCISSE | ..... | Nil | | |
| | 20.3 | GARNEAU Jct. C.N.R. | ..... | J U | | |
| | | Rule 93A applies. Rules 41 and 44 apply. | | | | |

| PILES SUBDIVISION FOOTNOTES | |
|--|--|
| Maximum speeds unless otherwise restricted—M.P.H. | |
| Passenger Trains (Including RDC units) | 25 |
| Freight and Mixed Trains | 25 |
| RESTRICTIONS | |
| Diesel Units | |
| DRS-24, DRF-30, DRF-36 | prohibited |
| All units except DS-6 | 20 mph ....between Mileage 18.5 and Mileage 18.7. |
| Crane and Auxiliary | |
| 200 to 250 tons capacity | prohibited |
| Spring switch located at junction with Quebec Subdivision at Cap de la Madeleine. Rule 104A applies. | |
| Rule 105A does not apply. | |
| Telephone for communicating with operator Trois Rivieres, located on signal 850 at Cap de la Madeleine. | |

PILES SUBDIVISION FOOTNOTES

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

Passenger Trains (Including RDC units) 25
 Freight and Mixed Trains 25

RESTRICTIONS

Diesel Units

DRS-24, DRF-30, DRF-36 prohibited
 All units except DS-6 20 mph between
 Mileage 18.5 and Mileage 18.7.

Crane and Auxiliary

200 to 250 tons capacity prohibited
 Spring switch located at junction with Quebec Subdivision at
 Cap de la Madeleine. Rule 104A applies.

Rule 105A does not apply.

Telephone for communicating with operator Trois Rivières,
 located on signal 850 at Cap de la Madeleine.

| ST. MAURICE VALLEY SUBDIVISION | | | | | | |
|---|------------------------------|--|-------------------------------|-------------------------|--|--|
| NORTH- WARD TRAINS INFERIOR DIRECTION | | | | | | SOUTHWARD TRAINS SUPERIOR DIRECTION |
| NO REGULAR TRAINS | | | | | | NO REGULAR TRAINS |
| | Miles from Trois Rivières | STATIONS | Train Order Office Signals | Car Capacity Sidings | | |
| READ DOWN | 0.0 | .. TROIS RIVIERES .. CKWYZ 9.8 | R S | Yard | | READ UP |
| | 9.8 | MARCHAND ... 11.3 | ..... | 31 | | |
| | 21.1 | ... SHAWINIGAN YZ 6.3 | ..... | 15 | | |
| | 27.4 | GRANDMERE ...Z | ..... | Yard | | |
| | | Rule 93A applies. Rules 41 and 44 apply. | | | | |

ST. MAURICE VALLEY SUBDIVISION FOOTNOTES

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

ABS—Southward between :
Mileage 1.0 to Trois Rivières.
Northward between :
Signal 02 at Trois Rivières to block end sign, mileage 1.0.

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

Passenger Trains (including RDC units) 35
Freight and Mixed Trains 35

AUTOMATIC PROTECTED PUBLIC CROSSING AT GRADE

Mileage 82.12—Bonaventure Street, Trois Rivières. Northward
trains must not exceed 5 mph from dwarf signals
821A, 821B, 821C, 821D until crossing fully oc-
cupied.

Trains must not exceed 20 mph on curve mileage 14.81 and
30 mph on other curves.

Diesel units must not exceed 20 mph between mileages 24.65
and 27.4.

Whistle signal 14(L) is prohibited approaching Pere Marquette
Street crossing mileage 1.53 St. Maurice Valley subdivision and
Bonaventure Street crossing mileage 82.12 Trois Rivières sub-
division.

Auxiliary Cranes with 200 to 250 tons capacity, except Cranes
Nos. 414479, 480, 503, 650, are prohibited.

Telephones for communicating with Operator Trois Rivières are
located—on Signals 820 and 825, and on poles at east and west
ends of station platform track No. 1.

Derail located at north end of siding at Marchand. Rule 104E
applies.

Rule 105A does not apply.

ST. MAURICE VALLEY
SUBDIVISION FOOTNOTES

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

ABS—Southward between :

Mileage 1.0 to Trois Rivières.

Northward between :

Signal 02 at Trois Rivières to block end sign, mileage 1.0.

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

Passenger Trains (including RDC units) 35
 Freight and Mixed Trains 35

AUTOMATIC PROTECTED PUBLIC CROSSING AT GRADE

Mileage 82.12—Bonaventure Street, Trois Rivières. Northward
 trains must not exceed 5 mph from dwarf signals
 821A, 821B, 821C, 821D until crossing fully oc-
 cupied.

Trains must not exceed 20 mph on curve mileage 14.81 and
 30 mph on other curves.

Diesel units must not exceed 20 mph between mileages 24.65
 and 27.4.

Whistle signal 14(L) is prohibited approaching Pere Marquette
 Street crossing mileage 1.53 St. Maurice Valley subdivision and
 Bonaventure Street crossing mileage 82.12 Trois Rivières sub-
 division.

Auxiliary Cranes with 200 to 250 tons capacity, except Cranes
 Nos. 414479, 480, 503, 650, are prohibited.

Telephones for communicating with Operator Trois Rivières are
 located—on Signals 820 and 825, and on poles at east and west
 ends of station platform track No. 1.

Derail located at north end of siding at Marchand. Rule 104E
 applies.

Rule 105A does not apply.

| | | | | | | | |
|---|------------------------|-----------------------------------|--|-------------------------------|-------------------------|--|-------------------------------------|
| NORTH- WARD TRAINS INFERIOR DIRECTION | Miles from Berthier | BERTHIER- VILLE SUBDIVISION | | Train Order Office Signals | Car Capacity Sidings | SOUTHWARD TRAINS SUPERIOR DIRECTION | BERTHIERVILLE SUBDIVISION FOOTNOTES |
| NO REGULAR TRAINS | | STATIONS | | | | NO REGULAR TRAINS | |
| READ DOWN | | 2.1 0.0 | .. BERTHIERVILLE .. 2.1 BERTHIERY |  |  | ..... ..... |  | Yard Nil | READ UP |
| | | Rules 41 and 44 apply. | | | | | |

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 |
| Freight and Mixed Trains | 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 10 mph over public crossings at grade Mileage 1.07, Mileage 1.60 and Mileage 2.01 until crossing fully occupied.

No engine, car or train making switching movement to and from Great Lakes Carbon Corporation's plant shall exceed 6 mph over Montcalm Street crossing mileage 1.63. Movements over this crossing must be protected by member of crew.

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
Freight and Mixed Trains 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 10 mph over public crossings at grade Mileage 1.07, Mileage 1.60 and Mileage 2.01 until crossing fully occupied.

No engine, car or train making switching movement to and from Great Lakes Carbon Corporation's plant shall exceed 6 mph over Montcalm Street crossing mileage 1.63. Movements over this crossing must be protected by member of crew.

EAST AND WEST LOOP SPURS - TROIS RIVIERES

Southward — mileage 81.3, Trois Rivières Sub. to mileage 83.3, Quebec Sub. 3.3 miles

Rule 105 applies. MAXIMUM SPEED 20 M.P.H.

No engine, car or train shall exceed 10 mph over St. Maurice Street crossing, East Loop spur.

Switching movements over all tracks, de Bellefeuille St., St. Denis St., St. Olivier St., and Royale St. crossings, West Loop spur, must be protected by member of crew.

CAP DE LA MADELEINE SPUR

Southward — mileage 85.0, Quebec Sub. to end of track 4.1 miles

Rule 105 applies. MAXIMUM SPEED 20 M.P.H.

No engine, car or train shall exceed 10 mph over first crossing North of freight shed at Cap de la Madeleine, Mileage 2.18. All switching movements over this crossing must be protected by member of crew.

Spring switch located at Jct. with Quebec Subdivision at Cap de la Madeleine. Rule 104A applies.

Engines, cars or trains must not exceed 10 mph over Des Erables Street crossing, mileage 0.75 Wayagamack lead.

All trains must stop at stop sign located on each side of St. Lawrence Blvd. crossing, mileage 1.25, Wayagamack lead before proceeding over crossing.

| WESTWARD TRAINS—INFERIOR DIRECTION | | | | | | | | | | | Miles from St. Martin Jct. | QUEBEC SUBDIVISION | | |
|------------------------------------|------------------------|-------------|----------------------------------|-----------------------|----------------------|------------------------------|-----------------------|-----------------------|-----------------------------------|----------------------|-------------------------------|-----------------------|-----------------------------------|---------------------------------|
| SECOND CLASS | | FIRST CLASS | | | | | | | | | | STATIONS | | |
| 919 Freight Daily | 83 Freight Daily | | 75 Pagr. Daily ex. Sat. | 155 Pagr. Daily | 25 Pagr. Daily | 629 Pagr. Mon. Fri. | 153 Pagr. Daily | 616 Pagr. Daily | 151 Pagr. Daily ex. Sun. | 21 Pagr. Daily | | | | |
|  |  | ..... | 2200 | 1825 | 1715 | 1555 | 1330 | 1030 | 0755 | 0700 | 159.8 | CTC | QUEBEC | CKW Joint Track C.N.R. |
|  |  | ..... | 2209 | 1835 | 1724 | 1604 | 1340 | 1039 | 0805 | 0709 | 157.7 | | CADORNA Jct. Wolfe's Cove lead | |
| 2000 | 1410 | ..... | C.N.R. Train | * 1841 | C.N.R. Train | C.N.R. Train | * 1346 | C.N.R. Train | F 0811 | C.N.R. Train | 152.4 | CTC | LORETTE | Z |
| 2015 | 1425 | ..... |  | 1847 | | | 1352 | | 0818 | | 146.5 | | BELAIR | |
| 2035 | 1445 | ..... |  | * 1859 | | | * 1404 | | F 0831 | | 134.3 | | PONT ROUGE | Z |
| 2045 | 1455 | ..... |  | * 1903 | | | * 1408 | | F 0836 | | 129.6 | | ST. BASILE | Z |
| 2113 | 1505 | ..... |  | * 1908 | | | * 1413 | | F 0842 | | 125.0 | | PORTNEUF | Z |
| 2130 | 1520 | ..... | C.N.R. Train | * 1916 | C.N.R. Train | C.N.R. Train | * 1421 | C.N.R. Train | F 0851 | C.N.R. Train | 117.5 | CTC | LACHEVROTIERE | Z |
| 2145 | 1541 | ..... |  | * 1925 | | | * 1430 | | F 0900 | | 107.2 | | LA PERADE | |
| 2155 | 1555 | ..... |  | 1929 | | | 1434 | | 0906 | | 102.0 | | BATISCAN | |
| 2205 | 1605 | ..... |  | 1935 | | | 1440 | | 0912 | | 95.0 | | CHAMPLAIN | |
| 2220 | 1620 | ..... |  | 1944 | | | 1449 | | 0921 | | 84.9 | | CAP DE LA MADELEINE | |
| 2230 | 1630 | ..... | C.N.R. Train | 1949 | C.N.R. Train | C.N.R. Train | 1454 | C.N.R. Train | 0926 | C.N.R. Train | 82.3 | CTC | TROIS RIVIERES | CKWYZ |
| Daily | Daily | | | Daily ex. Sat. | | | Daily | | Daily | | Mon. Fri. | | Daily | Daily |
| 919 | 83 | | 75 | 155 | 25 | 629 | 153 | 616 | 151 | 21 | | Rule 93A applies | | |

QUEBEC SUBDIVISION FOOTNOTES

Rule 99 — OUTSIDE ABS TERRITORY

When a train stops under circumstances in which it may be overtaken by another train, a flagman must immediately go back at least 2000 yards to ensure full protection.

First class trains may register at Trois Rivières by register ticket.

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

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

Trains originating and terminating at Lorette must register at Quebec.

Westward trains originating at Lorette must obtain a clearance at Quebec and may leave Lorette without a clearance.

Sections of Westward first class trains may be created from Quebec or Lorette but must not be created from Cadorna.

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.

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

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

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

Yard limits Lorette extend between mileage 151.0 and mileage 157.4.

*No. 152 and No. 154 will stop at Lorette to detrain revenue passengers from Trois Rivières and west.

*No. 153 and No. 155 will stop at Lorette to entrain revenue passengers for Trois Rivières and west.

*No. 153 and No. 155 will flag stop at Pont Rouge, St. Basile, Portneuf, Lachevrotière and LaPerade Sunday only.

Special instruction "C" is not applicable to trains 919 and 920 or to trains consisting exclusively of multi-level auto cars, piggy-back cars, passenger cars, mechanical refrigerator cars, container cars, cars loaded with containers, or any combination thereof and, unless weather or other conditions prevent proper running inspection, is amended to read 60 miles for other freight trains.

Whistle signal 14(L) is prohibited approaching public crossings at grade within the limits of the City of Quebec between the hours of 2200 and 0700. Western limits extend to St. Vallier Street, mileage 157.69.

Account restricted clearance, freight trains must not operate over main track in front of station building Trois Rivières.

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

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.

Instructions governing movements on Cap de la Madeleine Spur, mileage 85.0, appear on page 27.

Continued on Page 29

EASTWARD TRAINS—SUPERIOR DIRECTION

| Train Order Office Signals | Car Capacity Siding | FIRST CLASS | | | | | | | | | SECOND CLASS | | FOURTH CLASS | |
|-------------------------------|------------------------|----------------------------|-----------------------|----------------|----------------------------|----------------|----------------|----------------|----------------|--|------------------------------|--|------------------|------------------|
| | | 74 | 628 | 20 | 152 | 617 | 154 | 24 | 156 | | 920 | | 60 | 62 |
| | | Pagr. Daily ex. Mon. | Pagr. Mon. Fri. | Pagr. Daily | Pagr. Daily ex. Sun. | Pagr. Daily | Pagr. Daily | Pagr. Daily | Pagr. Daily | | Freight Daily ex. Sun. | | Freight Daily | Freight Daily |
| H | Yard | 0755 | 1015 | 1104 | 1125 | 1505 | 1640 | 2009 | 2200 | | | | | |
| | 17 | 0746 | 1006 | 1055 | 1115 | 1456 | 1630 | 2000 | 2150 | | | | | |
| | 43 | | | | * 1109 | | * 1624 | | F 2143 | | 0430 | | 0600 | 1540 |
| | 43 | | | | 1103 | | 1618 | | 2136 | | 0420 | | 0548 | 1530 |
| | R 46 | | | | 1052 | | 1607 | | F 2124 | | 0402 | | 0527 | 1510 |
| | 42 | | | | 1048 | | 1603 | | F 2119 | | 0355 | | 0519 | 1455 |
| | 34 | | | | 1043 | | 1558 | | F 2113 | | 0348 | | 0511 | 1436 |
| | 130 | | | | 1035 | | 1550 | | F 2104 | | 0337 | | 0500 | 1421 |
| | 43 | | | | 1026 | | 1541 | | F 2055 | | 0322 | | 0445 | 1345 |
| | 44 | | | | 1022 | | 1537 | | 2050 | | 0314 | | 0435 | 1335 |
| | 43 | | | | 1016 | | 1531 | | 2044 | | 0305 | | 0425 | 1325 |
| | 42 | | | | 1007 | | 1522 | | 2035 | | 0249 | | 0410 | 1310 |
| R S | Yard | | | | 1002 | | 1517 | | 2030 | | 0240 | | 0400 | 1300 |
| | | Daily ex. Mon. | Mon. Fri. | Daily | Daily ex. Sun. | Daily | Daily | Daily | Daily | | Daily ex. Sun. | | Daily | Daily |
| | | 74 | 628 | 20 | 152 | 617 | 154 | 24 | 156 | | 920 | | 60 | 62 |

QUEBEC SUBDIVISION FOOTNOTES — Continued

ABS—Westward between :
Signal 867 and signal 851.

