QUEBEC CENTRAL RAILWAY

TIME 188 TABLE

TAKING EFFECT AT 12.01 A.M., SUNDAY, SEPT. 30th, 1951

GOVERNED BY EASTERN STANDARD TIME

FOR THE INFORMATION AND GUIDANCE
OF EMPLOYEES ONLY

G. H. BAILLIE,
VICE-PRESIDENT.

A. M. HAND,
GENERAL MANAGER.

PAGE	SUBDIVISION	FROM	TO	MILES
3	Quebec	Sherbrooke	Quebec (not including Walsh to Quebec)	147.0
4	Chaudiere	Vallee Jonction	Lac Frontiere	79.0
4	Levis	Scotts Jct.	Levis (not including Harlaka, Levis and Pointe Levis)	32.0
5	Megantic	Tring Jct.	Megantic (not including Megantic)	60.0
5	Newport	Sherbrooke	Newport (not including Sherbrooke to Lennoxville, and Newport)	40.1
5	Stanstead	Beebe Jct.	Rock Island, Stanstead and Derby Line	3.4
				361.5

Dispatching Office at Sherbrooke
Telegraph Call "K"

G. BENOIT,
Ass't Superintendent.
Sherbrooke

R. E. RHEAULT,
Chief Train Dispatcher.

J. D. GOULET
M. L. THOMPSON
E. A. JOHNSTON
F. JACQUES
P. E. PEPIN
R. GAGNON
} Train Dispatchers

CLASSIFICATION OF LOCOMOTIVES

Class	Numbers
33 per cent	811, 819, 838, 856, 861, 866, 870, 871, 872, 873, 893, 933, 940, 948, 1051, 1072, 1108.
34 " "	2536, 2554, 2556, 2573, 2588.

In figuring tonnage of trains, weights must be obtained by taking the tare from the cars, and contents from the waybill.

The tonnage may be exceeded one per cent, if by so doing another car can be taken.

Allowances for train resistance will be figured on the basis of the charts which apply to the different subdivisions, as shown thereon. This allowance is arrived at by subtracting half the contents from the tare, and taking 10 or 20 per cent. of the result, according to the chart used.

Equivalent tonnage is arrived at by adding the allowance for train resistance to the total actual contents and tare.

When an engine is unable to haul the authorized rating, a message signed jointly by the conductor and engineer must be sent to the Chief Dispatcher, and his authority for a further reduction obtained.

REDUCTIONS FOR RAIL AND WEATHER CONDITIONS

Rail and Weather Conditions	Where 20 per cent chart is used.	Where 10 per cent chart is used.
Normal	Nil	Nil
Bad Rail	5 per cent	5 per cent
15 to 10 above	5 " "	5 " "
9 to 1 "	6 " "	6 " "
Zero to 4 below	7 " "	6 " "
5 to 9 "	9 " "	8 " "
10 to 14 "	11 " "	10 " "
15 to 19 "	13 " "	12 " "
20 to 24 "	15 " "	14 " "
25 to 30 "	17 " "	16 " "
More than 30 below	20 " "	18 " "

