CANADIAN PACIFIC RAILWAY

QUEBEC DISTRICT—FARNHAM DIVISION

TIME 66 TABLE

TAKING EFFECT AT 12.01 A.M. SUNDAY, JUNE 26th, 1927

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

J. J. SCULLY, GENERAL MANAGER.

GEO. HODGE, ASST. GENERAL MANAGER.

J. K. SAVAGE, GENERAL SUPERINTENDENT.

W. J. UREN, ASST. GENERAL SUPERINTENDENT.

FARNHAM DIVISION

	Miles
Megantic to Sherbrooke	68.5
Sherbrooke to Brookport (not including Brookport)	57.1
Brookport to Adirondack Jct. (not including Adirondack Jct.)	39.0
Brookport to Newport	58.4
Farnham to St. Guillaume	46.7
Farnham to Stanbridge	13.8
Enlaugra to Drummondville	59.2
Elkhurst to Windsor Mills	58.8
Wells River to Newport (not including Wells River)	63.7
	465.2

Despatching Office at Farnham

Telegraph Call F

O. PEPIN,
Chief Train Despatcher,
Farnham.

A. WILLIAMS,
Superintendent,
Farnham.

F. A. WINTERSON,
Asst. Superintendent,
Farnham.

J. O. FORTIER,
Asst. Superintendent,
Sherbrooke.

Train Despatchers:
J. J. MORGAN, D. A. MORRISON,
G. A. SMITH, O. BEAUCHEMIN,
C. L. POPE, J. C. WILLARD,
H. A. GOSSELIN, E. BEAUMIER,
R. J. GOUGH, T. E. WHEELER,
F. A. POULIOT, A. O. ROUSSEAU,

MEDICAL OFFICERS

NAME	RESIDENCE
DR. H. A. BEATTY, Chief Medical Officer	52 Howland Avenue, Toronto
DR. L. BLAIS	Megantic
DR. A. McDONALD	Bury
DR. A. JOHNSTON	Cookshire
DR. GORDON M. HUME	Sherbrooke
DR. J. A. C. ETHIER	Sherbrooke
DR. O. DEMERS	Sherbrooke
DR. M. R. SLACK	Farnham
DR. O. DEMERS	Farnham
DR. A. M. BUTTERFIELD	North Troy
DR. F. H. DAIGNEAULT	Actonvale
DR. F. J. LAWLISS	Richford
DR. J. E. PHANEUF	St. Johns, Que.
DR. G. F. L. FULLER	Cowansville
DR. R. T. McDONALD	Sutton
DR. JOSEPH BOULAY	Sutton
DR. R. B. LONGE	Newport, Vt.
DR. H. S. PEABODY	Newport, Vt.
DR. J. M. ALLEN	St. Johnsbury, Vt.
DR. R. GIBSON PERRY, Sr.	Wells River, Vt.
DR. A. L. LEONARD	Lyndonville, Vt.
DR. R. L. HILL	Lyndonville, Vt.

TIME TABLE No. 66—JUNE 26th, 1927.

NORTHBOUND TRAINS—INFERIOR DIRECTION

	THIRD CLASS		FIRST CLASS						Miles from Wells River	Telegraph and Telephone Offices	LYNDONVILLE SUBDIVISION — STATIONS	Telegraph Calls
	901 Interstate Freight l Daily	903 Interstate Freight l Daily	73 Newport Psgr. l Daily ex. Sun.	211 Boston Psgr. l Daily	751 Sherbrooke Psgr. l Daily ex Sun.	79 Sherbrooke Psgr. l Daily	209 Boston Psgr. l Daily	207 Kennebunk Psgr. l Daily				
	A.M. 11.15			P.M. 1.00			A.M. 2.00			D N	WOODSVILLE (B. & M. R.R.)	
	11.30	A.M. 7.15	P.M. 3.40	1.01	A.M. 8.50	A.M. 2.20	2.02		0.0	D N	WELLS RIVER ..... KW (3.9)	M Y
	11.40	7.25	s 3.48	1.07	s 8.58	2.27	2.08		3.9	D	EAST RYEGATE (4.0)	R G
	11.50	7.35	s 3.58	1.13	s 9.06	f 2.35	2.15		7.9	D	McINDOES (2.7)	M C
	P.M. 12.01	7.54	s 4.04	f 1.18	s 9.14	f 2.40	2.20		10.6	D	BARNET ..... W (2.7)	F B
	12.15	8.05	s 4.10	1.23	s 9.20	f 2.45	2.25		13.3		INWOOD (3.9)	
	12.25	8.15	s 4.20	1.29	s 9.30	2.51	2.31		17.2	D	PASSUMPSIC (3.0)	S C
	12.38	8.32	s 4.32	s 1.40	s 9.42	s 3.00	s 2.40	A.M. 2.20	20.2	D N	ST. JOHNSBURY ..... YW (2.6)	B X
	12.50	8.45	s 4.40	1.45	s 9.49	3.10	2.45	2.25	22.8	D	CENTERVALE (5.0)	S Y
			s 4.51		s 10.00				27.8		★ LYNDON (1.1)	
	211-212 1.15 2.00	9.35	s 4.57	s 1.57	s 10.07	s 3.25	§ 2.57	2.36	28.9	D N	LYNDONVILLE ..... W (7.7)	N A
	2.25	10.22	s 5.12	s 2.09	s 10.22	f 3.42	3.12	2.47	36.6	D	WEST BURKE ..... W (2.4)	B U
			s 5.18		s 10.28				39.0		★ SUTTON VERMONT (3.4)	
	2.45	10.50	5.29	2.20	10.37	3.58	3.26	2.57	42.4	D	SUMMIT (2.4)	S X
	3.10	11.15	s 5.35	2.25	s 10.43	4.03	3.30	3.01	44.8	D	KIMBALL (4.7)	K Y
	3.40	11.30	s 5.45	s 2.34	s 10.53	s 4.13	§ 3.40	3.09	49.5	D N	BARTON ..... W (5.2)	W D
	4.10	11.45	s 5.57	s 2.42	s 11.05	s 4.23	3.51	3.17	54.7	D	ORLEANS (4.3)	O R
	4.25	11.58	s 6.05	2.50	s 11.15	4.30	3.59	3.25	59.0		COVENTRY (4.7)	
	5.00 P.M.	P.M. 12.20 P.M.	6.15 P.M.	3.05 P.M.	11.25 A.M.	4.40 A.M.	4.10 A.M.	3.40 A.M.	63.7	D N	NEWPORT ..... KW	N P
	a Daily	a Daily	a Daily ex. Sun.	a Daily	a Daily ex. Sun.	a Daily	a Daily	a Daily				
	901	903	73	211	751	79	209	207			★ No passing track	

SOUTHBOUND TRAINS—SUPERIOR DIRECTION

FIRST CLASS						SECOND CLASS	THIRD CLASS			
70 Newport Psgr. a Daily ex. Sun.	212 Boston Psgr. a Daily	752 Sherbrooke Psgr. a Daily ex. Sun.	78 Sherbrooke Psgr. a Daily	208 Kennebunk Psgr. a Daily	210 Boston Psgr. a Daily	770 Milk Train a Daily	90 Freight a Daily	92 Freight a Daily	902 Interstate Freight a Daily	904 Michigan Freight a Daily
	P.M. 2.35				A.M. 2.00				P.M. 2.30	
A.M. 8.15	2.31	P.M. 5.48	A.M. 1.10		1.58	P.M. 6.10	A.M. 7.15	A.M. 9.50	2.00	P.M. 10.00
s 8.07	2.24	s 5.39	1.03		1.50	s 5.55	7.05	9.40	1.45	9.40
s 8.00	§ 2.18	s 5.31	f 12.57		1.42	s 5.31	6.55	9.30	1.30	9.30
s 7.54	§ 2.10	s 5.24	f 12.51		1.37	s 5.15	6.48	9.14	1.18	9.20
s 7.47	2.06	s 5.16	f 12.45		1.33	s 4.55	6.40	8.50	12.58	9.10
s 7.38	2.00	s 5.05	12.39		1.25	s 4.46	6.30	8.40	12.48	8.55
s 7.28	s 1.50	s 4.55	s 12.30	A.M. 12.40	s 1.10	4.32 s 4.15	6.22	8.32	12.38	8.45
s 7.18	1.45	s 4.40	12.20	12.33	1.02	4.05	6.15	8.25	12.28	8.35
s 7.08		s 4.30								
s 7.02	s 1.33 (401-105)	s 4.25	s 12.10	12.23	s 12.52	3.40 s 3.20	6.00	8.05	12.10	8.20
s 6.45	s 1.21	s 4.10	A.M. s 11.55	12.09	12.40	s 3.09	5.40	7.45	P.M. 11.40	7.50
s 6.39		s 4.04		A.M.						
6.33	1.10	3.58	11.44	11.59	12.32	2.45	5.25	7.25	11.25	7.35
s 6.26	1.05	s 3.51	11.39	11.54	12.27	2.25	5.15	7.10	11.15	7.25
s 6.15	s 12.54	s 3.40	s 11.28	11.43	§ 12.17	s 2.05	4.55	6.50	10.53	7.05
s 6.03	s 12.41	s 3.28	s 11.15	11.30	§ 12.05	s 1.52	4.23	6.25	10.23	6.45
s 5.53	12.32	s 3.18	11.07	11.22	A.M. 11.57	1.41	3.59	6.10	10.12	6.30
5.45 A.M.	12.25 P.M.	3.10 P.M.	11.00 P.M.	11.15 P.M.	11.50 P.M.	§ 1.30 P.M.	3.45 A.M.	5.55 A.M.	10.00 A.M.	6.15 P.M.
l Daily ex. Sun.	l Daily	l Daily ex. Sun.	l Daily	l Daily	l Daily	l Daily	l Daily	l Daily	l Daily	l Daily
70	212	752	78	208	210	770	90	92	902	904

§No. 209 will stop at Lyndonville to detrain passengers from Boston, and at Barton to detrain passengers from Concord and points south.

§No. 212 will flag-stop at Barnet and McIndoes to entrain passengers for Concord and points south and detrain passengers from Newport and points north.

§No. 210 will flag-stop at Orleans and Barton to detrain passengers from points beyond Newport and entrain for points beyond Wells River.

§No. 770 will carry passengers Sunday only.

Speed of all trains or engines over Main Street Crossing, Newport, is restricted to 10 miles per hour, and before movement over crossing is made, enginemen must be sure that crossing is protected by the switchman located at that point or the brakeman or helper on train or switcher about to move over the crossing.

See page 13 for Special Instructions governing movement of trains by automatic block signals between Newport and Wells River.

All northbound first class trains must obtain terminal clearance at Woodsville passenger station.