Eastward between :
Signal 850 and block end sign mileage 87.4.

Rules 263-273 apply between signals 822, 822b and 824 east of Trois Rivières 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.

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

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

All movements must not exceed 20 mph between signal 822 and signal 832 at Trois Rivières.

INTERLOCKING LIMITS—TROIS RIVIERES

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

EASTWARD—Between signal 820 Trois Rivières 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 Rivières are located—on Signals 820 and 825, on poles at east and west ends of station platform track No. 1 and at Cap de la Madeleine—on Signal 850.

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 lead and signals 1593-1593B at Quebec.

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

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

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

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

Movements may be made between Quebec and Cadorna under Rules 263 and 273 without obtaining clearance. 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 lead or at Cadorna, except under flag protection or as provided by Rule 266. Westward trains to CNR at Cadorna must obtain clearance at Quebec.

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

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.

Continued on Page 30

QUEBEC SUBDIVISION FOOTNOTES — Continued

INTERLOCKING LIMITS—CADORNA

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

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

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

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 to left of track at South end of tunnel.

No engine car or train shall exceed 10 mph over Ste. Therese Street crossing, Quebec, Mileage 0.22 Wolfe's Cove lead.

AUTOMATIC PROTECTED PUBLIC CROSSINGS AT GRADE

Mileage 107.15—LaPerade. Members of crew on westward trains switching, must use manual control.

Mileage 125.07—Ste. Christine Road, Portneuf. Eastward trains having occupied circuit in excess of one minute, member of crew must use manual control.

Mileage 129.5 —Delage Road, St. Basile. Westward trains having occupied circuit in excess of one minute, member of crew must use manual control.

Mileage 152.37—Lorette. Eastward trains stopping on main track west of crossover must not exceed 8 mph until crossing fully occupied.

Mileage 157.69—St. Valier Street. All trains switching must use manual control for movements over crossing.

Mileage 158.97—Dorchester Street, ★

Mileage 159.03—Gosford Street, ★

Mileage 159.11—Crown Street, ★

★When a train is required to stop at the above crossings causing protection to operate, member of crew must immediately contact gate-man by telephone and follow his instructions.

All movements over the following public crossings at Quebec must be protected by a member of the crew.

Henderson Street — Track No. 10
Henderson Street — Beaver track
St. Pierre Street — St. Andrews Branch
Dalhousie Street — "
Chemin C.P.N. — "
St. Andre Street — "
St. Paul Street — "
St. Jacques Street — "

RAILWAY CROSSINGS AT GRADE

Mileage 117.85—C.N.R. Lachevrotiere. Automatic interlocking. Timing circuit eastward from mileage 115.91 to interlocking signal 1178, westward from mileage 120.30 to interlocking signal 1179. Special instruction "G" applies—6 minutes. Passenger trains must not exceed 50 mph.

Mileage 155.8 —C.N.R. Automatic interlocking. When necessary to apply Rule 672 member of crew must first communicate with Operator, Quebec, unless all means of communication have failed. Passenger trains must not exceed 50 mph.

Mileage 2.01 —C.N.R.—Wolfe's Cove lead. Controlled by operator, Quebec. Rule 663 and the provisions of Rule 672 apply. If all means of communication have failed, southward movements may apply the provisions of Rule 672 only.

Quebec Yard —C.N.R. Wharf track, Ramsey Street. Trains will be governed by instructions posted in manual control box.

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

| | |
|--|----|
| Passenger Trains (other) | 89 |
| Passenger Trains (RDC Units) | 90 |
| Freight and Mixed Trains | 55 |
| Freight trains handling over 6000 tons | 35 |

| Permanent Slow Orders | | Permissible Speed Miles per Hour | |
|-----------------------|--|-------------------------------------|-----------------------------|
| Mileage | Location | 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 |
| 159.11 | Crown St. | ★15 | ★15 |
| 159.76 | Henderson St. (just east of Palais Stn.) | ★ 6 | ★ 6 |

★Until crossing fully occupied.

RESTRICTIONS

Diesel Units

DPA-15, 17.....prohibited on tracks 1, 2, 3, 8 Palais Station, Quebec and shed tracks 2, 3, 4 at Wolfe's Cove.

Cars

Park cars.....prohibited on tracks 1, 2, 3, Palais station, Quebec.

Double Deck cars...prohibited on tracks 1, 2, 3, 4, 5, 6, 7, 8 and 10, Palais station, Quebec.

Cars having a height greater than 16 feet from top of rail are prohibited beneath canopies on Station tracks, Palais Station, Quebec.

Crane and Auxiliary

414501 and 414502....prohibited in Palais station train sheds.

STE. AGATHE SUBDIVISION

FOOTNOTES — *Continued*

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

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

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

ABS—Southward between :
Signal 18 and signal 02.
Northward between :
Signal 201 and block end sign mileage 2.50.

Rule 20 of form 582 applies to southward trains Val Morin to Mont Rolland and to northward trains Summit to Morrison. Special Instruction "L" applies.

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 30 minutes if the next station ahead or the station from which they are to follow is not an open train order office.

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

AUTOMATIC PROTECTED PUBLIC CROSSINGS AT GRADE

Mileage 13.31—Parent Ave., St. Jerome. Northward trains stopping or switching between the north freight shed switch and crossing and occupying circuit in excess of 90 seconds must use manual control for movements over crossing.

Mileage 43.6 —Ste. Agathe. Southward trains stopping at station must not exceed 20 mph until crossing fully occupied.

Mileage 65.08—St. Jovite. Northward trains which have stopped within 1500 ft. of crossing, must not exceed 4 mph until crossing fully occupied.

Mileage 93.55—Annonciation. Northward trains stopping at Station must not exceed 10 mph until crossing fully occupied.

Mileage 137.7—Switching movements must be protected by member of crew.

Switch leading to lead north end of siding extension at 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 lead 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.

The North crossover switch leading to the business track at St. Janvier is to be left set for movement from siding to main track. When in this position a yellow light and target will so indicate.

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

Derrail located at north end of sidings at St. Faustin and Labelle. Rule 104E applies.

RESTRICTIONS

Diesel units

DRS-24.....30 mph.....Bridge 115.0.
DRF-30, DRF-36.....10 mph.....Bridges 67.0, 115.0.

Cars

| | | |
|--|--------|---------------|
| Over 198,000 to 220,000 lbs. gross weight each | 30 mph | Bridge 115.0. |
| 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 220,000 to 263,000 lbs., gross weight each | 10 mph | Bridge 115.0. |

Crane and auxiliary

| | | |
|-------------------------------|--------|-------------------------------|
| 100 to 160 ton capacity | 10 mph | Bridges 67.0, 115.0. |
| 414400-2 | 30 mph | Bridge 86.3. |
| 200 to 250 ton capacity | 30 mph | Bridge 86.3; |
| | 10 mph | Bridges 67.0, 115.0; |
| | | Prohibited Bridge 137.3. |
| | | except 414479, 480, 503, 650. |
| Crane 414471, 502 | 5 mph | Bridge 115.0. |

Combination Crane - Pile Driver.

| | | |
|-----------------------------|--------|---------------|
| 30 or 31 ton capacity | 20 mph | Bridge 67.0. |
| | 10 mph | Bridge 115.0. |

ST. LIN SPUR

Eastward — mileage 1.67 Ste. Agathe Sub. to end

of track5.0 miles

Rule 105 applies. MAXIMUM SPEED 15 M.P.H.

Use extreme caution switching or moving about Gouin's scrap yard account debris.

| NORTH- WARD TRAINS INFERIOR DIRECTION | | ST. GABRIEL SUBDIVISION | | | | SOUTH- WARD TRAINS SUPERIOR DIRECTION |
|---|-----------------------|---|--------------------|-------------------------------|-------------------------|---|
| NO REGULAR TRAINS | Miles from Laurale | STATIONS | | Train Order Office Signals | Car Capacity sidings | NO REGULAR TRAINS |
| READ DOWN | 0.0 | LANORAIE ..KYZ | 6.3 | S O | Yard | READ UP |
| | 6.3 | JOLIETTE .....Z | Jct. C.N.R. 5.2 | ..... | 24 | |
| | 11.5 | LOURDES | 1.5 | ..... | 12 | |
| | 13.0 | ROCH .....Z | 3.7 | ..... | 17 | |
| | 16.7 | ST. FELIX .....Z | 10.9 | ..... | 18 | |
| | 27.6 | ST. GABRIEL ...YZ | ..... | ..... | Yard | |
| | | Rule 93A applies. Rules 41 and 44 apply. | | | | |

ST. GABRIEL SUBDIVISION FOOTNOTES

RAILWAY CROSSING AT GRADE

Mileage 7.11—C.N.R. Automatic interlocking. Trains must not exceed 15 mph approaching approach signal.

Trains must not exceed 30 mph on curve mileage 0.17, and 20 mph over bridges mileage 2.41 and mileage 2.61.

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

| | |
|---|----|
| Passenger trains (Including RDC units) | 35 |
| Freight and Mixed Trains | 35 |

Rule 105A does not apply.

ST. GABRIEL SUBDIVISION FOOTNOTES

—Continued

No engine, car or train shall exceed 15 mph over crossing mileage 7.31 and 10 mph over St. Gabriel St. crossing mileage 27.53 until crossing 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" applies to northward trains mileage 27 to St. Gabriel and to southward trains mileage 27 to Lanoraie.

RESTRICTIONS

Diesel Units

DRF-30 and DRF-36.....30 mph Bridge 2.61.

Cars

Over 255,000 to 263,000 lbs.

gross weight each.....20 mph Bridges 2.41, 2.61.

Auxiliary Cranes

200 to 250 tons capacity 20 mph Bridges 2.41, 2.61.

AUTOMATIC PROTECTED PUBLIC CROSSINGS AT GRADE

Mileage 4.78—Movements on Independent Cement Co. private track, must stop at stop signs each side of crossing.

Mileage 16.49 and 16.76—St. Felix. All trains switching must stop 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 mph until crossing fully occupied.

Mileage 27.53—St. Gabriel Street crossing. Northward and Southward trains must stop at Stop sign before reaching crossing and may then proceed. Cars must not be left standing between stop signs and crossing.

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

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

Account restricted clearance, employees must not ride tops of engines and cars when switching at Firestone Tire and Rubber Co., 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.

| 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 TRAINS | | | | | | NO REGULAR TRAINS |
| READ DOWN | 0.0 | .. BUCKINGHAM JCT. YZ | 1.7 | B C | Yard | READ UP |
| | 1.7 | MURPHY | 1.5 | ..... | 22 | |
| | 3.2 | BUCKINGHAM ..... | ..... | ..... | 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 |
| Freight and Mixed Trains | 25 |

No engine, car or train shall exceed 10 mph over public crossing at grade, mileage 3.0, until crossing is fully occupied. All movements over crossing must be protected by member of crew.

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

Buckingham Subdivision extends to mileage 4.0 and derail is installed on main track at mileage 3.33. Rule 104E applies.

Yard Limits Buckingham Jct. extend to end of track at Mileage 4.0.

| | | | | | | |
|---|---|----------------------------|------------|-------------------------------|-------------------------|---|
| 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 TRAINS | | | | | | NO REGULAR TRAINS |
| READ DOWN | 6.7 SAWYERVILLE 0.0 COOKSHIRE RZ Jct. Sherbrooke Sub. | C N | Nil Nil | READ UP | | |
| Rule 93A applies. Rules 41 and 44 apply. | | | | | | |

SAWYERVILLE SUBDIVISION FOOTNOTES

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

| | |
|---|----|
| Passenger trains (Including RDC units) | 15 |
| Freight and Mixed Trains | 15 |

Trains must not exceed : 10 mph over crossing mileage 6.98.

AUTOMATIC PROTECTED PUBLIC CROSSING AT GRADE

Mileage 0.01—Main St., Cookshire.

Movements over this crossing must not exceed
5 mph southward and 10 mph northward until
crossing fully occupied.

RESTRICTIONS

Diesel Units
DRS-24, DRF-30 and DRF-36.....prohibited.

Cars
Heavy duty, series 376500 and 502000.....prohibited.

Crane and Auxilliary
100 to 160 tons capacityprohibited Bridge 5.2
200 and 250 tons capacity{10 mph Bridge 1.5

SAWYERVILLE SUBDIVISION FOOTNOTES

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

Passenger trains (Including RDC units) 15

Freight and Mixed Trains 15

Trains must not exceed: 10 mph over crossing mileage 6.98.

AUTOMATIC PROTECTED PUBLIC CROSSING AT GRADE

Mileage 0.01—Main St., Cookshire.

Movements over this crossing must not exceed
5 mph southward and 10 mph northward until
crossing fully occupied.**RESTRICTIONS****Diesel Units**

DRS-24, DRF-30 and DRF-36.....prohibited.

Cars

Heavy duty, series 376500 and 502000.....prohibited.

Crane and Auxiliary

100 to 160 tons capacityprohibited 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 |
|---|-----------------------|---|-------------------|-------------------------------|-------------------------|---|
| NO REGULAR TRAINS | | STATIONS | | | | NO REGULAR TRAINS |
| READ DOWN | | 13.8 | STANBRIDGEY |  |  | ..... | Nil | READ UP |
| | 11.5 | BEDFORD .....Y | ..... | Nil | | |
| | 0.0 | FARNHAM .. CKWXYZ Jct. Adirondack and St. Guillaume Subs. | W H | Yard | | |
| | | Rule 93A applies. Rules 41 and 44 apply. | | | | |

STANBRIDGE SUBDIVISION FOOTNOTES**AUTOMATIC PROTECTED PUBLIC CROSSINGS AT GRADE**

Mileage 6.19—Adirondack sub., St. Louis St., Farnham. Timing circuits are provided for main track movements on approach circuits between 1200 ft. south and 1400 ft. north of crossing. Movements occupying these circuits in excess of 3 minutes are restricted to 5 mph before proceeding over crossing. All siding and southward yard movements, from siding and Stanbridge sub. over crossing, must not exceed 5 mph. Northward yard movements to the siding and Stanbridge sub. and yard movements in both directions on town and freight shed tracks, are manually controlled. Movements must not proceed until gates are in the horizontal position. If movement is not made, manual control located on bungalow must be used. Stop signs are erected each side of crossing on C.N.R. Movements must be brought to a full stop within these signs and not proceed until gates are in horizontal position.

Mileage 0.10—Jacques Cartier St., Farnham. Movements must not exceed 20 mph until crossing fully occupied.

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

Passenger trains (including RDC Units) 30

Freight and Mixed Trains 30

RESTRICTIONS**Diesel Units**

All except HS-5 Between mileage 12.59 and

13.2220 mph

DRS-24, DRF-30, DRF-36 on Bridges 3.4, 11.310 mph

DFA-16b. c, g, DFB-16d prohibited between mileage 12.59 and 13.22.

Cars

Over 220,000 to 263,000 lb gross

weight each20 mph on Bridges 3.4, 11.3.

Heavy duty, series 502000.....prohibited.

Crane and Auxiliary

100 to 160 tons capacity also { 5 mph on Bridge 3.4.

