CANADIAN PACIFIC RAILWAY

EASTERN REGION — QUEBEC DISTRICT — MONTREAL TERMINALS

TIME 195 TABLE

TAKING EFFECT at 12.01 a.m., SUNDAY, APRIL 24th, 1955

GOVERNED BY EASTERN STANDARD TIME

FOR THE INFORMATION AND GUIDANCE OF EMPLOYEES ONLY

G. E. MAYNE,
GENERAL MANAGER

F. A. POULIOT,
GENERAL SUPERINTENDENT

PAGE	SUBDIVISION	FROM	TO	MILES
3, 4&5	Park Avenue	Place Viger	Jacques Cartier Jct.	9.0
4 & 5	Adirondack	Adirondack Jct.	Breslay	11.3
4 & 5	Westmount	Montreal	Montreal West	4.8
4 & 5	Winchester	Montreal West	Grovehill	3.1
4 & 5		Montreal West	South Jct.	1.0
4 & 5		Montreal West	North Jct.	1.1
4 & 5		St. Luc Jct.	Ballantyne	2.1
		Wentworth	South Jct.	2.5
		Outremont	Mile End	1.6
		Lasalle	Cote St. Paul (Inc. Loop Line)	10.4
			Total	46.9

Farnham Division Train Dispatchers will issue train orders between Adirondack Jct. and St. Luc Jct.; South Jct. and Montreal West; Montreal West and North Jct.; Wentworth and North Jct. via Farnham branch; Lasalle and Cote St. Paul Dispatching Office at Farnham—Telegraph Call F.

Smiths Falls Division Train Dispatchers will issue train orders between Montreal and Ballantyne and between Wentworth and Ballantyne. Dispatching Office at Smiths Falls—Telegraph Call Q.

Laurentian Division Train Dispatchers will issue train orders between St. Luc Jct., Jacques Cartier Jct. and Place Viger and between Wentworth and St. Luc Jct. (except Farnham branch). Dispatching Office at Park Avenue—Telegraph Call Q.

A. LeFRANCOIS,
Assistant Superintendent.

R. McEWEN,
Assistant Superintendent.

W. R. NICHOL,
Assistant Superintendent.

M. R. MARTIN,
Superintendent,
Montreal.

MEDICAL SERVICES

NAME	PHONE	RESIDENCE
DR. G. EARLE WIGHT, Chief of Medical Services	Dexter 4143	Room 501 Windsor Station 4698 Upper Roslyn
DR. C. P. GABOURY, Asst. Chief of Medical Services	Regent 7-1719	Room 501 Windsor Station 2634 St. Catherine Road
DR. J. A. CORRIGAN, District Medical Officer	Amherst 6481	4320 Delorimier Ave.
DR. E. P. GRENIER	Calumet 3653	560 Rockland
DR. NEWMAN B. FREEDMAN	Fitzroy 5000 Dexter 1881	807 Medical Arts Building 4832 Victoria Ave.
DR. H. S. MITCHELL	Belair 3210	1414 Drummond St.
DR. J. R. LOCHEAD	Fitzroy 2612	4291 Sherbrooke St. W.
DR. F. VICTOR OGULNIK	University 6-9037 Walnut 3568	1396 St. Catherine St. W. 4851 Cote St. Luc Road
DR. EARL E. LESAGE	Crescent 4516 Regent 8-4954	5657 Park Ave. 1610 Winton Rd.
DR. J. G. KIRKLAND	Calumet 2120	585 Villeray St.
DR. RAYMOND L'ALLIER	Calumet 1300	7556 Bloomfield Ave.
DR. J. H. JACOBS	Nelson 5-0946-J-1	Caughnawaga
DR. E. J. MULLALLY	Harbour 9560	2021 Union Ave.
DR. A. CHARTIER	Avenue 8-2574	1414 Drummond St.
DR. J. U. PAGE	Amherst 4457	500 St. Joseph Blvd. East.
DR. E. S. BOYLE	Regent 7-3022 Plateau 2211 (Local 8-238)	Apt. 16 3300 Ridgewood Ave. Angus
DR. CHARLES GUILMETTE	Harbour 5669	1025 St. Joseph Blvd. East.

Plateau 2211 (Local 8-238)..Angus (hours: 8.00 a.m.-4.00 p.m. ex. Sat. & Sun.)

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

MONTREAL TERMINALS DIVISION FOOTNOTES

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.

INWARD passenger trains may leave Ballantyne without terminal clearance provided train order signal indicates proceed.

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

★N.Y.C. trains will flag stop to entrain or detrain passengers destined to or from points on New York Central lines.

★No. 209 will stop at Montreal West to detrain passengers only.

★C.N.R. No. 15 will flag stop at Montreal West to entrain for advertised stops.

★Nos. 1, 9 and 7 will flag stop at Montreal West to entrain for advertised stops Ottawa and west.

★No. 39 will flag stop at Lasalle Sunday only to entrain passengers.

★Nos. 519 and 585 will stop at Westmount to entrain passengers only.

★No. 581 will stop at Westmount and Montreal West to entrain passengers only.

★No. 21 will flag stop at Montreal West to entrain passengers.

★No. 29 will stop at Sortin Saturday only to detrain passengers.

★No. 36 on Saturday only will flag stop at suburban stations, Ile Perrot to Grovehill inclusive.

No. 463 may leave Westmount without terminal clearance.

No. 905 daily ex Fri., Sat. & Sun., leave St. Luc 6.10 p.m., Ballantyne 6.15 p.m.
No. 903 daily due South Jct. 7.50 p.m. and Ballantyne 11.10 p.m.
No. 76 daily ex Sun., due Ballantyne 9.20 p.m.
No. 908 daily leave St. Luc 9.30 p.m.
No. 88 daily ex. Sat., leave St. Luc 10.00 p.m.
No. 91 daily ex Sun., due Breslay 9.15 p.m., St. Luc 9.45 p.m.
No. 914 daily leave St. Luc 10.30 p.m.
No. 902 daily due Ballantyne 11.30 p.m., South Jct. 1.30 a.m.
No. 75 daily ex Mon., leave St. Luc 2.00 a.m., Ballantyne 2.05 a.m.
No. 951 daily due leave Ballantyne 2.30 a.m.
No. 913 daily ex Mon., due St. Luc 12.30 a.m.
No. 85 daily ex Sun., leave St. Luc 1.45 a.m.
No. 86 daily ex Mon., due Breslay 2.30 a.m., St. Luc 3.00 a.m.
No. 87 daily ex Mon., due Breslay 4.00 a.m., St. Luc 4.30 a.m.
No. 901 daily due South Jct. 1.25 a.m. and Ballantyne 5.00 a.m.
No. 915 daily due South Jct. 4.45 a.m. and Ballantyne 7.45 a.m.
No. 910 daily ex Sat., Sun. & Mon., due Ballantyne 5.00 a.m., Place Viger 6.45 a.m.
No. 904 daily due Ballantyne 4.15 a.m., South Jct. 5.30 a.m.
No. 906 daily due Ballantyne 8.15 a.m., South Jct. 9.30 a.m.
No. 952 daily due Ballantyne 6.00 a.m. leave St. Luc 11.00 a.m.

