

CANADIAN PACIFIC RAILWAY

EASTERN REGION-QUEBEC DISTRICT

EXCEPT MONTREAL TERMINALS



TIME **43** 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

SMITHS FALLS DIVISION

PAGE	SUBDIVISION	FROM	TO	MILES
3	Chalk River	Smiths Falls	Chalk River (not including Chalk River)	115.3
4	Carleton Place	Ottawa West	Carleton Place	27.7
4	Cornwall	Soulanges	Cornwall	27.6
4	Eganville	Payne	Eganville	19.2
4	Brockville	Smiths Falls	Brockville	27.5
5, 6 & 7	M. & O.	Vaudreuil	Ottawa West	91.6
8	Prescott	Prescott	Ottawa West	51.8
8	Sussex St.	Ellwood	Sussex St.	6.7
9	Maniwaki	Hull	Maniwaki	80.7
9	Waltham	Hull West	Waltham	77.5
10 & 11	Winchester	Grovehill	Smiths Falls	120.9
12 & 13	Winchester	Smiths Falls	Grovehill	

TOTAL— 646.5

L. R. BANGS,
Superintendent,
Smiths Falls.

F. L. MOOREY,
Asst. Superintendent,
Smiths Falls.

G. D. POGUE,
Asst. Superintendent,
Ottawa.

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

B. O. HEINTZ,
H. RICKERD,
R. S. McLEAN,
O. B. LAUBER,
E. J. STITT,
J. W. MORPHY,
L. FINNER,

G. M. BUDER,
J. B. CHABOT,
G. H. O'NEILL,
J. J. GALVIN,
P. E. CARRIERE,
G. BELLEFEUILLE,
J. C. GAW.

Train
Dispatchers

LAURENTIAN DIVISION

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

TOTAL— 520.6

J. U. BRAZEAU,
Superintendent,
Park Avenue.

W. H. OATTES,
Actg. Asst. Superintendent,
Park Avenue.

V. A. E. EVERITT,
Asst. Superintendent,
Trois-Rivières.

Dispatching Office at Park Avenue, Telegraph Call, Q.
J. C. WILLARD, Chief Train Dispatcher.

G. RAINVILLE,
R. M. PHANEUF,
J. P. LEVASSEUR,
J. A. BLONDEAU,
J. F. PERRAULT,
L. DESCHAMBAULT,

G. DEVAULT,
J. C. FORTIN,
J. A. MORENCY,
S. E. DORITY,
C. M. MacLEAN,
G. PHILIPPON.

Train
Dispatchers

FARNHAM DIVISION

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

TOTAL— 428.0

T. E. WHEELER,
Superintendent,
Farnham.

E. J. CREIGHTON,
Asst. Superintendent,
Farnham.

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

Dispatching Office at Farnham, Telegraph Call, F.
M. W. MOONEY, Chief Train Dispatcher.

C. A. HEDLEY,
R. BESSETTE,
R. A. PERRAULT,
B. H. BEERS,
G. LEVESQUE,
C. M. BAIRD,
J. J. LAPALME,

G. R. LEVESQUE,
J. H. GREEN,
M. BEAULIEU,
M. A. TROTIER,
J. F. DRAINVILLE,
G. CLOUTIER.

Train
Dispatchers

MEDICAL SERVICES

NAME	PHONE	RESIDENCE
DR. G. EARLE WIGHT, Chief of Medical Services. DE. 4143		Room 501 Windsor Station, Montreal 4698 Upper Roslyn
DR. C. P. GABOURY, Asst. Chief of Medical Services RE. 7-1719		Room 501 Windsor Station 2634 St. Catherine Road
DR. J. A. CORRIGAN, District Medical Officer. AM. 6481		4320 Delorimier Ave.
DR. C. G. GUNN	4-1412	519 King Edward Drive. Ottawa
DR. ANGUS MacDONALD	4-5374	206 Belmont Ave.
DR. R. L. GARDNER	2-4336	305 O'Connor St.
DR. C. B. PETRIE	4-4080	215 Cooper St.
DR. KENNETH WILSON	2-1817	278 O'Connor St.
DR. J. E. BELANGER	3-1353	328 Somerset St. W.
DR. S. D. MACINTYRE	10	Vankleek Hill
DR. C. K. McPHERSON	6-W	Prescott
DR. J. T. L'ECUYER	83	Maniwaki
DR. R. M. FERGUSON	306	30 Maple Ave. Smiths Falls
DR. J. T. HOGAN	60	11 William St. E.
DR. R. J. WALKER	162	20 Church St. W.
DR. G. B. BURWELL	Hemlock 2-2144	Renfrew
DR. W. W. D. WILLIAMS	Regent 2-3841	Pembroke
DR. J. R. McAVOY	913	35 Buell St. Brockville
DR. J. A. McEWEN	96	Carleton Place
DR. M. J. SPROUL	509	Cornwall
DR. J. G. MacLEOD	316	Finch
DR. MARCEL ROCHON	305	Vaudreuil
DR. ANDRE SAMSON	4-3601	596 East St. Francois. Quebec
DR. F. R. MACRAE	3-3543	195 Maple Ave.
DR. F. G. DELANEY	4-3232	30 Desjardins Ave.
DR. N. COTE		Portneuf
DR. J. M. MALONE	4-8824	949 Laviolette. Trois-Rivières
DR. HUDON NORMAND	5-1331	1241 St. Louis Blvd.
DR. LUCIEN PLANTE		Louiseville
DR. ROGER AMYOT		752 Manseau Blvd. Joliette
DR. A. LAURENDEAU		St. Gabriel
DR. C. LAMARCHE		Ste. Therese
DR. FRANK W. FITZGERALD		Lachute
DR. M. POLIQUIN		Thurso
DR. LEON DUGAL		St. Jerome
DR. JEAN L. MOREAU		Ste. Agathe
DR. F. BELISLE		Labelle
DR. T. LACHAPELLE		Mont Laurier
DR. COME CARTIER		Annonciation
DR. JACQUES HUARD	54	49 Frontenac St. Megantic
DR. VIATEUR BOLDUC	218	"
DR. J. A. C. ETHIER	2-2567	545 Dufferin Ave. Sherbrooke
DR. ROLAND COTE	2-4844	260 Ball St.
DR. FERNAND DUMONT	3-3673	126 Brooke St., South
DR. BRUCE FLETCHER, JR.	3-1565	402 Dufferin Ave.
DR. G. B. LOOMIS	2-4666	444 Dufferin Ave.
DR. ARTHUR DOUGLASS		115 Lakeside Rd. Knowlton
DR. M. C. MOONEY	2143	377 Main St. Farnham
DR. JEAN-LOUIS CARDIN	687	395 Main St.
DR. H. E. GILLANDERS	18	(Highwater) Mansonville
DR. F. J. LAWLISSE	467	91 Province St. Richford, Vt.
DR. H. L. LAFLAMME	3633	Iberville
DR. L. P. RIOUX	137	Main St. Sutton
DR. C. G. SCHURMAN	266	8 Prospect St. Newport, Vt.
DR. H. S. PEABODY	294R	35 Main St.
DR. A. L. LEONARD	145	Lyndonville, Vt.
DR. R. L. HILL	212	"
DR. R. GIBSON PERRY	2382	68 Main St. Wells River, Vt.
DR. J. H. JACOBS	NE 5-0946-J1	Caughnawaga

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

WESTWARD TRAINS—INFERIOR DIRECTION												Miles from Smiths Falls	Telegraph and Telephone Offices	EASTWARD TRAINS—SUPERIOR DIRECTION																		
THIRD CLASS			SECOND CLASS		FIRST CLASS									FIRST CLASS								SECOND CLASS			FOURTH CLASS							
911	90	583	951	7	9	551	560	557	562	1	555	17		18	8	10	556	563	558	559	2	550	582	974	952	89	70	72	74	76	83	80
Freight Daily	Freight Daily	Mixed Mon., Wed. & Fri.	Freight Daily	The Dominion Pgr. Daily	Sudbury Pgr. Daily	Pgr. Sun. only	Pgr. Daily	Pgr. Daily ex. Sun.	Pgr. Daily ex. Sun.	The Canadian Pgr. Daily	Pgr. Daily	Vancouver Pgr. Daily		Montreal Pgr. Daily	The Dominion Pgr. Daily	Montreal Pgr. Daily	Pgr. Daily ex. Sun.	Pgr. Daily ex. Sun.	Pgr. Daily	Pgr. Daily	The Canadian Pgr. Daily	Pgr. Sun. only	Mixed Mon., Wed. & Fri.	Freight Daily	Freight Daily	Freight Daily	Freight Daily ex. Sat. & Sun.	Freight Daily	Freight Tues., Thur. & Sat.	Freight Daily	Freight Daily ex. Sun.	Freight Daily
P.M. 12.45	A.M. 3.45		A.M. 7.40				P.M. 8.51		P.M. 4.00				D N					A.M. 10.50		P.M. 4.48				P.M. 7.00	A.M. 1.45	A.M. 2.30		A.M. 10.30	P.M. 1.50	P.M. 6.00	P.M. 7.30	A.M. 2.45
12.54	3.55		7.49				8.56		4.07				3.6					10.44		4.42				6.50	1.34	2.15		10.15	1.40	5.50	7.19	2.30
1.04	4.06		7.58				9.01		4.16				8.9					10.37		4.35				6.40	1.24	2.05		10.05	1.25	5.40	7.08	2.20
1.12	4.14		8.05				9.05		4.30				12.5					10.32		4.30				6.30	1.15	1.55		9.55	1.12	5.30	7.00	2.10
									4.36				16.3							4.24												
1.35	4.25		8.20				9.11		5.25				17.1	D N				10.25		4.00				6.15	1.00	1.40		9.40	12.35	5.15	6.50	1.50
	A.M.						P.M.		P.M.									A.M.		P.M.												
1.49			8.32	11.50	10.54	9.29		5.38		4.15	9.23	2.17	23.9	D N				10.05		3.47				5.53	12.41			9.23	12.15	4.58		1.33
1.57			8.39	11.56	11.00	9.35		5.45		4.20	9.29	2.29	27.6						3.40				5.45	12.34			8.58	12.05	4.49		1.26	
2.06			8.48	12.01	11.05	9.42		5.54		4.26	9.38	2.39	32.7	D					3.32				5.24	12.26			8.48	11.52	4.41		1.16	
2.13			8.55	12.06	11.10	9.48		6.01		4.31	9.44	2.45	36.9						3.26				5.17	12.19			8.26	11.40	4.31		1.08	
2.23			9.04	12.11	11.15	9.54		6.16		4.37	9.56	2.56	40.5	D N					3.19				5.11	12.11			8.16	11.30	4.13		1.00	
								6.22			10.05		43.7	D					3.13													
2.33			9.20	12.18	11.22	10.03		6.26		4.44	10.09	3.06	45.6						3.11				5.01	11.51			8.06	11.16	4.03		12.50	
2.43			9.32	12.24	11.28	10.12		6.34		4.50	10.18	3.15	51.0						3.04				4.50	11.43			7.56	11.06	3.53		12.41	
2.57			9.42	12.30	11.34	10.19		6.41		4.55	10.25	3.22	55.8						2.57				4.31	11.34			7.49	10.56	3.44		12.30	
	A.M.																															
3.10			11.30	10.02	12.34	11.38	10.24		6.46		5.00	10.30	3.27	58.8	D N								4.23	11.11			7.39	10.45	3.35		12.16	
3.25			11.38	10.10	12.43	11.49	10.30		6.53		5.05	10.39	3.40	62.0									4.17	11.05			7.31		3.25		12.09	
3.27			11.40	10.12	12.44	11.50	10.31		6.54		5.06	10.40	3.41	62.5	P								4.16	11.04			7.29		3.11		12.07	
	A.M.																															
3.35			10.22	12.50	11.57	10.38		7.01		5.11	10.50	3.48	67.5	D									4.09	10.57			7.22		3.04		11.57	
3.59			10.36	12.58	12.05	10.47		7.13		5.18	11.03	4.00	74.6	D									3.59	10.47			7.11		2.51		11.34	
4.11			10.47	1.08	12.11	10.54		7.21		5.28	11.12	4.09	80.1										3.51	10.31			7.01		2.41		11.24	
4.19			10.55	1.15	12.15	11.00		7.27		5.34	11.18	4.15	83.8										3.44	10.24			6.55		2.31		11.16	
4.26			11.05	1.19	12.19	11.05		7.32		5.39	11.23	4.29	87.0										3.38	10.18			6.49		2.24		11.05	
4.38			11.15	1.27	12.27	11.13		7.41		5.47	11.33	4.40	93.5	D N									3.27	10.07			5.45	6.38		2.13		10.45
5.05			12.05	1.36	12.39	11.22		7.53		5.54	11.51	5.03	98.5										3.18	9.58			5.35	6.29		2.03		10.34
5.17			12.15	1.42	12.46	11.29		8.00		6.01	11.58	5.12	103.6	D N									3.10	9.50			5.25	6.20		1.53		10.25
5.22			12.20	1.45	12.49	11.32		8.05		6.03	12.04	5.17	105.0										3.08	9.48			5.17	6.18		1.50		10.22
5.33			12.30	1.51	12.56	11.39		8.13		6.10	12.13	5.24	110.0										3.00	9.40			5.00	6.10		1.40		10.12
6.00			1.00	2.00	1.05	11.50		8.25		6.20	12.25	5.35	115.3	D N									2.50	9.30			4.50	6.00		1.30		10.00
P.M.			P.M.	A.M.	A.M.	P.M.		P.M.		P.M.	P.M.	A.M.											P.M.	P.M.		A.M.	A.M.		P.M.		P.M.	
a Daily	a Daily	a Mon., Wed. & Fri.	a Daily	a Daily	a Daily	a Sun. only	a Daily	a Daily ex. Sun.	a Daily ex. Sun.	a Daily	a Daily	a Daily											a Daily	a Daily	a Daily	a Daily ex. Sat. & Sun.	a Daily	a Daily	a Tues., Thur. & Sat.	a Daily ex. Sun.	a Daily	
911	90	583	951	7	9	551	560	557	562	1	555	17		18	8	10	556	563	558	559	2	550	582	974	952	89	70	72	74	76	83	80

Rule 93a applies.

Nos. 1, 7, 9 and 559 may leave Carleton Place without registering.
All trains must receive terminal clearance at Carleton Place.
All Eastward trains and Westward first class trains may leave Renfrew without registering.
Pembroke is registering point for No. 70 only.
Junction with Winchester Subdivision at Smiths Falls—Automatic Block Signals.
Junction with Carleton Place Subdivision at Carleton Place—Interlocked.
Railway crossing at grade with C.N.R. at mileage 41.0—Interlocked—Automatic.
Junction with Eganville Subdivision at Payne—Automatic Block Signals.
Trains must not exceed ten miles per hour over public crossing in both directions when using either leg of wye tracks at Campsur, and over Franktown Road crossing, Carleton Place, ten miles per hour over spur track between Haley's and Dominion Magnesium plant, twenty miles per hour over Raglan Street and Argyle Street, Renfrew, thirty miles per hour over Renfrew Street and Hall Street, Renfrew, over Patrick Street, Arnprior and over Albert Street, Carleton Place.
All movements over Albert Street on track north of main line must be flagged by a member of the train crew.
Trains operating through Carleton Place will use right hand track between signals 172 and 164.
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 41.0.

Passenger trains must not exceed fifty-five miles per hour on curves.
*No. 9 will flag stop at Almonte, Arnprior and Petawawa to detrain coach passengers from Ottawa or points beyond and entrain coach passengers for North Bay and beyond.
*No. 7 will flag stop at Almonte, Arnprior and Petawawa to entrain sleeping car passengers only.
*No. 8 will flag stop at Petawawa, Arnprior and Almonte to detrain sleeping car passengers only.
*No. 10 will flag stop at Arnprior and Almonte to detrain coach passengers from North Bay and points beyond and entrain for Ottawa and points beyond.
*No. 10 will flag stop at Petawawa to entrain Military Personnel for Ottawa and points beyond.
All westward trains when cutting off engine to take coal, water or switch at Renfrew must leave their train clear of the point indicated by white sign on telegraph pole 500 feet east of public crossing Hall Street.
Westward passenger trains meeting eastward regular passenger trains at Arnprior will, unless otherwise directed, take siding at crossover just east of John St. and at Renfrew trains will, unless otherwise directed, take north siding from easterly main track switch to crossover at coal chute.
Engines heavier than D-10 class are prohibited from using pulp track at Pembroke, account sharp curvature.
Spring switch located at east end of right hand track for eastward trains, Carleton Place.
See page 29 for additional footnotes.