Crane-Piledriver 414230-31{10 mph on Bridge 11.3.

200 to 250 tons capacityprohibited.

Combination Crane-Pile Driver

30 or 31 tons capacity20 mph on Bridges 3.4, 11.3.

| NORTHWARD TRAINS— INFERIOR DIRECTION | | | | | Miles from Knowlton | DRUMMONDVILLE SUBDIVISION | | Train Order Office Signals | Car Capacity Sidelings | SOUTHWARD TRAINS— SUPERIOR DIRECTION | | |
|--|--|--|--|-------------------------------|------------------------|--|--|-------------------------------|---------------------------|---|--|--|
| THIRD CLASS | | | | | | STATIONS | FOURTH CLASS | | | | | |
| 77 Freight Daily ex. Sat. and Sun. | | | | | | | 78 Freight Daily ex. Sat. and Sun. | | | | | |
| | | | | | 0.0 | KNOWLTON | | | 22 | | | |
| | | | | | | 5.3 | | | | | | |
| | | | | 0600 | 5.3 | FOSTER RYZ Jct. Sherbrooke Sub. | FO | Nil | 1505 | | | |
| | | | | | | 4.4 | | | | | | |
| | | | | 0615 | 9.7 | WATERLOO Z Jct. C.N.R. | | 7 | 1445 | | | |
| | | | | | | 12.3 | | | | | | |
| | | | | 0647 | 22.0 | SOUTH ROXTON | | 18 | 1405 | | | |
| | | | | | | 7.0 | | | | | | |
| | | | | 0704 | 29.0 | ROXTON FALLS | | Nil | 1350 | | | |
| | | | | | | 5.8 | | | | | | |
| | | | | 0720 | 34.8 | ACTONVALE | | Nil | 1335 | | | |
| | | | | | | Jct. C.N.R. | | | | | | |
| | | | | 0738 | 43.4 | WICKHAM | | 16 | 1320 | | | |
| | | | | | | 8.6 | | | | | | |
| | | | | 0755 | 51.9 | DRUMMONDVILLE RYZ | | Yard | 1300 | | | |
| | | | | | | Jct. C.N.R. | | | | | | |
| | | | | | | | | | | | | |
| | | | | Daily ex. Sat. and Sun. | | Rule 93A applies. Rules 41 and 44 apply. | | | | Daily ex. Sat. and Sun. | | |
| | | | | 77 | | | | | | 78 | | |

| NORTHWARD TRAINS— INFERIOR DIRECTION | | | | LYNDONVILLE SUBDIVISION | | | | SOUTHWARD TRAINS— SUPERIOR DIRECTION | | | |
|---|--|-------------------------|-------------------------|----------------------------|---|-------------------------------|-------------------------|---|------------------------------------|--|--|
| THIRD CLASS | | | | Miles from Newport | STATIONS | Train Order Office Signals | Car Capacity Sidings | SECOND CLASS | THIRD CLASS | | |
| | | 903 Freight Daily | 917 Freight Daily | | | | | 904 Freight Daily | 52 Freight Daily ex. Mon. | | |
| | | | 1845 | 63.7 | WELLS RIVER .....RZ..... | | Yard | 1245 | | | |
| | | | | 59.8 | Jct. B & M 3.9 | | | | | | |
| | | | 1856 | 58.7 | EAST RYEGATE .....Z..... | | Nil | | | | |
| | | | | 50.4 | 1.1 | | | | | | |
| | | | | | BELL 8.3 | | 83 | 1231 | | | |
| | | | | | INWOOD 6.9 | | Nil | | | | |
| | | 2330 | 1930 | 43.5 | ST. JOHNSBURY .....KZ..... | B X | 80 | 1155 | 1750 | | |
| | | | | | Jct. St. J. & L. C. 8.8 | | | | | | |
| | | 2350 | 1949 | 34.7 | LYNDONVILLE .....Z..... | | 87 | 1130 | 1720 | | |
| | | | | 27.1 | 7.6 | | | | | | |
| | | | | | WEST BURKE 5.8 | | Nil | | | | |
| | | 0025 | 2026 | 21.3 | V..... SUMMIT .....V..... | | 96 | 1105 | 1650 | | |
| | | | | 14.2 | 7.1 | | | | | | |
| | | | | | BARTON .....Z..... | | Nil | | | | |
| | | 0052 | 2054 | 9.0 | 5.2 | | | | | | |
| | | | | | ORLEANS .....Z..... | | 84 | 1025 | 1620 | | |
| | | 0110 | 2115 | 0.0 | 9.0 | | | | | | |
| | | | | | NEWPORT .....CKWZ..... | N P | Yard | 1005 | 1600 | | |
| | | | | | Jct. Newport Sub. and Q.C.R. | | | | | | |
| | | Daily | Daily | | | | | Daily | Daily ex. Mon. | | |
| | | 903 | 917 | | | | | 904 | 52 | | |
| | | | | | Rule 93A applies. Rules 41 and 44 apply. | | | | | | |

LYNDONVILLE SUBDIVISION FOOTNOTES

Northward trains originating at White River Jct must obtain CPR clearance before leaving and may leave Wells River without obtaining clearance.

CPR Bulletin board is located in B & M yard office at White River Jct.

Train register at Wells River is located in wayside B & M phone box near South Wye switch.

B & M rules and time table govern south of south switch of former siding at Wells River, mileage 63.58.

St. Johnsbury is a register station for trains originating and terminating only.

No. 1 track at St. Johnsbury is the car capacity siding. Rule 105A does not apply.

Jct. with St. J. & L. C. Ry, at St. Johnsbury — ABS.

Unless weather or other conditions prevent proper running inspection, requirements of Special instruction "C" will be considered complied with by making standing train inspection at or between St. Johnsbury and Wells River on southward trains and between St. Johnsbury and or at Summit on northward trains.

Yard limits Newport extend between yard limit sign located at mileage 2.08 and switch located at mileage 1.8.

All tracks between end of Newport subdivision; Junction switch with Q.C.R.; and mileage 1.8 are other than main tracks. Rule 105 applies.

Switch at mileage 1.8 is in normal position when set for trains entering and leaving Newport Yard.

Spring switch located north end St. Johnsbury. To obtain proceed indication on dwarf signal, unlock box marked "Push Button", located opposite dwarf signal, and be governed by instructions posted therein. Rule 104A applies.

ABS—SOUTHWARD continuous from signal 18.

NORTHWARD continuous to Block end sign mileage 1.8.

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

Overhead bridge at mileage 38.5 is less than standard clearance.

Extreme caution must be exercised when switching at Orleans Furniture Co., mileage 9.0, French and Bean Co., mileage 38.8 and E.H.V. Industries Inc. mileage 38.9 account restricted clearance at warehouse door.

Cars on feed store track at Lyndonville will not clear trainman riding on side of train moving through siding.

Extreme caution must be used when switching at Concord Woodwork, Lyndonville, account restricted clearance.

Continued on Page 37

LYNDONVILLE SUBDIVISION FOOTNOTES — *Continued***AUTOMATIC PROTECTED PUBLIC CROSSINGS AT GRADE**

Mileage 8.8 —North Ave. and

Mileage 8.9 —Main St., Orleans. Northward trains switching on shed track, when finished, will not exceed 10 mph.

Mileage 14.2 —Eastern Ave., Barton. When southward trains have switching to do, and back train north on main track, member of crew will see that train is at least 600 feet south of crossing. Northward trains with switching to do in yard, when finished, will not exceed 10 mph over crossing.

Mileage 34.9 —Before leaving siding at south end Lyndonville, mileage 34.8, member of crew must observe switch indicator and, if no train approaching, line switch for movement to main track then proceed to box marked "push button" located behind switch and be governed by instructions posted in box.

Mileage 58.38—Main St., Newport. Movements are restricted to (Newport Sub.) 10 mph, and before movement is made, engine-man must know that gates are in horizontal position. Whistle signal 14 (h) must be sounded when making back-up movement.

No train or engine will obstruct any crossing, either public or farm in the State of Vermont for a longer period than 5 consecutive minutes.

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

| | |
|--|----|
| Passenger trains (Including RDC units) ... | 40 |
| Freight and Mixed Trains | 40 |

| 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 |

RESTRICTIONS**Crane and auxiliary**

200 to 250 tons capacity
 Except
 414479, 480, 503, 650

In travel position only on bridges
 2.2, 5.9, 6.0 except 414478, 500,
 502 prohibited on bridges 2.2, 6.0.
 20 mph on bridges 36.7, 47.1,
 55.75.

| NORTHWARD TRAINS— INFERIOR DIRECTION | | | | Miles from Brookport | NEWPORT SUBDIVISION | Train Order Office Signals | Car Capacity Siding | SOUTHWARD TRAINS— SUPERIOR DIRECTION | | | |
|---|------------------------|--------------|-------------------------|-------------------------|---|-------------------------------|------------------------|---|-------------------------|------------------------------------|-------------------------|
| FOURTH CLASS | | SECOND CLASS | | | | | | SECOND CLASS | | FOURTH CLASS | |
| | 81 Freight Daily | | 903 Freight Daily | | | | | 904 Freight Daily | 918 Freight Daily | 80 Freight Daily ex. Sun. | |
| | | | | | | | | | | | |
| ..... | 1130 | ..... | 0240 | 58.4 | NEWPORT .....CKWZ Jct. Lyndonville Sub. and Q.C.R. | N P | Yard | 0730 | 2000 | 1100 | ..... |
| ..... | 1150 | ..... | 0300 | 52.7 | 5.7 MAGOWAN ..... | ..... | 41 | 0716 | 1940 | 1036 | ..... |
| ..... | 1155 | ..... | 0305 | 50.7 | 2.0 CENTRE ..... | ..... | 39 | 0711 | 1933 | 1026 | ..... |
| ..... | 1210 | ..... | 0318 | 44.1 | 6.6 NORTH TROY | Z | 39 | 0658 | 1921 | 1006 | ..... |
| ..... | 1215 | ..... | 0322 | 41.6 | 2.5 HIGHWATER ..... | ..... | 49 | 0654 | 1915 | 0958 | ..... |
| ..... | 1230 | ..... | 0337 | 32.5 | 9.1 MISSISQUOI ..... | ..... | 53 | 0639 | 1900 | 0930 | ..... |
| ..... | 1245 | ..... | 0346 | 27.4 | 5.1 RICHFORD | Z | R H | 92 | 0629 | 1850 | S 0915 |
| ..... | 1300 | ..... | 0410 | 19.4 | 8.0 SUTTON | Z | ..... | 49 | 0616 | 1835 | 0750 |
| ..... | 1315 | ..... | 0432 | 11.8 | 7.6 WEST BROME ..... | ..... | 48 | 0546 | 1820 | 0730 | ..... |
| ..... | 1325 | ..... | 0441 | 6.9 | 4.9 COWANSVILLE | Z | 43 | 0537 | 1811 | 0720 | ..... |
| ..... | 1340 | ..... | 0451 | 1.0 | 5.9 BRIGHAM ..... | ..... | Nil | 0523 | 1802 | 0705 | ..... |
| ..... | 1345 | ..... | 0453 | 0.0 | 1.0 BROOKPORT | Z | Nil | 0521 | 1800 | 0700 | ..... |
| | Daily 81 | | Daily 903 | | Rule 93A applies. | | | | Daily 904 | Daily 918 | Daily ex. Sun. 80 |

NEWPORT SUBDIVISION FOOTNOTES ON PAGE 38

NEWPORT SUBDIVISION FOOTNOTES

Rule 99 — OUTSIDE ABS TERRITORY

When a train stops under circumstances in which it may be overtaken by another train, a flagman must immediately go back at least 2000 yards to ensure full protection.

Southward trains must obtain clearance at Farnham and may leave Brookport without a clearance if train order signal, when provided, indicates proceed and no operator on duty.

Jct. with Adirondack and Sherbrooke subdivisions at Brookport—**CTC**.

ABS—NORTHWARD—From signal 05 Lyndonville Subdivision to block end sign mileage 55.8 and continuous from signal 15.

SOUTHWARD—From signal 01 to block end sign mileage 2.4 and from signal 564 to block end sign mileage 0.5, Lyndonville Subdivision.

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

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

Bulletins and Standard clock located at Richford.

Brookport yard limits extend to mileage 1.61.

AUTOMATIC PROTECTED PUBLIC CROSSINGS AT GRADE

Mileage 7.02—South St., Cowansville. Southward trains switching or standing must use manual control. Cars or train must be left North of clearance point of Bruck Mills switch. Movements on other than main track must be protected by member of crew.

Mileage 27.30—Province St., Richford. Movements except on main track must be protected by member of crew. In addition southward trains leaving any portion of train north of crossing must use manual control during switching or while standing. Upon completion and before proceeding south, crossing must be protected by member of crew.

Mileage 41.70—Highway 105, Highwater. Movements except on main track must be protected by member of crew.

Mileage 58.38—Main St., Newport. Movements are restricted to 10 mph, and before movement is made, engine-man must know that gates are in horizontal position. Whistle signal 14(h) must be sounded when making back-up movement.

Except when weather or other conditions prevent proper running inspection. Special Instruction "C" is amended as follows:— Freight trains will make one standing train inspection at or between Farnham and Missisquoi.

Yard limits, Newport, extend between yard limit sign located at mileage 57.35 and end of Newport subdivision mileage 58.4.

Rule 105A does not apply at Richford.

Extreme caution must be exercised when switching at Moore Business Forms Ltd., mileage 5.72 account canopy erected and restricted clearance.

No train or engine will obstruct any crossing either public or farm in the State of Vermont for a longer period than 5 consecutive minutes.

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

| | |
|--|----|
| Passenger trains (including RDC units) | 40 |
| Freight and Mixed Trains | 40 |
| Freight trains handling over 6000 tons | 30 |

| Permanent Slow Orders | | Permissible Speed Miles per Hour |
|-----------------------|---------------------|-------------------------------------|
| Mileage | Location | All Trains |
| 50.0 to 51.0 | On curves | 35 |
| 57.0 to 58.4 | On curves | 15 |

RESTRICTIONS**Diesel Units**

DRS-24, DRF-30 and DRF-36 30 mph Bridge 44.3

Cars

Over 245,000 to 263,000 lbs
gross weight each 20 mph Bridge 44.3

Over 179,000 to 220,000 lbs (ore)
gross weight each 10 mph Bridge 44.3

Crane and Auxiliary

100 to 160 tons also
Crane-Piledriver 414230-31 . . . 20 mph on Bridges 5.1, 10.3, 44.3.

