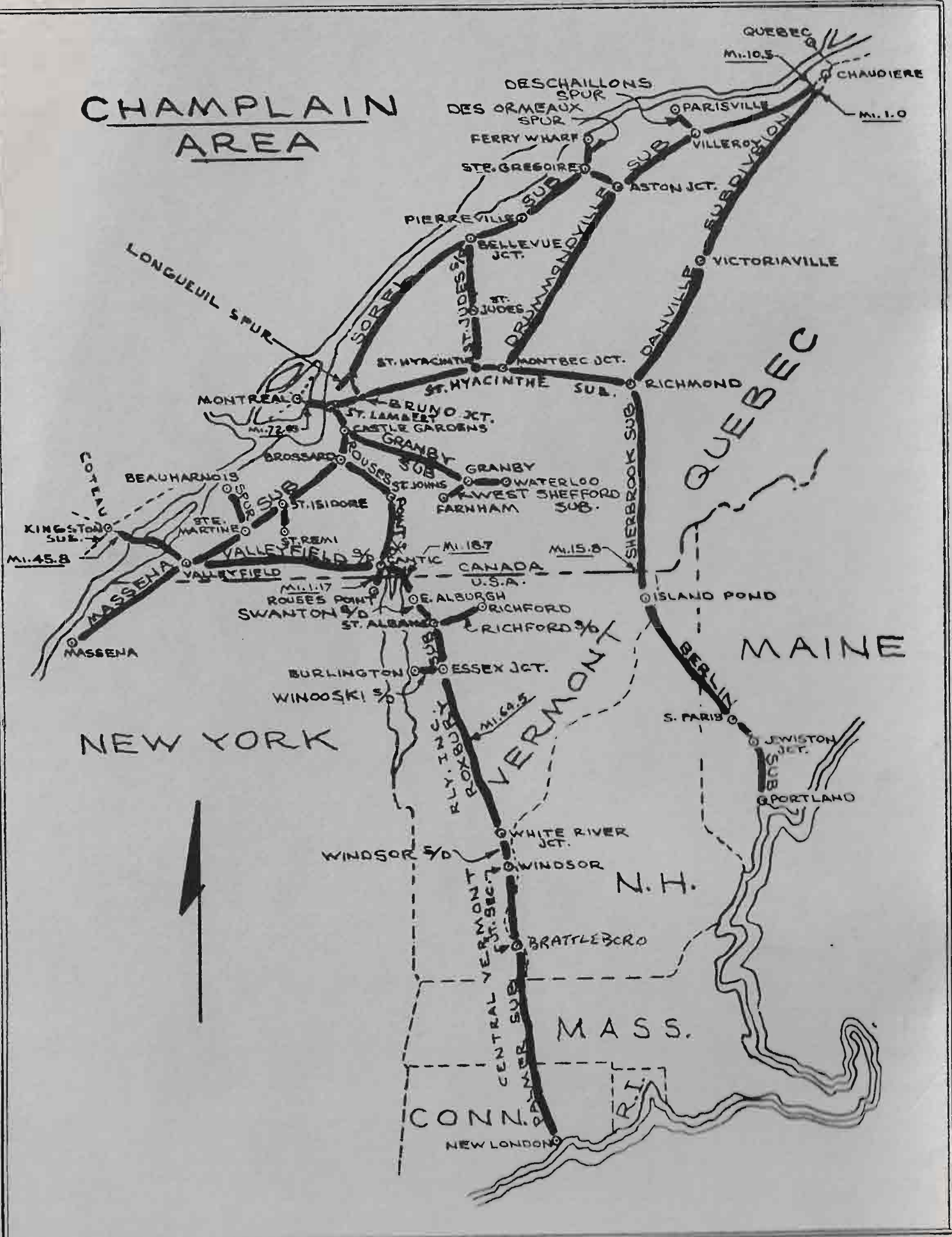


CHAMPLAIN AREA



ST. LAWRENCE REGION

CHAMPLAIN AREA

EMPLOYEES' OPERATING TIMETABLE

16

TAKING EFFECT AT 0001, SUNDAY, APRIL 30th, 1972

ALL TIMES SHOWN ARE CANADIAN EASTERN STANDARD EXCEPT PALMER, WINDSOR AND BERLIN SUBDIVISIONS ARE IN UNITED STATES EASTERN STANDARD TIME WHICH IS ONE HOUR IN ADVANCE OF CANADIAN EASTERN STANDARD TIME.

BE ALERT — YOUR SAFETY DEPENDS ON IT.

J. R. GOSSELIN
AREA MANAGER — C.N.
VICE-PRESIDENT — C.V.
MONTREAL

J. A. BOUTIN
OPERATIONS MANAGER — C.N.
GENERAL MANAGER — C.V.
MONTREAL

E. W. KAVANAGH
SUPT. — TRANSPORTATION
MONTREAL



CANADIAN NATIONAL RAILWAYS

CENTRAL VERMONT RAILWAY

EMPLOYEES OPERATING TIMETABLES ARE FOR THE INFORMATION AND GUIDANCE OF EMPLOYEES AND OTHERS WHO HAVE BEEN AUTHORIZED TO USE THEM ONLY. NOT FOR PUBLIC USE.

TIME TABLE No. 16 — APRIL 30th, 1972.

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TOTAL AREA MILEAGE.....	1225.3		

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SYSTEM SPECIAL INSTRUCTIONS

1.0 UNIFORM CODE OF OPERATING RULES

- 1.1 Rule G — Employees are cautioned not to use any of the drugs or medicines which may produce drowsiness or a similar condition while on duty nor are such drugs to be taken for a period of 12 hours before reporting for duty. Such drugs are contained in many cold cures, sleeping pills, headache tablets, pain killers, cough mixtures, etc., and employee must know if the medicine he is taking, or has been given to take, contains such a drug so as to avoid injury to himself and fellow employees.
- 1.2 Rule H — The use of tobacco by employees while on duty in the process of, or engaged in serving patrons in passenger carrying cars, or in and about passenger stations is prohibited except as follows:
Cigarette smoking is allowed in "Smoking Permitted" sections of passenger carrying cars, while seated at designated locations — providing there is no possibility of discomfort to passengers. The use of cigars or pipes is expressly forbidden.
- 1.3 Rule 3 — In the application of the first paragraph of this rule employees are hereby directed to submit their watches and corresponding watch rating cards to a designated Watch Inspector for examination, comparison and record during the months of May and November or more often when there is evidence that attention is needed to ensure reliability. Except for the Bulova Accutron models which do not require periodic cleaning, employees must have their railway grade watches cleaned at intervals not exceeding 24 months. Instructions contained in booklet Form 696 are hereby changed accordingly.
In the application of the fourth paragraph of Rule 3, at locations where this special instruction applies, it will be the responsibility of the Yardmaster to have standard time available to Yard Enginemen and Yard Foremen who may obtain this information from the Yardmaster by telephone or radio.
- 1.4 Rule 18 — First paragraph is amended to read: Yard engines will display a headlight to the front and rear by day and by night.
- 1.5 Rule 21 — White flags and White lights will be displayed in CTC.
- 1.6 Rule 42 — Example (1) of Form "Y" — The "at least 2000" yard requirement of clause (b) is extended to "at least 2200" yards.
Example (2) of Form "Y" — When this example is used the working limits must be kept at least 200 yards inside the red signals which are to be located at the mileage stated in the train order.
- 1.7 Rule 72A. The Superior direction is East or South.
- 1.8 Rule 83A. — (This Special Instruction applies only at locations specified). When regular trains have not been visually identified and it is not practical for the train crew to obtain a train order addressed to them, or train register information recorded by the Conductor on train register check, Form 736, verbal advice may be received from Train Dispatcher directly to the Conductor concerning actual arrivals and departures of regular trains. Such information must be copied in writing and repeated to the Train Dispatcher who will make a record in the train order book. Information concerning trains operating late must not be handled in this manner.
- 1.9 Rule 91 — The interval requirements of paragraphs 2 and 3 of Rule 91 are further restricted as follows:
A train must not follow another train in less than 20 minutes unless a report is received that the preceding train has left a station ahead or has cleared the main track.
- 1.10 Rule 93 — Yard limit signs may be reflectorized and when this is done they will not be equipped with a yellow light.
In yard limits where this special instruction applies, third class, fourth class, extra trains and engines accepting an ABS signal indication permitting it to proceed, must move at restricted speed regardless of the indication and the "note" in Rule 93 does not apply.
When first and second class trains have not been visually identified and it is not practical for a crew to obtain a train order addressed to the Yardmaster or a train register check, Form 736, completed by the Yardmaster, Yard Foreman or Conductor; verbal advice from the Train Dispatcher concerning actual arrivals and departures may be given directly to the Yard Foreman or Conductor. Such information must be copied in writing and

repeated to the Train Dispatcher who must make a complete record in the train order book. Information concerning trains operating late must not be handled in this manner.

- 1.11 Rule 104 — Main track switches may be equipped with reflectorized lenses or targets of the prescribed color in lieu of lights.
- 1.12 Rule 206 — All engines of Canadian National Railways ownership, consisting of CN, GTW, DW&P and CV, are considered as the same railway in the application of this rule.
- 1.13 Rule 211 — All clearances must be OK'd by the Train Dispatcher.
Paragraphs 2 and 3 of U.C.O.R. Rule 211 are restricted accordingly.
- 1.14 REQUIREMENTS FOR ENTERING MAIN TRACK IN C.T.C.
Rule 268 — When using a hand operated switch not electrically-locked or an electrically-locked hand operated switch on which it has been necessary to break the seal, the permission required from Train Dispatcher must be copied in writing and repeated before being acted on. Before granting such permission the Train Dispatcher must provide protection against movements from all directions until advice received from a member of the crew that the main track is occupied. When the seal on an electric switch lock is broken, restricted speed must be observed to the next signal.
Rule 514 — When a train or engine enters the block at an electrically-locked hand operated switch such movement must approach the next signal prepared to stop. The EXCEPTION to Rule 514 is restricted accordingly.
- 1.15 Rule 269 — Within CTC territory protection against following trains or engines on the same track is not required at any time unless signals are declared inoperative.

2.0 GENERAL INSTRUCTIONS — FORM 696

- 2.1 Employees whose duties are in any way affected by the time table must have a copy of the General Instructions, Form 696, accessible while on duty.
- 2.2 Page 38 — B.T.C. General Order 07 has replaced General Order 707 and railways are now exempt from complying with the terms of Paragraph (a) in General Order 707 as shown in Item 4, in respect to all trains, provided all cars of such train are of all steel construction.
- 2.3 Page 43 — General Order 361 has been revised by Railway Transport Committee General Order 0-1. Instructions as given in item 9 remain the same, except that accident reports formerly addressed to the Chief Operating Officer of the Board of Transport Commissioners must now be addressed to the Director of Operation, Railway Transport Committee, Canadian Transport Commission, Ottawa, Ont.
- 2.4 Page 82 — Automobile Double Deck Transporter Cars Series 570400-570474 have been renumbered to 730000-730073. Series 570700-570774 have been renumbered to 720000-720069.

3.0 RAILWAY RADIO COMMUNICATION SYSTEM

- 3.1 The following changes are to be made in the "Instructions governing the use of Railway Radio Communication System", as outlined in Form 696.
- 3.2 Page 7, item 3, add the following:
"Continuous communication must then be maintained until the movement is completed. Any interruption to this communication must be regarded as a stop signal."
- 3.3 Page 8, Item 1 (B) is changed to read as follows:
Channel designations on CN radio equipment are progressively being changed from numbers to a combination of letters and numbers for clarification. The most common channel designations and normal assignments are listed below:
EE (formerly Channel 1) — End to End.
Standby channel for road locomotives and train crew employees. For communication between train crews, other trains, and other parties involved in train operation.
TW1 (formerly channel 2) TW2 to TW6 inclusive — Train to Wayside.
Standby channel for radio base stations in train dispatchers' wayside radio systems as specified on special page or subdivision footnotes in employees' operating timetable.

SYSTEM SPECIAL INSTRUCTIONS — Continued

3.0 RAILWAY RADIO COMMUNICATION SYSTEM—Continued

CC1 to CC4 inclusive — Car Control.

Standby channel for radio base stations controlled by Operators, General Yardmasters, Yardmasters or Car Controllers as specified on special page or subdivision footnotes in employees' operating timetable.

GT1 — General Terminal.

Standby channel for radio base stations controlled by General Yardmasters or Yardmasters in Hump Yards or major terminals having several separate radio systems. Commonly used for exclusive communication between members of yard crews at other locations.

HU1, SW1 to SW11 inclusive—Special designations for hump control or separate classification yard radio systems.

During transition period in channel designations and normal assignments, above channels may be used for other purposes as specified on special page or subdivision footnotes in employees' operating timetable or by monthly bulletin.

3.4 Pages 10 and 11, Items 2(B), 2(C) and 2(D).

When identifying himself, the Train Dispatcher, Yardmaster, Operator or Switchtender must always say "CN" before the name of his position. Whenever the words "Channel 2" appear, substitute proper channel designation (EE, TW1, TW2, CC3, etc.) as specified on special page or subdivision footnotes in employees' operating timetable. Whenever the words "DISP. 2" appear, substitute the proper tone signalling button (DISP. 1 or 2) as specified on special page or subdivision footnotes in employees' operating timetable.

4.0 HOT BOX AND DRAGGING EQUIPMENT DETECTOR SYSTEM

When a hot box or dragging equipment detector system indicates a possible abnormal situation, immediate contact will be made with the train involved, by radio or other means, to advise of one or the other of the following conditions:

WARNING—There is evidence of a possible overheated journal on the train. While temperature indication is not sufficiently high to make immediate stop necessary, the car must be kept under close observation and must be inspected should train be stopped for any other reason.

When a warning is received at the last detector prior to arriving at a Terminal, the Train Dispatcher will ensure that an inspection is made immediately on arrival by:

- Equipment Department.
- If no equipment department on duty, by outgoing crew if already on duty.
- If outgoing crew not on duty, inspection will be made by the incoming crew.

After inspection has been made the Train Dispatcher must be notified and make record of results.

TRAIN MUST BE STOPPED—There is evidence of dragging equipment or of extreme journal temperature which requires that the train be **STOPPED IMMEDIATELY** to permit inspection of the car involved.

In all cases crew will be properly informed as to location of car in the train and, where appropriate, the suspect journal. If journals on the car identified appear to be normal, inspection must be made of at least **TWO** cars ahead and behind.

When there has been a **DRAGGING EQUIPMENT INDICATION**, the car involved as well as two cars ahead and behind must also be inspected for possible overheated journals.

Results of such inspections made must be reported promptly to Train Dispatcher.

5.0 SPEED RESTRICTIONS

5.1 Single Track: — Where Restricting Speed signs are used, Resume Speed signs are on the reverse side of the Restricting Speed signs governing movements in the opposite direction.

5.2 Movements handling system or foreign hopper cars either loaded or empty that have a load limit of 95 tons or over, must not exceed 10 miles per hour while operating on other than main tracks.

5.3 Trains handling snow plows must not exceed maximum speed for freight trains, except that when snow plows are handled back end forward, speed must not exceed 20 miles per hour or maximum speed, whichever is slower.

5.4 Trains handling continuous welded rail are to be restricted to a total of 60 cars with the continuous welded rail marshalled on the head end. There must be an idler on both ends. Speed must not exceed 40 m.p.h. on straight track, 30 m.p.h. on curves, reducing to 10 m.p.h. through all turnouts.

6.0 EQUIPMENT RESTRICTIONS

6.1 Back-Up and Forward Pushing Movements (Freight Equipment):
(a) To prevent jack-knifing of diesel units during these movements, the following limits are placed on the number of working units permitted whenever 20 or more cars are involved:

1800 H.P. or smaller — 3 units

2000 H.P. or larger — 2 units

The units allowed to work must be those leading in the direction of the movement (next to the cars) and the then trailing units, if any, must be isolated until movement completed. Any dead or idling units located between the operating units and the cars must be set off before movement is started.

(b) Engine and Tonnage Restrictions:

The maximum number of working units permitted in any engine consist is restricted to 24 motorized axles and the permissible tonnage is restricted to an amount which can be handled by 18 motorized axles. On the Newfoundland Area only the engine consist is increased to 30 motorized axles and the tonnage increased to that which can be handled by 24 motorized axles.

(c) Coupling Regulations:

When coupling an engine consist of 3 or more units to a train, or cut of cars, a stop must first be made between 6 and 12 feet from point of coupling. The coupling is then to be made as gently as possible.

6.2 To guard against damage to equipment or injury to employees or others, cars equipped with tie-down chains must not be moved until chains are properly secured in a manner that they can not fall off and drag.

On cars equipped with storage boxes, chains must be stored therein when not in use.

On cars equipped with chains attached to top of stakes, chains must be suspended inside stake and positioned behind retaining bar when not in use.

6.3 (a) Before a coupling is made with or onto cars equipped with cushion underframe and/or long shank type couplers, the drawbars must be checked to ensure that they are properly lined up. Whenever possible this type of car should be left on straight track for coupling.

(b) Air brakes must be in service on all cars when switching industrial tracks where there are gates or doors to be opened or descending grades on any of the tracks to be used.

7.0 TURBO TRAINS

On this equipment the following will apply:

(a) Voice communication on the Engine-Train Crew Intercom will replace sound signals on the conventional "communicating signal appliance" in the application of U.C.O.R. Rule 16.

(b) Green and White lights only will be displayed without flags of the corresponding color, in complying with the requirements of the U.C.O.R. Rules 20 and 21 and special instruction No. 1.5.

8.0 GENERAL INSTRUCTIONS

8.1 On subdivisions, or portions thereof, where this special instruction applies, except on junction switches, lights will not be displayed on switches, train order signals and yard limit signs.

8.2 Except for the purpose of giving signals for operation or to prevent accident, sounding of engine whistle signal by any engine in respect to public crossings at grade is prohibited. (This special instruction only applies at locations specified).

SYSTEM SPECIAL INSTRUCTIONS — Continued

8.0 GENERAL INSTRUCTIONS — Continued

8.3 Employees are prohibited from riding on the top of moving cars and engines other than on the deck of flat cars.

8.4 The ordering time of trains must not be advanced and trains must not leave ahead of their ordered time unless written permission to do so has been received from the Train Dispatcher.

8.5 Whenever it is known or suspected that a block or interlocking signal has been struck and/or damaged, the **TRAIN DISPATCHER**, or employee performing the duties, must immediately be advised and until otherwise declared by the signal supervisor, he must regard the signal as inoperative and displaying its **LEAST** restrictive indication and take whatever action is necessary to fully protect the situation. **OTHER EMPLOYEES**, who learn of the situation, must consider the signal as displaying its **MOST** restrictive indication, regardless of the

indication actually shown, and rules governing the most restrictive indication apply. Repairs to signals must not be made by other than authorized employees and signals which have been knocked over must not be re-erected by other than an authorized person except if necessary, they may be moved laterally to clear the track.

8.6 It is permissible for an Operator to fill in the departure time of a train which has been registered by the Conductor whenever this time is definitely established.

8.7 Conductors and Trainmen of passenger carrying trains will be responsible for protection of traffic while it is being discharged or received at other than scheduled stops, flag stops and conditional stops, unless advice has been received from Train Dispatcher that other trains have been informed of the stop(s) or that other protection has been provided.

REGIONAL SPECIAL INSTRUCTIONS

S101—Trains handling five or more open-top cars loaded with stone, sand or gravel directly from pits or quarries, will not exceed a speed of 40 M.P.H.

S102—When on line call is initiated by radio communications, in addition to other requirements, the name of the subdivision from which call is made will be included in the identification.

S103—In the application of Rule 285 of the Uniform Code of Operating Rules, in territory where trains are operated by signal indication and at interlockings, reduction to medium speed must commence when signal is first sighted. Rule 285 is modified accordingly.

S104—On subdivisions and tracks specified, diesel units in series 2000 and 2300 must not exceed a speed of 30 M.P.H. and series 5000, 5100 and 5200, 15 M.P.H.

S105—On tracks specified, at public crossings at grade where this Special Instruction applies, automatic crossing protection devices are controlled by push buttons and/or other appliances to stop, start or restart the protection.

Except for through movements which have not been delayed in the approach circuit, crossing must not be occupied until crossing protection has been in operation for 20 seconds. When crossing is not being used, crossing protection must be stopped to permit the movement of vehicular traffic.

AREA SPECIAL INSTRUCTIONS

C-1—BRAKES, AIR—U.S. TERRITORY—One hundred percent of brakes must be operative on all trains when leaving initial terminals. Air brakes must not be cut out enroute on more than two (2) consecutive cars in any train. The car immediately behind the engine must always have its brakes operative. When necessary to cut out a defective brake while enroute Conductor must attach to cross-over pipe near triple valve a Defective Air Brake Card, Form No. C. V. 466 properly filled out.

Maintenance and handling of air-brake and air-signal equipment shall be in accordance with regulations and recommendations contained in I. C. C. Booklet "The Power Brake Law Of 1953", a copy of which must be in the possession of all Trainmen and Enginemen. Regulations contained in "GRAY BOOK", remain in effect, where such regulations do not conflict with the Power Brake Law.

C-2 — U.S. HOURS OF SERVICE LAW — AMENDMENTS EFFECTIVE DECEMBER 26, 1970.