OUTWARD TRAINS				Miles from Place Viger	Telegraph and Telephone Offices	PARK AVENUE SUBDIVISION — STATIONS			Telegraph Calls	INWARD TRAINS			
				.0		PLACE VIGER ..... W			M C				
						2.0							
				2.0	D N	HOCHELAGA ... WXY	Double Track	Automatic Block Signal System	H O				
						1.1							
				3.1		ANGUS X			G				
						1.9							
				5.0	D N	MILE END ..... WX			M D				
						0.9							
				5.9		BRESLAY VX			B Y				
			No regular service							No regular service			

SPECIAL INSTRUCTIONS

B.—MAXIMUM OPERATING SPEEDS FOR STEAM LOCOMOTIVES

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

MAXIMUM SPEEDS FOR DIESEL-ELECTRIC UNITS

Speed limitations of diesel-electric units as governed by traction motor gearing are:

Class	Miles Per Hour
DPA-15, DPA-17, DPB-17	89
DPA-22	85
DFA-16ef, DFB-16c, DRS-16	75
DFA-16bcdg, DFB-16abd	70
DFA-15abcdef, DFA-16a, DFB-15abcde, DRS-15abcd, DS-8, DS-12	65
DRS-10, DS-6, DS-10, SB-10	60

6600 series "V-5" class engines must not be operated over North and South Bank Branch of Lachine Canal, or between Hochelaga and Place Viger.

5700 class engines must not be used on Interchange tracks at Cote St-Paul.

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

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

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

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

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

J.—Diesel-electric units are geared for 89, 75 or 65 miles per hour and units of different gear ratios may be coupled and operated together. When this is done, the speed of train must be restricted to that of the lowest geared diesel-electric unit on the train, including units being moved dead or idling.

TIME TABLE No. 195—APRIL 24th, 1955

OUTWARD TRAINS—READ DOWN

FIRST CLASS

29 Smiths Falls Psgr. /Daily ex. Sun.	352 Quebec Psgr. /Daily	15 C.N.R. Psgr. /Daily	505 Ottawa Psgr. /Daily ex. Sun.	40 St. John Psgr. /Daily ex. Sat.	457 Mont Laurier Psgr. /Daily ex. Fri., Sat. & Sun.	1 The Canadian Psgr. /Daily	427 Ottawa Psgr. /Sat. only	234 N.Y.C. Psgr. /Sat. only	362 Quebec Psgr. /Sat. only	204 Megantic Psgr. /Sat. only	531 Rigaud Psgr. /Sat. only	445 Mont. Laurier Psgr. /Sat. only	473 St. Lin Psgr. /Sat. only	513 Rigaud Psgr. /Sat. only	517 Rigaud Psgr. /Daily ex. Sat.	35 Toronto Psgr. /Daily ex. Sun.	354 The Frontenac Psgr. /Daily	220 D. & H. Psgr. /Daily	573 Vaudreuil Psgr. /Daily ex. Sat. and Sun.	461 Ste. Agathe Psgr. /Sun. only	597 Smiths Falls Psgr. /Sun. only	453 Labelle Psgr. /Daily ex. Sun.	421 Ottawa Psgr. /Daily	202 Sherbrooke Psgr. /Daily	447 Mont Laurier Psgr. /Daily ex. Sun.	439 Mont Laurier Psgr. /Sun. only	212 The Alouette Psgr. /Daily	350 Quebec Psgr. /Daily	503 Ottawa Psgr. /Daily	451 Mont Laurier Psgr. /Sun. only	463 Psgr. /Daily ex. Sat. & Sun.	Telegraph Calls	STATIONS
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.		
3.40	3.35	3.30	3.10	3.00	2.45	1.00	12.30	12.25	12.20	12.15	12.10	12.05	11.35	11.20	11.15	9.25	9.15	8.50	8.35	8.30	8.20	8.10	8.00	7.55	7.40	7.35	7.25	7.20	7.15	7.10	.....	W J	.....MONTREAL....KZ
																															A.M.		2.0
s 3.46	s 3.41	s 3.36	s 3.16	s 3.07	s 2.51	s 1.06	s 12.37	★ 12.31	s 12.27	s 12.21	s 12.16	s 12.11	s 11.41	s 11.26	s 11.21	s 9.31	s 9.22	s 8.57	s 8.41	s 8.36	s 8.26	s 8.16	s 8.06	s 8.01	s 7.45	s 7.41	s 7.31	s 7.26	s 7.22	s 7.15	4.55	MW	.....WESTMOUNT...XY
																																	2.7