200 to 250 tons { 20 mph on Bridges 5.1, 10.3, 16.4, 19.4,
22.5, 44.3, 414471, 502 in Travel con-
dition only on Bridge 57.8.

| NORTHWARD TRAINS— INFERIOR DIRECTION | | | | Miles from Brookport | ADIRONDACK SUBDIVISION | | Train Order Office Signals | Car Capacity Sidings | SOUTHWARD TRAINS— SUPERIOR DIRECTION | | | |
|---|-------------------------------|----------------------|---|-------------------------|--|-----|-------------------------------|-------------------------|---|---|----------------------|----------------------|
| FIRST CLASS | | | | | | | | | FIRST CLASS | | | |
| | 35 D & H Psgr. Daily | 41 Psgr. Daily | 213 Psgr. Daily ex. Sat. and Sun. | | | | | | 34 D & H Psgr. Daily | 214 Psgr. Daily ex. Sat. and Sun. | 40 Psgr. Daily | 42 Psgr. Daily |
| | | 0725 | | 0.0 | BROOKPORT | | 139 | | | 1913 | 2103 | |
| | | S 0735 | 0640 | 6.3 | Jct. Newport and Sherbrooke Subs. 6.3 FARNHAM CKWY | W H | Yard | | 1845 | S 1904 | S 2054 | |
| | | | F 0643 | 10.5 | Jct. St. Guillaume Stanbridge Subs. and C.N.R. 4.2 STE. BRIGIDE | | Nil | | F 1835 | | | |
| | | | F 0645 | 12.8 | 2.3 VERSAILLES | | Nil | | F 1831 | | | |
| | | | F 0647 | 15.4 | 2.6 ST. GREGOIRE | | Nil | | F 1829 | | | |
| | | | | 17.6 | 2.2 IBERVILLE JCT. | | 136 | | | | | |
| | | | S 0651 | 19.2 | 1.6 IBERVILLE | | Nil | | S 1825 | | | |
| | | S 0753 | S 0656 | 20.0 | 0.8 ST. JOHNS | J H | Nil | | S 1822 | S 1846 | S 2036 | |
| | | | F 0701 | 24.5 | Jct. C.N.R. 4.5 LACADIE | | Nil | | F 1815 | | | |
| | | | | 27.6 | 3.1 DESNOYERS | | 135 | | | | | |
| | | | F 0711 | 31.2 | 3.6 ST. PHILIPPE | | Nil | | F 1808 | | | |
| 1908 | 1923 | 0815 | S 0717 | 35.0 | 3.8 DELSON RXYZ | J U | Nil | 1023 | S 1803 | 1831 | 2021 | |
| | | | S 0720 | 36.0 | Jct. N.J.R. and C.N.R. 1.0 ST. CONSTANT | | Nil | | S 1800 | | | |
| | 1929 | 0821 | F 0728 | 40.7 | 4.7 ADIRONDACK JCT. XY | | N 55 S 55 | 1012 | F 1754 | 1823 | 2013 | |
| | 2000 | 0850 | 0750 | | Jct. Pen-Cen. Rly. ... MONTREAL KWZ | W J | Yard | 0950 | 1735 | 1800 | 1950 | |
| | Daily | Daily | Daily ex. Sat. and Sun. | | | | | Daily | Daily ex. Sat. and Sun. | Daily | Daily | |
| | 35 | 41 | 213 | | | | | 34 | 214 | 40 | 42 | |

ADIRONDACK SUBDIVISION FOOTNOTES ON PAGES 40 AND 41

SEE PAGES 6-7-8 AND 9 FOR TIMES BETWEEN ADIRONDACK JCT. AND MONTREAL

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.

N. J. trains may register at Delson by register ticket.

Delson is register station for N. J. trains only.

Northward trains may leave Brookport without a clearance if train order signal, when provided, indicates proceed and no operator on duty.

Trains to Newport and Sherbrooke subdivisions must obtain a clearance at Farnham and may leave Brookport without a clearance if train order signal, when provided, indicates proceed and no operator on duty.

Southward trains going beyond mileage 38.3 must obtain a clearance in Montreal Terminals. All trains may leave Adirondack Jct. without obtaining clearance.

Trains between Adirondack Jct., St. Luc and Montreal will be governed by Montreal Terminals schedules and footnotes pages 6 to 13 inclusive. Times at Adirondack Jct. and Montreal are for information only.

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

End of TWO TRACKS at mileage 33.0—C.T.C.

Rules 251—257 apply on northward and southward tracks between mileage 33.0 and mileage 38.3.

Seaway interlocking limits extend southward to mileage 38.3.

Jct. with Seaway spur, mileage 38.3—Interlocking.

Montreal Terminals footnote No. 4, page 10, also applies at mileage 38.3 when interlocking signals governing movements over dual control switches indicate STOP.

Following signals located to left of track they govern :—

| <u>Southward</u> | <u>Northward</u> |
|------------------|------------------|
| 34 | 17 |
| 48 | 99 |
| 226 | 123 |
| 252 | 151 |
| 298 | 183 |
| 314 | 283 |

Special Instruction "D" applies at the following switches :

Mileage 10.70—Ste. Brigide.

Mileage 12.85—Versailles.

Mileage 20.0, 20.24, 20.44, 21.01, 21.62 and 21.69—St. Johns.

Mileage 31.05 and 31.34—St. Philippe.

Rule 268 applies at the following electrically locked hand operated switches :

Mileage 19.2

Mileage 19.9

Mileage 20.6

Mileage 38.37.

AUTOMATIC PROTECTED PUBLIC CROSSINGS AT GRADE

Mileage 5.5 —Main St., Farnham. Manual controls are located on either side. All yard movements are manually controlled except northward movements from siding into No. 5 lead. Crews must use manual control and know that gates are in horizontal position before movements proceed over crossing. Timing circuit of 60 seconds is provided for southward trains occupying siding track north of crossing. After time has elapsed manual controls must be used and gates known to be in horizontal position before movements proceed. Movements over siding track between 300 ft. north and 300 ft. south are restricted to 5 mph, and no cars or engines are to be left within this area.

Mileage 6.19—St. Louis St., Farnham. Timing circuits are provided for main track movements on approach circuits between 1200 ft. south and 1400 ft. north of crossing. Movements occupying these circuits in excess of 3 minutes are restricted to 5 mph before proceeding over crossing. All siding and southward yard movements, from siding and Stanbridge sub. over crossing, must not exceed 5 mph. Northward yard movements to the siding and Stanbridge sub. and yard movements in both directions, on town and freight shed tracks, are manually controlled. Movements must not proceed until gates are in the horizontal position. If movement is not made, manual control must be used to clear gates. When switching shed tracks manual control located on bungalow must be used. Stop signs are erected each side of crossing on C.N.R. Movements must be brought to a full stop within these signs and not proceed until gates are in horizontal position.

Mileage 20.17—Mercier St., St. Johns. Movements on other than main track must be manually controlled by member of crew. Rule 103, paragraph 9 applies.

Mileage 34.43—Tortue Road and

Mileage 34.58—Main St., Delson. Manual control located 8 poles north of milepost 34. Northward trains switching or standing and unable to clear these crossings must stop south of brick yard crossing in order to allow gates to clear. After movement has returned to standing portion of train, member of crew must use manual control to place crossing protection back in operation.

Rule 103, paragraph 8, applies on other than main track over Normandie Blvd. crossing, mileage 6.88, By-pass Road mileage 7.1 at Farnham and crossing mileage 17.76.

ADIRONDACK SUBDIVISION FOOTNOTES — Continued

Drawbridge at mileage 19.8 — Interlocking. Controlled by bridgetender. Rule 663 applies. Telephones located on signals 197 and 200.

Jct. with N.J.Ry. at Delson—Interlocking.

Jct. with St. Guillaume sub. at Farnham—CTC.

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

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.

RAILWAY CROSSINGS AT GRADE.

Mileage 20.84—C.N.R.—Automatic interlocking. Rule 264 does not apply. When applying Rule 672 movements must proceed at restricted speed to the next signal. Timing circuit Northward from mileage 20.10 to interlocking signal 207—8 minutes; Southward from mileage 24.0 to interlocking signal 210—10 minutes. Special instruction G applies.

Mileage 35.02—C.N.R.—Interlocking. Controlled by dispatcher at Sherbrooke. Passenger trains must not exceed 50 mph. When interlocking signal indicates STOP member of crew will communicate with dispatcher and be governed by his instructions. If communications have failed Rule 104B and the provisions of Rule 672 must be applied except wait 5 minutes before proceeding at restricted speed to the next signal.

Dispatchers telephones located on signals 349 and 352 for CPR. Signal 351 for NJ and signals 176 and 177 for CNR.

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.

Track adjacent west side of main track, between mileage 4.9, and mileage 8.2, at Farnham, is yard track and is to be used for the meeting and passing of trains. No movement may be made onto this track except by signal indication or by authority of the Train Dispatcher.

At Farnham, track leading to Stanbridge subdivision must not be used for doubling trains into Farnham yard.

When northward trains are required to set off cars at Delson for N.J. Interchange, rear portion of train must be left standing on main track clear of Brick Yard crossing circuit and only cars for set off are to be handled to N.J. tracks. Farm crossings must not be blocked by cars set off on N.J. Interchange tracks.

Cars spotted on team track south of Jacques Cartier street, St. Johns, must be kept back 50 feet from street line at the said crossing.

Yard limits Delson extend between mileage 33.83 and mileage 36.44.

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

| | |
|------------------------------------|----|
| Passenger trains (other) | 89 |
| Passenger trains (RDC units) | 90 |
| Freight and Mixed Trains | 50 |

| Permanent Slow Orders | | Permissible Speed Miles per Hour | |
|-----------------------|------------------------|-------------------------------------|-----------------------------|
| Mileage | Location | Passenger Trains | Freight and Mixed Trains |
| 0.0 to 5.0 | On curves | 60 | — |
| 5.0 to 5.5 | On curves | 30 | 30 |
| 5.5 to 6.7 | ..... | 20 | 20 |
| 6.7 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 | — |
| 35.02 | Railway crossing | 50 | 35 |

*Until crossing fully occupied.

Special Instructions "A" and "C" are not applicable to trains consisting exclusively of multi-level auto cars, piggy-back cars, passenger cars, mechanical refrigerator cars, container cars, cars loaded with containers, or any combination thereof. These trains will be governed by speed restrictions for passenger trains but must not exceed 35 mph over railway crossings at grade mileage 20.84 and 35.02, and 60 mph at any other point.

Except when weather or other conditions prevent proper running inspection, Special Instruction "C" is not applicable to trains to or from Newport except as prescribed by Newport Sub. footnotes. All trains to or from Sherbrooke Sub. will make standing train inspection at Farnham unless otherwise provided.

SEAWAY SPUR

Eastward — mileage 38.38 Adirondack Sub. to end of track 1.79 miles

Rule 105 applies. MAXIMUM SPEED 15 M.P.H.

All movements over crossings mileage 0.73 and Highway 9C, Seaway Spur, must come to a stop before reaching crossings and know that protection signals are operating as intended before proceeding. If protection signals not operating, crossings must be protected by member of crew.

| 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 | 933 Freight Daily | | | 41 Pass. Daily | | | | | |
| | 1600 | 1025 | 0430 | | | 0400 | 0.0 | V..... | MEGANTIC .....CKVWYZ Jct. Q.C.R. | G C | Yard |
| | 1625 | 1050 | 0446 | | | 0414 | 8.4 | | NANTIES 8.4 | | 150 |
| | 1636 | 1101 | 0456 | | | 0423 | 14.8 | | MILAN 6.4 | | 50 |
| | 1646 | 1111 | 0504 | | | 0430 | 19.7 | | SPRUCE 4.9 | | 37 |
| | 1705 | 1122 | 0513 | | | F 0437 | 25.0 | | SCOTSTOWN .....Z | | 57 |
| | 1717 | 1134 | 0525 | | | 0447 | 30.2 | | GOULD 5.2 | | 122 |
| | 1735 | 1152 | 0548 | | | 0500 | 38.3 | | BURY 8.1 | | 38 |
| | 1743 | 1200 | 0556 | | | 0507 | 42.4 | | ROSS 4.1 | | 110 |
| | 1752 | 1209 | 0605 | | | F 0515 | 47.4 | | COOKSHIRE .....Z Jct. Sawyerville Sub. | C N | 43 |
| | 1803 | 1220 | 0616 | | | 0525 | 52.1 | | BIRCHTON 4.7 | | 115 |
| | 1813 | 1230 | 0626 | | | 0535 | 58.2 | | JOHNVILLE 6.1 | | 50 |
| | 1818 | 1235 | 0631 | | | 0541 | 60.7 | | RACEY 2.5 | | 101 |
| | 1828 | 1245 | 0641 | | | 0548 | 65.4 | ABS CTC { | LENNOXVILLE Jct. C.N.R. & Q.C.R. | | 31 |
| | | | | | | 0555 S 0605 | 68.5 | | V..... | SHERBROOKE .....CKVWZ Jct. Q.C.R. | H O | 52 |
| 1600 | 1905 | 1320 | 0700 | | | 0609 | 70.6 | | LANDERS 2.1 | | 89 |
| 1605 | 1910 | 1324 | 0705 | | | 0614 | 75.3 | | ROCK FOREST 4.7 | | 68 |
| 1615 | 1920 | 1332 | 0713 | | | 0620 | 80.4 | | SHANKS 5.1 | | 104 |
| 1625 | 1930 | 1340 | 0721 | | | F 0630 | 86.8 | | MAGOG .....Z | G | 58 |
| 1646 | 1941 | 1351 | 0732 | | | 0641 | 92.7 | | MOUNT ORFORD 5.9 | | 90 |
| 1700 | 2000 | 1408 | 0746 | | | 0648 | 97.3 | | EASTRAY 4.6 | | 46 |
| 1710 | 2015 | 1416 | 0754 | | | 0652 | 100.9 | | SOUTH STUKELY 3.6 | | 52 |
| 1716 | 2020 | 1422 | 0800 | | | F 0658 | 105.6 | | FOSTER .....RYZ Jct. Drummondville Sub. | F O | 114 |
| 1724 | 2028 | 1430 | 0808 | | | 0703 | 109.1 | | FULFORD 3.5 | | 47 |
| 1730 | 2033 | 1436 | 0816 | | | F 0710 | 114.2 | | BROMONT 5.1 | | 105 |
| 1740 | 2043 | 1448 | 0828 | | | F 0718 | 121.6 | | ADAMSVILLE 7.4 | | 40 |
| 1750 | 2052 | 1458 | 0838 | | | 0725 | 125.6 | | BROOKPORT .....Z Jct. Adirondack and Newport Subs. | | NH |
| 1800 | 2103 | 1505 | 0845 | | | | | | | | |
| Daily ex. Sun. | Daily ex. Mon. | Daily | Daily | | | Daily | | Rule 93A applies. | | | |
| 913 | 981 | 949 | 933 | | | 41 | | | | | |

SHERBROOKE SUBDIVISION FOOTNOTES

Sherbrooke and Foster are register stations for trains originating and terminating only.

Jct. with Q.C.R. at Megantic and with Sawyerville sub. at Cookshire—ABS.

Jct. with Q.C.R. at Sherbrooke, with Adirondack and Newport subs at Brookport.—CTC.

ABS—Westward—From Megantic to block end sign mileage 3.2.
From signal 461 to block end sign mileage 48.3.
From signal 651 to block end sign mileage 74.0.
Continuous from signal 1241 to Brookport.

Eastward—From signal 1255 at Brookport to block end sign mileage 123.2.

From signal 730 to block end sign mileage 64.5.
From signal 482 to block end sign mileage 46.0.
From signal 24 to Megantic.

Eastward signals 08 and 02 at Megantic are station protection signals.

Eastward signals 694-688 and Westward signal 687 at Sherbrooke are station protection signals.