NORTHBOUND TRAINS—INFERIOR DIRECTION															SOUTHBOUND TRAINS—SUPERIOR DIRECTION												
			THIRD CLASS		FIRST CLASS										FIRST CLASS						FOURTH CLASS						
			901	903	217	211	215	213	209	207	Miles from Brookport	Telegraph and Telephone Offices	NEWPORT SUBDIVISION	Telegraph Calls	212	218	216	214	208	210	80	902	82	904	88		
			Interstate Freight l Daily	Interstate Freight l Daily	Brome Lake and Waterloo Psgr. l Sun. only	Boston Psgr. l Daily	Brome Lake Psgr. l Sat. only	Newport Psgr. l Daily ex. Sun.	Boston Psgr. l Daily	Portland Psgr. l Daily			STATIONS		Boston Psgr. a Daily	Brome Lake and Waterloo Psgr. a Sun. only	Brome Lake Psgr. a Sat. only	Newport Psgr. a Daily ex. Sun.	Portland Psgr. a Daily	Boston Psgr. a Daily	Freight a Daily	Interstate Freight a Daily	Freight a Daily	Michigan Freight a Daily	Freight a Daily		
			P.M. 11.50	P.M. 5.30		P.M. 3.15		A.M. 6.45	A.M. 4.25	A.M. 3.50	58.4	D N	NEWPORT K	N P	P.M. 12.15			P.M. 8.35	P.M. 11.05	P.M. 11.35	A.M. 5.30	A.M. 8.30	A.M. 11.00	P.M. 3.00	P.M. 9.45		
			A.M. 12.10	5.50		3.28		6.59	4.37	4.02	52.7		5.7 MAGOWAN		12.04			8.22	10.54	11.24	5.00	8.15	10.40	2.15	9.15		
			12.15	5.55		s 3.32		s 7.03	4.41	4.06	50.7	D	2.0 CENTRE	J	P.M. s 11.59			s 8.16	10.50	11.20	4.41	8.10	10.25	2.05	9.05		
											44.7		6.0 ★ ELKHURST Y Jct. with Orford Subdivision														
			12.35	6.15		s 3.42		s 7.15	f 4.51	4.16	44.1	D N	0.6 NORTH TROY W	N D	s 11.47			s 8.03	10.37	f 11.07	4.16	7.54	10.05	1.45	8.46		
			12.45	6.25		s 3.47		s 7.20	4.55	4.20	41.6	D N	2.5 HIGHWATER	N V	s 11.39			s 7.55	10.32	11.02	4.05	7.48	9.55	1.36	8.37		
			1.05	6.45		3.57		f 7.32	5.04	4.30	35.5		6.1 GLENTON		11.28			f 7.42	10.22	10.52	3.45	7.32	9.35	1.19	8.20		
			1.15	7.00		4.02		s 7.39	5.08	4.34	32.5	D	3.0 MISSISQUOI W	A C	11.22			s 7.35	10.17	10.47	3.35	7.05	9.25	1.09	8.00		
								f 7.43			30.7		1.8 ★ STEVENS MILLS					f 7.30									
			1.30	214-68 7.20		s 4.12		s 7.52	s 5.18	4.44	27.4	D N	3.3 RICHFORD	R H	s 11.13			s 7.20	s 10.08	s 10.38	s 3.20	s 6.50	s 9.05	s 12.55	s 7.20		
			1.40	7.35		4.16		s 7.57	5.22	4.48	24.9	D	2.5 ABERCORN	A F	11.07			s 7 15	10.03	10.33	3.10	6 40	8.50	12.45	6.45		
			s 2.10	s 8.00		s 4.27		s 8.15	s 5.37	s 5.03	19.4	D N	5.5 SUTTON CW	S N	s 10.59			s 7.05	9.55	s 10.25	s 2.55	s 6.25	s 8.30	s 12.25	s 6.25		
			2.30	8.10		4.33		8.19	5.42	5.08	17.1		2.3 WESTOVER		10.52			6.56	9.48	10.18	2.30	6.10	8.19	12.01	6.10		
			2.35	8.14	P.M. 7.10	4.35	P.M. 3.10	s 8.22	5.43	5.09	16.2	D	0.9 ENLAUGRA Y Jct. with Drummondville Subdivision	N	10.51	A.M. 11.25	P.M. 1.55	s 6.54	9.47	10.17	2.20	6.05	8.15	P.M. 11.55	6.05		
			2.45	8.25	f 7.19	4.43	f 3.19	s 8.33	5.51	5.17	11.8	D	4.4 WEST BROME	W B	10.42	f 11.16	f 1.46	s 6.45	9.37	10.07	2.05	5.51	7.55	11.40	5.50		
			2.51	8 33	f 7.24	4.48	f 3.24	f 8.40	5.55	5.21	9.0		2.8 SWEETSBURG		10.36	f 11.10	f 1.40	f 6.38	9.33	10.03	1.56	5.37	7.45	11.30	5.41		
			2.57	8 40	s 7.28	s 4.54	s 3.28	s 8.45	s 5.59	5.25	6.9	D N	2.1 COWANSVILLE	C V	s 10.33	s11.06	s 1.36	s 6.32	9.30	s 10.00	1.50	5.25	7.35	11.06	5.35		
					f 7.34		f 3.34	f 8.53			3.9		3.0 ★ MAPLEDALE			f 11.00	f 1.30	f 6.23									
					f 7.40		f 3.40	f 9.01			1.0		2.9 ★ BRIGHAM			f 10.54	f 1.24	f 6.15									
			3.15 A.M.	9.00 P.M.	7.42 P.M.	5.08 P.M.	3.42 P.M.	s 9.05 A.M.	6.09 A.M.	5.35 A.M.	.0	D N	1.0 BROOKPORT WR	K	10.22 A.M.	s 10.52 A.M.	s 1.22 P.M.	s 6.10 P.M.	9.20 P.M.	9.50 P.M.	1.30 A.M.	5.00 A.M.	7.10 A.M.	10.40 A.M.	5.15 P.M.		
			a Daily 901	a Daily 903	a Sun. only 217	a Daily 211	a Sat. only 215	a Daily ex. Sun. 213	a Daily 209	a Daily 207			★ No passing track		l Daily 212	l Sun. only 218	l Sat. only 216	l Daily ex. Sun. 214	l Daily 208	l Daily 210	l Daily 80	l Daily 902	l Daily 82	l Daily 904	l Daily 88		

NEWPORT SUBDIVISION FOOTNOTES

Passenger trains must occupy at least 5 minutes between mileage 55 and mileage 58 and will observe a speed limit of 40 miles per hour on all curves between Richford and Magowan except on curves between mileages 50.4 and 51, where such trains must not exceed speed of 30 miles per hour.

Operator at Brookport will register all first-class trains, except when green signals are displayed by any section thereof, in which case Conductor must register.

Upper quadrant two direction train order signal at Brookport, on high post at south end of station between tracks, governs trains on Newport, Sherbrooke and Adirondack Subdivisions.

Maintenance of way employees will provide manual flagging protection as per rules 49 and 50, on page 17, Maintenance of Way Rules and Instructions.

See page 13 for special instructions governing the movement of trains by Automatic Block signals at Brookport.

To comply with rule 99 Flagmen must go out:—

12 telegraph poles instead of 10 to equal 500 yards
28 telegraph poles instead of 24 to equal 1,200 yards
41 telegraph poles instead of 36 to equal 1,800 yards

TIME TABLE No. 66—JUNE 26th, 1927

STANBRIDGE SUBDIVISION

NORTHBOUND TRAINS INFERIOR DIRECTION		Miles from Farnham	Telegraph Offices	STATIONS	Telegraph Calls	SOUTHBOUND TRAINS SUPERIOR DIRECTION	
SECOND CLASS	FIRST CLASS					FIRST CLASS	SECOND CLASS
267	265					268	266
Mixed l Daily ex. Sun.	Psgr. l Daily ex. Sun.					Psgr. a Daily ex. Sun.	Mixed a Daily ex. Sun.
P.M.	A.M.					P.M.	A.M.
2.30	8.20	13.8	D	.....STANBRIDGE.....K	SB	5.15	10.55
				2.3			
s 2.55	s 8.27	11.5	D	.....BEDFORD.....	BD	s 5.02	s 10.10
				2.4			
s 3.05	s 8.35	9.1	....	*.....MYSTIC.....	....	s 4.55	s 10.00
				1.2			
f 3.13	f 8.37	7.9	....	*NOTRE DAME CROSSING	....	f 4.52	f 9.55
				4.3			
f 3.25	f 8.48	3.6	....	*.....ST. SABINE.....	....	f 4.45	f 9.40
				3.6			
3.45	9.00	.0	D N	.....FARNHAM...CKRWX	WH	4.35	9.30
P.M.	A.M.					P.M.	A.M.
a Daily ex. Sun.	a Daily ex. Sun.			*No passing track		l Daily ex. Sun.	l Daily ex. Sun.
267	265					268	266

ST. GUILLAUME SUBDIVISION

NORTHBOUND TRAINS INFERIOR DIRECTION		Miles from Farnham	Telegraph Offices	STATIONS	Telegraph Calls	SOUTHBOUND TRAINS SUPERIOR DIRECTION	
FIRST CLASS						FIRST CLASS	
263	261					262	264
Psgr. l Daily ex. Sun.	Psgr. l Daily ex. Sun.					Psgr. a Daily ex. Sun.	Psgr. a Daily ex. Sun.
P.M.	A.M.					A.M.	P.M.
4.35	9.30	.0	D N	..... FARNHAM..CKRWX	WH	8.45	3.45
				5.6			
s 4.47	s 9.42	5.6	....	.....CANROBERT.....	....	s 8.27	s 3.27
				4.0			
f 4.56	f 9.51	9.6	....	*.....PAPINEAU	....	f 8.19	f 3.19
				1.9			
s 5.00	s 9.55	11.5	D	.....ABBOTSFORD.....	A U	s 8.14	s 3.14
				4.9			
s 5.10	s 10.05	16.4	D	.....ST. PIE.....	C I	s 8.03	s 3.03
				8.3			
s 5.30	s 10.25	24.7	D	.....ST. HYACINTHE...W	H Y	s 7.47	s 2.47
				1.7			
s 5.35	s 10.30	26.4	D	....STE. ROSALIE JCT....	D C	s 7.40	s 2.40
				0.9			
f 5.38	f 10.33	27.3	....	*.....STE. ROSALIE.....	....	f 7.37	f 2.37
				5.7			
s 5.50	s 10.45	33.0	D	.....ST. SIMON.....	M S	s 7.25	s 2.25
				5.1			
s 6.02	s 10.55	38.1	D	.....ST. HUGUES.....	H U	s 7.13	s 2.13
				2.8			
s 6.11	f 11.04	40.9	....	*..... CAVIGNAC.....	....	s 7.05	f 2.05
				2.2			
f 6.17	f 11.10	43.1	....	*.....ST. PRIME.....	....	f 6.59	f 1.59
				3.6			
6.30	11.20	46.7	D	.....ST. GUILLAUME ...K	S G	6.50	1.50
P.M.	A.M.					A.M.	P.M.
a Daily ex. Sun.	a Daily ex. Sun.			*No passing track		l Daily ex. Sun.	l Daily ex. Sun.
263	261					262	264

ST. GUILLAUME AND STANBRIDGE SUBDIVISION FOOTNOTES

Railway Crossings at Grade:—With Canadian National Rys. at Ste. Rosalie Jct., and at Farnham, north and south of station. Not interlocked.

Trains must not exceed speed of 15 miles per hour, between mileage 16.0 and mileage 16.4.

No. 264 waits at St. Guillaume until No. 261 arrives.

All trains must reduce speed to ten miles per hour on curves at mileage 31.8 and 32.0 St. Guillaume Subdivision.

All trains must not exceed speed of ten (10) miles per hour passing over Main St. Crossing, Bedford.

Maintenance of way employees will provide unattended flag protection as per rules 51 and 52 Maintenance of Way Rules and Instructions. Train and Enginemen affected will see that requirements of rule 52B are complied with.