s 3.55	s 3.48	★ 3.42	s 3.22	s 3.14	s 2.57	★ 1.13	s 12.43	★ 12.37	s 12.35	s 12.27	s 12.22	s 12.17	s 11.47	s 11.32	s 11.27	s 9.37	s 9.30	s 9.04	s 8.47	s 8.42	s 8.32	s 8.22	s 8.12	s 8.07	s 7.50	s 7.47	s 7.37	s 7.32	s 7.30	s 7.20	5.05	B N	...MONTREAL WEST..X
																																	1.4
★ 3.58	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f 12.25	.....	.....	f 11.35	f 11.30	.....	.....	.....	f 8.50	.....	f 8.35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	J N	.....SORTIN.....
																																	0.8
4.00	.....	3.45	3.25	.....	.....	1.16	.....	.....	.....	.....	12.27	.....	.....	11.37	11.32	9.40	.....	.....	8.52	.....	8.37	.....	.....	.....	.....	.....	.....	.....	7.33	.....	.....	J C	Jct. C.N.R..BALLANTYNE.RX
																																	0.7
f 4.02	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	s 12.29	.....	.....	s 11.39	s 11.34	.....	.....	.....	f 8.54	.....	f 8.39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....GROVEHILL.....
P.M.		P.M.	P.M.			P.M.					P.M.			A.M.	A.M.	A.M.			A.M.		A.M.									A.M.				
.....	.....	.....	.....	3.16	.....	.....	.....	12.39	.....	12.29	.....	.....	.....	.....	.....	.....	.....	9.06	.....	.....	.....	.....	.....	8.09	.....	.....	7.39	.....	.....	.....	.....	D U	.....SOUTH JCT.....RX
																																	1.4
.....	.....	.....	.....	3.19	.....	.....	.....	s 12.42	.....	12.32	.....	.....	.....	.....	.....	.....	.....	9.09	.....	.....	.....	.....	.....	8.12	.....	.....	s 7.43	.....	.....	.....	.....	H A	.....LASALLE...WXY
																																	0.1
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....BRIDGE.....V
																																	Jct. N.Y.C. 1.6
.....	.....	.....	.....	3.22	.....	.....	.....	f 12.45	.....	12.35	.....	.....	.....	.....	.....	.....	.....	9.12	.....	.....	.....	.....	.....	8.15	.....	.....	f 7.47	.....	.....	.....	.....	D	ADIRONDACK JCT. RXY
				P.M.				P.M.		P.M.								A.M.						A.M.			A.M.						
.....	3.50	.....	.....	.....	2.59	.....	12.45	.....	12.36	.....	.....	12.19	11.49	.....	.....	.....	9.31	.....	.....	8.44	.....	8.24	8.14	.....	7.51	7.49	.....	7.34	.....	7.21	5.07	.....	.....NORTH JCT.....X
																																	0.9
.....	3.52	.....	.....	.....	3.01	.....	12.47	.....	12.37	.....	.....	12.21	11.51	.....	.....	.....	9.32	.....	.....	8.46	.....	8.26	8.16	.....	7.53	7.51	.....	7.36	.....	7.23	5.09	.....	.....ST. LUC JCT.....X
																																	3.9
.....	3.58	.....	.....	.....	3.07	.....	12.53	.....	12.43	.....	.....	12.27	11.57	.....	.....	.....	9.37	.....	.....	8.52	.....	8.32	8.22	.....	7.59	7.57	.....	7.42	.....	7.29	5.17	O A	.....OUTREMONT. WXY
																																	1.0
.....	4.00	.....	.....	.....	3.10	.....	12.55	.....	12.45	.....	.....	12.30	11.59	.....	.....	.....	9.40	.....	.....	8.55	.....	8.35	8.25	.....	8.01	8.00	.....	7.45	.....	7.31	5.20	B Y	..... BRESLAY.....VX
													P.M.																				0.2
.....	s 4.05	.....	.....	.....	s 3.15	.....	s 1.00	.....	s 12.50	.....	.....	s 12.35	s 12.05	.....	.....	.....	s 9.45	.....	.....	s 9.00	.....	s 8.40	s 8.30	.....	s 8.02	s 8.05	.....	s 7.50	.....	s 7.32	f 5.21	R V	V....PARK AVENUE....X
																																	2.3
.....	4.08	.....	.....	.....	3.18	.....	1.04	.....	12.54	.....	.....	12.39	12.09	.....	.....	.....	9.49	.....	.....	9.04	.....	8.43	8.34	.....	8.04	8.09	.....	7.53	.....	7.34	5.24	J	....JAC. CARTIER JCT..X
	P.M.				P.M.		P.M.		P.M.			P.M.	P.M.				A.M.			A.M.		A.M.	A.M.		A.M.	A.M.		A.M.		A.M.	A.M.		Jct. C.N.R. 1.4

