QUE

CANADIAN PACIFIC RAILWAY

EASTERN REGION — QUEBEC DISTRICT — MONTREAL TERMINALS

TIME 188 TABLE

TAKING EFFECT at 12.01 a.m., SUNDAY, SEPTEMBER 30th, 1951

GOVERNED BY EASTERN STANDARD TIME

FOR THE INFORMATION AND GUIDANCE OF EMPLOYEES ONLY

G. N. CURLEY,
GENERAL MANAGER

F. A. POULIOT,
GENERAL SUPERINTENDENT

PAGE	SUBDIVISION	FROM	TO	MILES
3	Park Avenue	Place Viger	Jacques Cartier Jct.	9.0
4 & 5	Adirondack	Adirondack Jct.	Breslay	11.3
4 & 5	Westmount	Montreal	Montreal West	4.8
4 & 5	Winchester	Montreal West	Grovehill	3.1
4 & 5		Montreal West	South Jct.	1.0
4 & 5		Montreal West	North Jct.	1.1
4 & 5		St. Luc Jct.	Ballantyne	2.1
		Outremont	Mile End	1.6
		Lasalle	Cote St. Paul (Inc. Loop Line)	10.4
			Total	44.4

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

Smiths Falls Division Train Dispatchers will issue train orders between Montreal and Ballantyne, Montreal West and North Jct. between South Jct. and Breslay and between St. Luc Jct. and Ballantyne. Dispatching Office at Smiths Falls—Telegraph Call Q.

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

B. J. MAHAN,
Assistant Superintendent.

H. E. POWELL,
Assistant Superintendent.

A. LeFRANCOIS,
Assistant Superintendent.

M. R. MARTIN,
Superintendent,
Montreal.

MEDICAL SERVICES

NAME	PHONE	RESIDENCE
DR. C. P. FENWICK, Chief of Medical Services	Atlantic 5644	Room 327 Windsor Station 3445 Ridgewood Ave.
DR. C. P. GABOURY, Asst. to Chief of Medical Services	Exdale 1719	2634 St. Catherine Road
DR. G. EARLE WIGHT, District Medical Officer	Fitzroy 2831	1538 Sherbrooke St. W.
DR. E. P. GRENIER	Harbour 2622	3744 St. Denis St.
DR. NEWMAN B. FREEDMAN	Fitzroy 5000 Dexter 1881	807 Medical Arts Building 4832 Victoria Ave.
DR. W. A. NELSON INGLIS	Plateau 6848 Exdale 2417	1440 Crescent St. 7505 Caledonia St.
DR. J. A. CORRIGAN	Amherst 6481	4320 Delorimier Ave.
DR. H. S. MITCHELL	Belair 3210	1414 Drummond St.
DR. J. R. LOCHEAD	Fitzroy 2612	4291 Sherbrooke St. W.
DR. F. VICTOR OGULNIK	Plateau 9600 Walnut 3568	1396 St. Catherine St. W. 5424 Randall.
DR. EARL E. LESAGE	Crescent 4516 Atlantic 4954	5657 Park Ave. 1610 Winton Rd.
DR. J. G. KIRKLAND	Calumet 2120	585 Villeray St.
DR. H. A. SINCLAIR	Dollard 8344	7 Courcelette Ave.
DR. J. H. JACOBS		Caughnawaga
DR. C. A. KIRKLAND	Dexter 0220	133 Fourth Ave., Ville St. Pierre
DR. E. J. MULLALLY	Harbour 9560	2021 Union Ave.
DR. A. CHARTIER	Lancaster 2574	1414 Drummond St.
DR. J. U. PAGE	Amherst 4457	500 St. Joseph Blvd.
DR. A. D. MacDONALD	Wilbank 4208 Exdale 5366	324 Medical Arts Bldg. 4720 Dupuis.
DR. E. S. BOYLE	Exdale 3022 Plateau 2211 (Local 8-238)	Apt. 16 3300 Ridgewood Ave. Angus
DR. JACQUES BEAUPRE	Falkirk 2506 Plateau 2211 (Local 8-238)	Apt. 5, 2490 Sherbrooke St. E. Angus (hours: 9.00 a.m.-5.00 p.m. ex. Sat. & Sun.) 9.00 a.m.- 12.00 noon Saty's.

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

MONTREAL TERMINALS DIVISION FOOTNOTES

Transfer of passengers from inward to outward trains will be made at Montreal West, unless inward train can arrive Montreal fifteen minutes before departure time of outward train. Should a train with passengers for connection be delayed after leaving Montreal West, outward train must be held for connection at Montreal or Westmount.

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

*N.Y.C. trains will flag stop 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. 21 will flag stop at Montreal West to entrain passengers.

*Nos. 209 and 2 will stop at Montreal West to detrain passengers.

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

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

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

*No. 519 will stop at Westmount to entrain passengers only.

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

No. 421 will wait at Montreal West twenty minutes for connection with No. 221 for passengers.

No. 952 daily due Ballantyne 12.15 p.m.

No. 905 daily ex Sat. & Sun., leave St. Luc 6.55 p.m., Ballantyne 7.00 p.m.

No. 903 daily due Adirondack Jct. 7.25 p.m., South Jct. 7.45 p.m. and Ballantyne 10.40 p.m.

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

No. 88 daily leave St. Luc 11.00 p.m.

No. 91 daily ex Sun., due Breslay 10.40 p.m., St. Luc 11.00 p.m.

No. 908 daily leave St. Luc 11.15 p.m.

No. 902 daily due Ballantyne 11.45 p.m., South Jct. 2.15 a.m.