Miles from Vaudreuil	Telegraph and Telephone Offices	OTTAWA TERMINALS		Telegraph Calls	EASTWARD TRAINS—SUPERIOR DIRECTION—READ UP																									
					FIRST CLASS																SECOND CLASS									
					18	502	8	10	534	556	421	504	427	558	562	506	2	538	423	550	560	33									23	542	592
STATIONS					Montreal Psg. /Daily	Montreal Psg. /Daily ex. Sun.	The Dominion Psg. /Daily	Montreal Psg. /Daily	Mani- waki Psg. aDaily ex. Sun.	Chalk River Psg. aDaily ex. Sun.	Ottawa Psg. aDaily	Montreal Psg. /Daily	Ottawa Psg. aSat. only	Chalk River Psg. aDaily	Psg. /Daily ex. Sun.	Montreal Psg. /Sun. only	The Canadian Psg. /Daily	Maniwaki Psg. aSun. only	Ottawa Psg. aDaily	Chalk River Psg. aSun. only	Brockville Psg. aDaily	Toronto Psg. /Daily	Psg. /Daily ex. Sat.	Waltham Mixed aDaily ex. Sun.	Prescott Mixed /Daily ex. Sun.					
85.9	D N	Joint Movement Track by Signal C.N.R. Indication	Electric Staff Block System Absolute	HURDMAN.....RWYZ M J	A.M. 4.15	A.M. 7.04	A.M. 7.25	A.M. 7.55				P.M. 3.45				P.M. 6.30	P.M. 7.45					P.M. 10.45	P.M. 11.05		P.M. 6.05					
				Jct. Sussex St. Sub. & N.Y.C. 0.9																										
86.8				DEEP CUT.....																										
87.7	D N			OTTAWA (Union Station).... K C D s	4.10		7.20	7.50	A.M. 10.25	A.M. 11.15	P.M. 12.15		P.M. 3.40	P.M. 4.00	P.M. 5.20	P.M. 5.40	7.40	P.M. 8.45	P.M. 9.00	P.M. 9.15	P.M. 10.05			10.40	11.00	A.M. 9.45	P.M. 6.00			
89.3	D			HULL.....WY H J	3.45	A.M. 7.00 s	7.05 s	7.35	10.25	11.15	12.15		P.M. 3.40	P.M. 4.00	P.M. 5.20	P.M. 5.40	7.30	8.45	9.00	9.15	10.05			10.40	11.00	9.45	P.M. 6.00			
		Jct. Maniwaki & Lachute Subs. 1.6					A.M. 10.17 s	A.M. 11.07 s	P.M. 12.07		P.M. 3.52	P.M. 5.12	P.M. 5.32		7.22	8.37	8.52	9.07	9.58					P.M. 9.37						
90.0	D N	Electric Staff Block System Absolute		HULL WEST.....R H U	3.34		6.55	7.25		P.M. 11.04				P.M. 5.09	P.M. 5.29		7.19			P.M. 9.04	P.M. 9.55				A.M. 9.34					
				Jct. Waltham Sub. 1.6																										
91.6	D N	OTTAWA WEST.....KYZ U Y	3.30		6.50	7.20		11.00						P.M. 5.05	P.M. 5.25		7.15			P.M. 9.00	P.M. 9.49									

Miles from Vaudreuil	Telegraph and Telephone Offices	OTTAWA TERMINALS		Telegraph Calls	WESTWARD TRAINS—INFERIOR DIRECTION—READ DOWN																									
					FIRST CLASS																		SECOND CLASS							
					17	34	24	422	555	537	563	503	539	428	1	559	557	535	424	505	551	507	9	7	593					545	543
STATIONS					Vancouver Psg. /Daily	Ottawa Psg. aDaily	Psg. aDaily ex. Sun.	Montreal Psg. /Daily	Chalk River Psg. /Daily	Maniwaki Psg. /Sun. only	Brockville Psg. /Daily ex. Sun.	Ottawa Psg. aDaily	Maniwaki Psg. /Sat. only	Montreal Psg. /Sat. only	The Canadian Psg. /Daily	Brockville Psg. /Daily	Chalk River Psg. /Daily ex. Sun.	Maniwaki Psg. /Daily ex. Sat. and Sun.	Montreal Psg. /Daily	Ottawa Psg. aDaily ex. Sun.	Chalk River Psg. /Sun. only	Ottawa Psg. aSun. only	Sudbury Psg. /Daily	The Dominion Psg. /Daily	Prescott Mixed aDaily ex. Sun.	Waltham Mixed /Sat. only	Waltham Mixed /Daily ex. Sat. and Sun.			
85.9	D N	Joint Movement Track by Signal C.N.R. Indication	Electric Block System Absolute	HURDMAN.....RWYZ M J	A.M. 12.24	A.M. 6.45	A.M. 7.28					A.M. 10.04			P.M. 3.04					P.M. 6.19		P.M. 8.54	P.M. 9.24	P.M. 10.34	A.M. 8.53					
86.8				DEEP CUT.....																										
87.7	D N			OTTAWA (Union Station)....K C D	s 12.30 1.00	6.50	7.35	A.M. 8.00	A.M. 8.15	A.M. 8.30	A.M. 9.15	10.10	P.M. 12.40	P.M. 1.00	s 3.10 3.20	P.M. 3.35	P.M. 4.10	P.M. 4.30	P.M. 5.45	6.25	P.M. 8.15	9.00	s 9.30 9.45	s 10.40 10.50		P.M. 1.30	P.M. 2.55			
89.3	D			HULL.....WY H J	1.6 1.07	A.M. 8.08	A.M. 8.23	s 8.38	s 8.38	s 9.23	A.M. 10.10	P.M. 12.48	P.M. 1.08	3.27	3.42	s 4.18	s 4.38	s 5.53	P.M. 6.25	s 8.23	P.M. 9.00	9.52	10.57	A.M. 8.53	s 1.38	s 3.03				
90.0	D N			HULL WEST.....R H U	0.7 1.10			s 8.26	s 8.26	s 9.26				3.30	3.45	s 4.21				s 8.26		9.55	11.00		s 1.41	s 3.05				
91.6	D N	OTTAWA WEST.....KYZ U Y	1.6 1.15			s 8.30	s 8.30	s 9.30				3.34	s 3.50	s 4.25				s 8.30		9.59	11.05									
					A.M.			A.M.		A.M.		P.M.	P.M.	P.M.				P.M.		P.M.	P.M.		P.M.	P.M.						

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

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

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

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

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

Trains must not exceed ten miles per hour over loop track connecting M. & O. Subdivision with Sussex St. Subdivision at east end of Hurdman bridge, over reverse curves at east end of Interprovincial bridge mileage 88.0 to mileage 88.2, over St. Florent St., mileage 89.11, over St. Henry St., mileage 89.16, over St. Hyacinthe St., mileage 89.20, over St. Redempteur St., mileage 89.27, between mileage 89.47 and 89.76, around curve at west end of Prince of Wales bridge, mileage 91.4, and between mileage 117.94 and 118.12 Lachute Sub.

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

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

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

The sounding of engine whistle signals within the limits of the City of Ottawa at all times and of the City of Hull between 10.00 p.m. and 6.00 a.m. is prohibited except for the purpose of giving such signals as are necessary to train operation, or except when necessary, to prevent possible accident. Easterly limit of Ottawa City is Rideau River north to St. Patrick Street bridge, Westerly limit is Parkdale Avenue, mileage 0.4, Carleton Place Subdivision, and Southerly limit is bridge mileage 1.9, Rideau Canal, Prescott Subdivision. Limits of City of Hull are Maniwaki Sub. mileage 1.28, Waltham Sub. mileage 1.33 and M. & O. Sub. mileages 88.33 and 90.7.

WESTWARD TRAINS—INFERIOR DIRECTION																		Miles from Vaudreuil	Telegraph and Telephone Offices	M. & O. SUBDIVISION		Telegraph Calls
FIRST CLASS																				STATIONS		
75	523	17	511	7	9	533	507	521	519	505	1	531	513	517	503							
Freight /Daily ex. Mon.	Rigaud Psg. /Daily	Vancouver Psg. /Daily	Rigaud Psg. /Daily ex. Sat. and Sun.	The Dominion Psg. /Daily	Sudbury Psg. /Daily	Rigaud Psg. /Sat. only	Ottawa Psg. /Sun. only	Rigaud Psg. /Daily ex. Sat. and Sun.	Rigaud Psg. /Daily ex. Sat. and Sun.	Ottawa Psg. /Daily ex. Sun.	The Canadian Psg. /Daily	Rigaud Psg. /Sat. only	Rigaud Psg. /Sat. only	Rigaud Psg. /Daily ex. Sat.	Ottawa Psg. /Daily							
	P.M. 10.40	P.M. 10.00	P.M. 8.35	P.M. 8.20	P.M. 7.15	P.M. 6.00	P.M. 5.45	P.M. 5.20	P.M. 4.15	P.M. 3.10	P.M. 1.00	P.M. 12.10	A.M. 11.20	A.M. 11.15	A.M. 7.15		D	Montreal Terminals	MONTREAL.....KZ W J			
	s 10.46	s 10.07	s 8.41	s 8.27	s 7.22	s 6.06	s 5.51	s 5.26	★ 4.21	s 3.16	s 1.06	s 12.16	s 11.26	s 11.21	s 7.22	D	WESTMOUNT.....X MW					
	s 10.52	s 10.15	s 8.47	★ 8.35	★ 7.30	s 6.12	s 5.57	s 5.32	4.27	s 3.22	★ 1.13	s 12.22	s 11.32	s 11.27	s 7.30	D	MONTREAL WEST.....X B N					
A.M.													P.M. 12.15	P.M. 12.10				Automatic Block Signal System	VAUDREUIL.....KWXYZ R O			
2.45	11.37	10.39	9.30	8.56	7.51	6.55	6.30	6.18	4.58	3.55	1.35	1.05	12.15	12.10	7.58	.0	D N		ISLE CADIEUX.....A D			
2.55	f 11.43	10.44	9.35	9.09	7.56	7.00	6.35	f 6.24	5.03	4.00	1.41	f 1.10	f 12.20	f 12.15	8.03	3.2			COMO.....H S			
	f 11.48		f 9.40			f 7.05	f 6.40	s 6.29	s 5.08	s 4.05		f 1.15	f 12.25	s 12.20		6.3			HUDSON.....H S			
3.06	s 11.53	★ 10.51	s 9.44	9.18	8.03	s 7.09	s 6.45	s 6.34	s 5.12	s 4.10	1.49	s 1.19	s 12.29	s 12.24	s 8.15	8.4	D		HUDSON HEIGHTS.....V G			
	s 11.55		s 9.47			s 7.11		s 6.36	s 5.15			s 1.21	s 12.31	s 12.26		9.0			ALSTONVALE.....V G			
	f 11.59		f 9.50			f 7.15		f 6.40	f 5.19			f 1.25	f 12.35	f 12.30		10.6			CHOISY.....V G			
3.16	A.M. f 12.04	10.57	f 9.53	9.24	8.09	f 7.20	f 6.52	f 6.45	f 5.25	f 4.17	1.54	f 1.30	f 12.40	f 12.35	8.23	12.4			DRAGON.....K W Y Z			
	f 12.09					f 7.24		f 6.49	f 5.35			f 1.34	f 12.44	f 12.39		14.2			RIGAUD.....K W Y Z			
3.25	12.15	11.02	10.00	9.28	8.13	7.30	s 6.59	6.55	5.45	s 4.24	1.58	1.40	12.50	12.45	s 8.33	16.5	D N		ST. EUGENE.....A K			
3.40	A.M.	★ 11.10		9.35	8.21		s 7.10			s 4.35	2.05				s 8.45	24.5	D	STARDALE.....R				
3.50		11.16		9.40	8.26		f 7.17			f 4.42	2.10				8.51	29.6		VANKLEEK HILL.....W Z K H				
4.05		f 11.24		★ 9.46	f 8.34		s 7.24			s 4.52	2.15				s 8.58	33.9	D	McALPIN.....C O				
						f 7.31				f 4.57						36.5		CALEDONIA SPRINGS.....Q C				
4.20		11.32		9.53	8.41		f 7.38			s 5.04	2.22				9.08	41.5		ALFRED.....A F				
4.29		11.37		9.58	8.45		s 7.45			s 5.12	2.26				9.15	46.1	D	PLANTAGENET.....G J				
4.52		11.43		10.02	8.50		s 7.53			s 5.20	2.30				s 9.22	50.8	D	PENDLETON.....B Y				
5.05		11.50		10.06	8.55		s 8.13			s 5.29	2.35				9.29	56.0		BOURGET.....R K				
5.15		11.57		10.11	9.00		s 8.21			s 5.38	2.40				s 9.37	61.6	D	HAMMOND.....H Q				
5.23		A.M. 12.01		10.14	9.03		s 8.27			s 5.45	2.43				9.41	65.1		LEONARD.....W R D				
5.35		12.07		10.19	9.09		s 8.35			s 5.54	2.48				9.47	70.6		NAVAN.....K N				
5.45		12.12		10.23	9.13		f 8.41			s 6.01	2.52				9.51	74.9	D	BLACKBURN.....B K				
5.57		12.19		10.29	9.19		f 8.49			f 6.10	2.58				9.58	81.2		HURDMAN.....R W Y Z				
6.05		12.24		10.34	9.24			8.54		6.19	3.04				10.04	85.9	D N	DEEP CUT.....K C D				
A.M.																		HULL.....W Y H J				
																		HULL WEST.....H U				
																		OTTAWA WEST.....K Y Z U Y				

Miles from Vaudreuil	Telegraph and Telephone Offices	EASTWARD TRAINS—SUPERIOR DIRECTION																		
		M. & O. SUBDIVISION	STATIONS	Telegraph Calls	Car Capacity Siding	FIRST CLASS										SECOND CLASS	FOURTH CLASS			
						516	18	512	524	510	518	502	8	10	514	504	506	2	76	92
						Rigaud Psgr. a Daily ex. Sun.	Montreal Psgr. a Daily	Rigaud Psgr. a Daily ex. Sat. and Sun.	Rigaud Psgr. a Sat. only	Rigaud Psgr. a Daily ex. Sat. and Sun.	Rigaud Psgr. a Daily	Ottawa Psgr. a Daily ex. Sun.	The Dominion Psgr. a Daily	Montreal Psgr. a Daily	Rigaud Psgr. a Daily	Ottawa Psgr. a Daily	Ottawa Psgr. a Sun. only	The Canadian Psgr. a Daily	Freight a Daily ex. Sun.	Freight a Mon., Wed. & Fri.
	D	Montreal Terminals	MONTREAL.....KZ	W J	.....	A.M. 6.35	A.M. 6.40	A.M. 7.16	A.M. 7.35	A.M. 7.45	A.M. 8.15	A.M. 9.05	A.M. 9.35	A.M. 11.10	P.M. 4.35	P.M. 6.25	P.M. 9.05	P.M. 9.50		
	D		2.0 WESTMOUNT.....X	MW	Nil	s 6.26	s 6.32	s 7.08	s 7.26	s 7.36	s 8.06	s 8.57	s 9.27	s 11.02	s 4.26	s 6.17	s 8.57	s 9.42		
	D		2.7 MONTREAL WEST.....X	B N	Nil	s 6.17	s 6.23	s 6.59	s 7.17	s 7.27	s 7.57	s 8.48	s 9.18	s 10.53	s 4.17	s 6.08	s 8.48	s 9.35		
			19.0																	
0.0	D N	Automatic Block Signal System.	VAUDREUIL.....KWXYZ	R O	.....	s 5.30	★ 5.55	s 6.20	s 6.30	s 6.45	s 7.10	8.27	8.54	s 10.25	s 3.25	s 5.45	f 8.17	9.13	P.M. 8.45	
3.2			3.2 ISLE CADIEUX.....A	D	29	s 5.25	5.50	6.15	6.25	6.40	f 7.05	8.23	8.49	10.19	3.20	5.40	8.11	9.09	8.33	
6.3			3.1 COMO.....		Nil	s 5.20		s 6.10	f 6.20	s 6.35	7.00			f 10.14	f 3.15		f 8.06			
8.4	D		2.1 HUDSON.....H	S	36	s 5.15	5.42	s 6.05	s 6.15	s 6.30	s 6.55	8.15	8.41	s 10.09	s 3.10	s 5.32	8.03	9.01	8.21	
9.0			0.6 HUDSON HEIGHTS.....		Nil	s 5.13		s 6.02	f 6.12	s 6.27	s 6.53			f 3.08						
10.6			1.6 ALSTONVALE.....		Nil	f 5.10		f 5.58	f 6.08	f 6.23	f 6.50			f 3.05						
12.4			1.8 CHOISY.....V	G	32	f 5.07	5.36	f 5.54	f 6.04	f 6.19	f 6.47	8.10	8.37	f 10.00	f 3.02	5.25	7.53	8.56	8.09	
14.2			1.8 DRAGON.....		Nil	f 5.04		f 5.50	f 6.00	f 6.15	f 6.44			f 2.59						
16.5	D N		2.3 RIGAUD.....KWXYZ	G U	S 32	5.00	★ 5.32	5.45	5.55	6.10	6.40	8.06	8.33	s 9.54	2.55	s 5.17	s 7.47	8.52	7.41	P.M. 12.15
24.5	D		8.0 ST. EUGENE.....A	K	26	A.M.	5.23	A.M.	A.M.	A.M.	A.M.	7.59	8.25	s 9.42	P.M.	s 5.06	7.36	8.45	7.29	11.50
29.6			5.1 STARDALE.....R		22		5.18					7.54	8.19	f 9.34		4.59	7.31	8.40	7.19	11.30
33.9	D		4.3 VANKLEEK HILL.....WZ	K H	36		f 5.13					7.50	f 8.15	s 9.26		s 4.52	s 7.24	8.34	7.10	11.15
36.5			2.6 MCALPIN.....C	O	Nil									s 9.16						
41.5			5.0 CALEDONIA SPRINGS.....Q	C	26		5.02					7.44	8.06	s 9.08		4.40	7.14	8.26	6.53	10.50
46.1	D		4.6 ALFRED.....A	F	24		4.57					7.40	8.02	s 9.00		4.34	7.09	8.22	6.44	10.20
50.8	D		4.7 PLANTAGENET.....G	J	27		4.52					7.36	7.58	s 8.52		s 4.28	s 7.04	8.18	6.35	10.05
56.0			5.2 PENDLETON.....B	Y	28		4.47					7.31	7.53	s 8.44		4.20	6.58	8.13	6.25	9.50
61.6	D		5.6 BOURGET.....R	K	29		4.41					7.27	7.48	s 8.36		s 4.13	6.53	8.08	6.15	9.37
65.1			3.5 HAMMOND.....H	Q	26		4.37					7.24	7.45	s 8.28		4.06	6.50	8.05	6.07	9.10
70.6			5.5 LEONARD.....W	R D	30		4.31					7.19	7.40	s 8.20		4.00	6.45	8.00	5.54	8.55
74.9	D		4.3 NAVAN.....K	N	21		4.26					7.15	7.36	s 8.12		3.56	6.41	7.56	5.36	8.40
81.2			6.3 BLACKBURN.....B	K	28		4.20					7.09	7.30	f 8.02		3.50	6.35	7.50	5.25	8.25
85.9	D N	Ottawa Terminals	4.7 HURDMAN.....RWYZ	M J	.....		4.15					7.04	7.25	7.55		3.45	6.30	7.45	5.15	8.15
86.8			0.9 DEEP CUT.....		Nil														P.M.	A.M.
87.7	D N		0.9 OTTAWA (Union Stn.).....K	C D		s 4.10						7.00	7.20	7.50		3.40	6.25	7.40		
89.3	D		1.6 HULL.....WY	H J		3.45						A.M.	s 7.05	s 7.35		P.M.	P.M.	s 7.30		
90.0	D N		0.7 HULL WEST.....H	U	29		3.34						6.55	7.25				7.19		
91.6	D N		1.6 OTTAWA WEST.....KYZ	U Y	14		3.30						6.50	7.20				7.15		
							A.M.					A.M.	A.M.					P.M.		
Rule 93a applies between Vaudreuil and Hurdman.						!Daily ex. Sun.	!Daily	!Daily ex. Sat. and Sun.	!Sat. only	!Daily ex. Sat. and Sun.	!Daily	!Daily ex. Sun.	!Daily	!Daily	!Daily	!Daily	!Sun. only	!Daily	!Daily ex. Sun.	!Mon., Wed. & Fri.
						516	18	512	524	510	518	502	8	10	514	504	506	2	76	92

Rule 93a applies between Vaudreuil and Hurdman.

Eastward through trains may leave Vaudreuil without registering.

Trains Nos. 1, 9 and 7 may leave Vaudreuil without registering.

Trains Nos. 1, 2, 7, 8, 9, 10, 17, 18, 502, 503, 504, 505, 506 and 507 may leave Rigaud without registering.

Hurdman is registering point for Sussex St. Subdivision trains only.

Junction with Winchester Subdivision at Vaudreuil—Interlocked.

Railway crossing at grade with C.N.R. at mileage 33.2—Interlocked—Automatic.

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

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

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

For the proper operation of the public crossing signal at St. Antoine Street Rigaud, trains when turning on wye after discharging passengers at station must do so through the switch at west end of siding. Trains must work the town track from the siding, leaving main track clear of any portion of their train. Westward trains approaching St. Antoine Street, after switching on main track, or making a stop between signal No. 159 and the crossing or proceeding after having received a stop indication at Signal No. 159, must proceed over St. Antoine Street crossing at a speed not exceeding ten miles per hour.