DOUBLE TRACK—AUTOMATIC BLOCK SIGNAL SYSTEM

OUTWARD TRAINS—READ DOWN

FIRST CLASS

358 Quebec Psgr. /Daily	523 Rigaud Psgr. /Daily	21 Chicago Psgr. /Daily	17 Vancouver Psgr. /Daily	222 D & H. Psgr. /Daily	511 Rigaud Psgr. /Daily ex. Sat. and Sun.	7 The Dominion Psgr. /Daily	42 St. John Psgr. /Daily	210 The Redwing Psgr. /Daily	9 Sudbury Psgr. /Daily	459 Ste. Agathe Psgr. /Fri. only	356 The Viger Psgr. /Daily ex. Sat.	455 Labelle Psgr. /Sat. only	533 Rigaud Psgr. /Sat. only	507 Ottawa Psgr. /Sun. only	571 Vaudreuil Psgr. /Daily ex. Sat. and Sun.	521 Rigaud Psgr. /Daily ex. Sat. and Sun.	471 St. Lin Psgr. /Fri. only	587 Vaudreuil Psgr /Daily ex. Sat. and Sun.	423 Ottawa Psgr. /Daily	214 Sutton Psgr. /Daily ex. Sun.	236 N.Y.C. Psgr. /Daily ex. Sat. and Sun.	577 Mtl. West Psgr. /Daily ex. Sat. and Sun.	581 Vaudreuil Psgr. /Daily ex. Sat. and Sun.	585 Vaudreuil Psgr. /Daily ex. Sat. and Sun.	519 Rigaud Psgr. /Daily ex. Sat. and Sun.	575 Mtl. West Psgr. /Daily ex. Sat. and Sun.	469 St. Lin Psgr. /Daily ex. Fri., Sat.&Sun.	467 Mont Laurier Psgr. /Fri. only	449 Ste. Agathe Psgr. /Fri. only	Telegraph Calls	STATIONS
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		
10.55	10.40	10.15	10.00	9.30	8.35	8.20	7.45	7.30	7.15	7.05	6.05	6.05	6.00	5.45	5.40	5.20	5.00	4.50	4.45	4 35	4.31	4.27	4.23	4.19	4.15	4.07	4.00	4.00	3.50	W J	.....MONTREAL....KZ
																															2.0
s 11.02	s 10.46	s 10.22	s 10.07	s 9.37	s 8.41	s 8.27	s 7.52	s 7.36	s 7.22	s 7.11	s 6.12	s 6.11	s 6.06	s 5.51	s 5.46	s 5.26	s 5.06	s 4.56	s 4.51	s 4.41	★ 4.37	s 4.33	★ 4.29	★ 4.25	★ 4.21	s 4.13	s 4.06	s 4.06	s 3.56	MW	.....WESTMOUNT...XY
																															2.7
s 11.10	s 10.52	★ 10.30	s 10.15	s 9.45	s 8.47	★ 8.35	s 8.00	s 7.42	★ 7.30	s 7.18	s 6.20	s 6.17	s 6.12	s 5.57	s 5.52	s 5.32	s 5.12	s 5.02	s 4.57	s 4.48	★ 4.44	4.41	★ 4.35	4.31	4.27	4.22	s 4.12	s 4.12	s 4.02	B N	...MONTREAL WEST..X
																						P.M.				P.M.					1.4
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f 5.05	.....	.....	.....	.....	.....	f 4.38	.....	.....	.....	.....	.....	.....	J N	..... SORTIN.....
																															0.8
.....	10.56	10.34	10.19	.....	8.51	8.38	.....	.....	7.33	.....	.....	.....	6.16	6.00	5.55	5.36	.....	5.07	.....	.....	.....	.....	4.40	4.34	4.30	.....	.....	.....	.....	J C	Jct. C.N.R..BALLANTYNE.RX
																															0.7
.....	f 10.58	.....	.....	.....	f 8.53	.....	.....	.....	.....	.....	.....	.....	f 6.17	.....	f 5.57	f 5.38	.....	s 5.09	.....	.....	.....	.....	s 4.42	.....	.....	.....	.....	.....	.....	.....		.....GROVEHILL.....
	P.M.	P.M.	P.M.		P.M.	P.M.			P.M.				P.M.	P.M.	P.M.	P.M.		P.M.					P.M.	P.M.	P.M.							
.....	.....	.....	.....	9.47	.....	.....	8.02	7.44	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4.51	4.45	.....	.....	.....	.....	.....	.....	.....	.....	.....	D U	.....SOUTH JCT.....RX
																															1.4
.....	.....	.....	.....	9.50	.....	.....	8.04	7.46	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	s 4.55	s 4.48	.....	.....	.....	.....	.....	.....	.....	.....	.....	H A	.....LASALLE...WXY
																															0.1
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....BRIDGE.....V
																															Jct. N.Y.C. 1.6	
.....	.....	.....	.....	9.54	.....	.....	8.07	7.49	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	s 4.59	s 4.52	.....	.....	.....	.....	.....	.....	.....	.....	.....	D	ADIRONDACK JCT. RXY
				P.M.			P.M.	P.M.												P.M.	P.M.												
.....	.....	11.11	.....	.....	.....	.....	.....	.....	.....	7.19	6.21	6.19	.....	.....	.....	.....	5.14	.....	4.59	.....	.....	.....	.....	.....	.....	.....	.....	4.14	4.14	4.04	.....	.....NORTH JCT.....X
																																	0.9
.....	.....	11.12	.....	.....	.....	.....	.....	.....	.....	7.21	6.22	6.21	.....	.....	.....	.....	5.16	.....	5.01	.....	.....	.....	.....	.....	.....	.....	.....	4.16	4.16	4.06	.....	.....ST. LUC JCT.....X
																																	3.9
.....	.....	11.17	.....	.....	.....	.....	.....	.....	.....	7.27	6.27	6.27	.....	.....	.....	.....	5.22	.....	5.07	.....	.....	.....	.....	.....	.....	.....	.....	4.22	4.22	4.12	O A	.....OUTREMONT. WXY
																																	1.0
.....	.....	11.20	.....	.....	.....	.....	.....	.....	.....	7.30	6.30	6.30	.....	.....	.....	.....	5.25	.....	5.10	.....	.....	.....	.....	.....	.....	.....	.....	4.25	4.25	4.15	B Y	..... BRESLAY.....VX
																																	0.2
.....	.....	s 11.25	.....	.....	.....	.....	.....	.....	.....	s 7.35	s 6.35	s 6.35	.....	.....	.....	.....	s 5.30	.....	s 5.15	.....	.....	.....	.....	.....	.....	.....	.....	s 4.30	s 4.30	s 4.20	R V	V....PARK AVENUE....X
																																	2.3
.....	.....	11.30	.....	.....	.....	.....	.....	.....	.....	7.38	6.39	6.38	.....	.....	.....	.....	5.34	.....	5.19	.....	.....	.....	.....	.....	.....	.....	.....	4.34	4.33	4.24	J	....JAC. CARTIER JCT..X
		P.M.								P.M.	P.M.	P.M.					P.M.		P.M.									P.M.	P.M.	P.M.		Jct. C.N.R. 1.4