Instructions relating to LAWS PERTAINING TO HOURS OF SERVICE U.S. TERRITORY commencing on Page 85 of General Instructions Form 696 are modified as indicated below:

All references to the 16 hour maximum on duty period for Conductors, Enginemen, Trainmen, Firemen (Helpers), Yardmen or Switchtenders have been amended to provide for a 14 hour maximum on duty tenure in any 24 hour period. Time on duty commences when an employee reports for duty and terminates when the employee is finally released from duty, and includes:

Where push buttons are provided, press "stop" or "raise" to release vehicular traffic, and "start" or "lower" to stop vehicular traffic. Push button boxes must be closed and locked when not in use.

S106—Trains or engines having stopped or performed switching operations in the vicinity of a public crossing at grade protected by automatic crossing protection devices, must not obstruct the crossing until protection devices have been in operation for at least 20 seconds.

S107—Employees responsible for the operation of track units must have a copy of the "Track Unit Operating Regulations", Form 834 accessible while on duty and be governed by these regulations. The track units specifically identified below may be operated under the provisions of Rule 93:

- Within ABS territory:
Units equipped with a drawbar to permit them to be handled on their own wheels in a conventional train.
- Outside ABS territory:
Units equipped with a drawbar to permit them to be handled on their own wheels in a conventional train.

- Interim periods available for rest at other than a designated terminal.
- Interim periods available for less than 4 hours rest at a designated terminal.
- Time spent in deadhead transportation by an employee **TO** a duty assignment.
- The time an employee is actually engaged in or connected with the movement of any trains.

The provisions of this act do not apply to the crews of wreck or relief trains.

All references to the 13 hour maximum period of on duty time for Operators, Train Dispatchers or other similar employees, working at locations operated only during the daytime (places where only one shift is employed) have been amended to provide for a 12 hour maximum tenure in any 24 hour period. The provisions with respect to a 9 hour maximum at locations which are continuously operated day and night (places where two or more shifts are employed) have not been changed. Furthermore, the provisions with respect to employees in this latter classification being permitted to remain on duty for 4 additional hours, not exceeding 3 days per week, have not been changed. The provision applicable to deadhead transportation in (3) above does not apply to Operators, Train Dispatchers or similar employees.

C-3 — Because of brasses being stolen from cars at various locations, all cars picked up enroute must be carefully inspected to ensure that brasses are all intact and cars are safe to move.

Any irregularities in this respect must be immediately reported to the Chief Train Dispatcher.

WESTWARD TRAINS	Miles from Portland	Yard Limits	BERLIN SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS
			UNITED STATES EASTERN STANDARD TIME				
			STATIONS				
	0.0	↓ 3.2	PORTLAND	CKWZ	D	YARD	
	11.3		YARMOUTH	P		20	
	12.2	11.7 } 13.2 }	YARMOUTH JCT. (Jct. with M.E.C.)	Z	O U	16	
	27.2		(Jct. with M.E.C.)				
	27.6	26.5 } 28.1 }	DANVILLE JCT.	Z	J	44	
	29.7	28.9 } 30.4 }	LEWISTON JCT.	PYZ			
	36.3	35.0 } 36.8 }	MECHANIC FALLS	PZ		76	
	47.3	46.2 } 48.0 }	SOUTH PARIS	BZ	S U	27	
	55.7		BATES			59	
	61.8		BRYANT'S POND			14	
	65.3		LOCKE'S MILLS	P		24	
	70.1		BETHEL	P		50	
	91.6		GORHAM	P		83	
	96.0		CASCADE	P			
	97.9	97.5 } 99.5 }	BERLIN	Z	B A	50	
	122.0		(Jct. with B. & M. R.R.)				
	122.1		GROVETON	P	N U	123	
	134.2	133.0 } 134.8 }	(Jct. with M.E.C.)				
	145.3	148.3 } 149.5 }	NORTH STRATFORD	Z	N H	32	
			EAST BRIGHTON	P		55	
			ISLAND POND	KWZ	N	YARD	

Rules 41 and 44 applicable

BERLIN SUBDIVISION FOOTNOTES

- RULE MODIFICATIONS**
 - TRAIN REGISTER MODIFICATIONS**
SOUTH PARIS — Register station for trains originating and terminating.
 - SPECIAL INSTRUCTIONS APPLY**
SYSTEM 8.2— At Mileage 11.4, Yarmouth, Maint Street
- GENERAL FOOTNOTES**
 - YARMOUTH JCT. — Track north of main track east of MEC crossing is siding.
 - DANVILLE JCT. — Siding is south of main track and west of M.E.C. crossing.
 - SOUTH PARIS — Siding is south of main track and extends between west switch and crossover.
 - BERLIN — That portion of No. 1 track north of main track between switch west of station and crossover near centre of No. 1 track is siding.
 - NORTH STRATFORD — Siding extends between east crossover switch, Mileage 134.2, and west switch to siding.
 - TIMBER BRIDGES — When slow orders, permanent or temporary, are in effect in the vicinity of or at timber bridges, Enginemen must, when practicable, apply train brakes sufficiently in advance of such structures to ensure that brakes are in release while train is passing over same.
- INTERLOCKINGS**
 - Drawbridge, Back Cove, Mileage 1.3 controlled. Signals and bridge controlled by Bridgetender. When no Bridgetender on duty, in the application of Rule 671, a member of the crew must walk bridge assuring that same is in position and locked before giving his train a signal to proceed.

- Railway crossing at grade.
M.E.C. Railroad Mileage 12.2 controlled. M.E.C. Operator, Tower X, Portland controls all movements. Should interlocking signals indicate "stop", obtain permission from Operator at Tower X for authority to pass stop signal and proceed only after a member of the crew has opened switch in box marked "switching" and then wait eight minutes before giving hand signal to proceed. If unable to contact Operator at Tower X and no M.E.C. train is seen approaching, a member of the crew must open switch in box marked "switching" and wait eight minutes before giving hand signal to proceed.
After movement is completed, switch in box marked "switching" must be restored to normal position.
- Railway crossing at grade.
M.E.C. Railroad Mileage 27.2 controlled. Signals controlled by Operator, Danville Jct.

- EQUIPMENT RESTRICTIONS**
 - Units in series 2000, 2300, 4000, 5000, 5100 and 5200 prohibited.
 - Heaviest auxiliary crane permitted — 160 tons.
 - Heaviest car permitted — 263,000 lbs.
 - PORTLAND — Commercial Street industrial sidings — one diesel unit.
 - VERANDA STREET OVERPASS, Mileage 2.36 — Steel cabooses, series 79200 and up must not be operated through this overpass in excess of 10 miles per hour. In addition, wind deflectors on both sides of cupola must be closed while passing through this structure account close clearance.
 - EAST DEERING, Mileage 2.4 — Cars exceeding 50 feet in length must not be moved beyond Maine Tank Co. on Cumberland and York track.

(continued on page 5)

BERLIN SUBDIVISION FOOTNOTES (Continued)

- SPEEDS**

Mileage	Miles per hour	
	Passenger	Freight
0.0 to 30.0 zone	45	45
* 0.0 Portland		
Commercial Street	5	5
* 0.0 to 0.5	20	20
1.3	20	20
* 11.7 to 12.7	20	20
30.0 to 112.0 zone	40	40
* 36.6	10	10
53.0	25	25
* 75.5 to 76.0	35	35
112.0 to 149.5 zone	45	45
*122.2 Groveton, Main Street	15	15
*134.3 North Stratford, East Main Street	15	15
*134.6 North Stratford, West Main Street	15	15
*139.0 to 139.3	35	35

*Not marked with speed restricting signs.
- PUBLIC CROSSINGS AT GRADE**
 - Mileage 0.0, Portland — A Flagman shall precede the engine on each movement over sidings serving the Thomas Laughlin Industry and Slum Clearance and Redevelopment Project tracks. (P.U.C.S. of M., Orders Nos. 3728-3381).
 - Mileage 5.6, Falmouth, Depot Road — In the event trains stop at or near crossing, all movements thereafter will be protected by a member of the crew. (P.U.C.S. of M., RR-2622).
 - Mileage 11.4, Yarmouth, Main Street — The sounding of locomotive whistle approaching this crossing is prohibited. (M.P.S.C. Decree 3266, July 3, 1955).
 - Mileage 36.2, Mechanic Falls, Elm Street — All movements in siding and back track must stop before passing crossing. Leading engine or car should be stopped 20 feet from crossing and remain a minimum of 20 seconds in order to actuate crossing protection. All movements from north track through turnout immediately east of crossing must stop 50 feet from crossing and remain for a minimum of 20 seconds in order to actuate crossing protection.
 - Mileage 47.2, South Paris, Main Street — Siding movements stopping within 300 feet either side of crossing must actuate signals by push button before proceeding over this crossing not exceeding 10 miles per hour.
 - Mileage 70.1, Bethel, Main Street — Movements on team track must stop and not proceed over crossing until signals have been in operation for at least 20 seconds.
 - Mileage 91.5, Gorham, Glen Street — Movements on other than main track over crossing must be protected by a member of the crew.
 - Mileages 97.9, Mount Forest Street and 98.3, Hillside Avenue, Berlin — The circuits operating automatic crossing protection at these crossings extend 100 feet in side tracks. All movements in side tracks must stop within 10 feet of crossing in order to actuate bell and flasher circuit. Cars must not be left in side tracks foul of circuit. Clearance points are indicated by yellow painted rails.
 - Mileage 109.3, West Milan, Highway 110 — Automatic crossing signal at highway east end of station platform. When a train is standing on the main track, either not expecting to cross, or performing work at station and crossing signal operating, a member of the crew will station himself at the crossing and hand-signal highway traffic thereover. (P.S.C. of N.H. Order No. 2247).
 - Mileage 122.2, Groveton, Main Street — Track circuits extend 450 feet on each side of crossing. Circuits in siding extend 122 feet. All movements on siding over crossing must stop with leading end 10 feet from crossing in order to actuate signals.
- SPURS AND OTHER TRACKS**
 - LEWISTON**
Mileage 29.7, Lewiston Jct. — Extends 5.4 miles northward, switch points face east.
Impassable Bridge
Canal Bridge, Mileage 5.3, impassable and movements must not be made north of stop signs located south of bridge.
General Footnotes
Concrete ramp on west side Mileage 4.25.
Equipment Restrictions
Heaviest car permitted — 220,000 lbs.

- Multiple unit operation prohibited unless authorized by Chief Train Dispatcher.
Auxiliary cranes not permitted under overhead bridge at Mileage 4.3.
All engines prohibited on Max Miller siding, Mileage 5.3.
Heaviest auxiliary crane permitted — 160 ton.
Units in series 2000, 2300, 4000, 5000, 5100 and 5200 prohibited.
- SPEEDS** **Miles per hour**
Mileage **All trains**
- 0.0 to 5.4 zone 15
- Public Crossings at Grade**
Mileage 3.05 (Rodman Road) — All movements must stop and be protected by a member of the crew before proceeding.
Mileage 5.4 (Oxford Street) — All movements over this crossing on yard tracks must be protected by a member of the crew.
- b) **NORWAY**
Mileage 47.3, South Paris — Extends 1.4 miles westward, switch points face west on siding.
Equipment Restrictions
Heaviest car permitted — 220,000 lbs.
Heaviest auxiliary crane permitted — 160 ton.
Units in series 2000, 2300, 4000, 5000, 5100 and 5200 prohibited.
Multiple unit operation prohibited unless authorized by Chief Train Dispatcher.
- SPEEDS** **Miles per hour**
Mileage **All trains**
- 0.0 to 1.4 zone 15
0.5 Pleasant Road 5
0.8 Rumford Road 5
- Public Crossings at Grade**
Mileage 0.6, Wilner Wood Products private track — Eastward movements must stop before Gary Street and westward movements must stop before crossing McKean Street and proceed only with a Trainman riding the leading end to warn pedestrian and vehicular traffic at Gary, Charles and McKean Streets.
Mileage 1.5, Cottage Street — All movements over this crossing must be protected by a member of the crew.
- c) **CASCADE**
Mileage 96.1, Cascade — Extends northward, switch points face east.
SPEEDS
All movements 10 miles per hour.
Public Crossings at Grade
At first highway crossing from main track switch, all movements shall be brought to a full stop and flashing light signals will be placed in operation, and shall remain in operation until the train has passed over the crossing. Push buttons for operation of flashers are installed on signal housings, on either side of crossing. To operate the signals, Trainman should push button marked "start" on left side of housing; to discontinue operation of flashers push button marked "stop" on right side of housing. (P.U.C. of N.H. Order No. 7391).
Second highway crossing from main track switch (Gorham-Berlin Highway). All movements over this crossing must be protected by a member of the crew.
- d) **BERLIN MILLS**
Mileage 98.1, Berlin — Extends northward, switch points face east on siding.
SPEEDS
All movements 10 miles per hour.
Public Crossings at Grade
Public Service Commission of the State of New Hampshire Order No. 2858 requires automatic protection at Willard, Pleasant, High and Main Streets and orders:—
"That the Canadian National Railway Company shall not permit any car or cars to be pushed over any of the said crossings ordered to be protected by flashing lights and gongs, unless there is some person on the forward end of the forward car with a light adequate for illumination and warning, and it is further ordered that the Canadian National Railway Company shall not permit cars to be pushed from the Berlin Mills yard over said crossings towards the main track of said Railroad Corporation in front of an engine, but the engine in every instance precede said cars."
(continued on page 6)

BERLIN SUBDIVISION FOOTNOTES (Continued)

P.S.C. of New Hampshire Order No. 5202 dated November 3, 1947: — "That whistling for trains operating on the Berlin Mills Branch of the Canadian National Railways be, and hereby is, eliminated, except in case of emergency, upon approaching the Pleasant Street, High Street and Main Street crossings from either direction, and the Willard Street - School Street crossing when approaching the same from the plant of the Brown Company."

handled on main tracks or designated running tracks in yard limits between sunset and sunrise, a crew member must be on the last car of draft and white or red light displayed on rear of draft. Cars must not be left without engine on main tracks except temporarily during switching operations and when so left, must be protected during hours of darkness with red light at each end of car or draft. B. & M. Yard Speed: A speed that will permit stopping within half the range of vision, but not exceeding 15 miles per hour.

Yard limits are defined by yard limit signs. All switches must be properly lined after having been used. Rule 105 applicable.

8 USE OF BOSTON AND MAINE TRACKS

8.1 GROVETON — Rule 93 of the Uniform Code of Operating Rules applies, with the following additions: When cars are

WESTWARD TRAINS				Miles from Island Pond	Yard Limits	SHERBROOKE SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS			
FIRST CLASS						CANADIAN EASTERN STANDARD TIME				FIRST CLASS			
Psgr.	Psgr.	625	621			STATIONS	Psgr.			620	624	Psgr.	Psgr.
		Sunday	Daily Except Sunday										
				0.0	0.9	ISLAND POND 11.0	KWZ	N	YARD				
				11.0		LAKE 4.8	P		33				
				15.8	14.2 16.8	NORTON 4.5	PZ		50				
				20.3		DIXVILLE 5.1	P		24				
				25.4	24.8 25.9	COATICOOK 8.1	RZ	O A	78				
				33.5		COMPTON 3.4			36				
				36.9		WATERVILLE 7.1			44				
				43.9		(Jct. with Q.C. Ry.) 0.1							
				44.0		LENNOXVILLE 2.8	P		89				
				44.4		(Jct. with C.P. Ry.)	P						
		1715	0540	46.8	45.7 47.6	SHERBROOKE 6.6	KWZ	K	49	s1925	s2255		
		s1722	F0547	53.4		BROMPTONVILLE 8.1			58	F1913	F2243		
		s1732	F0557	61.5		WINDSOR 4.2		N S	61	F1902	F2232		
		1738	0601	65.7		MORSE 5.8	P		67				
		s1746	s0610	71.5	70.1	RICHMOND (Jct. with Danville and St. Hyacinthe Subs.)	CKWYZ	H	YARD	1848	2218		
Rules 41 and 44 applicable between mileages 0.0 and 46.8.										Daily Except Sunday	Sunday		
		625	621							620	624		

SHERBROOKE SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 TRAIN REGISTER MODIFICATIONS

COATICOOK — Register station for trains originating or terminating.

SHERBROOKE — Register station for trains originating or terminating.

RICHMOND — First class trains may register by register ticket.

1.2 C.T.C. SPECIAL FEATURES

Mileage 43.9 — Mileage 44.4 — C.T.C. Signals controlled by C.P.R. Train Dispatcher at Sherbrooke.

Telephones located on signals 437 and 438.

1.3 SPECIAL INSTRUCTIONS APPLY

SYSTEM 8.2 — including ringing of bell, between mileages 45.55 and 50.92 (Sherbrooke City Limits) from 2200 until 0700 (B.T.C.—72653).

1.4 OTHER MODIFICATIONS

RULE 5 — SHERBROOKE — The times of Nos. 620 and 624 apply at west switch of siding.

RULE 111 — RICHMOND — All trains must be given standing inspection on both sides by outgoing train crews. Movement during inspection must not exceed 5 miles per hour.

2 GENERAL FOOTNOTES

2.1 NORTON — All trains entering or leaving United States must stop for U.S. Customs and Immigration inspection.

2.2 COATICOOK — When placing cars at chute on Boisvert Mills Spur, a "reach" car must be used.

2.3 SHERBROOKE — Track north of main track opposite station, is siding.

2.4 BROMPTONVILLE — Siding extends from east switch to the crossover at mileage 53.5.

All movements must sound whistle signal 14(l) before entering upon Kruger Pulp and Paper trackage, Mileage 55.0.

2.5 WINDSOR — Track north of main track west of station is siding.

2.6 TIMBER BRIDGES — When slow orders, permanent or temporary, are in effect in the vicinity of or at timber bridges, Enginemen must, when practicable, apply train brakes sufficiently in advance of such structures to ensure that brakes are in release while train is passing over same.

3 INTERLOCKING

3.1 Railway Crossing at Grade.

Can. Pac. Rly. Mileage 44.4. Controlled (B.T.C.—66464) C.P.R. Train Dispatcher at Sherbrooke controls all movements. Should interlocking signals indicate "stop" contact C.P.R. Train Dispatcher for instructions. If communications have failed and you are unable to contact C.P.R. Train Dispatcher, a member of the train crew must open knife switch located in box marked "switches" outside of bungalow, and wait five minutes before giving his train a signal to proceed. After engine has occupied crossing, knife switch must be closed and box locked. Telephones are located on signals 443 and 446 for the use of C.N.R. crews. Rule 104-B applies.

4 EQUIPMENT RESTRICTIONS

- 4.1 Units in series 4000 prohibited.
- 4.2 Heaviest car permitted — 263,000 lbs.
- 4.3 Heaviest auxiliary crane permitted — 160 ton.
- 4.4 WINDSOR — Engines must not enter the building of St. Francis Mill Canada Paper Co.
- 4.5 RICHMOND — Engines of 2000 and 2300 series must not operate on wye track.

5 SPEEDS

5.1 Mileage	Miles per hour		
	Railiners	Psgr.	Freight
0.0 to 15.8 zone	—	45	45
15.8 to 50.0 zone	50	50	50
0.3 Maple Street	—	20	20
0.58 Brighton Street	—	20	20
*25.6 Court St.			
(Main Track)	35	35	35
*25.6 Court St. (Siding)	5	5	5
38.0 to 38.7	40	40	40
42.1 to 42.3	40	40	40
*43.96 until crossing occupied (BTC 77049)	25	25	25
*46.9 King St. (Main Track and Siding) until crossing occupied—			
Westward trains	5	5	5
Eastward trains	10	10	10
47.7 to 48.0	40	40	40
50.0 to 71.5 zone	70	70	50
51.0 to 54.8	55	55	50
58.7 to 59.0	40	40	40
60.5 to 61.5	40	40	40
66.4 to 66.8	40	40	40
*70.93 until crossing occupied (BTC 78318)	10	10	10
*71.1 to 71.5	10	10	10

REGIONAL S104 — On sidings except that 5000, 5100 and 5200 series units must not exceed 7 miles per hour on sidings.

*Not marked with speed restricting signs.

6 PUBLIC CROSSINGS AT GRADE

- 6.1 Mileage 0.3, Island Pond, Maple Street, automatically protected. Westward trains leaving yard must stop before passing and a member of the crew protect the movement until crossing signals start to function.
- 6.2 Mileage 43.84, Lennoxville, College Street, automatically protected. Regional Special Instruction S105 applies to movements on interchange track.
- 6.3 Mileage 46.9, Sherbrooke, King Street, automatically protected. Regional Special Instruction S105 applies to westward main track movements. All movements on siding must stop and actuate crossing protection signals by push button before proceeding over crossing. If movement over crossing is not completed automatic crossing protection signals must be stopped by push button. These push buttons are to be used for siding movements only. Switching over this crossing is prohibited.
- 6.4 Mileage 61.27, Windsor, Mill Street. Westward movements on first track north of main track, and eastward movements on first track south of main track must stop and not proceed until crossing protection signals have been operating for at least 20 seconds.

ST. HYACINTHE SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES

ST. HYACINTHE — All trains must obtain clearance. Eastward trains enroute Drummondville Subdivision must obtain clearance from Drummondville Subdivision Train Dispatcher.

