CANADIAN PACIFIC RAILWAY

QUEBEC DISTRICT — MONTREAL TERMINALS

TIME 142 TABLE

TAKING EFFECT at 12.01 a.m., SUNDAY, SEPTEMBER 29th, 1935

GOVERNED BY EASTERN STANDARD TIME

FOR THE INFORMATION AND GUIDANCE OF EMPLOYEES ONLY

THE SUPERIOR DIRECTION IS EAST OR SOUTH, AND EAST OR SOUTH BOUND TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE (INFERIOR) DIRECTION

THE COMPANY'S RULES ARE PRINTED SEPARATELY IN BOOK FORM. EVERY EMPLOYEE WHOSE DUTIES ARE PRESCRIBED BY THE RULES AND EVERY EMPLOYEE WHOSE DUTIES ARE CONNECTED WITH THE MOVEMENT OF TRAINS, MUST HAVE A COPY OF THE RULES AND OF CURRENT TIME TABLE ACCESSIBLE WHEN ON DUTY

H. J. HUMPHREY,
VICE-PRESIDENT AND GENERAL MANAGER

J. K. SAVAGE,
GENERAL SUPERINTENDENT

Page	FROM	TO	Miles
3	Place Viger	Jacques Cartier Jct.	9.0
4	St. Luc Branch		2.1
4	Montreal (Windsor Stn.)	Ballantyne	7.4
4	Montreal West	South Jct.	1.0
4	Montreal West	North Jct.	1.1
4	Adirondack Jct	Breslay	11.3
4	Outremont	Mile End	1.4
	South Bank Branch		10.7
		Total	44.0

Farnham Division Train Despatchers will issue train orders between Adirondack Jct., and Montreal West via South Jct. and between Highlands and Cote St. Paul. Despatching Office at Farnham—Telegraph Call F.

Smiths Falls Division Train Despatchers will issue train orders between Montreal (Windsor Stn.), and Ballantyne, Montreal West and North Jct. between South Jct. and Outremont and between St. Luc and Ballantyne. Despatching Office at Smiths Falls—Telegraph Call Q.

Laurentian Division Train Despatchers will issue train orders between Outremont, Breslay, Jacques Cartier Jct. and Place Viger. Despatching Office at Park Avenue—Telegraph Call Q.

T. E. EMSLEY,
J. O. FORTIER,
} Assistant Superintendents.

R. W. SCOTT,
Superintendent,
Montreal.

MEDICAL OFFICERS

NAME	PHONE	STREET ADDRESS
DR. H. A. BEATTY, Chief Medical Officer		52 Howland Ave., Toronto
DR. E. P. GRENIER	Harbour 2622	3744 St. Denis St.
DR. J. L. DAY	Fitzroy 6012	455 Mt. Pleasant Ave.
DR. J. A. DEMERS	Harbour 0733	1058 St. Denis St.
DR. H. S. SHAW	Dollard 6789	205 St. Catherine Road
DR. F. H. GATIEN	Lachine 160	68 Fifteenth Avenue
DR. W. C. WINFREY	Falkirk 1579	825 Bienville Street
DR. ROY H. McGIBBON	Calumet 2344	7503 St. Denis Street
DR. J. E. LESAGE	Amherst 3284	2031 Mt. Royal Ave. East
DR. J. G. KIRKLAND	Calumet 2120	7764 St. Denis Street
DR. J. A. CORRIGAN	Amherst 6481	4320 Delorimier Ave.
DR. M. I. GOLT	Crescent 2770	5158 Park Ave.
DR. H. A. SINCLAIR	Harbour 5170	4586 Jeanne Mance St.
DR. J. H. JACOBS		Caughnawaga
DR. C. A. KIRKLAND	Dexter 0220	133 Fourth Ave., Ville St. Pierre
DR. ALAN B. HALL	Elwood 0751	37 Curzon St., Montreal West
DR. WALTER W. READ	Elwood 9898	418 Claremont Ave.

Employees are reminded that the Company's Medical Officers are at their disposal without fee in all cases of accident resulting in personal injury during their work and the Company will not be responsible for the accounts of doctors not under appointment by the Company except where they are summoned to render first aid or where a Company's doctor is not available.

MONTREAL TERMINALS DIVISION FOOTNOTES

When trains are on time, transfer of passengers from incoming to outgoing trains will be made at Montreal (Windsor Station) or Montreal West, but in event of incoming train being late transfer will be made at Montreal West unless it can arrive Windsor Station fifteen minutes before departure time of outgoing train.

Should a train with passengers for connection be delayed after leaving Montreal West outgoing train must be held for connection at Windsor Station.

§N.Y.C. trains will flag stop at stations indicated by § to entrain or detrain passengers destined to or from points on New York Central lines.

§D. & H. trains will flag stop at stations indicated by § to entrain or detrain passengers destined to or from points on D. & H.

§No. 220 will flag stop at Adirondack Jct. Saturdays and Sundays only, to detrain golfers.

§Nos. 210 and 21 will flag stop at Montreal West to entrain passengers.

§Nos. 209, 22, 2, 8 and C.N.R. No. 6 will stop at Montreal West to detrain passengers.

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

§No. 7 will flag stop at Westmount and Montreal West to entrain for advertised stops Ottawa and west.

§No. 425 stops to detrain only.

§No. 523 will stop at Sortin to detrain passengers.

§No. 519 will flag stop at Montreal West to entrain passengers for points west of Vaudreuil.

No. 220 will wait 5 minutes at Montreal West for No. 8 when there are passengers on that train for connection.

No. 905 Freight due to leave Outremont 7.00 p.m. and Ballantyne 7.20 p.m. daily except Saturday and Sunday.

No. 903 Freight due Adirondack Jct. 7.30 p.m., South Jct. 8.00 p.m. and Ballantyne 9.00 p.m. daily.

No. 906 Freight due Ballantyne 7.35 p.m., Outremont 8.20 p.m. daily.

No. 88 Freight due to leave Breslay 10.00 p.m. daily.

No. 914 Freight due to leave Outremont 10.00 p.m., Adirondack Jct. 10.30 p.m. daily.

No. 85 Freight due to leave Breslay 10.30 p.m. daily.

No. 908 Freight due to leave Outremont 11.00 p.m., Adirondack Jct. 11.30 p.m. daily.

No. 902 Freight due Ballantyne 11.15 p.m., South Jct. 12.15 a.m., Adirondack Jct. 12.24 a.m. daily.

No. 974 Stock due Ballantyne 12.10 a.m. daily.

No. 913 Freight due Adirondack Jct. 12.25 a.m., South Jct. 1.00 a.m., Outremont 2.30 a.m. daily.

No. 915 Freight due Adirondack Jct. 1.00 a.m., South Jct. 1.30 a.m. and Ballantyne 2.30 a.m. daily.

No. 909 Freight due to leave Ballantyne 1.30 a.m. daily.

No. 911 Freight due to leave Ballantyne 3.30 a.m. daily.

No. 904 Freight due Ballantyne 6.00 a.m., South Jct. 7.00 a.m., Adirondack Jct. 7.09 a.m. daily.

No. 86 Freight due Breslay 5.00 a.m. daily.

No. 87 Freight due Breslay 4.45 a.m. daily.

No. 89 Freight due Breslay 9.10 p.m. daily except Sunday.