ADIRONDACK SUBDIVISION

NORTHBOUND TRAINS

THIRD CLASS				FIRST CLASS															Miles from Brookport	Telegraph and Telephone Offices	STATIONS	Telegraph Calls
913	903	901	907	205	227	217	223	211	203	215	39	213	201	225	221	209	15	207				
Sherbrooke Freight l Daily	Interstate Freight l Daily	Interstate Freight l Daily	Maritime Freight l Daily	Sherbrooke Psgr. l Sun. only	D. & H. Psgr. l Daily	Brome Lake and Waterloo Psgr. l Sun. only	D. & H. Psgr. l Daily	Boston Psgr. l Daily	Sherbrooke Psgr. l Daily ex. Sun.	Brome Lake Psgr. l Sat. only	St. John Psgr. l Daily	Newport Psgr. l Daily ex. Sun.	Sherbrooke Psgr. l Daily ex. Sun.	D. & H. Psgr. l Daily	D. & H. Psgr. l Daily	Boston Psgr. l Daily	St. John Psgr. l Daily	Kennebunk Psgr. l Daily				
P.M.	P.M.	A.M.	A.M.	P.M.		P.M.		P.M.	P.M.	P.M.	A.M.	A.M.	A.M.			A.M.	A.M.	A.M.				
9.50	9.00	3.15	2.45	s8.22		s 7.42		5.08	s 4.01	s 3.42	9.45	s 9.05	s 8.50			6.09	§ 5.45	5.35	.0	D N	....BROOKPORT..RWX	K
																					6.3	
10.10	9.20	3.35		s 8.35		s 7.55		s 5.20	s 4.15	s 3.55	s 9.55	s 9.20	s 9.05			s 6.20	s 5.55	s 5.45	6.3	D N	....FARNHAM..CKRWX	WH
11.15	9.50	4.05	3.05																		Jct. with St. Guillaume and Stanbridge Subdivisions	
			A.M.																		4.2	
.....	.....	.....	.....	.....		f 8.01		.....	.....	.....	.....	f 9.27	.....			.....	.....	.....	10.5	.	*... ST. BRIGIDE.....	...
																					2.3	
11.30	10.10	4.20	.....	f 8.45		f 8.05		5.29	f 4.26	4.05	10.04	s 9.32	9.14			6.28	§ 6.05	5.54	12.8	D	.....VERSAILLES.....X	V
																					2.6	
.....	.....	.....	.....	.....		f 8.10		.....	f 4.31	.....	.....	f 9.37	.....			.....	.....	.....	15.4	....	*... ST. GREGOIRE ...	...
																					3.4	
11.45	10.25	4.35	.....	8.53		s 8.16		5.36	s 4.37	4.13	10.11	s 9.45	§ 9.21			6.34	6.13	6.01	18.8	D N	...IBERVILLE JCT...YX	Q S
																					0.4	
A.M.	.....	.....	.....	f 8.54		s 8.19		.....	s 4.39	f 4.15	.....	s 9.47	.....			.....	f 6.16	.....	19.2	....	*.....IBERVILLE.....X	....
																					0.8	
12.01	10.30	4.45	.....	s 9.00		s 8.23		s 5.40	s 4.43	s 4.20	s10.15	s 9.55	s 9.25			s 6.38	s 6.20	s 6.05	20.0	D	.....ST. JOHNS....XW	J H
																					1.3	
.....	.....	.....	.....	9.02		8.25		5.42	4.45	4.22	10.17	9.57	9.27			6.40	6.23	6.07	21.3	....	.....NATIONAL.....	....
																					3.2	
12.20	10.45	5.00	.....	9.06		s 8.31		5.46	s 4.51	4.27	10.21	s 10.03	9.31			6.44	6.29	6.11	24.5	D	.....LACADIE.....X	C
																					6.7	
12.35	11.05	5.15	.....	9.15		s 8.42		5.55	s 5.04	4.36	10.30	s 10.15	9.39			6.53	§ 6.39	6.20	31.2	D	.....ST. PHILIPPE....X	K N
					P.M.		P.M.							A.M.	A.M.						3.8	
12.45	11.15	5.25	.....	9.20	8.55	s 8.47	s7.40	6.00	s 5.11	4.42	10.35	s 10.23	9.44	s8.02	7.17	6.58	f 6.45	6.25	35.0	D N	*..... DELSON....RYX	J U
																					1.0	
.....	.....	.....	.....	.....	.....	f 8.49	.....	.....	f 5.14	.....	.....	f 10.25	.....	.....	.....	.....	.....	.....	36.0	....	*..ST. CONSTANT...W	N A
																					4.7	
1.00	11.30	5.45	.....	9.27	§ 9.05	f 8.58	f7.50	6.07	s 5.23	s 4.51	§10.42	s 10.34	9.50	§8.10	7.25	7.05	f 6.55	6.32	40.7	D N	.ADIRONDACK JCT.	D
																					1.7	
1.15	11.35	5.50	.....	9.30	9.08	s 9.02	7.53	6.10	s 5.27	f 4.55	10.45	s 10.37	9.53	§8.15	7.29	7.08	6.59	6.35	42.4	D N	*..HIGHLANDS...W	H A
																					1.4	
1.45	11.50	6.20	.....	9.32	9.11	9.06	7.56	6.12	5.30	4.59	10.47	10.40	9.56	8.20	7.32	7.11	7.02	6.37	43.8	D N	.....SOUTH JCT....X	D U
																					0.6	
A.M.	P.M.	A.M.																			..SORTIN....W	J N
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44.4	....	....NORTH JCT....X	C F
																					1.0	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45.4	D N	....ST. LUC JCT....X	A J
																					4.1	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	49.5	D N	....OUTREMONT...K	O A
																					0.9	
																					Miles from Brookport 49.5	
.....	.....	.....	.....	s 9.35	s 9.15	s 9.10	s8.00	s 6.15	s 5.35	s 5.05	s10.50	s 10.45	s 10.00	s8.25	s7.35	§ 7.15	s 7.05	s 6.40	44.7	D N	..MONTREAL WEST.	B N
																					2.7	
.....	.....	.....	.....	s 9.42	s 9.22	s 9.17	s8.07	s 6.22	s 5.42	s 5.12	s10.57	s 10.52	s 10.07	s8.32	s7.42	s 7.22	s 7.12	s 6.47	47.4	D	...WESTMOUNT..XY	MW
																					2.0	
.....	.....	.....	.....	9.50	9.30	9.25	8.15	6.30	5.50	5.20	11.05	11.00	10.15	8.40	7.50	7.30	7.20	6.55	49.4	D N	....MONTREAL..KX	W J
				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.			(Windsor St.)	
																					Miles from Brookport 49.4	
a Daily	a Daily	a Daily	a Daily	a Sun. only	a Daily	a Sun. only	a Daily	a Daily	a Daily ex. Sun.	a Sat. only	a Daily	a Daily ex. Sun.	a Daily ex. Sun.	a Daily	a Daily	a Daily	a Daily	a Daily			*No passing track	
913	903	901	907	205	227	217	223	211	203	215	39	213	201	225	221	209	15	207				

DOUBLE TRACK

Montreal Terminals

ST. GUILLAUME AND STANBRIDGE SUBDIVISION FOOTNOTES

To comply with rule 99 Flagmen must go out:—

11 telegraph poles instead of 10 to equal 500 yards
25 telegraph poles instead of 24 to equal 1,200 yards
37 telegraph poles instead of 36 to equal 1,800 yards

ADIRONDACK SUBDIVISION

SOUTHBOUND TRAINS

Miles from Brookport	Telegraph and Telephone Offices	Stations	Telegraph Calls	228 D. & H. Pegr. a Daily	202 Sherbrooke Pegr. a Daily	212 Boston Pegr. a Daily	218 Brome Lake and Waterloo Pegr. a Sun. only	220 D. & H. Pegr. a Daily	216 Brome Lake Pegr. a Sat. only	40 St. John Pegr. a Daily	204 Sherbrooke Pegr. a Daily ex. Sun.	214 Newport Pegr. a Daily ex. Sun.	16 St. John Pegr. a Daily	224 D. & H. Pegr. a Daily	208 Kennebunk Pegr. a Daily	210 Boston Pegr. a Daily	222 D. & H. Pegr. a Daily	902 Interstate Freight a Daily	904 Michigan Freight a Daily	914 Sherbrooke Freight a Daily	908 Maritime Freight a Daily
				FIRST CLASS														FOURTH CLASS			
				D. & H. Ry. Train				D. & H. Ry. Train						D. & H. Ry. Train			D. & H. Ry. Train				
.0	D N	.....BROOKPORT..... RWX	K		A.M. s 9.30	A.M. 10.22	A.M. s 10.52		P.M. s 1.22	P.M. 1.52	P.M. s 4.40	P.M. s 6.10	P.M. 8.22		P.M. 9.20	P.M. 9.50		A.M. 5.00	A.M. 10.40	A.M. 1.05	A.M. 2.20
6.3	D N	6.3 .....FARNHAM..CKRWX (Jct. with St. Guillaume & Stanbridge Subdivisions)	W H		s 9.15	s 10.10	s 10.40		s 1.10	s 1.40	s 4.25	s 5.55	s 8.10		s 9.10	s 9.40		4.40	10.10	12.45 A.M.	2.00 12.50
10.5	....	4.2 ★.....ST. BRIGIDE.....	....		.....	.....	.....		.....	.....	.....	f 5.46	.....		.....	.....		.....	.....	.....	.....
12.8	D	2.3 .....VERSAILLES.....X	V		f 9.02	9.56	f 10.26		f 12.56	1.26	4.11	s 5.42	7.56		8.56	9.28		4.00	9.26	11.30	12.31
15.4	....	2.6 ★.... ST. GREGOIRE.....	....		f 8.57	.....	f 10.20		f 12.51	.....	.....	f 5.37	.....		.....	.....		.....	.....	.....	.....
18.8	D N	3.4 .....IBERVILLE JCT.....YX	Q S		s 8.51	9.49	f 10.14		f 12.45	1.19	4.03	s 5.30	7.49		8.49	9.21		3.45	9.11	11.15	12.16
19.2	...	0.4 ★.....IBERVILLE.....X	....		s 8.48	9.48	f 10.12		f 12.43	§ 1.18	s 4.02	s 5.28	.....		.....	.....		.....	.....	.....	.....
20.0	D	0.8 .....ST. JOHNS.....XW	J H		s 8.45	s 9.46	s 10.08		s 12.40	s 1.16	s 4.00	s 5.25	s 7.46		s 8.46	s 9.18		3.42	9.08	11.10	12.11 A.M.
21.3	....	1.3 .....NATIONAL.....	....		8.41	9.42	10.04		12.37	1.12	3.56	5.20	7.42		8.42	9.14		.....	.....	.....	.....
24.5	D	3.2 .....L'ACADIE.....X	C		s 8.36	9.38	f 9.59		f 12.32	§ 1.08	3.51	s 5.14	7.38		8.38	9.10		3.31	8.57	10.38	11.58
31.2	D	6.7 .....ST. PHILIPPE.....X	K N		s 8.24	9.30	f 9.49		f 12.22	§ 1.00	3.43	s 5.01	7.30		8.30	9.02		3.14	8.40	10.20	11.40
35.0	D	3.8 ★.....DELSON.....RYX	J U	A.M. s 8.05	s 8.17	9.25	f 9.43	A.M. 10.30	f 12.16	§ 12.55	§ 3.38	s 4.53	7.25	P.M. s 7.47	8.25	8.57	P.M. 9.30	3.04	8.30	10.10	11.30
36.0	....	1.0 ★.....ST. CONSTANT....W	N A	.....	f 8.15	.....	f 9.40	.....	f 12.14	.....	.....	s 4.51	.....	.....	.....	.....	.....	.....	.....	.....	.....
40.7	D N	4.7 ...ADIRONDACK JCT. .XY	D	§ 7.55	s 8.07	f 9.19	s 9.32	10.22	s 12.06	f 12.49	f 3.31	s 4.41	7.19	§ 7.40	8.19	8.51	9.22	2.50	8.15	9.55	11.15
42.4	D N	1.7 ★.....HIGHLANDS . WX	H A	7.50	s 8.03	9.16	s 9.29	10.18	s 12.03 P.M.	12.46	s 3.27	s 4.37	7.16	§ 7.35	8.16	8.49	9.18	2.45	8.10	9.50	11.10
43.8	D N	1.4 .....SOUTH JCT. X	D U	7.45	7.59	9.14	9.25	10.14	11.59	12.44	3.24	4.34	7.14	7.30	8.14	8.47	9.14	2.40 A.M.	8.05 A.M.	9.45	11.05
.....	....	0.6 .....SORTIN.....W	J N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....				
44.4	....	.....NORTH JCT.....X	C F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
45.4	D N	1.0 .....ST. LUC JCT. X	A J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
49.5	D N	4.1 .....OUTREMONT.KRW (Miles from Brookport 49.5)	O A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9.30 P.M.	10.30 P.M.
44.7	D N	0.9 .....MONTREAL WEST..X	B N	s 7.42	s 7.57	s 9.12	s 9.23	s 10.12	s 11.57	§ 12.42	s 3.22	s 4.32	s 7.12	s 7.27	s 8.12	§ 8.45	§ 9.12	.....	.....	.....	.....
47.4	D	2.7 .....WESTMOUNT....XY	MW	s 7.36	s 7.51	s 9.06	s 9.16	s 10.06	s 11.51	s 12.36	s 3.16	s 4.26	s 7.06	s 7.21	s 8.06	s 8.37	s 9.06	.....	.....	.....	.....
49.4	D N	2.0 .....MONTREAL....KX (Windsor St.) (Miles from Brookport 49.4)	W J	7.30 A.M.	7.45 A.M.	9.00 A.M.	9.10 A.M.	10.00 A.M.	11.45 A.M.	12.30 P.M.	3.10 P.M.	4.20 P.M.	7.00 P.M.	7.15 P.M.	8.00 P.M.	8.30 P.M.	9.00 P.M.	.....	.....	.....	.....
		★No passing track.		l Daily 228	l Daily 202	l Daily 212	l Sun. only 218	l Daily 220	l Sat. only 216	l Daily 40	l Daily ex. Sun. 204	l Daily ex. Sun. 214	l Daily 16	l Daily 224	l Daily 208	l Daily 210	l Daily 222	l Daily 902	l Daily 904	l Daily 914	l Daily 908

Double Track — Montreal Terminals

ADIRONDACK SUBDIVISION FOOTNOTES

Railway Crossing at Grade with Canadian National Rys. at Farnham not interlocked.

