

Canadian Pacific

RAILWAY

Atlantic Region

MONTREAL TERMINALS DIVISION

TIME 29 TABLE

Taking Effect at 12:01 a.m. Sunday, April 28, 1968

GOVERNED BY EASTERN STANDARD TIME

FOR THE INFORMATION AND GUIDANCE OF EMPLOYEES ONLY

**...INSTILL...ACHIEVE...ENDORSE...MAINTAIN
SAFETY**

R.I. STRONACH,
General Manager

D. JENKINS,
Mechanical Superintendent

TABLE OF CONTENTS

MONTREAL TERMINALS DIVISION

| | |
|-----------------------------|----|
| Northward Timetable | 1 |
| Southward Timetable | 2 |
| Train Times | 3 |
| Footnotes | 4 |
| Special Instructions | 9 |
| Diesel Unit Tonnage Ratings | 12 |
| Train Operations | 14 |
| Car Control Manual | 18 |
| Track Diagrams | 26 |

| Page | Subdivision | From | To | Miles |
|-------------|--------------------|-----------------|---------------|--------------|
| 1-2 | Adirondack | Adirondack Jct. | Hampstead | 5.5 |
| 1-2 | Adirondack | Hampstead | Outremont | 3.2 |
| 1-2 | Park Avenue | Outremont | Hochelaga | 2.0 |
| 1-2 | Westmount | Montreal | South Jct. | 4.4 |
| 1-2 | South Bank Branch | Lasalle | Cote St. Paul | <u>6.4</u> |
| | | | TOTAL | 21.5 |

TIME TABLE NO. 29, APRIL 28, 1968

| Miles from Brookport | MONTREAL TERMINALS | NORTHWARD TRAINS – INFERIOR DIRECTION | | | | | | | | | | | | | |
|----------------------|---|---------------------------------------|----------------------|-----------------------|-----------------------|-------------------------------|-------------------------|-------------------------|--------------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|------------|
| | | FIRST CLASS | | | | SECOND CLASS | | | | FOURTH CLASS | | | | | |
| | STATIONS | 221 Psgr. Daily | 41 Psgr. Daily | 223 Psgr. Daily | 201 Psgr. Daily | NJ 105 Freight Daily | 915 Freight Daily | 949 Freight Daily | PC VM11 Freight Daily | 210 Freight Daily | 211 Freight Daily | 214 Freight Daily | 212 Freight Daily | 213 Freight Daily | |
| ..... | HOCHELAGA.....YARD | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | AM 10.18 | ..... | ..... |  |
| 49.4 | OUTREMONT..... Park Avenue Sub. 2.8 | D. & H. TRAIN | ..... | D. & H. TRAIN | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10.13 | ..... | ..... |  |
| 46.6 | OLD ST. LUC.....X 0.4 | | | | | | | | | | | | 10.08 | | |
| 46.2 | HAMPSTEAD.....X 0.2 | | | | | | | | | | | | 10.03 | | |
| 46.0 | ST. LUC YARD.....YARD 0.5 | | | | | | PM 4.50 | PM 9.55 | PM 10.20 | PM 11.25 | AM 8.25 | AM 8.20 | 10.00 | AM 11.20 | PM 3.55 |
| 45.5 | ST. LUC JCT.....X 1.6 | | | | | | 4.45 | 9.50 | 10.15 | 11.20 | 7.35 | 7.20 | | 11.15 | 3.50 |
| ..... | SORTIN.....YARD | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3.40 | |
| ..... | MONTREAL.....KWZ | AM 6.36 | AM 7.56 | PM 6.46 | PM 8.10 | ..... | ..... | ..... | ..... | 7.10 | ..... | ..... | ..... | ..... |  |
| 43.9 | SOUTH JCT.....X Westmount Sub. 1.5 | 6.26 | 7.46 | 6.36 | 8.00 | 4.35 | 9.40 | 10.05 | 11.10 | 7.25 | ..... | ..... | 11.05 | ..... |  |
| 42.4 | LASALLE.....X 1.7 | 6.23 | 7.43 | 6.33 | 7.57 | 4.30 | 9.35 | 10.00 | 11.05 | ..... | ..... | ..... | 11.00 | ..... |  |
| 40.7 | ADIRONDACK JCT.....X Jct. PC RR | 6.20 | 7.40 | 6.30 | 7.54 | 4.25 | 9.30 | 9.55 | 11.00 | ..... | ..... | ..... | ..... | ..... |  |
| | STATIONS | 221 Psgr. Daily | 41 Psgr. Daily | 223 Psgr. Daily | 201 Psgr. Daily | NJ 105 Freight Daily | 915 Freight Daily | 949 Freight Daily | PC VM11 Freight Daily | 210 Freight Daily | 211 Freight Daily | 214 Freight Daily | 212 Freight Daily | 213 Freight Daily | |

Note: Train Nos. 41, 221 and 223 do not stop at Lasalle.