DOUBLE TRACK—AUTOMATIC BLOCK SIGNAL SYSTEM

DOUBLE TRACK—AUTOMATIC BLOCK SIGNAL SYSTEM

INWARD TRAINS—READ UP

FIRST CLASS

Telegraph and Telephone Offices	STATIONS	Telegraph Calls	357	516	18	470	22	41	570	584	512	231	464	524	572	221	510	209	518	502	8	39	10	349	30	422	213	574	452	428	514
			Quebec Psgr. aDaily	Rigaud Psgr. aDaily ex. Sun.	Montreal Psgr. aDaily	St. Lin Psgr. aDaily ex. Sun.	The Overseas Psgr. aDaily	St. John Psgr. aDaily	Vaudreuil Psgr. aDaily ex Sat and Sun.	Vaudreuil Psgr. aDaily ex. Sat. and Sun.	Rigaud Psgr. aDaily ex. Sat. and Sun.	N.Y.C. Psgr. aDaily ex. Sun.	Ste. Therese Psgr. aDaily ex. Sat. and Sun.	Rigaud Psgr. aSat. only	Vaudreuil Psgr. aDaily ex. Sat and Sun.	D. & H. Psgr. aDaily	Rigaud Psgr. aDaily ex. Sat. and Sun.	The Red Wing Psgr. aDaily	Rigaud Psgr. aDaily	Ottawa Psgr. aDaily ex Sun.	The Dominion Psgr. aDaily	St. John Psgr. aDaily	Montreal Psgr. aDaily	Quebec Psgr. aDaily	Smiths Falls Psgr. aDaily ex. Sun.	Ottawa Psgr. aDaily	Sutton Psgr. aDaily ex. Sun.	Vaudreuil Psgr. aDaily ex. Sat. and Sun.	Mont Laurier Psgr. aDaily ex. Sun.	Ottawa Psgr. aSat. only	Rigaud Psgr. aDaily
D	.....MONTREAL....KZ	W J	A.M. 5.15	A.M. 6.35	A.M. 6.40	A.M. 6.50	A.M. 6.55	A.M. 7.05	A.M. 7.08	A.M. 7.12	A.M. 7.16	A.M. 7.20	A.M. 7.25	A.M. 7.35	A.M. 7.35	A.M. 7.40	A.M. 7.45	A.M. 8.10	A.M. 8.15	A.M. 9.05	A.M. 9.35	A.M. 10.05	A.M. 11.10	A.M. 11.15	A.M. 11.50	P.M. 12.10	P.M. 12.20	P.M. 12.50	P.M. 12.55	P.M. 4.30	P.M. 4.35
	2.0																														
.....	.....WESTMOUNT...XY	MW	s 5.07	s 6.26	s 6.32	s 6.42	s 6.47	s 6.56	s 7.00	s 7.04	s 7.08	★ 7.12	s 7.17	s 7.26	s 7.27	s 7.32	s 7.36	s 8.02	s 8.06	s 8.57	s 9.27	s 9.57	s 11.02	s 11.07	s 11.42	s 12.02 P.M.	s 12.12	s 12.42	s 12.47	s 4.22	s 4.26
	2.7																														
D	...MONTREAL WEST..X	B N	s 4.58	s 6.17	s 6.23	s 6.33	s 6.38	s 6.47	s 6.51	s 6.55	s 6.59	★ 7.03	s 7.08	s 7.17	s 7.18	s 7.23	s 7.27	★ 7.53	s 7.57	s 8.48	s 9.18	s 9.48	s 10.53	s 10.58	s 11.33	s 11.53	s 12.03 P.M.	s 12.33	s 12.38	s 4.13	s 4.17
	1.4																								s 11.20						
.....	.....SORTIN.....	J N	.....	f 6.13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f 12.29	.....	.....	f 4.12
	0.8																														
D N	Jct. C.N.R..BALLANTYNE.RX	J C	.....	6.11	6.18	.....	6.33	.....	6.46	6.50	6.54	.....	.....	7.11	7.12	.....	7.22	.....	7.51	8.44	9.13	.....	10.46	.....	11.17	.....	.....	12.28	.....	.....	4.11
	0.7																														
.....	.....GROVEHILL.....	.....	.....	f 6.09	.....	.....	.....	.....	.....	s 6.48	.....	.....	.....	f 7.09	s 7.10	.....	s 7.20	.....	f 7.49	.....	.....	.....	.....	.....	f 11.15	.....	.....	f 12.26	.....	.....	f 4.09
				A.M.	A.M.		A.M.		A.M.	A.M.	A.M.			A.M.	A.M.		A.M.		A.M.	A.M.	A.M.		A.M.		A.M.			P.M.			P.M.
D N	.....SOUTH JCT.....RX	D U	.....	.....	.....	.....	.....	6.43	.....	.....	.....	7.01	.....	.....	.....	7.16	.....	7.51	.....	.....	.....	9.42	.....	.....	.....	.....	11.59	.....	.....	.....	.....
	1.4																														
D	.....LASALLE...WXY	H A	.....	.....	.....	.....	.....	s 6.40	.....	.....	.....	s 6.58	.....	.....	.....	7.13	.....	7.48	.....	.....	.....	★ 9.39	.....	.....	.....	.....	s 11.56	.....	.....	.....	.....
	0.1																														
.....	.....BRIDGE.....V	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Jct. N.Y.C. 1.6																														
D	.ADIRONDACK JCT..RXY	D	.....	.....	.....	.....	.....	6.36	.....	.....	.....	f 6.55	.....	.....	.....	7.10	.....	7.45	.....	.....	.....	9.36	.....	.....	.....	.....	f 11.53	.....	.....	.....	.....
								A.M.				A.M.			A.M.		A.M.					A.M.					A.M.				
.....	.....NORTH JCT.....X	.....	4.54	.....	.....	6.31	.....	.....	.....	.....	.....	.....	7.05	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10.55	.....	11.50	.....	.....	12.36	4.10	.....
	0.9																														
.....	.....ST. LUC JCT.....X	.....	4.51	.....	.....	6.29	.....	.....	.....	.....	.....	.....	7.03	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10.53	.....	11.48	.....	.....	12.34	4.08	.....
	3.9																														
.....	.....OUTREMONT.WXY	O A	4.43	.....	.....	6.23	.....	.....	.....	.....	.....	.....	6.58	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10.48	.....	11.43	.....	.....	12.28	4.03	.....
	1.0																														
.....	.....BRESLAY.....VX	B Y	4.41	.....	.....	6.21	.....	.....	.....	.....	.....	.....	6.56	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10.46	.....	11.41	.....	.....	12.26	4.01	.....
	0.2																														
.....	V....PARK AVENUE....X	R V	s 4.40 s 4.35	.....	.....	s 6.20	.....	.....	.....	.....	.....	.....	s 6.55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	s 10.45	.....	s 11.40	.....	.....	s 12.25	s 4.00	.....
	2.3																														
.....	...JAC. CARTIER JCT...X	J	4.29	.....	.....	6.13	.....	.....	.....	.....	.....	.....	6.48	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10.38	.....	11.31	.....	.....	12.16	3.53	.....
	Jct. C.N.R. 1.4		A.M.			A.M.							A.M.											A.M.		A.M.			P.M.	P.M.	