No. 951 daily due Adirondack Jct. 12.05 a.m., South Jct. 12.25 a.m. and Ballantyne 2.00 a.m.

No. 913 daily ex Mon., due Adirondack Jct. 12.45 a.m., St. Luc 2.00 a.m.

No. 85 daily ex Sun., leave St. Luc 2.00 a.m.

No. 901 daily due Adirondack Jct. 1.50 a.m., South Jct. 2.10 a.m. and Ballantyne 5.00 a.m.

No. 906 daily due Ballantyne 2.30 a.m., South Jct. 5.00 a.m.

No. 86 daily ex Mon., due Breslay 3.30 a.m., St. Luc 4.00 a.m.

No. 87 daily ex Mon., due Breslay 4.30 a.m., St. Luc 5.00 a.m.

No. 915 daily due Adirondack Jct. 5.00 a.m., South Jct. 5.20 a.m. and Ballantyne 8.00 a.m.

No. 910 daily ex Sun. & Mon., due Ballantyne 5.15 a.m., Place Viger 7.00 a.m.

No. 904 daily due Ballantyne 5.45 a.m., South Jct. 7.45 a.m.

SPECIAL INSTRUCTIONS

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

B.—MAXIMUM SPEED FOR LOCOMOTIVES AS FOLLOWS:—

	Miles per hour
1.—Locomotives with driving wheels 75 inches nominal diameter and over (F-1-a, F-2-a, G-3-e-f-g-h, H-1, K-1)	90
Exceptions (a) G-1, G-3-a-b-c-d	75
2.—Locomotives with driving wheels 70 inches nominal diameter (A-1, E-5, G-2, G-4, G-5-a-b)	75
3.—Locomotives with driving wheels 63 inches in diameter and under (A-2, D-4, J, L, M, N, P-1, P-2, T-1-a)	50
Exceptions.—(b) D-6, D-9, D-10	60
(c) P-2-g-h-j	65
(d) R-3	35
(e) R-2, S-2	30
(f) T-1-b-c	65
4.—Switching locomotives, or any locomotive without 2 or 4-wheel engine truck (T-3, U, V, W)	20

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

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

5700 and 6600 class engines must not be put into Webster's track north of Westminster Ave., Montreal West.

D.—In event of a crossing mishap, engine bell should be kept ringing after the train has stopped, until attention of outside witnesses as well as employees is called to the fact that regulation has been complied with.

E.—A train or engine having sounded engine whistle signal 14-L and brought to a stop before passing over a public crossing will, if the location of train in relation to the crossing warrants, again sound the signal before proceeding over crossing.

F.—Air brakes must be in service and automatic brake used when handling or switching passenger equipment occupied by passengers or when coupling to passenger equipment occupied by passengers.

G.—Engine or cars being attached to passenger equipment occupied by passengers or passenger equipment occupied by passengers being coupled to other equipment must be brought to a stop from six to ten feet from the equipment to which they are to be coupled. Upon the proper signal, coupling must be made carefully to avoid shock.

H.—In trains handling passenger-carrying cars which have vestibule at one end only, such cars must, when practicable, be marshalled so that non-vestibule ends are not together.

J.—Headlights on diesel units used in road service are to be kept lighted during daytime as well as by night, subject to the requirements of Rule 17.

K.—Diesel-Electric units should not be operated through water of a depth of more than three inches above top or rail. They may be operated through water if depth is less than three inches above top of rail, but not exceeding a speed of three miles per hour. Should a diesel-electric unit operate or be hauled through water above rail level, report must be made at the first terminal.

ORE CARS

Trains handling ore cars in 370000 to 377199 series whether loaded or empty, must not exceed speed of thirty miles per hour.