§ No. 39 will flag stop at Adirondack Jct. Sundays only to entrain passengers.

§ No. 15 will stop at Brookport and Versailles Sundays only to load milk.

§ No. 15 will flag stop at St. Philippe to entrain passengers for Montreal.

§ No. 201 will flag stop at Iberville Jct. to entrain passengers from Q. M. and S. points.

§ No. 40 will flag stop at Delson, St. Philippe, L'Acadie and Iberville Saturdays only.

§ No. 40 will flag stop at Montreal West to entrain passengers.

§ No. 204 will flag stop at Delson to entrain passengers for east of Brookport.

§ No. 209 will stop at Montreal West to detrain passengers.

§ No. 210 will flag stop at Montreal West to entrain passengers.

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

Operators at Brookport and Farnham will register all first class trains except when green signals are displayed by any section thereof, in which case Conductor must register.

All Southbound trains except first class trains must obtain terminal clearance at South Jct. and all Northbound trains except first class trains must obtain terminal clearance at Adirondack Jct.

Upper quadrant two-direction train order signal at Brookport on high post at south end of station between tracks governs trains on Newport, Sherbrooke and Adirondack Subdivisions.

Trains must not exceed a speed of ten miles per hour between drawbridge and second public crossing north of St. Johns Station.

Delson "R" for D. & H. trains only.

Freight trains entering Farnham yard from north must not exceed speed of eight miles per hour.

To comply with rule 99 Flagmen must go out:—

12 telegraph poles instead of 10 to equal 500 yards

28 telegraph poles instead of 24 to equal 1,200 yards

41 telegraph poles instead of 36 to equal 1,800 yards

Maintenance of way employees will provide manual flagging protection as per rules 49 and 50, on page 17, Maintenance of Way Rules and Instructions.

See page 14 for special instructions governing movement of trains by automatic block signals between Montreal (Windsor St.) and Iberville Jct., and at Brookport.

TIME TABLE No. 66—JUNE 26th, 1927

SHERBROOKE SUBDIVISION

WESTBOUND TRAINS—INFERIOR DIRECTION														EASTBOUND TRAINS—SUPERIOR DIRECTION											
				THIRD CLASS		FIRST CLASS								FIRST CLASS				FOURTH CLASS							
				907	913	205	203	39	201	15	Miles from Megantic	Telegraph and Telephone Offices	STATIONS	Telegraph Calls	202	40	204	16	78	914	908	72	74	76		
				Maritime Freight *l* Daily	Sherbrooke Freight *l* Daily	Sherbrooke Psgr. Sun. only	Sherbrooke Psgr. *l* Daily ex. Sun.	St. John Psgr. *l* Daily	Sherbrooke Psgr. *l* Daily ex. Sun.	St. John Psgr. *l* Daily					Sherbrooke Psgr. *a* Daily	St. John Psgr. *a* Daily	Sherbrooke Psgr. *a* Daily ex. Sun.	St. John Psgr. *a* Daily	Freight *a* Daily	Sherbrooke Freight *a* Daily	Maritime Freight *a* Daily	Freight *a* Daily	Freight *a* Daily	Freight *a* Daily		
				P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.					A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.		
				11.45	6.45	6.30	2.10	8.05	7.00	4.10	68.5	D N	SHERBROOKE K	H O	11.25	3.30	6.40	10.00	3.40	5.00	5.35	10.45	4.10	9.45		
													2.1													
				11.51	6.51	6.35	2.15	8.10	7.05	4.15	70.6		LANDERS	S	11.20	3.25	6.35	9.55	3.30	4.40	5.29	10.35	4.00	9.35		
													4.7													
				A.M. 12.10	7.07	f 6.44	f 2.23	8.18	f 7.12	4.23	75.3		ROCK FOREST	R S	f 11.11	3.17	f 6.27	9.48	3.15	4.23	5.16	10.20	3.45	9.20		
													2.2													
						f 6.49	f 2.26		f 7.15		77.4		* LAKE PARK		f 11.06		f 6.20									
													3.1													
				12.25	7.22	6.55	2.31	8.27	7.20	4.32	80.5		SHANKS	S A	11.01	3.08	6.15	9.40	3.00	3.55	5.00	10.00	3.30	9.05		
													6.3													
				12.41	7.38	s 7.05	s 2.41	s 8.37	s 7.32	s 4.42	86.8	D N	MAGOG W	G	s 10.51	s 2.59	s 6.05	s 9.30	2.40	3.35	4.42	9.38	3.10	8.45		
													5.5													
				1.00	7.55	f 7.17	f 2.50	8.47	f 7.44	4.52	92.3		DELAIRE Y	D R	f 10.40	2.50	f 5.53	9.20	2.20	3.20	4.13	9.15	2.50	8.27		
													1.7													
						f 7.20	f 2.58	§ 8.49	f 7.48	§ 4.54	94.0		* ORFORD LAKE		f 10.37	§ 2.47	f 5.50	§ 9.18								
													3.3													
				1.15	8.10	f 7.27	s 3.07	§ 8.55	s 7.57	5.00	97.3	D	EASTRAY	N E	s 10.31	§ 2.42	s 5.43	9.12	2.00	3.00	3.55	8.55	2.22	8.10		
													Jct. with Orford Subdivision													
													3.6													
				1.30	8.25	f 7.35	s 3.17	§ 9.02	s 8.03	5.07	100.9	D	SOUTH STUKELY	S K	s 10.24	§ 2.35	f 5.35	9.05	1.30	2.35	3.40	8.40	1.50	7.58		
													4.7													
				1.45	8.56	s 7.45	s 3.30	s 9.12	s 8.10 8.15	s 5.15	105.6	D N	FOSTER YW	F O	10.15 s 10.10	s 2.26	5.25 s 5.20	s 8.56	1.10	2.20	3.25	8.10	1.30	7.45		
													Jct. with Drummondville Subdivision													
													3.5													
				2.00	9.05	f 7.52	f 3.35	9.18	f 8.22	5.22	109.1		FULFORD	F U	f 10.00	2.17	f 5.12	8.47	12.55	2.00	3.10	7.50	1.15	7.25		
													5.3													
				2.15	9.18	s 8.02	s 3.44	§ 9.28	s 8.32	§ 5.30	114.4	D	WEST SHEFFORD	W F	s 9.50	§ 2.09	s 5.02	§ 8.39	12.40	1.40	2.55	7.35	12.55	7.05		
													7.2													
				2.35	9.37	s 8.13	s 3.54	§ 9.38	s 8.42	5.39	121.6	D	ADAMSVILLE	Q	s 9.38	§ 1.59	s 4.48	8.29	12.20	1.20	2.35	7.15	12.30	6.40		
													4.0													
				2.45	9.50	s 8.22	s 4.01	9.45	s 8.50	§ 5.45	125.6	D N	BROOKPORT RW	K	s 9.30	1.52	s 4.40	8.22	12.05	1.05	2.20	7.00	12.15	6.20		
				A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.					A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.		
				a Daily	*a* Daily	*a* Sun. only	*a* Daily ex. Sun.	*a* Daily	*a* Daily ex. Sun.	*a* Daily			* No passing track		*l* Daily	*l* Daily	*l* Daily ex. Sun.	*l* Daily	*l* Daily	*l* Daily	*l* Daily	*l* Daily	*l* Daily	*l* Daily		
				907	913	205	203	39	201	15					202	40	204	16	78	914	908	72	74	76		

SHERBROOKE SUBDIVISION FOOTNOTES

Railway Crossing at Grade with Sherbrooke Street Ry., Sherbrooke Freight Yard (Not Interlocked).

Trains must not exceed a speed of thirty-five miles per hour on curves between Orford Lake and Magog.

§ No. 15 will flag stop at West Shefford to take on passengers for Montreal and beyond.

§ No. 16 will flag stop at West Shefford to let off passengers from Montreal, Sundays only.

§ No. 39 will flag stop at Eastray, South Stukely, West Shefford and Adamsville, Sundays only.

§ No. 40 will flag stop at Adamsville, West Shefford, South Stukely and Eastray, Saturdays only.

§ No. 40 will flag stop at Eastray to allow passengers entrain.

Operator at Brookport will register all first class trains except when green signals are displayed by any section thereof, in which case Conductor must register.

Upper quadrant two direction train order signal at Brookport on high post at south end of station between tracks governs trains on Newport, Sherbrooke and Adirondack Subdivisions.

§ No. 16 will flag stop at Orford Lake to let off passengers from Montreal, Fridays only.
§ No. 40 " " " " " " " " " " " Saturdays only.
§ No. 15 " " " " " " " take on passengers for Montreal, Mondays only.
§ No. 39 " " " " " " " " " " " Sundays only.

§ No. 15 will stop at Brookport, Sundays only, for milk shipments.

Trains must not exceed a speed of ten miles per hour over Alexander St. Crossing, Sherbrooke (on Q.C.R. connection), and over Lake St. Crossing at East end of Magog Station platform.

Maintenance of way employees will provide manual flagging protection as per rules 49 and 50, on page 17, Maintenance of Way Rules and Instructions.

See special instructions governing the movement of trains by Automatic Block signals at Brookport and Foster on page 14.