TIME TABLE No. 142—SEPTEMBER 29th, 1935

INBOUND TRAINS—READ UP

FIRST CLASS

Miles from Place Viger	Telegraph and Telephone Offices	STATIONS	Telegraph Calls	357 Quebec Psgr. aDaily	301 Quebec Psgr. aDaily	438 St. Jerome Psgr. aDaily ex. Sun.	470 St. Lin Psgr. aDaily ex. Sun.	446 St. Jerome Psgr. aSun. only	371 St. Gabriel Psgr. aDaily ex. Sun.	442 Labelle Psgr. aDaily ex. Sun.	426 Calumet Psgr. aDaily	422 Ottawa Psgr. aDaily	351 Quebec Psgr. aDaily ex. Sun.	436 St. Jerome Psgr. aSat. only	488 St. Eustache Psgr. aSat. only	486 St. Lin Psgr. aDaily ex. Sat. & Sun.	353 The Frontenac Psgr. aDaily	430 Montebello Psgr. aSat. & Sun. only	452 Mt. Laurier Psgr. aDaily ex. Sun.	472 St. Lin Psgr. aSun. only	363 Trois Rivieres Psgr. aDaily ex. Sun.	365 Trois Rivieres Psgr. aSun. only	458 Labelle Psgr. aSun. only	424 Ottawa Psgr. aDaily	375 St. Gabriel Psgr. aSun. only	355 The Viger Psgr. aDaily	460 Mt. Laurier Psgr. aSun. only	
		Montreal Terminals — Double Track — Automatic Block		A.M.		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		P.M.	P.M.	P.M.	
.0	D	PLACE VIGER ..... XK	M C	6.50	.....	7.35	8.35	9.30	9.35	9.45	10.10	12.30	12.35	2.40	3.10	5.00	.....	6.25	6.30	7.50	8.10	8.20	8.25	.....	9.10	9.45	10.00	.....
		2.0																										
2.0	D N	HOCHELAGA X	H O	6.42	.....	7.28	8.28	9.23	9.28	9.38	10.03	12.23	12.28	2.33	3.02	4.52	.....	6.18	6.23	7.43	8.03	8.13	8.18	.....	9.03	9.37	9.53	.....
		1.1																										
3.1	....	ANGUS X	G	6.38	.....	f 7.25	8.25	9.20	9.25	9.35	10.00	12.20	12.25	2.30	2.59	4.49	.....	6.15	6.20	7.40	7.59	8.10	8.15	.....	9.00	9.34	9.50	.....
		1.9																										
5.0	....	MILE END X	M D	6.33	.....	7.21	8.21	9.17	9.22	9.31	9.56	12.16	12.21	2.26	2.55	4.45	.....	6.12	6.16	7.36	7.55	8.07	8.12	.....	8.56	9.30	9.46	.....
		0.9			A.M.												P.M.							P.M.				
5.9	D N	★ BRESLAY ..... RX	B Y	6.31	6.52	7.19	8.19	9.15	9.20	9.29	9.54	12.14	12.19	2.24	2.53	4.43	5.26	6.10	6.14	7.34	7.53	8.05	8.10	8.46	8.54	9.28	9.44	.....
		0.2																										
6.1	....	★ PARK AVENUE X	R V	s 6.29 6.23	6.50	s 7.18	s 8.18	s 9.14	s 9.19	s 9.28	s 9.53 9.43	s 12.13	s 12.18	s 2.23	s 2.52	s 4.42	s 5.25	s 6.09	s 6.13	s 7.33	s 7.52	s 8.04	s 8.09	s 8.45	s 8.53	s 9.27	s 9.43	.....
		2.3			A.M.																							
8.4	D N	★ JAC. CARTIER JCT. ... ZX	J	6.15	.....	7.12	8.11	9.06	9.11	9.21	9.36	12.03	12.10	2.16	2.45	f 4.35	5.18	6.00	6.05	7.26	7.45	7.58	8.03	8.35	8.45	9.18	9.34	.....
		Jct. C.N.R.		A.M.		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
		1.4																										

★No passing track.

OUTBOUND TRAINS—READ DOWN

FIRST CLASS

Miles from Place Viger	Telegraph and Telephone Offices	STATIONS	Telegraph Calls	302 Quebec Psgr. ℓDaily	352 Quebec Psgr. ℓDaily ex. Sun.	483 St. Eustache Psgr. ℓDaily ex. Sun.	471 St. Lin Psgr. ℓSun. only	421 Ottawa Psgr. ℓDaily	437 Labelle Psgr. ℓDaily	378 St. Gabriel Psgr. ℓSun. only	354 The Frontenac Psgr. ℓDaily	435 St. Jerome Psgr. ℓSat. only	427 Montebello Psgr. ℓSat. and Sun. only	445 Mont Laurier Psgr. ℓSat. only	364 Trois Rivieres Psgr. ℓDaily	374 St. Gabriel Psgr. ℓDaily ex. Sun.	457 Mont Laurier Psgr. ℓDaily ex. Sun.	356 The Viger Psgr. ℓDaily	423 Ottawa Psgr. ℓDaily	469 St. Lin Psgr. ℓDaily ex. Sun.	461 St. Jerome Psgr. ℓDaily ex. Sat. and Sun.	463 St. Jerome Psgr. ℓSat. and Sun. only	425 Calumet Psgr. ℓDaily	358 Quebec Psgr. ℓDaily				
		Montreal Terminals — Double Track — Automatic Block			A.M.	A.M.	A.M.		A.M.	A.M.		NOON	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.				
.0	D	PLACE VIGER ..... XK	M C	.....	8.10	8.15	8.20	.....	8.35	9.00	.....	12.00	1.00	1.15	4.00	4.50	5.00	5.30	5.40	5.50	6.30	11.20	11.30	11.55	.....	.....	.....	.....
		2.0																										
2.0	D N	HOCHELAGA X	H O	.....	8.15	8.20	8.25	.....	8.40	9.05	.....	12.05	1.05	1.20	4.05	4.55	5.05	5.35	5.45	5.55	6.35	11.25	11.35	A.M. 12.01	.....	.....	.....	.....
		1.1																										
3.1	....	ANGUS X	G	.....	8.18	8.23	8.28	.....	8.43	9.08	.....	12.08	1.08	1.23	4.08	4.58	5.08	5.38	5.48	5.58	6.38	11.28	11.38	12.04	.....	.....	.....	.....
		1.9																										
5.0	....	MILE END X	M D	.....	8.21	8.26	8.31	.....	8.46	9.11	.....	12.11	1.11	1.26	4.11	5.01	5.11	5.41	5.51	6.01	6.41	11.31	11.41	12.09	.....	.....	.....	.....
		0.9		A.M.				A.M.			A.M.																	
5.9	D N	★ BRESLAY ..... RX	B Y	12.01	8.23	8.28	8.33	8.41	8.48	9.13	9.57	12.13	1.13	1.28	4.13	5.03	5.13	5.43	5.53	6.03	6.43	11.33	11.43	12.11	.....	.....	.....	.....
		0.2																										
6.1	....	★ PARK AVENUE X	R V	12.05	s 8.27	s 8.32	s 8.37	s 8.45	s 8.52	s 9.17	s 10.00	s 12.17	s 1.17	s 1.32	s 4.17	s 5.05	s 5.17	s 5.47	s 5.57	s 6.07	s 6.47	s 11.37	s 11.45 A.M. 11.55	s 12.12 12.22	.....	.....	.....	.....
		2.3		A.M.																								
8.4	D N	★ JAC. CARTIER JCT. ... ZX	J	.....	8.31	f 8.36	8.41	8.49	8.56	9.21	10.04	12.21	1.21	1.36	4.21	5.09	5.21	5.51	6.01	6.11	6.51	11.41	§ 12.01	12.28	.....	.....	.....	.....
		Jct. C.N.R.			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.				
		1.4																										

★No passing track.