OUTWARD TRAINS—READ DOWN

FIRST CLASS

457	352	29	505	15	40	204	531	362	234	427	445	473	513	517	529	515	354	232	573	220	597	35	461	453	212	421	202	378	503	439	350	Telegraph Calls	STATIONS
Mont Laurier Psgr. ℓDaily ex. Sat. and Sun.	Quebec Psgr. ℓDaily	Perth Psgr. ℓDaily ex. Sun.	Ottawa Psgr. ℓDaily ex. Sun.	C.N.R. Psgr. ℓDaily	St. John Psgr. ℓDaily ex. Sat.	Megantic Psgr. ℓSat. only	Rigaud Psgr. ℓSat. only	Quebec Psgr. ℓSat. only	N.Y.C. Psgr. ℓSat. only	Ottawa Psgr. ℓSat. only	Mont. Laurier Psgr. ℓSat. only	St. Lin Psgr. ℓSat. only	Rigaud Psgr. ℓSat. only	Rigaud Psgr. ℓDaily ex. Sat.	Rigaud Psgr. ℓSat. only	Rigaud Psgr. ℓSun. only	The Frontenac Psgr. ℓDaily	N.Y.C. Psgr. ℓDaily ex. Sat.	Vaudreuil Psgr. ℓDaily ex. Sat. and Sun.	D. & H. Psgr. ℓDaily	Smiths Falls Psgr. ℓSun. only	Toronto Psgr. ℓDaily ex. Sun.	Ste. Agathe Psgr. ℓSun. only	Labelle Psgr. ℓDaily ex. Sun.	The Alouette Psgr. ℓDaily	Ottawa Psgr. ℓDaily	Sherbrooke Psgr. ℓDaily	St.Gabriel Psgr. ℓSun. only	Ottawa Psgr. ℓDaily	Mont Laurier Psgr. ℓSun. only	Quebec Psgr. ℓDaily		
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.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.		
5.00	4.30	4.15	4.10	3.30	3.15	1.40	1.25	1.20	1.15	1.10	1.00	12.45	12.20	12.15	12.15	10.25	9.45	9.40	9.35	9.30	9.25	9.25	9 05	9.05	9.00	8.55	8.50	8.45	8.30	8.00	7.40	W J	MONTREAL K
																																	2.0
s 5.06	s 4.36	s 4.21	s 4.16	s 3.36	s 3.22	s 1.46	s 1.31	s 1.27	* 1.21	s 1.16	s 1.06	s12.51	s12.26	s12.21	s12.21	s10.31	s 9.52	* 9.46	s 9.41	s 9.37	s 9.31	s 9.31	s 9.11	s 9.11	s 9.06	s 9.01	s 8.56	s 8.51	s 8.37	s 8.06	s 7.46	MW	WESTMOUNT XY
																																	2.7
s 5.12	s 4.42	s 4.30	s 4.24	* 3.42	s 3.29	s 1.52	s 1.37	s 1.35	* 1.27	s 1.22	s 1.12	s12.57	s12.32	s12.27	12.26	s10.37	s10.00	* 9.52	s 9.47	s 9.44	s 9.37	s 9.37	s 9.17	s 9.17	s 9.12	s 9.07	s 9.02	s 8.57	s 8.45	s 8.12	s 7.52	B N	MONTREAL WEST RX
																																	1.4
													f12.35	f12.30					f 9.50		f 9.40											J N	SORTIN
																																	0.8
		4.34	4.27	3.45			1.41						12.37	12.32	12.29	10.41			9.52		9.42	9.40							8.48			J C	BALLANTYNE RXZ
																																	0.7
		f 4.36					f 1.43						f12.39	f12.34		f10.43			f 9.54														GROVEHILL
		P.M.	P.M.	P.M.			P.M.						P.M.	P.M.	P.M.	A.M.			A.M.		A.M.	A.M.							A.M.				
					3.31	1.54			1.29									9.54		9.46						9.14		9.04					D U	SOUTH JCT. RX
																																	1.4
					3.34	1.57			s 1.32									s 9.57		9.49						s 9.18		9.07					H A	LASALLE WXY
																																	1.7
					3.37	2.00			f 1.35									*10.00		9.52						s 9.22		9.10					D	ADIRONDACK JCT. RXYZ
					P.M.	P.M.			P.M.									A.M.		A.M.						A.M.		A.M.						
5.14	4.44							1.36		1.24	1.14	12.59					10.01						9 19	9.19		9.09		8.59		8.14	7.54		NORTH JCT. X
																																	0.9
5.16	4.46							1.37		1.26	1.16	1.01					10.02						9 21	9.21		9.11		9.01		8.16	7.56		ST. LUC JCT. X
																																	3.9
5.22	4.52							1.43		1.32	1.22	1.07					10.08						9 27	9.27		9.17		9.07		8.22	8.02	O A	OUTREMONT W
																																	1.0
5.25	4.55							1.45		1.35	1 25	1.10					10.10						9.30	9.30		9.20		9.10		8.25	8.05	B Y	BRESLAY RX
																																	0.2
s 5.35	s 5.00							s 1.50		s 1.40	s 1.30	s 1.15					s10.15						s 9.35	s 9.35		s 9.25		s 9.15		s 8.30	s 8.10	R V	PARK AVENUE X
																																	2.3
5.39	5.04							1.54		1.44	1.34	1.19					10.18						9.39	9.39		9.29		9.19		8.34	8.14	J	JAC. CARTIER JCT. YZ
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.		Jct. C.N.R. 1.4

DOUBLE TRACK—AUTOMATIC BLOCK SIGNAL SYSTEM

OUTWARD TRAINS—READ DOWN

SECOND CLASS

908	914	904	906	902
Maritime Freight ℓDaily	Sherbrooke Freight ℓDaily	Interstate Freight ℓDaily	Interstate Freight ℓDaily	Interstate Freight ℓDaily
P.M.	P.M.	A.M.	A.M.	A.M.
11.35	10.45	7.45	5.00	2.15
11.40	10.50	7.49	5.05	2.19
11.45	10.55	7.53	5.10	2.24
P.M.	P.M.	A.M.	A.M.	A.M.