To comply with rule 99 Flagmen must go out:—

12 telegraph poles instead of 10 to equal 500 yards
28 telegraph poles instead of 24 to equal 1,200 yards
41 telegraph poles instead of 36 to equal 1,800 yards

MEGANTIC SUBDIVISION

WESTBOUND TRAINS—INFERIOR DIRECTION															EASTBOUND TRAINS—SUPERIOR DIRECTION												
				THIRD CLASS	SECOND CLASS		FIRST CLASS					Miles from Megantic	Telegraph and Telephone Offices	STATIONS	Telegraph Calls	FIRST CLASS					SECOND CLASS		FOURTH CLASS				
				907	59	257	55	51	39	1	15					50	54	40	6	16	256	58	96	78	908	74	
				Maritime Freight l Daily	Q.C.R. Mixed l Daily ex. Sun.	Sherbrooke Mixed l Daily ex. Sun.	Q.C.R. Psgr. l Sun. only	Q.C.R. Psgr. l Daily ex. Sun.	St. John Psgr. l Daily	Q.C.R. Psgr. l Daily	St. John Psgr. l Daily					Q.C.R. Psgr. a Daily ex. Sun.	Q.C.R. Psgr. a Sun. only	St. John Psgr. a Daily	Q.C.R. Psgr. a Daily	St. John Psgr. a Daily	Sherbrooke Mixed a Daily ex. Sun.	Q.C.R. Mixed a Daily ex. Sun.	Freight a Daily	Freight a Daily	Maritime Freight a Daily	Freight a Daily		
				P.M.		P.M.			A.M.		A.M.							P.M.		A.M.	A.M.		A.M.	A.M.	A.M.	P.M.		
				7.00		1.30			5.00		1.40	.0	D N	MEGANTIC K	G C			6.35		12.45	11.00		6.45	10.00	10.35	11.00		
				7.20		1.50			5.15		1.50	4.4		GLEN RIVER	G V			6.25		12.34	10.40		6.20	9.45	10.15	10.43		
				7.35		s 2.03			s 5.25		1.57	8.4	D	SPRING HILL Y	H I			s 6.15		12.25	s 10.30		6.05	9.30	10.05	10.25		
				7.55		s 2.20			s 5.38		2.06	14.8	D	MILAN W	M A			s 6.03		12.13	s 10.17		5.38	9.15	9.45	10.00		
						f 2.30			f 5.45			18.5		* McLEOD'S				f 5.53			f 10.04							
				8.10		2.33			5.48		2.11	19.7		SPRUCE	S P			5.50		12.01 A.M.	10.01		5.00	8.50	9.30	9.30		
				8.25		s 2.50			s 6.00		s 2.24	25.0	D N	SCOTSTOWN W	C H			s 5.35		s 11.50	s 9.46		4.35	8.30	9.15	9.00		
				8.40		f 3.10			f 6.15		2.38	30.2		GOULD W	G O			f 5.20		11.37	f 9.33		4.15	8.15	9.00	8.40		
				8.50	Q.C.R. Train	f 3.20	Q.C.R. Train	Q.C.R. Train	f 6.24	Q.C.R. Train	2.44	33.7		LONG SWAMP	S W	Q.C.R. Train	Q.C.R. Train	f 5.11	Q.C.R. Train	11.30	f 9.25	Q.C.R. Train	4.00	8.00	8.51	8.20		
				9.05		s 3.35			s 6.35		f 2.53	38.3	D	BURY	R Y			s 5.00		f 11.20	s 9.12		3.45	7.40	8.39	8.00		
				9.15		3.46			6.45		3.01	42.4		ROSS	R O			4.48		11.07	8.59		3.30	7.20	8.25	7.40		
				9.30		s 4.05			s 6.57		s 3.10	47.4	D N	COOKSHIRE W	C N			s 4.35		s 10.57	s 8.45		3.10	6.57	8.06	7.20		
				9.45		s 4.25			s 7.12		3.27	52.1	D	BIRCHTON	B R			s 4.25		10.47	s 8.33		2.40	6.10	7.49	7.00		
				9.52		f 4.32			f 7.18		3.32	54.8		BULWER	B W			f 4.17		10.43	f 8.24		2.30	5.55	7.39	6.40		
				10.05		s 4.42			f 7.26		3.38	58.2	D	JOHNVILLE	J O			f 4.07		10.37	s 8.14		2.05	5.40	7.26	6.25		
				10.31	P.M.	4.50	P.M.	P.M.	7.33	A.M.	3.43	60.7		RACEY	R C	A.M.	A.M.	4.00	P.M.	10.31	8.05	P.M.	1.40	5.30	7.05	6.10		
				10.45	8.40	s 5.05	6.06	1.48	s 7.45	6.28	s 3.52	65.4	D N	Staff System Absolute: LENNOXVILLE R	N O	9.37	9.37	s 3.48	9.07	s 10.17	s 7.45	4.25	1.20	5.10	6.45	5.45		
				11.00 P.M.	8.50 P.M.	5.20 P.M.	6.15 P.M.	1.55 P.M.	7.55 A.M.	6.35 A.M.	4.00 A.M.	68.5	D N	Staff System Absolute: SHERBROOKE K	H O	9.30 A.M.	9.30 A.M.	3.40 P.M.	9.00 P.M.	10.10 P.M.	7.30 A.M.	4.15 P.M.	1.00 A.M.	5.00 A.M.	6.35 A.M.	5.30 P.M.		
				a Daily	a Daily ex. Sun.	a Daily ex. Sun.	a Sun. only	a Daily ex. Sun.	a Daily	a Daily	a Daily			* No passing track.		l Daily ex. Sun.	l Sun. only	l Daily	l Daily	l Daily	l Daily ex. Sun.	l Daily ex. Sun.	l Daily	l Daily	l Daily	l Daily		
				907	59	257	55	51	39	1	15					50	54	40	6	16	256	58	96	78	908	74		

MEGANTIC SUBDIVISION FOOTNOTES

Railway Crossings at Grade with Sherbrooke Street Ry., Sherbrooke Freight Yard—Not interlocked.

Permanent slow sign affecting westbound trains at Mileage 61. Trains must run at a uniform rate of speed, and must occupy not less than 8 minutes between this slow sign and Lennoxville. Permanent slow sign affecting eastbound trains at Mileage 30. Trains must run at a uniform rate of speed, and must occupy not less than 7 minutes between this slow sign and Mileage 26.5.

Trains must not exceed a speed of ten miles per hour over public crossing Mileage 2.37.

Maintenance of way employees will provide manual flagging protection as per rules 49 and 50 on page 17, Maintenance of Way Rules and Instructions.

Trains must not exceed a speed of ten (10) miles per hour over Frontenac St. Crossing, Megantic.

Operator at Lennoxville will register all first class trains except when green signals are displayed by any section thereof, in which case Conductor must register.

Article 27 (a) rules for the operation and inspection of the air brake and air train signal, effective December 1917, applies on all freight trains running between Birchton and Cookshire and between Glen River and Megantic.

All train movements over Crossing, Main Street, Cookshire, except those on main track, must be protected by flagman.

To comply with rule 99 flagmen must go out:—

12 telegraph poles instead of 10 to equal 500 yards
28 telegraph poles instead of 24 to equal 1,200 yards
41 telegraph poles instead of 36 to equal 1,800 yards

ORFORD SUBDIVISION

NORTHBOUND TRAINS—INFERIOR DIRECTION								SOUTHBOUND TRAINS—SUPERIOR DIRECTION				
SECOND CLASS								SECOND CLASS				
281	279	277	275	Miles from Elkhurst	Telephone Offices	STATIONS	Telegraph Calls	276	278	280	282	
Mixed l Daily ex. Sun.	Mixed l Daily ex. Sun.	Mixed l Daily ex. Sun.	Mixed l Daily ex. Sun.					Mixed a Daily ex. Sun.	Mixed a Daily ex. Sun.	Mixed a Daily ex. Sun.	Mixed a Daily ex. Sun.	
			P.M. 12.05		D N	..NORTH TROY	ND	A.M. 10.25				
			12.10	0.0	D	★.. ELKHURST ..... Y Jct. Newport Subdivision		10.15				
			s 12.30	4.6	D	....MANSONVILLE		s 10.00				
				1.9								
			f 12.35	6.5		★.....PEABODY		f 9.45				
				2.3								
			f 12.45	8.8		★...TRAVOR ROAD		f 9.35				
				2.8								
			f 12.55	11.6		★.POTTON SPRINGS		f 9.20				
				0.8								
			s 1.05	12.4	D	....SOUTH BOLTON..W		s 9.15				
				3.0								
			s 1.20	15.4	D	....BOLTON CENTRE		s 9.00				
				7.4								
P.M.	P.M.	A.M.							A.M.	P.M.	P.M.	
5.50	3.10	8.10		24.3	D	.....EASTRAY....WK Jct. Sherbrooke Subdivision			7.30	2.25	5.20	
				1.5								
5.55	3.15	8.15	s 1.40	22.8	D	.....EASTMAN		8.35	7.20	2.15	5.15	
P.M.	P.M.	A.M.	6.00					s 7.10	A.M.	P.M.	P.M.	
				4.2								
			f 6.15	27.0		★.....KARTOUM		f 6.40				
				3.9								
			f 6 30	30.9		★..NORTH STUKELY		f 6.20				
				1.4								
			s 6.35	32.3	D	.....LAWRENCEVILLE		s 6.10				
				4.5								
			s 6.50	36.8	D	.....VALCOURT		s 5.45				
				3.5								
			s 7.00	40.3	D	.....RACINE		s 5.30				
				2.8								
			f 7.10	43.1		★.....FLODDEN.....W		f 5.20				
				6.3								
			s 7.35	49.4	D	.....KINGSBURY		s 5.05				
				3.8								
			f 7.50	53.2		★...GOLDEN BAY		f 4.45				
				5.6								
			8.10 P.M.	58.8	D	..WINDSOR MILLS..RW		4.30 A.M.				
a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.			✱ No passing track.		l Daily ex. Sun.	l Daily ex. Sun.	l Daily ex. Sun.	l Daily ex. Sun.	
281	279	277	275					276	278	280	282	

ORFORD SUBDIVISION FOOTNOTES

Trains must not exceed a speed of twenty miles per hour on curves between mileages 2 and 3.

Orford Subdivision trains between Elkhurst and North Troy will be governed by Newport Subdivision Time Table and be handled by train orders.

Maintenance of way employees will provide unattended flag protection as per rules 51 and 52 Maintenance of Way Rules and Instructions. Train and Enginemen affected will see that requirements of Rule 52B are complied with.

No. 276 wait at Windsor Mills until 275 arrives.

To comply with rule 99 Flagmen must go out:—
10 telegraph poles to equal 500 yards.
24 telegraph poles to equal 1,200 yards.
36 telegraph poles to equal 1,800 yards.

DRUMMONDVILLE SUBDIVISION

NORTHBOUND TRAINS—INFERIOR DIRECTION									SOUTHBOUND TRAINS—SUPERIOR DIRECTION				
FIRST CLASS									FIRST CLASS				
253	219	216	218	251	Miles from Enlaugra	Telegraph Offices	STATIONS	Telegraph Calls	252	220	215	254	217
Psgr. l Daily ex. Sun.	Psgr. l Sun. only	Brome Lake Psgr. l Sat. only	Brome Lake and Waterloo Psgr. l Sun. only	Psgr. l Daily ex. Sun.					Psgr. a Daily ex. Sun.	Psgr. a Sun. only	Brome Lake Psgr. a Sat. only	Psgr. a Daily ex. Sun.	Brome Lake and Waterloo Psgr. a Sun. only
P.M. 2.15				A.M. 7.00		D N	..... SUTTON Jct. Newport Subdivision	S N	A.M. 10.50			P.M. 6.10	
		P.M.	A.M.								P.M.		P.M.
s 2.30		1.55	s 11.25	s 7.15	.0	D	.....ENLAUGRA.....Y	N	s 10.40		s 3.05	s 5.55	s 7.07
							2.4						
					2.4		★.....RUITERS MILLS						
							1.2						
s 2.39		f 2.05	s 11.35	s 7.25	3.6		.....BROME		s 10.30		f 2.55	s 5.45	f 7.00
							3.3						
s 2.48		s 2.15	s 11.45	s 7.35	6.9	D	.....KNOWLTON	R F	s 10.23		f 2.48	s 5.38	s 6.53
							0.8						
f 2.52		f 2.17	f 11.47	f 7.37	7.7		★.....CONFERENCE		f 10.19		f 2.44	f 5.34	f 6.49
							1.5						
f 2.55				f 7.40	9.2		..... FISHERS		f 10.15		f 2.40	f 5.30	f 6.45
							3.0						
	P.M.									P.M.			
s 3.05 (254) s 5.35	2.30	2.25	s 11.59	s 7.45 (252) 10.20	12.2	D N	.....FOSTER.....YW Jct. Sherbrooke Subdivision	F O	(251) 10.10 s 7.50	2.20	2.35	(253) 5.25 s 3.00	s 6.40
		P.M.	P.M.								P.M.		
							4.4						
s 5.50	2.45		12.15	s 10.35	16.6	D	.....WATERLOO	R O	s 7.35	2.05		s 2.45	6.30
	P.M.		P.M.							P.M.			P.M.
							2.5						
s 5.55				s 10.40	19.1	D	.....WARDEN	WD	s 7.25			s 2.35	
							4.9						
f 6.07				f 10.52	24.0		★.....CLEARYS		f 7.12			s 2.22	
							4.9						
s 6.20				s 11.05	28.9	D	.....SOUTH ROXTON	F N	s 7.00			s 2.10	
							7.0						
s 6.35				s 11.25	35.9	D	.....ROXTON FALLS.....W	R N	s 6.45			s 1.55	
							5.8						
s 6.50				s 11.40	41.7	D	.....ACTONVALE	H N	s 6.30			s 1.40	
							3.8						
					45.5		★.....CHICOINES						
							4.7						
s 7.10				P.M. s 12.01	50.2	D	.....WICKHAM.....W	W	s 6.10			s 1.20	
							1.5						
					51.7		★.....BRAMHALLS						
							3.8						
f 7.22				f 12.13	55.5		★.....TOURVILLES		f 5.57			f 1.07	
							3.7						
7.40 P.M.				12.30 P.M.	59.2	D	..DRUMMONDVILLE... YKW	A D	5.50 A.M.			1.00 P.M.	
a Daily ex. Sun.	a Sun. only	a Sat. only	a Sun. only	a Daily ex. Sun.			✱ No passing track.		l Daily ex. Sun.	l Sun. only	l Sat. only	l Daily ex. Sun.	l Sun. only
253	219	216	218	251					252	220	215	254	217