ST. LAMBERT—Eastward trains must obtain clearance.

CENTRAL STATION — Eastward trains enroute to St. Hyacinthe Subdivision must obtain clearance at Central Station from Champlain Area Train Dispatcher.

1.2 TRAIN REGISTER MODIFICATIONS

RICHMOND — First class trains may register by register ticket.

ST. HYACINTHE — Register station for numbers 620, 621, 624 and 625 only. These trains may register by register ticket. (See St. Jules Subdivision Footnote No. 1.1.)

ST. LAMBERT — Register station for trains enroute to and from Sorel Subdivision only. These trains may register by register ticket.

1.3 ABS SPECIAL FEATURES

ST. HYACINTHE — Take siding unit is located on block signal 424.

Switching movements on westward main track on the time of overdue westward first class trains may be made, within specified times, after permission has been obtained from Operator-Leverman in writing. Operator-Leverman will block westward signals Montbec Jct. at "stop" and will not remove lever blocks until time limits have expired.

1.4 CTC SPECIAL FEATURES

STE. ROSALIE JCT. - MONTBEC JCT. — CTC. Signals controlled by Operator-Leverman St. Hyacinthe.

STE. ROSALIE JCT. — Signal 387 governing westward movements is on the left side.

MONTBEC JCT. — West switch to east crossover from eastward main track is dual control; all other switches of both crossovers at the end of two tracks are spring switches.

Switch at Griffin Siding, Mileage 40.1 is equipped with electric switch lock.

BRUNO JCT. - WEST END OF VICTORIA BRIDGE — CTC. Signals controlled by Movement Director St. Lambert. Tracks are designated as South track and North track.

When signal indication as prescribed by Operating Rule 290 is accepted at Cannon Jct., Southwark East or Bruno Jct., restricted speed must be observed to the next signal, except on signals 642S and 642N when route is lined for movements to westward track, and provided authority has been received to move against the current of traffic.

BRUNO JCT. — Westward movements on eastward track must approach signal 641D prepared to stop and not exceeding 20 miles per hour.

Signal 642N governing eastward movements on North track is on the left side.

1.5 SPECIAL INSTRUCTIONS APPLY

SYSTEM 8.2 — At Mileage 62.3, St. Bruno, Rabastaliere Road (B.T.C. 11371).

1.6 OTHER MODIFICATIONS

RULE 111 — RICHMOND — All trains, except through trains between Danville and St. Hyacinthe Subdivisions, must be given standing inspection on both sides by outgoing train crews. Movement during inspection must not exceed 5 miles per hour.

RULE 152—BETWEEN BRUNO JCT. AND MONTBEC JCT. After permission received from Train Dispatcher, protection against trains moving against current of traffic is not required at that location. Train Dispatcher will not give permission if movements against current of traffic are being made.

2

GENERAL FOOTNOTES

2.1 ACTONVALE — Track south of main track, east of C.P.R. crossing is siding. "North Track" is located north of main track west of C.P.R. crossing.

2.2 BELOEIL — Account steep grade, fertilizer tracks No. 1 and No. 2 in C.I.L. Plant must not be used for switching movements and should be entered only when necessary to set out or remove cars.

Over sized tank cars to be placed within, or to be picked up from within, C.I.L. Plant must be handled singly, or coupled with other jumbo tanks only. These cars are not to be handled with standard size tank or other cars. They must not be operated on scale track No. E-60 C.I.L. Yard.

2.3 St. Bruno — Only CN 700,000 series tri-levels or similar type foreign equipment may be placed at S.O.M.A. inc. track, mileage 63.5.

3

INTERLOCKINGS

3.1 Railway Crossing at Grade
Can. Pac. Rly. Mileage 21.8 (Actonvale)..... automatic (B.T.C. — 68813).

Because of timing circuits, trains consuming more than 6 minutes between the approach and interlocking signals will approach interlocking signal expecting it to change to stop indication at any time.

The speed of all passenger trains is restricted to 60 miles per hour and all freight trains to 40 miles per hour when approaching and between the approach and interlocking signals. Passenger trains may operate at 50 miles per hour while passing over crossing.

3.2 Railway Crossing at Grade
Can. Pac. Rly. Mileage 38.9 (Ste. Rosalie Jct.)..controlled (B.T.C. — 77581).

Signals controlled by Operator-Leverman St. Hyacinthe. Should interlocking signals indicate "stop" contact Operator-Leverman for instructions. If necessary to pass interlocking signal in accordance with rules 264 or 265, the requirements of Rule 672 must be observed.

The speed of all passenger trains is restricted to 50 miles per hour and all freight trains to 35 miles per hour when approaching and between the approach and interlocking signals and while passing over crossing (B.T.C. — 69558).

3.3 Drawbridge, Richelieu River, Mileage 55.3 (Beloeil)..... controlled (B.T.C. — 67454).

Signals controlled by Bridgetender.

3.4 Lift bridge, St. Lawrence Seaway (Victoria Bridge — Span 25).....controlled (B.T.C. — 97648).

Signals controlled by Movement Director, St. Lambert.

3.5 Lift Bridge, St. Lawrence Seaway (Victoria Bridge Diversion).....controlled (B.T.C. — 102849).

Signals controlled by Movement Director, St. Lambert.

(continued on page 11)

ST. HYACINTHE SUBDIVISION FOOTNOTES (Continued)

4 EQUIPMENT RESTRICTIONS

- 4.1 Heaviest car permitted — 263,000 lbs.
4.2 Heaviest auxiliary crane permitted — 250 ton.
4.3 4000 series units must not operate on sidings except at St. Hyacinthe and Southwark.
4.4 2000 series or heavier units must not operate within C.I.L. plant at Beloeil.

5

SPEEDS

5.1 Mileage	Miles per hour		
	**Railiners	Psgr.	Freight
0.0 to 3.0 zone	40	30	30
1.4 to 1.8	30	30	30
2.7 to 3.0	30	30	30
3.0 to 38.5 zone	80	80	60
12.1 to 12.8	50	50	50
13.2 to 13.9	50	50	50
38.5 to 40.6 zone	80	90	60

5.2 WESTWARD AND NORTH TRACK

40.6 to 69.0 zone	80	90	60
52.6 to 53.1	60	60	60
*53.8 to 54.8 Eastward movements only.....	60	60	60
54.8 to 55.3	25	25	25
69.0 to 70.3 zone	60	60	45
70.3 to 72.0 zone (Including Diversion).....	20	20	20

5.3 SOUTH AND EASTWARD TRACK

72.0 to 70.3 zone (Including Diversion).....	20	20	20
70.3 to 69.0 zone	60	60	45
69.0 to 40.6 zone	80	90	60
55.3 to 54.8	25	25	25
*54.8 to 53.8 Eastward movements only.....	60	60	60
53.1 to 52.6	60	60	60

EXPRESS TRAINS: Unless otherwise restricted, trains designated as express trains by timetable schedule or as express extras by clearance may run five (5) miles per hour in excess of freight train speeds. They must not exceed 65 m.p.h. or passenger train speeds at any point.

REGIONAL S104 — On sidings except that 5000, 5100 and 5200 series units must not exceed 7 miles per hour on sidings.

*Not marked with speed restricting signs.
**Restriction in item 2(b) page 31 of Form 696 not applicable.

5.4 CONDITIONAL SPEEDS

Mileage	Miles per hour
28.5 Upton — Switching movements on team track over McDougall Street (BTC — 62618).....	10

40.7 Eastward movements over east switch of west crossover.....	20
70.1 to 68 First track south of south track.....	10
68 to 70.2 First track north of north track.....	10
72.0 to 70.3 — Auxiliary crane (200 and 250 ton class) movements on Victoria Bridge (including diversion).....	10

6

CONDITIONAL AND OTHER STOPS

- 6.1 No. 12 St. Lambert to entrain revenue passengers for east of St. Hyacinthe.
6.2 Nos. 14 and 16 St. Lambert to entrain revenue passengers for Charny, Levis or beyond.
6.3 Nos. 11, 15 and 17 St. Lambert to detrain revenue passengers from east of St. Hyacinthe.
6.4 No. 20 St. Lambert to entrain revenue passengers for Ste. Foy and Quebec.
6.5 No. 25 St. Lambert to detrain revenue passengers from Quebec and Ste. Foy.
6.6 No. 621 St. Lambert to detrain revenue passengers from east of St. Hyacinthe.
6.7 Nos. 620 and 624 St. Lambert to entrain revenue passengers.
6.8 South Durham, Upton and St. Liboire are flag stops for Nos. 620 and 621 on Fridays. St. Hilaire East, St. Hilaire, St. Basile le Grand, St. Bruno and St. Hubert are flag stops and St. Lambert is a regular stop for Nos. 620 and 621 on Saturdays.

7

SPRING SWITCHES

- 7.1 Montbec Jct. — East switch of east crossover and both switches of west crossover are spring switches.

8

PUBLIC CROSSINGS AT GRADE

- 8.1 Mileage 22.1, Actonvale — First crossing west of station, automatic. Regional Special Instruction S105 applies.
8.2 Mileage 22.2, Actonvale — Second crossing west of station, automatic. Regional Special Instruction S105 applies.
8.3 Mileage 22.4, Actonvale — Third crossing west of station, automatic. Regional Special Instruction S105 applies.
8.4 Mileage 38.5, Ste. Rosalie, Highway No. 20, automatic. Regional Special Instruction S105 applies. Westward trains switching in this area must leave leading car between circuit sign and crossing.
8.5 Mileage 54.3, St. Hilaire, Station Road, automatic. Stop signs are located each side of crossing for movements on siding and team track. After stopping movements must not commence before gates are lowered.
8.6 Mileage 62.3, St. Bruno, Rabastaliere Road, automatic. Regional Special Instruction S105 applies on eastward main track.
8.7 Mileage 66.5, St. Hubert, Chambly Road, automatic. Eastward trains on North Track stopping east of this crossing and within crossing circuit must actuate crossing signals by push button before making a reverse movement over crossing.
8.8 Mileage 69.5, St. Lambert, Cote Noire Road, automatic. Crossing circuit sign 4000 feet east of crossing governing westward movements on North track. Westward trains setting off at St. Lambert, unless train will clear between crossing and St. Lambert, must leave head end of train east of crossing circuit sign to avoid holding gates in lowered position unnecessarily.

9

HOT BOX AND DRAGGING EQUIPMENT DETECTORS

Located on westward and eastward tracks at mileage 51.4 (See System Special Instruction No. 4.0).

DANVILLE SUBDIVISION FOOTNOTES (Continued)

4

SPEEDS

4.1 Mileage	Miles per hour		
	Railiners	Psg'r.	Freight
0.0 to 40.4 zone	60	50	35
40.4 to 87.2 zone	60	50	40
*86.9 — Until crossing occupied (BRC — 52971) ..	10	10	10
*87.1 — Until crossing occupied (BRC — 40052) ..	10	10	10

REGIONAL S104 — Between mileages 15.4 and 29, 31.4 and 37.4, 86.3 and 87.4, also on all sidings except that, 5000, 5100 and 5200 series units must not exceed 7 miles per hour on sidings.

*Not marked with speed restricting signs.

5 **CONDITIONAL AND OTHER STOPS**

5.1 First Class trains will stop on flag at Tingwick, Mileage 67.8.

6 **PUBLIC CROSSINGS AT GRADE**

6.1 Mileage 19.8 Dosquet, Highway No. 5 — Automatic. Eastward trains or engines stopping within crossing circuit before reaching crossing must not exceed 10 miles per hour until crossing occupied. Westward trains, when necessary to leave cars east of crossing, must leave cars within 300 feet of the crossing. When ready to proceed, crossing protection signals must be actuated by push button.

6.2 Mileage 40.5, Plessisville, St. Germain Avenue — Automatic. Trains or engines which have stopped or are unduly delayed outside of secondary circuit extending 300 feet on each side of crossing must not exceed 10 miles per hour until crossing occupied. Movements on team track must stop and not proceed over crossing until crossing signals are in operation.

6.3 Mileage 46.3, Princeville, St. Jean Baptiste Street. Eastward movements stopping at station must not exceed 5 miles per hour after proceeding until crossing is fully occupied.

6.4 Mileage 46.6, Princeville, Monseigneur Poirier Street — automatic. Regional Special Instruction S105 applies.

6.5 Mileage 55.3, Victoriaville, Notre Dame Street — automatic for eastward movements only. Eastward movements must not exceed 15 miles per hour within crossing circuit. Westward movements on Danville Subdivision main track and on former Aston Subdivision must stop and actuate crossing protection signals by push button before proceeding over crossing.

7 **USE OF ASBESTOS AND DANVILLE TRACKS**

7.1 C.N.R. crews must obtain permission from Asbestos and Danville Dispatcher when necessary to use or foul any portion of their main track east of midway crossover. Telephone located in cabin facing midway crossover. Tracks are numbered 1 to 5 from left to right facing east. Track No. 2 is designated as the main track.

Miles from Bruno Junction	Yard Limits	SOREL SUBDIVISION		Office Signals	Siding Car Capacity
		CANADIAN EASTERN STANDARD TIME			
STATIONS					
99.0	98.0	ASTON JCT.	Y	J O	
84.3	84.9	ST. GREGOIRE	Z		
77.6	78.3	NICOLET	YZ	N O	
69.8	67.7	LA BAIE			21
63.1	62.0	PIERREVILLE			
51.1	49.9	BELLEVUE JCT. (Jct. with St. Judes Subdivision)			
46.2	45.1	SOREL	KYZ	R M	YARD
31.1	30.0	CONTRECOEUR	YZ	U R	24
28.8	27.7	ST. ANTOINE	Z		50 Yard
22.9	21.8	VERCHERES			50
15.4	14.3	VARENNES	YZ	V S	32 Yard
10.2	9.1	BOUCHERVILLE	P		
7.5	6.4	LONGUEUIL	BYZ	C R	
0.0	0.0	BRUNO JCT. (Jct. with St. Hyacinthe Sub.)	Z		

Rules 41 and 44 applicable.

SOREL SUBDIVISION FOOTNOTES

- 1 **RULE MODIFICATIONS**
- 1.1 TRAIN REGISTER MODIFICATIONS
LONGUEUIL — "B" Bulletin station only.
- 2 **GENERAL FOOTNOTES**
- 2.1 VARENNES — Derails on tracks 48-6, 48-7 and 48-8 Shawinigan Chemicals equipped with private locks. Chloride unit foreman must be contacted to unlock same. Telephone located opposite switch to track 48-6. Deraill on track No. 55-1, Chloride Plant, Canadian Titanium Pigment Company equipped with private locks. Contact chloride unit foreman to unlock.
- 2.2 ST. ANTOINE — Siding extends between east and west crossovers of track B-111.
- 2.3 CONTRECOEUR — Derails at both ends of track No. B-134 (Siding).
- 2.4 TIMBER BRIDGES — When slow orders, permanent or temporary, are in effect in the vicinity of or at timber bridges, Enginemen must, when practicable, apply train brakes sufficiently in advance of such structures to ensure that brakes are in release while train is passing over same.
- 3 **NON-INTERLOCKED**
- 3.1 Drawbridge — Mileage 46.0, Richelieu River. Stop signs governing westward movements to or on main track over King Street crossing also govern movements over this drawbridge.
- 4 **EQUIPMENT RESTRICTIONS**
- 4.1 Heaviest car permitted
Mileage 0.0 to Mileage 35.7 263,000 lbs.
Mileage 35.7 to Mileage 99.0 220,000 lbs.
Exception: Cars with gross weight in excess of 177,000 lbs. must not be moved over Bridge Mileage 89.9.
- 4.2 Heaviest auxiliary permitted
Mileage 0.0 to Mileage 45.4 160 ton
Mileage 45.4 to Mileage 99.0 100 ton
- 4.3 Heaviest engine permitted
Mileage 51.1 to Mileage 99.0 1000, 1200, 1300, 1700, 1800 series units.
Units in series 2000, 2300, 4000, 5000, 5100 and 5200 prohibited between Mileage 35.7 and Mileage 51.1 and must not exceed 10 miles per hour on sidings between Bruno Jct. and Mileage 35.7.

(continued on page 17)

SOREL SUBDIVISION FOOTNOTES (Continued)

5

SPEEDS

5.1 Mileage	Miles per hour
All trains	
0.0 to 35.7 zone	40
*7.3 to 7.7	20
35.7 to 99.0 zone	30
*46.0 Drawbridge	10
*46.1 King Street until crossing occupied	10
*46.2 Prince Street until crossing occupied (BTC 84278)	10
*46.3 Elizabeth Street until crossing occupied (BTC 99709)	10
*46.4 Victoria Street until crossing occupied (BTC 99709)	10
62.8 Bridge	15
84.1 to 90.0	20

REGIONAL S104 — On sidings between Bruno Jct. and Mileage 35.7.

*Not marked with speed restricting signs

CONDITIONAL SPEEDS

5.2 Mileage	Miles per hour
77.7 wye tracks, Nicolet	10
45.0 Tracks B-155, B-155-1 and B-155-2	5

6 **PUBLIC CROSSINGS AT GRADE**

- 6.1 Mileage 6.38, Boulevard de la Mortagne — All movements on St. Lawrence Metal Company tracks must stop and not proceed over crossing until crossing protection signals have been operating for at least 20 seconds.
- 6.2 Mileage 7.6, Rue de la Province — Movements on Hassenfeld Brothers track must stop and not proceed over crossing until crossing protection signals have been operating for at least 20 seconds.
- 6.3 Mileage 17.3, Highway No. 3, Mileage 0.22 on Canadian Titanium Pigments Spur — All movements must stop and not proceed over crossing until crossing protection signals have been operating for at least 20 seconds.
- 6.4 Mileage 41.8, Highway No. 3 — All movements on Shawinigan Water and Power Spur must stop and be protected by a crew member before proceeding over crossing.
- 6.5 Mileage 44.1, Highway No. 3 — All movements on all tracks on Wharf Siding Spur must stop and be protected by a crew member before proceeding over crossing (B.T.C. 98291—108554). All movements over Montcalm Street must be protected by a member of the crew.
- 6.6 Mileage 44.8, St. Roch Road, — All movements on Marine Industries Siding must be protected by a member of the crew (B.T.C. 121776).
- 6.7 Mileage 46.2, Prince Street, Sorel — Automatic. Regional Special Instruction S105 applies to eastward main track movements (B.T.C. 82359). Trains occupying, or cars left standing on siding must be at least 150 feet clear of this crossing.
- 6.8 Mileage 46.1, King Street, Sorel. Automatic Movements on all tracks must stop and not proceed over crossing until crossing protection signals have been operating for at least 20 seconds.
- 6.9 Mileage 79.6, Grand St. Esprit Road — All movements must stop and not proceed over crossing until crossing protection signals have been in operation for at least 20 seconds.

7 **SPURS AND OTHER TRACKS**

- (a) LONGUEUIL
Mileage 7.5, Longueuil — Extends 2.8 miles northward, switch points face east.
- SPECIAL INSTRUCTIONS APPLY**
SYSTEM 8.2 at Mileage 2.59 Rue D'Auvergne from 2100 until 0700 (B.T.C. 62283).
- Equipment Restrictions**
Heaviest car permitted — 263,000 lbs.
Heaviest auxiliary crane permitted — 160 tons.
Units in series 2000, 2300, 4000, 5000, 5100 and 5200 prohibited.
- Speeds**
- | Mileage | Miles per hour |
|-----------------|----------------|
| 0.0 to 2.8 zone | 20 |
- Conditional Speeds**
- | Mileage | Miles per hour |
|-----------------------------|----------------|
| Longueuil (West leg of wye) | 10 |
| Mileage 1.6 (On wye tracks) | 10 |

Public Crossings at Grade

Mileage 0.34, Boulevard Guimond — All movements must stop and not proceed over crossing until crossing protection signals have been operating for at least 20 seconds.

(b) DES ORMEAUX

Mileage 84.3, St. Gregoire extends 5.0 miles northward, switch points face north.

Equipment Restrictions

Heaviest car permitted — 220,000 lbs.
Heaviest engine permitted — 1000, 1200, 1300, 1700 and 1800 series units.
Heaviest auxiliary crane permitted — 100 ton.

Speeds

Mileage	Miles per hour
0.0 to 5.0 zone	20
4.8 Crossing, until crossing occupied (BTC 6-12-29)	10

Miles from Junction Switch	Yard Limits	ST. JUDES SUBDIVISION		Office Signals	Siding Car Capacity
		CANADIAN EASTERN STANDARD TIME			
STATIONS					
0.0	0.0	JUNCTION SWITCH	PZ		
12.5	12.5	ST. JUDES			
18.3	18.3	ST. LOUIS			
22.8	22.8	ST. AIME			
27.8	27.8	ST. ROBERT			
31.1	31.1	BELLEVUE JCT. (Jct. with Sorel Sub.)			

Rules 41 and 44 applicable.

