

RAWDON SUBDIVISION

WESTWARD TRAINS				Time Table No. 16		EASTWARD TRAINS						
SECOND CLASS				Effective June 20th, 1948		SECOND CLASS						
	205	201	Symbols	Miles from Rawdon	STATIONS	Train Order or Telephone	Siding	Other Tracks	206	210	202	208
	Pggr.	Mixed							Pggr.	Pggr.	Mixed	Pggr.
	Sunday only	Except Sunday							Sunday only	Saturday only	Except Friday Saturday & Sunday	Friday only
L	7.00 PM	7.20 AM	RWC	0.0	RAWDON	T	22		A 10.15 AM	A 2.30 PM	A 5.30 PM	A 6.45 PM
F	7.05	7.25		1.5	HAMILTON		15		F 10.10	F 2.25	F 5.25	F 6.40
F	7.10	7.35		3.8	CORDON				F 10.02	F 2.17	F 5.19	F 6.33
	7.14	7.40		4.9	RAWDON JCT.		9		9.58	2.13	5.14	6.30
F	7.22	7.50		8.2	ST. ALEXIS		4		F 9.51	F 2.06	F 5.04	F 6.22
S	7.25	7.55		9.0	ST. JACQUES	T	12		S 9.49	S 2.04	S 4.59	S 6.20
F	7.33	8.05		11.7	ST. GEORGES		6		F 9.40	F 1.55	F 4.53	F 6.15
A	7.44 PM	8.20 AM	RY	15.8	PARADIS (Jct. with L'Assomption Subdivision)	T			L 9.30 AM	L 1.45 PM	L 4.42 PM	L 6.05 PM
	Sunday only	Except Sunday							Sunday only	Saturday only	Except Friday Saturday & Sunday	Friday only
	205	201							206	210	202	208

RULE 43 APPLICABLE
RULE 405 APPLICABLE

RAWDON SUBDIVISION FOOT NOTES

ENGINE AND CAR RESTRICTIONS
Heaviest engine permitted to operate: Paradis to Rawdon — 3200-3800 class.
Heaviest car permitted — Gross Weight — 175,000 lbs.

YARD LIMIT BOARD

RAWDON..... 965 feet west of station.

SPEED RESTRICTIONS

Between	And	Miles per hour
MILEAGE .00	MILEAGE .10	Passenger trains..... 20
		Freight and mixed trains..... 20
		Light engs. and engs. with caboose..... 20
		Trains with auxiliary cranes..... 15
MILEAGE .10	PARADIS	Passenger trains..... 30
		Freight and mixed trains..... 20
		Light engs. and engs. with caboose..... 20
		Trains with auxiliary cranes..... 15

PERMANENT SLOW ORDERS

Between	Miles per hour
Between Rawdon and Rawdon Jet.	Engines heavier than 1300-1400 class 10
Mileage 4.9 to 15.8.....	Engines over 50% 25
Over east leg of wye at Paradis on L'Assomption Sub.	Engines over 50% 10

OTHER SIDE TRACKS

Opens	Car Capacity	Name	Mileage
West	25	Brouillette Sand Co....	1.5
West	7	La Meunerie Co-operative	9.0

Ste. Julienne Spur extends from Rawdon Jct. to Ste. Julienne, a distance of 3.5 miles north.

SIDE TRACK

Opens	Car Capacity	Name	Mileage
East	6	Consumers Industrial Minerals Limited..	3.5

LONGUE POINTE SUBDIVISION

WEST WARD TRAINS		Time Table No. 16		EAST WARD TRAINS		
		Effective June 20th, 1948				
		Symbols	Miles from Pointe aux Trembles	Train order or Telephone	Siding	Other Tracks
	WRY		0.60	T		
			2.86			
			1.34			
			1.18	P	YARD	
			3.18			
	KWCY		8.56	T	YARD	
			0.33			
			1.59			
			10.48		YARD	

RULE 405 APPLICABLE

LONGUE POINTE SUBDIVISION FOOT NOTES

Pointe aux Trembles is a register station for trains originating or terminating at that point only.
Operator Pointe aux Trembles will register all Longue Pointe Subdivision trains. All Longue Pointe Subdivision trains must obtain train order Form "W" prior to reaching Pointe aux Trembles or stop and examine train register.

RAILWAY CROSSINGS AND JUNCTIONS

POINTE AUX TREMBLES... Junction L'Assomption Subdivision.
Mileage 4.20... Crossing Imperial Oil Company. Interlocked (B.T.C. 65815).

Trains may operate through the Interlocking Plant without their first being brought to a stop; Provided signals are in the "PROCEED" position, and that all main track westward trains on the Canadian National Railways, when approaching the said crossing and when they are within 500 feet of the governing home signal, shall not exceed a speed of 10 miles per hour.

Mileage 4.38... Crossing Pointe aux Trembles Terminal Ry.
Interlocked (BTC-65325) - Jct. Pointe aux Trembles Terminal Ry.

" 8.56... Crossing and Junction, Longue Pointe Yard Lead, Interlocked, (B.T.C. 70473).
Trains may operate through Interlocking Plant without their being brought to a stop provided signals are in proceed position and that all trains shall not exceed a speed of 15 miles per hour when approaching the crossing and are within 500 feet of the governing home signal.