INWARD TRAINS—READ UP

FIRST CLASS

Telegraph and Telephone Offices	STATIONS	Telegraph Calls	576	353	578	203	454	211	504	223	580	36	351	462	239	456	450	347	598	205	506	355	448	424	2	6	460	458			
			Deadhead Eqpt. aDaily ex. Sat. and Sun.	The Frontenac Psgr. aDaily	Deadhead Eqpt. aDaily ex. Sun.	Sher-brooke Psgr. aDaily ex. Sun.	Labelle Psgr. aDaily ex. Sun.	The Alouette Psgr. aDaily	Ottawa Psgr. aDaily	D. & H. Psgr. aDaily	Vaudreuil Psgr. aDaily ex. Sat. and Sun.	Toronto Psgr. aDaily ex. Sun.	Quebec Psgr. aDaily ex. Sun.	Ste. Agathe Psgr. aSun. only	N.Y.C. Psgr. aSun. only	Labelle Psgr. aSun. only	Mont Laurier Psgr. aSun. only	Quebec Psgr. aSun. only	Smiths Falls Psgr. aSun. only	Sher-brooke Psgr. aSun. only	Ottawa Psgr. aSun. only	The Viger Psgr. aDaily	Mont Laurier Psgr. aDaily ex. Sun.	Ottawa Psgr. aDaily	The Canadian Psgr. aDaily	C.N.R. Psgr. aDaily	Mont Laurier Psgr. aSun. only	Psgr. aSat. only			
D	.....MONTREAL....KZ	W J	P.M. 4.38	P.M. 5.00	P.M. 5.05	P.M. 5.35	P.M. 6.00	P.M. 6.15	P.M. 6.25	P.M. 6.45	P.M. 7.25	P.M. 7.30	P.M. 7.35	P.M. 7.50	P.M. 8.00	P.M. 8.20	P.M. 8.30	P.M. 8.40	P.M. 8.50	P.M. 8.55	P.M. 9.05	P.M. 9.10	P.M. 9.20	P.M. 9.40	P.M. 9.50	P.M. 10.15	P.M. 10.20	..... A.M.			
	2.0																													
.....	.....WESTMOUNT...XY	MW	4.31	s 4.52	4.57	s 5.27	s 5.52	s 6.07	s 6.17	s 6.37	s 7.17	s 7.22	s 7.27	7.42	★ 7.52	s 8.12	s 8.22	s 8.32	s 8.42	s 8.47	s 8.57	s 9.02	s 9.12	s 9.32	s 9.42	s 10.07	s 10.12	12.15			
	2.7																													
D	...MONTREAL WEST..X	B N	4.22 P.M.	s 4.43	4.48 P.M.	s 5.18	s 5.43	s 5.58	s 6.08	s 6.28	s 7.08	s 7.13	s 7.17	s 7.33	★ 7.43	s 8.03	s 8.13	s 8.23	s 8.33	s 8.38	s 8.48	s 8.53	s 9.03	s 9.23	s 9.35	s 9.59	s 10.03	12.07			
	1.4																													
.....	.....SORTIN.....	J N	.....	.....	.....	.....	.....	.....	.....	.....	f 7.03	.....	.....	.....	.....	.....	.....	.....	f 8.28	.....	.....	.....	.....	.....	.....	.....	.....	.....			
	0.8																													
D N	Jct. C.N.R..BALLANTYNE.RX	J C	.....	.....	.....	.....	.....	.....	6.03	.....	7.01	7.08	.....	.....	.....	.....	.....	.....	8.26	.....	8.43	.....	.....	.....	9.31	9.55	.....	.....			
	0.7																													
.....	.....GROVEHILL.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f 6.59	★ 7.07	.....	.....	.....	.....	.....	.....	f 8.25	.....	.....	.....	.....	.....	.....	.....	.....	.....			
									P.M.		P.M.	P.M.							P.M.		P.M.				P.M.	P.M.					
D N	.....SOUTH JCT.....RX	D U	.....	.....	.....	5.15	.....	5.54	.....	6.25	.....	.....	.....	.....	7.39	.....	.....	.....	.....	8.33	.....	.....	.....	.....	.....	.....	.....	.....			
	1.4																													
D	.....LASALLE...WXY	H A	.....	.....	.....	f 5.12	.....	s 5.51	.....	6.22	.....	.....	.....	.....	f 7.36	.....	.....	.....	.....	8.30	.....	.....	.....	.....	.....	.....	.....	.....			
	0.1																													
.....	.....BRIDGE.....V	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
	Jct. N.Y.C. 1.6																													
D N	.ADIRONDACK JCT..RXY	D	.....	.....	.....	5.09	.....	5.48	.....	6.19	.....	.....	.....	.....	f 7.33	.....	.....	.....	.....	8.27	.....	.....	.....	.....	.....	.....	.....	.....			
						P.M.		P.M.		P.M.					P.M.					P.M.											
.....	.....NORTH JCT.....X	.....	.....	4.40	.....	.....	5.40	.....	.....	.....	.....	.....	7.15	7.30	.....	8.00	8.10	8.20	.....	.....	.....	8.45	9.00	9.20	.....	.....	10.00	12.05			
	0.9																													
.....	.....ST. LUC JCT.....X	.....	.....	4.38	.....	.....	5.38	.....	.....	.....	.....	.....	7.13	7.28	.....	7.58	8.08	8.18	.....	.....	.....	8.43	8.58	9.18	.....	.....	9.58	12.03			
	3.9																											A.M.			
.....	.....OUTREMONT.WXY	O A	.....	4.33	.....	.....	5.33	.....	.....	.....	.....	.....	7.08	7.23	.....	7.53	8.03	8.13	.....	.....	.....	8.38	8.53	9.13	.....	.....	9.53	11.57			
	1.0																													
.....	.....BRESLAY.....VX	B Y	.....	4.31	.....	.....	5.31	.....	.....	.....	.....	.....	7.06	7.21	.....	7.51	8.01	8.11	.....	.....	.....	8.36	8.51	9.11	.....	.....	9.51	11.55			
	0.2																													
.....	V....PARK AVENUE....X	R V	.....	s 4.30	.....	.....	s 5.30	.....	.....	.....	.....	.....	s 7.05	s 7.20	.....	s 7.50	s 8.00	s 8.10	.....	.....	.....	s 8.35	s 8.50	s 9.10	.....	.....	s 9.50	f 11.54			
	2.3																													
.....	...JAC. CARTIER JCT...X	J	.....	4.21	.....	.....	5.23	.....	.....	.....	.....	.....	6.57	7.11	.....	7.40	7.56	8.02	.....	.....	.....	8.27	8.45	9.01	.....	.....	9.41	11.50			
	Jct. C.N.R. 1.4			P.M.			P.M.						P.M.	P.M.		P.M.	P.M.	P.M.				P.M.	P.M.	P.M.			P.M.	P.M.			

SPECIAL INSTRUCTIONS

1. All trains may leave Adirondack Jct. and South Jct. without registering.

2. Rules 251-258 apply on both tracks between Signals 1221-1222 Smiths Falls and Ballantyne Interlocking Station. Entering signals are interlocking signals Ballantyne, and Automatic Signal 1222 at Smiths Falls.

Rules 261 to 271 apply on THIRD track between Signal M16-3 Glen Yard Interlocking and Signal M03-3 Windsor Street Interlocking.