ST. JUDES SUBDIVISION FOOTNOTES

- 1 **RULE MODIFICATIONS**
- 1.1 TRAIN REGISTER MODIFICATIONS
ST. HYACINTHE — Register station for St. Judes Subdivision trains.
- 1.2 SPECIAL INSTRUCTIONS APPLY
SYSTEM 8.1 — On entire subdivision.
- 2 **GENERAL FOOTNOTES**
- 2.1 BETWEEN MILEAGES 12.7 AND 18.0 — Impassable bridge and track. Train and engine movements must not be made beyond stop signs.
- 3 **EQUIPMENT RESTRICTIONS**
- 3.1 Heaviest car permitted — 177,000 lbs.
3.2 Heaviest engines permitted — 1000, 1200, 1300, 1800 series units.
3.3 Heaviest auxiliary crane permitted — 100 ton.
- 4 **SPEEDS**
- | 4.1 Mileage | Miles per hour |
|------------------|----------------|
| All trains | |
| 0.0 to 31.1 zone | 15 |
- 5 **PUBLIC CROSSINGS AT GRADE**
- 5.1 Mileage 1.15, Highway No. 12, Mileage 1.40, Trans Canadian Highway — Train and engine movements must stop and not proceed beyond stop signs protecting these crossings until crossing protection signals have been operating for at least 20 seconds.
- 5.2 Mileage 22.87, St. Aimé, Bonsecours Road — automatic. All movements must stop and not proceed over crossing until crossing protection signals have been in operation for at least 20 seconds.

NORTHWARD TRAINS	Miles from End of Steel	Yard Limits	GRANBY SUBDIVISION		Office Signals	Siding Car Capacity	SOUTHWARD TRAINS
			CANADIAN EASTERN STANDARD TIME				
			STATIONS				
	0.2	0.5	.....	.....	
	13.7	13.3	.....	.....	G B	YARD	
	14.4		.....	.....	
	29.9	17.8	.....	.....		12	
	38.6	38.2	.....	.....	M V	24	
	43.0	39.5	.....	.....	
	43.8		.....	.....		19	
	44.4		.....	.....	A B		
	50.2		.....	.....		34	
	52.3	51.3	.....	.....	
Rules 41 and 44 applicable							

GRANBY SUBDIVISION FOOTNOTES

- | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|-----------------------|--|-----------------------|--|--|-------------------|------------------|-------|----|-------------|-------|----|--|-------|----|--------------|-------|----|--------------|-------|----|-------------------|-------|----|------------------|-------|----|---|--|--|
| <p>1 RULE MODIFICATIONS</p> <p>1.1 C.T.C. SPECIAL FEATURES
CASTLE GARDENS — Signal 26LA governs northward movements to the Rouses Point Subdivision.</p> <p>2 GENERAL FOOTNOTES</p> <p>2.1 TIMBER BRIDGES — When slow orders, permanent or temporary, are in effect in the vicinity of or at timber bridges, Enginemen must, when practicable, apply train brakes sufficiently in advance of such structures to ensure that brakes are in release while train is passing over same.</p> <p>3 INTERLOCKING</p> <p>3.1 Railway Crossing at Grade
Can. Pac. Rly. Mileage 23.7 (Abbotsford) — automatic.
Trains must not exceed 10 miles per hour when approaching and within 500 feet of the interlocking signal. (B.T.C. 77027).</p> <p>4 NON-INTERLOCKED</p> <p>4.1 Railway Crossing at Grade
Can. Pac. Rly. — Mileage 0.2, Waterloo</p> <p>4.2 Drawbridge — Mileage 43.5 — Chambly Canal</p> | <p>5 EQUIPMENT RESTRICTIONS</p> <p>5.1 Heaviest car permitted — 220,000 lbs.</p> <p>5.2 Heaviest auxiliary crane permitted:—
Between Waterloo and Granby — 100 ton
Between Granby and Castle Gardens — 160 ton</p> <p>5.3 Units in series 2000, 2300, 3200, 4000, 5000, 5100 and 5200 prohibited.</p> <p>6 SPEEDS</p> <table border="0"> <tr> <td colspan="2">6.1 Mileage</td> <td style="text-align: right;">Miles per hour</td> </tr> <tr> <td colspan="2"></td> <td style="text-align: right;">All trains</td> </tr> <tr> <td>0.0 to 37.5 zone</td> <td>.....</td> <td style="text-align: right;">30</td> </tr> <tr> <td>0.4 Trestle</td> <td>.....</td> <td style="text-align: right;">10</td> </tr> <tr> <td>*13.8 Church Street — Northward Trains</td> <td>.....</td> <td style="text-align: right;">10</td> </tr> <tr> <td>14.4 to 15.6</td> <td>.....</td> <td style="text-align: right;">15</td> </tr> <tr> <td>22.8 to 29.6</td> <td>.....</td> <td style="text-align: right;">20</td> </tr> <tr> <td>37.5 to 52.3 zone</td> <td>.....</td> <td style="text-align: right;">40</td> </tr> <tr> <td>*43.5 Drawbridge</td> <td>.....</td> <td style="text-align: right;">25</td> </tr> <tr> <td colspan="3">*Not marked with speed restricting signs.</td> </tr> </table> <p>7 PUBLIC CROSSINGS AT GRADE</p> <p>7.1 Mileage 44.04, Bedard Boulevard — All movements restricted to 10 miles per hour. (B.T.C. 115764).</p> | 6.1 Mileage | | Miles per hour | | | All trains | 0.0 to 37.5 zone | | 30 | 0.4 Trestle | | 10 | *13.8 Church Street — Northward Trains | | 10 | 14.4 to 15.6 | | 15 | 22.8 to 29.6 | | 20 | 37.5 to 52.3 zone | | 40 | *43.5 Drawbridge | | 25 | *Not marked with speed restricting signs. | | |
| 6.1 Mileage | | Miles per hour | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | All trains | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.0 to 37.5 zone | | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.4 Trestle | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| *13.8 Church Street — Northward Trains | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.4 to 15.6 | | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.8 to 29.6 | | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.5 to 52.3 zone | | 40 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| *43.5 Drawbridge | | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| *Not marked with speed restricting signs. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

NORTHWARD TRAINS	Miles from Waterloo	Yard Limits	WEST SHEFFORD SUBDIVISION		Office Signals	Siding Car Capacity	SOUTHWARD TRAINS
			CANADIAN EASTERN STANDARD TIME				
			STATIONS				
	14.4	14.9	.....	.....	
	28.4	27.8	.....	.....	
All movements between Meigs and Farnham must be governed by Canadian Pacific Timetable (St. Guillaume sub.) and requirements. Rules 41 and 44 applicable.							

WEST SHEFFORD SUBDIVISION FOOTNOTES

- | | | | | | | | | | | | | | | | | |
|---|--|-----------------------|--|-----------------------|--|--|-------------------|-------------------|-------|----|--|-------|----|---|--|--|
| <p>1 GENERAL FOOTNOTES</p> <p>1.1 MEIGS — Northward trains must stop clear of Main Street, Mileage 28.4 and proceed only after communicating with C.P.R. Yard Office, Farnham, through telephone located at Meigs.</p> <p>2 EQUIPMENT RESTRICTIONS</p> <p>2.1 Heaviest car permitted — 220,000 lbs.</p> <p>2.2 Heaviest auxiliary crane permitted — 100 ton.</p> <p>2.3 Units in series 2000, 2300, 4000, 5000, 5100 and 5200 prohibited.</p> | <p>3 SPEEDS</p> <table border="0"> <tr> <td colspan="2">3.1 Mileage</td> <td style="text-align: right;">Miles per hour</td> </tr> <tr> <td colspan="2"></td> <td style="text-align: right;">All trains</td> </tr> <tr> <td>14.2 to 28.4 zone</td> <td>.....</td> <td style="text-align: right;">20</td> </tr> <tr> <td>*28.4 Main Street until crossing occupied (B.T.C. 58912)</td> <td>.....</td> <td style="text-align: right;">10</td> </tr> <tr> <td colspan="3">*Not marked with speed restricting signs.</td> </tr> </table> <p>4 PUBLIC CROSSINGS AT GRADE</p> <p>4.1 Mileage 16.93, Route de Raccordement and, Mileage 16.96, Canaan Road — automatic. Signals at both crossings operate concurrently. Northward movements must stop south of Route de Raccordement and southward movements must stop north of Canaan Road and not proceed over crossings until crossing protection signals have been operating for at least 20 seconds. (C.T.C. R-903).</p> | 3.1 Mileage | | Miles per hour | | | All trains | 14.2 to 28.4 zone | | 20 | *28.4 Main Street until crossing occupied (B.T.C. 58912) | | 10 | *Not marked with speed restricting signs. | | |
| 3.1 Mileage | | Miles per hour | | | | | | | | | | | | | | |
| | | All trains | | | | | | | | | | | | | | |
| 14.2 to 28.4 zone | | 20 | | | | | | | | | | | | | | |
| *28.4 Main Street until crossing occupied (B.T.C. 58912) | | 10 | | | | | | | | | | | | | | |
| *Not marked with speed restricting signs. | | | | | | | | | | | | | | | | |

NORTHWARD TRAINS		ROUSES POINT SUBDIVISION				SOUTHWARD TRAINS	
Miles from Rouses Point	Yard Limits	CANADIAN EASTERN STANDARD TIME		Office Signals	Siding Car Capacity		
		STATIONS					
0.0	6.4	.....ROUSES POINT.....	CKZ.....	Y D	YARD		
5.1		.....CANTIC.....	PRYZ.....	V A			
22.2	20.9 24.6	.....ST. JOHNS.....	BYZ.....	J	294 Yard		
27.8		.....LACADIE.....			126		
35.5 36.3	34.2 36.3	.....BROSSARD.....	Z.....		125		
39.9		.....CASTLE GARDENS.....					
42.7		.....CANNON JCT.....	X.....				

CTC Signals controlled by Movement Director St. Lambert
Lineup regulations not applicable between Cannon Jct., and Brossard

ROUSES POINT SUBDIVISION FOOTNOTES

- 1 RULE MODIFICATIONS**
- 1.1 TRAIN REGISTER MODIFICATIONS
CANTIC — Trains will register only when so directed by train order.
ST. JOHNS — "B" Bulletin station only.
- 1.2 C.T.C SPECIAL FEATURES
BROSSARD — Northward trains will advise Movement Director St. Lambert when train is clear in siding.
MILEAGE 39.1, Switch to Litchfield Spur is electrically locked and controlled by Movement Director at St. Lambert.
- 1.3 OTHER MODIFICATIONS
RULE 91A — Operator St. Johns is relieved of the responsibility of this rule.

- 2 GENERAL FOOTNOTES**
- 2.1 ROUSES POINT — Main track begins and ends at Mileage 1.2.
C.N.R. crews must obtain permission from D & H Yardmaster before using D & H tracks.
- 2.2 ST. JOHNS — First track east of main track north of station is siding. Switch leading to extension at north end of siding, must be left set for movements from siding to main track. When in this position yellow light and target will so indicate.
C.N.R. crews must not use Canadian Westinghouse track other than straight track parallel to main track.
Engines must stop clear of gate when placing cars in Franco-Canadian Dyers Plant account restricted clearance at entrance.
- (continued on page 21)

ROUSES POINT SUBDIVISION FOOTNOTES — (Continued)

- To avoid blocking public crossings at grade, southward freight trains required to pick up or set off traffic must stop clear of signal 232.
- 2.3 BROSSARD — Siding is east of main track and south of junction with Massena Subdivision.

3 INTERLOCKINGS

- 3.1 Railway Crossing at Grade and Connections
Can. Pac. Rly — Mileage 23.1 — automatic (BTC 61484).
Because of timing circuits, trains consuming more than 9 minutes between the approach and interlocking signals will approach interlocking signal expecting it to change to "stop" indication at any time. Signals will automatically release for a C.P.R. movement. Should C.P.R. movement not proceed over crossing, it will be necessary to operate push button in boxes marked "Signal Push Button" located on Signals 231 and 232.
- After switching in siding north or south of crossing, it will be necessary to operate push button located in box near signals to obtain dwarf signal indication for movement over crossing.
- These push buttons must not be operated until train is ready to proceed over crossing.
- Cars must not be left standing south of "End of Block" sign on siding north of crossing.

3.2 Railway Crossing at Grade

- Valleyfield Subdivision, Mileage 5.1, Cantic — controlled. (B.T.C. 68224).
Train Dispatcher Montreal controls all movements.

- Switches governing movements to and from connecting track between Swanton and Rouses Point Subdivisions are dual control.
Should interlocking signal indicate "stop", contact Train Dispatcher for instructions. If necessary to pass interlocking signal in accordance with Rule 663, the requirements of Rule 104B must be observed. The requirements of Rule 672 must also be observed if necessary to occupy Railway Crossing at Grade.
When call light at crossing is flashing, contact Train Dispatcher.

4 EQUIPMENT RESTRICTIONS

- 4.1 Heaviest car permitted — 263,000 lbs.
4.2 Heaviest auxiliary crane permitted — 250 ton
4.3 Units in series 2000, 2300, 4000, 5000, 5100 and 5200 prohibited between mileage 0.0 and mileage 0.3.

5 SPEEDS

Mileage	Miles per hour All trains
0.0 to 42.7 zone	55
*0.2 to 1.2 — All movements on all tracks...	10
22.0 to 22.2	25
*22.3 to 22.7 St. Johns — Between and including St. Jacques and Laurier Streets (BTC 58126).	10
*35.9 to 36.1 Brossard Road until crossing occupied (BTC 106934)	15
*36.0 to 39.0 — All curves	50
39.6 to 40.0	35
42.6 Cannon Jct. — Sir Wilfrid Laurier Blvd. until crossing occupied	10

*Not marked with speed restricting signs.

5.2 CONDITIONAL SPEEDS

Mileage	Miles per hour
5.1, Cantic — Northward trains when approaching and within 1000 feet of interlocking signal	15
Southward trains when approaching and within 1000 feet of interlocking signal	20
All movements over Highway 9-B crossing	10
23.1, St. Johns — Northward movements on siding when approaching and within 1000 feet of dwarf signal	10

6 SPRING SWITCHES

- 6.1 BROSSARD — South end of siding. Trainmen will observe indication on color light signal after train clears spring switch, and if this signal does not display normal indication report must be made from first open train order office.

7 PUBLIC CROSSINGS AT GRADE

- 7.1 Mileage 1.2, Rouses Point, International Highway Crossing — Automatic. (B.T.C. 82090). Regional Special Instruction S105 applies. Movements must not exceed 20 miles per hour over this crossing. Northward trains leaving yard must stop and ascertain that signals are operating before proceeding over crossing.
- 7.2 Mileage 5.4, Cantic, Highway No. 52. Regional Special Instruction S105 applies to northward movements. Cars left standing on team track north of Cantic must be at least 150 feet clear of crossing. (B.T.C. 64140). Movements on service track must not proceed over crossing until it has been ascertained that crossing protection signals are operating.
- 7.3 Mileage 22.2, Jacques Cartier Street — Cars must not be placed closer than 50 feet from street line on north side of crossing and not closer to street line than end of freight office building on south side of crossing. All switching movements over this crossing, not headed by an engine, must be flagged by a member of the crew (B.T.C. 65543).
- 7.4 Mileage 22.30, Laurier Street, Mileage 22.38, Mercier Street, Mileage 22.53, Bouthillier Street, Mileage 22.67, Cousins Street and, Mileage 22.71, St. Jacques Street — All movements in siding must stop and not proceed over these crossings until crossing protection signals have been in operation for at least 20 seconds.

VALLEYFIELD SUBDIVISION

CANADIAN EASTERN STANDARD TIME

STATIONS

Miles from Cantic	Yard Limits	STATIONS	Office Signals	Siding Car Capacity
0.0	↓ 1.7	.....CANTIC.....PRYZ 11.0	V A	71
11.0	↓ 26.2 28.1	.....BARRINGTON.....P 15.9		53
26.9	↓ 26.2 28.1	.....AYRNESS.....RYZ 12.4	H C	65
39.3	↑ 37.5	.....CECILE.....PYZ 2.5		
41.8	↑ 43.9	.....VALLEYFIELD.....BZ	J D	42
45.8	↑ 45.6	.....COTEAU.....CKYZ 5.3 (Jct. with Kingston Subdivision)	C U	60 YARD

Rules 41 and 44 applicable. Except for the train dispatching function the territory between Coteau and mileage 45.8 is under jurisdiction of Rideau Area.

VALLEYFIELD SUBDIVISION FOOTNOTES

- RULE MODIFICATIONS**
 - TRAIN REGISTER MODIFICATIONS**
CANTIC — Trains will register only when so directed by train order.
AYRNESS — Trains will register only when so directed by train order.
VALLEYFIELD — Register station for trains originating and terminating.
COTEAU — Trains moving through to or from Kingston Subdivision may register by register ticket.
- GENERAL FOOTNOTES**
 - CANTIC — Track north of main track west of station is the designated siding.
 - BARRINGTON — Switch leading to extension at east end of siding, must be left set for movements from siding to main track. When in this position yellow light and target will so indicate.
 - AYRNESS — Connection with Massena Subdivision is via Wye tracks.
 - VALLEYFIELD — Siding is south of main track and extends between west switch and first crossover west of station with facing points east. Switch leading to extension at east end of siding must be left set for movements from siding to main track. When in this position yellow light and target will so indicate.
 - TIMBER BRIDGES — When slow orders, permanent or temporary, are in effect in the vicinity of or at timber bridges, Enginemen must, when practicable, apply train brakes sufficiently in advance of such structures to ensure that brakes are in release while train is passing over same.
- INTERLOCKINGS**
 - Railway Crossing at Grade
Rouses Point Subdivision — Mileage 0.0 — Cantic — Controlled (B.T.C. 68224). Signals controlled by Train Dispatcher Montreal. Should interlocking signal indicate "stop", contact Train Dispatcher for instructions. If necessary to pass interlocking signal in accordance with Rule 663, the requirements of Rules 104B and 672 must be observed.
When call light at crossing is flashing, contact Train Dispatcher.

- Railway Crossing at Grade
Napierville Jct. Railway — Mileage 1.1 (Lacolle) — Automatic (B.T.C. 70296). Westward movements when not required to cross must stand clear of bonded section marked "End of Block Eastward". Push buttons located on governing signals must be used for reverse movements over interlocking.
- Liftbridge
St. Lawrence Seaway — Mileage 34.4, St. Louis — controlled (B.T.C. 97877). Signals controlled by Bridgetender.
- Railway Crossing at Grade
Penn Central Railroad — Mileage 39.4 — Cecile — automatic (B.T.C. 57954). Because of timing circuits, trains consuming more than 5 minutes between the approach and interlocking signals will approach interlocking signal expecting it to change to "stop" indication at any time.

- NON-INTERLOCKED**
 - Railway Crossing at Grade
Massena Subdivision — Mileage 26.9 — Ayrness.

- EQUIPMENT RESTRICTIONS**
 - Heaviest auxiliary crane permitted — 160 ton.
 - Heaviest car permitted — 263,000 lbs.

- SPEEDS**

	Miles per hour
6.1 Mileage	All trains
0.0 to 47.3 zone	40
*0.0 Route 9B, Cantic until crossing occupied	10
*1.4 Route 9A until crossing occupied (BTC 80120)	10
*Not marked with speed restricting signs	
6.2 CONDITIONAL SPEEDS	Miles per hour
0.0 Cantic — Eastward movements approaching and within 1000 feet of interlocking signal.	15
1.1 Lacolle — Westward movements approaching and within 1000 feet of westward signal.	10
46.3 Meloche Quarry Tracks	15
47.1 Westward movements approaching and within 1000 feet of Signal 471	20

- PUBLIC CROSSINGS AT GRADE**
 - Mileage 11.38, Barrington, Hemmingford Road — Automatic. Westward movements on other than the main track must stop and not proceed over crossing until crossing protection signals have been operating for at least 20 seconds.
 - Mileage 41.65, Montreal Cotton Track — All movements over Boulevard du Havre crossing must be protected by a member of the crew.
 - Mileage 41.67, Rue de la Grande Ile and, Mileage 41.76, Rue Alexandre, Valleyfield — Automatic. Regional Special Instruction S105 applies to westward movements stopping between these crossings.
 - Mileage 41.86, Valleyfield, St. Philippe Street — Automatic. Stop signs are provided for movements over this crossing on siding.
 - Mileage 46.79, Coteau, Vernier Road — Automatic. Movements on main track must not exceed 10 miles per hour within 500 feet of crossing. Movements on siding must stop and operate push buttons to start or stop crossing protection. (B.T.C. 12607).

- SPURS AND OTHER TRACKS**
 - CANADIAN ELECTROLYTIC ZINC**
Mileage 39.2 — Extends southward from Cecile, switch points face west on siding.
Public Crossings at Grade
Mileage 1.8, Double Range Road crosses four tracks. Movements over these crossings on all tracks must be protected by a member of the crew.
 - CANADIAN INDUSTRIES LIMITED**
Mileage 41.18 — Extends northward from Valleyfield, switch points face west.
Public Crossings at Grade
Mileage 0.73, Fabre Street — Movements over this crossing must not exceed 10 miles per hour.
Mileage 1.0, Monseigneur Langlois Boulevard. Eastward movements must stop, actuate crossing protection signals by push button and not proceed over crossing until signals have been in operation for at least 20 seconds. (C.T.C. R-1367).
Mileage 2.0 — Running switches are prohibited between Gate No. 27 and crossing at Main Guard House Canadian Industries Ltd. Speed of 10 miles per hour must not be exceeded over these crossings.