HAULING CAPACITY OF LOCOMOTIVES

Sub-Div. and Chart	Direction	Rating Change Points	Capacity of Engines Rated 34 Per Cent	33 Per Cent
Quebec Sub 10% Chart	Northward	Sherbrooke-Moulton	720	700
		Moulton-Dudswell	910	885
		Dudswell-St. Gerard	770	745
		St. Gerard-Coleraine	1340	1300
		Coleraine-Thetford Mines	1185	1150
		Thetford Mines-East Broughton	900	875
		East Broughton-Vallee Jonction	Down	Grade
		Vallee Jonction-Breakeyville	1340	1300
		Breakeyville-Quebec	1570	1525
	Southward	Quebec-Joffre	775	750
		Joffre-Breakeyville	925	900
		Breakeyville-Ste. Marie	1235	1200
		Ste. Marie-Vallee Jonction	1340	1300
		Trains double, Vallee Jonction-Tring Jct. single eng. rating	680	660
		Trains double, Tring Jct.-Summit, single eng. rating	775	750
		Summit-Robertson	1190	1155
		Robertson-St. Gerard	1775	1725
		St. Gerard-Dudswell	1190	1155
		Dudswell-East Angus	1545	1500
		East Angus-Newington	1190	1155
Levis Sub 10% Chart	Northward	Scotts Jct.-Levis	1340	1300
		Trains double, Scotts Jct. to St. Maxime, single eng. rating	670	650
	Southward	Levis-Ste. Henedine	775	750
		Ste. Henedine-Scotts Jct.	1030	1000
Chaudiere Sub 10% Chart	Eastward	Vallee Jonction-Lac Frontiere	930	905
	Westward	Lac Frontiere-St. Joseph	1360	1320
		St. Joseph-Vallee Jonction	1495	1450
Newport Sub 20% Chart	Northward	Newport-Beebe Jct.	990	965
		Beebe Jct.-Lennoxville	1510	1465
		Lennoxville-Sherbrooke	1180	1145
	Southward	Sherbrooke-Tomifobia	1510	1465
		Tomifobia-Beebe Jct.	1985	1925
		Trains double, Tomifobia to Beebe Jct., single eng. rating	990	965
		Beebe Jct.-Newport	1985	1925
Stanstead Sub 10% Chart	Eastward	Beebe Jct.-Rock Island	805	780
	Westward	Rock Island-Beebe Jct.	Down	Grade
Megantic Sub 20% Chart	Eastward	Tring Jct.-Megantic	940	910
	Westward	Megantic-Courcelles	940	910
		Courcelles-Tring Jct.	1005	975

MEDICAL OFFICERS

NAME	RESIDENCE
Dr. C. P. Fenwick, Chief of Medical Services	Office: Room 327, Windsor Station - - - Montreal Residence: 3445 Ridgewood - - - - - - - - Montreal
Dr. W. W. Lynch - - - - - - - - - - - -	17 Bank Street - - - - - - - Sherbrooke
Dr. M. Delage - - - - - - - - - - - - -	510 Notre Dame Street - - - Thetford Mines
Dr. J. M. Rousseau -	Vallee Jct.
Dr. André Samson - - - - - - - - - - - -	166 St. François - - - - - - - - - Quebec

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.

Regular trains may leave Thetford Mines, Tring Jct. and Scotts Jct. without registering during the hours operator is on duty.

Junction with C.N.R. at Walsh—Interlocked. See special instructions, C.N.R. Timetable.

C.N.R. Time Table governs between Walsh and Cadorna.

C.P.R. Time Table governs between Cadorna and Quebec.

North Yard Limits, Sherbrooke, extends to 200 feet north of siding Newington.

North Yard Limits, Thetford Mines, extends to 1087 feet north of sidings Lipsey.

South Yard Limits, Vallee Jct., extends to 1924 feet south of siding Bilodeau.

Asbestos Corporation, Kings Mines private crossing, MIL. 67.9, Thetford Mines, must not be blocked for periods in excess of five (5) minutes.

Between the hours of 9.00 p.m. and 6.00 a.m. the sounding of engine whistles approaching highway crossings at grade, is prohibited within the limits of the City of Sherbrooke, except when necessary to prevent accident.

Following sidings may be occupied with cars: Thetford Mines, Summit, Bilodeau, Scotts Jct., Bras, Ville Lambert, Breakeyville and Walsh.

Passenger trains must not exceed fifty-five miles per hour at any point.

Trains must not exceed:

35 M.P.H. between mil. 58 to 68 and 92 to 99.
30 " " " " " 12 to 22.
20 " " " " " 0.8 to 1.1
15 " " " " " 0.8 to C.P.R. Junction, Switch, Sherbrooke.
10 " " " " " 88.9 to 89.3, Northward only

AND

15 M.P.H. over highway crossing, East Broughton, mil. 83.6, southward only.
10 " " " " " East Broughton, mil. 83.6, northward only.
10 " " " " " Alexander Street, Sherbrooke, mil. 0.3.
10 " " " " " St. Alphonse St., Thetford Mines, mil. 68.2.
10 " " " " " Ste. Marie, mil. 105.1, Sunday only.
10 " " " " " Ste. Marie, mil. 105.7.

★No. 1 will stop at Marbleton Sunday only to detrain revenue passengers.

★No. 6 will flag stop at Marbleton to detrain and entrain revenue passengers.