DRUMMONDVILLE SUBDIVISION FOOTNOTES

Railway Crossing at Grade with Can. Nat. Rys., 1-2 mile south of Waterloo. Not interlocked.

Railway Crossing at Grade with C.N. Rys. at Actonvale. Not interlocked.

Railway Crossing at Grade with C.N. Rys., 3-4 mile south of Drummondville. Not interlocked.

Drummondville Subdivision trains between Enlaugra and Sutton will be governed by Newport Subdivision Time Table and be handled by train orders.

No. 252 wait at Drummondville until No. 253 arrives.

No. 254 wait at Drummondville until No. 251 arrives.

Trains must not exceed speed of ten (10) miles per hour over public crossings, mileage 3.5 and 6.8.

Trains must not exceed ten (10) miles per hour passing over Notre Dame St. crossing, north end of station, Roxton Falls.

To comply with rule 99 Flagmen must go out:—
10 telegraph poles to equal 500 yards.
24 telegraph poles to equal 1,200 yards.
36 telegraph poles to equal 1,800 yards.

Maintenance of way employees will provide unattended flag protection as per rules 51 and 52 Maintenance of Way Rules and Instructions. Train and Enginemen affected will see that requirements of rule 52B are complied with.

INSTRUCTIONS AS TO CONNECTIONS BETWEEN PASSENGER TRAINS

GENERAL NOTE

Trains will not, unless otherwise directed, wait for delayed connecting trains, unless there are passengers on such delayed trains for them, and unless by so waiting connection will be made with such delayed trains. In all cases, however, where the incoming train is due to arrive previous to the time the outgoing train is due to leave, a margin of five minutes will be allowed when necessary to ensure connection.

MONTREAL (WINDSOR ST.) AND MONTREAL WEST

When trains are on time transfer of passengers from incoming to outgoing trains will be made at Montreal (Windsor Street) or Montreal West, as shown below, but in event of incoming train being late transfer will be made at Montreal West unless it can arrive Windsor Street 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 Street.

Incoming Train No.		At Montreal	At Montreal West
Saint John, N.B.	15	.....	501
Chicago	22	.....	202
The Imperial	2	212-350	....
The Canadian	20	244	....
Quebec	353	507	....
Ottawa	504	16	....
Utica (N.Y.C.)	245	21	41-1

MONTREAL WEST

No. 202 will wait 15 minutes for passengers on No. 22 destined Sherbrooke.

No. 212 will wait 15 minutes for passengers on No. 2 from Ottawa and West, destined Newport and beyond.

FOSTER

No. 201 will wait 20 minutes for Nos. 251 and 252.
No. 203 will wait 20 minutes for No. 254.

FARNHAM

No. 202 will wait 10 minutes for No. 262.

ANY JUNCTION POINT

"Train No. 1, making close connection with China-Japan Steamship, shall wait, unless otherwise instructed, at any Junction point for passengers for such steamer who may be on trains scheduled to connect with train No. 1 at such junction point."

SPECIAL INSTRUCTIONS GOVERNING THE MOVEMENT OF TRAINS BY ELECTRIC TRAIN STAFF SYSTEM

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

   1st.—Absolute block; a block in which but one train is permitted at a time, observance of rules 91 and 99 not necessary.
   2nd.—Permissive block; a block in which one or more trains are permitted to follow, observing rules 91 and 99.
   3rd.—Pusher block; a block in which a pusher engine is permitted to enter and assist in movement of trains.

2. An absolute block is governed by an absolute staff, which is a stee rod turned into rings.
   A permissive block is governed by a permissive staff, which is either a divisible steel rod or a steel rod equipped with eleven movable rings.
   A pusher block is governed by a pusher staff of special design.

3. A train must not enter a block until a staff, or portion of a staff, or a ring, has been delivered to the conductor or engineer, as the case may be, by the operator on duty except as per clause 4. The staff, or portion of a staff, or ring, gives the train holding it the right to proceed through the block, but in permissive movements trains must be governed by rules 91 and 99.

4. When yard limits extend to a point inside the staff system territory, switching movements may be made within yard limits, engine making switching movements, as well as train holding staff or ring, to be governed by rule No. 93 and special instruction "M."

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

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

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

8. Regular trains entering a block must be registered according to their classification, and will display classification signals, but such signals do not confer any right to track.

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

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

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

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

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

14. In the event of the staff system becoming inoperative, a staff overcarried or lost, or from any cause the system is disabled, the movement of trains through the block must be governed by time table, train orders and general train rules.

15. All trains must obtain terminal clearance before leaving last station of the territory controlled by electric train staff system.

16. Operators, Conductors and Engineers must make themselves familiar with all rules and instructions governing the handling of the Electric Train Staff System.

All trains between Adirondack Jct., Sortin, Outremont and Montreal (Windsor Street) must be governed by Time Table and special instructions issued by Montreal Terminals.

Operators at Adirondack Jct. and South Jct. will register all trains.

All third and fourth class trains southbound must obtain Terminal clearance at South Jct. and all third and inferior class trains northbound must obtain Terminal clearance at Adirondack Jct.

SPECIAL INSTRUCTIONS GOVERNING USE OF SEMAPHORE SIGNALS, FARNHAM YARD

FARNHAM DIVISION

1.—Southbound C.P.R. trains from St. Johns will be governed by signal standing on right hand side of track governed 500 ft. North of Diamond.

Northbound C. P. R. trains from Farnham on main track will be governed by signal standing on right hand side of track governed 500 ft. South of Diamond.

Northbound C. P. R. trains from Stanbridge will be governed by signal standing on left hand side of track governed 340 ft. from Diamond.

Southbound C. P. R. trains to Stanbridge will be governed by upper arm on right hand doll of bracket post standing 150 ft. from Diamond. Lower arm on same doll governs C. P. R. trains from Farnham on southbound main track on through Crossover to northbound main track.

Movement against current of traffic on northbound C. P. R. main track will be governed by hand signal from Signalman.

Canadian National Railways trains from Farnham to St. Johns will be governed by signal standing on left hand side of track governed 160 ft. from Diamond.

Canadian National Railways trains from St. Johns to Farnham will be governed by upper arm of two arm signal standing on right hand side of track governed 200 ft. from Diamond.

Canadian National trains from St. Johns to Frelighsburg will be governed by lower arm of same signal.

Canadian National trains from Frelighsburg to St. Johns will be governed by arm on left hand doll of bracket post standing on right hand side of track governed 150 ft. from Diamond.

All trains must stop before passing governing signal.

2.—Double arm semaphore signal (2 lights only), operated from mast, located at St. Louis Street crossing, governs freight trains entering yard from north, also interior yard movements south of St. Louis Street crossing. Upper arm lowered or green light displayed permits freight trains to enter yard. Lower arm at stop, or red light displayed, indicates switching movements must not be made on track or tracks reserved for incoming train.

3.—Semaphore signal operated from mast located south of Farnham Yard governs freight trains using crossover from northbound track into freight yard. Normal position of this signal is PROCEED. It must be put to stop position before crossover switches are set to enter freight yard, and must not be restored to normal position until last car of incoming train has cleared crossover switches and southbound track. Freight trains and light engines on southbound track must approach crossover switches cautiously, prepared to stop. This signal must be operated by crew of train using crossover.

4.—Semaphore located 100 feet south of Junction switch of northbound main track with St. Guillaume Subdivision governs trains of St. Guillaume Subdivision only. Semaphore located 450 feet south of Wye switch northbound main track governs trains of Adirondack Subdivision.

5.—Double arm semaphore signal (2 lights only), operated from mast at crossing of St. Guillaume Subdivision and Central Vermont Railway. Upper arm and light govern trains of C. P. R. Lower arm and light govern trains of C. V. R. operated from mast by train using diamond crossing.

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, trains (except first class and passenger extras) must receive a clearance from the operator, even though the 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 top of cars passing under overhead bridges or through tunnels or snow sheds at which there is not sufficient clearance.

D.—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 and passed, and where at any other point failure of brakes would be attended with hazard, trainman must be on the rear car of each train 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. 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 D-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.

I.—Trains handling the auxiliary steam crane must not exceed a speed of thirty-five miles per hour on level track and up grades, and not exceed a speed of twenty miles per hour on down grades.

J.—Unless some form of block signals 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 snow plow 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 signal indicates "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.

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 tracks is normal when set for trains leaving single track for double track and against trains leaving double track for single track.

M.—All trains will approach and pass through following yards, Wells River, St. Johnsbury, Lyndonville, Newport, Richford, Farnham, Sherbrooke and Megantic, prepared to stop unless main track is seen or known to be clear.

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

"K" Comparison Clock, Register and Bulletin Point
"B" Bulletin and Registering Point
"R" Registering Point
"X" Crossover
"Y" Wye
"C" Coaling Station
"W" Water

SPECIAL INSTRUCTIONS GOVERNING THE MOVEMENT OF TRAINS BY AUTOMATIC BLOCK SIGNALS BETWEEN WELLS RIVER AND NEWPORT

1. The movement of trains between Newport and Wells River will be controlled by normal clear automatic block signals of the "Home" and "Distant" two-position lower quadrant type.

The signals have two arms. The upper arm has a pointed end and is named "Home automatic block signal," and the lower arm has a forked end and is named "Distant automatic block signal."

The indications given are: Both arms horizontal, "Stop." When in this position a red and a yellow light are displayed at night. The upper arm sixty degrees below horizontal and the lower arm horizontal, "Caution." When in this position a green and a yellow light are displayed at night. Upper and lower arms sixty degrees below horizontal, "Proceed." When in this position two green lights are displayed at night.

2. The tracks are divided into blocks and the signals governing southbound trains have even numbers, and those governing northbound trains have odd numbers, and are on poles located at the entrance to each block generally on right hand side as seen from an approaching train.

3. A permissive block signal has an arm with a pointed end.

An absolute block signal has an arm with a square end.

4. ON DOUBLE TRACK when a train finds a permissive signal indicating "Stop" it must stop before reaching the signal and not more than 200 feet from it.

It may then proceed at once with caution, prepared to find the track occupied, a car foul, a switch open, a broken rail, or other obstruction in the block.