MASSENA SUBDIVISION

CANADIAN EASTERN STANDARD TIME

STATIONS

Miles from Massena	Yard Limits	STATIONS	Office Signals	Siding Car Capacity
0.0	↓ 1.2	.....MASSENA.....KWYZ..... (Jct. with P.C. R.R. and Massena Terminal Ry.)	M P	YARD
8.4		.....HELENA.....R..... 8.6 (Jct. with P.C. R.R.)		
15.9		.....BOMBAY..... 7.3		13
21.6	19.0 } 22.7 }	.....FORT COVINGTON.....Z..... 4.8	F C	15
26.4		.....STE. AGNES..... 12.5 (Jct. with P.C. R.R.)		20
38.7	37.0 } 39.9 }	.....HUNTINGDON.....KYZ..... 9.6	H U	68
48.5		.....ORMSTOWN..... 7.5		47
56.0	54.9 } 56.6 }	.....AYRNESS.....RYZ..... 6.3	H C	
62.3	61.3 } 63.0 }	.....STE. MARTINE.....RZ..... 10.2		
72.5	71.7 } 73.3 }	.....ST. ISIDORE JCT.....YZ..... 4.9		16
77.4	79.0 } ↑	.....DELSON..... 4.2		38
81.6		.....LAPRAIRIE.....BZ..... 2.4	P Q	65 Yard
84.0		.....BROSSARD.....PZ..... (Jct. with Rouses Point Subdivision)		

Rules 41 and 44 applicable.

MASSENA SUBDIVISION FOOTNOTES

- RULE MODIFICATIONS**
 - TRAIN REGISTER MODIFICATIONS**
HELENA — Register station for trains originating and terminating. Train register located in box on pole at junction switch.
AYRNESS — Trains will register only when so directed by train order.
STE. MARTINE — Trains will register only when so directed by train order.
LAPRAIRIE — "B" Bulletin station only.
 - C.T.C SPECIAL FEATURES**
BROSSARD — Signal 28LA governs northward movements to Rouses Point Subdivision.
 - SPECIAL INSTRUCTIONS APPLY**
SYSTEM 8.2 — At Mileage 79.51, Boulevard Montcalm.
- GENERAL FOOTNOTES**
 - MASSENA — If necessary to use P.C. Wye, obtain permission from and report completion of movement to P.C. Operator.
 - HUNTINGDON — Siding is located south of station and west of main track.
When necessary to use P.C. Wye, and no Operator on duty, obtain permission from and report completion of movement to P.C. Train Dispatcher.
 - MASSENA - HUNTINGDON — P.C. Special Instruction: Engines within yard limits must receive permission from Operator before occupying main track and report to Operator when clear of main track.
 - ORMSTOWN — Siding extends from south siding switch to crossover at Mileage 48.3.
 - AYRNESS — Connection with Valleyfield Subdivision is via Wye tracks.
 - DELSON — Extreme caution must be exercised while

- switching and riding sides of cars in Domtar Plant Yard account numerous close clearances.
- LAPRAIRIE — Siding extends from south siding switch to crossover at Mileage 81.5.
- TIMBER BRIDGES** — When slow orders, permanent or temporary, are in effect in the vicinity of or at timber bridges, Enginemen must, when practicable, apply train brakes sufficiently in advance of such structures to ensure that brakes are in release while train is passing over same.

INTERLOCKING

- Railway Crossing at Grade
Can. Pac. Rly. — Mileage 77.2, Delson — controlled. C.P.R. Train Dispatcher at Sherbrooke controls all movements. Should interlocking signals indicate "stop", contact C.P.R. Train Dispatcher for instructions. If communications have failed and unable to contact C.P.R. Train Dispatcher, a member of the crew must open knife switch located in box marked "Switches" at crossing and wait 5 minutes before giving his train a signal to proceed. After engine has occupied crossing, knife switch must be closed and box locked.
Telephones are located on signals 176 and 177 for the use of C.N.R. crews.

NON-INTERLOCKED

- Railway Crossing at Grade
Valleyfield Subdivision — Mileage 56.1, Ayrness.
- Railway Crossing at Grade
Penn-Central — Mileage 38.9, Huntingdon.
Signals controlled by Operator. When Operator not on duty signals will be set clear for C.N.R. and when necessary to protect movements over crossing, signals will be operated by a member of the crew. (B.T.C. 76750).

(continued on page 24)

MASSENA SUBDIVISION FOOTNOTES — (Continued)

- 5 EQUIPMENT RESTRICTIONS**
- 5.1 Units in series 2000, 2300, 4000, 5000, 5100 and 5200 prohibited.
 - 5.2 Heaviest auxiliary crane permitted — 160 ton.
 - 5.3 Heaviest car permitted mileage:
 - 0.0 to 39.0 263,000 lbs.
 - 39.0 to 62.0 220,000 lbs.
 - 62.0 to 84.0 263,000 lbs.

6 SPEEDS

Mileage	Miles per hour All trains
0.0 to 6.0 zone	30
6.0 to 36.0 zone	40
36.0 to 61.0 zone	30
*38.7 Lake Street	10
*39.1 Dalhousie Street until crossing occupied	10
*39.2 Cemetery Road until crossing occupied	10
*48.5 Church Street until crossing occupied (BTC 60330)	25
*57.0 Highway No. 4 until crossing occupied (BTC 68357)	10
61.0 to 84.0 zone	40
*62.21 Highway No. 36 until crossing occupied (BTC105847)	30
76.0 Range Road	30

*Not marked with speed restricting signs

CONDITIONAL SPEEDS

Mileage	Miles per hour
79.2 Candiac Spur:	
On straight track	10
On curves	5

- 7 PUBLIC CROSSINGS AT GRADE**
- 7.1 Mileage 21.0 Fort Covington, Chateaugay Street — All movements must stop and not proceed over crossing until crossing is protected by a member of the train crew stationed at the crossing (P.S.C. 16333).
 - 7.2 Mileage 26.5, Ste. Agnes, Smallman Road — Movements on siding must stop and not proceed over crossing before crossing protection signals have been operating for at least 20 seconds.
 - 7.3 Mileage 48.51, Ormstown, Highway No. 4. All movements on siding must stop and not proceed until crossing signals are in operation.
 - 7.4 Mileage 68.47, St. Isidore, St. Isidore Road — Movements on siding must stop and not proceed over crossing until crossing protection signals have been operating for at least 20 seconds. (B.T.C. R-174).

- 7.5 Mileage 80.78, Laprairie, Chemin St. Jose. Regional Special Instruction S106 applies.
- 7.6 Mileage 81.25, Laprairie, Highway No. 9. All movements over this crossing on track K 6-1 must stop and flag protection must be provided by a member of the crew before proceeding over crossing.
- 7.7 Mileage 81.6, Laprairie, Highway No. 7 — automatic. Northward trains stopped at the station or switching south of the crossing must not exceed 10 miles per hour until crossing occupied.

8 SPURS AND OTHER TRACKS

(a) **BEAUHARNOIS**

Mileage 62.3, Ste. Martine — Extends westward 5.9 miles to Beauharnois. Switch points face north.

Equipment Restrictions

Units in series 2000, 2300, 4000, 5000, 5100 and 5200 prohibited. Heaviest auxiliary crane permitted — 160 ton. Heaviest car permitted — 220,000 lbs.

Speeds

Miles per hour	
All movements	20

Public Crossings at Grade

Mileage 0.1 Highway No. 36, Ste. Martine — automatic. All movements must stop and not proceed over crossing until crossing signals have been operating for at least 20 seconds (B.T.C. 120816).

Mileage 0.3, Highway No. 4 — All movements must stop and flag protection must be provided by a member of the crew before proceeding over crossing. (BTC 79951).

Mileage 5.39, Cadieux Boulevard. All movements must stop and not proceed over crossing until crossing protection signals have been operating for at least 20 seconds. (CTC R-52).

(b) **ST. REMI**

Mileage 72.5, St. Isidore Jct. Extends eastward 6.5 miles to St. Remi. Switch points face north.

Equipment Restrictions

Units in 2000, 2300, 4000, 5000, 5100 and 5200 series prohibited. Heaviest auxiliary crane permitted 160 ton. Heaviest car permitted — 220,000 pounds, except that cars weighing in excess of 220,000 pounds and up to 263,000 pounds may be moved at a speed not exceeding 15 miles per hour.

Speeds

Miles per hour	
All movements	30

ROXBURY and SWANTON SUBDIVISIONS		CANADIAN EASTERN STANDARD TIME		STATIONS		Office Signals	Siding Car Capacity
Miles from Windsor	Yard Limits						
14.8	↓	..... WHITE RIVER JCT. . . CKWZ	7.3	VN	YARD		
22.1		..... WEST HARTFORD	10.4	DG	101		
32.5		..... SOUTH ROYALTON	6.9	FW	78		
39.4		..... BETHEL	7.0				
46.4		..... RANDOLPH	5.7	AX	88		
52.1		..... BRAINTREE	8.5		101		
60.6		..... ROXBURY	15.8		96		
76.4		..... MONTPELIER JCT. Y.	9.5	KD	101		
85.9		..... WATERBURY	7.2		100		
93.1		..... BOLTON	6.0		93		
99.1		..... RICHMOND	9.2		102		
108.3	106.5 / 109.5	..... ESSEX JCT. YZ.	10.8	SX	121		
		(Jct. with Winooski Sub.)	7.7				
119.1		..... MILTON	5.3		83		
126.8	130.8	..... OAKLAND	2.6	NS	103		
132.1	↑	V. ST. ALBANS . . . CKWYZ					
132.1 Miles from St. Albans							
0.4	↓	..... ST. ALBANS . . . CKWYZ	5.4	NS			
		(Jct. with Richford Sub.)					
5.4		..... FONDA	3.6		97		
9.0	8.0 / 10.3	..... SWANTON Z.	6.6				
15.6	14.5 / 16.8	..... EAST ALBURGH . . . YZ.	2.4				
18.0		..... ROGERS	7.4		89		
25.4	23.8	..... CANTIC PRYZ.		VA			

Roxbury Subdivision Footnotes on Pages 26, 27 and 28.

- SWANTON SUBDIVISION FOOTNOTES**
- 1 RULE MODIFICATIONS**
- 1.1 TRAIN REGISTER MODIFICATIONS
CANTIC — Trains will register only when so directed by train order.
- 2 GENERAL FOOTNOTES**
- 2.1 TIMBER BRIDGES — When slow orders, permanent or temporary, are in effect in the vicinity of or at timber bridges, Enginemen must, when practicable, apply train brakes sufficiently in advance of such structures to ensure that brakes are in release while train is passing over same.
- 3 INTERLOCKING**
- 3.1 Railway Crossing at Grade
Rouses Point Subdivision — Mileage 25.4, Cantic — controlled (B.T.C. 68224).
Signals controlled by Train Dispatcher Montreal. Switches governing movements to and from connecting track between Swanton and Rouses Point Subdivisions are dual control and operated by Train Dispatcher.
Should interlocking signal indicate "stop", contact Train Dispatcher for instructions. If necessary to pass interlocking signal in accordance with Rule 663, the requirements of Rule 104B must be observed. The requirements of Rule 672 must also be observed if necessary to occupy Railway Crossing at Grade.
When call light at crossing is flashing, contact Train Dispatcher.
- 4 NON-INTERLOCKED**
- 4.1 Drawbridge
Mississiquoi Bay — Mileage 15.3 (East Alburgh).
- 4.2 Drawbridge
Richelieu River — Mileage 24.3 (Cantic).
- 5 EQUIPMENT RESTRICTIONS**
- 5.1 Heaviest auxiliary crane permitted — 160 ton.
 - 5.2 Heaviest car permitted — 263,000 lbs.
- 6 SPEEDS**
- | Mileage | Psg. | Frts. | Miles per hour
Snow plows and flangers |
|-------------------------------------|------|-------|---|
| 0.0 to 25.4 | 55 | 45 | 35 |
| *0.0 to 1.5 | 30 | 30 | 30 |
| 14.9 to 15.6 Trestle and drawbridge | 5 | 5 | 5 |
| **24.1 Trestle | 5 | 5 | 5 |
| **24.3 Drawbridge | 10 | 10 | 10 |
- *Not marked by advance speed restriction signs for northward movements.
**Not marked by advance speed restriction signs for southward movements.
- 6.2 CONDITIONAL SPEEDS**
- | Mileage | Miles per hour |
|---|----------------|
| 25.4 Northward trains approaching and within 1000 feet of interlocking signal | 15 |
- 7 PUBLIC CROSSING AT GRADE**
- 7.1 Mileage 9.0, Swanton, Lake Street — automatic. Timed circuits. (See Regional Special Instruction S106).
When switching operations require cut to be made in Southward or Northward main track movements, rear portion of movement must be left sufficiently clear of "End of Circuit" signs to allow for engine, and cars which may be picked up. Movements on siding must stop and not proceed over crossing until crossing protection signals have been operating for at least 20 seconds.

ST. ALBANS TERMINAL FOOTNOTES

1 RULE MODIFICATIONS

1.1 SPECIAL INSTRUCTIONS APPLY SYSTEM 1.10 (2nd paragraph).

2 GENERAL FOOTNOTES

2.1 Station Protection Signal 1309, located at Mileage 130.9, Roxbury Subdivision. Operator Italy Yard controls all movements. Trains or engines stopped by this signal must not proceed until Approach Signal indication is received. If Stop Signal indication continues for 5 minutes, Operator must be contacted for instructions.

2.2 Train Order Office is located at Mileage 0.6 Swanton Subdivision.

2.3 Because of descending grade northward, a sufficient number of hand brakes to secure train must be set up on all trains arriving Italy Yard.

3 INTERLOCKINGS

3.1 Switch 32 north of Lake Street — controlled. Operator Italy Yard controls all movements.

3.2 Switches 14, 18, 20, 22, 24 and 26 Elm Street area — Controlled. Operator Italy Yard controls all movements.

3.3 Switches 2, 4, 6 and 8 Brigham Road area, Mileage 1.5 Swanton Subdivision — Controlled. Operator Italy Yard controls all movements.

D-2 derail is power operated only. When Switch No. 2 is operated on hand-throw, Signal Maintainer must be called to operate derail.

D-10 derail, located on North lead, is controlled by Operator and operates independently of interlocking.

4 SPRING SWITCHES

4.1 The north switch to Middle Coal Chute track from West Coal Chute track and south switch leading from West Coal Chute track near engine house are spring switches and protected by signals in facing point direction. Trainmen will observe indication on colorlight signal after train clears spring switch, and if this signal does not display normal indication report must be made from first train order office.

All movements must obtain permission from Operator Italy Yard before moving through spring switches from Middle Coal Chute track to West Coal Chute track and from south end West Coal Chute track to main track.

5 PUBLIC CROSSINGS AT GRADE

5.1 Mileage 131.41, Roxbury Subdivision, Nason Street and, Mileage 131.73, Roxbury Subdivision, Weldon Street. Switching movements over these crossings must not be made until it has been ascertained that gates are in lowered position. Gates may be operated by push buttons at the following locations:

Nason Street, on signal case east side of crossing and on telephone box west side of crossing; Weldon Street, on signal case east side of crossing and telephone box south of crossing. If gates fail to operate properly, all movements over these crossings must be manually flagged and Yardmaster notified at once.

Cars must not be stored south of clearance posts located 150 feet north of Nason Street crossing.

5.2 Mileage 131.98, Roxbury Subdivision, Lake Street — Northward movements receiving stop indication at Signal 29L must stop clear of this crossing. When proceed indication is received a crew member must protect movement over crossing.

5.3 Mileage 0.45, Swanton Subdivision, Elm Street; Mileage 0.25, Richford Subdivision, Aldis Street and Mileage 0.44, Richford Subdivision, Newton Street—When cars are pushed by an engine over these crossings a member of the crew must be stationed at the crossing to protect highway traffic. All switching and engine movements must be protected by a member of the crew in the absence of a Diesel Helper on the engine.

ROXBURY SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 SPECIAL INSTRUCTIONS APPLY SYSTEM 8.2 — At Mileage 61.3 New Ellis Crossing per order P.S.C., August 18, 1958.

At Mileage 60.7, Warren Crossing, including ringing of bell, per order P.S.C. June 26, 1931.

In the Village of Waterbury between the hours of 1900 and 0600.

2 GENERAL FOOTNOTES

2.1 NORTH SHARON, Mileage 30.1 — Private crossing over auto compound track must be kept clear of cars.

2.2 RANDOLPH — The siding is east of main track south of station.

2.3 TIMBER BRIDGES — When slow orders, permanent or temporary, are in effect in the vicinity of or at timber bridges, Enginemen must, when practicable, apply train brakes sufficiently in advance of such structures to ensure that brakes are in release while train is passing over same.

3 EQUIPMENT RESTRICTIONS

3.1 Heaviest car permitted — 263,000 lbs.

3.2 Heaviest auxiliary crane permitted — 160 ton.

4 SPEEDS

4.1 Mileage	Miles per hour		
	Psg.	Fr.	Snow plows and flangers
14.8 to 132.1 zone	55	45	***35
*15.5 to 16.5	40	30	30
20.6 to 21.7	45		
33.2 to 34.4	45		
37.6 to 39.6	40	40	
48.4	25	25	25
56.9 to 57.2	45		
76.6 to 76.8	45		
89.3 to 90.4	45		
107.7 to 108.7	20	20	20
122.0 to 122.3	40	40	
*131.2 to 132.1	30	30	30
**132.0 Lake Street, St. Albans until crossing occupied	15	15	

*Not marked with advance speed restriction or restricting signs for departing movements.

**Not marked with advance speed restriction or restricting signs.

***Not indicated on zone speed signs.

4.2 CONDITIONAL SPEEDS

Mileage	Miles per hour
108.0 to 108.3 On Siding	15
86.2 to 86.3 Trains handling tri-level auto traffic	10

5 PUBLIC CROSSINGS AT GRADE

5.1 Mileage 15.96, Philgas Crossing, White River Jet — Rear portion of train must be left a sufficient distance south of time circuit sign to allow for engines and cars which may be picked up.

5.2 Mileage 46.3, South Pleasant Street and, Mileage 46.4, Main Street, Randolph — automatic. Southward main track movements stopping north of, or on, Main Street crossing must, after passing Main Street, be governed by Regional Special Instruction S105.

Northward main track movements stopping south of "End of Circuit" sign must leave rear portion of train sufficiently clear of this sign to provide for engine, and cars which may be picked up. When north switch to siding is in reverse position signals and gates will cease operation and any further northward siding or main track movements must be governed by Regional Special Instruction S105.

For all movements over these crossings on West Track, signals and gates must be manually operated with switch key at control boxes located on signal case at each crossing. Signal and gates will clear automatically after movement passes over each crossing.

5.3 Mileage 60.7, Warren Crossing, Roxbury — Automatic. Siding movements in either direction must not exceed 10 miles per hour after passing "End of Circuit" sign until crossing is reached. When occupying siding and required to cut crossing, signals and gates may be manually controlled by turning switch key in control box.

5.4 Mileage 85.5, Demeritt Crossing; Mileage 85.7, Batchelor Street; Mileage 86.0, Passenger Depot Crossing and, Mileage 86.6, O'Clair Crossing — Waterbury — Public Service Commission Order August 7, 1930 re Discontinuance of Sounding Engine Whistle Signals . . . "Until further order of this Commission the Central Vermont Railway Incorporated, is hereby ordered to discontinue between the hours of Seven p.m. and Six a.m. the sounding of whistle on locomotives drawing trains into or through the Village of Waterbury as signals for approach to the station in said Village or as signals for the four grade crossings, within the limits of said Village as enumerated in the above findings." The ringing of the engine bell and the sounding of other whistles as prescribed by the rules are not curtailed or regulated.

5.5 Mileage 99.1, Richmond Station Crossing, Richmond — Automatic. Main track is bonded with two circuits for southward movements. (See Regional Special Instruction S106). When cut is required to be made in southward main track trains, rear portion of train must be left north of "End of Circuit" sign a sufficient distance to provide for engine, and cars which may be picked up.

Northward and Southward movements on siding must allow 20 seconds to elapse from time of passing "End of Circuit" sign until crossing is reached.

Before southward House track movements may proceed over crossing, gates must be in fully lowered position.

5.6 Mileage 108.2 Main Street and, Mileage 108.3 Central Street — Essex Junction. Trains in both directions must proceed with extreme care between the first public crossing at grade north of, and the first public crossing at grade south of station.

Regional Special Instruction S106 applies to southward main track movements.

Public Service Commission Order December 12, 1912 re sounding engine whistle: "Until further order of this Commission the Central Vermont Railway Company is hereby ordered to discontinue the sounding of whistles on locomotives drawing trains into the Village of Essex Junction, as signals for the railroad-highway crossing at grade therein and instead thereof, to ring the bell, except as follows: All locomotives drawing trains into said Village from the south, shall continue to whistle, as heretofore, south of Maple Street grade crossing, M.P. 108.1. All locomotives drawing trains into said Village from the north, shall continue to whistle, as heretofore, north of Central Street grade crossing, M.P. 108.3. Nothing herein shall in any way change the existing practice as to whistling for grade crossings in said Village by locomotives drawing trains through said Village without stopping there".