NORTHWARD TRAINS—Inferior Direction							QUEBEC SUBDIVISION			SOUTHWARD TRAINS—Superior Direction										
				First Class						First Class		Fourth Class								
				5 Psgr. ı Daily ex. Sun.	1 Psgr. ı Daily	Miles from Sherbrooke	Telegraph Offices	STATIONS	Telegraph Calls	Car Capacity Sidings	2 Psgr. a Daily ex. Sun.	6 Psgr. a Daily	52 Freight a Daily ex. Mon.	46 Freight a Daily ex. Sun.	54 Freight a Daily ex. Mon.	22 Freight a Mon. Wed. Fri.	48 Freight a Daily ex. Sun.	24 Freight a Daily ex. Sun.	56 Freight a Daily ex. Sun.	78 Freight a Tues. Fri.	58 Freight a Daily ex. Mon.
				P.M.	A.M.						P.M.	P.M.	A.M.		A.M.		P.M.		P.M.		A.M.
				3.40	7.35	.0	DN	SHERBROOKE..CKWZ	HO	Yd.	1.10	9.50	6.30		11.15		12.55		7.25		2.30
								1.1													
				3.45	7.40	1.1		NEWINGTON		68	1.05	9.45	6.15		11.00		12.40		7.05		2.15
								6.8													
				3.56	7.51	7.9		MOULTON		39	12.53	9.32	5.53		10.35		12.20		6.50		1.53
								2.6													
				s 4.00	7.55	10.5		ASCOT		55	s12.49	9.27	5.45		10.25		12.10		6.42		1.45
								6.4									P.M.				
				s 4.15	s 8.12	16.9	D	EAST ANGUS Z	G	41	s12.36	s 9.14	5.25		10.05		11.50		6.22		1.25
								8.5													
				4.30	8.28	25.4		DUDSWELL WZ		36	12.20	8.58	4.55		9.35		11.15		5.50		12.55
								0.9													
				s 4.33	s 8.31	26.3	D	BISHOPTON	BC	48	s12.18	s 8.56	4.50		9.25		11.00		5.45		12.50
								1.4													
				s 4.36	★8.33	27.7		MARBLETON		Nil	s12.15	★8.53	4.45		9.10		10.55		5.40		12.45
								7.6													
				4.48	8.43	35.3		LAFOND		30	12.02	8.43	4.25		8.50		10.35		5.20		12.25
								1.6			P.M.										
				s 4.52	s 8.46	36.9	D	WEEDON Z	H	39	s11.59	s 8.40	4.20		8.46		10.30		5.15		12.20
								3.3													
						40.2		WZ													
								1.4													
				s 5.01	s 8.55	41.6	D	ST. GERARD YZ	DN	50	s11.50	s 8.31	4.05		8.20		10.15		5.01		12.05
								6.0									A.M.				A.M.
				s 5.12	s 9.05	47.6	D	GARTHBY	BY	37	s11.40	s 8.21	3.40		7.45				4.35		11.40
								5.2													
				s 5.22	s 9.15	52.8	D	DISRAELI	D	46	s11.31	s 8.11	3.25		7.25				4.15		11.25
								4.9													
				s 5.34	s 9.27	57.7	D	COLERAINE WZ	CR	38	s11.22	s 8.01	3.10		7.05				3.55		11.10
								5.8													
				s 5.45	s 9.38	63.5	D	BLACK LAKE Z	BA	40	s11.09	s 7.50	2.55		6.45				3.35		10.55
								4.2						A.M.							
				s 5.53	s 9.46	67.7	DN	THETFORD MINES CRWZ	FD	37	11.01	7.40	2.35	8.00	6.30				3.20		10.35