ON SINGLE TRACK, when a train finds a permissive signal indicating "Stop," it must stop before reaching the block limit post and not more than 200 feet from it. The block limit post is located about 150 feet before reaching the signal. It may proceed when the signal is cleared. If not immediately cleared, it may proceed, preceded by a flagman, prepared to find track occupied, a car foul, a switch open, a broken rail, or other obstruction in the block. After the flagman has been gone five minutes the train may then proceed under control to the next signal. Should the signal change from "Stop" to "Proceed" before the expiration of the five minutes, the train must proceed and be governed the same as if signal was found at "Proceed." When trains meet by train order arrangement the train which is to take the passing track must stop if it finds the signal protecting the block at stop, and after stopping may then proceed with caution to the passing track without being preceded by a flagman.

ON DOUBLE OR SINGLE TRACK, when a train finds a signal indicating "Caution," it must proceed under such control as to be able to stop before reaching the next signal.

5. Conductors must report by wire to the Superintendent from the first telegraph station all delays caused by signals, giving number of signals and cause if known. Engineers must use form S.M. 1 to report delays at signals, except delays account train ahead. Track Foreman and other employees will also report promptly by wire any defect noticed in signals, wires or other appurtenances of this system.

6. Trackmen must not make any change in the track which will interfere with the signal system without notifying the Signal Maintainer, and, except in case of emergency, receiving his consent.

7. If necessary to clean ash pan on main track inside block signal limits, the ashes and cinders must immediately be removed by fireman, if no one else available for the purpose, in order to prevent damage by fire to the trunking which covers the signal wires.

8. On account of Signal 408, not being located immediately adjacent to the track which it governs, it is provided with a doll post on a cantilever bracket on which a blue light is displayed at night.

Distant arm signal 595 will act as a distant signal for northbound home signal at St. Johnsbury as well as for automatic block signal 609.

Distant arm signal 612 will act as a distant signal for southbound home signal at St. Johnsbury as well as for automatic block signal 602.

Distant indication for home signal 955 is given by distant arm of signal 937 and also by distant signal 953.

Distant arm signal 1023 is a distant signal for next two semi-automatic signals.

Distant arm signal 1042 is a distant signal for the next semi-automatic and automatic signal.

Trains finding automatic signals 414, 595, 612, 687 or 704 at "stop" will stop and may then proceed at once with caution.

LOCATION OF AUTOMATIC BLOCK SIGNALS BETWEEN WELLS RIVER AND NEWPORT

Signal No. Northbound	Between Stations	Signal No. Southbound	Signal No. Northbound	Between Stations	Signal No. Southbound
	Wells River			Lyndon	
		408	687	and	692
407		412		Lyndonville	
411	and	414	701		704
425		428	713		718
437		442	733	and	738
	East Ryegate		751		754
445		448	765		768
461	and	464		West Burke	
475		478	777	and	782
	McIndoes		791		794
485		488		Sutton Vermont	
495	and	498	811	and	814
503		508	823		826
	Barnet			Summit	
515	and	518	833	and	836
531		534	843		846
	Inwood			Kimball	
539		544	855		858
555	and	558	869	and	874
569		574	885		888
	Passumpsic			Barton	
581		584	901		904
589	and	592	921	and	926
595		602	937		942
603	St. Johnsbury	604		Orleans	
609			953		
		612			962
615	and	618	955	and	976
623		626	971		994
631			991		
	Centervale			Coventry	
		636	1001		1004
645		648			1016
661	and	664	1011	and	1026
675		678	1023		1042
			1039		
	Lyndon			Newport	

INTERLOCKING SIGNALS

ST. JOHNSBURY

Northbound trains will be governed by Home signal 603 located 450 feet south of junction switch. Signal governs to any available route.

Bracket mast 604 located 450 feet north of junction switch has two arms: Home signal on right hand mast governs southbound trains on C.P.R. main track. Home signal on left hand mast governs southbound trains from St. J. & L.C. R.R. main track or yard tracks. Signals govern to any available route.

Eastbound trains on St. J. & L.C. R.R. will be governed by Home signal located 550 feet west of junction switch. Signal governs to any available route.

Interlocking rules govern.

NEWPORT YARD
SOUTH END OF DOUBLE TRACK

Northbound trains will be governed by semi-automatic Home signal located 600 feet south of double track switch.

Two arm semi-automatic Home signal located 600 feet north of double track switch: Upper arm governs southbound trains to St. Johnsbury and lower arm governs southbound trains or engines to Shop or Yard.

Northbound trains or engines from Yard will be governed by dwarf signal located 150 feet south of double track switch.

Interlocking rules govern.

BALL SIGNALS

Where the movement of trains and engines is governed by ball signals or lights at masthead, the men in charge will not raise the ball signals until three minutes before regular trains are due; and as soon as a train arrives or passes will immediately lower all signals.

All signal tenders must be sure that their switches are set to agree with their signals; must lower the balls or lights before changing the switches, and keep them lowered until after the switches are set and locked.

No train or engine will pass the point governed by such signals at night unless the proper number of lights are seen at masthead. If a train or engine should find one or more lights out, or burning very dimly, they must stop and not proceed until lights have been hauled down and put in proper order, unless for some reason this cannot be done, in which case the lights must all be hauled down; and if everything is found to be all right for them to pass, they can then do so.

When these signals are operated by employees other than a regular signal tender, they must lower the balls or lights before changing the switches, then wait three minutes before raising the signals, to display the proper indication for the movement. No train or engine will pass the point governed by these signals except as provided.

NEWPORT
PASSENGER STATION

One ball or one red light at masthead allows C.P.R. trains from the south to approach passenger station.

Two balls or two red lights at masthead allow Quebec Central trains from the north to approach passenger station.

Three balls or three red lights at masthead allow C.P.R. Newport Subdivision trains to enter Lyndonville Subdivision main track.

The absence of signal at masthead prohibits all trains from approaching passenger station.

Inward trains will not pass the south underpass unless masthead signal is right for them. If weather or other conditions obscure signal, immediate arrangements must be made to enter yard under protection of flagman.

ST. JOHNSBURY
PASSENGER STATION

One red ball or one red light at masthead allows C.P.R. trains from the south to approach the passenger station.

Two red balls or two red lights allow C.P.R. trains from the north to approach the passenger station.

Three red balls or three red lights allow St. Johnsbury & Lake Champlain trains to approach passenger station on C.P.R. main track.

Four red balls or four red lights allow Maine Central trains to approach passenger station on C.P.R. main track.

WELLS RIVER

One red ball or one red light allows Montpelier & Wells River Railroad trains or engines to use north "Y" track to Woodsville.

Two red balls or two red lights allow southbound C.P.R. trains or engines to use the north "Y" track to Woodsville.

Three red balls or three red lights allow trains or engines from Woodsville to use north "Y" track to whistling-post 500 feet north of Montpelier & Wells River Railroad junction.

Four red balls or four red lights allow all trains or engines to use south "Y" track in a southerly direction.

Five red balls or five red lights allow all trains or engines to use the south "Y" track in a northerly direction.

Trains or engines from Woodsville for north "Y" track will sound one whistle and for south "Y" two whistles.

Trains from Passumpsic Main Line desiring to use south "Y" track in a northerly direction will sound three whistles.

Trains leaving either north or south "Y" track for Woodsville will sound one blast of the whistle at Wells River end of Connecticut River Bridge, and will obtain motion from the switchman before passing Woodsville end of bridge.

HIGHWAY CROSSINGS

At highway crossings where more than one track crosses the highway protected only by bells, trainmen must protect travel over all tracks while switching is being done.

HIGHWAY CROSSING BELLS, INWOOD AND PASSUMPSIC

When trains meet at Passumpsic and the southbound train takes passing track, main track switch must not be opened to allow train to pull out until the northbound train has passed Block 581.

At Inwood when a southbound train takes passing track, and it is necessary to back out after opposing train has passed, the north switch must not be opened until northbound train has passed Block 539. The wait at these points is necessary in order to allow train occupying main track to pass over crossing bell circuit. If switch is opened before circuit has been cleared, crossing bell will not ring.

SPECIAL INSTRUCTIONS GOVERNING THE MOVEMENTS OF TRAINS BY AUTOMATIC BLOCK SIGNALS

1. The movement of trains between Montreal (Windsor Street) and Iberville Jct. and between South Jct. and St. Luc, will be controlled by Normal Danger Automatic Block Signals, of the three position upper quadrant type, the three positions being: horizontal, 45 degrees above horizontal, and 90 degrees above horizontal. The indications given are: Arm horizontal, "Stop." When in this position a red light is displayed at night.

Arm 45 degrees above horizontal, "Caution." When in this position a yellow light is displayed at night.

Arm 90 degrees above horizontal, "Proceed." When in this position a green light is displayed at night.

2. The tracks are divided into blocks and the signals governing eastbound or southbound trains have even numbers, and those governing westbound or northbound trains have odd numbers, and are on poles located at the entrance to each block, generally on right-hand side as seen from an approaching train.

3. A permissive block signal has an arm with a pointed end, the lunar white marker light being six feet below and on opposite side of pole from signal light.

An absolute block signal has an arm with a square end and is not equipped with a marker light.

4. ON DOUBLE TRACK when a train finds a permissive signal indicating "Stop," it must stop before reaching the signal and not more than 200 feet from it. It may then proceed at once with caution, prepared to find the track occupied, a car foul, a switch open, a broken rail or other obstruction in the block.

ON SINGLE TRACK, when a train finds a permissive signal indicating "Stop," it must stop before reaching the signal and not more than 200 feet from it. It may proceed when the signal is cleared. If not immediately cleared, a flagman shall advance in the direction of train movement for five minutes, after which the train may proceed under full control to next signal, expecting to find the track occupied, a car foul, a switch open, a broken rail or other obstruction in the block. Should the signal change from "Stop" before the expiration of the five minutes, the train may proceed and be governed by the signal indication given.

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

ON DOUBLE OR SINGLE TRACK, when a train finds a signal indicating "Caution" it must proceed under such control as to be able to stop before reaching the next signal.

5. Conductors must report by wire to Superintendent, from first telegraph station, all delays caused by signals, giving number of signal and cause, if known. Engineers must use form S.M.1 to report delays at signals, except delays account train ahead. Track foreman and other employees will also report promptly by wire any defect noticed in signals, wires or other appurtenances of this system.

6. Trackmen must not make any change in the track which will interfere with the signal system without notifying the Signal Maintainer and, except in cases of emergency, receiving his consent.

7. If necessary to clean ashpan on main track inside block signal limits, the ashes and cinders must immediately be removed by fireman, if no one else is available for the purpose, in order to prevent damage by fire to the trunking which covers the signal wires.

Signals Nos. 187, 188, 195, 198, 207, 210, 349, 351, 352, 405, 407, 408, 429, 432, 439, 440, 441, 442, 444, M-43, M-46A, M-47, M-19, M-20 and M-22 are absolute signals and when at "Stop" must not be passed unless authorized by signalman.

Signal No. M-19 at Glen Yard Interlocker has two arms: the upper arm governs trains from Windsor St. to Montreal West and the lower arm governs outbound trains over any available route and also serves as "Calling On Arm" to Main Track within limits of Interlocking Plant at low speed.

Signal No. M-22 at Glen Yard Interlocker has two arms: the upper arm governs trains from Montreal West to Windsor St. and the lower arm governs trains from Montreal West over any available route and also serves as "Calling On Arm" to Main Track within limits of Interlocking Plant at low speed.

Signal No. M-24 at Glen Yard is an absolute automatic block signal governing inbound trains and has an arm with a square end and a lunar white marker light placed six feet below and on same side of mast as signal light. A train finding this signal indicating "Stop" must stop before reaching it and not more than 200 feet from it; if not immediately cleared, train may proceed to signal No. M-22, preceded by a flagman, expecting to find the block occupied, a broken rail or other obstruction in the block.