Rules 261 to 271 apply on Northward and Southward tracks between Signals 071, 445A and 445B North Jct. and Signals 470A and 470B Hampstead, and between Signal 05 located west of Hampstead tower to Signal 10 located near Hump office.

Rules 261 to 271 apply as follows:
—Between Signals 446A, 446B and 446C North Jct. and Signal W-01 Montreal West;
—Between Signals 446B, 446C North Jct. and Signals 442A, 442B South Jct;
—Between Signals 456A, 456B, 454A and 454B St. Luc Jct. and Signals 17A and 17B Wentworth;
—Between Signals 16A and 16B Wentworth and Signal 21B Ballantyne;
—Between Signals 17A and 17B Wentworth and Signals 071, 445A, 445B and 445C North Jct.

Telephones for communicating with Operator at Hampstead Tower are located near Signals 071, 16A, 17A, 445A-B, 455A-B, 456A-B, 09A, 09B, at Cote St. Luc road crossing, and half way between St. Luc road and Hudson Avenue.

Circuit end signs indicating the limits of track circuits operating the automatic higway crossing protection gates at Cote St. Luc Road crossing, Mileage 44.98, Adirondack Sub., are located at the following points:

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

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

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.

For main track movements against the current of traffic, the following speed restrictions apply at public crossings at grade until the engine or leading car has passed over it;—Cremazie crossing mileage 7.24 Park avenue Sub. Inward and outward 35 miles per hour.

3. When switching movements are being made between Montreal West and North Jct., the switch must be left open until switching completed and movement has returned to main track.

4. The opening of northward main track switch at south end of Lasalle Yard results in Grade signal 415, as well as signal 425, indicating "STOP". Signal 407 may give "GREEN or YELLOW" indication, depending on proximity to same of an approaching train at time main track switch at Lasalle is opened

5. Railway crossing at grade with Montreal Tramways at Dominion Textile siding, St. Patrick St.—Interlocked, Movement of C.P.R. trains over this crossing will be governed by home signal located 50 ft. on each side of the diamond. C.P.R. crews will be required to operate the signals and derails when making a movement over this crossing and will be governed by manipulation chart which is posted in the lever shanty for the operation of the levers. When such movement has been completed, the signals must be restored to stop position and the derails on the Street Railway must be closed. The door of the lever shanty is locked with a C.P.R. switch lock and must be locked after having been used.

All Junctions Montreal Terminals except Lasalle, Breslay and Jacques Cartier Jct., are interlocked.
Railway crossing at grade and junction with C.N.R. at Ballantyne—Interlocked.
Railway crossing at grade with Montreal Tramways on South Bank branch, mileage 3.8—Interlocked.
Swing bridge, Lachine Canal, at mileage 43.1, Adirondack Sub—Interlocked.

6. All main tracks within Montreal Terminals from yard limit sign located at Mileage 3.83 on the Winchester Subdivision to yard limit sign located at Mileage 9.2 on the Park Avenue Subdivision and to yard limit sign located at Mileage 38.8 on the Adirondack Subdivision will be considered within yard limits.

Except as otherwise provided, movements not arranged by time-table or train order may be made in the direction of current of traffic on double track; if fixed signals indicate that the line is clear such movements may be made and trains may be run on the time of superior trains in the same direction, provided they are kept sufficiently clear to avoid delay. Movements from Glen Yard and Montreal Windsor Station will be regulated by towerman.

7. Movements over loop double track, Glen Yard, will be governed by Rules for double track and will, unless otherwise directed, keep to the right, observing Rule 93. Movement must not pass signal indicating STOP until a yellow aspect has been received; in the event that signal is not clear within five minutes arrangements should be made with Yardmaster to move through restricted zone under protection. In the case of drafts backing up, person in charge must be sure to leave valve handle of air hose controller in open position before leaving draft to make such arrangements. Movements must be under full control and eight miles per hour must not be exceeded.

8. Board of Transport Commissioners has authorized speed not exceeding fifty miles per hour for PASSENGER TRAINS only over railway crossing at grade with C.N.R. at mileage 2.16. Winchester Subdivision.

9. All eastward freight trains operating between Mile End and Hochelaga must not exceed twenty miles per hour between Masson Street, mileage 3.55 and St. Catherine Street bridge, mileage 1.65 Park Avenue Sub., and will STOP west of road crossing at Angus and at Signal 22 at Hochelaga to fully recharge air brake system, and Engineman to make sure the three-way valve under the gauges are cut in in order to record brake pipe pressure on engines so equipped before proceeding further.

All engines used in above service must be equipped with eight and one-half inch cross-compound air compressor with M-3 feed valve, and boiler steam pressure to be kept within five pounds of maximum pressure to ensure maximum air capacity. This is very important where engines only carry a maximum boiler pressure of 190 pounds.

If, in opinion of engineman of heavily loaded freight trains, retainers are required, he should request that the necessary number be applied, as per Air and Dynamic Brake and Air Train Signal Systems Rules 59, 60, 101 to 105 inclusive, before proceeding.

Maximum number of cars loaded with flour, grain or coal to be handled with engines equipped as outlined above, will be restricted to fifty-five.

Engines equipped with eleven inch air compressors must not be used to handle the trains, as outlined above.

10. Speed Restrictions

	Miles per hour
All movements through crossover from northward main track to southward main track at South Jct.	30
All movements through crossover switches and turnouts at South Jct. and over interlocking Outremont yard and Mile End	15
All movements through Montreal West Station	20
Back up movements through Westmount and Montreal West stations	10
All trains on curve at Breslay mileage 50.1 Adirondack Sub	30
Trains moving over St. Lawrence River bridge mileage 41.9 Adirondack Sub	30
All movements over Cabot Street, Cote St. Paul	10
All movements over Lafleur Avenue Crossing mileage 0.8 South Bank Branch opposite Lachine Canal bascule bridge	10
All movements over St. Patrick Street mileage 4.31 LaSalle Loop line must be flagged by member of crew	10
All movements over Lafleur Avenue Crossing mileage 0.42 Lasalle Loop line must be flagged by member of crew.	

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

12. Under Air Brake Rule 57 (Running Test), it is necessary for enginemen on all passenger trains to make sufficient application of the brakes to ascertain that brakes are in operating condition approaching the diamond at the entrance to Montreal Station. In order to have uniform practice in this territory, this test is to be made between the Glen Interlocking Tower and Signal M-14-2 near Greene Avenue, which is the second signal bridge east of the Interlocking Tower.