Continued on Page 43

| Miles from Megantic | | SHERBROOKE SUBDIVISION | | Train Order Office Signals | Car Capacity Sidings | EASTWARD TRAINS—SUPERIOR DIRECTION | | | | | | | | | |
|---------------------|--------------------|--|-----|-------------------------------|-------------------------|------------------------------------|---------------------|-------|-------------------------|-------------------------|-------------------------------------|--|------------------------|------------------------|------------------------|
| | | | | | | FIRST CLASS | | | SECOND CLASS | | | FOURTH CLASS | | | |
| | | | | | | 40 Pgr. Daily | 42 Pgr. Daily | | 952 Freight Daily | 908 Freight Daily | 914 Freight Daily ex. Sun. | 70 Freight Daily ex. Sat. and Sun. | 72 Freight Daily | 74 Freight Daily | 76 Freight Daily |
| STATIONS | | | | | | | | | | | | | | | |
| 0.0 | V.... | MEGANTIC CKVWYZ Jct. Q.C.R. 8.4 | G C | Yard | 2240 | 0030 | | 0650 | 1810 | | | | 0935 | 2005 | 0230 |
| 8.4 | ..... | NANTES 6.4 | | 150 | 2226 | 0016 | | 0616 | 1744 | | | | 0912 | 1947 | 0213 |
| 14.8 | ..... | MILAN 4.9 | | 50 | 2218 | 0008 | | 0558 | 1728 | | | | 0902 | 1937 | 0202 |
| 19.7 | ..... | SPRUCE 5.3 | | 37 | 2209 | 2359 | | 0548 | 1716 | | | | 0850 | 1925 | 0154 |
| 25.0 | ..... | SCOTSTOWN .....Z 5.2 | | 57 | F 2201 | F 2351 | | 0538 | 1705 | | | | 0840 | 1913 | 0143 |
| 30.2 | ..... | GOULD 8.1 | | 122 | 2152 | 2342 | | 0525 | 1650 | | | | 0830 | 1903 | 0133 |
| 38.3 | ..... | BURY 4.1 | | 38 | 2140 | 2330 | | 0500 | 1632 | | | | 0810 | 1845 | 0113 |
| 42.4 | ..... | ROSS 5.0 | | 110 | 2134 | 2324 | | 0437 | 1623 | | | | 0759 | 1834 | 0102 |
| 47.4 | ..... | COOKSHIRE .....Z Jct. Sawyerville Sub. 4.7 | C N | 43 | F 2125 | F 2315 | | 0425 | 1612 | | | | 0750 | 1825 | 0053 |
| 52.1 | ..... | BIRCHTON 6.1 | | 115 | 2118 | 2308 | | 0413 | 1603 | | | | 0740 | 1803 | 0039 |
| 58.2 | ..... | JOHNVILLE 2.5 | | 50 | 2109 | 2259 | | 0400 | 1550 | | | | 0725 | 1725 | 0025 |
| 60.7 | ..... | RACEY 4.7 | | 101 | 2105 | 2255 | | 0350 | 1540 | | | | 0718 | 1718 | 0018 |
| 65.4 | ABS CIC | LENNOXVILLE Jct. C.N.R. & Q.C.R. 3.1 | | 31 | 2055 | 2245 | | 0335 | 1530 | | | | 0710 | 1710 | 0010 |
| 68.5 | | V SHERBROOKE CKVWZ Jct. Q.C.R. 2.1 | H O | 52 | S 2040 | S 2230 | | 0315 | 1520 | 0145 | Drummondville Subdivision Trains | 0700 | 1700 | 0001 | |
| 70.6 | | LANDERS 4.7 | | 89 | 2033 | 2223 | | 0300 | 1447 | 0130 | | 0625 | 1647 | 2327 | |
| 75.3 | ROCK FOREST 5.1 | | 68 | 2027 | 2217 | | 0251 | 1439 | 0121 | 0614 | | 1640 | 2320 | | |
| 80.4 | ..... | SHANKS 6.4 | | 104 | 2021 | 2211 | | 0239 | 1431 | 0109 | | 0556 | 1625 | 2311 | |
| 86.8 | ..... | MAGOG .....Z 5.9 | G | 58 | F 2012 | F 2202 | | 0227 | 1420 | 0057 | | 0544 | 1600 | 2300 | |
| 92.7 | .... | MOUNT ORFORD 4.6 | | 90 | 2000 | 2150 | | 0215 | 1408 | 0045 | | 0529 | 1545 | 2245 | |
| 97.3 | ..... | EASTRAY 3.6 | | 46 | 1950 | 2140 | | 0205 | 1340 | 0035 | | 0518 | 1534 | 2234 | |
| 100.9 | .... | SOUTH STUKELY 4.7 | | 52 | 1945 | 2135 | | 0156 | 1331 | 0026 | | 0511 | 1526 | 2226 | |
| 105.6 | ..... | FOSTER .....RYZ Jct. Drummondville Sub. 3.5 | F O | 114 | F 1939 | F 2129 | | 0143 | 1318 | 0013 | 0330 | 0504 | 1516 | 2215 | |
| 109.1 | ..... | FULFORD 5.1 | | 47 | 1934 | 2124 | | 0133 | 1308 | 0003 | 0318 | 0453 | 1505 | 2203 | |
| 114.2 | ..... | BROMONT 7.4 | | 105 | F 1927 | F 2117 | | 0122 | 1257 | 2352 | 0305 | 0440 | 1448 | 2150 | |
| 121.6 | ..... | ADAMSVILLE 4.0 | | 40 | F 1918 | F 2108 | | 0108 | 1243 | 2338 | 0250 | 0425 | 1410 | 2135 | |
| 125.6 | ..... | BROOKPORT .....Z Jct. Adirondack and Newport Subs. | | NH | 1913 | 2103 | | 0100 | 1235 | 2331 | 0240 | 0415 | 1400 | 2125 | |
| Rule 93A applies. | | | | | Daily | Daily | | Daily | Daily | Daily ex. Sat. | Daily ex. Sat. and Sun. | Daily | Daily | Daily | |
| | | | | | 40 | 42 | | 952 | 908 | 914 | 70 | 72 | 74 | 76 | |

SHERBROOKE SUBDIVISION FOOTNOTES — Continued

Following signal located to left of track it governs, 1241.

Special Instruction "D" applies at switch mileage 66.5.

Eastward trains must obtain a clearance at Farnham and may leave Brookport without a clearance if train order signal, when provided, indicates proceed and no operator on duty.

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

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.

No. 4 track at Sherbrooke is the car capacity siding. Rule 105A does not apply.

Continued on Page 44

SHERBROOKE SUBDIVISION FOOTNOTES — *Continued*

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.

Mileage 0.28—Frontenac St., Megantic. All switching movements must be protected by member of crew.

Rules 263 to 273 apply between signal 659 west of Lennoxville, signal 443 on C.N.R. governing trains to C.P.R. at Lennoxville and signals 684 and 684B east of Sherbrooke Station.

Movements may be made between Sherbrooke and Lennoxville under Rules 263 to 273 without obtaining a clearance. Reverse switching movements to Sherbrooke may be made without clearing control signals at Lennoxville only under flag protection, or as provided by Rule 266, or when movement has not cleared beyond signal 670 and signal 683 indicates proceed.

Switch leading to Fairbanks lead, mileage 68.1, equipped with electric switch lock operated from Sherbrooke. Rule 268 applies.

RAILWAY CROSSING AT GRADE

Mileage 65.97—C.N.R.—Interlocking. Controlled by dispatcher at Sherbrooke. Rule 264 applies.

When all means of communication have failed —
WESTWARD movements MUST NOT proceed until authorized.

EASTWARD movements must be governed by Rule 104B and the provisions of Rule 672 except wait 5 minutes before proceeding at restricted speed to the block end sign.

Telephones for communicating with Dispatcher are located on signals 659 and 662.

AUTOMATIC PROTECTED PUBLIC CROSSINGS AT GRADE

Mileage 24.68—Scotstown. Eastward trains standing or switching between Scotstown station and this crossing must not exceed 20 mph until crossing fully occupied.

Mileage 65.39—College St., Lennoxville. Movements on interchange track must use manual control before occupying crossing.

Mileage 92.7 —Mount Orford. Westward train meeting at that point must stop 500 ft. east of crossing, and when ready to proceed must not exceed 15 mph until crossing fully occupied.

Mileage 122.0—Westward passenger trains must not exceed 80 mph from mileage 121.5 until crossing fully occupied.

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.

Whistle signal 14(L) and the ringing of engine bell is prohibited approaching public crossings at grade within the limits of the City of Sherbrooke between mileage 67.38 and mileage 72.05 between the hours of 2200 and 0700 except at Quatre-Pins crossing, mileage 70.39.

Rule 99 — OUTSIDE ABS TERRITORY

When a train stops under circumstances in which it may be overtaken by another train, a flagman must immediately go back at least 2000 yards to ensure full protection.

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

| | |
|--|----|
| Passenger trains (other) | 89 |
| Passenger trains (RDC units) | 90 |
| Freight and Mixed Trains | 45 |
| Freight trains handling over 6000 tons | 30 |

| Permanent Slow Orders | | Permissible Speed Miles per Hour | |
|-----------------------|-----------------------|-------------------------------------|-----------------------------|
| Mileage | Location | Passenger Trains | Freight and Mixed Trains |
| 0.28 | Frontenac Street ... | *10 | *10 |
| 0.0 to 1.0 | On curves | 40 | 40 |
| 1.0 to 3.0 | On curves | 45 | — |
| 3.0 to 9.0 | On curves | 50 | — |
| 9.0 to 10.0 | On curves | 40 | 40 |
| 10.0 to 22.0 | On curves | 50 | — |
| 22.0 to 25.0 | On curves | 45 | — |
| 25.0 to 26.0 | On curves | 35 | 35 |
| 26.0 to 30.0 | On curves | 45 | — |
| 30.0 to 34.0 | On curves | 50 | — |
| 34.0 to 38.0 | On curves | 45 | — |
| 38.0 to 39.0 | On curves | 40 | 40 |
| 39.0 to 46.0 | On curves | 45 | — |
| 46.0 to 51.0 | On curves | 40 | 40 |
| 51.0 to 57.0 | On curves | 50 | — |
| 57.0 to 61.0 | On curves | 45 | — |
| 61.0 to 64.0 | On curves | 35 | 35 |
| 0.23 | Q.C.R. Connection | | |
| | Alexander Street | *25 | *25 |
| | Sherbrooke Yard | | |
| | King Street | *10 | *10 |
| 64.0 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 fully occupied.

To avoid excessive blocking of Victoria Street crossing mileage 0.82 at Megantic, Eastward freight trains, except No. 952, will stop west of this crossing until authorized to yard train.

Yard limits Sherbrooke extend between mileage 64.70 and mileage 73.05.

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

Special Instructions "A" and "C" are not applicable to trains consisting exclusively of multi-level auto cars, piggy-back cars, passenger cars, mechanical refrigerator cars, container cars, cars loaded with containers, or any combination thereof. These trains will be governed by speed restrictions for passenger trains but must not exceed 65 mph at any point.

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

| NORTHWARD TRAINS— INFERIOR DIRECTION | | | | Miles from Farnham | ST. GUILLAUME SUBDIVISION | | Train Order Office Signals | Car Capacity Sidings | SOUTHWARD TRAINS— SUPERIOR DIRECTION | | | | | |
|---|--|--|--|-----------------------|---|-----|-------------------------------|-------------------------|---|--|--|--|--|--|
| THIRD CLASS | | | | | | | | | FOURTH CLASS | | | | | |
| | | | 85 Freight Daily ex. Sat. and Sun. | | | | | | | | 86 Freight Daily ex. Sat. and Sun. | | | |
| | | | | | STATIONS | | | | | | | | | |
| | | | 0600 | 0.0 | FARNHAM .....CKWXY | W H | Yard | 1100 | ..... |  |  |  |  |  |
| | | | | | Jct. Adirondack Sub. | | | | | | | | | |
| | | | 0605 | 0.2 | 0.2 MEIGS .....Z | | Nil | 1055 | ..... |  |  |  |  |  |
| | | | | | Jct. C.N.R. | | | | | | | | | |
| | | | 0618 | 5.6 | 5.4 CANROBERT | | 14 | 1043 | ..... |  |  |  |  |  |
| | | | | | 10.8 | | | | | | | | | |
| | | | 0645 | 16.4 | ST. PIE .....Z | | Nil | 1020 | ..... |  |  |  |  |  |
| | | | | | 8.3 | | | | | | | | | |
| | | | 0710 | 24.7 | ST. HYACINTHE .....RZ | | 15 | 1000 | ..... |  |  |  |  |  |
| | | | | | 1.7 | | | | | | | | | |
| | | | | 26.4 | STE. ROSALIE JCT. ....Y | | 14 |  | ..... |  |  |  |  |  |
| | | | | | Jct. C.N.R. | | | | | | | | | |
| | | | | | 20.3 | | | | | | | | | |
| | | | | 46.7 | ST. GUILLAUME .....YZ | | Nil |  | ..... |  |  |  |  |  |
| | | | Daily ex. Sat. and Sun. | | Rule 93A applies. Rules 41 and 44 apply. | | | | Daily ex. Sat. and Sun. | | | | | |
| | | | 85 | | | | | 86 | | | | | | |

ST. GUILLAUME SUBDIVISION FOOTNOTES

Rule 105A does not apply.

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

Yard limits St. Hyacinthe, extend to mileage 28.0.

Engine arriving St. Hyacinthe on No. 85 must retain all train orders and may assume schedule of No. 86 and leave St. Hyacinthe without a clearance.

RAILWAY CROSSINGS AT GRADE

Mileage 11.5 — C.N.R. — Automatic interlocking. Timing circuit 1300 ft. south of interlocking signal, Special instruction "G" applies — 2 minutes. Movements are restricted to 15 mph within 500 ft. of interlocking signal.

Mileage 26.4 — C.N.R. Interlocking. Controlled by C.N.R. Operator at St. Hyacinthe. Movements are restricted to 10 mph within 500 feet of interlocking signals. When interlocking signal indicates STOP member of crew will communicate with operator and be governed by his instructions. If communications have failed the provisions of Rule 672 must be applied except wait 5 minutes.

AUTOMATIC PROTECTED PUBLIC CROSSINGS AT GRADE

Mileage 0.25 — Main St., Farnham. Movements restricted to 5 mph Northward and 10 mph Southward until crossing fully occupied.

Mileage 16.5 — St. François St., St. Pie. Movements restricted to 20 mph until crossing fully occupied.

Mileage 26.74 — Northward movements must not exceed 20 mph until crossing fully occupied.

Jct. with C.N.R. Meigs — normal position of switch is for CPR movements.

Jct. with Adirondack sub. — Farnham — CTC.

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 RDC. Units) 30
Freight and Mixed Trains 30

Trains must not exceed 10 mph between mileage 16.0 and 16.4.
Trains must not exceed 10 mph on curves between mileage 31.7 and 32.0.

All movements over crossing mileage 33.04 must come to a stop and be protected by a member of the crew before proceeding over this crossing.

Mileage 40.88 — Southward trains must not exceed 10 mph until crossing fully occupied.

RESTRICTIONS

Diesel Units

All (except HS5 and Rail Diesel

Car) 20 mph
DS6, 8, 9, 10, 12 and SB10 10 mph on Bridge 16.17.
DRS-24, DRF-30, DRF-36 prohibited
DFA16b, c, g, DFB-16d, prohibited beyond mileage 27.9.

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 { 20 mph on Bridge 0.3.
10 mph on Bridges 16.17,
Over 189,000 to 220,000 lb (ore) { 16.18, 24.1, 34.2, 37.9.
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 two 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.
Heavy duty, series 376500 and series 502000.....prohibited.