TIME TABLE No. 142—SEPTEMBER 29th, 1935

OUTBOUND TRAINS—READ DOWN

FIRST CLASS

214	242	579	519	240	29	505	40	15	238	204	513	517	220	212	354	236	515	234	202	232	503	421	597	577	35
Newport Psgr. /Daily ex. Sun.	N.Y.C. Psgr. /Daily ex. Sun.	Vaudreuil Psgr. /Daily ex. Sun.	Point Fortune Psgr. /Daily ex. Sat. and Sun.	N.Y.C. Psgr. /Daily ex. Sat. and Sun.	Perth Psgr. /Daily ex. Sun.	Ottawa Psgr. /Daily ex. Sun.	St. John Psgr. /Daily ex. Sat.	C.N.R. Psgr. /Daily	N.Y.C. Psgr. /Sat. only	Megantic Psgr. /Sat. only	Rigaud Psgr. /Sat. only	Point Fortune Psgr. /Daily	D. & H. Psgr. /Daily	The Alouette Psgr. /Daily	The Frontenac Psgr. /Daily	N.Y.C. Psgr. /Daily ex. Sat. and Sun.	Rigaud Psgr. /Sun. only	N.Y.C. Psgr. /Sun. only	Sher-brooke Psgr. /Daily	N.Y.C. Psgr. /Daily ex. Sun.	Ottawa Psgr. /Daily	Ottawa Psgr. /Daily	Smiths Falls Psgr. /Sun. only	Vaudreuil Psgr. /Daily ex. Sun.	Toronto Psgr. /Daily ex. Sun.
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
5.40	5.25	5.20	5.15	4.25	4.15	4.00	3.50	3.00	1.35	1.30	1.25	12.15	10.00	9.35	9.30	9.25	9.20	9.05	8.40	8.35	8.30	8.15	8.10	8.10	7.00
s 5.46	s 5.31	s 5.26	s 5.20	s 4.31	s 4.21	s 4.06	s 3.56	§ 3.06	s 1.41	s 1.36	s 1.31	s 12.21	s 10.06	s 9.41	s 9.36	s 9.31	s 9.26	s 9.11	s 8.46	s 8.41	s 8.36	s 8.21	s 8.16	s 8.16	s 7.06
s 5.52	§ 5.37	s 5.32	§ 5.25	§ 4.37	s 4.30	s 4.12	s 4.02	§ 3.12	§ 1.47	s 1.42	s 1.37	s 12.27	s 10.12	s 9.47	s 9.42	§ 9.37	s 9.32	§ 9.17	s 8.52	§ 8.47	s 8.42	s 8.27	s 8.22	s 8.22	s 7.12
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f 12.30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f 8.24	.....	f 7.15
.....	.....	5.36	5.28	.....	4.34	4.15	.....	3.15	.....	.....	1.40	12.31	.....	.....	.....	.....	9.35	.....	.....	.....	8.45	.....	8.25	8.25	7.16
5.54	5.39	P.M.	P.M.	4.39	P.M.	P.M.	4.04	P.M.	1.49	1.44	P.M.	P.M.	10.14	9.49	.....	9.39	A.M.	9.19	8.54	8.49	A.M.	.....	A.M.	A.M.	A.M.
s 5.57	s 5.42	.....	.....	s 4.42	.....	.....	4.07	.....	s 1.52	1.48	.....	.....	10.17	9.51	.....	s 9.42	.....	s 9.22	s 8.58	f 8.52	.....	.....	.....	.....	.....
s 6.00	s 5.45	.....	.....	f 4.45	.....	.....	4.10	.....	s 1.55	f 1.52	.....	.....	§ 10.20	9.54	.....	f 9.45	.....	f 9.25	s 9.02	f 8.55	.....	.....	.....	.....	.....
P.M.	P.M.	.....	.....	P.M.	.....	.....	P.M.	.....	P.M.	P.M.	.....	.....	A.M.	A.M.	9.44	A.M.	.....	A.M.	A.M.	A.M.	.....	8.29	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9.46	.....	.....	.....	.....	.....	.....	8.31	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9.54	.....	.....	.....	.....	.....	.....	8.38	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9.57	.....	.....	.....	.....	.....	.....	8.41	.....	.....	.....
															A.M.							A.M.			

Telegraph Calls	STATIONS	Telegraph and Telephone Offices
W J	KX.....MONTREAL.....	D
	(Windsor Stn.) 2.0	
MW	XY.....WESTMOUNT.....★	D
	2.7	
B N	XR....MONTREAL WEST.....★	D
	1.4	
J N	.....SORTIN.....★	....
	0.8	
J C	WXR....BALLANTYNE.....★	D N
D U	XR.....SOUTH JCT.....★	D N
	1.5	
H A	WX.....HIGHLANDS.....★	D
	1.8	
D	XYR....ADIRONDACK JCT.....	D N
....	X.....NORTH JCT.....★	....
	0.9	
A J	XR.....ST. LUC JCT.....	D N
	3.9	
O A	KRW.....OUTREMONT.....	D N
	1.0	
B Y	XR.....BRESLAY.....★	D N

DOUBLE TRACK—AUTOMATIC BLOCK

Miles from Montreal 11.4

★No Passing Track

OUTBOUND TRAINS—READ DOWN

THIRD CLASS | FIRST CLASS

717	302	523	246	21	1	222	210	224	507	42	7	244	525	521	575
Pool Eqpt. /Daily	Quebec Psgr. /Daily	Rigaud Psgr. /Daily	N.Y.C. Psgr. /Sat. only	Chicago Psgr. /Daily	Vancouver Psgr. /Daily	D. & H. Psgr. /Daily	The Redwing Psgr. /Daily	D. & H. Psgr. /Daily	Ottawa Psgr. /Sun. only	St. John Psgr. /Daily	The Dominion Psgr. /Daily	N.Y.C. Psgr. /Daily	Point Fortune Psgr. /Sat. only	Rigaud Psgr. /Daily ex. Sat. and Sun.	Vaudreuil Psgr. /Daily
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
10.50	11.30	11.25	11.20	11.15	10.15	9.30	9.00	8.00	7.50	7.05	7.00	6.25	6.20	6.20	5.50
10.56	s 11.36	s 11.31	s 11.26	s 11.21	s 10.21	s 9.36	s 9.05	s 8.06	s 7.56	s 7.11	§ 7.06	s 6.31	s 6.26	s 6.26	s 5.56
11.04	s 11.42	s 11.36	§ 11.32	§ 11.27	s 10.29	§ 9.42	§ 9.10	s 8.12	s 8.02	s 7.17	§ 7.12	§ 6.37	s 6.32	s 6.32	s 6.02
.....	.....	§ 11.38	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f 6.05
11.10	.....	11.39	.....	11.31	10.33	.....	.....	.....	8.05	.....	7.15	.....	6.35	6.35	6.06
P.M.	.....	P.M.	11.34	P.M.	P.M.	9.44	9.12	8.15	P.M.	7.19	P.M.	6.39	P.M.	P.M.	P.M.
.....	.....	.....	f 11.37	.....	.....	9.47	9.14	§ 8.18	.....	7.22	.....	s 6.42	.....	.....	.....
.....	.....	.....	f 11.40	.....	.....	9.50	9.17	§ 8.23	.....	7.26	.....	s 6.45	.....	.....	.....
.....	11.45	.....	P.M.	.....	.....	P.M.	P.M.	P.M.	.....	P.M.	.....	P.M.	.....	.....	.....
.....	11.48	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	11.58	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	A.M. 12.01	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	A.M.														