Maple Street is the second public crossing at grade south of the station. Central Street is the first public crossing at grade north of the station.

(continued on page 28)

ROXBURY SUBDIVISION FOOTNOTES (Continued)

5.7 Mileage 118.3, Preston's Crossing — Automatic. Southward main track movements stopping to meet trains at Milton must stop north of "End of Circuit" sign and not proceed until northward movement has cleared and siding switch has been restored to normal position.

5.8 Mileage 119.1, Milton, Main Street — Automatic. Main track is bonded with two circuits for southward movements. (See Regional Special Instruction S106).

When cut is required to be made in southward main track trains, rear portion of train must be left north of "End of Circuit" sign a sufficient distance to provide for engine, and cars which may be picked up.

Northward and southward movements on siding must allow 20 seconds to elapse from time of passing "End of Circuit" sign until crossing is reached.

Before southward movements from house track may proceed over crossing, gates must be in fully lowered position.

When required by other conditions, gates and signals may be operated manually for siding movements only by push button control.

WHITE RIVER JUNCTION TERMINAL FOOTNOTES

1 GENERAL FOOTNOTES

1.1 USE OF JOINT TRACKS BY C.V. RAILWAY AND B. & M. CORPORATION

All movements between 2580 feet north and 2660 feet south of station must be made at a speed that will permit stopping within one-half the range of vision but not exceeding 15 miles per hour.

2 CONDITIONAL SPEEDS

2.1 10 miles per hour must not be exceeded through all turnouts in C.V. yard and on all wye tracks. 15 miles per hour must not be exceeded through all turnouts in B and M yard.

3 SPRING SWITCHES

3.1 Spring switch located at Mileage 16.2, Roxbury Subdivision, (North Switch) is protected by signal in facing point direction. Trainmen will observe indication on color light signal after train clears spring switch, and if this signal does not display normal indication report must be made from first open train order office.

4 PUBLIC CROSSINGS AT GRADE

4.1 Nutt Street — automatic. Trains or engines on C.V. main track must not exceed 25 miles per hour approaching and passing over this crossing. Trains or engines entering main track from No. 2 track must not exceed 5 miles per hour until crossing occupied.

NORTHWARD TRAINS	Miles from Burlington	WINOOSKI SUBDIVISION		Office Signals	Siding Car Capacity	SOUTHWARD TRAINS
		CANADIAN EASTERN STANDARD TIME				
		STATIONS				
		0.2	↓ 0.9				..... BURLINGTON..... Z	YARD
3.0	6.5	..... WINOOSKI.....	26		
8.0	↑	..... ESSEX JCT..... YZ (Jct. with Roxbury Sub.)	S X YARD		
Rule 105A not applicable.						

WINOOSKI SUBDIVISION FOOTNOTES

RULE MODIFICATIONS

1.1 SPECIAL INSTRUCTIONS APPLY SYSTEM 8.1 — Over entire subdivision.

GENERAL FOOTNOTES

2.1 BURLINGTON — Stop must be made by all movements using Gulf Oil Company track at least 50 feet from entrance gates.

All C.V. movements on Vermont Railway main track must be made as prescribed by Rule 93.

Vermont Railway yard limit board is located approximately one mile south of College Street.

Crews switching Pease Grain Co. must contact a plant employee to open overhead door and must ensure that door is fully opened before coupling to cars on that track.

2.2 TIMBER BRIDGES — When slow orders, permanent or temporary, are in effect in the vicinity of or at timber bridges, Enginemen must, when practicable, apply train brakes sufficiently in advance of such structures to ensure that brakes are in release while train is passing over same.

2.3 TRACK UNITS — Heavy track units may operate under lineup regulations.

NON-INTERLOCKED

3.1 Railway Crossing at Grade
Vermont Railway — Normal position of switch No. 1 and crossover switches Nos. 3 and 4 will be lined for C.V. movements. All movements must stop at stop signs located north and south of crossing, sound whistle signal 14(m), and may then proceed if no conflicting Vermont Railway movement is approaching.

EQUIPMENT RESTRICTIONS

4.1 Heaviest engines permitted 1500, 4400, 4500, 4900 and 8000 series units.

Multiple unit operation prohibited.

4.2 Heaviest car permitted 142,000 lbs. Exception: 40 foot cars with gross weights not exceeding 177,000 lbs., if separated from engine by at least 3 cars with gross weights not exceeding 142,000 lbs. Cars at least 50 feet in length with gross weights not exceeding 220,000 lbs., if separated from engine and other heavy cars by at least 3 cars with gross weights not exceeding 142,000 lbs. Cars exceeding 50 feet in length with gross weights not exceeding 230,000 pounds provided such cars are preceded and followed by at least 3 empties not exceeding 50,000 pounds gross weight each.

SPEEDS

5.1	<u>Mileage</u>	<u>Miles per hour</u>
	Entire Subdivision zone	20
	4.1 Winooski Gorge Bridge	5

PUBLIC CROSSINGS AT GRADE

6.1 Mileage 0.2, College Street, Burlington — Six miles per hour must not be exceeded approaching and on this crossing when using Vermont Railway main track.

6.2 Mileage 3.3, Barlow Street, Winooski — Regional Special Instruction S105 applies.

6.3 Mileage 7.66, Park Street, Essex Junction — automatic. Long Siding, Straight and Rail Shop tracks are bonded approximately 30 feet each side of crossing. Trains moving on these tracks must stop, sound whistle signal 14(m) before proceeding over crossing. Switching movements must be protected by a member of the crew. Winooski Subdivision leg of wye is bonded for 10 miles per hour. When necessary to use this track for switching push buttons may be used to control signals and crossing must be protected by a member of the crew.

NORTHWARD TRAINS	Miles from St. Albans	RICHFORD SUBDIVISION		Office Signals	Siding Car Capacity	SOUTHWARD TRAINS
		CANADIAN EASTERN STANDARD TIME				
		STATIONS				
		0.0	↓ 1.5				(Jct. with Swanton Sub.) ..... ST. ALBANS..... CKZ	N S YARD
8.6	26.7	..... SHELDON SPRINGS.....	15		
27.4	↑	..... RICHFORD..... RYZ	R K YARD		
Rule 105A not applicable.						

RICHFORD SUBDIVISION FOOTNOTES

RULE MODIFICATIONS

1.1 SPECIAL INSTRUCTIONS APPLY SYSTEM 8.1 — Over entire subdivision.

GENERAL FOOTNOTES

2.1 TIMBER BRIDGES — When slow orders, permanent or temporary, are in effect in the vicinity of or at timber bridges, Enginemen must, when practicable, apply train brakes sufficiently in advance of such structures to ensure that brakes are in release while train is passing over same.

2.2 TRACK UNITS — Heavy track units may operate under lineup regulations.

INTERLOCKING

3.1 ST. ALBANS — Signal 13L governs movements to Swanton Subdivision.

NON-INTERLOCKED

4.1 Railway Crossing at Grade
St. J & L.C. RR — Mileage 10.1
All trains must stop within 1000 feet of crossing, sound whistle signal 14(m) and may then proceed if no conflicting St. J & L.C. movement is approaching.

EQUIPMENT RESTRICTIONS

5.1 Units in series 2000, 2300, 4000, 5000, 5100 and 5200 prohibited. A maximum of two diesel units may be operated in multiple service, limited to Central Vermont units only. Permission for other, including C.N.R. units, must be obtained from Chief Train Dispatcher.

5.2 Heaviest car permitted — 263,000 lbs.

SPEEDS

6.1	<u>Mileage</u>	<u>Miles per hour</u>
	Entire Subdivision zone	20
	9.8 to 10.2	10
	21.0 to 21.4	10
	24.3	10

CONDITIONAL SPEEDS

Richford — Ten miles per hour must not be exceeded over bridge Mileage 0.3 C.P.R. connection.

PALMER and WINDSOR SUBDIVISIONS

UNITED STATES EASTERN STANDARD TIME

STATIONS

Miles from New London	Yard Limits	Office Signals	Siding Car Capacity	
1.1	Y 1.4	F O	YARD	
6.0		M O	32	
12.1			55	
13.2		N	33	
16.9		N C		
17.4				
22.9		N A		
29.6		29.3 30.5		YARD
34.8				56
44.0		64.0 65.9		39
55.9			27	
61.0				
65.0	F		44	
			YARD	
73.3				
75.0			39	
81.6				
84.8			88	
90.3	110.0 ▲			46
99.7			27	
110.6				
115.7			25	
121.1		B O	YARD	

NORTHWARD TRAINS

SOUTHWARD TRAINS

WINDSOR SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 TRAIN REGISTER MODIFICATIONS
WHITE RIVER JCT. — Register station for trains enroute to and from Palmer Subdivision.

2 GENERAL FOOTNOTES

2.1 WHITE RIVER JCT. — Conductors of trains enroute to Palmer Subdivision must check with Train Dispatcher before leaving to ascertain whether to obtain C.V. clearance at White River Jct. or Brattleboro.

PALMER SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES
PALMER — All trains must obtain clearance.
EAST NORTHFIELD — Southward trains enroute from B & M must obtain clearance at White River Jct. or Brattleboro.

1.2 TRAIN REGISTER MODIFICATIONS
PALMER — When Operator is on duty through trains may register by register ticket.
CANAL JUNCTION — Register station for B & M trains.
NORWOTTUCK — Register station for B & M trains.
EAST NORTHFIELD — Trains will register only when so directed by train order or flashing yellow indicator signal.
BRATTLEBORO — Register station for trains originating or terminating only.

1.3 OTHER MODIFICATIONS
RULE 83A, EAST NORTHFIELD — When necessary to check train register, Engineman will check train register and make second stop to allow Conductor to check train register. In such instances Conductor need not deliver train register check to Engineman.

2 GENERAL FOOTNOTES

2.1 NEW LONDON — Penn-Central movements must not be made east of Hallam Street on C.V. connecting track without authority of the Penn-Central Yardmaster who will arrange for the protection of the movement.
C.V. movements must not be made west of Hallman Street on C.V. connecting track without authority of the Penn-Central Yardmaster, who will arrange for the protection of the movement.

2.2 EAST NEW LONDON — Main track begins and terminates at Mileage 1.1. State Pier — When switching is to be performed on tracks Nos. 4 and 5, if necessary, contact U.S. Navy Sentry who will open swing bridge.

2.3 MILEAGE 3.0, Slosberg Spur — Platform on east side about 110 feet from north end of track will not clear man on side of car. Cars over 10 feet 5 inches wide must be left just south of this platform and engine must not be operated to this platform.

2.4 MONTVILLE — Siding may be found blocked with cars at any time. Care must be exercised when switching "Dump Track", and south of crossover to "Plouffe Track" because of low side and overhead clearances where roof extends over tops of cars. Account close clearance, cars must not be left on siding within 100 feet of Gair's Crossing. When trains meet or pass, train taking siding will, if necessary, cut 100 feet north and south of crossing. Train holding main track will stand back 100 feet until cut is made.

(continued on page 31)

PALMER SUBDIVISION FOOTNOTES — (Continued)

2.5 MILEAGE 10.6, United Nuclear Plant — Portable wheel stops may be found attached to rails under cars on tracks inside and outside of gate. It must be ascertained that all wheel stops have been removed by plant employee before moving cars.

2.6 THAMESVILLE — Whistle posts are located at Mileages 11.6 and 12.3 between which there are six private crossings at grade. Engine whistle signal 14(1) applicable at each crossing.

2.7 NORWICH — Cars standing on south end of "Middle Track" do not clear siding. Cars or engines must not stand on siding between the south switch of siding and south switch of crossover while trains are passing on main track.

2.8 MILEAGE 15.8, Daren's Spur — Canopy over No. 5 door Daren's building must be folded back against building before coupling to, or moving, cars on this track.

2.9 MILEAGE 31.2, North Willimantic — Movements on North spur must not proceed beyond stop sign in American Enka Yard until a plant employee is contacted and dock plate between rails is removed.

2.10 Mileage 38.3, Mansfield — Engines must not operate and cars must not be placed on trestle on University of Connecticut track.

2.11 WEST WILLINGTON — Siding may be found blocked with cars at any time.

2.12 BELCHERTOWN — Siding may be found blocked with cars at any time.

2.13 EAST NORTHFIELD — Southward trains with initial terminal at Brattleboro, must not leave East Northfield earlier than 17 minutes after listing time from Brattleboro.

2.14 TIMBER BRIDGES — When slow orders, permanent or temporary, are in effect in the vicinity of or at timber bridges, Enginemen must, when practicable, apply train brakes sufficiently in advance of such structures to ensure that brakes are in release while train is passing over same.

3 INTERLOCKINGS

3.1 Railway Crossing at Grade
Penn-Central Railroad — Mileage 64.9 — Palmer — controlled.

Before any movement can be made by Central Vermont trains over crossing, a member of the crew must observe the two indicator lights located in the signal control box. When indicators are lighted, indicating no train approaching on the Penn-Central Railroad, push button marked "Clear" to clear signal.

If either of the indicator lights are not lighted, indicating a Penn-Central train approaching, the "Clear" button must not be pushed.

In case an indicator light remains unlighted for an extended period, call Penn-Central Dispatcher for instructions. When instructed to proceed over the crossing, push button marked "Clear". Signal will clear for the C.V.R. movement in 10 minutes.

Movement over crossing will restore signals to normal. Push button marked "Cancel" only when, after pushing the "Clear" button, movement over crossing will not be made on signal indication.

In the event of a signal failure, or if the Central Vermont signal does not clear ten minutes after "Clear" button is pushed a signal indicating "Stop" may be passed only on hand signal from Trainman standing on crossing. Trainman must, before giving hand signal, observe that all signals governing movements over crossing indicate "Stop", that no train is approaching on any track, and then only after the Trainman has unlocked the box at crossing, opened the crossing switch and complied with instructions posted in the box. After train movement has been completed over diamond, the crossing switch must be closed and box locked. Sand should not be used on this crossing. If train stalls with engine on crossing and sand must be used to start train, one of the crew should immediately open the crossing switch located in box adjacent to steel cabin. Then if train movement can be continued in same direction, and after entire train has cleared crossing, the crossing switch can be restored and everything will be normal.

A member of the head end crew to remain at crossing to advise rear end crew to restore the crossing switch to normal. If however, it is necessary for train to move in reverse the emergency switch should be restored only after entire train is in rear of signal. Another movement over crossing can only be made on signal indication obtained by regular procedure by pushing "Clear" button if the two indicator lights are lighted.

Instructions concerning the manner of operating control buttons for the crossing are located in the signal control boxes and should be thoroughly reviewed and understood before any attempt is made to operate the signal control. An unattached engine, car or other unit must not stand foul of either Penn-Central track at crossing, because of possible failure to activate signal.

Motor Car Operation — The operator of a motor car will telephone Penn-Central Dispatcher at Springfield for permission to pass over the crossing. When this is received, the switch located in box on west side of main track, south of crossing, will be opened to set all signals at "Stop" and movement over crossing may then be made. After movement has been completed, the switch must be closed and box locked.

3.2 Railway Crossing at Grade
Boston and Maine Corp. — Mileage 110.6, East Northfield — controlled.

Signals and switches controlled by Boston and Maine Train Dispatcher at Greenfield, Mass. All movements through the interlocking zone are governed by B & M Corp. Interlocking and Signal Control System Rules.

4 NON-INTERLOCKED

4.1 Railway Crossing at Grade
Penn-Central R.R. — Mileage 29.9 — Willimantic.
Normal position of junction switches with the PC, located just north and south of Bridge Street, will be lined for C.V. Railway main track. All movements must stop at "Stop" signs located 400 feet north and south of junction switches and, if route is properly lined, Engineman must sound whistle signal 14(m) before proceeding.

5 EQUIPMENT RESTRICTIONS

5.1 Units in series 2000, 2300, 4000, 5000, 5100 and 5200 prohibited.
5.2 Heaviest car permitted — 263,000 lbs.
5.3 Engines must not proceed beyond the frog on Junction track, Mileage 13.2, Norwich.

(continued on page 32)

PALMER SUBDIVISION FOOTNOTES — (Continued)

6	SPEEDS	Miles per hour		
		Psg.	Fr.	Snow plows and flangers
6.1	Mileage			
	1.2 to 14.4 zone	30	30	30
	*1.2 Curve	10	10	10
	5.9 to 6.0 Until crossing occupied	10	10	10
	14.1 to 14.2 Tunnel	20	20	20
	14.4 to 42.0 zone	35	35	35
	29.8 to 30.0 Junction switches	10	10	10
	42.0 to 109.1 zone	40	40	35
	49.4 to 50.2 Curve	20	20	20
	60.7 to 60.9	30	30	30
	67.7 to 67.9 Curve	15	15	15
	84.7 to 85.2 Crossings, until crossings occupied (applies to southward trains only)	25	25	25
	99.6 to 100.0 Curve and Bridge	25	25	25
	109.1 to 110.4 zone	25	25	25

*Not marked with advance speed restriction or restricting signs for northward movements.

6.2 CONDITIONAL SPEEDS

Mileage	Miles per hour
0.4, Winthrop Cove Bridge, East New London	15

7 PUBLIC CROSSINGS AT GRADE

- 7.1 Mileage 29.9, Willimantic, Bridge Street — Highway crossing signals are manually operated. All movements over this crossing must stop, and start signals by push button before proceeding.
- 7.2 Mileage 64.7, Palmer, Dublin Street — All switching movements over this crossing must be protected by a member of the crew.
- 7.3 Mileage 67.7, Three Rivers, Springfield and Bridge Streets — Department of Public Utilities Order No. 7223 dated November 2, 1944, permits operation on and across Springfield Street and Bridge Street crossings at grade at Tampax Inc. Spur track, Mileage 67.7 with the following restrictions: "That the Railway shall cause a Flagman to display a flag by day and a lighted lantern by night whenever an engine, car or train is approaching and while it is passing over said crossing, and no engine, car or train shall cross at a greater speed than four (4) miles an hour."
- 7.4 Mileage 75.1, Belchertown, Maple Street — Department of Public Utilities Order No. 8572 of July 26, 1949, permits operation upon and across the State highway known locally as Maple Street at level on Ryther and Warren Co. Inc. spur track, Mileage 75.1, subject to the following restrictions: "That the Railway shall cause a red flag by day and a lighted red lantern by night to be displayed whenever an engine, car or train is approaching and while it is passing over said crossing, and no engine, car or train shall pass at a greater speed than four (4) miles an hour."
- 7.5 Mileage 79.8, Dwight — To assure proper function for all movements over the public crossing at Dwight, Mileage 79.8, trains doubling Belchertown Hill must not leave the rear portion of train on the crossing signal circuit between the crossing and sign indicating beginning of circuit, located 1350 feet north of crossing.

- 7.6 Mileage 84.8, Main Street, Mileage 84.9, High Street and, Mileage 85.0, Whitney Street — All north of Amherst Station. Massachusetts Department of Public Utilities Order No. 12240, dated September 20, 1957 orders that Enginemen of trains approaching the Main Street, High Street and Whitney Street crossings at grade with the Central Vermont Railway in the Town of Amherst shall cause the engine bell to be rung from the whistle post to the crossing and in addition to sound the whistle signal just before reaching such crossings, so that the last long blast will end as the engine goes onto the crossing, the duration of the whistle signal (2 long, 1 short, 1 long) to consume approximately ten (10) seconds. Main Street — Automatic. If a southward movement is standing on main track north of south switch to siding, signals will continue in operation until this switch is reversed. Southward movements on siding must stop North of "End of Circuit" sign and when leaving siding must allow 20 seconds to elapse from time of passing "End of Circuit" sign until crossing is reached. Northward movements picking up on Middle Track must cut train a sufficient distance south of circuit sign to allow for engine and cars to be picked up and when leaving Middle Track must not foul crossing until signals have been activated by push button on signal case.
- 7.7 Mileage 99.7, Millers Falls, Main Street — All switching movements over this crossing must be protected by a member of the crew.

Department of Public Utilities Order No. 7615 dated January 10, 1947, permits operation on Main Street Crossing on the Wye track with the following restrictions: "All movements must be protected by a member of the crew who will stop all vehicular and pedestrian traffic while such movements are being made."

8 SPURS AND OTHER TRACKS PALMERTOWN

a) Mileage 6.0 — Extends 2.6 miles westward from Montville, switch points face south on siding. Heaviest car permitted — 220,000 lbs. Cars with gross weights up to 263,000 pounds may be moved between Montville and Doyle's track only. All movements restricted to 10 miles per hour. Movements over all public crossings at grade must be protected by a member of the crew.

b) FITCHVILLE

Mileage 17.4 — Extends 1.6 miles westward from Gibbs, switch points face south. Heaviest car permitted — 220,000 lbs. All movements restricted to 6 miles per hour. Movements over all public crossings at grade must be protected by a member of the crew.

9 OPERATION OF B & M TRAINS BETWEEN CANAL JUNCTION AND NORWOTTUCK

B & M trains may operate between Canal Junction and Norwottuck governed by CNR Operating Rules, Special Instructions, and train orders issued by Champlain Area Train Dispatcher in Montreal. Train orders will be obtained through B & M Operator at Bondsville. Dispatcher's telephones are located at Canal Junction and Norwottuck. B & M crews must obtain authority from Montreal Dispatcher before entering upon Palmer Subdivision. A supply of fuses is available at Operator's office Bondsville.

