

Napierville Junction Railway Company

TIME TABLE NO. 51

**EFFECTIVE SUNDAY, OCTOBER 29, 1967
AT 2:01 A.M.**

Superseding Time Table No. 50 Dated October 30, 1966

**FOR THE INFORMATION AND GUIDANCE OF
EMPLOYEES ONLY**

The Company's rules are printed in book form. Employees whose duties are prescribed by the rules and employees whose duties are connected with the movement of trains, must have a copy of the rules and of current time table accessible when on duty.

R. L. BEAUMIER

Vice President—Operations
Rouses Point, N. Y.

C. B. RYAN

Chief Train Dispatcher
Albany, N. Y.

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ROUSES POINT TO DELSON

STATIONS	Distance from Rouses Point	Car capacity of Passing sidings	NORTHWARD	
			1st Class	1st Class
			9	35
			Daily	Daily
			AM	PM
ROUSES POINT.....			7.21	4.34
LACOLLE. (Part D-N).....	6.07	100	S 7.32	S 4.45
NAPIERVILLE.....	13.69	120	f 7.41	f 4.55
D. J. SIDING.....		55	8.02	5.16
DELSON..... D-N	28.40		8.03	5.17
MONTREAL.....	42.83		A 8.40	A 5.50
			AM	PM
			9	35

Time shown leaving and arriving Montreal for information only, as all trains operating between Delson & Montreal are governed by Canadian Pacific Ry. time tables, rules and regulations.

DELSON TO ROUSES POINT

STATIONS	Distance from Delson	Car capacity of Passing sidings	SOUTHWARD		
			1st Class	1st Class	1st Class
			34	10	12
			Daily	Daily Ex. Sat.	Sat. only
			AM	PM	PM
MONTREAL.....			10.30	9.30	11.00
DELSON..... D-N			11.03	10.03	11.33
D. J. SIDING.....		55	11.04	10.04	11.34
NAPIERVILLE.....	14.71	120	f 11.21	f 10.21	f 11.51
LACOLLE. (Part D-N).....	22.33	100	S 11.31	S 10.32	S 12.02
ROUSES POINT.....	28.40		A 11.42	A 10.44	A 12.14
			AM	PM	AM
			34	10	12

First and second class trains originating at Rouses Point will operate without Clearance Form.

Conductors of all northward trains must report to the Train Dispatcher before permitting their train to leave Rouses Point, except that in case of failure of communication trains may proceed on schedule, unless otherwise provided.

Conductors of southward trains must immediately report to the Train Dispatcher upon arrival at Rouses Point.

ROUSES POINT TO DELSON

STATIONS	Distance from Rouses Point	Car capacity of Passing sidings	NORTHWARD	
			SECOND CLASS	
			101	105
			Daily	Daily
			AM	PM
ROUSES POINT.....			5.30	7.50
LACOLLE..... (Part D-N)	6.07	100	5.50	8.10
NAPIERVILLE.....	13.69	120	6.05	8.25
D. J. SIDING.....		55	6.30	8.50
DELSON..... D-N	28.40		6.32	8.52
MONTREAL.....	42.83			
			AM	PM
			101	105

DELSON TO ROUSES POINT

STATIONS	Distance from Delson	Car capacity of Passing sidings	SOUTHWARD	
			THIRD CLASS	
			200	206
			Daily	Daily
			AM	PM
MONTREAL.....				
DELSON..... D-N			8.15	10.30
D. J. SIDING.....		55	8.17	10.32
NAPIERVILLE.....	14.71	120	8.40	10.59
LACOLLE..... (Part D-N)	22.33	100	8.50	11.12
ROUSES POINT.....	28.40		9.01	11.30
			AM	PM
			200	206

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NAPIERVILLE JUNCTION RAILWAY COMPANY

The Napierville Junction Railway Company will be operated under the Uniform Code of Operating Rules, approved by the Board of Transport Commissioners for Canada by Order No. 873, dated November 15, 1961, and effective October 28, 1962.

1. STANDARD CLOCKS

Rouses Point	Yard Office
	Passenger Station

2. BULLETIN BOARDS

Rouses Point	Passenger Station
Delson	

3. REGISTER STATIONS

Rouses Point	Passenger Station
Delson	

4. DAY TRAIN ORDER STATIONS

Day Train Order Stations will be open as follows:

Station	Monday thru Friday
Lacolle	6:45 AM to 12:45 AM
	Saturday, Sunday and General Holidays
Lacolle	6:45 AM to 8:45 AM 4:00 PM to 6:00 PM

Lights in signals at train order stations will be extinguished after time shown for closing of office.