FIRST CLASS

358	523	21	222	1	511	210	7	224	459	9	42	356	455	571	533	238	521	507	469	587	423	214	236	577	581	519	Telegraph Calls	STATIONS
Quebec Psgr. ℓDaily	Rigaud Psgr. ℓDaily	Chicago Psgr. ℓDaily	D. & H. Psgr. ℓDaily	Vancouver Psgr. ℓDaily	Rigaud Psgr. ℓDaily ex. Sat. and Sun.	The Redwing Psgr. ℓDaily	The Dominion Psgr. ℓDaily	D. & H. Psgr. ℓDaily	Ste. Aagthe Psgr. ℓFri. only	Sudbury Psgr. ℓDaily	St. John Psgr. ℓDaily	The Viger Psgr. ℓDaily ex. Sat.	Labelle Psgr. ℓSat. only	Vaudreuil Psgr. ℓDaily ex. Sat. and Sun.	Rigaud Psgr. ℓSat. only	N.Y.C. Psgr. ℓDaily	Rigaud Psgr. ℓDaily ex. Sat. and Sun.	Ottawa Psgr. ℓSun. only	St. Lin Psgr. ℓDaily ex. Sat. and Sun.	Vaudreuil Psgr. ℓDaily ex. Sat. and Sun.	Ottawa Psgr. ℓDaily	Farnham Psgr. ℓDaily ex. Sun.	N.Y.C. Psgr. ℓDaily ex. Sun.	Mtl. West Psgr. ℓDaily ex. Sat. and Sun.	Vaudreuil Psgr. ℓDaily ex. Sat. and Sun.	Rigaud Psgr. ℓDaily ex. Sat. and 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.	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.		
11.55 A.M.	11.45	11.00	10.50	10.15	9.15	9.00	8.20	8.10	8.00	7.45	7.40	7.10	7.05	7.00	6.40	6.30	6.20	6.20	6.00	5 50	5.35	5.30	5.25	5.21	5.18	5.15	W J	MONTREAL K
																												2.0
s12.02	s11.51	s11.07	s10.57	s10.21	s 9.21	s 9.06	s 8.27	s 8.16	s 8.06	s 7.52	s 7.47	s 7.17	s 7.11	s 7.06	s 6.46	* 6.36	s 6.26	s 6.26	s 6.06	s 5.56	s 5.41	s 5.36	* 5.31	s 5.27	* 5.24	* 5.21	MW	WESTMOUNT XY
																												2.7
s12.10	s11.57 A.M.	*11.15	s11.05	s10.27	s 9.27	s 9.12	* 8.35	s 8.22	s 8.12	* 8.00	s 7.55	s 7.25	s 7.17	s 7.12	s 6.52	* 6.42	s 6.32	s 6.32	s 6.12	s 6.02	s 5.47	s 5.43	* 5.39	5.36 P.M.	* 5.30	5.27	B N	MONTREAL WEST RX
	f12.01																			f 6.05							J N	SORTIN
	12.02	11.19		10.31	9.30		8.38			8.03				7.16	6.56		6.36	6.35		6.07					5.34	5.30	J C	BALLANTYNE RXZ
	f12.04 A.M.				f 9.32 P.M.		P.M.			P.M.				f 7.18 P.M.	f 6.58 P.M.		f 6.38 P.M.	P.M.		f 6.09 P.M.					f 5.36 P.M.			GROVEHILL
			11.07			9.14		8.25			7.57					6.44						5.46	5.40				D U	SOUTH JCT. RX
			11.10			9.16		* 8.29			7.59					s 6.48						s 5.50	s 5.43				H A	LASALLE WXY
			11.14			9.19		* 8.33			8.02					s 6.52						s 5.54	s 5.46				D	ADIRONDACK JCT. RXYZ
12.12			P.M.			P.M.		P.M.	8.14		P.M.	7.26	7.19			P.M.			6.14		5.49	P.M.	P.M.					NORTH JCT. X
12.14									8.16			7.27	7.21						6.16		5.51							ST. LUC JCT. X
12.20									8.22			7.33	7.27						6.22		5.57						O A	OUTREMONT W
12.23									8.25			7.35	7.30						6.25		6.00						B Y	BRESLAY RX
s12.25 12.35									s 8.30			s 7.40	s 7.35						s 6.30		s 6.05						R V	PARK AVENUE X
12.39 A.M.									8.33 P.M.			7.43 P.M.	7.38 P.M.						6.34 P.M.		6.09 P.M.						J	JAC. CARTIER JCT. YZ
																											Jct. C.N.R.	1.4