Crane and Auxillary

23 to 75 tons capacity 20 mph on Bridges 0.3, 16.17,
24.1, 37.9.
100 tons capacity also Crane-
Pile Driver 414230, 414231 { 10 mph on Bridges 16.17, 16.18,
24.1, 34.2, 37.9.
5 mph on Bridge 0.3.
150 to 160 tons capacity ... { Prohibited on Bridges 0.3, 16.17,
16.18, 24.1, 37.9.
10 mph on Bridge 34.2.
200 to 250 tons capacity ... prohibited.

Combination Crane-Pile Driver

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

Pile Driver

400043 20 mph on Bridges 0.3, 16.17,
24.1, 37.9.

| WESTWARD TRAINS INFERIOR DIRECTION | TRING SUBDIVISION | | | | EASTWARD TRAINS SUPERIOR DIRECTION |
|---|--------------------------|---|-------------------------------|-------------------------|---|
| NO REGULAR TRAINS | Miles from Tring Jct. | STATIONS | Train Order Office Signals | Car Capacity Sidings | NO REGULAR TRAINS |
| READ DOWN | 59.1 | MEGANTIC CKWYZ Jct. C.P.R. 13.6 | G C | Yard | READ UP |
| | 45.5 | ST. SAMUEL 4.7 | | 9 | |
| | 40.8 | ST. SEBASTIEN 8.8 | | 5 | |
| | 32.0 | COURCELLES .....Z 8.1 | | 29 | |
| | 23.9 | ST. EVARISTE 14.0 | | 13 | |
| | 9.9 | ST. VICTOR 9.9 | | 18 | |
| | 0.0 | TRING JCT. ...RYZ Jct. Vallee Sub. | N A | Yard | |
| | | Rule 93A applies. Rules 41 and 44 apply. | | | |

TRING SUBDIVISION FOOTNOTES

All tracks east of Wye switch, mileage 58.44, at Megantic are other than main tracks. Rule 105 applies. The position of this switch is normal when set for North leg of wye.

Trains must not make movements on to C.P.R. main track at Megantic without authority of Yardmaster or Operator.

Rule 105A does not apply.

RESTRICTIONS

Diesel Units

All units except HS-5 Mile 15.2 to 27.5 20 mph
DFA-16b, c, g, DFB-16d prohibited mileage 15.2 to 27.5.
DRS-24, DRF-30 } on Bridges 9.6, 36.0, 54.0 .. 20 mph
and DRF-36

Cars

Over 232,000 to 263,000 lb. gross weight each
on Bridges 9.6 and 36.0 20 mph
on Bridges 42.7 and 54.0 25 mph
Over 200,000 to 220,000 lb. (ore) gross weight each
on Bridges 9.6, 36.0 20 mph
on Bridges 32.0, 42.7 and 54.0 30 mph

Crane and Auxiliary

100 to 160 tons capacity 20 mph on Bridges 9.6, 32.0, 36.0, 54.0,
Except 414400-2 { 20 mph Bridges 15.6, 32.0.
10 mph 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 414479 } 25 mph Bridge 15.6.
480 } 10 mph Bridges 9.6, 32.0, 36.0,
503 } 42.7, 54.0.
650 }

Combination Crane—Pile Driver

30 or 31 ton capacity .. 20 mph on Bridges 9.6, 42.7.
40 ton capacity 20 mph on Bridges 9.6, 32.0, 36.0,
42.7, 54.0.

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

Passenger trains (including RDC Units) 25
Freight and Mixed Trains 25

Permanent Slow Orders

| Mileage | Location | Permissible Speed Miles per Hour |
|---------|--------------|-------------------------------------|
| 42.7 | Bridge | 15 |

Engines and cars must not be moved closer than 30 feet from bridge over roadway near quarry on Lacombe track, mileage 43.4, serving Granite Bussiere Inc.

| NORTH- WARD TRAINS INFERIOR DIRECTION | LEVIS SUBDIVISION | | | | SOUTH- WARD TRAINS SUPERIOR DIRECTION |
|---|---------------------------|---|-------------------------------|-------------------------|---|
| NO REGULAR TRAINS | Miles from Scotts Jct. | STATIONS | Train Order Office Signals | Car Capacity Sidings | NO REGULAR TRAINS |
| READ DOWN | 0.0 | SCOTTS JCT. ...RYZ Jct. Vallee Sub. 6.0 | | Yard | READ UP |
| | 6.0 | STE. HENEDINE .....Z 5.4 | | 17 | |
| | 11.4 | ST. ANSELME 7.3 | | 16 | |
| | 18.7 | .. ST. HENRI VILLAGE .. 2.9 | | 13 | |
| | 21.6 | CARRIER 5.9 | | Nil | |
| | 27.5 | HARLAKA .....RYZ Jct. C.N.R. 4.5 | | Nil | |
| | 32.0 | LEVIS .....KZ 0.8 | N Y | | |
| | 32.8 | Via C.N.R. { ... POINTE LEVIS | | | |
| | | Rule 93A applies. Rules 41 and 44 apply between Scotts Jct. and Harlaka. | | | |

LEVIS SUBDIVISION FOOTNOTES

C.N.R. Time Table governs between Harlaka and Pointe Levis.

Southward trains may leave Harlaka without clearance.

Rule 105A does not apply.

Trains must not exceed 25 mph approaching Trans-Canada Highway mileage 26.88, until crossing fully occupied.

Railway Crossing at Grade.

Mileage 21.6—C.N.R. Automatic Interlocking. Trains must not exceed 10 mph approaching.

RESTRICTIONS

Cars

Over 212,000 to 220,000 lb. gross weight (ore)
on Bridge 11.0 25 mph.

Crane and Auxiliary

200 to 250 tons capacity on Bridge 11.0 20 mph.
Prohibited on Bridges 0.96, 20.5.

Except 414479, 480, 503, 650.

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

Passenger trains (including RDC units) 25
Freight and Mixed Trains 25

| NORTHWARD TRAINS— INFERIOR DIRECTION | | | | Miles from Sherbrooke | VALLEE SUBDIVISION | | Train Order Office Signals | Car Capacity Sidings | SOUTHWARD TRAINS— SUPERIOR DIRECTION | | | |
|---|--|--|------------------------------------|--------------------------|---|-----|-------------------------------|-------------------------|---|------------------------------------|--|--|
| FOURTH CLASS | | | | | STATIONS | | | | FOURTH CLASS | | | |
| | | | 83 Freight Daily ex. Sat. | | | | | | | 82 Freight Daily ex. Sun. | | |
| | | | | 0.0 | SHERBROOKE .....CKWZ | H O | Yard | | | | | |
| | | | 1400 | 1.4 | Jct. C.P.R. NEWINGTON 1.4 | | 47 | 1159 | | | | |
| | | | 1420 | 10.5 | 9.1 ASCOT 9.1 | | 35 | 1141 | | | | |
| | | | 1435 | 16.9 | 6.4 EAST ANGUS .....Z 6.4 | | 28 | 1126 | | | | |
| | | | 1455 | 25.4 | 8.5 DUDSWELL .....Z 8.5 | | 24 | 1106 | | | | |
| | | | 1500 | 26.3 | 0.9 BISHOPTON 0.9 | | 32 | 1101 | | | | |
| | | | 1525 | 36.9 | 10.6 WEEDON .....Z 10.6 | | 25 | 1033 | | | | |
| | | | 1530 | 41.6 | 4.7 ST. GERARD .....Z 4.7 | D N | 35 | 1023 | | | | |
| | | | 1545 | 47.6 | 6.0 GARTHEY .....Z 6.0 | | 30 | 1013 | | | | |
| | | | 1555 | 52.8 | 5.2 DISRAELI .....Z 5.2 | | 31 | 1004 | | | | |
| | | | 1610 | 57.7 | 4.9 COLERAIN .....Z 4.9 | | 25 | 0952 | | | | |
| | | | 1625 | 63.5 | 5.8 BLACK LAKE .....Z 5.8 | | 27 | 0940 | | | | |
| | | | 1730 | 70.8 | 7.3 THETFORD MINES .....KYZ 7.3 | F D | 51 | 0924 | | | | |
| | | | 1740 | 74.7 | 3.9 ROBERTSON 3.9 | | 27 | 0906 | | | | |
| | | | 1750 | 79.6 | 4.9 LEEDS 4.9 | | 24 | 0856 | | | | |
| | | | 1805 | 84.8 | 5.2 EAST BROUGHTON .....Z 5.2 | | 23 | 0835 | | | | |
| | | | 1815 | 87.4 | 2.6 CAREY MINE .....Z 2.6 | | 20 | 0820 | | | | |
| | | | 1825 | 90.3 | 2.9 TRING JCT. ....RYZ Jct. Tring Sub. 2.9 | N A | 20 | 0810 | | | | |
| | | | 1850 | 99.4 | 9.1 BILODEAU 9.1 | | 19 | 0737 | | | | |
| | | | 1905 | 100.0 | 0.6 VALLEE JUNCTION ...CKWZ Jct. Chaudiere Sub. 0.6 | U C | Yard | 0735 | | | | |
| | | | | 106.8 | 6.8 STE. MARIE .....Z 6.8 | | 16 | | | | | |
| | | | | 111.6 | 4.8 SCOTTS JCT. ....RYZ Jct. Levis Sub. 4.8 | | 6 | | | | | |
| | | | | 121.6 | 10.0 VILLE LAMBERT 10.0 | | Nil | | | | | |
| | | | | 127.3 | 5.7 BREAKEYVILLE .....Z 5.7 | | 10 | | | | | |
| | | | | 130.7 | 3.4 WALSH .....YZ 3.4 | | Nil | | | | | |
| | | | | 130.9 | 0.2 DIAMOND 0.2 | | | | | | | |
| | | | | 145.5 | 14.6 Jct. C.N.R. CADORNA 14.6 | | | | | | | |
| | | | | 147.6 | 2.1 Jct. C.P.R. QUEBEC .....CKWZ (Palais Station) 2.1 | B O | | | | | | |
| | | | Daily ex. Sat. | | Rule 93A applies. Rules 41 and 44 apply between Sherbrooke and Walsh. | | | | Daily ex. Sun. | | | |
| | | | 83 | | | | | | 82 | | | |

VALLEE SUBDIVISION FOOTNOTES

No. 83 must obtain clearance at Sherbrooke and may leave Newington without clearance.

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

Tring Jct. is register station for southward trains only.

Scotts Jct. is register station for trains originating and terminating only.

Jct. with C.P.R. at Sherbrooke — CTC.

Jct. with C.N.R. at Diamond — C.T.C.

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

Quebec subdivision schedules and footnotes govern between Cadorna and Quebec.

Yard Limits, Sherbrooke, extend to mileage 1.8.

Yard Limits, Vallee Junction, extend to mileage 98.7.

Continued on Page 48

VALLEE SUBDIVISION FOOTNOTES — Continued

Whistle signal 14(L) and the ringing of engine bell is prohibited approaching the following public crossings at grade within the limits of the City of Sherbrooke between the hours of 2200 and 0700:

Alexander Streetmileage 0.3
Short Streetmileage 0.68

Rule 105A does not apply at Dudswell, Robertson, Carey Mine, Bilodeau, Scotts Jct. and Breakeyville.

AUTOMATIC PROTECTED PUBLIC CROSSINGS AT GRADE

Mileage 17.35 — East Angus. Trains switching South end of Mill Yard (North Yard) must stop at stop sign before proceeding over Westgate Street crossing.

Mileage 36.87 — Weedon. Northward trains switching or standing will stop south of Creameries siding switch and must not exceed 5 mph until crossing fully occupied.

Mileage 60.67 — Lake Asbestos Ltd. Also,

Mileage 73.0 — National Asbestos Mines Ltd. Public crossings on their private tracks. Movements must STOP at STOP signs before proceeding over crossings.

Mileage 106.77 — Ste. Marie. Southward movements on main track or siding, must not exceed 10 mph until crossing fully occupied.
Team track is on manual control and box is located on north side of crossing.

Mileage 106.96 — Ste. Marie. Movements on other than main track must not exceed 5 mph until crossing fully occupied.

Mileage 127.29 — Breakeyville. Movements on other than main track must be protected by member of crew.

All movements over private crossing mileage 64.03 located 200 feet south of the entrance of King-Beaver Asbestos Warehouse must be protected by member of crew.

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

Train radios must not be used on Beaver Spur, Black Lake, mileage 63.5 account blasting operations.

No. 1 track at Thetford Mines is the car capacity siding. Rule 105A does not apply.

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

RESTRICTIONS

Diesel Units

DRS-24, DRF-30, DRF-36 .. {Bridges 10.3, 38.9 30 mph.
 {Bridge 99.9 10 mph.

Cars

Over 210,000 to 220,000 lb. (ore) gross weight each

Bridge 38.9 30 mph.

Over 221,000 to 263,000 lb. gross weight each

Bridge 38.9 30 mph.

Bridge 99.9 20 mph.

Heavy duty, series 376500prohibited.

Crane and Auxillary

100 tons capacity Bridges 38.9, 99.9 20 mph.

150 to 160 tons capacity {Bridge 108.1 20 mph.
 {Bridges 38.9, 99.9 10 mph.

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 mph.

414230, 231Bridges 38.9, 99.9 20 mph.

File Driver

400040, 43 Bridge 99.9 20 mph.

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

Passenger trains (including RDC Units) 40

Freight and Mixed Trains 40

Permanent Slow Orders

| Mileage | Location | Permissible Speed Miles per Hour |
|----------------|--------------------------|-------------------------------------|
| 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 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 Junction | *30 |
| 130.6 to 130.9 | On curves | 30 |

*Until crossing fully occupied.

THETFORD MINES INDUSTRIAL YARD SPUR

Eastward — mileage 70.82 Vallee Sub. to end of track2.92 miles

Rule 105 applies. MAXIMUM SPEED 15 M.P.H.

Movements over pedestrian crossing, mileage 2.40, must be flagged by member of crew. No cars to be left standing on industrial tracks within 50 feet of this crossing.

Asbestos Corp. Kings Mine's private crossing, mileage 2.85, must not be blocked for periods in excess of 5 minutes.

AUTOMATIC PROTECTED PUBLIC CROSSINGS AT GRADE

Mileage 0.47 — Wye connection. Movements must not exceed 10 mph until crossing fully occupied. Timing circuit 175 ft. east of Wye switch approaching crossing from west side and protection will cease to operate if train stands on circuit for a longer period than 30 seconds. Care must be taken that trains do not stand between timing circuit and crossing.

Mileage 2.56 — St. Alphonse St. Movements must STOP at STOP signs located on each side of crossing before proceeding.

| WESTWARD TRAINS INFERIOR DIRECTION | | CHAUDIERE SUBDIVISION | | | EASTWARD TRAINS SUPERIOR DIRECTION |
|---|-------------------------------|---|------|-------------------------------|---|
| NO REGULAR TRAINS | Miles from Vallee Junction | STATIONS | | Train Order Office Signals | Car Capacity Sidelings |
| READ DOWN | 78.5 | LAC FRONTIERE ..RZ..... | Yard | | |
| | 8.5 | DAAQUAM .....Z | GR | 52 | |
| | 70.0 | ST. CAMILLE | Nil | | |
| | 60.1 | STE. JUSTINE .....Z | 22 | | |
| | 50.5 | STE. GERMAINE ...Z..... | Nil | | |
| | 45.4 | MORISSET .....Z | 29 | | |
| | 34.7 | ST. GEORGES .....Z | 9 | | |
| | 22.8 | BEAUCEVILLE .....Z | 14 | | |
| | 14.5 | ST. JOSEPH .....Z | 12 | | |
| | 4.8 | VALLEE JUNCTION CKWZ | UC | Yard | |
| | 0.0 | Jct. Vallee Sub. | | | |
| | | Rule 93A applies. Rules 41 and 44 apply. | | | |

CHAUDIERE SUBDIVISION FOOTNOTES**RESTRICTIONS****Crane and Auxiliary**

200 to 250 tons capacity Bridge 9.05 } Prohibited
except 414479, 480, 503, 650

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

Derail located at east end of siding at Morisset. Rule 104E applies.