13. 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 29, 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.

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

15. 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 Barretts Sidings mileage 4.45, Park Avenue Subdivision.

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

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

18. In carrying out switching movements on track located over Metropolitan Blvd., Lachine, leading to the Dominion Engineering Works one member of the yard crew must flag all movements over this crossing.

19. Account blocking southward transfers which have to clear in Lasalle yard and which are sometimes ahead of passenger trains, it will be necessary for northward trains of more than ten cars between the hours of 8.00 a.m. and 12.00 midnight, when taking water at Lasalle, to stop with train clear of crossover, then cut engine off in order to get water.

20. IN SWITCHING IMPERIAL TOBACCO COMPANY'S TRACK, ST. HENRY, Order of the Board No. 53086. restricts switching to night hours—6.30 P.M. to 5.00 A.M.—no car to be allowed to stand on portion of track on St. Antoine Street Before any car or engine shall cross St. Antoine Street, or move along Bourget Street, the Yard Foreman will precede the movement to see that streets are clear before giving Engineman signal to proceed. MOVEMENTS OVER SUCH STREETS MUST BE PROTECTED BY YARDMAN ON THE GROUND.

21. 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 TO BE FLAGGED.

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

23. IN SWITCHING private track serving Ross Engineering of Canada, mileage 0.98 South Bank branch, only one car may be placed in their building at a time, and under no circumstances must an engine enter this building.

24. Manually operated highway crossing flasher signals at Lafleur Avenue crossing, Ville LaSalle, Mileage 0.8 South Bank Branch. Before proceeding over crossing trains 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". If train then does not proceed over crossing, the "Stop" button must be used to prevent flashers from operating unnecessarily.

25. Spring switch located at South end of South loop to third track at South Jct.

26. The sounding of engine whistle signals within the limits of the Town of Montreal West, Town of Cote St. Luc and City of Outremont (Rockland Ave.) and the sounding of engine whistle signals or ringing of bells on any engine within the limits of the Cities of Montreal and Westmount is prohibited, except for the purpose of giving such signals as are necessary to train operation or except when necessary to prevent possible accidents. Whistle signals must be given for the following crossings in Montreal Terminals account not being located within the limits of the orders of the Board:—NORTH AND SOUTH BANK BRANCH, Dollard Avenue; LASALLE LOOP LINE, all crossings.

27. N.Y.C. Special Instruction 305 Manual Block System reads as follows:—

"Engines within yard limits must receive permission from signalman before occupying main track and report to signalman when clear of main track."

The yard limit on New York Central tracks at Adirondack Junction extends to a point 2100 feet south of Kanawaki, C.P.R. freight train crews who are required to leave cars on New York Central interchange or public team track at Adirondack Junction will, under the provisions of Special Instruction 305 quoted above, obtain permission from the signalman at Adirondack Jct. before entering the block to leave cars and will report promptly when clear of New York Central main track.

SPECIAL INSTRUCTIONS—Continued

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

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

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

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

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

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

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

SPEED RESTRICTIONS FOR NEW OR OVERHAULED DIESEL-ELECTRIC UNITS

New diesel-electric units, or those which have just undergone a major repair or inspection, must not be operated or hauled dead at a speed in excess of 30 m.p.h. over the first 100 miles or the first subdivision, whichever may be the greater.

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

POSITION IN TRAINS

A dead steam locomotive or a dead diesel-electric unit must be separated from the engine handling the train and from other dead locomotives or diesel-electric units in the train by at least two hundred and forty feet (five to six car lengths depending on lengths of cars) and when possible not more than ten cars, except that two diesel-electric units, other than yard or road switchers may be coupled together and where the current locomotive authorization chart allows two steam locomotives, may be coupled together.

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

These are subject to restriction contained in bridge load chart. On subdivisions where they are permitted to operate, the following speed restrictions must be observed by train handling:

CLASS	RESTRICTION: WHERE AUTHORIZED FREIGHT TRAIN SPEED IS	RESTRICTION: UNLESS OTHERWISE PROVIDED IN FOOTNOTES TRAINS HANDLING MUST NOT EXCEED	
Auxiliary Cranes			
Nos. 414240 to 414502 incl. Except 414320, 414321, 414328 and 414370	40 M.P.H. or over	35 M.P.H.	Care must be exercised in handling these machines on down-grades and around sharp curves.
	35 or 30 M.P.H.	25 M.P.H.	
	25 M.P.H. or less	Permissible freight train speed.	
No. 414650 (diesel) Any auxiliary crane of another railroad			
Nos. 414320, 414321, 414328 and 414370	Over 25 M.P.H.	25 M.P.H.	"
	25 M.P.H. or less	15 M.P.H.	"
Cranes, Combination Cranes and Pile Drivers			
Nos. 414099 to 414221 incl.	Over 25 M.P.H.	20 M.P.H.	"
Nos. 414600 to 414605 incl.	25 M.P.H. or less	15 M.P.H.	"
Steam Shovels and Steel Pile Drivers			
Nos. 400213 to 400375 incl.	35 M.P.H. or over	25 M.P.H.	"
Nos. 400009 to 400053 incl.	25 to 35 M.P.H.	20 M.P.H.	"
	Under 25 M.P.H.	15 M.P.H.	"
Wooden Pile Drivers			
Nos. 400000 to 400006 incl.	30 M.P.H. or over	30 M.P.H.	"
*Erie Excavators Nos. E-1, E-2 and E-3	Under 30 M.P.H.	5 M.P.H. less than authorized speed	
*Ditching Machines Nos. D-1 to D-14 incl.			
Scale Test Cars Nos. 420925 to 420928 incl.			

*These move on flat cars.

The above machines must, in every instance, be handled immediately ahead of the caboose on freight trains. Machines having arrows to indicate direction of travel, including steam cranes and all combination crane and pile drivers, must be placed in trains in that manner.

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

GENERAL INSTRUCTIONS RE HANDLING CARS EXPLOSIVES, POISON GAS, CLASS "D" POISON AND PLACARDED TANK CARS IN TRAINS.

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.

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 explosives 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 material 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 officer (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 Gas-burning Type; Cars containing Lighted Heaters, Stoves or Lanterns; Cars Loaded with Live Animals or Fowl, occupied by an attendant; Occupied Caboose, Passenger or Combination Car other than when occupied by Gas Handlers or Military Personnel accompanying shipments.

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