" 9.66... Crossing Montreal Tramways Railway. Interlocked (B.R.C. 48611)-Jct. Montreal Tramways Railway.

YARD LIMIT BOARDS

POINTE AUX TREMBLES... 4500 feet west of station, Longue Pointe Subdivision.
" ..4580 feet west of station, L'Assomption Subdivision.
" ..7900 feet east of station, L'Assomption Subdivision.
MONTREAL... Yard Limits extend from Montreal "St. Catherine St. East" to Yard Limit Board located at Mileage 6.65.

SPEED RESTRICTIONS

	Miles per hour
Passenger trains.....	50
Mixed and freight trains.....	35
Light engines and engines with caboose...	35
Trains with auxiliary cranes.....	25

PERMANENT SLOW ORDERS

Mileage	Location	Miles per hour
2.76	St. Jean Baptiste Street.....	10
2.88	Eighth Avenue.....	10
3.12	Third Avenue.....	10
3.34	Marion Avenue.....	10
3.51	Broadway Avenue (Service Track)..... (B.T.C. 64534)	10
5.08	Hector Street.....	10
5.93	Lebrun Street.....	10
6.61	DeBoucherville Street.....	10
7.19	Haig Avenue..... (B.T.C. 64558)	10
9.26	Letourneux Street..... (B.T.C. 57553)	10
9.31	La Salle Avenue..... (B.T.C. 57553)	10
9.37	Desjardins Avenue..... (B.T.C. 57553)	10
9.49	Jeanne d'Arc Avenue..... (B.T.C. 57553)	10
9.57	Orleans Avenue..... (B.T.C. 57553)	10
9.67	Railway Crossing — M.T. Co. (Ontario St.)..... (B.R.C. 48611)	15

ENGINE RESTRICTIONS

Due to the curvature at south end of Longue Pointe Yard, all types of engines equipped with pony trucks, also yard engines over 37%, proceeding to or from the Harbour, are restricted on tracks 13 to 22 inclusive.

OTHER SIDE TRACKS

Name	Car Capacity	Points Face	Mileage
ROBERTSON.....	3	West.....	1.2
TETRAULTVILLE...	4	Through.....	5.1

TRAIN DESPATCHER'S TELEPHONES

Pointe-aux-Trembles, on pole at west wye switch.
East Montreal, in yardmasters office.

SPRING SWITCH

Switch located on L'Assomption Subdivision at west end of connection track between L'Assomption Subdivision and Longue Pointe. Subdivision at Pointe aux Trembles is a spring switch, normal position when set for L'Assomption Subdivision. Westward trains from Longue Pointe Subdivision may operate through this switch. Approach signal 278 and Home signal 262 located west of switch govern eastward movements.
(For further instructions regarding spring switches see Page 36).

Trainmen doing local switching at Jeanne d'Arc Street, mileage 9.49, are required to operate the Flasher crossing signals. Control switch for this purpose is located in box, protected with switch lock, between tracks just west of the street. To set the signals operating, close the switch. Switch must be opened, box closed and locked after switching has been completed.

Yard engines may use the "Yard service track" located on the north side of, and adjacent to the main track, between Pointe aux Trembles and Longue Pointe, mileage 8.56, on instructions from yardmaster at Longue Pointe. All other trains and engines must not use or occupy this track without instructions from the yardmaster at Longue Pointe.

The sounding of the engine whistle is prohibited approaching any highway crossing within the City of Montreal, except when absolutely necessary as a signal of danger. (Montreal By-law No. 1210). (B.R.C. 49337).

Engine whistle may be sounded for the purpose of giving necessary signals for train operation.

The limits of the City of Montreal extend eastward to west side George V Avenue Mileage 4.97.

A derail, (pipe connected with switch), is installed on Canada Cement Company's Siding, leading from service track Mileage 4.53. Trainmen and Yardmen will see that cars are clear of derail before setting switch for service track.

In the handling of Train or Yard drafts with YARD ENGINE, where the movement is to be controlled by the use of a back-up hose or valve at the rear, BEFORE STARTING, a test of the Train Brakes must be made by using the back-up hose or valve to apply the brake. When the Engineman feels the brakes applying he will place the brake valve in lap position until the proper signal is received to release the brakes.

Trainman or Yardman in charge of the back-up hose or valve must know that the brakes apply on the rear car before signal is given to release brakes, and must know the brakes release on rear car before giving signal to proceed. Engineman must not back-up until he knows that brakes have been applied on his engine by the Trainman or Yardman using the back-up hose or valve.

When trains are handled from any point within the Terminal with ROAD ENGINE, proper brake test must be made by using the back-up hose or valve to apply the brakes. Trainman or Yardman must know that the brakes apply and release on rear car properly. When train is ready to move, the Trainman or Yardman in charge of the back-up hose will give three (3) blasts with the communicating signal when handling passenger equipment. Engineman must not back up until he knows that brake has been applied on his engine by Trainman using the back-up hose or valve.

When movements are handled by Yard or Train Crews, the Foreman or Conductor must personally handle the back-up hose.

Yardmen or Trainmen in charge of back-up movements of passenger equipment within the Terminal must stand on the platform of the leading car at all times, and be in position to sound back-up whistle alarm approaching street crossings, and to apply brakes in case of necessity. Should the car be of vestibule, or baggage type, the end door must be kept open. If the movement is at night the lights in the car must be extinguished so as not to interfere with the view.