Movements must not exceed 10 mph at any point in Lac Frontiere Yard.

Rule 105a does not apply.

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

Passenger trains (including RDC units) 30

Freight and Mixed Trains 30

| Permanent Slow Orders | | Permissible Speed |
|-----------------------|---------------|-------------------|
| Mileage | Location | Miles per Hour |
| 4.78 | Crossing..... | *10 |

*Until crossing fully occupied.

| NORTH- WARD TRAINS INFERIOR DIRECTION | | BEEBE SUBDIVISION | | | SOUTH- WARD TRAINS SUPERIOR DIRECTION |
|---|--------------------------|---|-----|-------------------------------|---|
| FOURTH CLASS | | STATIONS | | Train Order Office Signals | Car Capacity Sidelings |
| 93 | Miles from Sherbrooke | | | | 92 |
| Freight Daily ex. Sun. | | | | | Freight Daily ex. Sun. |
| 0700 | 40.2 | NEWPORT ....CKWZ | NP | Yard | 0630 |
| | | Jct. C.P.R. | | | |
| 0720 | 33.9 | BEEBE JCT. ....Z | Nil | | 0610 |
| | | Jct. Stanstead Sub. | | | |
| 0755 | 21.1 | AYERS CLIFF .....Z | 22 | | 0540 |
| 0820 | 12.4 | NORTH HATLEY .....Z | 5 | | 0515 |
| 0845 | 3.3 | ADAMS .....Z | 10 | | 0427 |
| 0850 | 2.9 | LENNOXVILLE .....Z | Nil | | 0425 |
| | | Jct. C.N.R. | | | |
| | 2.6 | C.N.R. | | | |
| | 0.0 | C.P.R. Conn. ....Z | | | |
| | | SHERBROOKE ..CKWZ | HO | | |
| Daily ex. Sun. | | Rule 93A applies. Rules 41 and 44 apply between Lennoxville and Newport. | | | Daily ex. Sun. |
| 93 | | | | | 92 |

BEEBE SUBDIVISION FOOTNOTES

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.

Rules 263 to 273 apply between signal 29 at Lennoxville and CNR-CPR connection. CNR timetable governs.

Sherbrooke subdivision schedules and footnotes govern between C.P.R.—C.N.R. Connection and Sherbrooke.

Jct. with C.N.R. at Lennoxville—CTC.

Northward trains must approach the approach signal to C.T.C. at mileage 2.9 at slow speed and must stop at Adams then obtain instructions from train dispatcher at Sherbrooke before leaving.

Mileage 3.08 —College St., Lennoxville. Northward movements receiving STOP indication on signal 29 must stop south of yellow post located to left of track 200 feet south of crossing and, when authorized to proceed, must not exceed 5 mph until crossing fully occupied.

Mileage 40.17—Main St, Newport. Southward movements must stop at STOP sign located North of crossing. Movements over crossing may be made only after engineman knows that gates are in horizontal position and then at a speed not exceeding 10 mph. Whistle signal 14 (h) must be sounded when making back-up movement.

Trains may leave Lennoxville without clearance. Southward trains must obtain clearance at Sherbrooke.

Trains originating and terminating at Lennoxville must register at Sherbrooke.

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

Passenger trains (including RDC units) 30

Freight and Mixed Trains 25

| WESTWARD TRAINS INFERIOR DIRECTION | | STANSTEAD SUBDIVISION | | | EASTWARD TRAINS SUPERIOR DIRECTION |
|---|--------------------------|---------------------------------------|------|-------------------------------|---|
| NO REGULAR TRAINS | Miles from Beebe Jct. | STATIONS | | Train Order Office Signals | Car Capacity Sidelings |
| READ DOWN | 2.4 | ROCK ISLAND AND DERBY LINE } | Yard | | |
| | 0.0 | BEEBE JCT. ....Z | Yard | | |
| | | Jct. Beebe Sub. | | | |

STANSTEAD SUBDIVISION FOOTNOTES**Maximum speed 10 M.P.H.**

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

Movements over public crossings at grade mileages 0.48 and 1.95 must not exceed 5 mph.

RESTRICTIONS**Diesel Units**

DFA-16b, c, g and DFB-16d..... Prohibited

One (1) diesel unit only to be used when switching private tracks.

SPECIAL INSTRUCTIONS

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

| Subdivision | Speed Limit MPH |
|---|-----------------|
| Quebec | 55 |
| Winchester, Westmount, Adirondack, Trois-Rivieres and M. & O. (Rigaud to M. & O. Jct.) | 50 |
| M. & O. (Vaudreuil to Rigaud), Lachute and Sherbrooke | 45 |
| Park Avenue, Newport, Lyndonville and Vallee | 40 |
| St. Maurice Valley and St. Gabriel | 35 |
| Ste. Agathe, Drummondville, Stanbridge, St. Guillaume and Chaudiere | 30 |
| Piles, Berthierville, Buckingham, Tring, Beebe and Levis | 25 |
| Sawyerville | 15 |
| Stanstead | 10 |

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

| Class | Miles Per Hour | Class | Miles Per Hour |
|--|----------------|---------------------------------|----------------|
| DPA-15, DPA-17 | 89 | DFA-16b, c, d, g | 70 |
| DPA-22 | 85 | DS-8, DS-9, DS-12, DRS-12 | 65 |
| DRS-10c, d, DFA-15b, DFA-16a, e, f | 75 | DRS-15, DFA-15c, d, e, f | |
| DFB-16, DRS-16, DRS-18, *DRS-24 | | DFB-15c, d, e, DRS-17 | 60 |
| DRF-24, *DRF-30c, d, e, f, DRF-36a, b, c, d | 71 | DS-6, DS-10, DRS-10a, b | |
| DRS-20, DRF-22, DRF-25 | | HS-5 | 35 |
| DRF-30a, b, g, h, j, k | | | |

*DRS-24, DRF-30 and DRF-36 restricted to freight train speed on curves.

MAXIMUM SPEED FOR RAIL DIESEL CARS — 90 mph.

C—Freight and mixed trains will not, unless otherwise provided, run more than 40 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 time table. 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 communicate with each other when approaching and passing stations.

F—Rule 5—Unless otherwise specified by train order or other special instructions.

AT TERMINATING STATIONS arriving time of First Class Trains applies at the Station, of all Other Trains at the first main track switch where trains can enter siding or yard tracks, if no such switch time applies at the Station. Trains may be yarded or final stop made on the main track at or before arriving time shown in time table.

AT INITIAL STATION leaving time of First Class trains applies at the Station, of all Other Trains at the last main track switch where trains can leave siding or yard tracks, if no such switch time applies at the Station.

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

H—RIDING ON TOP OF CARS

Employees are prohibited from riding on the tops of cars or cabooses not equipped with running boards.

Employees are prohibited from riding on the tops of cars or cabooses equipped with running boards except when necessary in switching or making up trains in yards or industrial spurs.

I—The use by employees subject to duty of mood altering agents or their possession or use while on duty, is prohibited except as prescribed by a Doctor. In addition each employee taking medication as prescribed by a Doctor, or otherwise, is responsible for taking only such amount as will ensure that he or she does not become incapacitated for work and if by prescription, no more than the amount prescribed at the intervals prescribed.

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—Main track switches may be equipped with reflectorized lenses or targets of the prescribed color in lieu of lights, and yard limit signs may be reflectorized 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 51

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 3000, but not more than 4000 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.

M.1—WHEN PROVIDING PROTECTION UNDER RULES 40, 41, 42 (EXCEPT UNDER EXAMPLE 2 OF FORM Y TRAIN ORDER WHEN RADIOS ARE FUNCTIONING) AND TIMETABLE SPECIAL INSTRUCTION "M". THE FOLLOWING WILL APPLY.

1. Maintenance of Way employees must not permit a train to proceed over the defective point or through working area until it is known the track is passable and all machines are clear, except that—
2. If the main track is clear up to a specified point, the train, after being stopped, may be permitted to proceed to that point where it must stop and wait further instructions.
3. Speed restrictions and any instructions given a train under (2), must be authorized by foreman in charge, must be in writing and not delivered until the train has been brought to a stop.

N—PROTECTION FOR AND MOVEMENT OF MAINTENANCE-OF-WAY MACHINES

Burro Cranes and other similar machines cannot be depended on to operate signal systems and certain other machines will definitely not operate signal systems. Such machines must be operated and protected in the following manner:

- (a) AS PRESCRIBED BY RULES 40, 41, 42, or Special Instruction "M".

- (b) OPERATION BY TIMETABLE AND TRAIN ORDER

Timetable and train order authority may be used for the operation of the following machines when accompanied by a Conductor, Yard Foreman or Operating Officer:

Burro Cranes

Wickham Track Inspection Cars

Hy Rail Cars — self propelled machines equipped for highway and rail operation.

Railway Equipment — self propelled machines that can be normally handled on their own wheels in the consist of a train.

Within ABS Territory:

Unless the machine is continuously coupled to a standard railway car —

— Rule 99 OUTSIDE ABS TERRITORY (at least 2000 yards) must apply.

— Yard limits, Station limits and Station Protection Signals afford NO protection.

— Rules 281 to 293 inclusive do not apply. Movements must be made at a speed that will permit stopping within one half the range of vision except when a report has been received of the arrival of ALL preceding trains at a station ahead.

Outside ABS Territory:

In the application of Rule 99, the flagman must go back at least 2000 yards.

Continued on Page 52

SPECIAL INSTRUCTIONS — Continued

- (c) **CENTRALIZED TRAFFIC CONTROL (CTC) OR TO WORK WITHIN INTERLOCKINGS**
The employee in charge of machines or track work may be authorized by Train Dispatcher or Signalman to occupy track or tracks within specified limits and specified times without flag protection, as follows:

| | | | |
|---------|--------------------------|---------|--------------------------|
| BETWEEN | (Name or Machine No.) | MAY USE | (Track or Tracks) |
| | (Signal and/or Location) | AND | (Signal and/or Location) |
| | (Time) | UNTIL | (Time) |

When requesting track and time limits, employee will give his name, occupation and location and specify time and work limits and track or tracks to be used. When such authority is granted the instructions must be in writing and repeated to and acknowledged by Train Dispatcher or Signalman before being acted on. Train Dispatcher or Signalman must make proper record immediately.

Before authorizing track occupancy, Train Dispatcher or Signalman must block all levers controlling signals governing movements into such limits at STOP and must not remove lever blocks nor permit any train or engine to enter such limits until the employee in charge reports the time track and/or machines are clear, REGARDLESS OF THE TIME LIMITS GRANTED. If additional time is required, authority must be obtained in writing before previously authorized time expires. Train Dispatcher or Signalman must report to the Superintendent any failure to clear such tracks before expiration of time specified.

Train Dispatcher or Signalman must, when practicable, line track switches against potential conflicting movements and in addition, when practicable, line signals away from the protected limits.

- (d) **TO MOVE THROUGH INTERLOCKINGS**

STOP before passing signal governing movements into Interlocking (WHETHER OR NOT SIGNAL INDICATES PROCEED). Obtain authority or hand signal from Signalman who must first provide protection by blocking levers controlling signals governing movements on or conflicting with the authorized route at STOP. Signalman must not remove lever blocks nor permit any train or engine to pass such signals until employee in charge has reported clear of Interlocking Limits.

- (e) **AUTOMATIC INTERLOCKINGS AND AT OTHER INTERLOCKINGS WHERE RULE 672 APPLIES**
STOP before passing signal governing movements into Interlocking (WHETHER OR NOT SIGNAL INDICATES PROCEED). If no immediate conflicting movement is evident, an employee must proceed to the crossing and unlock box marked "switches" and be governed by instructions posted in the box.

In boxes where lights are provided to indicate the approach of trains, if those of the opposing railway are lighted and no train is seen approaching he will open SWITCH and give proceed hand signal or move the machine through the limits. If lights are not provided, or if those of the opposing railway are not lighted, such employee, after opening SWITCH, must wait THREE MINUTES before giving the proceed hand signal or moving the machine through the limits. SWITCH must not be closed until the entire movement has cleared the Interlocking Limits.

- (f) **NON INTERLOCKED RAILWAY CROSSINGS AT GRADE**
NON INTERLOCKED DRAWBRIDGES OR
WHILE INTERLOCKING STATION CLOSED

The route must be properly lined and protected against conflicting movements, after which machine may proceed.

- (g) **POWER OPERATED SWITCHES**

Movements must not exceed 4 MPH over power operated switches.

- (h) **PUBLIC CROSSINGS AT GRADE PROTECTED BY SIGNALS AND/OR GATES**

Crossing must be protected by a member of the crew unless it is known the signals have been operating for at least twenty seconds or the gates are horizontal when the crossing is reached.

Automobile type inspection cars must approach crossing prepared to stop and may then proceed over crossing as the way is seen to be clear.

○—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) **Within ABS Territory:**

By train order form H or U.

When flag protection is required, protection as prescribed by Rule 99 OUTSIDE ABS TERRITORY must be provided; such flag protection must also be provided within yard limits and station limits.

- (b) **Within CTC Territory:**

By Rule 266.

When flag protection is required, protection as prescribed by Rule 99 OUTSIDE ABS TERRITORY must be provided.

- (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 member of 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 53

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 37 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 | | |
| | 414600 to 414607 incl. | | |
| 30 | 414225 | | |
| 40 | 414230, 414231 | 40 or over 35 to 30 25 or less | 35 25 Permissible Freight Train Speed |
| 75 | 414282 | | |
| 100 | 414323 to 414327 incl. | | |
| | 414330 to 414332 incl. | | |
| | 414334, 414335 | | |
| | 414337, 414339 | | |
| 160 | 414420, 414421 | Over 25 25 or less | 25 15 |
| 200 | 414470 to 414480 incl. | | |
| 250 | 414500 to 414503, 414650 | | |
| 100 | 414321, 414328 | | |
| 150 | 414400, 414401, 414402 | | |
| Combination Crane-Pile Driver | | | |
| 30 | 414203, 414205 | Over 25 25 or less | 25 15 |
| | 414207 to 414215 incl. | | |
| 31 | 414178, 414200 to 414202 incl. 414204, 414206 | | |
| Pile Driver | | | |
| | 400040 | 35 or over 25 to 35 Under 25 | 25 20 15 |
| | 400043 | | |
| | | | |
| Scale Test Car | | | |
| | 420925 to 420928 incl. | 30 or over Under 30 | 30 5 less than permissible Freight Train Speed |
| Self Propelled Hy-Rail Cranes | | Rail | All Turnouts |
| 50 | 414000 | Forward Direction 25 MPH Maximum. Permissible Freight Train Speed if less than 25 MPH. | 5 MPH |
| 60 | 414025 | | |
| | | Reverse Direction 15 MPH Maximum. Permissible Freight Train Speed if less than 15 MPH. | 5 MPH |

Continued on Page 54

SPECIAL INSTRUCTIONS — Continued**Q—ORE CARS**

Trains handling cars in series 370000 to 377249 inclusive, short ballast cars 368443 to 368543 inclusive, and foreign cars 30 feet and less in length, must not exceed 30 mph when loaded, and 25 mph when empty on M&O, Winchester, Adirondack, Sherbrooke, Newport, Lyndonville, Park Avenue, Lachute, Trois Rivières and Quebec Subdivisions, 25 mph on Vallee, Levis and St. Maurice Valley subdivisions, and 20 mph on all other subdivisions.