				6.01	9.54			1.1			s10.55	s 7.31			A.M.						
				6.04	9.56	68.8		LIPSEY		54	10.53	7.29	2.15	7.55					2.45		10.15
								4.8													
				s 6.15	s10.05	73.6	D	ROBERTSON	B	16	s10.45	s 7.21	2.00	7.40					2.30		10.00
								3.9													
						77.5		WZ													
								1.1													
				s 6.25	s10.15	78.6	D	LEEDS	BU	38	s10.35	s 7.11	1.40	7.15					2.10		9.40
								5.2													
				s 6.35	s10.25	83.8	D	EAST BROUGHTON ... Z	RN	35	s10.25	s 7.01	1.25	6.45					1.55		9.25
								2.5													
				6.40	10.30	86.3		SUMMIT		36	10.18	6.55	1.10	6.15					1.40		9.10
								3.0									A.M.				
				s 6.50	s10.41	89.3	DN	TRING JCT. CKWYZ	NA	34	s10.12	s 6.50	1.00	6.00			11.55		1.30		9.00
								Jct. Megantic Sub													
								4.5													
				6.59	10.49	93.8		ST. BRUNO		34	9.58	6.36	12.30	5.30			11.40		1.00		8.30
								4.5													
				7.07	10.58	98.3		BILODEAU		71	9.46	6.24	12.04	5.02			11.17		12.32		8.03
								0.6								A.M.				P.M.	
				s 7.08	s10.59	98.9	DN	VALLEE JONCTION CKWZ	UC	Yd.	9.45	6.23	12.01	5.00		10.15			2.30		8.00
				7.23	11.07			Jct. Chaudiere Sub			s 9.35	s 6.10	A.M.	A.M.			A.M.		P.M.		P.M.
								6.8													
				s 7.37	s11.22	105.7	D	STE. MARIE Z	MA	26	s 9.23	s 5.58				9.40				2.00	
								4.8													
				7.47	s11.34	110.5	D	SCOTTS JCT. RWYZ	SO	17	9.10	s 5.46				9.15				1.30	
				P.M.				Jct. Levis Sub			A.M.									P.M.	
					F11.44	116.2		BRAS		34	5.7	F 5.35				8.45					
					s11.54	120.5		VILLE LAMBERT		37	4.3	s 5.27				8.25					
					P.M.																
					s12.05	126.2		BREAKEYVILLE WZ		18	5.7	s 5.17				8.05					
					12.13	130.2		WALSH YZ		35	4.0	5.10				7.45					
								Jct. C.N.R.								A.M.					
					12.13	130.2		Via C.N.R. WALSH				5.10									
								14.7													
					12.43	144.9	DN	Via C.N.R. CADORNA				4.36									
					12.43	144.9	DN	Via C.P.R. CADORNA				4.36									
								2.1													
					12.50	147.0	DN	Via C.P.R. QUEBEC CKW	BO			4.30									
					P.M.			(Palais Station)				P.M.									
				Levis Subdivision Train							Levis Subdivision Train		Megantic Subdivision Train						Levis Subdivision Train		
				ı Daily ex. Sun.	ı Daily			Rule 93a applies			ı Daily ex. Sun.	ı Daily	ı Daily ex. Mon.	ı Daily ex. Sun.	ı Daily ex. Mon.	ı Mon. Wed. Fri.	ı Daily ex. Sun.	ı Daily ex. Sun.	ı Daily ex. Sun.	ı Tues. Fri.	ı Daily ex. Sun.
				5	1						2	6	52	46	54	22	48	24	56	78	58