Trains must not exceed ten miles per hour over loop track connecting M. & O. Subdivision with Sussex St. Subdivision at east end Hurdman bridge and over first public crossing east of Vankleek Hill, mileage 33.79, forty miles per hour between mileage 2 and mileage 10 and sixty miles per hour between mileage 44.4 and mileage 46.6.

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

★No. 17 will stop at Hudson Saturday only.

★No. 17 will stop at St. Eugene Saturday only to detrain revenue passengers.

★No. 7 will flag stop at Vankleek Hill to entrain sleeping car passengers for west of Sudbury.

★No. 18 will stop at Rigaud to detrain passengers from Ottawa and west and at Vaudreuil on Sunday only to entrain passengers.

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

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

Trains between Vaudreuil and Grovehill will be governed by time-table for Winchester Subdivision, between Deep Cut and Ottawa Union by C.N.R. terminal time-table, and between Ottawa Union and Ottawa West by Ottawa Terminals time-table, Page 5.

The sounding of engine whistle signals approaching any public crossing at grade within the limits of the town of Dorion (Vaudreuil) is prohibited unless necessary to prevent accident. Only public crossing within limits located at mileage 19.1 Winchester Sub.

See footnote, page 5—Ottawa Terminals—covering restrictions prohibiting the sounding of engine whistle signals within limits of Cities of Ottawa and Hull.

NORTHWARD TRAINS—INFERIOR DIRECTION							Miles from Ottawa West	Telegraph and Telephone Offices	PRESCOTT SUBDIVISION		Telegraph Calls	Car Capacity Sidings	SOUTHWARD TRAINS—SUPERIOR DIRECTION							
FOURTH CLASS				SECOND CLASS	FIRST CLASS				STATIONS				FIRST CLASS		SECOND CLASS	FOURTH CLASS				
97 Transfer /Daily	95 Transfer /Daily ex. Sun.	93 Freight /Daily ex. Sun.	91 Freight /Tues., Thur. & Sat.	593 Mixed /Daily ex. Sun.	24 Psgr. /Daily ex. Sun.	34 Ottawa Psgr. /Daily							33 Toronto Psgr. aDaily	23 Psgr. aDaily ex. Sun.	592 Mixed aDaily ex. Sun.	94 Freight aDaily ex. Sun.	96 Transfer aDaily ex. Sun.	2 Freight a Mon., Wed. & Fri.	98 Transfer aDaily	90 Transfer aDaily
		A.M.		A.M.			51.8	D	PRESCOTT	KZ P W				P.M.	A.M.					
		9.30		5.50			50.4		PRESCOTT JCT.		Nil									
				f 6.20			46.4		Jct. C.N.R.											
				s 6.35			42.6	D	DOMVILLE		Nil			f 8.32						
		9.55		f 6.45			39.3		3.8	SPENCERVILLE	S V	60		s 8.20	6.35					
				f 6.45			35.1		3.3	GROVETON		Nil		f 8.10						
		10.20		f 6.55			30.8	D N	4.2	OXFORD		61		f 7.57	6.00					
		10.35		s 7.10	A.M.	A.M.	29.1	D	4.3	BEDELL	RWYZ K O	47	P.M.	A.M.	f 7.45	5.40				
				s 7.40			24.8		Jct. Winchester Sub.						s 7.25					
		11.00		s 7.46	f 6.46	f 6.00	20.5	D	1.7	KEMPTVILLE	K P	43	s 11.25	11.59	s 7.18	5.30				
				f 7.53			17.0		4.3	SABOURIN		Nil		f 7.07						
		11.30		s 8.02	6.57	★ 6.11	12.6	D	4.3	OSGOODE	S G	49	11.13	11.44	s 7.00	5.05				
				f 8.08			9.4		3.5	BRAY		Nil		f 6.51						
		11.45		s 8.15	7.08	6.22	7.1		4.4	MANOTICK	M K	43	11.03	11.29	s 6.44	4.45				
				f 8.23			4.3	D	3.2	GLOUCESTER		Nil		f 6.36						
	P.M.	P.M.		12.02	8.28	7.17	4.3	D	2.3	UPLANDS	N D	33	10.56	11.19	6.31	4.31				
	1.45	12.30	12.10	10.45	s 8.35	7.21	4.3	D	2.8	ELLWOOD	YZ C S	15	10.53	11.15	6.25	4.25	A.M.	A.M.	A.M.	P.M.
				A.M.	A.M.	A.M.			Jct. for Ottawa West				P.M.	P.M.	P.M.					
	2.00	12.45	12.30	11.00			0	D N	4.3	OTTAWA WEST	KYZ U Y					4.00	5.45	7.45	8.50	8.30
	P.M.	P.M.	P.M.	A.M.												A.M.	A.M.	A.M.	A.M.	P.M.
aDaily	aDaily ex. Sun.	aDaily ex. Sun.	aTues., Thur. & Sat.	aDaily ex. Sun.	aDaily ex. Sun.	aDaily							/Daily	/Daily ex. Sat.	/Daily ex. Sun.	/Daily ex. Sun.	/Daily ex. Sun.	/Mon., Wed. & Fri.	/Daily	/Daily
97	95	93	91	593	24	34							33	23	592	94	96	92	98	90
Rule 93a applies. Rules 41 and 44 apply																				

Rule 93a applies.
Rules 41 and 44 apply

PRESCOTT SUBDIVISION FOOTNOTES

First class trains may leave Bedell without registering.

Railway crossing at grade with C.N.R. at mileage 3.51—Interlocked—Automatic.

Railway crossing at grade and junction with Winchester Subdivision at Bedell—Interlocked.

Swingbridge over Rideau Canal at mileage 1.9—Interlocked. All trains must not exceed ten miles per hour when within 500 feet of home signal.

Trains must not exceed ten miles per hour over Prince of Wales public crossing mileage 1.48, around Wye at Ellwood and over spur at Uplands, and thirty miles per hour when at governing approach signal CNR crossing mileage 3.51 and twenty miles per hour over interlocking Bedell.

Engine arriving Prescott on No. 94 may assume schedule of No. 93 and may leave Prescott without terminal clearance.

Nos. 592 and 593 will stop at Smiths crossing mileage 44.9 to entrain and detrain passengers.

★No. 34 will flag stop at Osgoode, Monday only, to entrain passengers.

Account crane working on main line between yard limit sign Prescott Junction and Prescott Yard between hours of 7.00 a.m. and 3.00 p.m. all trains except first-class trains, will approach this territory cautiously and keep sharp lookout for crane.

Yard limit Prescott extends to yard limit sign located north of Prescott Jct.

Northward trains meeting southward trains at Kemptville will, unless otherwise directed, take siding at crossover switch located just north of Kemptville Station.

North wye switch at Ellwood is normal when set for Prescott Subdivision.

At public crossing mileage 20.5, Osgoode, standing cars on the track north of the crossing are to be kept back in line with the south end of building located on the east side of the track, also standing cars on the track south of the crossing are to be kept back a distance of at least fifty feet from the crossing and whenever such track is occupied by standing train when a movement is going to take place on the main line, one member of train crew must act as flagman to protect the public.

G3, G4, H1 and K1 class engines must not be operated on track next to South wye track Bedell account sharp curvature.

D-9, D-10, F-1, F-2, G-1, G-2, with 8,000 gallon tanks; G-5, M-4 and R-2, a, class engines must not exceed twenty miles per hour over bridge mileage 51.3.

N-2 with 5,000 and 10,000 gallon tanks, P-1 with 10,000 gallon tanks, R-2, b, c, and R-3, a, b, c, class engines must not exceed ten miles per hour over bridge mileage 51.3.

See footnote, page 5—Ottawa Terminals—covering restriction prohibiting the sounding of engine whistle signals within limits of Cities of Ottawa and Hull.

No. 75 due arrive Ottawa West 7.50 a.m. daily except Monday.

No. 76 due leave Ottawa West 4.15 p.m. daily except Sunday.

SUSSEX ST. SUBDIVISION FOOTNOTES

First class trains may leave Hurdman without registering.

First class trains may leave Hurdman without obtaining terminal clearance provided train order signal indicates proceed.

Railway crossing at grade with O.T.C. at mileage 5.65—Not Interlocked.

Railway crossing at grade with C.N.R. at mileage 3.50 and Junction with M. & O. Subdivision at Hurdman—Interlocked.

Trains must not exceed ten miles per hour around Wye at Ellwood, over Russell road crossing mileage 3.55 and over loop track at Hurdman connecting Sussex St. Subdivision with M. & O. Subdivision.

F1a, F2a, G1, 2 and G5 a-b class engines must not exceed twenty miles per hour, D9 and 10 with 5,000 gallon tanks and M4 class engines must not exceed ten miles per hour over bridge, mileage 6.2.

No engine, car or train shall exceed twenty-five miles per hour over Metcalfe Road crossing mileage 1.29.

Trains must come to a stop before passing over public crossing at McArthur Avenue mileage 4.74, Montreal Road mileage 4.99 and St. Patrick St. mileage 5.65.

No. 97 will wait at Ottawa (Sussex St.) until No. 98 arrives and may leave Ottawa (Sussex St.) without terminal clearance.

Trains between Deep Cut and Ottawa Union will be governed by C.N.R. terminal time-table.

See footnote, page 5—Ottawa Terminals—covering restriction prohibiting the sounding of engine whistle signals within limits of Cities of Ottawa and Hull.

NORTHWARD TRAINS—INFERIOR DIRECTION								Miles from Ellwood	Telegraph and Telephone Offices	SUSSEX ST. SUBDIVISION		Telegraph Calls	Car Capacity Sidings	SOUTHWARD TRAINS—SUPERIOR DIRECTION						
FOURTH CLASS			SECOND CLASS	FIRST CLASS		STATIONS				FIRST CLASS				SECOND CLASS	FOURTH CLASS					
90 Transfer /Daily	98 Transfer /Daily	92 Freight /Mon., Wed. & Fri.	593 Mixed /Daily ex. Sun.	24 Psgr. /Daily ex. Sun.	34 Ottawa Psgr. /Daily					33 Toronto Psgr. a/Daily	23 Psgr. a/Daily ex. Sat.			592 Mixed a/Daily ex. Sun.	91 Freight a/Tues., Thurs. & Sat.	97 Transfer a/Daily				
	P.M. 8.45	A.M. 9.05	A.M. 8.05	A.M. 8.45	A.M. 7.21	A.M. 6.35	.0	D	ELLWOOD	YZ C S	15	P.M. 10.53	P.M. 11.15	P.M. 6.15	A.M. 10.45	P.M. 1.45				
				f 8.50			2.7		BILLINGS		Nil			f 6.08						
	8.55	9.20	8.15	8.53	7.28	6.45	4.2	D N	HURDMAN	RWYZ M J		10.45	11.05	6.05	10.30	1.30				
	P.M.		A.M.						Jct. M. & O. Sub. & N.Y.C.					A.M.						
				9.00	7.35	6.50		D N	OTTAWA (Union Station)	K C D		10.40	11.00	6.00						
				A.M.	A.M.	A.M.						P.M.	P.M.	P.M.						
		9.45					7.3		OTTAWA (Sussex St.)	D E						1.00				
		A.M.														P.M.				
	a/Daily	a/Daily	a/Mon., Wed. & Fri.	a/Daily ex. Sun.	a/Daily ex. Sun.	a/Daily			Rule 93a applies. Rules 41 and 44 apply between Hurdman and Sussex St., and Ellwood and Hurdman.			/Daily	/Daily ex. Sat.	/Daily ex. Sun.	/Tues., Thurs. & Sat.	/Daily				
	90	98	92	593	24	34						33	23	592	91	97				

Rule 93a applies.
Rules 41 and 44 apply between
Hurdman and Sussex St., and
Ellwood and Hurdman.

NORTHWARD TRAINS— INFERIOR DIRECTION						MANIWAKI SUBDIVISION		SOUTHWARD TRAINS— SUPERIOR DIRECTION																					
FOURTH CLASS	FIRST CLASS			Miles from Hull	Telegraph and Telephone Offices			Telegraph Calls	Car Capacity Sidings	FIRST CLASS		FOURTH CLASS																	
	79 Freight /Daily ex. Sun.	535 Psg. /Daily ex. Sat. and Sun.	539 Psg. /Sat. only							537 Psg. /Sun. only	534 Psg. a Daily ex. Sun.		538 Psg. a Sun. only	80 Freight a Daily ex. Sun.															
						STATIONS																							
						Ottawa Terminals	OTTAWA (Union Station)		Electric Staff Block System Absolute	K C D		A.M.		P.M.															
A.M.							1.6			H J		s 10.17		s 8.37		A.M.													
6.50						HULL		RWYZ		H J		s 10.17		s 8.37		11.59													
7.00						3.0		IRONSIDE		N D		13 f 10.09		f 8.30		11.51													
7.10						3.5		CHELSEA		C H		12 s 10.00		s 8.21		11.40													
						2.3		TENAGA				Nil f 9.52		f 8.13															
						0.5		GLEN EAGLE				Nil f 9.50		f 8.10															
7.25						0.7		KIRK'S FERRY		K F		16 f 9.48		f 8.07		11.30													
						1.3		LARRIMAC LINKS				Nil f 9.44		f 8.02															
						1.5		BURNET				Nil																	
						1.1		PINE ROAD				Nil f 9.37		f 7.54															
7.40						0.9		CASCADES		W D E		14 s 9.35		s 7.52		11.20													
						1.3		PATTERSON				Nil f 9.32		f 7.49															
						0.3		FARM POINT		P N		Nil f 9.30		f 7.47															
						0.6				Z		Nil																	
						1.9		ROCKHURST				Nil s 9.25		f 7.42															
8.00						0.8		WAKEFIELD		W K		13 s 9.21		s 7.38		11.05													
8.10						3.2		ALCOVE		N W		14 s 9.13		s 7.30		10.50													
						4.5		LORDSVALE		C N		Nil f 9.03		f 7.20															
8.25						0.7		FARRELLTON		F A		16 f 9.01		f 7.18		10.35													
						3.3		BRENNAN		B N		Nil f 8.54		f 7.11															
8.50						1.9		LOW		V O		13 s 8.50		s 7.07		10.20													
						1.7		KEALEYS				Nil f 8.46																	
9.20						4.4		VENOSTA		V N		17 s 8.36		s 6.57		10.05													
9.48						6.0		KAZABAZUA		K Z		24 s 8.26		s 6.47		9.48													
						1.7		AYLWIN		WZ N Y		Nil f 8.19		f 6.40															
10.01						2.8		McARTHUR				18 f 8.12		f 6.33		9.05													
						.5		MARKS				Nil f 8.07		f 6.28															
10.12						3.0		PERRAS				Nil f 8.00		f 6.21		8.55													
						1.8		EAGLE				Nil f 7.56		f 6.17															
10.22						1.6		GRACEFIELD		G		22 s 7.52		s 6.13		8.45													
						4.3		CLEMOW				Nil f 7.43		f 6.04															
10.42						3.5		BLUE SEA		W B S		14 s 7.35		f 5.56		8.25													
						0.6		GRAVELLE				Nil																	
						0.8		ORLO				Nil f 7.30		f 5.51															
						0.7		NEW LISMORE				Nil																	
						0.8		ELLARD				Nil f 7.26		f 5.46															
						0.6		ROCKHAVEN				Nil																	
11.05						1.0		MESSINES		O B		14 s 7.22		s 5.42		7.55													
						3.9		FARLEY		R Y		Nil f 7.14		f 5.34															
11.45						6.7		MANIWAKI		KWYZ M A		7.00		5.20		7.20													
A.M.												A.M.		P.M.		A.M.													
aDaily ex. Sun.						Rule 93a applies. Rules 41 and 44 apply.						/Daily ex. Sun.						/Sun. only						/Daily ex. Sun.					
79												534						538						80					

Rule 93a applies.
Rules 41 and 44 apply.

MANIWAKI SUBDIVISION

FOOTNOTES

Southward regular trains may leave Hull without registering.

Trains must not exceed ten miles per hour through village of Wakefield, and over public crossing mileage 22.9; twenty miles per hour over bridge mileage 44.9 and between mileage 67.7 and mileage 68.2.

On curves, trains must not exceed the following speed:

Between Mileages	Miles Per Hour	
	Passenger	Freight
0.0 - 0.5	25	25
0.5 - 7.0	35	30
7.0 - 19.0	30	30
19.0 - 20.0	25	25
20.0 - 37.0	30	30
37.0 - 40.0	35	30
40.0 - 44.5	60	30
44.5 - 48.0	35	30
48.0 - 76.5	30	30
76.5 - 80.0	50	30
80.0 - 80.7	35	30

Nos. 534, 535, 537, 538 and 539 will stop at Latourelle's crossing mileage 53.1 to de-train and entrain passengers.

Engine arriving Maniwaki on No. 537 may assume schedule of No. 538 and may leave Maniwaki without terminal clearance providing agent not on duty.

Trains between Ottawa Union and Ottawa West will be governed by Ottawa terminals time-table, page 5.

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

WESTWARD TRAINS—
INFERIOR DIRECTION

FOURTH CLASS			SECOND CLASS			Miles from Hull West	Telegraph and Telephone Offices	WALTHAM SUBDIVISION			Telegraph Calls	Car Capacity Sittings	SECOND CLASS		FOURTH CLASS	
95 Freight /Mon., Wed. & Fri.	543 Mixed /Daily ex. Sat. and Sun.	545 Mixed /Sat. only	STATIONS					542 Mixed /Daily ex. Sun.	96 Freight /Tues., Thurs. & Sat.							
A.M.	P.M.	P.M.			Ottawa Terminals	OTTAWA (Union Station) 2.3 HULL WEST 7.4	Electric Staff Block System Absolute.	K C D		A.M.	A.M.					
6.00	2.55	1.30	0	D N				RZ	H U	9.34	11.50					
6.20	3.33	2.08	7.4			AYLMER		A	12	9.04	11.25					
6.40	3.49	2.24	15.2	P		BRECKENRIDGE		W	B G	8.48	11.00					
	3.54	2.29	17.5			DOMINICAN				8.43						
	3.56	2.31	18.1			LUSK				8.41						
6.55	4.01	2.36	20.6			EARDLEY		R Y	10	8.36	10.40					
7.05	4.06	2.41	22.8	P		PARKER		K R	14	8.31	10.30					
	4.10	2.45	24.8			MULDOON				8.27						
	4.14	2.49	26.8			MOHR				8.23						
7.25	4.22	2.57	30.6	D		QUYON		Q N	30	8.15	9.52					
7.35	4.30	3.05	33.7			WYMAN		W N	6	8.08	9.33					
7.59	4.38	3.13	37.9	P		MARYLAND		WZ	B	7.59	9.13					
	4.44	3.19	40.5			McKEE		M C	Nil	7.53						
8.25	4.55	3.30	44.5	D		SHAWVILLE		HW	16	7.45	8.55					
	5.07	3.42	50.4			LAWN			Nil	7.32						
8.50	5.11	3.46	51.8			MOREHEAD		R A	Nil	7.28	8.35					
9.20	5.20	3.55	55.6	D		CAMPBELL'S BAY		WZ	C A	7.20	8.20					
9.35	5.31	4.06	60.0			VINTON		V N	Nil	7.08	8.05					
9.55	5.47	4.22	67.1	D		FORT COULONGE		C G	31	6.53	7.45					
	5.52	4.27	69.0			DAVIDSON		Z D	Nil	6.49						
10.15	6.00	4.35	73.1			DEVONSHIRE PARK		M O	Nil	6.40	7.30					
	6.05	4.40	74.3			MELLON			Nil	6.37						
10.30	6.20	4.55	77.5	D		WALTHAM		KWYZ	W	6.30	7.15					
A.M.	P.M.	P.M.								A.M.	A.M.					
aMon., Wed. & Fri.	aDaily ex. Sat. & Sun.	aSat. only								/Daily ex. Sun.	/Tues., Thurs. & Sat.					
95	543	545								542	96					
Rule 93a applies. Rules 41 and 44 apply.																