Telegraph Calls	STATIONS	Telegraph and Telephone Offices
W J	KX.....MONTREAL.....	D
	(Windsor Stn.) 2.0	
MW	XY.....WESTMOUNT.....★	D
	2.7	
B N	XR....MONTREAL WEST.....★	D
	1.4	
J N	.....SORTIN.....★	....
	0.8	
J C	WXR....BALLANTYNE.....★	D N
D U	XR.....SOUTH JCT.....★	D N
	1.5	
H A	WX.....HIGHLANDS.....★	D
	1.8	
D	XYR....ADIRONDACK JCT.....	D N
....	X.....NORTH JCT.....★	....
	0.9	
A J	XR.....ST. LUC JCT.....	D N
	3.9	
O A	KRW.....OUTREMONT.....	D N
	1.0	
B Y	XR.....BRESLAY.....★	D N

DOUBLE TRACK—AUTOMATIC BLOCK

Miles from Montreal 11.4

★No Passing Track

TIME TABLE No. 142—SEPTEMBER 29th, 1935

INBOUND TRAINS—READ UP

FIRST CLASS

Telegraph and Telephone Offices	STATIONS	Telegraph Calls	2 Montreal Psgr. aDaily	301 Quebec Psgr. aDaily	233 N.Y.C. Psgr. aDaily ex. Sun.	516 Rigaud Psgr. aDaily ex. Sun.	22 The Overseas Psgr. aDaily	221 D. & H. Psgr. aDaily	41 St. John Psgr. aDaily	209 The Redwing Psgr. aDaily	574 Vaudreuil Psgr. aDaily	235 N.Y.C. Psgr. aDaily ex. Sun.	225 D. & H. Psgr. aDaily	510 Rigaud Psgr. aDaily ex. Sun.	518 Point Fortune Psgr. aDaily ex. Sun.	528 Rigaud Psgr. aSun. only	237 N.Y.C. Psgr. aDaily	8 The Dominion Psgr. aDaily	39 St. John Psgr. aDaily	502 Ottawa Psgr. aDaily ex. Sun.	213 Newport Psgr. aDaily ex. Sun.	30 Perth Psgr. aDaily ex. Sun.	578 Vaudreuil Psgr. aDaily ex. Sun.	239 N.Y.C. Psgr. aDaily ex. Sat. and Sun.	241 N.Y.C. Psgr. aSat. only	514 Point Fortune Psgr. aDaily ex. Sun.	526 Rigaud Psgr. aSun. only	353 The Frontenac Psgr. aDaily
								9					7																
D	MONTREAL (Windsor Stn.) KX	W J	A.M. 7.00	A.M. 7.30	A.M. 7.35	A.M. 7.40	A.M. 7.45	A.M. 7.50	A.M. 8.05	A.M. 8.10	A.M. 8.15	A.M. 8.20	A.M. 8.30	A.M. 8.45	A.M. 9.20	A.M. 9.20	A.M. 9.50	A.M. 10.30	A.M. 11.30	A.M. 11.45	NOON 12.00	P.M. 12.15	P.M. 1.50	P.M. 1.55	P.M. 4.10	P.M. 4.55	P.M. 4.55	P.M. 6.00
	2.0																												
D	★WESTMOUNT XY	MW	s 6.52	s 7.22	s 7.28	s 7.32	s 7.37	s 7.42	s 7.57	s 8.02	s 8.07	s 8.12	s 8.22	s 8.37	s 9.12	s 9.12	s 9.42	s 10.22	s 11.22	s 11.37	s 11.52	s 12.07	s 1.42	s 1.47	s 4.03	s 4.47	s 4.47	s 5.52
	2.7																												
D	★MONTREAL WEST RX	B N	§ 6.44	s 7.15	§ 7.22	s 7.25	§ 7.30	s 7.35	s 7.50	§ 7.55	s 8.00	§ 8.05	s 8.15	s 8.30	s 9.05	s 9.05	§ 9.35	§ 10.15	s 11.15	s 11.30	s 11.45	P.M. 12.01 s 11.46	s 1.35	§ 1.40	§ 3.57	s 4.40	s 4.40	s 5.45
	1.4																												
....	★SORTIN J N		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f 4.36	f 4.36	.....
	0.8																												
D N	★BALLANTYNE RWX	J C	6.39	.....	.....	7.20	7.26	.....	.....	.....	7.54	.....	.....	8.25	9.00	9.00	.....	10.11	.....	11.23	.....	11.41	1.29	.....	.....	4.35	4.35	.....
D N	★SOUTH JCT RX	D U	A.M.	.....	7.20	A.M.	A.M.	7.32	7.45	7.53	A.M.	8.01	8.10	A.M.	A.M.	A.M.	9.31	A.M.	11.09	A.M.	11.40	A.M.	P.M.	1.36	3.55	P.M.	P.M.	.....
	1.5																												
D	★HIGHLANDS WX	H A	.....	.....	s 7.18	.....	.....	7.29	7.42	7.51	.....	s 7.58	§ 8.07	.....	.....	.....	s 9.28	.....	11.07	.....	s 11.37	.....	.....	s 1.34	s 3.53	.....	.....	.....
	1.8																												
D N	ADIRONDACK JCT RXY	D	.....	.....	f 7.15	.....	.....	7.26	f 7.37	7.48	.....	f 7.55	§ 8.04	.....	.....	.....	f 9.25	.....	11.04	.....	s 11.34	.....	.....	f 1.30	f 3.50	.....	.....	.....
....	★NORTH JCT X	....	.....	7.07	A.M.	.....	.....	A.M.	A.M.	A.M.	.....	A.M.	A.M.	.....	.....	.....	A.M.	.....	A.M.	.....	A.M.	.....	.....	P.M.	P.M.	.....	.....	5.40
	0.9																												
D N	ST. LUC JCT RX	A J	.....	7.04	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5.37
	3.9																												
D N	OUTREMONT KRW	O A	.....	6.55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5.29
	1.0																												
D N	★BRESLAY RX	B Y	.....	6.52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5.26
	Miles from Montreal 11.4			A.M.																								P.M.
	★No Passing Track							9					7																