CHAUDIERE SUBDIVISION

WESTWARD TRAINS— Inferior Direction				EASTWARD TRAINS— Superior Direction				
				Fourth Class				
				35	34	32		
				Mixed ı Daily ex. Sun.	Mixed ₄ Daily ex. Sun.	Freight ₄ Daily ex. Sun.		
				A.M.	P.M.	A.M.		
.....	.....	.....	.....	9.30	5.05	10.20	.....	.....
				79.0	LAC FRONTIERE. RWZ	WH	Yd.	
				D	8.9			
.....	.....	.....	.....	s 9.55	s 4.40	9.55	.....	.....
				70.1	DAAQUAM	GR	15	
				D	2.1			
.....	.....	.....	.....	F10.00	F 4.20	.....	.....	.....
				68.0	ST. JUST	....	Nil	
				....	5.3			
.....	.....	.....	.....	.....	.....	.....	.....	.....
				62.7	WZ	....	....	
				....	2.5			
.....	.....	.....	.....	s10.35	s 3.55	9.30	.....	.....
				60.2	ST. CAMILLE	FS	24	
				D	5.4			
.....	.....	.....	.....	s10.55	s 3.35	9.10	.....	.....
				54.8	STE. SABINE	....	20	
				....	4.2			
.....	.....	.....	.....	s11.25	s 3.10	8.50	.....	.....
				50.6	STE. JUSTINE C	BF	31	
				D	2.4			
.....	.....	.....	.....	.....	.....	.....	.....	.....
				48.2	WZ	....	....	
				....	2.8			
.....	.....	.....	.....	s11.50	s 2.45	8.25	.....	.....
				45.4	STE. GERMAINE	CF	33	
				D	4.1			
.....	.....	.....	.....	P.M. s12.10	s 2.25	8.05	.....	.....
				41.3	STE. ROSE	RU	21	
				D	4.3			
.....	.....	.....	.....	.....	.....	.....	.....	.....
				37.0	WZ	....	....	
				....	2.2			
.....	.....	.....	.....	s1 .00	s 2.00	7.40	.....	.....
				34.8	MORISSET Z	OA	39	
				D	6.4			
.....	.....	.....	.....	F 1.20	F 1.20	7.15	.....	.....
				28.4	CUMBERLAND	....	37	
				....	5.6			
.....	.....	.....	.....	s 2.10	s 1.00	6.50	.....	.....
				22.8	ST. GEORGES Z	DO	26	
				D	4.2			
.....	.....	.....	.....	F 2.20	F12.27	.....	.....	.....
				18.6	NOTRE DAME DES PINS	....	Nil	
				....	4.1			
.....	.....	.....	.....	s 3.00	s12.15	6.15	.....	.....
				14.5	BEAUCEVILLE WZ	FA	21	
				D	9.7	P.M.		
.....	.....	.....	.....	s 3.40	s11.35	5.45	.....	.....
				4.8	ST. JOSEPH	SX	21	
				D	4.8			
.....	.....	.....	.....	4.00 P.M.	11.20 A.M.	5.30 A.M.	.....	.....
				.0	VALLEE JONCTION. CKWZ	UC	Yd.	
				DN				
				₄ Daily ex. Sun.	ı Daily ex. Sun.	ı Daily ex. Sun.		
				35	34	32		

Rule 93a applies
Rules 41 and 44 apply

Switching movements over crossing, Vallee Jct., mil. 0.3, must be protected by a flagman.

Following sidings may be occupied with cars: Beauceville, St. Georges, Cumberland, Ste. Rose, Ste. Germaine, Ste. Justine, St. Camille and Daaquam.

Passenger trains must not exceed thirty-five miles per hour on curves and forty miles per hour at any other point.

Trains must not exceed:

10 M.P.H. over highway crossing, St. Joseph, mil. 4.8
4 " " " " " " St. Joseph, " 5., Westward only.

LEVIS SUB-DIVISION

NORTHWARD TRAINS— Inferior Direction			SOUTHWARD TRAINS— Superior Direction		
			First Class	Fourth Class	
			5	2	78
			Psgr. ı Daily ex. Sun.	Psgr. ₄ Daily ex. Sun.	Freight ₄ Tues. Fri.
			P.M.	A.M.	P.M.
.....	.....	.....	7.49	9.07	1.00
			.0	SCOTTS JCT. RWYZ	SO
			D	1.6	
.....	.....	.....	7.52	9.04	12.55
			1.6	ST. MAXIME	....
			....	4.4	
.....	.....	.....	s 8.01	s 8.56	12.40
			6.0	STE. HENEDINE	R
			D	5.5	
.....	.....	.....	s 8.13	s 8.44	12.10 P.M.
			11.5	ST. ANSELME W	NS
			D	7.2	
.....	.....	.....	s 8.26	s 8.29	11.40
			18.7	ST. HENRI VILLAGE	....
			....	2.9	
.....	.....	.....	F 8.33	F 8.22	11.20
			21.6	CARRIER	....
			....	5.8	
.....	.....	.....	8.45	8.11	11.00
			27.4	HARLAKA RY	DW
			D		Nil
					A.M.
.....	.....	.....	8.45	8.10	.....
			27.4	Jct. C.N.R. HARLAKA	....
			....	4.6	
.....	.....	.....	8.55	8.00	.....
			32.0	LEVIS KW	N.Y.
			DN	0.8	....
			P.M.	A.M.	
.....	.....	.....	.....	.....	.....
			32.8	POINTE LEVIS	....
			....		
			₄ Daily ex. Sun.	ı Daily ex. Sun.	ı Tues. Fri.
			5	2	78

Rule 93a applies

Regular trains may leave Harlaka and Scotts Jct. without registering during the hours operator is on duty.

Operators at Harlaka and Scotts Jct. during their hours of duty will operate junction switch.

C.N.R. Time Table governs between Harlaka and Pointe Levis.

Trains may leave Scotts Jct. without terminal clearance providing train order signal indicates proceed.