5. MOVEMENT OF TRAINS

Train Orders will be issued from Dispatching Office at Albany by authority and over signature of Chief Train Dispatcher.

6. SUPERIORITY OF TRAINS

Southward trains are superior to northward trains of same class unless otherwise specified.

7. SPEED RESTRICTIONS

General

Passenger trains.....	70 M Per Hour
Freight trains.....	45 M Per Hour
S-10 Locomotive hauling trains.....	30 M Per Hour
Light:	
S-10 locomotive.....	25 M Per Hour
RSP-15 locomotive.....	40 M Per Hour
RS-15 locomotive.....	40 M Per Hour
RS-18 locomotive.....	40 M Per Hour
RF-27 locomotive.....	40 M Per Hour
RF-30 locomotive.....	40 M Per Hour

Trains with wrecking crane, flanger, snow plow or Jordan spreader.....	30 M Per Hour
Trains hauling dead steam engine or engines with main rods removed or disconnected.....	25 M Per Hour
Trains hauling inoperative S-10 locomotives 3015 to 3026 inc.....	40 M Per Hour
Trains hauling inoperative S-10 locomotives 3033 to 3050, inc.....	45 M Per Hour
Entering or leaving passing sidings and through crossovers	10 M Per Hour

All trains must reduce speed to 10 miles per hour when passing over C. P. R. crossover at Delson.

Modification

(Location by Mile Post)	
B-25.8—B-27.1	35 M Per Hour

8. LACOLLE DIAMOND

If home signal indicates stop, be governed by requirements of Rule 672, Uniform Code of Operating Rules.

SPECIAL INSTRUCTIONS—CONTINUED

9. INSPECTION OF TRAINS

GENERAL RULES

One or more members of the crew of freight trains must be at the head end of train when leaving yards, sidings, and inspection points, to inspect the train as it passes, watching for brakes that have not been released, sliding wheels, or other defects. Enginemen will not exceed a speed of eight (8) miles per hour leaving such points so as to permit running inspection of entire train.

With a view of assisting in the prevention of derailments, station agents, telegraph operators and other station employes will, when practicable, watch passing trains to observe if any part of the running gear is down, and if any part of the equipment is defective in such way that an accident might be caused. Employes noticing such defects will, if possible, take means to stop the train, and in all cases report the circumstances by wire to the Train Dispatcher as quickly as possible.

10. HANDLING AND MARSHALLING CARS CONTAINING EXPLOSIVES AND CARS PLACARDED "DANGEROUS" AND "POISON GAS" IN TRAINS

General Instructions Relative Handling Cars of Explosives, Poison Gas, Class "D" Poison and Placarded Trucks or Trailers on Cars or Placarded Tank Cars in Trains

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

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

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

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

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

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

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

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

Cars placarded Poison Gas or containing Poison Liquid Class "A" in drums, tanks or bombs must not be next to cars placarded Explosives or Dangerous: these cars shall at all times be next to and ahead of the car occupied by the gas handling crews when accompanying such car.

SPECIAL INSTRUCTIONS—CONTINUED**Marshalling of Explosives:**

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

Restrictions:

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

Radioactive Materials Are Labelled or Placarded "Class 'D' Poison"

Cars containing Radioactive Material and placarded DANGEROUS CLASS "D" POISON, must not be placed in train next to cars placarded explosive or next to carload shipments of undeveloped film.

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

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

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

Marshalling of Loaded Placarded Tank Cars:

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

Restrictions:

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

NOTE: For other special handling of Explosive see section 74-589 Board of Transport Commissioners Regulations for the Transportation of Explosives and Other Dangerous Articles.

11. USE OF AIR BRAKES**GENERAL RULES**

When trains are standing on descending grades, enginemen must apply the independent engine brake, release train brakes and re-charge the train line and when necessary must have the train secured with hand brakes.

SPECIAL INSTRUCTIONS—CONTINUED

When turning down retainers trainmen will work from rear end to forward end of the train, and retainers must not be turned down until train reaches the bottom of the grade whether the train is stopped or not.

When a stop is made on a grade, enginemen will apply engine brakes with the independent brake valve, and release train brakes.

If it is not possible to maintain brake pressure due to any cause, train must be stopped at once and necessary assistance obtained from trainmen.