INBOUND TRAINS—READ UP

FIRST CLASS | THIRD CLASS

Telegraph and Telephone Offices	STATIONS	Telegraph Calls	504 Ottawa Psgr. aDaily	203 Sherbrooke Psgr. aDaily ex. Sun.	223 D. & H. Psgr. aDaily	211 The Alouette Psgr. aDaily	580 Vaudreuil Psgr. aDaily ex. Sun.	245 N.Y.C. Psgr. aSun. only	36 Toronto Psgr. aDaily ex. Sun.	598 Smiths Falls Psgr. aSun. only	424 Ottawa Psgr. aDaily	520 Point Fortune Psgr. aSun. only	249 N.Y.C. Psgr. aDaily ex. Sun.	205 Sherbrooke Psgr. aSun. only	6 C.N.R. Psgr. aDaily	506 Ottawa Psgr. aSun. only	716 Pool Eqpt. aDaily
					35												
D	MONTREAL (Windsor Stn.) KX	W J	P.M. 6.40	P.M. 6.45	P.M. 7.15	P.M. 7.20	P.M. 7.25	P.M. 7.40	P.M. 8.30	P.M. 8.30	P.M. 9.15	P.M. 9.25	P.M. 9.45	P.M. 9.55	P.M. 10.30	P.M. 10.35	P.M. 2.10
	2.0																
D	★WESTMOUNT XY	MW	s 6.32	s 6.37	s 7.07	s 7.12	s 7.17	s 7.32	s 8.22	s 8.22	s 9.07	s 9.17	s 9.39	s 9.47	s 10.22	s 10.27	2.02
	2.7																
D	★MONTREAL WEST RX	B N	s 6.25	s 6.30	s 7.00	s 7.05	s 7.10	§ 7.25	s 8.15	s 8.15	s 9.00	s 9.10	§ 9.33	s 9.40	§ 10.15	s 10.20	1.55
	1.4																
....	★SORTIN J N		.....	.....	.....	.....	.....	.....	f 8.07	f 8.12	.....	.....	.....	.....	.....	.....	.....
	0.8																
D N	★BALLANTYNE RWX	J C	6.21	.....	.....	.....	7.05	.....	8.04	8.10	.....	9.06	.....	.....	10.11	10.16	1.50
D N	★SOUTH JCT RX	D U	P.M.	6.26	6.56	7.02	P.M.	7.22	P.M.	P.M.	.....	P.M.	9.31	9.36	P.M.	P.M.	P.M. .....
	1.5																
D	★HIGHLANDS WX	H A	.....	s 6.23	6.54	7.00	.....	s 7.19	.....	.....	.....	.....	f 9.28	s 9.33	.....	.....	.....
	1.8																
D N	ADIRONDACK JCT RXY	D	.....	s 6.19	f 6.51	6.57	.....	f 7.15	.....	.....	.....	.....	f 9.25	s 9.29	.....	.....	.....
....	★NORTH JCT X	....	.....	P.M.	P.M.	P.M.	.....	P.M.	.....	.....	8.56	.....	P.M.	P.M.	.....	.....	.....
	0.9																
D N	ST. LUC JCT RX	A J	.....	.....	.....	.....	.....	.....	.....	.....	8.54	.....	.....	.....	.....	.....	.....
	3.9																
D N	OUTREMONT KRW	O A	.....	.....	.....	.....	.....	.....	.....	.....	8.48	.....	.....	.....	.....	.....	.....
	1.0																
D N	★BRESLAY RX	B Y	.....	.....	.....	.....	.....	.....	.....	.....	8.46	.....	.....	.....	.....	.....	.....
	Miles from Montreal 11.4										P.M.						
	★No Passing Track				35												

SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS BY FIXED SIGNALS

AUTOMATIC BLOCK SIGNALS

1. ABSOLUTE signals have a lunar white marker light vertically under the signal light and those of the semaphore type have in addition a square end blade. PERMISSIVE signals have a single light or two staggered lights and those of the semaphore type have in addition a pointed end blade.

2. ABSOLUTE PERMISSIVE BLOCK. When a train finds an ABSOLUTE block signal indicating STOP it must stop before reaching the signal and not more than two hundred feet from it and may proceed when the signal is cleared. If not immediately cleared it must communicate with Train Despatcher and upon receiving advice that there is NO CONFLICTING TRAIN MOVEMENT it may proceed under full control to the next signal. If unable to communicate with Train Despatcher train may proceed under protection of flag to the next signal displaying a less restrictive indication than STOP or STOP AND PROCEED.

When a train finds a PERMISSIVE block signal indicating STOP it must stop before reaching the signal and not more than two hundred feet from it and after train and enginemen have satisfied themselves that the signal is PERMISSIVE may then proceed at once with caution.

3. OVERLAP BLOCK. When a train finds a PERMISSIVE signal indicating STOP it must stop before reaching the signal and not more than two hundred feet from it and may proceed when the signal is cleared. If not immediately cleared a flagman will advance in the direction of the train movement for five minutes after which the train may proceed under full control to the next signal. Should the signal change from the STOP indication before the expiration of the five minutes the train may proceed and be governed by the indication displayed.

When trains meet by train order arrangement the train which is to take the passing track must stop if it finds a signal protecting the block indicating STOP, and may then proceed with caution to the passing track without being preceded by a flagman.

4. In complying with Instructions 2 or 3, trains proceeding against a signal indicating STOP must expect to find the track occupied, a car foul, a switch open, a broken rail or other obstruction in the block.

5. Engineers must use Form S.M. 1 in complying with Rule 506.

INTERLOCKING SIGNALS

6. Interlocking home signals have two or three lights in a vertical line and those of the semaphore type have in addition square end blades.

Normally the upper arm or light governs the main route; the second arm or light governs one or more diverging routes and the lower arm or light in all cases may either govern a diverging route or serve as a calling on signal.

Dwarf signals may be of the color light or semaphore type.

Interlocking signals used as block signals will be equipped with number plates.

7. When a train accepts a lower arm or light or dwarf signal for a main track movement it must proceed with caution through the block, prepared to find the track occupied, a car foul, a switch open, a broken rail or other obstruction in the block.

DUAL CONTROL SWITCH MACHINES

8. When necessary, the operator may give permission to trainmen to operate the switches by hand, in which case a train may pass a home signal indicating STOP. Before giving this permission, the operator must see that all signal control levers are in normal position and must not attempt to operate switch lever until trainman has reported that movement over switches has been completed and that SELECTOR LEVER has been restored to MOTOR position.

Trainmen upon receiving permission to operate an interlocked switch by means of the HAND-THROW LEVER, will be governed as follows:—

To hand operate dual control switch machine throw SELECTOR LEVER to the hand operating position and operate switch by HAND-THROW LEVER. If SELECTOR LEVER is stopped short of the horizontal position move the HAND-THROW LEVER slowly until SELECTOR LEVER is free to complete stroke.

After movements over interlocked switches are completed, the switches must be left in the original position and SELECTOR LEVER thrown to MOTOR position and both SELECTOR LEVER and HAND-THROW LEVER locked.

Engineers must not accept hand signals as against fixed signals in making movements over these switches unless the SELECTOR LEVER has been placed in the HAND OPERATING position.

AUTOMATIC INTERLOCKING

9. When an automatic interlocking is out of order, trains or engines must be brought to a stop before reaching the HOME signal and not proceed until trainman has proceeded to the crossing and complied with the following instructions:—

Box marked SWITCHES located on instrument case at crossing is locked with a switch lock.

Unlock box and if lights marked with name of crossing road are lighted and no train is seen approaching on the crossing road, trainman will OPEN knife switch and give proceed hand signal to his train. If lights marked with name of crossing road are not lighted, trainman will assure himself that no train is approaching on the crossing road before opening knife switch. After his train has passed over crossing, trainman will CLOSE knife switch and lock box.