DOUBLE TRACK—AUTOMATIC BLOCK SIGNAL SYSTEM

INWARD TRAINS—READ UP

FIRST CLASS

Telegraph and Telephone Offices		STATIONS	Telegraph Calls	2 Montreal Psgr. aDaily	357 Quebec Psgr. aDaily	22 The Overseas Psgr. aDaily	516 Rigaud Psgr. aDaily ex. Sun.	41 St. John Psgr. aDaily	470 St. Lin Psgr. aDaily ex. Sun.	225 D. & H. Psgr. aDaily	570 Vaudreuil Psgr. aDaily ex. Sat. and Sun.	512 Rigaud Psgr. aDaily ex. Sat. and Sun.	522 Rigaud Psgr. aSat. only	231 N.Y.C. Psgr. aDaily ex. Sun.	209 The Red Wing Psgr. aDaily	572 Vaudreuil Psgr. aDaily ex. Sat. and Sun.	221 D. & H. Psgr. aDaily	524 Rigaud Psgr. aSat. only	510 Rigaud Psgr. aDaily ex. Sat. and Sun.	518 Rigaud Psgr. aDaily	8 The Dominion Psgr. aDaily	10 Montreal Psgr. aDaily	39 St. John Psgr. aDaily	233 N.Y.C. Psgr. a Daily	502 Ottawa Psgr. aDaily ex. Sun.	30 Perth Psgr. aDaily ex. Sun.	349 Quebec Psgr. aDaily	422 Ottawa Psgr. aDaily	452 Mont Laurier Psgr. aDaily ex. Sun.	574 Vaudreuil Psgr. aDaily ex. Sat. and Sun.	213 Farnham Psgr. aDaily ex. Sun.
				FIRST CLASS																												
D	SIGNAL SYSTEM	MONTREAL K	W J	A.M. 7.00	A.M. 7.15	A.M. 7.25	A.M. 7.45	A.M. 7.55	A.M. 8.00	A.M. 8.05	A.M. 8.10	A.M. 8.15	A.M. 8.15	A.M. 8.20	A.M. 8.30	A.M. 8.35	A.M. 8.40	A.M. 8.45	A.M. 8.45	A.M. 9.15	A.M. 9.20	A.M. 10.15	A.M. 11.25	A.M. 11.30	A.M. 11.40	P.M. 12.15	P.M. 12.30	P.M. 12.50	P.M. 1.05	P.M. 1.50	P.M. 1.55
		2.0																													
D		WESTMOUNT XY	MW	s 6.52	s 7.07	s 7.17	s 7.37	s 7.47	s 7.52	s 7.57	s 8.02	s 8.07	s 8.07	* 8.12	s 8.22	s 8.27	s 8.32	s 8.37	s 8.37	s 9.07	s 9.12	s 10.07	s 11.17	* 11.22	s 11.32	s 12.07	s 12.22	s 12.42	s 12.57	s 1.42	s 1.47
		2.7																													
D		MONTREAL WEST RX	B N	* 6.45	s 7.00	s 7.10	s 7.30	s 7.40	s 7.45	s 7.50	s 7.55	s 8.00	s 8.00	* 8.05	* 8.15	s 8.20	s 8.25	s 8.30	s 8.30	s 9.00	s 9.05	s 10.00	s 11.10	* 11.15	s 11.25	P.M. 11.59	s 12.15	s 12.35	s 12.50	s 1.35	s 1.40
		1.4																							s 11.45					
		SORTIN	J N				f 7.25									f 8.15															
		0.8																													
D N		BALLANTYNE RXZ	J C	6.40		7.04	7.24				7.49	7.55	7.55			8.13		8.25	8.25	8.53	9.00	9.55			11.18	11.41				1.31	
		0.7																													
		GROVEHILL					f 7.22				f 7.47		f 7.53			f 8.11		f 8.23		f 8.51					f 11.39				f 1.29	
DN	DOUBLE TRACK—AUTOMATIC BLOCK	SOUTH JCT RX	D U	A.M.		A.M.	A.M.	7.35		7.46	A.M.	A.M.	A.M.	8.01	8.11	A.M.	8.20	A.M.	A.M.	A.M.	A.M.	A.M.	11.05	11.11	A.M.	A.M.				P.M.	1.34
		1.4																													
D		LASALLE WXY	H A					s 7.32		* 7.43				s 7.58	8.08		8.17						* 11.02	f 11.08							s 1.31
		1.7																													
DN		ADIRONDACK JCT.RXYZ	D					7.27		* 7.39				f 7.55	8.05		8.14						10.59	f 11.04							f 1.28
		NORTH JCT X			6.54			A.M.	7.41	A.M.				A.M.	A.M.		A.M.						A.M.	A.M.		12.09	12.31	12.46			P.M.
		0.9																													
		ST. LUC JCT X			6.51				7.39																	12.07	12.29	12.44			
		3.9																													
		OUTREMONT W	O A		6.43				7.33																	12.01	12.23	12.38			
		1.0																								P.M.					
D N		BRESLAY RX	B Y		6.41				7.31																	11.59	12.21	12.36			
		0.2			6.40																										
		PARK AVENUE X	R V		s 6.30				s 7.30																	s 11.58	s 12.20	s 12.35			
		2.3																													
D N		JAC. CARTIER JCT. YZ	J		6.24				7.23																	11.52	12.11	12.26			
		Jct. C.N.R. 1.4			A.M.				A.M.																	A.M.	P.M.	P.M.			