When a train is stopped on the road and the engine cut off or a cut made in the train, the following air brake test will be made before train proceeds: When the engine or train is coupled up and ready to proceed the engineman upon receiving proper signal, will make full service application of the brakes noting the discharge of air from the brake valve exhaust, and the trainman stationed at the rear portion of the train if the brakes properly apply will give signal for release of brakes, and if the brakes release, the test will indicate that no angle cocks have been left closed.

Air brakes will be cut in on all helper engines at the rear of trains and engineer's brake valve on the helper engine will be cut out.

Requirements After Trains are Stopped to Detach Locomotive or Locomotive and Cars

After a train is stopped where locomotive or locomotive and cars are to be detached the engineman must complete a full service application of the air brakes on the train and wait until the brake pipe exhaust has ceased before signalling a member of the train crew to close the angle cocks at the point of detachment. One short sound of the locomotive horn will be used as the signal for this purpose, unless otherwise provided.

The angle cocks on equipment must not be closed until a proper signal has been received indicating that the full brake service reduction is completed.

The necessary brake pipe reduction to develop a full service application of air brakes is as follows:

<i>Initial Brake Pipe Pressure</i>	<i>Full Service Brake Pipe Reduction Required</i>
70 lbs.	20 lbs.
80 lbs.	23 lbs.
90 lbs.	26 lbs.
100 lbs.	29 lbs.
110 lbs.	32 lbs.

12.

In the matter of accident at grade crossings whenever a train or motor car, or hand car, or any kind of car, moving on the rails of the railway is in collision with an obstruction, person, an animal or a vehicle of any kind at a crossing or at any point on the railway, A REPORT SHOULD BE MADE BY CONDUCTOR in charge of the train or if it is a light engine, and there is no conductor, by the engineer, or if another kind of vehicle, by the driver or foreman in charge of same, to this office immediately, setting out in a telegram the details of the accident insofar as can be ascertained at the time.

If the accident is accompanied by bodily injury, either to a person or persons on a railway engine or car or to a person or persons in autos or other vehicle, which have been struck by a railway vehicle, or which has struck the railway vehicle, the conductor of train or engineer, or person in charge of the railway vehicle, as the case may be, must send a telegram prepaid to MR. R. M. MacDONALD, CHIEF OPERATING OFFICER, BOARD OF TRANSPORT COMMISSIONERS FOR CANADA, OTTAWA, ONT., giving the details of the accident together with the names of the injured party or parties, and addresses, their age, whether married or single, and other data pertinent to the accident. Care should be taken to condense the information as much as possible in order to prevent the sending of a long telegram, at the same time, a telegram should be sent to this office, setting out all the information possible to obtain, together with the names of any witnesses, etc.

SPECIAL INSTRUCTIONS—CONTINUED

These telegraphic communications are to be followed as soon as possible and not later than the end of the run, by written statement signed by the conductor, engineer, fireman and trainmen, stating what they know about the accident. The location of the accident is very important, and the conductor or other employee making out the report for the BOARD OF TRANSPORT COMMISSIONERS FOR CANADA, if there is a report to go to the BOARD, and to this office, must be specific in the location of the accident.

The Law in Canada specifies that conductor or other persons in charge of trains, light engines, or other equipment which is in an accident, whether caused by derailment, collision, sideswiping or hitting of a vehicle, at grade crossing or farm crossings or anywhere on the railway company's line, unless he makes a proper report to the BOARD OF TRANSPORT COMMISSIONERS FOR CANADA, is subject to a fine.

The above reports are to be made for all accidents which may occur on or to our trains operating over the Napierville Junction Railway Company and Canadian Pacific Railway, and sent to the Vice President—Operations at Rouses Point, N. Y.

13. TRAIN DISPATCHERS TELEPHONES

In addition to telephones at various locations connected with yard offices, stations and towers, telephones connected with train dispatcher's office are located as follows:

(X indicates that telephone is located in box outside of station for use when station is closed.)

Lacolle Diamond
Lacolle Station

X Hallway—Lacolle Station
On Signal 11.1

X Napierville Shelter

On Signal 18.1
On Signal 22.1
On Signal 25.1
On Signal 26.1

Delson Station

When a train is delayed at a point where a telephone is located a member of the crew must report promptly to the Train Dispatcher, direct or through a telephone office.

14. COMPANY SURGEONS

Dr. Jean Beaudin, Napierville, Que.
Dr. I. Desgrosseillers, Lacolle, Que.