At automatic interlockings where push buttons are provided on home signals to enable a return movement to be made over crossing when switching, trainmen will unlock box and press button. If home signal does not clear, trainmen will comply with instructions in preceding paragraph and flag train over crossing.

ELECTRIC SWITCH LOCKS

10. To operate an electric switch lock; first unlock door and if indicator is clear turn the handle of the electric lock to the left as far as it will go and then open switch in the usual manner. After switch has been set back for the main track the handle of the electric lock must be turned to the right, door closed and locked. If indicator displays red the switch cannot be unlocked and trainman should communicate with operator and ask for switch to be unlocked.

AUTOMATIC HIGHWAY CROSSING SIGNALS

11. When a train or engine passes over any highway crossing protected by automatic signals or automatic gates and does not move beyond the end of the circuit it will be necessary, before making a reverse movement over the same crossing, for a member of the train crew to flag the crossing.

ADIRONDACK SUBDIVISION

12. Should any train find signals No. 407 or 408 at Adirondack Jct. at STOP when no operator on duty, conductor must see that switches are properly set for train movement, before hand signalling train to proceed. After engineer accepts hand signal, he will proceed as per Instruction No. 7.

13. A train must not pass signals No. 455, 456 and 457 at St. Luc Jct. until the switches are set for the train movement.

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14. The movement of trains, in both directions, on third track between Glen Yard interlocker and Windsor Station interlocker and between Montreal West and North Jct., will be governed by Signal indication only, which supersedes time table superiority and takes the place of train orders.

15. On third track at Greene Avenue, the switch leading to St. Henry yard is equipped with electric switch lock which is controlled by towerman at Glen Yard interlocker. Telephone is located at the switch for train crews to communicate with towerman in asking for switch to be unlocked.

16. A train switching on single track between Montreal West and North Jct., must always leave siding switch open, if entire train is clear in siding, otherwise it is possible for a second train to enter single track block.

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

18. All Junctions Montreal Terminals except Highlands, St. Luc Jct. and Jacques Cartier Jct., are interlocked—St. Luc Jct.—Automatic signals.

19. Railway crossing at grade and Junction with C.N.R. at Ballantyne—Interlocked.

20. Swing bridge, Lachine Canal, at mileage 43.1, Adirondack S.D.—Interlocked.

21. Railway crossing at grade with Montreal Tramways on South Bank branch, mileage 3.8—Interlocked.

22. In effecting consolidation of trains Nos. 302-358 at Park Avenue Station, train No. 302 will enter the station yard on the outbound main line, cut off the cars for No. 358 and clear the balance of train. No. 358 will approach the station cautiously and move to the west end via the passing track and back onto the cars left by No. 302 for lifting.

In order to avoid delays, the crew of train No. 302 will handle the switches for train No. 358, assist in making up the train and also furnish necessary protection to the movements.

23. When a yardman is used to work ahead of the other members of a crew in marking and otherwise getting cars ready for switching, the yardman so used will keep Yard Foreman advised as to the batch of cars he is working at and will advise the Yard Foreman when the work has been completed.

SPECIAL INSTRUCTIONS

24. All tracks within Montreal Terminals will be considered within yard limits, Rule 93 applying accordingly.

Movements not arranged by time-table or train order may be made in the direction of current of traffic between Montreal, Windsor Station and Ballantyne, between Montreal West and Adirondack Junction, between South Junction and St. Luc Junction, between Ballantyne and Mile End via St. Luc Junction and between Place Viger and Jacques Cartier Junction; if signals indicate that the line is clear and such movements may be made and trains may be run between these points on the time of superior trains in the same direction, provided they are kept sufficiently clear of first class trains to avoid delay. Movements from Glen Yard and Windsor Station will be regulated by towerman, and from Hochelaga and Place Viger by switchtender in charge of main track switches; but trains or yard engines must be positive before taking the crossover switch at any point to use opposite track in the direction of current of traffic, that such track has not been singled by train despatcher. During foggy weather and during snow storms, extra precaution must be taken.

25. Train movements over Loop Double Track at Glen Yard will be governed by train Rules for Double Track. Trains will, unless otherwise directed, keep to the right, observing train Rules 93 and D-151 and speed of eight miles per hour must not be exceeded.

26. Trains must not exceed speed of thirty miles per hour over the St. Lawrence River bridge, mileage 41.9, ten miles per hour over Dollard Avenue, mileage 1.9, South Bank Branch, opposite Lachine Canal bascule bridge, and over Cabot St., Cote St. Paul, and fifteen miles per hour through the crossover switches and turnouts at North Jct. and South Jct., and over interlocking plant, Mile End, and must be under full control and prepared to stop within the range of vision between Westmount and Windsor Station and between Hochelaga and Place Viger, expecting to find main track occupied.

27. Under Air Brake Rule 17-B (Running Test), it is necessary for engineers on all passenger trains to make sufficient application of the brakes to ascertain that brakes are in operating condition approaching the diamond at the entrance to Montreal, Windsor Station. In order to have uniform practice in this territory, this test is to be made between the Glen Interlocking Tower and Signal M-14-2 near Greene Avenue, which is the second signal bridge east of the Interlocking Tower.

28. Trainmen who run regularly in and out of Montreal, Windsor Station, will be required to sign special register provided for in Station Master's Office to certify that they are competent to handle drafts between Montreal, Windsor Station, and Glen Yard, having properly qualified in the operation of back-up hose and possess full knowledge of hose signal, switches and rules governing movements between these points, and it will be the duty of conductors to ascertain if the trainmen assigned to back up drafts have registered. In the event of trainmen not having qualified, advice by wire should be sent to office of Superintendent of Terminals by conductor so that arrangements can be made to have draft handled by qualified man.

29. In accordance with Air Brake Rule 28, which covers the operation of trains with control from the rear, when backing trains from Montreal, Windsor Station, to Glen Yard, the brakes are to be applied by the Trainman, by using standard back-up hose, on the leading car before backing out of train shed. When Trainman is ready to back out, he will give three blasts with the communicating signal, then apply brakes and he must know that brake is applied on the leading car of the draft, before giving clear hand signal to back up. Engineer must not back up until he knows that brakes have been applied on his engine by the Trainman using the back-up hose and, where a solarium car is the leading car of draft, Engineer will not back up until he receives a second three blasts of communicating signal, after the brakes have been applied.

30. By-laws approved by Board of Railway Commissioners prohibit the sounding of the whistle on any locomotive or engine within the limits of the Town of Montreal West and the City of Montreal, and the sounding of the whistle or ringing of bells on any locomotive or engine within the limits of the City of Westmount, except for the purpose of giving such signals as are necessary to train operation or except when necessary or advisable to prevent possible accidents. These by-laws relieve Enginemen of the necessity of whistling for highway crossings and approaching stations. Whistle signals must be given for the following crossings in Montreal Terminals account not being located within the limits of the By-laws:—On ADIRONDACK SUBDIVISION, Cote St. Luc Road, Rockland Avenue; NORTH AND SOUTH BANK BRANCH, Dollard Avenue; LASALLE LOOP LINE & ST. LUC BRANCH, all crossings.