INWARD TRAINS—READ UP

FIRST CLASS

Telegraph and Telephone Offices		STATIONS	Telegraph Calls	215 Sherbrooke Psgr. aSat. only	235 N.Y.C. Psgr. aDaily ex. Sun.	514 Rigaud Psgr. aDaily	428 Ottawa Psgr. aSat. only	353 The Frontenac Psgr. aDaily	578 Montreal West Psgr. aDaily ex. Sat. and Sun.	450 Ste. Agathe Psgr. aSun. only	203 Sherbrooke Psgr. aDaily ex. Sat. and Sun.	454 Labelle Psgr. aDaily ex. Sun.	462 Ste. Agathe Psgr. aSun. only	223 D. & H. Psgr. aDaily	504 Ottawa Psgr. aDaily	211 The Alouette Psgr. aDaily	36 Toronto Psgr. aDaily ex. Sun.	580 Vaudreuil Psgr. aDaily ex. Sat. and Sun.	456 Labelle Psgr. aSun. only	598 Smiths Falls Psgr. aSun. only	351 Quebec Psgr. aDaily	239 N.Y.C. Psgr. aSun. only	520 Rigaud Psgr. aSun. only	426 Ottawa Psgr. aSun. only	506 Ottawa Psgr. aSun. only	424 Ottawa Psgr. aDaily ex. Sun.	355 The Viger Psgr. aDaily	205 Sherbrooke Psgr. aSun. only	6 C.N.R. Psgr. aDaily	375 St. Gabriel Psgr. aSun. only	460 Mont Laurier Psgr. aSun. only	
				FIRST CLASS																												
D	SIGNAL SYSTEM	MONTREAL K	W J	P.M. 4.25	P.M. 4.35	P.M. 5.35	P.M. 5.40	P.M. 5.50	P.M. 5.55	P.M. 6.10	P.M. 6.35	P.M. 7.05	P.M. 7.10	P.M. 7.20	P.M. 7.25	P.M. 7.30	P.M. 7.35	P.M. 8.10	P.M. 8.20	P.M. 8.40	P.M. 8.45	P.M. 9.00	P.M. 9.10	P.M. 9.15	P.M. 9.35	P.M. 9.40	P.M. 10.05	P.M. 10.10	P.M. 10.15	P.M. 10.30	P.M. 10.40	
		2.0																													
D		WESTMOUNT XY	MW	s 4.17	* 4.27	s 5.27	s 5.32	s 5.42	f 5.47	s 6.02	s 6.27	s 6.57	s 7.02	s 7.12	s 7.17	s 7.22	s 7.27	s 8.02	s 8.12	s 8.32	s 8.37	* 8.52	s 9.02	s 9.07	s 9.27	s 9.32	s 9.57	s10.02	s10.07	s10.22	s10.32	
		2.7																													
D		MONTREAL WEST RX	B N	s 4.10	* 4.20	s 5.20	s 5.25	s 5.35	5.37	s 5.55	s 6.20	s 6.50	s 6.55	s 7.05	s 7.10	s 7.15	s 7.20	s 7.55	s 8.05	s 8.25	s 8.30	* 8.45	s 8.55	s 9.00	s 9.20	s 9.25	s 9.50	s 9.55	s10.00	s10.15	s10.25	
		1.4							P.M.																							
		SORTIN	J N			f 5.15																										
		0.8																													
D N		BALLANTYNE RXZ	J C			5.13									7.05		7.15	7.51			8.18			8.50		9.15			9.57			
		0.7																													
		GROVEHILL				f 5.11												f 7.49			f 8.16											
DN	DOUBLE TRACK—AUTOMATIC BLOCK	SOUTH JCT RX	D U	4.04	4.16	P.M.					6.14			7.01	P.M.	7.11	P.M.	P.M.			P.M.	8.39	P.M.		P.M.			9.51	P.M.			
		1.4																													
D		LASALLE WXY	H A.	4.01	s 4.13						f 6.10			6.58		s 7.08						f 8.36						9.48				
		1.7																													
DN		ADIRONDACK JCT.RXYZ	D	3.58	* 4.10						6.06			6.55		7.05						f 8.33						9.45				
		NORTH JCT X		P.M.	P.M.		5.21	5.31		5.51	P.M.	6.44	6.51	P.M.		P.M.			8.01		8.24	P.M.		8.56		9.21	9.46	P.M.		10.11	10.21	
		0.9																													
		ST. LUC JCT X					5.19	5.29		5.49		6.41	6.49						7.59		8.21			8.54		9.19	9.44			10.09	10.19	
		3.9																													
		OUTREMONT W	O A				5.13	5.23		5.43		6.33	6.43						7.53		8.13			8.48		9.13	9.38			10.03	10.13	
		1.0																													
D N		BRESLAY RX	B Y				5.11	5.21		5.41		6.31	6.41						7.51		8.11			8.46		9.11	9.36			10.01	10.11	
		0.2																													
		PARK AVENUE X	R V				s 5.10	s 5.20		s 5.40		s 6.30	s 6.40						s 7.50		s 8.10			s 8.45		s 9.10	s 9.35			s10.00	s10.10	
		2.3																													
D N		JAC. CARTIER JCT. YZ	J				5.00	5.12		5.32		6.23	6.31						7.40		8.02			8.36		9.01	9.27			9.53	10.01	
		Jct. C.N.R. 1.4					P.M.	P.M.		P.M.		P.M.	P.M.						P.M.		P.M.			P.M.		P.M.	P.M.			P.M.	P.M.	

SPECIAL INSTRUCTIONS

1. All trains may leave Montreal West, Ballantyne, Adirondack Jct., South Jct. and Breslay without registering.

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

Rules 261 to 271 apply on Northward and Southward tracks between Signals 071, 445A and 445B North Jct. and Signals 470A and 470B Hampstead.

Rules 261 to 271 apply as follows:

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

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

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

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

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

All Junctions Montreal Terminals except Lasalle and Jacques Cartier Jct., are interlocked.

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

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

Swing bridge, Lachine Canal, at mileage 43.1, Adirondack Sub—Interlocked.

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

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

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

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

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

Trains handled by engines with eleven inch compressors, when handling 35 or more heavily loaded cars, such as flour, grain or coal, will in addition to complying with above, be required to set up retainer valve handles, after having made stop at Angus crossing, and will make proper test before proceeding. If, in opinion of engineman of heavily loaded freight trains, retainers are required, he should request that the necessary number be applied as per Air Brake and Air Train Signal Rules 59, 60, 101 to 105 inclusive. Car Limit for eastward freight trains between Mile End and Hochelaga will be restricted to 40 cars of flour, grain or coal.

10. Drafts must not exceed ten miles per hour when passing Westmount station and when moving through Glen interlocking. G3 and 4 class engines with 12,000 gallon tanks when double-headed, must not exceed twenty miles per hour on northward track, over bridge mileage 43.4.

Trains must not exceed thirty miles per hour over St. Lawrence River bridge, mileage 41.9, ten miles per hour over Cabot St., Cote St. Paul, and over Lafleur Avenue crossing, mileage 0.8, South Bank Branch, opposite Lachine Canal bascule bridge and over same crossing mileage 0.42; all movements over latter crossing to be flagged by member of crew, twenty miles per hour (or ten miles per hour on back up movements) through Montreal West and fifteen miles per hour through the crossover switches and turnouts at North Jct. and South Jct., and over interlocking Outremont yard, and over interlocking, Mile End, and must move at yard speed between Westmount and Montreal Windsor Station and between Hochelaga and Place Viger.

11. Yard engine will handle coach on Lasalle Loop Line as per times shown in current bulletin, copy of which is posted in glass frame on station buildings at Lasalle, Power Junction and Cote St. Paul.

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

13. 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.