10 State of Connecticut Public Utilities Commission Docket Number 8995, issued April 13, 1955 prohibits in the State of Connecticut any train employee or other employee from getting upon, riding upon, or working upon the top or roof of any freight car, caboose, or electric or diesel locomotive except in case of emergency; providing however, that this rule shall not apply to yards, industrial sidings when switching operations are performed. (This does not relieve employees from complying with System Special Instruction No. 8.3.)

LOCATION OF RESTRICTED CLEARANCES, WHICH ARE NOT MARKED OR INDICATED BY "TELL-TALES" OR RESTRICTED CLEARANCE SIGNS

NOTE—SEE GENERAL INSTRUCTIONS (Form 696)

Subdivision	Station or Yard	Location-Mileage	Structure or Obstruction	Side of Track
Berlin	Portland	Wharf tracks & Commercial St.	gallery and conveyer legs	both overhead.
"	Portland	West of grain elevator	sand pipe and sand hose	"
"	Mechanic Falls	Water Falls & Tissue Corp.	platform shelter	"
"	Mileage 67.1	Chadburne Siding	platform	south overhead.
"	Cascades 96.05	Brown Co.	two loading shelters	both & overhead.
"	Mileage 98.07	Berlin Mills Branch	overhead wires, switches & Cars	south.
"	Island Pond	149.4	overhead bridge	both.
(Lewiston Spur)	Lewiston	5.1	overhead bridge	both.
"	Lewiston	5.2	overhead bridge	side.
"	Lewiston	Parson's Siding	building	south overhead.
Sherbrooke	Windsor	New Siding Canada Paper Co.	conveyor	overhead and side.
"	"	No. 4 boiler house, Canada Paper Co.	car shaker	building.
"	"	St. Francis Mill, Canada Paper Co.	building	side.
"	"	Main Track — Mileage 60.0-63.0		both & overhead.
Rouses Point	St. Johns	Pirelli Cables private siding (B.T.C.-97089)	door	side.
"	Rouses Point	Main & Yard Tracks		both & overhead.
Drummondville	St. Leonard Jct.	Veneer Track —80.0	telegraph wires	south.
Danville	Victoriaville	Eastern Furniture Co. —55.2	roof	south.
"	"	Main track —55.3	station canopy	north.
"	"	Freight house track —55.3	warehouse	west.
Valleyfield	Valleyfield	Defence Industries Ltd.	unloading rack and sway pipe	south.
"	"	Track 726	unloading rack and sway pipe	south.
"	"	314, North track	elevated platform	north.
"	"	314, South track	unloading rack and sway pipe	north.
"	"	301	unloading rack and sway pipe	both.
"	"	440-443	coal hopper structure	south.
"	"	440-443	salt storage building	both and overhead.
St. Hyacinthe	St. Lambert	Victoria Bridge	Both tracks, vertical and horizontal spans 1 to 9 vertical	north.
"	"	Freight shed track	freight shed building	side.
"	Beloeil	Magazine No. 6 C.I.L.	loading ramp	overhead glass pipe.
"	"	C.I.L. Plant	track to fertilizer tank No. 1	overhead.
Sorel	Sorel	Sorel Steel Foundries	overhead bridge	overhead.
West Shefford	Farnham	Meunerie Farnham Ltée.	overhead wires	both.
Palmer	East New London	State Pier Nos. 4 and 5	platforms and piers	west.
"	East New London	Water Street (New London)	platform	east.
"	Mileage 3.0	Slosberg Spur	platform	east and overhead.
"	Montville	Dump, Plouffe tracks	platforms and roof	overhead.
"	Norwich	Mileage 13.15	overhead bridge	both and overhead.
"	Mileage 14.2	Norwich Tunnel	platform and canopy	both and overhead.
"	Lebanon	Old and New Spurs	overhead bridge	overhead.
"	West Willington	Mileage 45.3	platform	east.
"	Amherst	Kimball & Carey	platform	east.
Roxbury	Bethel	Vermont Pacific Corp.	platform	east.
Winooski	Burlington	No. 1 Interchange Track	Vermont Ry. main track	east.
"	"	Vermont Ry. Main Track	No. 1 interchange track	west.
Richford	Mileage 1.6	National Carbon Spur	building and roof	east and overhead.
"	Enosburg Falls	Agway Plant	building	east.

EQUATED TONNAGE RATINGS

NOTE — SEE GENERAL INSTRUCTIONS (Form 696)

Car Factor	WEST AND NORTH										FOR WEST AND NORTH	Car Factor
	SERIES											
	1000-1076 1700-1734 1800-1803 1907 1911-1917	1950-1951 4100-4107 6500-6637	4539-4546 4900-4901 4907-4922 4930-4952	3150-3155 6750-6793 6852-6871	1204-1519 1900-1906 1908-1910	3100-3129 3600-3614 3830-3893 4108-4537 4547-4824 4902-4906 4923-4929 9000-9142	3200-3240 3615-3745 3900	4000-4017	*2000-2043 *2300-2399 5000-5299	Designated Units		
5	1060	1170	1300	1370	1450	1610	1730	1830	2720	FROM	TO	
6	1250	1390	1530	1620	1710	1900	2030	2160	3200	Portland.....	Gorham.....	
6	1400	1550	1700	1810	1910	2110	2260	2400	3560	Gorham.....	Island Pond.....	
5	1050	1160	1280	1360	1430	1590	1710	1810	2680	Island Pond.....	Richmond.....	
6	1460	1620	1780	1890	1990	2200	2360	2510	3720	Richmond.....	Actonvale.....	
8	1740	1920	2110	2240	2360	2610	2790	2970	4400	Actonvale.....	Ste. Rosalie.....	
8	1920	2120	2320	2460	2590	2870	3070	3260	4830	Ste. Rosalie.....	Montreal Yard.....	
7	1680	1860	2040	2160	2280	2530	2700	2880	4260	Joffre.....	Aston Jct.....	
..	....	....	....	....	....	....	....	....	....	Aston Jct.....	Ste. Rosalie.....
8	1960	2170	2370	2510	2650	2940	3140	(3340)	4940	With Stop at St. Eugene.....	Joffre.....	
8	1750	1930	2120	2250	2380	2620	2810	(2980)	4420	Joffre.....	Plessisville.....	
10	2250	2490	2720	2890	3140	3360	3600	(3840)	5670	Plessisville.....	Danville.....	
..	....	....	....	....	....	....	....	....	....	Danville.....	Richmond.....
20	4860	....	....	....	6310	....	....	....	....	With 1000 HP or Heavier Helper.....	With 1000 HP or Heavier Helper.....
18	4220	....	....	....	5670	....	....	....	....	Aston Jct.....	Des Ormeaux.....
14	3360	3710	4060	4290	4520	4980	5340	5670	8400	St. Gregoire.....	Bellevue Jct.....	
6	1450	1610	1770	1870	1980	2190	2350	2500	3700	Bellevue Jct.....	Longueuil.....	
11	2480	2740	3000	3170	3350	3690	3960	4200	6230	Longueuil.....	St. Lambert.....	
13	3130	3460	3780	4000	4220	4650	4980	5300	7840	Rouses Point.....	St. Lambert.....	
6	1230	1360	1500	1590	1680	1860	2000	2120	3140	Massena.....	Brossard.....	
8	1870	2070	2270	2410	2540	2810	3000	3170	4740	Granby.....	St. Cesaire.....	
7	1500	1660	1820	1930	2040	2250	2420	2570	3800	St. Cesaire.....	St. Lambert.....	
9	2230	2460	2690	2850	3000	3310	3550	3770	5570	Montreal Yard.....	Coteau.....	
11	2480	2740	3000	3170	3350	3690	3960	4200	6230	Coteau.....	Coteau.....	
7	1570	1740	1910	2020	2140	2360	2530	2690	3980	Cantic.....	St. Lambert.....	
7	1680	1860	2040	2160	2280	2520	2700	2880	4250	St. Albans.....	Cantic.....	
9	1980	2200	2410	2550	2690	2980	3180	3380	5000	Essex Jct.....	St. Albans.....	
7	1500	1670	1830	1940	2040	2260	2430	2580	3820	Montpelier Jct.....	Essex Jct.....	
7	1680	1860	2040	2160	2280	2530	2710	2880	4260	White River Jct.....	Montpelier Jct.....	
5	1070	1190	1300	1380	1460	1620	1740	1850	2750	Brattleboro.....	White River Jct.....	
7	1610	1790	1970	2080	2200	2430	2610	2770	4100	Palmer.....	Brattleboro.....	
5	1090	1210	1330	1400	1490	1650	1770	1880	2780	Willimantic.....	Palmer.....	
										New London.....	Willimantic.....	

*Ratings for units in series 2000 and 2300 may be increased by 5% above that shown.

Under certain circumstances, units may be operated with one or two traction motors cut out, in which case the tonnage rating for the affected unit will be reduced as follows:

- (a) M.L.W. or Alco Units
One or two motors cut out; reduce rating 50%. On 2000 and 2300 series, three motors (on 1 truck) cut out: Reduce tonnage by 50%.
- (b) G.M. or E.M.D. units
One motor cut out: reduce rating 50%. Two motors cut out: isolate unit (if single unit set out train). On 5000, 5100 and 5200 series, motors to be cut out in pairs. One pair cut out: reduce tonnage by one-third. Two pairs cut out: isolate unit.

Rating for a 2-unit locomotive is twice rating for a single unit. Rating for a 3-unit locomotive is three times the single unit rating, etc.

If a locomotive is made up of units with different tonnage ratings operating in multiple, tonnage ratings for the locomotive is calculated by multiplying the number of units by the rating of the lowest rated unit. EXCEPTION: Rating for 2000, 2300, 3200, 4000, 5000, 5100 and 5200 series (high horsepower) units may be added to the rating for 1750 and 1800 horsepower units in series 3100 - 3129, 3600, 3700, 3800, 4108 - 4537, 4547 - 4707, 4902 - 4906 and 4923 - 4929.

Unit Nos. 1500 - 1519 may handle the same tonnage as 3615 - 3745 series units if required and provided that manual backward transition is made on grades and as otherwise required.

Ratings for 8000 class switchers are same as units in series 1950-1951.

EQUATED TONNAGE RATINGS — Cont.

NOTE — SEE GENERAL INSTRUCTIONS (Form 696)

FOR EAST AND SOUTH	EAST AND SOUTH										FOR EAST AND SOUTH	Car Factor
	SERIES											
	Designated Units	4000-4017	3200-3240 3615-3745 3900	3100-3129 3600-3614 3830-3893 4108-4537 4547-4824 4902-4906 4923-4929 9000-9142	1204-1519 1900-1906 1908-1910	3150-3155 6750-6793 6852-6871	4539-4546 4900-4901 4907-4922 4930-4952	1950-1951 4100-4107 6500-6637	1000-1076 1700-1734 1800-1803 1907 1911-1917			
Gorham.....	3430	2320	2180	2030	1840	1740	1640	1490	1350	FROM	TO	6
Island Pond.....	4000	2710	2540	2380	2140	2020	1920	1750	1580	Gorham.....	Portland.....	7
Richmond.....	3310	2240	2100	1960	1770	1680	1580	1440	1300	Island Pond.....	Gorham.....	6
Actonvale.....	2900	1960	1840	1720	1550	1470	1380	1260	1130	Richmond.....	Island Pond.....	5
Ste. Rosalie.....	4000	2710	2550	2380	2150	2030	1920	1750	1580	Actonvale.....	Richmond.....	7
Montreal Yard.....	Ⓐ4370	Ⓐ2950	Ⓐ2780	Ⓐ2590	2340	2220	2100	1910	1730	Ste. Rosalie.....	Actonvale.....	7
Aston Jct.....	5500	3700	3480	3250	2950	2800	2640	2340	2180	Montreal Yard.....	Ste. Rosalie.....	9
Ste. Rosalie.....	4340	2930	2760	2580	2330	2210	2080	1900	1710	Aston Jct.....	Joffre.....	7
With Stop at St. Eugene.....	4060	2740	2580	2400	2170	2060	1940	1770	1600	Ste. Rosalie.....	Aston Jct.....	7
Plessisville.....	7050	4750	4480	4190	3800	3600	3400	3100	2810	With Stop at St. Eugene.....	Joffre.....	12
Danville.....	4400	2970	2790	2610	2360	2240	2110	1930	1740	Plessisville.....	Plessisville.....	8
Richmond.....	3520	2380	2240	2140	1880	1790	1680	1540	1380	Danville.....	Danville.....	6
With 1000 HP or Heavier Helper.....	4900	3760	3620	3520	3260	3170	3060	2920	2760	Richmond.....	Richmond.....	6
Des Ormeaux.....	....	....	....	....	1660	....	....	....	1220	With 1000 HP or Heavier Helper.....	Danville.....	5
Bellevue Jct.....	....	....	....	....	5830	....	....	....	4350	Aston Jct.....	Des Ormeaux.....	18
Longueuil.....	6300	4250	4000	3740	3380	3210	3030	2770	2500	Bellevue Jct.....	Bellevue Jct.....	11
St. Lambert.....	9400	6350	5980	5590	5060	4800	4550	4260	3770	Longueuil.....	St. Gregoire.....	16
St. Lambert.....	6010	4060	3820	3570	3240	3070	2900	2650	2390	St. Lambert.....	Longueuil.....	10
Brossard.....	5960	4020	3780	3540	3200	3040	2870	2620	2370	Rouses Point.....	Rouses Point.....	10
St. Cesaire.....	1510	1020	960	890	800	750	710	640	570	Brossard.....	Massena.....	3
St. Lambert.....	4100	2770	2600	2430	2200	2080	1970	1790	1620	St. Cesaire.....	Granby.....	7
Coteau.....	4970	3360	3150	2940	2670	2530	2390	2180	1970	St. Lambert.....	St. Cesaire.....	9
Coteau.....	5500	3700	3480	3180	2880	2720	2570	2340	2100	Coteau.....	Montreal Yard.....	9
St. Lambert.....	6010	4060	3820	3570	3240	3070	2900	2650	2390	Coteau.....	Cantic.....	10
Cantic.....	3800	2550	2400	2240	2020	1920	1810	1650	1490	St. Lambert.....	St. Albans.....	7
St. Albans.....	4050	2730	2580	2400	2180	2060	1950	1770	1600	Cantic.....	St. Albans.....	7
Essex Jct.....	4150	2800	2640	2460	2230	2110	1990	1820	1640	St. Albans.....	Essex Jct.....	7
Montpelier Jct.....	3610	2440	2300	2140	1930	1830	1730	1570	1420	Essex Jct.....	Montpelier Jct.....	6
White River Jct.....	4260	2880	2700	2530	2280	2160	2040	1860	1680	Montpelier Jct.....	White River Jct.....	7
Brattleboro.....	2470	1670	1570	1460	1310	1250	1170	1060	950	White River Jct.....	Brattleboro.....	4
Palmer.....	2370	1600	1500	1400	1270	1200	1130	1020	920	Brattleboro.....	Palmer.....	4
Willimantic.....	3080	2080	1960	1820	1640	1550	1470	1340	1200	Palmer.....	Willimantic.....	4
New London.....	....	....	....	....	....	....	....	....	....	Willimantic.....	New London.....	5

*Ratings for units in series 2000 and 2300 may be increased by 5% above that shown.

ⒶRatings may be increased 5% above two unit rating when two units are in operation and 10% above three unit rating when 3 units are in operation.

LIMITATION

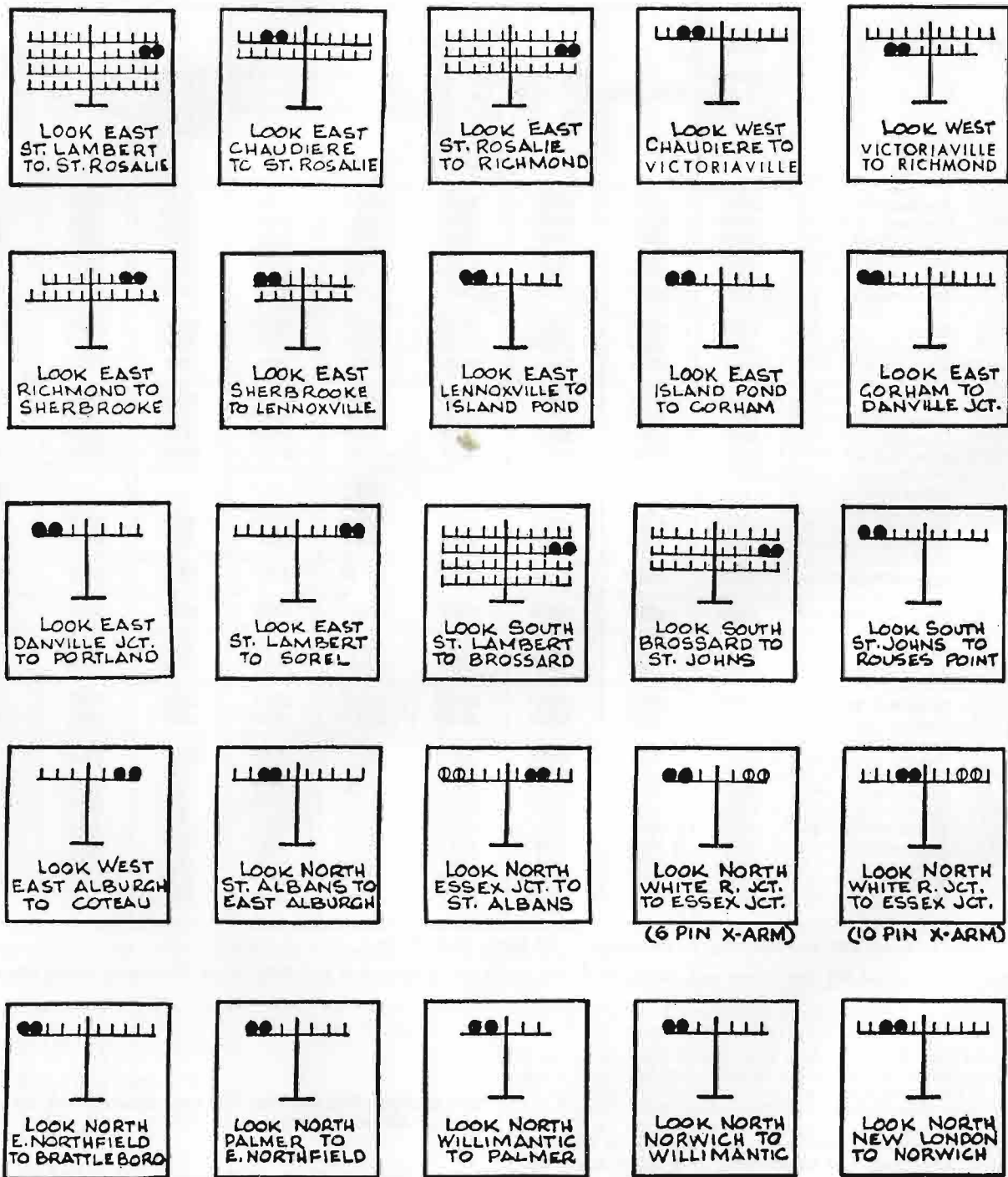
2000, 2300, 5000, 5100 and 5200 Series Units — Should loadmeter indicator cease to record, units must not be operated at a speed below 12 M.P.H. One reason the loadmeter will not record is when traction motors 1, 2 and 3 on the 2000 and 2300 series and traction motors 2 and 4 on the 5000, 5100 and 5200 series are cut out.

NOTE: Special rating 394, Montreal-Island Pond, use Actonvale-Richmond rating.

No. 426 Montreal-Sherbrooke, use Actonvale-Richmond rating.

POLE LINE DIAGRAMS - SHOWING LOCATION OF DISPATCHER'S TELEPHONE WIRES AND MESSAGE PHONE WIRES.

TRAIN PHONE WIRES MARKED ● COUNT X-ARMS FROM TOP DOWN
MESSAGE PHONE WIRES MARKED ○



NOTE: WHEN DISPATCHERS TELEPHONE FAILS, MESSAGE PHONE WILL BE USED AS A SUBSTITUTE

TELEPHONES

(Unless otherwise described, these 'phones are for direct communication with Train Dispatcher.)

BERLIN SUBDIVISION
Mileages.....5.5, 9, 15.4, 18.6, 21.1, 24.9, 33, 40.8, 55.5, 59, 74, 80, 85.9, 103.3, 106, 114.5, 117, 129, 139.3, 142.3.

SHERBROOKE SUBDIVISION
Summit.....Mileage 7.5.
Mileage 30.8.....In wooden box attached to pole.
Coaticook.....In wooden box attached to outside of station.
Compton.....In wooden box attached to the station.
Waterville.....In wooden box attached to the station.
Sherbrooke.....In wooden box north side of station.
Bromptonville...In wooden box north west corner of station.
Mileage.....57.8.
Windsor.....On pole mileage 60.4.
Morse.....West switch — north side.

DANVILLE SUBDIVISION
Mileage 6.0.....On pole.
Mileage 71.3.....In shanty.