31. Operators at Montreal West, Ballantyne, Adirondack Jct., South Jct., St. Luc Jct., Outremont and Breslay will register all trains.

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

33. Trainmen and other employees are forbidden to ride on the top or sides of cars and enginemen are forbidden to put head out of engine cab side windows when approaching and passing under Notre Dame St. bridge, located at eastern entrance to Hochelaga Yard, mileage 1.5, Park Avenue Subdivision.

34. Northbound freight trains approaching South Jct. will signify to operator at South Jct. as follows:—Four long blasts of whistle, route to Outremont; one long, two short and two short blasts of whistle, route to Sortin yard.

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

SPECIAL INSTRUCTIONS—Continued

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

37. In carrying out switching movements on siding located over Rockfield St. leading to the Dominion Engineering Works one member of yard crew must flag all movements over this crossing.

38. When No. 1 Auxiliary located at Outremont, is moved, there must be two cars between engine handling auxiliary and the steam crane. This crane cannot be operated on South Bank branch of Lachine Canal and only at the restricted speed limit of ten miles per hour over bridge, mileage 1.4 St. Luc Sub.

39. N.Y.C. Manual Block Signal Rule No. 920 reads as follows:—

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

The yard limit on New York Central tracks at Adirondack Junction extends to a point 2100 feet south of Kanawaki. C.P.R. freight train crews who are required to leave cars on New York Central interchange or public team track at Adirondack Junction will, under the provisions of Rule No. 920 quoted above, obtain permission from the signalman at Adirondack Jct. before entering the block to leave cars and will report promptly when clear of New York Central main track.

40. Rule 99 requires that when flagman has gone out the necessary distance under the conditions existing, he will place two torpedoes on the rail. It must be further understood that when the flagman goes beyond this point, he will leave the two torpedoes at that point as an indication of the location of his train; this does not relieve him from also using torpedoes at the point at which approaching train is flagged.

41. To comply with Rule 99, flagmen must go out 13 telegraph poles instead of 10 to equal 500 yards; 31 telegraph poles instead of 24 to equal 1200 yards; 47 telegraph poles instead of 36 to equal 1800 yards.

42. Maintenance of Way employees will provide manual flagging protection as per Rules 49 and 50, Maintenance of Way Rules and Instructions.

HEADLIGHT FAILURES

Board of Railway Commissioners General Order No. 522, dated November 9, 1932.

That every railway company subject to the legislative authority of the Parliament of Canada be, and it is hereby, required to equip its locomotives used in road service, between sunset and sunrise, with headlights which will enable persons with normal vision in the cab of a locomotive, under normal weather conditions, to see a dark object the size of a man for a distance of 800 feet or more ahead of the locomotive. Such headlight must be maintained in good condition.

That every locomotive used in road service which is regularly required to run backward for any portion of its trip, except to pick up a detached portion of its train, or in making terminal movements, shall have on the rear, a headlight which will meet the requirements of this order.

That nothing in these regulations shall prevent the use of a device whereby the light may be diminished in yards, at stations, and on two or more tracks when approaching trains moving in the opposite direction.

That nothing in these regulations shall prevent the use of temporary devices being used to substitute the regular headlight when necessary to move a train from the point at which the headlight equipment has broken down or failed, provided that the train moves at a speed not exceeding ten miles an hour over any public crossings not specially protected by watchman, gates, or automatic signal, until the first station with passing track or siding, as shown in the time-table, is reached, where an examination must be made and, if possible, the headlight put in good working condition.

That in case repairs cannot be made at the station referred to, the train may proceed to the first repair point displaying such light as may be available and provided at such station, passing over all public highway crossings not specially protected by watchman, gates or automatic signal, at a speed not exceeding twenty miles per hour, provided that, in the event a light cannot be furnished, the engine must be replaced or assisted by an engine displaying the proper light.

That while proceeding to the first station and/or repair point, the whistle signal for all highway crossings not protected by watchman, gates, or automatic signal, must be given the second time approaching all such crossings.

That repairs to the equipment must be effected at the first repair point or the engine replaced. (First repair point is such a place at which the Company has the necessary facilities to make ordinary repairs to electrical, or other power headlight equipment).

That spare bulbs, and other necessary parts, must be supplied at the initial terminal, and carried on each locomotive and that a list of such parts be furnished for the information of the engineer, whose duty it shall be to check over to see that such supplies are furnished before starting out on his trip from such terminal.

The above supersedes that portion of Eastern Lines Circular No. 50, which reads as follows:—

"In the event of headlight failure, between sunset and sunrise, handlamp is to be placed in the headlight."

The other provisions of this circular remain in effect.

SPECIAL INSTRUCTIONS—Continued

STEAM WHISTLE FAILURES

In the event of engine whistle failure occurring while train is enroute, enginemen will proceed to first repair point, running with caution approaching and passing public road crossings and stations. At first repair point repairs must be made.

Train Despatcher must be advised of failure from first open telegraph office.

SPEED RESTRICTIONS COVERING THE MOVEMENT OF ENGINES AND OTHER SPECIAL EQUIPMENT IN TRAINS

When, for any reason, it is found necessary to remove side rods from a locomotive, the corresponding rods on opposite side must also be removed. Locomotives must then be moved to terminal at a speed not exceeding fifteen miles per hour. In every case a man must be in charge.

When back section of side rods only is affected, locomotive may be used to handle train with reduced tonnage and speed must not be in excess of twenty miles per hour.

COMBINATION CRANES—PILE DRIVERS—STEAM SHOVELS, ETC.—are subject to restrictions contained in bridge load chart. On Subdivisions where they are permitted to operate, the following speed restrictions must be observed by trains handling.

CLASS	RESTRICTION
Group No. 1	
Combination Hoist and Pile Driver, Nos. 414170 to 414177, inc., and all steam Locomotive cranes (except auxiliary steam cranes).	Must not exceed twenty miles per hour on any Subdivision, but where freight train speed limit is twenty-five miles per hour or less, trains handling these machines must not exceed fifteen miles per hour.
Group No. 2	
All Steam Shovels, and steel Pile Drivers Nos 400009 - 10 - 11 - 18 - 19 - 27 - 29 - 32-34. 400036 to 400053, inc.	Where freight train speed is thirty-five miles per hour, or over, trains handling must not exceed twenty-five miles per hour. Where freight train speed is from twenty-five to thirty-five miles per hour, trains handling must not exceed twenty miles per hour. Where freight train speed is less than twenty-five miles per hour, trains handling must not exceed fifteen miles per hour.
Group No. 3	
Wooden Pile Drivers. Nos. 400000- 05- 06- 13- 15- 21- 22- 26- 31-33-35.	Five miles per hour less than authorized freight train speed for each Subdivision.

HANDLING AND MARSHALLING OF EXPLOSIVES AND INFLAMMABLES IN TRAINS

EXPLOSIVES ON MIXED TRAINS.

On lines where regular trains are operating in freight service only, cars containing explosives must not be hauled in a train that carries passengers.

Where only a mixed train service is operated, or where passengers are carried in the caboose of a freight train, a car containing a shipment of explosives (not exceeding 1,000 lbs.) may be hauled, providing the said car be so placed in the train that not less than three freight cars are between it and the car carrying passengers, and not less than one freight car between it and the locomotive hauling the train.