WALTHAM SUBDIVISION FOOTNOTES

Trains must not exceed ten miles per hour over Aylmer Road crossing, mileage 0.2, over Lake St. crossing, mileage 7.27, and ten miles per hour over bridge mileage 68.68.

D-10 class engines may be operated singleheaded or doubleheaded between mileage 0.0 and 68.68 but must not be operated over bridge mileage 68.68 and must not exceed ten miles per hour over bridge mileage 15.0 and five miles per hour over bridges mileages 31.26, 55.3 and 62.11.

Nos. 542, 543 and 545 will stop at Dale's Crossing, mileage 47.66 and at Callahan's Crossing, mileage 61.7, to entrain and de-train passengers.

Nos. 542 and 96 may leave Waltham without terminal clearance on Saturday and on Holidays providing agent not on duty.

DS 6 and D4 class engines with 4000 gallon tender must not exceed ten miles per hour over bridge mileage 68.68.

DS 8, 9, 10 (1 to 4 units) may be operated between mileage 0.0 and 68.68 but not over bridge mileage 68.68 and must not exceed twenty miles per hour over bridges mileages 31.26, 55.3 and 62.11.

DRS 15, 16 & 17 (1 to 4 units) may be operated between mileage 0.0 and 68.68 but not over bridge mileage 68.68 and must not exceed twenty miles per hour over bridge mileage 49.45 and twenty-five miles per hour over bridges mileages 31.26, 55.3 and 62.11.

Trains between Ottawa West and Ottawa Union will be governed by Ottawa Terminals time-table, page 5.

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

[illegible]

EASTWARD TRAINS

TIME TABLE No. 43—APRIL 24th, 1955

13

FIRST CLASS								SECOND CLASS						Telegraph Calls	WINCHESTER SUBDIVISION		Miles from Montreal West
514 Rigaud Pgr. a Daily	504 Ottawa Pgr. a Daily	580 Vaudreuil Pgr. a Daily ex. Sat. and Sun.	36 Toronto Pgr. a Daily ex. Sun.	598 Smiths Falls Pgr. a Sun. only	506 Ottawa Pgr. a Sun. only	2 The Canadian Pgr. a Daily	6 C.N.R. Pgr. a Daily	904 Freight a Daily	910 Freight a Daily ex. Sat., Sun. and Mon.	952 Freight a Daily	906 Freight a Daily	76 Freight a Daily ex. Sun.	902 Freight a Daily		STATIONS		
P.M. 4.35	P.M. 6.25	P.M. 7.25	P.M. 7.30	P.M. 8.50	P.M. 9.05	P.M. 9.50	P.M. 10.15							W J		MONTREAL.....KZ D	
s 4.26	s 6.17	s 7.17	s 7.22	s 8.42	s 8.57	s 9.42	s 10.07							MW		2.0 WESTMOUNT.....X	
s 4.17	s 6.08	s 7.08	s 7.13	s 8.33	s 8.48	s 9.35	s 9.59							B N		2.7 MONTREAL WEST.....X D	
f 4.12	f 7.03	f 7.03	f 7.08	f 8.28										J N		1.4 SORTIN.....1.4	
4.11	6.03	7.01	7.08	8.26	8.43	9.31	9.55	A.M. 4.15	A.M. 5.00	A.M. 6.00	A.M. 8.15	P.M. 9.20	P.M. 11.30	J C		0.8 (Jct. C.N.R.) BALLANTYNE.....X D N	
f 4.09	f 6.59	★ 7.07	f 7.07	f 8.25												0.7 GROVEHILL.....2.9	
f 4.07	f 6.57	f 6.57	f 6.57	f 8.23												0.6 SUMMERLEA.....3.5	
s 4.04	6.00	f 6.54	7.03	f 8.20	8.38	9.27	9.50	4.05	4.50	5.50	8.05	9.09	11.20	D R		1.4 (Jct. C.N.R.) DORVAL.....X D	
f 4.02	f 6.52	f 6.52	f 6.52	f 8.17												1.1 PINE BEACH.....6.0	
f 4.00	f 6.50	f 6.50	f 6.50	f 8.15												0.8 STRATHMORE.....6.8	
s 3.58	f 6.48	f 6.48	f 6.48	f 8.13												0.5 VALOIS.....7.3	
f 3.56	f 6.46	f 6.46	f 6.46	f 8.11												0.6 LAKESIDE.....7.9	
f 3.54	f 6.44	f 6.44	f 6.44	f 8.09												1.0 CEDAR PARK.....8.9	
s 3.52	f 6.42	f 6.42	f 6.42	s 8.07												0.4 POINTE CLAIRE.....9.3	
f 3.50	5.55	f 6.40	6.55	f 8.05	8.29	9.22		3.56	4.41	5.41	7.55	9.00	11.08	B		1.0 BEACONSFIELD.....X D	
f 3.47	f 6.37	f 6.37	f 6.37	f 8.02												1.9 BEAUREPAIRE.....12.2	
f 3.43	f 6.34	f 6.34	f 6.34	f 7.59												1.7 BAIE D'URFE.....13.9	
s 3.40	s 5.50	s 6.31	s 6.49	s 7.56	s 8.23	9.17		3.48	4.33	5.33	7.47	8.52	10.56	A D		1.8 STE. ANNES.....X D	
f 3.27	f 6.27	★ 6.45	f 7.52	f 7.52												2.5 ILE PERROT.....18.2	
3.25	5.45	6.25	6.43	7.50	8.17	9.13		3.41	4.26	5.26	7.40	8.45	10.49	R O		0.8 V. (Jct. M. & O. Sub.) VAUDREUIL.....VWXY D N	
P.M.	P.M.	P.M.	s 6.36	7.43									10.40	R E		4.7 ST. LAZARE.....X	
M. & O. Subdivision Train	M. & O. Subdivision Train		s 6.28	7.34									10.30	N S		6.0 ST. CLET.....X D	
			s 6.18	7.25									10.20	S Y		5.8 V. (Jct. C.N.R.) DE BEAUJEU.....XY D N	
			f 6.11	7.18												1.4 (Jct. Cornwall Sub.) SOULANGES.....VWX	
			s 6.06	7.13									10.08	D		2.1 ST. TELESPHORE.....39.0	
			★ 6.01	7.06												2.6 V. DALHOUSIE MILLS.....VWX D	
			s 5.55	7.00									9.55	Y A		3.9 GLEN NORMAN.....45.5	
			★ 5.50	6.55												3.8 GREEN VALLEY.....X	
			s 5.41	6.47									9.41	H A		2.7 GLENROY.....52.0	
			s 5.32	6.39									9.30	S K		6.0 APPLE HILL.....X D	
			s 5.25	6.32									9.15	M O		5.4 V MONKLANDS.....VWX	
			s 5.15	6.24									9.06	N H		4.8 AVONMORE.....X D	
			s 4.56	6.12									8.54	C H		6.1 (Jct. N.Y.C.) FINCH.....X D	
			s 4.44	6.04									8.45	W N		7.7 V CHESTERVILLE.....VWX D	
			f 4.37	5.58												5.9 WINCHESTER.....VX D	
			s 4.30	5.52												3.2 INKERMAN.....X	
			s 4.21	5.43									8.20	K O		4.8 MOUNTAIN.....X D	
			f 4.14	5.38												7.3 V. (Jct. Prescott Sub.) BEDELL.....VWXY D N	
			f 4.09	5.33												3.7 SWAN.....106.9	
			s 4.04	5.28									8.02	M K		4.2 BURRITTS.....111.1	
			f 3.56	5.21												3.8 MERRICKVILLE.....X D	
			3.50	5.15									7.45	M F		5.0 ROSEDALE.....119.9	
			P.M.	P.M.									P.M.			4.1 SMITHS FALLS.....KXZ D N	
/Daily	/Daily	/Daily ex. Sat. & Sun.	/Daily ex. Sun.	/Sun. only	/Sun. only	/Daily	/Daily	A.M. /Daily	A.M. /Daily ex. Sat. & Mon.	A.M. /Daily	A.M. /Daily	/Daily ex. Sun.	/Daily				
514	504	580	36	598	506	2	6	904	910	952	906	6	902				

Trains may leave Grovehill without terminal clearance.

Rules 251-258 apply on both tracks between Signals 1221-1222 Smiths Falls and Ballantyne Interlocking Station. Entering signals are interlocking signals Ballantyne, Vaudreuil, Bedell and Automatic Signal 1222 at Smiths Falls. Trains from Cornwall Subdivision and from Canadian National Railways at Dorval will enter on permission of train dispatcher.

Movements may be made with the current of traffic between Smiths Falls and Signals 1221 and 1222 on the time of superior trains, provided they are kept sufficiently clear to avoid delay.

Railway crossing at grade and Junction with Prescott Subdivision at mileage 103.2—Interlocked.

Railway crossing at grade with New York Central at mileage 74.24—Interlocked.

Junction with Cornwall Subdivision at Soulanges—Automatic Block Signals.

Railway crossing at grade with C.N.R. at mileage 35.4—Interlocked.

Junction with M. & O. Subdivision at Vaudreuil—Interlocked.

Railway crossing at grade and Junction with C.N.R. at mileage 2.16—Interlocked.

Permanent slow sign affecting eastward trains at mileage 16.3. Trains must not exceed fifty miles per hour between this slow sign and mileage 14.8.

Board of Transport Commissioners has authorized speed not exceeding fifty miles per hour for PASSENGER TRAINS only over following railway crossings at grade, at mileage 103.2, with N.Y.C. at mileage 74.24, with C.N.R. at mileage 35.4 and mileage 2.16.

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: mileage 3.4 forty miles per hour.

Eastward trains will not exceed sixty miles per hour between mileage 7.4 and mileage 6.75.

Nos. 30 and 598 will stop at Goldfield mileage 77.0 to entrain and detrain passengers.

*No. 30 will stop at Baie d'Urfe on Saturday only to entrain passengers.

*No. 8 will stop at Ste. Annes to detrain passengers from points west of Ottawa.

*No. 22 will stop at Winchester, Chesterville and Ste. Annes to detrain revenue passengers from Toronto and points beyond and will flag stop at Winchester and Chesterville to entrain revenue passengers for Montreal.

*Second 22 will stop at Monklands daily except Sunday to unload express for Cornwall.

No. 36 will wait at Smiths Falls ten minutes for connection with No. 562 for passengers and mail.

*No. 36 will stop at Glen Roy and Glen Norman to detrain and entrain revenue passengers.

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

Trains between Grovehill and Montreal, or St. Luc, will be governed by Montreal Terminals time-table.

The sounding of engine whistle signals at public crossings at grade within the limits of the town of Pointe Claire, mileage 6.76 to mileage 9.56, is prohibited, unless necessary to prevent accident.

The sounding of engine whistle signals approaching any public crossing at grade within the limits of the town of Dorion (Vaudreuil) is prohibited, unless necessary to prevent accident. Only public crossing within limits, located at mileage 19.1.

P1, R2, R3 and S2 class engines must not be operated on wye tracks at Smiths Falls.

Due to extreme curvature G3 - G4 - H1 - P2 and K1 class engines must not be double headed over run around track Chambers St. Subway and engines of any class must not be double headed through east wye track, Smiths Falls yard. Speed of all engines using above trackage restricted to five miles per hour.

G3, G4, H1 and K1 class engines must not be operated on track next to South wye track Bedell account sharp curvature.

Account sharp curvature, engines heavier than G2 or G5 class must not operate on wye tracks at De Beaujeu.

At Chesterville eastward trains when setting out or lifting cars necessitating movement over Main Street crossing, must stop clear of point marked on rail in yellow 500 ft. west of crossing and westward trains must stop clear of point marked on rails in yellow 350 ft. east of crossing and when returning to trains must move clear of these points before proceeding over crossing. Cars must not be left between these points.

PARK AVENUE SUBDIVISION FOOTNOTES

★No. 445 will stop at Ste. Rose and Rosemere for mail only.

★No. 352 will stop at St. Martin Jct. Sunday only to detrain passengers from Montreal.

★No. 424 will stop at Ste. Rose and Bordeaux to detrain revenue passengers from points west of Ste. Therese.

★No. 428 will stop at Bordeaux to detrain revenue passengers.

★No. 460 will stop at Bordeaux to detrain passengers from points north of Labelle.

The sounding of engine whistle signals approaching public crossings at grade within the limits of the town of Laval Rapides is prohibited, except when necessary to prevent accident.

Trains between Jacques Cartier Jct., and Montreal Windsor Station will be governed by Montreal Terminals time-table.

No. 88 Freight due to leave St. Luc 10.00 p.m. daily, except Saturday.

No. 85 Freight due to leave St. Luc 1.45 a.m. daily except Sunday.

No. 91 Freight due Breslay 9.15 p.m. St. Luc 9.45 p.m. daily except Sunday.

No. 86 Freight due Breslay 2.30 a.m., St. Luc 3.00 a.m. daily except Monday.

No. 87 Freight due Breslay 4.00 a.m., St. Luc 4.30 a.m. daily except Monday.

WESTWARD TRAINS— INFERIOR DIRECTION				Miles from Place Viger	Telegraph and Telephone Offices	LACHUTE SUBDIVISION		Telegraph Calls	Car Capacity Sidings	EASTWARD TRAINS—SUPERIOR DIRECTION									
THIRD CLASS	FIRST CLASS									FIRST CLASS			SECOND CLASS	FOURTH CLASS					
	85 Freight /Daily ex. Sun.	423 Ottawa Psg. /Daily	427 Ottawa Psg. /Sat. only							421 Ottawa Psg. /Daily	422 Ottawa Psg. a Daily	428 Ottawa Psg. a Sat. only	424 Ottawa Psg. a Daily	86 Freight a Daily ex. Mon.	72 Freight a Daily ex. Sun.	74 Freight a Daily	70 Freight a Daily ex. Sun.	78 Freight a Daily ex. Sun.	54 Freight a Daily ex. Sun.
A.M.	P.M.	P.M.	A.M.			STATIONS			A.M.	P.M.	P.M.	A.M.		A.M.			P.M.		
3.00	5.40	1.25	8.55	19.9	D N	 STE. THERESE..... BWYZ	S R	Yard	s	11.10	s	3.35	s	8.40	12.55		10.30		5.00
3.15	s 5.52	1.34	s 9.07	27.5	.....	..... 7.6 ST. AUGUSTIN.....	R Y	28	s	10.56	3.21	f	8.26	12.40	.....	10.15	.....	4.45	
3.25	s 6.00	1.40	s 9.15	32.4	D	 4.9 STE. SCHOLASTIQUE.....	Z R N	31	s	10.48	3.15	s	8.19	12.30	.....	10.05	.....	4.35	
3.35	s 6.08	1.46	s 9.23	37.3	D	 4.9 ST. HERMAS.....	G E	70	s	10.40	3.09	f	8.12	12.20	.....	9.55	.....	4.25	
3.50	s 6.25	s 1.55	s 9.40	44.1	D	 6.8 LACHUTE..... WZ	F	31	s	10.28	s 2.59	s	8.03	12.05 A.M.	.....	9.40	.....	4.00	
4.05	s 6.33	2.01	s 9.47	48.7	D	 4.6 STAYNERVILLE..... YZ	S E	35	s	10.18	2.51	s	7.54	11.55	.....	9.10	.....	3.50	
4.20	f 6.43	2.09	f 9.57	54.9	D	 Jct. Staynerville Branch 6.2 MARELAN.....	O V	40	f	10.07	2.43	f	7.45	11.42	.....	8.55	.....	3.35	
4.25	s 6.48	2.12	s 10.01	57.6	.....	..... 2.7 GRENVILLE.....	G V	11	s	10.01	2.39	f	7.40	11.30	.....	8.45	.....	3.25	
4.30	s 6.52	s 2.15	s 10.10	59.5	D	 1.9 CALUMET..... CWYZ	C U	55	s	9.55	s 2.35	s	7.36	11.25	.....	8.35	.....	3.15	
4.50	s 7.04	2.25	s 10.25	64.8	.....	..... 5.3 POINTE AU CHENE.....	A U	16	s	9.45	2.25	f	7.26	10.55	.....	8.10	.....	2.55	
5.00	s 7.17	2.36	s 10.35	70.8	.....	..... 6.0 FASSETT.....	F A	23	s	9.35	2.17	s	7.17	10.43	.....	7.45	.....	2.36	
5.10	s 7.31	s 2.42	s 10.47	74.5	D	 3.7 MONTEBELLO.....	B E	53	s	9.28	s 2.10	s	7.11	10.35	.....	7.35	.....	1.55	
5.20	s 7.40	s 2.49	s 10.56	79.1	D	 4.6 PAPINEAUVILLE.....	Z N A	24	s	9.17	s 2.02	s	7.00	10.21	.....	7.20	.....	1.45	
5.30	s 7.48	2.56	s 11.04	83.9	.....	..... 4.8 PLAISANCE.....	M S	23	s	9.07	1.55	s	6.51	10.10	.....	7.00	.....	1.35	
5.40	s 8.01	s 3.05	s 11.17	90.6	D	 6.7 THURSO.....	Z U	54	s	8.57	s 1.47	s	6.41	9.55	.....	6.30	.....	1.20	
5.50	f 8.07	3.10	f 11.23	94.0	.....	..... 3.4 LOCHABER.....	R K	8	f	8.51	1.42	f	6.35	9.35	.....	6.20	.....	12.45	
6.00	s 8.15	s 3.17	s 11.31	99.9	D	 5.9 BUCKINGHAM JCT.... RWYZ	B C	33	s	8.41	s 1.35	s	6.25	9.25	.....	6.00	A.M. 7.05	12.30	
6.15	f 8.24	3.23	f 11.40	103.8	.....	..... Jct. Buckingham Sub. 3.9 ANGERS.....	A S	6	f	8.34	1.28	f	6.18	9.05	.....	5.35	6.55	12.05 P.M.	
6.25	f 8.32	3.31	f 11.48	109.7	.....	..... 5.9 TEMPLETON.....	H N	30	s	8.25	1.20	s	6.09	8.50	.....	5.25	6.40	11.48	
6.30	s 8.35	f 3.36	s 11.51	111.9	D N	 2.2 GATINEAU..... RYZ	G N	36	s	8.21	f 1.17	s	6.05	8.35	A.M. 3.50	5.20	6.30	A.M. 10.20	11.30
.....	f 8.40	.....	f 11.56 P.M.	114.4	.....	..... 2.5 TALON.....	N O	Nil	f	8.16	.....	f	6.01	.....	.....	.....	.....	.....	
6.40	8.48	3.48	12.04	117.9	.....	..... 3.5 HULL EAST..... YZ	H E	28		8.10	1.09	5.55	7.50	3.35	5.05	6.05	10.05	11.05	
Smiths Falls Division M. & O. Subdivision																			
6.45	.....	.....	.....	.....	D N	 HULL WEST.....	RZ	H U	.....	.....	.....	.....	7.45	3.30	5.00	6.00	10.00	11.00	
A.M.	s 8.52	s 3.52	s 12.07	118.2	D	 HULL.....	H J	.....	s	8.08	s 1.08	s 5.53	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	
.....	9.00	4.00	12.15	119.9	D N	 1.7 OTTAWA (Union Station)	K C D	.....		8.00	1.00	5.45	.....	.....	.....	.....	.....	.....	
.....	P.M.	P.M.	P.M.	.....	.....	.....	.....	.....	.....	A.M.	P.M.	P.M.	.....	.....	.....	.....	.....	.....	
a Daily ex. Sun.	a Daily	a Sat. only	a Daily	.....	.....	Rule 93a applies. Rules 41 and 44 apply between Ste. Therese and Hull East.			.....	/Daily	/Sat. only	/Daily	/Daily ex. Sun.	/Daily ex. Sun.	/Daily	/Daily ex. Sun.	/Daily ex. Sun.	/Daily ex. Sun.	
85	423	427	421	.....	.....				.....	422	428	424	86	72	74	70	78	54	

SEE PAGE 15 FOR

LACHUTE SUBDIVISION FOOTNOTES

STE. AGATHE SUBDIVISION FOOTNOTES

No. 458 will wait at Ste. Agathe until No. 459 arrives.