DRUMMONDVILLE SUBDIVISION
Mileages.....12, 22, 26, 31, 36.2, 44, 46.2, 46.5, 50, 52.8, 59, 63, 65, 72.2, 75.3, 80, 87.2, 91, 96, 98.3, 120.5, 125.1.

ST. HYACINTHE SUBDIVISION
Actonvale.....East of C.P.R. Crossing.
Mileage 7.5.....North side.
St. Liboire.....In bungalow.
Mileage.....50.8
Ribeco.....At crossover.
St. Hilaire.....At crossover.
Beloil.....Bridge tender's cabin and Carman's cabin west end westward siding
Bruno Jct.....On signal box.
Southwark East...In Switchtenders cabin, at Cannon Jct. south side of tracks.
Cote Noire Road..Just east of crossing on post north side.
Victoria Bridge..Center span No. 13 — in box south side.
Victoria Bridge
West end.....In box south side of main track entrance to bridge.
Victoria Bridge..For contact with Movement Director "MB" St. Lambert, Ring 1 long and 1 short.
East end of Diversion at signals 6RA-8RA-6RC-8RC.
West end of Diversion at signals 2RA and 4RA.
Diversion at signals 2LC and 4LC.
Span 22 between Diversion Switches at Signals 2LA and 4LA.

SOREL SUBDIVISION
Longueuil.....Outside on station.
Fairchilds.....West switch.
Boucherville.....Outside on pole.
Varenes.....Outside on station.
Vercheres.....Outside section car house.
Contrecoeur.....Just east of Stelco Crossing.
".....Opposite west crossover new yard.
".....Outside on station.
Sorel.....West End, Richelieu River bridge.
Sorel.....West side of express building.
Mileage 35.6.....St. Roch Road Crossing.

ROUSES POINT SUBDIVISION
Cantic.....On pole, south and north governing signals, also inside station.
Mileage 18.
Mileage 38.2.....Opposite signal 382.
Cannon Jct.....At signal 176.
Mileage 24.1.....Richelieu Textiles switch.
St. Johns.....North side old station.
Castle Gardens..At Granby Subdivision Junction switch.

VALLEYFIELD SUBDIVISION
Coteau.....On post at south wye switch.
Valleyfield.....North side of station.
Cecile.....On post near diamond.
Mileage 34.4.....West End Bridge.
Mileage 32.8.....St. Louis
Ayrness.....South end of station.
Mileage 18.6.....On pole.
Holton.....Mileage 16.2.
Cantic.....On pole, east and west governing signals, also inside Conductor's room.

SWANTON SUBDIVISION
15.6 East Alburgh
14.8 Lakewood, South End of Trestle
9.0 Swanton
5.4 Fonda
2.6 Newton Rd. Crossing

ROXBURY SUBDIVISION
126.8 Oakland
122.4 Georgia, Section Car House
119.1 Cable Pole, Milton Station
111.9 Colchester
108.3 Essex Jct.
104.4 Williston
99.2 Richmond
95.9 Jonesville
93.1 Bolton
85.9 Waterbury
81.2 Cable Pole Middlesex Station
76.4 Waiting Room, Montpelier Jct. Station
71.7 Riverton
67.8 Northfield
60.6 Cable Pole, Roxbury Station
55.1 East Granville
52.1 Braintree
46.4 Waiting room, Randolph
43.0 Between Bethel and Randolph
39.4 Waiting room, Bethel Station
38.0 North End of Blue Hill
34.3 Royalton
32.5 Waiting room, South Royalton Station
27.6 Sharon
22.2 West Hartford
21.0 South of West Hartford

PALMER SUBDIVISION
1.0 E. New London Yard
7.9 Massapeag
14.9 Norwichtown
16.9 South of Yantic
20.1 Franklin
26.1 South Windham
29.5 Willimantic Yard
29.7 Willimantic Bridge St.
38.3 Mansfield
42.2 South Willington
49.6 Stafford
52.0 Orcutt
65.1 P.C. Tfr., Palmer
67.7 Three Rivers
73.3 Canal Jct.
79.7 Dwight
81.6 Norwottuck
87.6 Cushman
93.0 Mt. Toby
96.0 Montague
102.5 Northfield Farms
108.4 Northfield
115.7 Vernon

MEDICAL OFFICERS

Dr. P. VAUGHAN,
Chief Medical Officer, Montreal, Que.

Dr. C. D. SHORTT,
Regional Medical Officer, Montreal.

Dr. J. BEAUPRE,
Assistant Regional Medical Officer, Montreal, Que.

MEDICAL CLINIC 935 Lagauchetiere St. W., Montreal

Dr. M. MENG
Dr. J. R. MICHAUD

Telephone -877-5881

City or Town	Name	PHONE Office-Residence
Actonvale.....	Dr. Roger Gauthier.....	546-2433
Belocil.....	Dr. A. H. Dowd.....	467-2491
Berlin.....	Dr. R. H. McVetty.....	752-1640
Bethel.....	Dr. J. Young.....	Vandyke 4-2600
Charny.....	Dr. Guy Grondin.....	832-3385
Coaticook.....	Dr. Andre Samson.....	VI 9-2701
Coteau Du Lac.....	*Dr. M. Marcotte.....	763-5601
Farnham.....	Dr. M. C. Mooney.....	263-2777
Granby.....	*Dr. B. S. W. Brown.....	FR 2-3919
Groveton.....	Dr. R. I. Hinkley.....	18-2 (summer residence) 8-2701
Hemingford.....	Dr. A. J. Abram.....	247-2747
Huntingdon.....	*Dr. G. Lefebvre.....	264-5416
Lacolle.....	Dr. I. Desgroselliers.....	CH 6-3900
Levis.....	*Dr. Robert Powers.....	837-4269
Lewiston.....	Dr. E. N. Giguere.....	782-1131
Manseau.....	*Dr. Andre Proulx.....	30
Portland.....	*Dr. B. Zolov.....	3-4682
Richmond.....	Dr. W. L. MacVane.....	SP-4-7431
Rouses Point.....	Dr. D. L. Dykeman.....	TA 6-3443 (summer residence) TE 9-2639
Sherbrooke.....	Dr. I. Desgroselliers.....	CH 6-3900
".....	Dr. A. A. Mignault.....	562-1233
".....	Dr. T. J. Quintin.....	LO 9-3444
Sorel.....	Dr. S. Frappier.....	RI 3-8815
St. Agapit.....	*Dr. J. P. Pouliot.....	269-4295
St. Bruno.....	Dr. J. D. Fournier.....	653-6565
St. Angele de Laval.....	*Dr. C. A. Levasseur.....	87
St. Hyacinthe.....	*Dr. H. Gagnon.....	PR 4-6060
St. Johns.....	Dr. L. P. Savoie.....	FI 6-9494
St. Martine.....	Dr. R. Belanger.....	457-2102
St. Lambert.....	Dr. R. Achim.....	671-7123

City or Town	Name	PHONE Office-Residence
Upton.....	Dr. Frank Yergeau.....	31
".....	Dr. Jules Hivon.....	64
Victoriaville.....	*Dr. Arthur Thibault.....	752-2200
Waterloo.....	Dr. Earl M. Blake.....	539-1543
Yarmouth.....	Dr. B. F. McIntyre.....	VI 6-4052

*Denotes: Doctors equipped to conduct vision, colour sense and hearing examinations.

CENTRAL VERMONT

Amherst, Mass.....	Dr. K. E. Monroe.....	253-5732
Brattleboro, Vt.....	Dr. J. H. Miniszek.....	254-4766
".....	Dr. P. A. Wheeler.....	254-5122 or 4202
".....	Sum. Res. Spofford, N.H.	173-3
Burlington, Vt.....	Dr. E. D. McSweeney Jr.	862-9160 or 8281
".....	Dr. K. F. Truax.....	864-9310
Millers Falls, Mass..	Dr. Emid D. Elgosing.....	659-6581
Montpelier, Vt.....	Dr. E. P. Tomasi.....	223-2582
".....	Dr. A. R. Wright.....	223-7542 or 6754
New London, Conn..	Dr. F. B. Hartman.....	443-7691 or 442-5556
Norwich, Conn.....	Dr. David Sussler.....	887-3790 or 0950
Palmer, Mass.....	Dr. James Flaherty.....	283-6831
Randolph, Vt.....	Dr. Wilmer W. Angell.....	728-5669 or 3361
Richford, Vt.....	Dr. F. J. Lawliss.....	848-7467
St. Albans, Vt.....	Dr. W. H. Rath.....	524-4772
".....	Dr. H. P. Casavant.....	524-3779 or 4611
Swanton, Vt.....	Dr. O. L. Dugan.....	868-3312
Waterbury, Vt.....	Dr. C. B. Orton.....	244-7166
White River Jct., Vt.	Dr. S. L. Garipay.....	295-3360
".....	Dr. R. A. Whitney.....	295-3770
Willimantic, Conn...	Dr. M. H. Little.....	423-5445 or 5537

RADIO—GENERAL AND OPERATING RULES

APPLICABLE IN UNITED STATES

The following rules and requirements issued by the Federal Communications Commission cover use of railroad radio systems and govern employees using such systems:

A. Definition: A Railroad Radio Communication system is one employing radio for the transmission of intelligence between moving equipment, between moving equipment and a fixed point, or between fixed points.

B. Radio communication systems are under the jurisdiction of the Federal Communications Commission. THE RAILROAD COMPANY AND ITS EMPLOYEES ARE GOVERNED BY THE COMMISSION'S OPERATING RULES. VIOLATION IS A FEDERAL OFFENSE FOR WHICH SEVERE PENALTIES ARE PROVIDED.

C. In order to operate a radio transmitting set a railroad employee must read and study the following rules:

1. All employees, except those specifically authorized to do so, are prohibited from making any adjustments to a railroad radio set. Employees so authorized must carry their FCC operator license or verification card when on duty. If it appears that a radio transmitter is not operating properly its use shall be discontinued and the designated railroad official (Ass't Superintendent or Yardmaster) notified as soon as possible.

2. No employee shall knowingly transmit any false distress communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent, or profane language via radio.

3. No employee shall divulge or publish the existence, contents, purport, effect or meaning of any communication (distress communications excluded) except to the person for whom the communication is intended or to another employee of the railroad whose duties may require knowledge of the communication. The above applies either to communications received direct or to any that may be intercepted.

4. Before transmitting, any employee operating a radio transmitting set shall listen a sufficient interval to be sure that the circuit is not already in use, particularly for distress traffic.

5. A distress call will be preceded by the word "Emergency" repeated three times. Such calls shall be used only to cover initial reports of derailments, storms, washouts, fires, obstructions to tracks, or other matters which would cause serious delay to traffic, damage to property, injury to employees or the traveling public, and shall contain as complete information thereon as possible. All employees shall give absolute priority to communications from another station in distress, and except in answering or aiding a station in distress shall refrain from sending any communications until there is assurance that no interference will result to the station in distress.

6. The Railroad Company is required to answer an official notice of violation of the terms of the Communications Act of 1934, as amended, within three days from receipt of notice and any employee receiving inquiry concerning any violation shall answer such inquiry within 24 hours after receipt of notice.

7. Any employee shall permit inspection of the radio equipment in his charge and all FCC documents pertaining thereto, by a duly accredited representative of the Federal Communications Commission at any reasonable time.

8. Employees, except in yard operation, shall identify the radio station from which they are calling by prefacing their call with the railroad name, for example, "ABC (Railroad) Caboose Train 92 calling Engine", "XYZ (Railroad) Caboose Train 92 calling Engine Train 89", or "MAIN (Railroad) Engine 547 calling Caboose 1402."

9. In certain cases at crossings, junctions or paralleling tracks some interference may develop with another railroad. In such cases special care in making identification shall be used and the employees concerned shall cooperate in handling their business by alternating calls and being as brief as possible.

10. If any communication from a station other than another railroad radio station interferes with Railroad Radio service the railroad employee will endeavor to ascertain the identity of such station and report the occurrence as soon as possible through authorized channels, to the designated railroad official (Assistant Superintendent or Yardmaster) giving the exact time, nature of the communication and identity of the station, if possible.

(Internationally, the word "MAYDAY" indicates a distress message, the word "PAN", an urgent message and the word "SECURITY", a safety message. Railroad employees may hear such messages sent by aircraft or, in coastal areas, by boats. Railroad employees hearing such messages must report them immediately through authorized channels to the designated railroad official (Assistant Superintendent or Yardmaster) in addition to taking such appropriate action to relieve the distress as may be possible.)

WATCH INSPECTORS

Location	Name of Inspector	Address
Brattleboro, Vt.	Simons Jewelers.....	122 Main St.
Burlington, Vt.	F. J. Preston & Son..	17 Church St.
Coaticook, Que.	J. N. White & Co....	19 Main West
Coteau, Que.	Agent.....	Station
Chateauguay, Que.	Deutsch Jewelry....	Chateauguay Plaza
Granby, Que.	L. Pommier.....	62 Main St.
Huntingdon, Que.	E. Simoneau.....	80 Chateauguay St.
Island Pond, Vt.	Agent.....	Station
Lachine, Que.	Bijouterie Brodeur..	965 Notre Dame St.
Levis, Que.	J. B. Paradis.....	127 Commercial St.
Montreal, Que.	Fernand Lamothe...	4051 Ontario St. East
Montreal, Que.	R. Roy.....	935 Lagauchetiere St. W.
Montreal, Que.	Rogers Jewellers....	2207 Rockland Road
Montreal, Que.	R. Barbeau.....	910 Peel St.
Montreal, Que.	R. Hemsley Ltd.....	394 St. James St. W.
Montreal, Que.	M. Durocher.....	5192 Notre Dame St. W.
Montreal, Que.	J. C. Rivet.....	6079 Blvd. Monk
New London, Conn.	Calmon Jewelers....	48 State St.
Norway, Me.	B. L. Hutchins.....	Main Street
Portland, Me.	Springers.....	580 Congress St.
Richmond, Que.	J. C. Brouillette...	420 Main St. N.
Rouses Point, N.Y.	Agent.....	Yard Office
Sherbrooke, Que.	Skinner & Nadeau Inc.....	82 Wellington St. N.
St. Albans, Vt.	J. G. Courtois.....	30 Kingman St.
St. Hyacinthe, Que.	R. Senecal.....	580 St-Denis St.
St. Johns, Que.	Harbeck and Lasnier	158 Richelieu St.
Sorel, Que.	B. Ferland.....	32A Prince St.
Verdun, Que.	R. Gaulin.....	4459 Wellington St.
Victoriaville, Que.	L. C. Vallieres.....	56 Notre Dame East
VilleLemoyne, Que.	Fortin Jewellers....	78 St. Louis St.
Waterloo, Que.	W. Courtemanche...	647 Main St.
White River Jct., Vt.	White River Jewelry	9 So. Main St.

CHAMPLAIN AREA RADIO SYSTEMS

APPLICABLE IN CANADA

These Instructions supplement items 3.3 and 3.4 of System Special Instructions and pages 8 to 12 in Form 696 dealing with "Operation of Radio Equipment".

		RADIO CHANNELS						
MOBILE STATIONS		EE	TW1	TW2	CC3	CC2	GT1	MW1
Mainline Engines & Railiners	(2 Ch)	○	×					
Mainline Engines & Railiners	(4 Ch)	○	×	×	×			
*Yard Engines**	(2 Ch)	×	○					
*Yard Engines**	(4 Ch)	×	×		○	×	×	
*Train Crew Portables-Pass.	(1 Ch)	○						
*Train Crew Portables	(2 Ch)	○	×					
*Train Crew Portables**	(4 Ch)	○	×		×	×		
*Yard Crew Portables**		×			○	×	×	
*Mtce. of Way Portables	(2 Ch)	○	×					
*Mtce. of Way Portables	(4 Ch)	○	×	×				×
*Hy-Rail Vehicles		○	×	×				×
BASE STATION CONTROLS								
Beloil OPR		×	○					
Contrecoeur OPR		×				○		
Coteau OPR		×			○			
Dispatcher — Montreal		×	○					
Drummondville OPR		×	○					
Granby OPR		×	○					
Laprairie OPR		×	○					
Movement Director — St. Lambert		×	○					
Richmond OPR		×	○					
Richmond YM Car Controller		×			○			
St. Hyacinthe OPR Car Controller		×	○					
St. Jean OPR		×	○					
St. Lambert Car Controller		×	○		×			
Sherbrooke YM		×	○					
Sorel OPR Car Controller		×				○		
Valleyfield OPR Car Controller		×	○					
Varenes OPR		×				○		
Victoriaville OPR		×	○					

*Party must manually select STANDBY CHANNEL.

**See note under "ENGINE OR PORTABLE RADIOS IN YARDS".

TRAIN DISPATCHERS' RADIO TERRITORY

Subdivision	Mileages
Granby	43.0 - 52.3
Massena	63.0 - 84.0
Rouses Point	25.0 - 42.7
St. Hyacinthe	56.0 - 72.4
Sorel	0.0 - 20.0

MOVEMENT DIRECTOR'S radio territory is the same as above.

TRAIN CREW PORTABLES

Radios assigned to St. Lawrence Region are identified by a YEL-LOW BAND. Radios assigned to other Regions will have a BAND of another colour. Unless permanently assigned, all radios must be recorded in and out and picked up and turned in to employee "in charge" at all crew change-off points. For any exceptions to the above, local instructions will be issued in circular form.

LEGEND TO CHART

- standby channel
- ① standby channel with tone 1 feature
- ② standby channel with tone 2 feature
- × alternate channel

DEFINITIONS

STANDBY CHANNEL is the channel on which a given radio is ready to receive intelligence at any time. (Some offices show more than one standby channel—that means they have access to more than one radio base station.)

ALTERNATE CHANNEL is the channel which is not the standby channel but may be designated as the WORKING CHANNEL.

WORKING CHANNEL is the channel which may be assigned by local supervisory officer for a specific Yard Crew Assignment in which case it becomes the standby channel.

BASE STATION CONTROL is the instrument resembling a telephone or communication console located in a station, yard or dispatching office which controls the operation of a radio base station situated anywhere from less than 50 feet to as much as 250 miles away.

RADIO RANGE generally should reach from 1 to 10 miles between mobile stations depending on power output of transmitters and from 5 to 25 miles between mobile and base station depending on the height and location of antenna at the base station.

HOW TO USE CHART

- 1) Select on the chart the party you desire to call.
- 2) Determine his standby channel (i.e. ○).
- 3) Select on the chart your own radio channels (i.e. ○ or ×).
- 4) Providing you are in "RADIO RANGE" you may contact the party if:
 - a) His standby channel corresponds to your standby channel (i.e. his ○ and your ○ are in the same column).
 - b) His standby channel corresponds to your alternate channel (i.e. his ○ and your × are in the same column).
- 5) If his standby channel does not show a tone number (i.e. ○) switch to his standby channel and voice call.
- 6) If his standby channel shows a tone number (i.e. ① or ②) switch to his standby channel, depress the appropriate tone button (DISP. 1 or 2) for 3 to 5 seconds, then voice call.

ENGINE OR PORTABLE RADIOS IN YARDS

Each radio is equipped with up to 4 channels although more than 4 channels may be used in yard operations. Standby channel shown in chart is normal yard channel; however, when radio is used in lieu of hand signals during switching operations, any of the available radio channels may be designated as the WORKING CHANNEL.

MAINTENANCE OF WAY OR HY-RAIL RADIOS

Channel "EE" is the standby channel only when radio-equipped track units are operating on-track or under train order protection provided by Example (2) of Form Y, otherwise normal standby channel is "MW1".

J. J. WELCH, Transportation Officer

R. F. JACK, Master Mechanic

J. P. BROUSSEAU,
Asst. Supt.,
Montreal, Que.

J. D. ROBITAILLE,
Asst. Supt.,
St. Lambert, Que.

J. R. BRAULT,
Asst. Supt.,
Richmond, Que.

H. J. HARVEY,
Asst. Supt.,
St. Albans, Vt.

J. B. LEROUX,
Trainmaster-Rd. Foreman,
St. Lambert, Que.

H. J. O'CONNOR,
Trainmaster-Rd. Foreman,
Richmond, Que.

W. K. GILLESPIE,
Trainmaster-Rd. Foreman,
St. Albans, Vt.

J. L. RICHIER,
Terminal Trainmaster
St. Lambert, Que.

R. F. KENNEDY,
Trainmaster-Rd. Foreman
New London, Conn.

F. V. MURACH,
Master Mechanic
St. Albans, Vt.

J. SCANLON, Jr.,
Terminal Trainmaster
St. Albans, Vt.

Dispatching Office — Montreal, Que. — Office Signal "XD"

Tel. 877-4892 (Area Code 514)

J. C. Brochu Chief Train Dispatcher.

B. Landry }
P. G. Lebocuf } Asst. Chief Train Dispatchers
J. L. Simard }

Train Dispatchers.

L. P. Dessureault
J. Y. Langlois
J. C. Mercier
J. R. Roy
J. R. Gaudet
L. N. Veronneau
L. P. Roy
J. V. Poulin

Y. Lavoie
J. P. Pearson
J. R. Leclerc
B. A. Pelletier
J. A. Daigle
J. L. Verret
B. A. Leclerc
L. B. Laybourne

J. C. Charron
J. A. Tanguay
W. L. Baillie
W. R. Culhane
R. Lemire
J. A. Gingras
L. D. Laplante