If a car contains a shipment of explosives in excess of 1,000 lbs., it must be so placed in the train that not less than five freight cars are between it and the car carrying passengers and not less than three freight cars between it and the locomotive hauling the train.

NOTE—That not more than one car of explosives may be handled in a mixed train, or where passengers are carried in the caboose of a freight train.

When practicable to do so, cars containing explosives must be placed between freight cars not bearing ACID or INFLAMMABLE placards. Cars containing explosives must have air and hand brakes in service.

EXPLOSIVES ON THROUGH OR LOCAL FREIGHT TRAINS.

Cars containing EXPLOSIVES must have air and hand brakes in service.

When practicable, they must not be marshalled between cars bearing INFLAMMABLE, CORROSIVE LIQUID, COMPRESSED GAS, POISONOUS, or POISON GAS placards. They must be placed in through freight trains near the middle of the train and must not be nearer than the sixteenth car from the engine nor the eleventh car from the caboose, if the length of the train will permit, and when helper power is cut in, must be separated from such helper by at least one car. On wayfreights, must not be placed nearer than the second car from the engine or caboose. Cars placarded EXPLOSIVES must not be placed in through or local trains next to loaded tank cars, wooden frame flat or gondola cars, carloads of pipe, lumber, poles, iron, steel or similar articles liable to break through end of car placarded EXPLOSIVES from rough handling, refrigerator cars equipped with automatic refrigeration of the gas-burning type, nor next to cars containing lighted heaters, stoves or lanterns, or cars with livestock or poultry in charge of an attendant.

INFLAMMABLES.

Placarded loaded tank cars, when practicable to do so, must be marshalled not nearer than sixth car from engine or caboose and must not be placed in trains next to cars containing lighted heaters, stoves or lanterns, nor next to refrigerator cars equipped with automatic refrigeration of the gas-burning type, or next to gondola or flat cars loaded with lumber, poles, pipe, logs, iron, steel, rails, wheels or similar articles.

SPECIAL INSTRUCTIONS

A.—At meeting points, not fixed by train order, at which there is no open telegraph office, and at which they do not stop, second, third and fourth class trains running in sections must give identification tickets (Form 1432) to all extra trains, and to all second, third and fourth class trains over which they have right to track by class or direction. Such latter trains must receive such identification tickets or stop the other train to ascertain its identity. Observe Rule 90.

B.—Between the hours of 8.00 p.m. and 8.00 a.m. at all open telegraph offices, EXCEPT ON DOUBLE TRACK AND IN AUTOMATIC SIGNAL TERRITORY ON SINGLE TRACK, trains, (except first class and passenger extras), must receive a clearance from the operator, even though signal indicates PROCEED. If there are no 31 orders on hand for delivery to any train in the direction as indicated by the approaching train, operators are required to have clearance ready so engineer and conductor may secure it while passing at slow speed.

C.—Employees must not ride on tops of cars passing under overhead bridges or through tunnels or snow sheds at which there is not sufficient clearance, and must inform themselves respecting location of all buildings, or other obstructions, which have less than standard clearance.

D.—While freight trains are in motion between stations, a trainman must be on the lookout from the cupola of caboose to observe the safe operation of trains, and at a safe distance before commencing the descent of steep grades and approaching railway crossings at grade, junctions, drawbridges, and at points where trains are to be met or passed, and where at any other point failure of brakes would be attended with hazard, must be within convenient access of conductor's valve, and if train is exceeding authorized speed limit, brakes must be applied by him at once, in accordance with Rule 6, Page 4, Air Brake Rules.

E.—The outer main track switches of passing tracks will be considered STATION LIMITS and main track may be used inside of such limits by keeping clear of first and second class trains. In automatic signal territory (single track) on which lamps are not used on main track switches as per revised Rule 104, the automatic signal within two hundred feet of the outer main track switch will mark the STATION LIMITS. All trains except first and second class trains must, unless otherwise directed, approach and pass through such limits prepared to stop unless the main track is seen to be clear. Trains occupying or using main track outside of station limits must be protected unless train orders or schedules confer the right to use main track. Trains or yard engines occupying the main track inside of station limits at terminal points, as per Rule 93, must not, where there are two or more main tracks, move against the current of traffic except under protection as prescribed by Rule 99. In all cases during foggy, smoky or stormy weather, protection as per Rule 99 must be maintained to ensure absolute safety.

F.—Where two main tracks parallel each other and are less than twenty feet centre to centre, whether such tracks are for double or single track operation, employees in every instance, when stepping out of the way of approaching trains, must move to the right of way and not to the other track. Foremen will be personally responsible for educating their men accordingly.

G.—Snow plows working on double track when passing trains on the other track must not be run at a speed exceeding ten miles per hour, and points must be lifted and wings closed. Flangers must also be lifted when passing trains on the other track.

H.—Trains using crossovers on double track must not run over switches at a speed exceeding ten miles per hour.

J.—Unless some form of block signal is used, or unless otherwise directed, all trains except first class trains must keep at least ten minutes apart, except in closing up at stations. A snowplow train, a light engine or a light loaded freight train (50% of full tonnage or less) must receive a clearance at all open telegraph offices, whether signals indicate STOP or PROCEED, and will not follow any train unless clearance shows arrival at a station ahead. If the station from which it is to follow is not an open telegraph office, it may follow in twenty minutes to the first open telegraph office.

K.—Freight and mixed trains are limited to a speed of twenty-five miles per hour and are not to make any one mile in less than two minutes.

MAXIMUM SPEED FOR LOCOMOTIVES AS FOLLOWS:—

	Miles per hour
1.—Locomotives with driving wheels 70 inches nominal diameter or over.....	75
2.—Locomotives with driving wheels 63 inches in diameter and under.....	50
Exceptions.—(a) Locomotives of D-6, D-9 and D-10 class.....	60
(b) Locomotives of R-3 class.....	40
(c) Locomotives of R-2 and S-2 class.....	30
3.—Switching locomotives, or any locomotive without 2 or 4-wheel engine truck..	20

5800 series "S-2-a" class engines must not exceed speed of twelve miles per hour over Bridge, mileage 0.6, near Place Viger and must not be operated on the following tracks:—North loop at Sortin yard—Jockey Club siding at St. Luc Jct.—The Wye at Hochelaga—The Switchback siding, Greene Ave. to St. Henri—The North and South bank branches, Lachine Canal. The passenger train shed tracks at Place Viger—Delorimier Ave. yard—Mile End (both yards)—Montreal West yard—No. 7 track, Papineau Ave. yard.

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

L.—The position of switches at junction points with other subdivisions is normal when set for main traffic subdivisions. The position of switches at ends of double track is normal when set for trains leaving single track for the double track and against trains leaving double track for single track.

N.—The following additional signs placed opposite certain stations indicate:—

- K. Comparison Clock, Registering and Bulletin Point.
- B. Bulletin and Registering Point.
- R. Registering Point.
- X. Crossover.
- Y. Wye.
- Z. Yard Limit Boards. On both sides of station name indicates yard limit boards on both sides of station. When preceding station name, board is located east or south of that station. When following station name, board is located west or north of that station.

P.—Where no operator on duty, or where authorized to do so by time-table, regular trains scheduled through over two or more subdivisions, and having the same number on each subdivision, are authorized to assume the schedule of the train of the same number from intermediate initial points and leave such intermediate initial points without terminal clearance.