Trains Nos. 447, 448, 450 and 451 may leave Ste. Agathe and Labelle without registering.

★No. 451 will flag stop at St. Jerome to entrain revenue passengers.

★No. 447 will flag stop at St. Jerome to entrain revenue passengers and will flag stop at Mont Rolland Monday to Friday inclusive to detrain or entrain revenue passengers. Will stop at Ste. Agathe Monday to Friday inclusive and will flag stop at Ste. Agathe on Saturday to entrain revenue passengers.

★No. 448 will stop at St. Jerome and Ste. Therese to detrain revenue passengers.

★No. 450 will stop at Ste. Agathe, St. Jerome and Ste. Therese to detrain revenue passengers.

Junction with Lachute and Park Avenue Subdivisions at Ste. Therese—Automatic Block Signals.

Junction with C.N.R. at mileage 11.7.

G-3, H-1 and P-2 class engines must not exceed fifteen miles per hour over bridge mileage 67.0, twenty-five miles per hour over bridge mileage 20.72, and must not be operated between Labelle and Mont Laurier.

N-2 and P-1 class engines must not exceed fifteen miles per hour over bridges mileage 86.3 and mileage 102.4.

D-10, F-2, G-1, G-2 with 8,000 gallon tender, G-5 and M-4 class engines must not exceed twenty miles per hour over bridge mileage 102.4.

Southward trains must not exceed ten miles per hour over first public crossing north of Mont Rolland station.

Trains must not exceed ten miles per hour over Parent Ave., first public crossing north of St. Jerome station, switching movements over this crossing must be protected by flagman.

Trains must not exceed ten miles per hour over Palais St., second public crossing north of St. Jerome station.

Northward trains which have stopped within 1500 feet of public crossing mileage 65.08, just north of St. Jovite station, must not exceed four miles per hour until this crossing has been reached.

Trains must not exceed ten miles per hour over public crossing mileage 137.7, Mont Laurier and all switching movements over this crossing must be protected by a member of train crew.

St. Lin Jct. yard limits extend to yard limit sign north of Sauve.

Trains must not exceed twenty miles per hour over bridge mileage 137.3.

On curves, trains must not exceed the following speed:

Between Mileage	Miles per hour
16.0 and 17.0	30
24.0 and 29.5	30
29.5 and 31.0	35
31.0 and 37.3	30
39.5 and 40.5	30
42.0 and 50.0	30
50.0 and 52.0	35
52.0 and 54.0	30
55.0 and 73.5	30
84.4 and 92.7	35
92.7 and 93.2	30
107.5 and 113.0	35
113.0 and 115.1	30
115.1 and 118.0	40
118.0 and 127.0	30

and forty-five miles per hour on all other curves.

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

Air Brake Rules 59, 60, 101 to 105 inclusive, apply to all freight trains running from Val Morin to Mont Rolland and from Summit to Morrison.

WESTWARD TRAINS—INFERIOR DIRECTION										Miles from St. Martin Jct.	Telephone and Telegraph Offices	TROIS RIVIERES SUBDIVISION	Telegraph Calls	Car Capacity Sidings	EASTWARD TRAINS—SUPERIOR DIRECTION												
			SECOND CLASS		FIRST CLASS										FIRST CLASS						SECOND CLASS	FOURTH CLASS					
			87	91	355	347	351	353	349						357	350	354	362	352	356	358	88	92	94	96	98	
			Freight Daily ex. Sun.	Freight Daily ex. Sun.	The Viger Psg. Daily	Quebec Psg. Sun. only	Quebec Psg. Daily ex. Sun.	The Frontenac Psg. Daily	Quebec Psg. Daily	Quebec Psg. Daily	Quebec Psg. Daily	Quebec Psg. Daily	The Frontenac Psg. Daily	Quebec Psg. Sat. only	Quebec Psg. Daily	The Viger Psg. Daily ex. Sat.	Quebec Psg. Daily	Freight Daily ex. Sun.	Freight Daily	Freight Daily ex. Sun.	Freight Daily	Freight Daily					
			P.M. 11.00	P.M. 4.50	P.M. 6.40	P.M. 5.35	P.M. 4.25	P.M. 2.55	A.M. 8.10	A.M. 1.40																	
			11.07	4.57	6.45	5.40	4.29	3.00	8.14	1.46	79.2																
			11.17	5.07	6.50	s 5.47	s 4.36	3.05	s 8.20	1.56	74.3																
			11.28	5.18	6.57	s 5.56	s 4.45	3.12	s 8.29	2.07	67.3	D															
			11.37	5.27	7.02	s 6.08	s 4.54	3.17	s 8.37	s 2.17	61.7	D															
			11.43	5.33	7.06	s 6.16	s 5.02	3.21	s 8.44	2.25	57.7	D															
			11.52	5.51	7.11	s 6.25	s 5.11	3.26	s 8.52	★ 2.35	52.2	D															
			A.M. 12.01	6.07	7.16	s 6.32	s 5.19	3.30	s 8.59	2.44	47.4																
			12.15	6.12	7.19	s 6.37	s 5.24	3.33	s 9.04	★ 2.50	44.0	D															
			12.37	6.19	7.23	6.43	5.31	3.37	9.09	2.58	39.7																
			1.00	6.25	7.31	s 6.49	s 5.50	3.41	s 9.18	s 3.06	35.7	D N															
			1.30	6.33	7.43	f 6.57	f 6.00	3.46	f 9.28	3.16	30.4																
			1.55	6.38	7.48	7.03	6.06	3.49	f 9.35	3.23	26.8																
			2.05	6.45	7.53	s 7.15	s 6.13	3.53	s 9.42	f 3.31	22.8	D															
			2.18	7.09	7.59	f 7.27	f 6.22	3.58	f 9.55	3.42	17.3																
			2.25	7.22	8.02	s 7.33	s 6.27	4.01	s 10.00	f 3.47	14.2																
			2.35	7.29	8.06	s 7.39	s 6.33	4.04	s 10.11	f 3.54	10.4	D															
									f 10.12		10.0																
			2.50	7.40	8.13	s 7.48	s 6.43	4.09	s 10.20	4.05	4.9	D															
									f 10.27		0.9																
			3.00	7.50	8.20	7.55	6.50	4.15	10.30	★ 4.15	.0	D N															
			A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.																	
			αDaily ex. Mon.	αDaily ex. Sun.	αDaily	αSun. only	αDaily ex. Sun.	αDaily	αDaily	αDaily																	
			87	91	355	347	351	353	349	357																	
			Rule 93a applies.																								
			350	354	362	352	356	358	88	92	94	96	98														

TROIS RIVIERES SUBDIVISION FOOTNOTES.

Lanoraie is registering point for No. 94 only.

All trains except freight trains going to the Trois Rivières Subdivision may leave St. Martin Jct. without registering.

Junction with Park Avenue Sub. at St. Martin Jct. and with St. Gabriel Sub. at Lanoraie—Automatic Block Signals.

Junction with St. Maurice Valley Sub. and with station tracks at Trois Rivières—Interlocked.

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

Board of Transport Commissioners has authorized speed not exceeding fifty miles per hour for PASSENGER TRAINS only over railway crossing at grade with C.N.R. at mileage 23.29.

Passenger trains must not exceed sixty miles per hour on curves mileage 11.1, mileage 61.4 and mileage 75.8.

*No. 354 will stop at Lanoraie daily except Sunday.

*No. 357 will flag stop at St. Barthelemy Monday only to entrain revenue passengers for Montreal.

*No. 357 will stop at Berthier Monday only to detrain passengers.

*No. 357 will flag stop at St. Martin Jct. Sunday only to entrain passengers.

*No. 358 will flag stop at L'Epiphanie and Berthier Monday only.

*No. 358 will stop at St. Barthelemy Sunday and Monday only to detrain revenue passengers from Montreal.

Account restricted clearances, F-1 and F-2 class engines must not be operated over bridges mileage 24.5 and mileage 68.82 in back-up movement.

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

DS-10 a-b-c-d-e-h and j class switchers must not exceed forty miles per hour when used in main track service.

TROIS RIVIERES LOOP LINE AND CAP DE LA MADELEINE BRANCH FOOTNOTES.

Trains must not exceed ten miles per hour over St. Maurice St., East Loop Line, Trois Rivières.

Trains must not exceed ten miles per hour over first crossing north of freight shed at Cap de la Madeleine, mileage 2.18 Cap de la Madeleine branch, and all switching movements over crossing must be protected by a member of train crew.

Switching movements over all tracks, de Bellefeuille St., St. Denis St., St. Olivier St., and Royale St. crossings, West Loop Line, Trois Rivières, must be protected by a member of the train crew.

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

D-10, F-2, G-1, G-2, G-5 and M-4 class engines must not exceed twenty miles per hour on spur track leading from Cap de la Madeleine Branch to Wayagamack; and G-3, H-1, P-1 and heavier class engines must not be operated thereon.

WESTWARD TRAINS—INFERIOR DIRECTION										EASTWARD TRAINS—SUPERIOR DIRECTION																
SECOND CLASS		FIRST CLASS							Miles from St. Martin Jet.	Telephone and Telegraph Offices	QUEBEC SUBDIVISION	Telegraph Calls	Car Capacity	FIRST CLASS						SECOND CLASS		FOURTH CLASS				
87 Freight /Daily ex. Sun.	366 Mixed /Daily ex. Sun.	357 Quebec /Daily	355 The Viger /Daily	347 Quebec /Sun. only	351 Quebec /Daily ex. Sun.	353 The Frontenac /Daily	349 Quebec /Daily	358 Quebec a/Daily						350 Quebec a/Daily	354 The Frontenac a/Daily	362 Quebec a/Sat. only	352 Quebec a/Daily	356 The Viger a/Daily ex. Sat.	88 Freight a/Daily ex. Sun.	367 Mixed a/Daily ex. Sun.	90 Freight a/Daily ex. Sun.	92 Freight a/Daily	94 Freight a/Daily			

QUEBEC SUBDIVISION FOOTNOTES

Operator Quebec will register inward first class trains.
Trains may leave Cadorna without registering.
Rules 261 to 271 apply between Signal 832 east of Trois Rivières and Signals 01, 03 and 851 west of Cap de la Madeleine.
C.P.R. timetable governs on joint track between Cadorna and Quebec.
Railway crossings at grade with C.N.R. at mileage 155.8, and mileage 117.85—Interlocked—Automatic.
Junction with C.N.R. and Wolfe's Cove Branch at Cadorna—Interlocked.
Junction with St. Maurice Valley Sub. and with station tracks, Trois Rivières—Interlocked.
Trains operating over railway crossings at grade with Q.R.L. & P. Co. and over railway crossing at grade with C.N.R. on Wharf Track, Ramsay Street, Quebec, may move through interlockings without first being brought to a stop, provided signals are in PROCEED position. All movements are restricted to a speed of ten miles per hour passing through these interlockings.
Trains must not exceed six miles per hour over public crossing at Henderson Street mileage 159.8 just east of Palais Station, Quebec.
Trains or engines moving over public crossing at De Lachapelle Street on lead track, to or from engine house at Quebec, will be governed by special instruction "F" on page 31.
Trains must not exceed ten miles per hour over public crossings at Crown St., Gosford St. and Carillon St.; and fifteen miles per hour over public crossings at St. Vallier St. and Marie de l'Incarnation St., Quebec.
Trains must not exceed ten miles per hour entering or leaving the east end of siding Cadorna.
Trains must not exceed fifty miles per hour on curve mileage 100.1 and on curves between Deschambault and Lorette.
Board of Transport Commissioners has authorized speed not exceeding fifty miles per hour for PASSENGER TRAINS only over railway crossings at grade with C.N.R. at mileage 155.8 and mileage 117.85.
DS-10 a-b-c-d-e-h and j class switchers must not exceed forty miles per hour when used in main track service.
The sounding of engine whistle signals between the hours of 9.00 p.m. and 6.00 a.m. when approaching public crossings at grade within the limits of the City of Quebec, is prohibited, except when necessary to prevent accident. Westerly limits of the city of Quebec extend to St. Sacrement Boulevard Crossing, mileage 156.9.
★No. 357 will flag stop at Lachevrotiere Monday only.
★No. 358 will flag stop at Batiscan and La Perade Monday only.
Account restricted clearance, all freight trains to be operated over fourth track from station building Trois Rivières.
Quebec yard limits extend to yard limit sign west of Cadorna.
At Quebec, both inward and outward sheds, employees must not ride on top or sides of cars account restricted clearance.
Trains and engines at Quebec using harbor tracks between Palais yard and Louise embankment must have a pilot, supplied by National Harbour Board Ry.
Spring switch located at junction with Piles Subdivision and with Cap de la Madeleine Branch at Cap de la Madeleine.
Switch connecting Wolfe's Cove branch with National Harbour Board Ry. track at Wolfe's Cove will be in normal position when set for trains leaving and entering the tunnel.
DPA-15 and DPA-17 class diesel electric units may be operated on tracks 4, 5, 6, 7, 9, 11 and 12 only at Palais Station Quebec; and on tracks 1 and 5 only at Wolfe's Cove.

NORTHWARD TRAINS—INFERIOR DIRECTION

SECOND CLASS						Miles from Trois Rivières	Telegraph and Telephone Offices	STATIONS	Telegraph Calls	Car Capacity Siding	SECOND CLASS						FOURTH CLASS	
387 Mixed Daily ex. Sat.	385 Mixed Sat. only	383 Mixed Daily	381 Mixed Daily	379 Mixed Daily ex. Sun.	384 Pgr. Daily						380 Mixed Daily ex. Sun.	382 Mixed Daily	386 Mixed Sat. only	388 Mixed Daily ex. Sat.	68 Freight Daily ex. Sun.			
P.M.	P.M.	P.M.	A.M.	A.M.			D N	TROIS RIVIERES...CKWYZ	R S		P.M.	A.M.	P.M.	P.M.	P.M.	P.M.		
8.40	7.00	3.15	11.50	4.40	0			1.5			6.15	7.50	2.40	9.45	11.25	4.00		
8.44	7.04	3.19	11.54	4.44	1.5			5.8	P V	10	6.10	7.44	2.34	9.39	11.19	3.50		
f 8.54	f 7.14	f 3.29	f 12.04	f 4.54	7.3			2.5	F G	31	f 5.59	f 7.29	f 2.19	f 9.24	f 11.04	3.29		
f 8.59	f 7.19	f 3.34	f 12.09	f 4.59	9.8			3.2	M H	38	f 5.54	f 7.23	f 2.13	f 9.18	f 10.58	3.15		
f 9.05	f 7.25	f 3.40	f 12.15	f 5.05	13.0			1.5	Z D Y	17	f 5.48	f 7.16	f 2.06	f 9.11	f 10.51	3.06		
f 9.10	f 7.30	f 3.45	f 12.20	f 5.10	14.5			2.2	W G S	Nil	f 5.45	f 7.13	f 2.03	f 9.08	f 10.48			
f 9.16	f 7.36	f 3.51	f 12.26	f 5.16	16.7			2.5	M X	Nil	f 5.40	f 7.08	f 1.58	f 9.03	f 10.43			
9.21	7.41	3.56	12.31	5.21	19.2			1.9	F R	17	5.35	7.01	1.51	8.56	10.36	2.50		
s 9.25	s 7.45	s 4.00	s 12.35	s 5.25	21.1	D		6.3	S F	23	s 5.30	s 6.55	s 1.45	s 8.50	s 10.30	2.40		
9.40	8.00	4.15	12.50	5.55	27.4	D			J A		5.15	6.40	1.30	8.35	10.15	2.15		
9.55	8.15	4.30	1.05	6.10							P.M.	A.M.	P.M.	P.M.	P.M.	P.M.		
A.M. 387	A.M. 385	A.M. 383	A.M. 381	A.M. 379				Rule 93a applies. Rules 41 and 44 apply.			Daily ex. Sat.	Daily ex. Sun.	Daily	Sat. only	Daily ex. Sat.	Daily ex. Sun.		

Junction with Trois Rivières Sub. and with station tracks Trois Rivières—Interlocked.
Trains must not exceed twenty miles per hour on curve mileage 14.81 and thirty miles per hour on other curves.
Engines must not exceed five miles per hour passing over trestle in Consolidated Paper Company's yard at Grandmère.
N-2 or P-1 class engines must not exceed ten miles per hour on Shawinigan Water & Power Co.'s spur track mileage 12.83 and engines heavier than P-1 class must not operate thereon.

DS-10 a-b-c-d-e-h and j class switchers must not exceed twenty-five miles per hour when used in main track service.
No. 380 will wait at Grandmère until No. 379 arrives.
No. 382 will wait at Grandmère until No. 381 arrives.
No. 384 will wait at Grandmère until No. 383 arrives.
No. 386 will wait at Grandmère until No. 385 arrives.
No. 388 will wait at Grandmère until No. 387 arrives.
Unless there are train orders held for a train, train order signals will not be lighted at night.