Following sidings may be occupied with cars: Ste. Henedine, St. Anselme and St. Henri Village.

Passenger trains must not exceed fifty miles per hour at any point.

Trains must not exceed ten miles per hour through and over interlocked-automatic railway crossing at grade with C.N.R. at mileage 21.6.

WESTWARD TRAINS— Inferior Direction		
	Fourth Class	
	25	
	Mixed ı Daily ex. Sun.	Miles from Tring Jct.
	A.M.	
.....	5.40	60.0
.....	F 6.10	49.0
.....	s 6.25	45.5
.....	s 6.50	40.7
.....	s 7.20	32.0
.....	s 8.10	23.9
.....	s 8.50	16.2
.....	s 9.15	9.9
.....	F 9.35	4.4
.....	10.05 A.M.	.0
	₄ Daily ex. Sun.	
	25	

Trains must no
Megantic withou

Following siding
St. Evariste, Cou

Passenger trains
and forty miles p

SOUTHWARD TRAINS—Superior Direction

First Class 2 Psgr. d Daily ex. Sun.	Fourth Class 78 Freight d Tues. Fri.	
A.M.	P.M.	
9.07	1.00	.....
9.04	12.55	.....
8.56	12.40	.....
8.44	12.10	.....
	P.M.	
8.29	11.40	.....
8.22	11.20	.....
8.11	11.00	.....
	A.M.	
8.10	.....	.....
8.00	.....	.....
A.M.		
.....	.....	.....
I Daily ex. Sun.	I Tues. Fri.	
2	78	

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WESTWARD TRAINS—Inferior Direction				MEGANTIC SUB-DIVISION			EASTWARD TRAINS—Superior Direction	
	Fourth Class 25 Mixed I Daily ex. Sun.	Miles from Tring Jct.	Telegraph Offices	STATIONS	Telegraph Calls	Car Capacity Sidings	Fourth Class 24 Mixed d Daily ex. Sun.	
	A.M.						P.M.	
.....	5.40	60.0	DN	....MEGANTIC..CKWZ	GC	Yd.	5.15	.....
				11.0				
.....	F 6.10	49.0	....	....STE. CECILE.	.....	Nil	F 4.35	.....
				3.5				
.....	s 6.25	45.5	D	.....ST. SAMUEL.....	MU	14	s 4.20	.....
				4.8				
.....	s 6.50	40.7	D	...ST. SEBASTIEN....	BS	16	s 3.45	.....
				8.7				
.....	s 7.20	32.0	D	....COURCELLES .WZ	BM	51	s 3.05	.....
				8.1				
.....	s 8.10	23.9	D	....ST. EVARISTE ...	VR	20	s 1.50	.....
				7.7				
.....	s 8.50	16.2	D	.....ST. EPHREM.....	RM	29	s 1.20	.....
				6.3				
.....	s 9.15	9.9	D	.....ST. VICTOR.....	VO	27	s12.55	.....
				5.5				
.....	F 9.35	4.4	....	.....ST. JULES.....	.....	Nil	F12.32	.....
				4.4				
.....	10.05	.0	DN	. TRING JCT..CKWYZ	NA	Yd.	12.20	.....
	A.M.						P.M.	
	d Daily ex. Sun.			Rule 93a applies Rules 41 and 44 apply			I Daily ex. Sun.	
	25						24	

Trains must not make movements on to C.P.R. main track at Megantic without authority of Yardmaster or Operator.

Following sidings may be occupied with cars: St. Victor, St. Ephrem, St. Evariste, Courcelles, St. Samuel and Ste. Cecile.

Passenger trains must not exceed thirty-five miles per hour on curves and forty miles per hour at any other point.