R—CENTRALIZED TRAFFIC CONTROL

In C.T.C. territory, when the "Employee Call" located on most signal bungalows is operating either by a steady or flashing light or sounding horn, or both, it is an indication for any employee in the vicinity, except crews on moving trains, to answer the Dispatcher's phone at that location.

S—STANDARD TRAINLINE PRESSURE

Section 15 of Form 583 (train handling and other instructions relating to brake and communicating signal equipment) is revised to require standard air pressure of 75 lbs. per square inch instead of 70 lbs. per square inch in freight service.

T—RULE 99 WITHIN CTC TERRITORY

Within CTC protection against following trains or engines on the same track is not required except when signals are declared inoperative.

U—HOT BOX DETECTOR SYSTEM

On subdivisions where this Special instruction applies the following will govern:

SCANNER—To avoid abnormal heat indication from a source other than defective equipment, enginemen should when practicable avoid prolonged use of train brakes approaching this point and any application of brakes while a portion of the train is passing scanning equipment.

INDICATOR—This is in the form of a **WHITE LIGHT** mounted on a mast and **IS NOT A BLOCK SIGNAL**. The last indication displayed will apply as follows:

STEADY BURNING or UNLIGHTED—Stop before fouling switch at the inspection point and immediately communicate with the train dispatcher. If communication fails, perform standing train inspection.

FLASHING—No evidence of overheating.

The train dispatcher will provide information as to the location of overheating. The journal is to be inspected and, if no evidence of overheating is found, that car and at least two cars on each side must be inspected for any condition which may be responsible for the abnormal heat condition, opening all journal box lids as part of the inspection. Before proceeding, the train dispatcher must be informed of the result of the inspection and any action taken.

V—SIGNALLED SIDINGS AND SIGNALLED YARD TRACKS

Before undertaking any work which may render a **SIGNALLED SIDING** or **SIGNALLED YARD TRACK** unsafe for movements at normal speed or if rendered unsafe from any cause, trackmen, bridgemen or other employees must provide protection in accordance with U.C.O.R. Rules 40 to 45 inclusive, Special Instruction M or Special Instruction N. Signalled sidings and signalled yard tracks must be protected in the same manner as main tracks.

W—PROTECTION OF IMPASSABLE OR SLOW TRACK

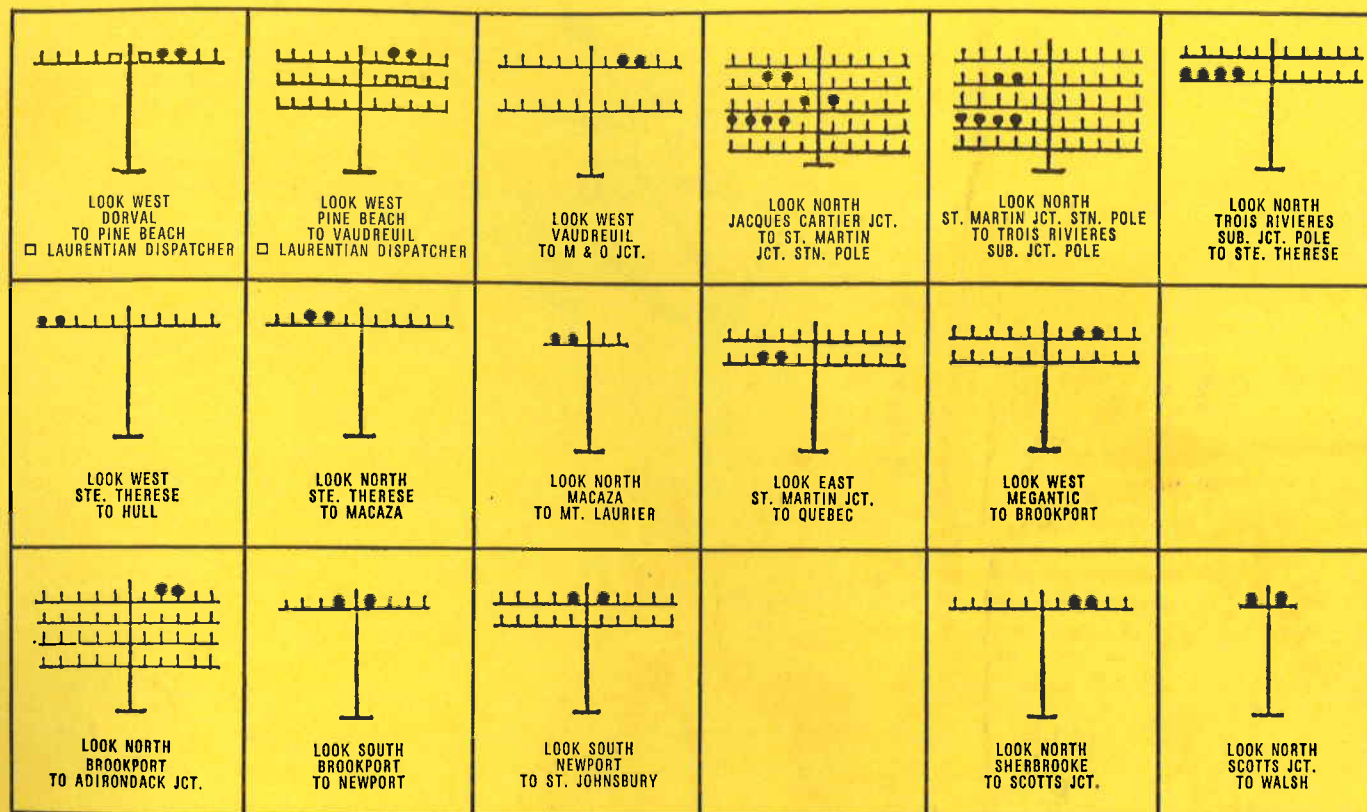
When necessary to provide protection under Rules 40 to 44 and Time Table Special Instruction "M" the distance specified must be at least 3000 yards instead of at least 2000 yards.

X—RULE 15 U.C.O.R.

The explosion of one or more torpedoes in the absence of a more restrictive signal, indicates proceed, but at restricted speed for 3000 yards from the point where torpedoes were exploded.

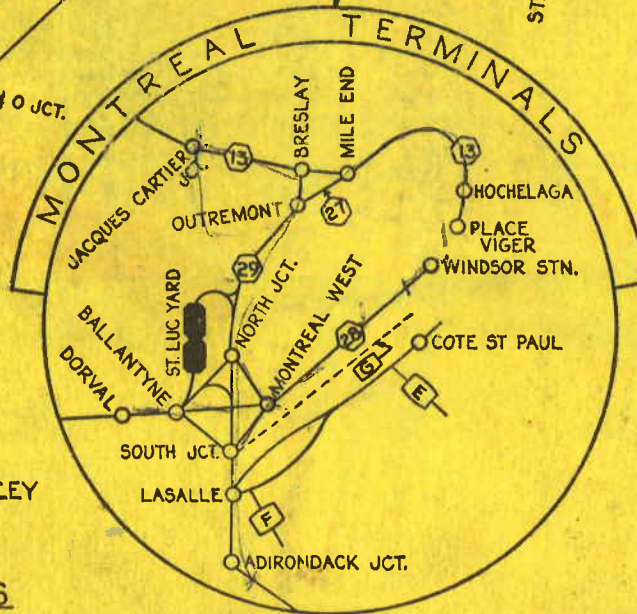
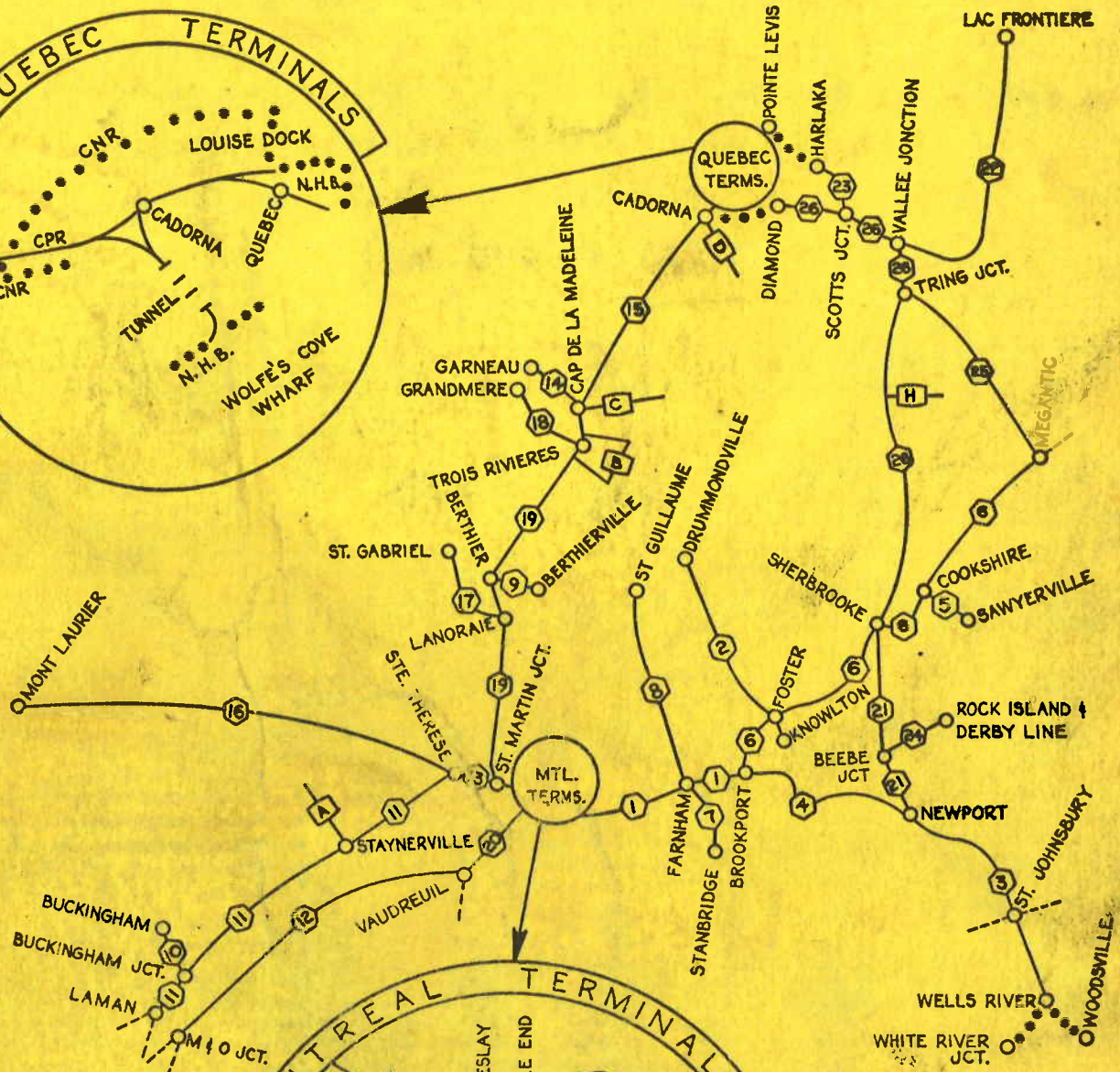
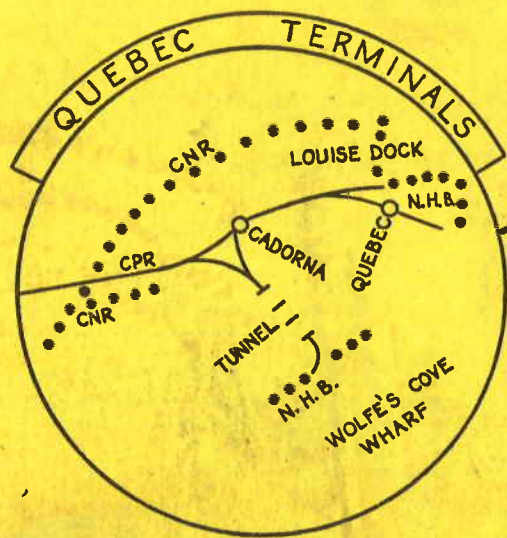
U.C.O.R. Rule 15 is modified accordingly.

**DIAGRAM SHOWING LOCATION OF TRAIN TELEPHONE WIRES —
FACE IN DIRECTION NAMED, COUNT CROSSARMS
FROM THE TOP, DOWN.**



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

| Time Per Mile | Miles Per Hour | Time Per Mile | Miles Per Hour | Time Per Mile | Miles Per Hour |
|--------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| 0 Min. 40 Sec..... | 90 | 1 Min. 0 Sec..... | 60 | 2 Min. 0 Sec..... | 30 |
| 0 " 42 " | 85 | 1 " 5 " | 55 | 2 " 24 " | 25 |
| 0 " 45 " | 80 | 1 " 12 " | 50 | 3 " 0 " | 20 |
| 0 " 48 " | 75 | 1 " 20 " | 45 | 4 " 0 " | 15 |
| 0 " 51 " | 70 | 1 " 30 " | 40 | 6 " 0 " | 10 |
| 0 " 55 " | 65 | 1 " 43 " | 35 | 12 " 0 " | 5 |



LAURENTIAN DIVISION

| REF. N° | SUBDIVISION |
|---------|--------------------|
| 9 | BERTHIERVILLE |
| 10 | BUCKINGHAM |
| 11 | LACHUTE |
| 12 | M & O |
| 13 | PARK AVENUE |
| 14 | PILES |
| 15 | QUEBEC |
| 16 | STE. AGATHE |
| 17 | ST. GABRIEL |
| 18 | ST. MAURICE VALLEY |
| 19 | TROIS RIVIERES |
| 20 | WINCHESTER |

MONTREAL TERMINALS

| REF. N° | SUBDIVISION |
|---------|-------------|
| 27 | OUTREMONT |
| 28 | WESTMOUNT |
| 29 | ADIRONDACK |

SPUR TRACKS

- A STAYNERVILLE
- B LOOP LINE
- C CAP DE LA MADELEINE
- D WOLFE'S COVE
- E SOUTH BANK BRANCH
- F LASALLE LOOP LINE
- G NORTH BANK BRANCH
- H THETFORD MINES

FARNHAM DIVISION

| REF. N° | SUBDIVISION |
|---------|---------------|
| 1 | ADIRONDACK |
| 2 | DRUMMONDVILLE |
| 3 | LYNDONVILLE |
| 4 | NEWPORT |
| 5 | SAWYERVILLE |
| 6 | SHERBROOKE |
| 7 | STANBRIDGE |
| 8 | ST. GUILLAUME |

QUEBEC CENTRAL

| REF. N° | SUBDIVISION |
|---------|-------------|
| 21 | BEEBE |
| 22 | CHAUDIERE |
| 23 | LEVIS |
| 24 | STANSTEAD |
| 25 | TRING |
| 26 | VALLEE |