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

15. Trainmen who run regularly in and out of Montreal Windsor Station, will be required to sign special register provided for in Station Master's Office to certify that they are competent to handle drafts between Montreal Windsor Station and Glen Yard, having properly qualified in the operation of back-up hose and possess full knowledge of hose signal, switches and rules governing movements between these points, and it will be the duty of conductors to ascertain if the trainmen assigned to back up drafts have registered. In the event of trainmen not having qualified, advice by wire should be sent to office of Superintendent of Terminals by conductor so that arrangements can be made to have draft handled by qualified man. In accordance with Air Brake Rule 29, which covers the operation of trains with control from the rear, when backing trains from Montreal Windsor Station to Glen Yard, the brakes are to be applied by the Trainman, by using standard back-up hose, on the leading car before backing out of train shed. When Trainman is ready to back out, he will give three blasts with the communicating signal, then apply brakes and he must know that brake is applied on the leading car of the draft, before giving clear hand signal to back up. Engineman must not back up until he knows that brakes have been applied on his engine by the Trainman using the back-up hose and, where a solarium car is the leading car of draft, Engineman will not back up until he receives a second three blasts of communicating signal, after the brakes have been applied.

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

17. 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, and at Barretts Sidings mileage 4.45, Park Avenue Subdivision.

18. 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.

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

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

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

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

23. In performing services on the South Bank Branch (Cote St. Paul Area) no cars are to be allowed to stand on tracks located on the travelled portion of a public street, no back and forth switching movements of cars to be made on that portion of a public street—cars to be switched in order elsewhere—and ALL SWITCHING MOVEMENTS OVER STREETS TO BE FLAGGED.

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

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

26. All movements over St. Patrick St. Crossing mileage 4.31 (Lasalle loop line) restricted to ten miles per hour and all train and switching movements over crossing to be flagged by member of crew.

27. When No. 1 Auxiliary located at St. Luc, is moved, there must be two cars between engine handling auxiliary and the steam crane.

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

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

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

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

SPECIAL INSTRUCTIONS—Continued

MAXIMUM SPEED RESTRICTIONS GOVERNING THE HANDLING OF DISABLED, WRECKED AND DEAD LOCOMOTIVES, DEAD DIESEL UNITS, AND OTHER SPECIAL EQUIPMENT.

	Service or Class	Nominal Diameter of Drivers	Condition of Locomotives	Maximum Speed Permitted
Disabled or Wrecked Locomotives	All Classes	All Diameters	Engines with broken main rod removed; all side rods in position; being operated on one side.	40 miles per hour
			Broken front section of side rods requiring both main and all side rods to be removed; also when other broken side rods require all rods removed.	20 miles per hour
			Broken back side rod removed. Corresponding side rod on opposite side removed; back wheels only being uncoupled.	No restrictions from maximum speed per hour specified for serviceable locomotives.
Dead Locomotives	Freight and Passenger	All Diameters	Main rods removed, both sides; side rods in place both sides.	30 miles per hour
	Switch			20 miles per hour

DIESEL UNITS:

New or those which have just undergone major repair or inspection, must not be handled in trains at a speed in excess of 30 miles per hour over the first 100 miles or the first subdivision, whichever may be the greater.

LOCOMOTIVES WITH SIDE RODS REMOVED:

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.

In the event of front section of side rod breaking, all side rods and main rods, on both sides of locomotive must be removed. This is to be done in order that there may be no possibility of damage due to crank pin of front driving wheel striking crossheads as wheels revolve. Crossheads to be moved to front of guides and securely blocked.

LOCOMOTIVES WITH ENGINE TRUCK OR TRAILER TRUCK DESTROYED OR REMOVED;

LOCOMOTIVES WITH DRIVING TYRE REMOVED AND WHEEL BLOCKED UP:

In the event of engine truck or trailing truck being destroyed; driving wheel blocked up on account of broken wheel or tyre, in such manner as to alter the weight distribution on wheels, or when side and main rods have been removed, altering the effect of the counterbalance weights, particular care must be exercised in handling the locomotive to avoid damage to track, culverts, bridges, etc. When any doubt exists in regard to effect of altered weights, authority must be obtained from the Superintendent before movement of locomotive. Care must be taken that rim of raised wheel does not contact with rail; and that speed restrictions are closely observed.

WRECKED LOCOMOTIVES OR DIESEL UNITS:

Any locomotive or diesel unit which has been so disabled as to prevent movement under its own power, but which it is unnecessary to blow down or drain boiler on locomotives or drain cooling water and steam generator water from supply tanks and system of diesel units, must be otherwise handled as a dead locomotive or diesel unit.

BOILERS-DRAINAGE AND BLOWING OUT:

When there is liability of damage by frost all water must be drained from boilers and tenders also from cylinders, air compressor, feedwater heater, pump and skimmer, super-heaters, of dead locomotives and engine cooling water and steam generator water must be drained from supply tanks and systems of diesel units before shipping. Every precaution must be taken to prevent damage to gauges, from freezing of water in coils or gauges.

MOVEMENTS IN TRAINS:

Dead locomotives and diesel units in every instance must be accompanied by a waybill, except when being moved to the first terminal after failure on the line.

Locomotive Foreman at originating point must notify Chief Dispatcher, Storekeeper and Yardmaster in writing of the movement of dead locomotives and diesel units specifying speed restrictions, if any, that are to be observed. This information must be stamped or written conspicuously on the face of the waybill. The Yardmaster at ALL terminals, after consultation with Locomotive Foreman, must advise the Chief Dispatcher of the restrictions required and secure his authority as to the train in which the Locomotive or Diesel Unit is to be moved. The Chief Dispatcher must notify the connecting Division of the movement and restrictions required and the Conductor and Engineman of the train handling them must be notified in writing by the Train Dispatcher.