NORTHWARD TRAINS—Inferior Direction				NEWPORT SUBDIVISION			SOUTHWARD TRAINS—Superior Direction	
	First Class I Psgr. I Daily	Miles from Sherbrooke	Telegraph Offices	STATIONS	Telegraph Calls	Car Capacity Sidings	First Class 6 Psgr. d Daily	Fourth Class 62 Freight d Daily ex. Sun.
	A.M.						P.M.	A.M.
.....	5.50	40.1	DN	.....NEWPORT...CKWZ	NP	Yd.	11.30	8.35
				6.2				
.....	s 6.02	33.9	D	.....BEEBE JCT.....RZ	SK	31	11.18	8.15
	6.10			Jct. Stanstead Sub			s11.08	7.55
				3.5				
.....	F 6.16	30.4	....	.....TOMIFOBIA.....	....	32	F11.00	7.45
				4.5				
.....	F 6.23	25.9	....	.....BOYNTON.....	....	Nil	F10.52	7.25
				4.8				
.....	s 6.32	21.1	D	.....AYERS CLIFF.....	YF	31	s10.44	7.10
				4.5				
.....	.....	16.6	....	.....WOODLAND BAY	....	Nil	.....	.....
				4.2				
.....	s 6.50	12.4	....	.....NORTH HATLEY.. WZ	....	31	s10.25	6.50
				5.3				
.....	7.00	7.1	....	.....CAPELTON.....	....	47	10.16	6.20
				3.8				
.....	7.06	3.3	....	..... ADAMS.....Z	....	24	10.09	6.01
				0.4				
.....	s 7.08	2.9	DN	.....LENNOXVILLE....R	NE	Yd.	10.08	6.00
				Jct. C.N.R.				A.M.
.....	7.10	2.9	....	Jct. C.N.R. and C.P.R. ..LENNOXVILLE.....	....	....	s10.08	.....
				0.3				
.....	.....	2.6	....	C.N.R. & C.P.R. Conn.	....	....	.....	.....
.....	.....	2.6	....	C.N.R. & C.P.R. Conn.	....	....	.....	.....
				2.6				
.....	7.20	.0	DN	..SHERBROOKE .CKW	HO	....	10.00	.....
	A.M.						P.M.	
	d Daily			Rule 93a applies Rules 41 and 44 apply			I Daily	I Daily ex. Sun.
	1						6	62

C.N.R. Time Table governs between C.N.R. and C.P.R. Connection and Lennoxville.

C.P.R. Time Table governs between C.P.R. and C.N.R. Connection and Sherbrooke.

Trains may leave Lennoxville without terminal clearance providing train order signal indicates proceed.

Passenger trains must not exceed thirty-five miles per hour on curves milage 14 to mileage 19.5 and fifty miles per hour at any other point.

Trains must not exceed ten miles per hour over highway crossing, Ayers Cliff, mileage 21.

WESTWARD TRAINS—Inferior Direction			STANSTEAD SUBDIVISION			EASTWARD TRAINS—Superior Direction
Miles from Beebe Jct.	Telegraph Offices	STATIONS	Telegraph Calls	Car Capacity Sidings		
3.4	....	....Stanstead Frt. Station.....	....	Nil		
		1.0				
2.4	D	... Rock Island, Stanstead and Derby Line.....W	EB	Yd.		
		2.4				
.0	D	.....BEEBE JCT.....	SK	31		
		Rule 93a applies Rules 41 and 44 apply				

All tracks will be considered within yard limits.

SPECIAL INSTRUCTIONS

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 unoccupied.	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 thirty 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.

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 and 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.

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.

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 pickup 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 of 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.

SPECIAL INSTRUCTIONS

A.—Freight and mixed trains will be governed by the following speed limit and must not make any one mile in less than time shown for each Subdivision:—

SUBDIVISION	SPEED LIMIT	TIME FOR ONE MILE
Quebec and Levis	35 M.P.H.	1 Min. 30 Sec.
Chaudiere	30 M.P.H.	1 Min. 43 Sec.
Newport and Megantic	25 M.P.H.	2 Min. 0 Sec.
Stanstead	10 M.P.H.	5 Min. 30 Sec.

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
Exception (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

C.—In addition to the strict observance of Rule 111, freight and mixed trains will not, unless otherwise provided, run more than sixty miles without stopping for standing train inspection.

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 of 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.

BLASTING TIME IN OPEN PITS AT THETFORD MINES

Blasts will be set off daily except Sunday at the following hours:—

Open pit opposite Thetford Mines Station:—

11.40 a.m. 5.40 p.m. 11.40 p.m.

Beaver pit of the Asbestos Corporation:—

5.40 a.m. 11.40 a.m. 5.40 p.m. 11.40 p.m.

Trains handling passenger and mail cars in service will not enter blasting zone from one minute before until one minute after times mentioned.

SPEED SCHEDULE

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 "	34.94
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 " 00 "	6.00
12 " 00 "	5.00