Signal No. M-43 at Montreal West Interlocker has three arms: the upper arm governs westbound trains to signal M-47, the middle arm governs westbound trains to North Junction, and the lower arm governs westbound trains to any available route and also serves as "Calling On Arm" to Main Track within limits of Interlocking Plant at low speed.

Signal No. M-47 at Montreal West Interlocker has three arms: the upper arm governs westbound trains to Ballantyne, the middle arm governs southbound trains to South Junction, and the lower arm governs westbound trains to any available route and also serves as "Calling On Arm" to Main Track within limits of Interlocking Plant at low speed.

Signal No. M-46B at Montreal West Interlocker has two arms: the upper arm governs trains from South Junction to Windsor Street, and the lower arm serves as "Calling On Arm" to same route within limits of Interlocking Plant at low speed.

Signal No. 448 at North Jct. has two arms: the upper arm governs trains from St. Luc to South Jct. and the lower arm governs trains from St. Luc towards Montreal West to absolute signal No. 070. A train must not pass this signal until switches are properly set for the train movement.

Signal No. 071 at North Jct. governs trains from Montreal West to St. Luc. A train must not pass this signal until switches are properly set for the train movement.

Signal No. 439 at South Junction Interlocker has three arms: the upper arm governs northbound trains to Montreal West, the middle arm governs northbound trains to signal No. 441 and lower arm governs northbound trains to any available route and also serves as "Calling On Arm" to Main Track within limits of Interlocking Plant at low speed.

Signal No. 440 at South Jct. Interlocker has two arms: the upper arm governs trains from Montreal West to Adirondack Jct. and lower arm governs trains to any available route and also serves as "Calling On Arm" to Main Track within limits of Interlocking Plant at low speed.

Signal No. 441 at South Junction Interlocker has three arms: the upper arm governs northbound trains to St. Luc, the middle arm governs northbound trains to Sortin and the lower arm governs northbound trains to any available route and also serves as "Calling On Arm" to Main Track within limits of Interlocking Plant at low speed.

Signal No. 442 at South Junction Interlocker has two arms: the upper arm governs trains from Sortin to Adirondack Jct. and lower arm governs trains from Sortin to any available route and also serves as "Calling On Arm" to Main Track within limits of Interlocking Plant at low speed.

Signal No. 444 at South Junction Interlocker has two arms: the upper arm governs trains from St. Luc to Adirondack Jct. and the lower arm governs trains from St. Luc to any available route and also serves as "Calling On Arm" to Main Track at low speed.

Signal No. 408 at Adirondack Jct. Interlocker has two arms: the upper arm governs southbound trains to Adirondack Subdivision, and the lower arm governs southbound trains to New York Central R.R.

The Dwarf Signal standing at foot of Signal No. 405 at Adirondack Jct. Interlocker governs movements diverging from the main track, and in addition may be used to allow a train to pass Signal No. 405 in the stop position, for movement along the Main Track, within the limits of the Interlocking Plant at low speed.

Signal No. 352 at Delson has three arms: the upper arm governs southbound trains to Farnham, the middle arm governs the southbound trains to Napierville Jct. Railway, and the lower arm governs southbound trains to any available route and also serves as "Calling On Arm" to Main Track within limits of Interlocking Plant at low speed.

Signal No. 351 at Delson has two arms: the upper arm governs northbound trains from Napierville Jct. Railway to Montreal, and the lower arm governs trains from Napierville Jct. Railway to any available route and also serves as "Calling On Arm" to Main Track within limits of Interlocking Plant at low speed.

Signal No. 349 at Delson has two arms: the upper arm governs northbound trains from Farnham to Montreal, and the lower arm serves as "Calling On Arm" to same route within limits of Interlocking Plant at low speed.

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

Signals Nos. 195 and 198 govern trains approaching Chambly Canal Drawbridge. If Signal No. 195 is clear, northbound trains are not required to stop before passing signal. Southbound trains must stop before passing Signal 198, but station or water stop will answer as bridge stop.

Signals Nos. 188 and 453 and lower arms of Signals Nos. 349, 351, 352, 408, 439, 440, 442, 444, M-43, M-46B, M-47, M-19 and M-22 will operate only in two positions, namely, horizontal and 45 degrees above horizontal.

BROOKPORT

Signal No. 1255 at M.125.5 Sherbrooke Subdivision governs trains from Sherbrooke Subdivision to Adirondack Subdivision.

Signal No. NO 1 at M.02 Newport Subdivision governs trains from Newport Subdivision to Adirondack Subdivision.

Signal No. NO 2 at M.01 Newport Subdivision has two arms, the upper arm governs trains from Adirondack Subdivision to Newport Subdivision, and the lower arm governs trains from Adirondack Subdivision to Sherbrooke Subdivision.

These signals operate in two positions, viz:—horizontal and 45 degrees above horizontal.

A train must not pass these signals until switches are set for the train movement.

Signals operating in three positions are located as follows:—

Signal No. 1251 at M.125.1 Sherbrooke Subdivision governs Westbound trains.

Signal No. N.11 at M.1.1 Newport Subdivision governs Northbound trains.

Signal A.10 at M.1.0 Adirondack Subdivision governs Southbound trains.

Switch indicators are provided at siding switches at Brookport and Brigham.

FOSTER

Signal No. 1055 at M.105.5 Sherbrooke Subdivision governs Westbound trains from Sherbrooke.

Signal No. 1056 at M.105.6 Sherbrooke Subdivision governs Eastbound trains from Brookport.

Signal No. 121 at M. 12.1 Drummondville Subdivision governs Northbound trains from Enlaugra.

Signal No. 122 at M. 12.2 Drummondville Subdivision governs Southbound trains from Drummondville.

These signals operate only in two positions, viz:—horizontal and 45 degrees above horizontal.

A train must not pass these signals until switches are set for the train movement.

Signals operating in three positions are located as follows:—

Signal No. 1049 at M.104.9 Sherbrooke Subdivision governs Westbound trains.

Signal No. 1062 at M.106.2 Sherbrooke Subdivision governs Eastbound trains.

Signal No. 115 at M. 11.5 Drummondville Subdivision governs Northbound trains.

Signal No. 126 at M. 12.6 Drummondville Subdivision governs Southbound trains.

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

Time Per Mile	Miles Per Hour
1 Min. 0 Sec.	60.00
1 " 1 "	59.02
1 " 2 "	58.06
1 " 3 "	57.14
1 " 4 "	56.25
1 " 5 "	55.38
1 " 6 "	54.55
1 " 7 "	53.73
1 " 8 "	52.94
1 " 9 "	52.17
1 " 10 "	51.43
1 " 11 "	50.70
1 " 12 "	50.00
1 " 13 "	49.31
1 " 14 "	48.65
1 " 15 "	48.00
1 " 16 "	47.37
1 " 17 "	46.75
1 " 18 "	46.15
1 " 19 "	45.57
1 " 20 "	45.00
1 " 21 "	44.44
1 " 22 "	43.90
1 " 23 "	43.37
1 " 24 "	42.86
1 " 25 "	42.35
1 " 26 "	41.86
1 " 27 "	41.38
1 " 28 "	40.91
1 " 29 "	40.45
1 " 30 "	40.00
1 " 31 "	39.56
1 " 32 "	39.13
1 " 33 "	38.71
1 " 34 "	38.30
1 " 35 "	37.89
1 " 36 "	37.50
1 " 37 "	37.11
1 " 38 "	36.73
1 " 39 "	36.36
1 " 40 "	36.00
1 " 41 "	35.64
1 " 42 "	35.29
1 " 43 "	34.95
1 " 44 "	34.62
1 " 45 "	34.29
1 " 46 "	33.96
1 " 47 "	33.64

Time Per Mile	Miles Per Hour
1 Min. 48 Sec.	33.33
1 " 49 "	33.03
1 " 50 "	32.73
1 " 51 "	32.43
1 " 52 "	32.14
1 " 53 "	31.86
1 " 54 "	31.58
1 " 55 "	31.30
1 " 56 "	31.03
1 " 57 "	30.77
1 " 58 "	30.51
1 " 59 "	30.25
2 " 0 "	30.00
2 " 1 "	29.75
2 " 2 "	29.51
2 " 3 "	29.27
2 " 4 "	29.03
2 " 5 "	28.80
2 " 6 "	28.57
2 " 7 "	28.35
2 " 8 "	28.12
2 " 9 "	27.91
2 " 10 "	27.69
2 " 11 "	27.48
2 " 12 "	27.27
2 " 13 "	27.07
2 " 14 "	26.87
2 " 15 "	26.67
2 " 16 "	26.47
2 " 17 "	26.28
2 " 18 "	26.09
2 " 19 "	25.90
2 " 20 "	25.71
2 " 21 "	25.53
2 " 22 "	25.35
2 " 23 "	25.17
2 " 24 "	25.00
2 " 25 "	24.83
2 " 26 "	24.66
2 " 27 "	24.49
2 " 28 "	24.32
2 " 29 "	24.16
2 " 30 "	24.00
2 " 31 "	23.84
2 " 32 "	23.68
2 " 33 "	23.53
2 " 34 "	23.38
2 " 35 "	23 23

Time Per Mile	Miles Per Hour
2 Min. 36 Sec.	23.08
2 " 37 "	22.93
2 " 38 "	22.78
2 " 39 "	22.64
2 " 40 "	22.50
2 " 41 "	22.36
2 " 42 "	22.22
2 " 43 "	22.08
2 " 44 "	21.95
2 " 45 "	21.82
2 " 46 "	21.69
2 " 47 "	21.56
2 " 48 "	21.43
2 " 49 "	21.30
2 " 50 "	21.18
2 " 51 "	21.05
2 " 52 "	20.93
2 " 53 "	20.81
2 " 54 "	20.69
2 " 55 "	20.57
2 " 56 "	20.45
2 " 57 "	20.34
2 " 58 "	20.22
2 " 59 "	20.11
3 " 0 "	20.00
3 " 1 "	19.89
3 " 2 "	19.78
3 " 3 "	19.67
3 " 4 "	19.57
3 " 5 "	19.46
3 " 6 "	19.35
3 " 7 "	19.25
3 " 8 "	19.15
3 " 9 "	19.05
3 " 10 "	18.95
3 " 11 "	18.85
3 " 12 "	18.75
3 " 13 "	18.65
3 " 14 "	18.56
3 " 15 "	18.46
3 " 16 "	18.37
3 " 17 "	18.27
3 " 18 "	18.18
3 " 19 "	18.09
3 " 20 "	18.00
3 " 21 "	17.91
3 " 22 "	17.82
3 " 23 "	17.73

Time Per Mile	Miles Per Hour
3 Min. 24 Sec.	17.65
3 " 25 "	17.56
3 " 26 "	17.48
3 " 27 "	17.39
3 " 28 "	17.31
3 " 29 "	17.22
3 " 30 "	17.14
3 " 31 "	17.06
3 " 32 "	16.98
3 " 33 "	16.90
3 " 34 "	16.82
3 " 35 "	16.74
3 " 36 "	16.67
3 " 37 "	16.59
3 " 38 "	16.51
3 " 39 "	16.44
3 " 40 "	16.36
3 " 41 "	16.29
3 " 42 "	16.22
3 " 43 "	16.14
3 " 44 "	16.07
3 " 45 "	16.00
3 " 46 "	15.93
3 " 47 "	15.86
3 " 48 "	15.79
3 " 49 "	15.72
3 " 50 "	15.65
3 " 51 "	15.58
3 " 52 "	15.52
3 " 53 "	15.45
3 " 54 "	15.38
3 " 55 "	15.32
3 " 56 "	15.25
3 " 57 "	15.19
3 " 58 "	15.13
3 " 59 "	15.06
4 " 0 "	15.00
4 " 17 "	14.00
4 " 36 "	13.00
5 " 0 "	12.00
5 " 27 "	11.00
6 " 0 "	10.00
6 " 40 "	9.00
7 " 30 "	8.00
8 " 34 "	7.00
10 " 0 "	6.00
12 " 0 "	5.00