NORTHWARD TRAINS— INFERIOR DIRECTION						PILES SUBDIVISION					SOUTHWARD TRAINS— SUPERIOR DIRECTION		
		SECOND CLASS	Miles from Cap de la Madeleine	Telegraph Offices		STATIONS	Telegraph Calls	Car Capacity Siddings	SECOND CLASS				
		367 Mixed Daily ex. Sun.							366 Mixed Daily ex. Sun.				
		A.M.							P.M.				
		10.45	.0			CAP DE LA MADELEINE.....	J N	33	3.25				
						6.7							
	s	11.05	6.7	D		ST. MAURICE.....	S M	14	3.05				
						4.5							
	s	11.20	11.2			ST. NARCISSE.....	S N	10	2.50				
						7.1							
	s	11.45	18.3			LAC A LA TORTUE.....	K C	14	2.30				
						2.0							
	s	11.50	20.3	D N	(Jct. C.N.R.)	GARNEAU.....	Z J U	25	2.25				
	PM	12.05				3.5			2.10				
	f	12.15	23.8			PROULX.....	P U	9	2.00				
						3.1							
		12.30	26.9	D		GRANDES PILES.....	BW G P		1.50				
		P.M.							P.M.				
		a Daily ex. Sun. 367				Rule 93a applies. Rules 41 and 44 apply.			a Daily ex. Sun. 366				

N-2 and P-1 class engines must not exceed twenty miles per hour over bridges mileage 2.5 and mileage 5.9.

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

Railway crossing at grade with C.N.R. at mileage 20.3—Interlocked. Trains must not exceed fifteen miles per hour approaching and passing through interlocking.

No. 366 will wait at Grandes Piles until No. 367 arrives.

Permanent slow sign affecting northward trains at mileage 24.

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

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

NORTHWARD TRAINS— INFERIOR DIRECTION				Miles from St. Lin Jct.	Telegraph and Telephone Offices	ST. LIN SUBDIVISION		Telegraph Calls	SOUTHWARD TRAINS— SUPERIOR DIRECTION	
FIRST CLASS						STATIONS	Car Capacity Sidings		FIRST CLASS	
471 Pgr. /Fri. only	469 Pgr. /Daily ex. Fri., Sat. & Sun.	473 Pgr. /Sat. only							470 Pgr. aDaily ex. Sun.	
P.M.	P.M.	P.M.							A.M.	
6.05	5.05	12.40	.0	D	ST. LIN JCT. R	N	21	5.44		
f 6.10	f 5.10	f 12.45	2.3		2.3 RAVINS	O M	Nil	f 5.38		
f 6.17	f 5.17	f 12.52	5.6		3.3 LEPAGE	Y A G	Nil	s 5.29		
s 6.22	s 5.22	s 12.57	7.5	D	1.9 BRUCHESI	B I	13	s 5.22		
f 6.29	f 5.29	f 1.04	10.5		3.0 LA PLAINE	P A	5	s 5.15		
6.40	5.40	1.15	15.1	D	4.6 ST. LIN	KW B F		5.05		
P.M.	P.M.	P.M.						A.M.		
aFri. only	aDaily ex. Fri., Sat. & Sun.	aSat. only			Rule 93a applies. Rules 41 and 44 apply.			/Daily ex. Sun.		
471	469	473						470		

Engine arriving St. Lin on Nos. 469, 471 or 473 may assume schedule of No. 470 and may leave St. Lin without terminal clearance.

Trains must not exceed ten miles per hour over first public crossing south of St. Lin station.

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

NORTHWARD TRAINS— INFERIOR DIRECTION				Miles from Berthier	Telegraph and Telephone Offices	BERTHIERVILLE SUBDIVISION		Telegraph Calls	SOUTHWARD TRAINS— SUPERIOR DIRECTION			
						STATIONS						
.....				2.1	D	..BERTHIERVILLE...	B J					
.....				.0	D	BERTHIER....	Y B U					
						Rules 41 and 44 apply.						

NORTHWARD TRAINS—INFERIOR DIRECTION								Miles from Lanorale	Telegraph and Telephone Offices	ST. GABRIEL SUBDIVISION		Telegraph Calls	SOUTHWARD TRAINS—SUPERIOR DIRECTION											
SECOND CLASS				FIRST CLASS									FIRST CLASS				SECOND CLASS							
				309 Mixed /Daily ex. Sat. and Sun.	305 Mixed /Daily ex. Sat. and Sun.	313 Psg. /Sun. only	311 Psg. /Sat. only						307 Psg. /Sat. only	303 Psg. /Sat. only	302 Psg. aSat. only	306 Psg. aSat. only	310 Psg. aSat. only	312 Psg. aSun. only	304 Mixed aDaily ex. Sat. and Sun.	308 Mixed aDaily ex. Sat. and Sun.				
				P.M.	A.M.	P.M.	P.M.						P.M.	A.M.					A.M.	P.M.				
				6.10	10.50	7.05	6.10	1.50	10.45	.0	D N	LANORAIE CKWYZ S O	8.50	1.25	5.10	6.40	8.50	5.00						
				f 6.17	f 10.57	f 7.12	f 6.17	f 1.57	f 10.52	2.6		2.6 VOLIGNY V Y	f 8.43	f 1.18	f 5.03	f 6.33	f 8.43	f 4.50						
				s 6.27	s 11.07	s 7.20	s 6.25	s 2.05	s 11.00	6.3	D	3.7 (Jct. C.N.R.) JOLIETTE RWZ J O	s 8.25	s 1.00	s 4.45	s 6.15	s 8.25	s 4.00						
				f 6.45	f 11.25	f 7.36	f 6.41	f 2.21	f 11.16	11.5		5.2 LOURDES M E	f 8.16	f 12.51	f 4.36	f 6.06	f 8.13	f 3.48						
				6.49	11.29	7.39	6.44	2.24	11.19	13.0		1.5 ROCH Z R C	8.13	12.48	4.33	6.03	8.09	3.44						
				s 6.59	s 11.39	s 7.47	s 6.52	s 2.32	s 11.27	16.7	D	3.7 ST. FELIX F Y	s 8.06	s 12.41	s 4.26	s 5.56	s 7.58	s 3.33						
				f 7.10	f 11.50	f 7.55	f 7.00	f 2.40	f 11.35	20.8		4.1 ST. CLEOPHAS S H	f 7.58	f 12.33	f 4.18	f 5.48	f 7.47	f 3.22						
				7.30	12.10	8.10	7.15	2.55	11.50	27.6	D	6.8 ST. GABRIEL KWYZ G	7.45	12.20	4.05	5.35	7.30	3.05						
				P.M.	P.M.	P.M.	P.M.	P.M.	A.M.				A.M.	P.M.	P.M.	P.M.	A.M.	P.M.						
				aDaily ex. Sat. and Sun.	aDaily ex. Sat. and Sun.	aSun. only	aSat. only	aSat. only	aSat. only				/Sat. only	/Sat. only	/Sat. only	/Sun. only	/Daily ex. Sat. and Sun.	/Daily ex. Sat. and Sun.						
				309	305	313	311	307	303				302	306	310	312	304	308						
Rule 93a applies. Rules 41 and 44 apply.																								

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

Northward trains must not exceed twenty miles per hour at the governing approach signal south of automatic interlocking with C.N.R. at mileage 7.11.

Trains must not exceed ten miles per hour over St. Gabriel St. at St. Gabriel.

Account restricted clearances F-1 and F-2 class engines must not be operated over bridge mileage 2.61 in back up movement.

Trains backing up between Lanoraie and Joliette must not exceed ten miles per hour over all public crossings.

No. 306 will wait at St. Gabriel until No. 303 arrives.

No. 308 will wait at St. Gabriel until No. 305 arrives.

No. 310 will wait at St. Gabriel until No. 307 arrives.

The position of the switch which connects St. Gabriel Subdivision to the line leading to Joliette station is normal when set for station and against trains from St. Gabriel.

Air Brake Rules 59, 60, 101 to 105 inclusive, apply to all freight trains handling cars from sand loading tracks at Roch and St. Gabriel.

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

NORTHWARD TRAINS—INFERIOR DIRECTION								BUCKINGHAM SUBDIVISION				SOUTHWARD TRAINS—SUPERIOR DIRECTION						
						THIRD CLASS		Miles from Buckingham Jct.	Telegraph Offices	STATIONS	Telegraph Calls	Car Capacity Sidings	FOURTH CLASS					
						55 Freight a Daily ex. Sun.									56 Freight a Daily ex. Sun.			
						A.M. 7.15	.0	D	BUCKINGHAM JCT. RWY	B C			A.M. 10.10					
						7.20	1.7		MURPHY	M Y	28		10.05					
						7.25 A.M.	3.2	D	BUCKINGHAM	R K G			10.00 A.M.					
						a Daily ex. Sun. 55			Rule 93a applies. Rules 41 and 44 apply.				a Daily ex. Sun. 56					

BUCKINGHAM SUBDIVISION FOOTNOTES

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

Engine arriving Buckingham on No. 55 Saturday only may assume schedule of No. 56 and may leave Buckingham without terminal clearance.

BERTHIERVILLE SUBDIVISION FOOTNOTES

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

Trains backing up on Berthierville Sub. must not exceed ten miles per hour over public crossings, mileage 1.07 and mileage 1.6, and must approach crossing at Montcalm street under full control.

Switching movements over Montcalm St. crossing, Berthierville, to and from Eddy Match Co.'s plant must not exceed six miles per hour and must be protected by flagman.

P-1, G-3, H-1 and heavier class engines must not be operated on tracks in Eddy Match Co.'s plant at Berthierville.

NORTHWARD TRAINS—INFERIOR DIRECTION										Miles from Newport	Telegraph and Telephone Offices	SOUTHWARD TRAINS—SUPERIOR DIRECTION																				
					THIRD CLASS	SECOND CLASS		FIRST CLASS				LYNDONVILLE SUBDIVISION										FIRST CLASS		SECOND CLASS			FOURTH CLASS					
					915	903	901	211	209			STATIONS										212	210	902	904	906	50					
					Freight Daily	Freight Daily	Freight Daily	The Alouette Psg. Daily	The Red Wing Psg. Daily													The Alouette Psg. Daily	The Red Wing Psg. Daily	Freight Daily	Freight Daily	Freight Daily	Freight Mon., Wed. & Fri.					
					P.M. 7.30	A.M. 9.15	A.M. 6.30	P.M. 12.56	A.M. 3.05	63.7	D N	WELLS RIVER Jct. B. & C. & B. & M. 3.9	KZ	M Y	51	P.M. 12.56	A.M. 12.40	A.M. 11.30	P.M. 2.00	P.M. 5.30	A.M. 9.15											
					7.38	9.23	6.38	f 1.03	3.10	59.8	D	EAST RYEGATE 1.1	Z	R G	Nil	★ 12.47	12.29	11.05	1.43	5.16	9.00											
					7.40	9.25	6.40	1.05	3.12	58.7		BELL 2.9		B	100	12.44	12.26	11.01	1.39	5.13	8.55											
					7.46	9.30	6.45	f 1.10	3.16	55.8		McINDOES 2.7		M C	Nil	★ 12.39	12.20	10.54	1.32	5.06	8.45											
					7.51	9.35	6.50	f 1.15	f 3.21	53.1	D	BARNET 2.7	Z	F B	Nil	★ 12.35	12.15	10.47	1.26	5.00	8.35											
					7.56	9.40	6.55	f 1.20	3.25	50.4		INWOOD 3.9		D O	70	★ 12.31	12.10	10.40	1.20	4.40	8.25											
						9.48	7.03	1.26	3.30	46.5		PASSUMPSIC 3.0		S C	Nil	12.25	12.04 A.M.	10.30	1.05	4.30												
					8.20	9.55 10.40	7.20	s 1.40	s 3.49	43.5	D N	ST. JOHNSBURY Jct. St. J. & L. C. and M.C. 2.6	WZ	B X	Yard	s 12.18	s 11.58	10.20 9.55	12.55	4.20	8.10											
						10.47	7.25	1.44	3.53	40.9		CENTERVALE 6.1		S R	Nil	12.04	11.42	9.46	12.35	3.50												
					8.45	10.57	7.35	s 1.53	s 4.03	34.8	D N	LYNDONVILLE 3.6	Z	N A	110	s 11.56	s 11.34	9.37	12.27	3.42	7.35											
						11.07	7.41	1.58	4.08	31.2		FOLSOM 4.1		S O	Nil	11.47	11.23	9.31	12.21	3.36												
					9.10	11.25 PM 12.15	7.56	f 2.07	4.16	27.1	D	WEST BURKE 5.8		B U	100	★ 11.43	11.17	9.25	12.15	3.30	7.08											
					9.30	12.35	8.16	2.17	4.26	21.3		SUMMIT 7.1	V	S X		11.35	11.11	9.15	12.05	3.20	6.57											
					9.47	12.50	8.50	s 2.27	s 4.38	14.2	D	BARTON 5.2	Z	W D	81	s 11.24	s 11.01	8.50	11.40	2.56	6.25											
					10.00	1.02	9.05	s 2.37	s 4.48	9.0	D	ORLEANS 4.3	Z	O R	106	s 11.15	s 10.51	8.35	11.25	2.37	6.10											
						1.10	9.15	2.43	4.54	4.7		COVENTRY 4.7		C O	Nil	11.07	10.42	8.25	11.15	2.20												
					10.30	1.25	9.30	2.50	5.05	.0	D N	NEWPORT	KWZ	N P		11.00	10.35	8.15	11.05	2.10	5.30											
					P.M.	P.M.	A.M.	P.M.	A.M.							A.M.	P.M.	A.M.	A.M.	P.M.	A.M.											
					aDaily	aDaily	aDaily	aDaily	aDaily							1Daily	1Daily	1Daily	1Daily	1Daily	1Mon., Wed. & Fri.											
					915	903	901	211	209							212	210	902	904	906	50											
Rule 93a applies. Rules 41 and 44 apply.																																

Rule 93a applies.
Rules 41 and 44 apply.

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

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

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

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

Junction with B. & C. Ry. at Wells River in B. & M. Territory—Automatic Block Signals.

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

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

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

Movements over Main Street, Newport, are restricted to ten miles per hour, and before movement over crossing is made, enginemen must be sure that crossing is protected by the switchman located at that point or by trainman or yardman. No switchman on duty between hours of 6.10 a.m. and 8.45 a.m. and between hours 4.45 p.m. and 10.10 p.m. daily. Engine whistle signal 14-H must be sounded when making back-up movement over crossing.

★No. 212 will flag stop at West Burke, Inwood, Barnet, McIndoes and East Ryegate to entrain revenue passengers for Concord and points south and detrain passengers from Newport and points beyond and will stop at these points Thursday only to unload express.

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

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

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

Freight trains on this subdivision need not comply with the provisions of Special Instruction C.

Overhead bridge at mileage 38.5 is less than standard clearance.

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

NORTHWARD TRAINS—INFERIOR DIRECTION										SOUTHWARD TRAINS—SUPERIOR DIRECTION															
SECOND CLASS					FIRST CLASS			Miles from Brookport	Telegraph and Telephone Offices	NEWPORT SUBDIVISION		Telegraph Calls	Car Capacity Sidings	FIRST CLASS			SECOND CLASS					FOURTH CLASS			
901	903	253	251	915	211	213	209			STATIONS				212	214	210	902	904	906	252	254	80	82		
Freight /Daily	Freight /Daily	Mixed /Sat. only	Mixed /Daily ex. Sat. and Sun.	Freight /Daily	The Alouette Psgr. /Daily	Sutton Psgr. /Daily ex. Sun.	The Red Wing Psgr. /Daily							The Alouette Psgr. αDaily	Sutton Psgr. αDaily ex. Sun.	The Red Wing Psgr. αDaily	Freight αDaily	Freight αDaily	Freight αDaily	Mixed αSat. only	Mixed αDaily ex. Sat. and Sun.	Freight αDaily ex. Sun.	Freight αDaily ex. Sun.		
P.M.	P.M.			A.M.	P.M.		A.M.	58.4	D N	NEWPORT.....	KWZ	N P	A.M.		P.M.	A.M.	A.M.	P.M.		P.M.					
8.00	3.30			12.15	3.05		5.20	52.7		5.7			10.45		10.15	5.15	9.00	1.00		1.50					
8.20	3.50			12.35	3.15		5.29	50.7		MAGOWAN.....		M G	48	10.35		10.02	4.56	8.40	12.41		1.35				
8.25	3.55			12.40	s 3.20		★ 5.32	44.1		2.0			s 10.31		9.58	4.50	8.36	12.35		1.30					
8.36	4.08			12.51	s 3.30		s 5.42	41.6	D N	CENTRE.....		J	48	s 10.31		9.58	4.50	8.36	12.35		1.30				
										6.6			s 10.20		s 9.51	4.38	8.24	12.23		1.18					
8.42	4.12			12.57	s 3.34		f 5.47	35.5	D	NORTH TROY.....	Z	N D	47	s 10.20		s 9.51	4.38	8.24	12.23		1.18				
8.51	4.22			1.06	f 3.44		★ 5.55	32.5		2.5			s 10.14		f 9.46	4.33	8.19	12.18		1.10					
8.56	4.28			1.11	f 3.48		6.00			6.1			s 10.05		f 9.38	4.22	8.08	12.07		12.58					
										3.0			f 10.00		9.34	4.16	8.02	12.01		12.50					
										5.1						P.M.									
9.05	4.37			1.19	s 3.56		s 6.10	27.4	D N	RICHFORD.....	RZ	R H	110	s 9.52		s 9.26	4.07	7.53	11.52	A.M.					
9.20	4.43			1.24	s 4.00		★ 6.14	24.9		2.5			s 9.46		★ 9.20	4.02	7.48	11.47	8.40	12.30					
s 9.35	s 5.10	A.M.	A.M.	2.05	s 4.11	A.M.	s 6.25	19.4	D N	ABERCORN.....		A F	35	s 9.46	P.M.	★ 9.20	4.02	7.48	11.47	8.30	P.M.				
10.10	5.15	6.55	6.55	2.11	4.14	9.55	6.28	17.1		5.5			s 9.37	7.00	s 9.12	s 3.53	s 7.39	s 11.38	P.M.	P.M.	8.10				
10.13	5.18	s 7.05	s 7.05	2.13	★ 4.16	s 10.07	6.30	16.2	D	SUTTON.....	RWZ	S N	62	s 9.37	7.00	s 9.12	s 3.53	s 7.39	s 11.38	3.15	6.00				
		A.M.	A.M.							2.3			9.28	6.54	9.04	3.33	7.19	11.18	3.11	5.53	8.10				
										0.9			9.26	f 6.52	9.02	3.30	7.17	11.15	3.08	5.50	7.58				
10.20	5.25			2.22	★ 4.23	s 10.14	6.36	11.8		ENLAUGRA.....	RYZ	N	Nil	9.26	f 6.52	9.02	3.30	7.17	11.15	3.08	5.50				
										Jct. Drummondville Sub.															
10.25	5.30			2.27	4.27	f 10.20	6.40	9.0		4.4			s 9.18	s 6.44	★ 8.56	3.22	7.10	11.07	P.M.	P.M.	7.55				
10.45	5.36			2.33	s 4.33	s 10.28	s 6.45	6.9	D	WEST BROME.....		W B	56	s 9.18	s 6.44	★ 8.56	3.22	7.10	11.07						
										2.8			s 9.13	f 6.38	8.51	3.16	7.05	11.01			7.45				
										2.1			s 9.10	s 6.34	s 8.48	3.12	7.01	10.57			7.35				
										3.0			s 9.02	f 6.26							7.30				
10.55	5.46			2.43	★ 4.41	f 10.38	6.53	1.0		COWANSVILLE.....	Z	C V	53	s 9.10	s 6.34	s 8.48	3.12	7.01	10.57						
										MAPLEDALE.....		D A	Nil	s 9.02	f 6.26										
										2.9			f 8.58	f 6.22											
10.57	5.48			2.45	4.43	f 10.40	6.55	.0	D N	BRIGHAM.....		B G	77	f 8.58	f 6.22			6.53							
P.M.	P.M.			A.M.	P.M.	A.M.	A.M.			1.0			8.56	6.20	8.37	3.00	6.40	10.45		7.15					
αDaily	αDaily	αSat. only	αDaily ex. Sat. and Sun.	αDaily	αDaily	αDaily ex. Sun.	αDaily			BROOKPORT.....	RWZ	K	Nil	A.M.	P.M.	P.M.	A.M.	A.M.	A.M.		A.M.				
													/Daily	/Daily ex. Sun.	/Daily	/Daily	/Daily	/Sat. only	/Daily ex. Sat. and Sun.	/Daily ex. Sun.	/Daily ex. Sun.				
901	903	253	251	915	211	213	209			Rule 93a applies.				212	214	210	902	904	906	252	254	80	82		

Trains may leave Brookport without registering.