A dead locomotive or a dead Diesel unit must be separated from the engine handling the train and from other dead locomotives or Diesel units in the train by at least five cars (not less than two hundred forty feet unless both locomotives involved are permitted to doublehead by the current locomotive authorization chart) and when possible, not more than ten cars except that two Diesel units may be coupled together.

AUXILIARY STEAM CRANES

Where freight train speed is forty miles per hour or over, trains handling must not exceed thirty-five miles per hour. Where freight train speed is less than forty miles per hour, trains handling must not exceed twenty-five miles per hour. Care must be exercised in handling these cranes on down-grades and around sharp curves.

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	
Diesel Crane 414099 and Combination Hoist and Pile Driver, Nos. 414170 to 414202, Inc., gasoline, diesel and all steam 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 - 18 - 19 - 27 - 29 - 32 - 34. 400037 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 - 06 - 26 - 33 Erie Excavators Nos. 101 - 102 and 103	Five miles per hour less than authorized freight train speed for each subdivision but in no case in excess of thirty miles per hour.
Group No. 4	
Scale Test Cars 420925 - 26 - 27	Five miles per hour less than authorized freight train speed for each subdivision, but in no case may speed of thirty miles per hour be exceeded.

The above machines must, in every instance, be handled immediately ahead of the caboose on freight trains. Machines on which arrows are placed to indicate the direction of travel, must when practicable, be placed in trains in that manner.

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

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

Such cars must have air and hand-brakes in service and must not be handled in a train which carries passengers, except on lines where there are no regular trains operating in freight service only. Train and engine crews must be advised in writing of the presence and location in the trains of cars placarded and certified EXPLOSIVES. This notice must be transferred from crew to crew at points other than terminals.

Cars placarded EXPLOSIVES, POISON GAS, CLASS "D" POISON must not be cut off while in motion, and cars placarded EXPLOSIVES must not be handled next to engine in switching operations. PLACARDED LOADED TANK CARS or a draft including PLACARDED LOADED TANK CARS must not be cut off in switching operations until preceding cars have cleared the lead track and cars must not be allowed to follow placarded loaded tank cars until they in turn are clear of the lead.

MARSHALLING OF EXPLOSIVES:

When length of freight or mixed train permits, must be placed not nearer than the SIXTEENTH car from both the engine or occupied caboose. When length of freight or mixed train will not permit to be so placed, must be near MIDDLE of train, except that when moving in a freight or mixed train performing pick-up and/or set off service, it shall be placed not nearer than the SECOND car from both the engine or occupied caboose.

RESTRICTIONS:

CARS PLACARDED EXPLOSIVES MUST NOT BE HANDLED NEXT TO CARS PLACARDED DANGEROUS, POISON GAS, OR CLASS "D" POISON; ENGINE; WOODEN UNDERFRAME CAR; LOADED FLAT CAR; OPEN TOP CAR WHEN LADING EXTENDS OR PROTRUDES ABOVE OR BEYOND THE ENDS OR SIDES THEREOF; CARS EQUIPPED WITH AUTOMATIC REFRIGERATION OF THE GAS-BURNING TYPE; CARS CONTAINING LIGHTED HEATERS, STOVES OR LANTERNS; CARS LOADED WITH LIVE ANIMALS OR FOWL, OCCUPIED BY AN ATTENDANT; OCCUPIED CABOOSE, PASSENGER OR COMBINATION CAR OTHER THAN WHEN OCCUPIED BY GAS HANDLERS OR MILITARY PERSONNEL, ACCOMPANYING SHIPMENTS.

MARSHALLING OF LOADED PLACARDED TANK CARS:

When length of freight or mixed train permits, must be SIX cars from engine, occupied caboose or passenger car, but in no case nearer than the SECOND car from engine, occupied caboose or passenger car, unless the remainder of the train consists of placarded loaded tank cars.

RESTRICTIONS:

Must not be handled next to cars PLACARDED EXPLOSIVES; ENGINE OR OCCUPIED CABOOSE (except when train consists only of placarded loaded tank cars); CARS PLACARDED POISON GAS; WOODEN UNDERFRAME CARS; LOADED FLAT CARS; OPEN TOP CARS WHEN LADING EXTENDS OR PROTRUDES ABOVE OR BEYOND THE ENDS OR SIDES THEREOF; CARS EQUIPPED WITH AUTOMATIC REFRIGERATION OF THE GAS-BURNING TYPE; CARS CONTAINING LIGHTED HEATERS, STOVES OR LANTERNS; CARS LOADED WITH LIVE ANIMALS OR FOWL, OCCUPIED BY AN ATTENDANT; OCCUPIED CABOOSE, PASSENGER OR COMBINATION CAR OTHER THAN WHEN OCCUPIED BY GAS HANDLERS OR MILITARY PERSONNEL ACCOMPANYING SHIPMENTS.

CARS PLACARDED POISON GAS OR CONTAINING POISON LIQUIDS CLASS "A" IN DRUMS, TANKS OR BOMBS MUST NOT BE NEXT TO CARS PLACARDED EXPLOSIVES OR DANGEROUS; THESE CARS SHALL AT ALL TIMES BE NEXT TO AND AHEAD OF THE CAR OCCUPIED BY THE GAS HANDLING CREWS WHEN ACCOMPANYING SUCH CAR.

NOTE: For other Special Handling of Explosives, see C.T.C. No. 2, Section 589, Supplements 1 and 2.