Enlaugra is registering point for Nos. 251, 252, 253 and 254 only.

Richford is registering point for Nos. 80 and 82 only.

Automatic Block Signals Nos. 564 and 576, north of Newport, govern southward trains to Newport station.

Junction with Adirondack and Sherbrooke Subs. at Brookport—Automatic Block Signals.

Trains must not exceed thirty-five miles per hour on curves mileage 28.5 and on curves between mileage 51. and mileage 50.4. Passenger trains must not exceed forty miles per hour on reverse curves mileages 13.5, 13.65, 38.1, 38.55, 39.3, 39.45 and on curves between mileage 54. and mileage 57. and forty-five miles per hour on other curves.

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

Movements over Main Street, Newport, are restricted to ten miles per hour, and before movement over crossing is made, enginemen must be sure that crossing is protected by the switchman located at that point or by trainman or yardman. No switchman on duty between hours of 6.10 a.m. and 8.45 a.m. and between hours of 4.45 p.m. and 10.10 p.m. daily. Engine whistle signal 14-H must be sounded when making back-up movement over crossing.

★No. 209 will flag stop at Centre and Glenton daily except Sunday.

★Nos. 209 and 210 will flag stop at Abercorn Saturday and Monday for revenue passengers to and from Cowansville and beyond.

★No. 210 will stop at West Brome Sunday only to detrain revenue passengers from Farnham and beyond and entrain for advertised stops.

★No. 211 will flag stop at Enlaugra and West Brome to entrain revenue passengers for Montreal.

★No. 211 will stop at Brigham Sunday only to entrain revenue passengers for Montreal.

Northward trains will clear opposing trains at double track switch Brookport.

When trains meet at Centre, Southward train must stop 500 feet north of crossing mileage 50.7 to prevent flashers operating.

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

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

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

Brookport yard limits extend to yard limit sign located 3,700 feet south of Brigham.

Miles from Brookport	Telegraph and Telephone Offices	ADIRONDACK SUBDIVISION		STATIONS	Telegraph Calls	SOUTHWARD TRAINS																														
						FIRST CLASS					SECOND CLASS																									
						212 The Alouette Psg. a Daily	202 Sherbrooke Psg. a Daily	220 D. & H. Psg. a Daily	204 Megantie Psg. a Sat. only	40 St. John Psg. a Daily ex. Sat.	214 Sutton Psg. a Daily ex. Sun.	210 The Red Wing Psg. a Daily	42 St. John Psg. a Daily	222 D. & H. Psg. a Daily	902 Freight a Daily	904 Freight a Daily	906 Freight a Daily	952 Freight a Daily	908 Freight a Daily	914 Freight a Daily																
.0	D N	.....	BROOKPORT.....	RWXZ	K	A.M.	A.M.		P.M.	P.M.	P.M.	P.M.	P.M.		A.M.	A.M.	A.M.	P.M.	A.M.	A.M.																
6.3	D N	.....	FARNHAM.....	KXYZ	WH	s	8.47	s	9.07		s	1.28	s	4.13	s	6.09	s	8.28	s	8.55		2.30	6.29	10.30	12.37	11.10	12.08	A.M.								
10.5		.....	STE. BRIGIDE.....						8.58					f	5.56					8.45																
12.8		.....	VERSAILLES.....	X	V	f	8.33		8.55			1.14		4.00	f	5.52		8.21		8.42		2.18	6.17	10.18	12.25	10.55	11.56									
15.4		.....	ST. GREGOIRE.....				f	8.30						f	5.47																					
18.8		.....	IBERVILLE JCT.....	X	Q	S		8.25		8.47			1.07		3.53		5.42		8.15		8.35		2.10	6.09	10.10	12.13	10.43	11.45								
19.2	D	.....	IBERVILLE.....	X	B	A	f	8.23				s	1.06			s	5.40																			
20.0	D N	.....	ST. JOHNS.....	WXZ	J	H	s	8.21		8.43		s	1.03	s	3.50	s	5.35	s	8.13	s	8.33		2.07	6.06	10.07	12.10	10.40	11.40								
21.3		.....	NATIONAL.....					8.16		8.35			12.59		3.45		5.30		8.09		8.29		2.04	6.03	10.04	12.05	10.35	11.35								
24.5	D	.....	LACADIE.....	X	C	f	8.12		8.32			12.55		3.42	s	5.25		8.06		8.26		2.00	5.59	10.00	P.M. 11.59	10.29	11.29									
31.2		.....	ST. PHILIPPE.....	X	K	N	f	8.03		8.25			12.48		3.34	f	5.16		7.59		8.19		1.51	5.50	9.51	11.48	10.18	11.18								
35.0	D N	.....	DELSON.....	RWXYZ	J	U	s	7.57		8.21		A.M. 9.20	f	12.43	★	3.30	s	5.10	★	7.55		8.14	P.M. 10.04	1.46	5.45	9.46	11.40	10.10	11.10							
36.0		.....	ST. CONSTANT.....		N	A	f	7.53								f	5.06																			
40.7	D		ADIRONDACK JCT.....	XY		D	f	7.47		8.15			9.12		12.35		3.22	s	4.59		7.49		8.07	9.54	1.39	5.38	9.39	11.30	10.00	11.00						
42.3		.....	BRIDGE.....		V																															
42.4	D	.....	LASALLE.....	WXY	H	A	s	7.43		8.12			9.09		12.32		3.19	s	4.55		7.46		8.04	9.50												
43.9	D N	.....	SOUTH JCT.....	X	D	U		7.39		8.09			9.06		12.29		3.16		4.51		7.44		8.02	9.47												
		.....	SORTIN.....		J	N																														
44.6		.....	NORTH JCT.....	X	C	F																														
45.5		.....	ST. LUC JCT.....	X	A	J																														
49.4		.....	OUTREMONT.....	WXY	O	A																														
44.8	D	.....	MONTREAL WEST.....	X	B	N	s	7.37	s	8.07	s	9.04	s	12.27	s	3.14	s	4.48	s	7.42	s	8.00	s	9.45												
47.5	D	.....	WESTMOUNT.....	XY	MW	s	7.31	s	8.01	s	8.57	s	12.21	s	3.07	s	4.41	s	7.36	s	7.52	s	9.37													
49.5	D	.....	MONTREAL.....	KZ	W	J		7.25		7.55		8.50		12.15		3.00		4.35		7.30		7.45		9.30												
								A.M.		A.M.		A.M.		P.M.		P.M.		P.M.		P.M.		P.M.		P.M.												
								/Daily		/Daily		/Daily		/Sat. only		/Daily ex. Sat.		/Daily ex. Sun.		/Daily		/Daily		/Daily		/Daily		/Daily		/Daily						
								212		202		220		204		40		214		210		42		222		902		904		906		952		908		914

First class trains may leave Brookport, without registering.

Northward freight trains may leave Brookport without registering.

First and Second Class trains may leave Farnham without registering.

D & H trains may leave Delson without registering.

Delson is registering point for D. & H. trains only.

Southward trains except first class trains must obtain terminal clearance at South Jct.

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

Eastward and Southward trains will not pull up to station at Brookport until signalled by Operator to do so.

Trains between Adirondack Jct., St. Luc and Montreal will be governed by Montreal Terminals time-table.

Swing bridges at mileage 19.8 and mileage 43.1—Interlocked.

Junction with N.Y.C. Adirondack Jct.—Interlocked.

Junction with Stanbridge Sub. at Farnham—Interlocked.

Junction with St. Guillaume Sub. at Farnham—Automatic Block Signals.

Junction with Newport and Sherbrooke Subs. at Brookport—Automatic Block Signals.

Railway crossing at grade with C.N.R. and Junction with N.J.Ry. at mileage 35.02—Interlocked.

Railway crossing at grade with C.N.R. at mileage 20.84—Interlocked—Automatic.

Board of Transport Commissioners has authorized speed not exceeding fifty miles per hour for PASSENGER TRAINS only over railway crossing at grade with C.N.R. at mileage 35.02.

No engine, car or train must exceed twenty miles per hour over Jacques Cartier street crossing, mileage 6.48.

Trains must not exceed ten miles per hour between swingbridge and second public crossing north of St. Johns station inclusively.

G-3, G-4, H-1, P-2 class engines must not exceed fifteen miles per hour on southward track over bridge mileage 24.8.

★No. 41 will flag stop at Iberville and St. Philippe to entrain revenue passengers for Montreal.

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

★No. 39 will stop at Iberville Sunday only to entrain and detrain passengers and at Lasalle Sunday only to entrain passengers.

★No. 40 will stop at Delson on school days only to detrain revenue passengers.

All switching movements over public crossing, mileage 34.55 (south end of Delsea yard) must be protected by a member of the train crew.

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

The use of engine whistle signals is prohibited, except to prevent accidents, within the limits of the Town of Epsom before crossing public crossings at

within the limits of the Town of Farnham before crossing public crossings at grade between the hours of 10.00 p.m. and 5.00 a.m. with the exception that all northward trains may use whistles before crossing Main Street, mileage 5.5 Adirondack Sub. and southward trains may use whistle before crossing Normandie Boulevard, mileage 6.9 Adirondack Sub.

St. Johns yard limits extend from yard limit sign located 4,000 feet south of south switch at Iberville Jct. siding to yard limit sign located 610 feet north of north switch at National siding.

Delson yard limits extend from yard limit sign 4,000 feet South of cross-over switch on Northward track to yard limit sign located 2,177 feet North of St. Constant Station.

No. 81 Freight arrive Farnham 10.45 p.m. daily.

No. 913 Freight due St. Luc 12.30 a.m. daily ex. Mon.

No. 901 Freight due South Jct. 1.25 a.m. daily.

No. 915 Freight due South Jct. 4.45 a.m. daily.

No. 903 Freight due South Jct. 7.50 p.m. daily.

No. 908 Freight leave St. Luc 9.30 p.m. daily.

No. 914 Freight leave St. Luc 10.30 p.m. daily.

No. 902 Freight leave South Jct. 1.30 a.m. daily.

No. 904 Freight leave South Jct. 5.30 a.m. daily.

No. 906 Freight leave South Jct. 9.30 a.m. daily.

No. 952 Freight leave St. Luc 11:00 a.m. daily.

No. 951 will consolidate with No. 913 at Farnham

No. 81 will consolidate with No. 901 at Earningsham.

WESTWARD TRAINS—INFERIOR DIRECTION								Miles from Megantic	Telegraph and Telephone Offices	SHERBROOKE SUBDIVISION	STATIONS	Telegraph Calls	Car Capacity Sidings	EASTWARD TRAINS—SUPERIOR DIRECTION													
				THIRD CLASS	SECOND CLASS	FIRST CLASS								FIRST CLASS				SECOND CLASS			FOURTH CLASS						
				913	951	205	203							39	41	202	204	40	42	908	914	952	70	72	74	76	
				Freight /Daily ex. Sun.	Freight /Daily ex. Sun.	Sherbrooke Psgr. /Sun. only	Sherbrooke Psgr. /Daily ex. Sun.							St. John Psgr. /Daily	St. John Psgr. /Daily	Sherbrooke Psgr. aDaily	Megantic Psgr. aSat. only	St. John Psgr. aDaily ex. Sat.	St. John Psgr. aDaily	Freight aDaily	Freight aDaily	Freight aDaily	Freight aDaily	Freight aDaily	Freight aDaily	Freight aDaily	
				P.M.	P.M.	P.M.	P.M.							A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	A.M.	
				6.30	6.10	6.00	2.45	7.00	4.20	68.5	D N	SHERBROOKE	KZ	H O	11.00	3.30	6.10	10.40	3.00	4.15	4.30	6.40	9.15	5.25	12.35		
				6.36	6.15	6.05	2.49	7.04	4.24	70.6		2.1 LANDERS		S	63	10.55	3.24	6.05	10.34	2.45	4.00	4.15	6.30	9.05	5.12	12.25	
				6.46	6.24	f 6.13	2.55	f 7.11	4.29	75.3		4.7 ROCK FOREST		R S	85	f 10.47	f 3.16	★ 6.00	10.27	2.35	3.50	4.05	6.21	8.55	5.02	12.15	
						f 6.17	f 2.58	f 7.14		77.5		2.2 DEAUVILLE		R K	Nil	f 10.43	f 3.11										
				6.56	6.33	6.22	3.04	7.18	4.35	80.4		2.9 SHANKS		S A	60	10.39	3.04	5.50	10.19	2.23	3.35	3.52	6.06	8.40	4.50	12.05	
				7.15	6.45	s 6.32	s 3.14	s 7.30	s 4.45	86.8	D N	6.4 MAGOG	WZ	G	70	s 10.30	s 2.55	s 5.40	s 10.09	2.10	3.20	3.40	5.54	8.25	4.38	A.M. 11.50	
				7.35	7.00	f 6.42	f 3.24	7.40	4.55	92.7		5.9 MOUNT ORFORD	YZ	D R	61	f 10.19	f 2.44	5.28	9.58	1.56	2.51	3.24	5.38	8.05	4.25	11.37	
						f 6.45		f 7.43		93.9		1.2 ORFORD LAKE		O R	Nil	f 10.15	f 2.40	f 5.25									
				7.45	7.10	f 6.50	f 3.31	s 7.49	5.02	97.3	D	3.4 EASTRAY	Z	N E	60	s 10.09	s 2.34	s 5.19	9.50	1.44	2.39	3.00	5.25	7.49	4.13	11.25	
				7.52	7.16	f 6.55	f 3.37	f 7.55	5.07	100.9		3.6 SOUTH STUKELY		S K	70	f 10.02	f 2.27	5.11	9.45	1.32	2.27	2.48	5.07	7.27	4.00	11.10	
				8.02	7.25	s 7.06	s 3.44	s 8.02	s 5.17	105.6	D N	4.7 FOSTER	WYZ	F O	46	s 9.53	2.16	5.03	s 9.38	1.20	2.15	2.36	4.40	7.10	3.44	10.55	
							3.49	8.07				Jet. Drummondville Sub.				s 9.48	s 2.10	s 4.54				2.03					
				8.10	7.31	f 7.13	f 3.54	f 8.13	5.22	109.1		3.5 FULFORD		F U	59	f 9.43	f 2.05	4.49	9.28	1.02	1.52	1.53	4.30	6.55	3.10	10.40	
				8.20	7.40	s 7.22	s 4.02	f 8.22	★ 5.29	114.4		5.3 WEST SHEFFORD		W F	56	s 9.35	s 1.58	s 4.41	★ 9.21	12.49	1.39	1.43	4.15	6.40	2.55	10.25	
				8.32	7.52	s 7.32	s 4.12	s 8.33	5.38	121.6		7.2 ADAMSVILLE		Q	67	s 9.25	s 1.46	s 4.31	9.11	12.37	1.27	1.32	4.00	6.25	2.40	10.10	
				8.40	8.00	7.37	4.18	8.39	5.42	125.6	D N	4.0 BROOKPORT	RWZ	K	E 42	9.18	1.39	4.24	9.05	12.25	1.15	1.20	3.45	6.10	2.30	10.00	
				P.M.	P.M.	P.M.	P.M.	A.M.	A.M.							A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.	
				aDaily ex. Sun.	aDaily ex. Sun.	aSun. only	aDaily ex. Sun.	aDaily	aDaily							/Daily	/Sat. only	/Daily ex. Sat.	/Daily	/Daily	/Daily	/Daily	/Daily	/Daily	/Daily		
				913	951	205	203	39	41							202	204	40	42	908	914	952	70	72	74	76	
				Rule 93a applies.																							

Rule 93a applies.

First class trains may leave Brookport without registering.

Westward freight trains may leave Brookport without registering.

Junction with Adirondack and Newport Sub. at Brookport—Automatic Block Signals.

Junction with Drummondville Sub. at Foster—Interlocked.

Junction with Q. C. R. at Sherbrooke—Interlocked.

★No. 41 will stop at West Shefford on Monday and Saturday only to entrain revenue passengers for Montreal and beyond.

★No. 40 will stop at Rock Forest daily except Sunday to unload mail.

★No. 42 will stop at West Shefford on Friday, Saturday and Sunday only to detrain revenue passengers from Montreal.

No. 81 Freight leave Sherbrooke 8.00 p.m. daily.

Trains must not exceed forty-five miles per hour on curves.

Trains must not exceed ten miles per hour over Alexander Street, on Q.C.R. connection, Sherbrooke, over King Street, Sherbrooke yard and over Lake Street at east end of Magog station platform.

Permanent slow signs affecting trains in both directions between mileage 89.5 and mileage 90.1 and between mileage 93.1 and mileage 93.7. Trains must not exceed thirty-five miles per hour between these mileages.

When trains meet at Landers, and the eastward train is holding main track, and has stopped clear of east switch of siding, the switch must be opened in order to give westward train a proceed indication on signal 693 at Sherbrooke.

Westward trains will clear opposing trains at double track switch Brookport.

When trains meet at Mount Orford, westward train must stop 500 feet east of crossing mileage 92.7 to prevent flashers operating and when ready to proceed must not exceed fifteen miles per hour to crossing.

The use of engine whistle signals or bells is prohibited, except to prevent accidents, within the limits of the City of Sherbrooke before crossing public crossings, (except Quatre-Pins crossing, mileage 70.39, Sherbrooke Subdivision) between the hours of 9.00 p.m. and 6.00 a.m.

Sherbrooke yard limit extends from yard limit sign located 1500 feet west of west switch Landers to yard limit sign located 2586 feet east of Fairbanks lead switch, Sherbrooke.

WESTWARD TRAINS—INFERIOR DIRECTION						Miles from Megantic	Telegraph and Telephone Offices	MEGANTIC SUBDIVISION	Telegraph Calls	Car Capacity Sidings	EASTWARD TRAINS—SUPERIOR DIRECTION																	
											SECOND CLASS			FIRST CLASS			FIRST CLASS					SECOND CLASS		FOURTH CLASS				
											951 Freight Daily	39 St. John Pgr. Daily		41 St. John Pgr. Daily	204 Megantic Pgr. Sat. only	40 St. John Pgr. Daily ex. Sat.		42 St. John Pgr. Daily				908 Freight Daily	952 Freight Daily	68 Freight Daily	72 Freight Daily	74 Freight Daily	76 Freight Daily	
												STATIONS																
						P.M. 2.30	A.M. 4.30	A.M. 2.05	.0	D N	.....	MEGANTIC.....KZ	G C	.....	P.M. 6.00	P.M. 8.50	A.M. 1.15	A.M. 7.30	P.M. 8.40	A.M. 3.45	A.M. 11.00	P.M. 1.10	P.M. 10.00	.....				
						2.44	4.41	2.15	4.4		.....	GLEN RIVER.....	G V	53	5.51	8.41	1.06	7.15	8.20	3.30	10.47	12.57	9.48	.....				
						2.53	f 4.50	2.21	8.4	D	.....	SPRING HILL.....	H I	52	s 5.45	f 8.35	1.00	7.06	8.10	3.20	10.38	12.49	9.36	.....				
						3.04	f 5.00	2.30	14.8	D	.....	MILAN.....W	M A	61	s 5.36	f 8.25	12.51	6.51	7.56	3.00	10.26	12.37	9.22	.....				
						3.13	5.06	2.37	19.7		.....	SPRUCE.....	S P	51	5.27	8.15	12.42	6.38	7.44	2.37	10.11	12.21	9.06	.....				
						3.23	s 5.14	s 2.44	25.0	D N	.....	SCOTSTOWN.....WZ	C H	70	s 5.19	s 8.05	s 12.30	6.23	7.28	2.05	9.55	12.05	8.50	.....				
						3.33	f 5.28	2.58	30.2		.....	GOULD.....	G O	52	f 5.09	f 7.50	12.20	6.08	7.06	1.45	9.43	11.53	8.37	.....				
						3.40	5.36	3.04	33.7		.....	LONG SWAMP.....	S W	55	5.03	7.45	12.14	6.00	6.58	1.38	9.35	11.45	8.29	.....				
						3.48	f 5.45	3.12	38.3	D	.....	BURY.....	R Y	50	s 4.55	f 7.39	12.04	5.45	6.46	1.27	9.22	11.32	8.16	.....				
						3.55	5.51	3.18	42.4		.....	ROSS.....	R O	54	4.47	7.30	A.M. 11.56	5.15	6.33	1.15	9.05	11.15	7.59	.....				
						4.08	s 6.01	3.26	47.4	D N	.....	COOKSHIRE.....WZ	C N	56	s 4.38	s 7.20	s 11.45	4.58	6.18	1.00	8.49	10.59	7.43	.....				
						4.23	f 6.15	3.37	52.1		.....	BIRCHTON.....	B R	60	f 4.23	f 7.04	11.33	4.36	5.58	12.51	8.38	10.48	7.32	.....				
						4.33	f 6.20	3.41	54.8		.....	BULWER.....	B W	54	f 4.17	f 6.58	11.29	4.30	5.52	12.45	8.32	10.42	7.26	.....				
						4.41	f 6.28	3.46	58.2	D	.....	JOHNVILLE.....	J V	65	f 4.10	f 6.51	11.22	4.22	5.44	12.37	8.24	10.34	7.18	.....				
						4.48	6.32	3.49	60.7		.....	RACEY.....	R C	56	4.03	6.44	11.16	4.15	5.37	12.30	8.17	10.27	7.11	.....				
						5.00	s 6.42	s 3.58	65.4	D N	Movement by Signal Indication {	LENNOXVILLE.....Z	N O	52	s 3.53	s 6.33	s 11.03	3.58	5.23	12.15	8.00	10.10	6.54	.....				
						5.15	6.50	4.05	68.5	D N		SHERBROOKE.....KZ	H O	.....	3.45	6.25	10.55	3.40	5.15	12.05	7.50	10.00	6.45	.....				
						P.M.	A.M.	A.M.							P.M.	P.M.	P.M.	A.M.	P.M.	A.M.	A.M.	A.M.	P.M.					
						αDaily	αDaily	αDaily				Rule 93a applies.			1Sat. only	1Daily ex. Sat.	1Daily	1Daily	1Daily	1Daily	1Daily	1Daily	1Daily	1Daily				
						951	39	41							204	40	42	908	952	68	72	74	76					

Junction with Q. C. R. at Sherbrooke—Interlocked.

Railway crossing at grade and Junction with C. N. R. at mileage 65.97—Interlocked.

Junction with Sawyerville Sub. at Cookshire—Automatic Block Signals.

Junction with Q. C. R. at Megantic—Automatic Block Signals.

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

Permanent slow signs affecting all trains at mileage 50 to mileage 47.4, and at mileage 29 to mileage 26.5, and trains at mileage 25.0 to mileage 27.5 and at mileage 61.0 to mileage 65.4. Trains must not exceed thirty-five miles per hour between these mileages.

No engine, car or train must exceed ten miles per hour over Frontenac Street, Megantic, and all switching movements must be flagged over this crossing.

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

Trains must not exceed forty miles per hour on curves.

No. 81 Freight arrive Megantic 2.30 p.m. leave 4.00 p.m. and arrive Sherbrooke 7.10 p.m. daily.

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

The use of engine whistle signals or bells is prohibited, except to prevent accidents, within the limits of the City of Sherbrooke before crossing public crossings, between the hours of 9.00 p.m. and 6.00 a.m.

Freight trains on this subdivision need not comply with the provisions of Special Instruction C.

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

NORTHWARD TRAINS— INFERIOR DIRECTION				THIRD CLASS 85 Freight Daily ex. Sun.	Miles from Farnham	Telegraph Offices	ST. GUILLAUME SUBDIVISION		Telegraph Calls	Car Capacity Sidings	SOUTHWARD TRAINS— SUPERIOR DIRECTION		FOURTH CLASS 86 Freight Daily ex. Sun.				NORTHWARD TRAINS— INFERIOR DIRECTION				Miles from Farnham	Telegraph Offices	STANBRIDGE SUBDIVISION		Telegraph Calls	Car Capacity Sidings	SOUTHWARD TRAINS— SUPERIOR DIRECTION																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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Rule 93a applies.
Rules 41 and 44 apply.

Junction with Adirondack Sub. at Farnham—Interlocked.

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

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

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

Engine arriving Ste. Rosalie Jct. on No. 85 may assume schedule of No. 86 and may leave Ste. Rosalie Jct. without terminal clearance provided train order signal indicates proceed.

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

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

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

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

STE. ROSALIE JCT. INTERLOCKING

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

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

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

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

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

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

SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS BY FIXED SIGNALS

CHALK RIVER SUBDIVISION:

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

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

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

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

PARK AVENUE SUBDIVISION:

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

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

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

QUEBEC SUBDIVISION:

CADORNA INTERLOCKING

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

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

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

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

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

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

L'ÉPIPHANIE INTERLOCKING

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

LACHEVROTIÈRE INTERLOCKING

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

ADIRONDACK AND DRUMMONDVILLE SUBDIVISIONS:

ST. JOHNS INTERLOCKING:

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

ACTONVALE INTERLOCKING:

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

DRUMMONDVILLE INTERLOCKING:

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

SPECIAL INSTRUCTIONS

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

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

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 mph 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	UNLESS OTHERWISE PROVIDED IN FOOTNOTES TRAINS HANDLING MUST NOT EXCEED
Auxiliary Cranes		
Nos. 414240 to 414502 incl. except 414320-414321 414328-414370	40 M.P.H. or over	35 M.P.H.
No. 414650 (diesel)	35 or 30 M.P.H.	25 M.P.H.
Any auxiliary crane of another railroad	25 M.P.H. or less	Permissible freight train speed.
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.

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

1. The staff system has three functions, as follows:—

1st—**ABSOLUTE BLOCK**; A block in which but one train is permitted at a time. It is governed by an **ABSOLUTE STAFF**, which is a steel rod turned into rings.

2nd—**PERMISSIVE BLOCK**; A block in which one or more trains are permitted to follow, or to meet as provided by clause 10. It is governed by a **PERMISSIVE STAFF**, which is either a divisible steel rod, or a steel rod equipped with 11 removable rings.

3rd—**PUSHER BLOCK**; A block in which a pusher engine is permitted to enter and assist in movement of trains. It is governed by a **PUSHER STAFF** of special design.

2. A train must not enter a block until a staff or portion of a staff, or a ring has been delivered to the conductor or engineman, as the case may be, by the operator on duty.

3. When yard, or station limits extend to a point within staff territory, switching movements may be made within these limits without securing a staff, keeping clear of first and second class trains.

4. When trains are to be moved through a permissive block on a portion of a staff, or a ring, the conductor, or engineman, as the case may be, of the first train, must see the permissive staff. The last train moved through the block under a permissive staff must obtain the balance of the staff or rings.

5. At a staff station where a pusher engine is required to assist a train through a portion of a block, a special pusher attachment will be provided, and the engineman of the pusher engine will receive from the operator, a special pusher staff. This special staff gives the engineman of the pusher engine the right to enter a block and after assisting the train the required distance, return to the staff station and immediately deliver the special staff to the operator, who must insert it in the holder.

6. When two or more engines, coupled, are to be moved through a block accompanied by a conductor, the staff or portion of a staff or a ring, must be shown to the engineman by the conductor, who will ride on the rear engine. If no conductor, the engineman of the rear engine must obtain and handle the staff, or portion of a staff, or ring, in the manner prescribed for the conductor. When two trains coupled are to be moved through a block, conductor of rear train must handle staff or ring.

7. Regular trains entering a block must be registered according to their classification.

8. In the event of a portion of a train being left in a block, the conductor must retain possession of the staff, or portion of a staff, or ring, until all cars in his train are clear of the block.

9. Except where an automatic attachment is installed, the operator must take the staff out of the holder and deliver it to the conductor, whose duty it will be to show it to the engineman, who must not leave a staff station until he has seen the staff. The conductor must retain possession of the staff, or portion of a staff, or ring, until the train has passed through and cleared the block, when he will deliver it to the operator who must immediately insert it in the holder. The staff, or portion of a staff, or ring, must not be transferred from one train to another. At a staff station where an operator is not employed, an automatic attachment will be provided, and when a staff is required for a train to enter a block, it must be obtained from the holder by the conductor, or engineman, as the case may be, of such train, and on arrival of a train at such staff station, or any intermediate staff station, the staff must be deposited in the holder by the conductor or engineman, as the case may be, observing special instructions as to the manner of such operation, which are posted at such station.

10. If a siding at which operators are not employed is located in a block, a special unattended siding attachment will be provided at the staff stations, and trains required to meet at the siding will receive a special staff conferring the right to track only to the siding at which point the special staffs must be exchanged. Such exchanged special staffs confer the right to each train to proceed to the staff station at the end of the block. With this special staff a 19Y form train order must be issued to the trains, indicating which train shall hold main track at the meeting point.

11. If one block adjoins another block, or if there is an unattended siding in a block, the staffs will have engraved on them the names of the stations at the ends of the block which they govern, and the conductor or engineman, as the case may be, must know that the properly engraved staff, or portion of a staff, is delivered to him before entering a block.

12. When, owing to the balance of traffic being in one direction, there is an accumulation of staffs at one end of the block, they may be transferred to the other end under the direction of the Assistant Superintendent, or Chief Train Dispatcher. When transferring staffs from one instrument to another, an even number of staffs must always be taken. This even number of staffs must not include the staff to be used for the train movement at the time the transfer is being made. In making such a transfer of staffs, the necessary even number of staffs must be taken from the instrument, the instrument locked up and then tested, after which the staff for the train must be taken out in the regular manner by the operator.

13. In the event of the staff system becoming inoperative, a staff overcarried or lost, or from any cause the system is disabled, the movement of trains through the block must be governed by time-table, train orders, and Uniform Code of Operating Rules.

14. All trains must, unless otherwise arranged, obtain terminal clearance before leaving the last station of the territory controlled by electric staff block system.

SPECIAL INSTRUCTIONS

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

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

B.—MAXIMUM 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, 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-16e-f, DFB-16c, DRS-16	75
DFA-16bcdg, DFB-16abd	70
DFA-15abcde, DFA-16a, DFB-15abcde } DRS-15abcd, DS-8, DS-12	65
DRS-10, DS-6, DS-10, SB-10	60

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

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 time-table footnotes.

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

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

J.—Diesel-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.

ORE CARS

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

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

Time Per Mile Min. 40 Sec.	Miles Per Hour	Time Per Mile Min. 16 Sec.	Miles Per Hour	Time Per Mile Min. 51 Sec.	Miles Per Hour	Time Per Mile Min. 26 Sec.	Miles Per Hour	Time Per Mile Min. 1 Sec.	Miles Per Hour	Time Per Mile Min. 36 Sec.	Miles Per Hour
0 " 41 "	90.00	" 17 "	47.37	" 52 "	32.43	2 " 27 "	24.66	3 " 2 "	19.89	3 " 37 "	16.67
0 " 42 "	87.80	" 18 "	46.75	" 53 "	32.14	2 " 28 "	24.49	3 " 3 "	19.78	3 " 38 "	16.59
0 " 43 "	85.71	" 19 "	46.15	" 54 "	31.86	2 " 29 "	24.32	3 " 4 "	19.67	3 " 39 "	16.51
0 " 44 "	83.72	" 20 "	45.57	" 55 "	31.58	2 " 30 "	24.16	3 " 5 "	19.57	3 " 40 "	16.44
0 " 45 "	81.81	" 21 "	45.00	" 56 "	31.30	2 " 31 "	24.00	3 " 6 "	19.46	3 " 41 "	16.36
0 " 46 "	80.00	" 22 "	44.44	" 57 "	31.03	2 " 32 "	23.84	3 " 7 "	19.35	3 " 42 "	16.29
0 " 47 "	78.26	" 23 "	43.90	" 58 "	30.77	2 " 33 "	23.68	3 " 8 "	19.25	3 " 43 "	16.22
0 " 48 "	76.59	" 24 "	43.37	" 59 "	30.51	2 " 34 "	23.53	3 " 9 "	19.15	3 " 44 "	16.14
0 " 49 "	75.00	" 25 "	42.86	2 " 0 "	30.25	2 " 35 "	23.38	3 " 10 "	19.05	3 " 45 "	16.07
0 " 50 "	73.47	" 26 "	42.35	2 " 1 "	30.00	2 " 36 "	23.23	3 " 11 "	18.95	3 " 46 "	16.00
0 " 51 "	72.00	" 27 "	41.86	2 " 2 "	29.75	2 " 37 "	23.08	3 " 12 "	18.85	3 " 47 "	15.93
0 " 52 "	70.59	" 28 "	41.38	2 " 3 "	29.51	2 " 38 "	22.93	3 " 13 "	18.75	3 " 48 "	15.86
0 " 53 "	69.23	" 29 "	40.91	2 " 4 "	29.27	2 " 39 "	22.78	3 " 14 "	18.65	3 " 49 "	15.79
0 " 54 "	67.92	" 30 "	40.45	2 " 5 "	29.03	2 " 40 "	22.64	3 " 15 "	18.56	3 " 50 "	15.72
0 " 55 "	66.67	" 31 "	40.00	2 " 6 "	28.80	2 " 41 "	22.50	3 " 16 "	18.46	3 " 51 "	15.65
0 " 56 "	65.45	" 32 "	39.56	2 " 7 "	28.57	2 " 42 "	22.36	3 " 17 "	18.37	3 " 52 "	15.58
0 " 57 "	64.29	" 33 "	39.13	2 " 8 "	28.35	2 " 43 "	22.22	3 " 18 "	18.27	3 " 53 "	15.52
0 " 58 "	63.16	" 34 "	38.71	2 " 9 "	28.12	2 " 44 "	22.08	3 " 19 "	18.18	3 " 54 "	15.45
0 " 59 "	62.07	" 35 "	38.30	2 " 10 "	27.91	2 " 45 "	21.95	3 " 20 "	18.09	3 " 55 "	15.38
1 " 0 "	61.02	" 36 "	37.89	2 " 11 "	27.69	2 " 46 "	21.82	3 " 21 "	18.00	3 " 56 "	15.32
1 " 1 "	60.00	" 37 "	37.50	2 " 12 "	27.48	2 " 47 "	21.69	3 " 22 "	17.91	3 " 57 "	15.25
1 " 2 "	59.02	" 38 "	37.11	2 " 13 "	27.27	2 " 48 "	21.56	3 " 23 "	17.82	3 " 58 "	15.19
1 " 3 "	58.06	" 39 "	36.73	2 " 14 "	27.07	2 " 49 "	21.43	3 " 24 "	17.73	3 " 59 "	15.13
1 " 4 "	57.14	" 40 "	36.36	2 " 15 "	26.87	2 " 50 "	21.30	3 " 25 "	17.65	4 " 0 "	15.06
1 " 5 "	56.25	" 41 "	36.00	2 " 16 "	26.67	2 " 51 "	21.18	3 " 26 "	17.56	4 " 1 "	15.00
1 " 6 "	55.38	" 42 "	35.64	2 " 17 "	26.47	2 " 52 "	21.05	3 " 27 "	17.48	4 " 2 "	14.00
1 " 7 "	54.55	" 43 "	35.29	2 " 18 "	26.28	2 " 53 "	20.93	3 " 28 "	17.39	4 " 3 "	13.00
1 " 8 "	53.73	" 44 "	34.95	2 " 19 "	26.09	2 " 54 "	20.81	3 " 29 "	17.31	4 " 4 "	12.00
1 " 9 "	52.94	" 45 "	34.62	2 " 20 "	25.90	2 " 55 "	20.69	3 " 30 "	17.22	4 " 5 "	11.00
1 " 10 "	52.17	" 46 "	34.29	2 " 21 "	25.71	2 " 56 "	20.57	3 " 31 "	17.14	5 " 0 "	10.00
1 " 11 "	51.43	" 47 "	33.96	2 " 22 "	25.53	2 " 57 "	20.45	3 " 32 "	17.06	5 " 1 "	9.00
1 " 12 "	50.70	" 48 "	33.64	2 " 23 "	25.35	2 " 58 "	20.34	3 " 33 "	16.98	5 " 2 "	8.00
1 " 13 "	50.00	" 49 "	33.33	2 " 24 "	25.17	2 " 59 "	20.22	3 " 34 "	16.90	5 " 3 "	7.00
1 " 14 "	49.31	" 50 "	33.03	2 " 25 "	25.00	3 " 0 "	20.11	3 " 35 "	16.82	5 " 4 "	6.00
1 " 15 "	48.65		32.73		24.83		20.00		16.74	5 " 5 "	5.00

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