MONTREAL TERMINALS DIVISION FOOTNOTES ON PAGES 4,5,6,7 AND 8.

TIME TABLE NO. 29, APRIL 28, 1968

| Miles from Brookport | MONTREAL TERMINALS | SOUTHWARD TRAINS – SUPERIOR DIRECTION | | | | | | | | | | | | | |
|----------------------|---|---------------------------------------|-----------------------|----------------------|-----------------------|-------------------------|-------------------------------|-------------------------|--------------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------|
| | | FIRST CLASS | | | | SECOND CLASS | | | | FOURTH CLASS | | | | | |
| | STATIONS | 220 Psgr. Daily | 206 Psgr. Daily | 42 Psgr. Daily | 222 Psgr. Daily | 904 Freight Daily | NJ 206 Freight Daily | 908 Freight Daily | PC MV12 Freight Daily | 210 Freight Daily | 211 Freight Daily | 212 Freight Daily | 213 Freight Daily | 214 Freight Daily | |
| ..... | HOCHELAGA.....YARD | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | PM 1.10 | |
| 49.4 | OUTREMONT..... Park Avenue Sub. 2.8 | D. & H. TRAIN | ..... | ..... | D. & H. TRAIN | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1.15 | |
| 46.6 | OLD ST. LUC.....X 0.4 | | | | | | | | | | | | | | 1.20 |
| 46.2 | HAMPSTEAD.....X 0.2 | | | | | | | | | | | | | | 1.25 |
| 46.0 | ST. LUC YARD.....YARD 0.5 | | | | | | AM 5.15 | PM 8.40 | PM 9.10 | PM 11.30 | AM 5.00 | AM 5.20 | AM 7.00 | AM 10.30 | 1.28 |
| 45.5 | ST. LUC JCT.....X 1.6 | | | | | | 5.20 | 8.45 | 9.15 | 11.35 | 5.05 | 6.55 | 7.05 | 10.35 | |
| ..... | SORTIN.....YARD | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10.45 | ..... |  |  |
| ..... | MONTREAL.....KWZ | AM 8.45 | PM 6.20 | PM 7.50 | PM 10.05 | ..... | ..... | ..... | ..... | .5.25. | ..... | ..... | ..... | ..... |  |
| 43.9 | SOUTH JCT.....X Westmount Sub. 1.5 | 8.55 | 6.30 | 8.00 | 10.15 | 5.25 | 8.50 | 9.20 | 11.40 | 5.10 | ..... | 7.10 | ..... | ..... |  |
| 42.4 | LASALLE.....X 1.7 | 8.58 | 6.33 | 8.03 | 10.18 | 5.30 | 8.55 | 9.25 | 11.45 | ..... | ..... | 7.15 | ..... | ..... |  |
| 40.7 | ADIRONDACK JCT.....X Jct. PC RR | 9.01 | 6.36 | 8.06 | 10.22 | 5.35 | 9.00 | 9.30 | 11.50 | ..... | ..... | ..... | ..... | ..... |  |
| | STATIONS | 220 Psgr. Daily | 206 Psgr. Daily | 42 Psgr. Daily | 222 Psgr. Daily | 904 Freight Daily | NJ 206 Freight Daily | 908 Freight Daily | PC MV12 Freight Daily | 210 Freight Daily | 211 Freight Daily | 212 Freight Daily | 213 Freight Daily | 214 Freight Daily | |

Note: Train Nos. 42, 220 and 222 do not stop at Lasalle.

MONTREAL TERMINALS DIVISION FOOTNOTES ON PAGES 4,5,6,7 AND 8.

TIME TABLE NO. 29, APRIL 28, 1968

TIMES SHOWN BELOW FOR INFORMATION ONLY

| TRAIN NO. | THR. | CREW | DESTINATION/ORIGIN | STATIONS | | | | | |
|-----------|------|------|--------------------|------------|---------|--------|---------|-----------|----------|
| | | | | Adir. Jct. | Lasalle | Sortin | St. Luc | Hochelaga | Montreal |
| 210 | B | WM | To Montreal | AM | AM | | AM | | AM |
| 904 | A | AS | To Adir. Jct. 4 | 5:35 | 5:30 | | 5:15 | | 5:25 |
| 211 | S | SL | To Mount Royal | | | | 5:20 | | |
| 221 (D&H) | A | AS | From Adir. Jct. 4 | 6:20 | 6:23 | | | | 6:36 |
| 222 Power | A | AS | Shop to Montreal | | | | 6:30 | | 6:53 |
| 212 | A | LH | To Lasalle | | 7:15 | | 7:00 | | |
| 210 | B | WM | From Montreal | | | | 8:25 | | 7:10 |
| 41 | B | AS | From Adir. Jct. 1 | 7:40 | 7:43 | | | | 7:56 |
| 222 (D&H) | B | AS | To Adir. Jct. 1 | 9:01 | 8:58 | | | | 8:45 |
| 221 Power | B | AS | Montreal to Shop | | | | 9:33 | | 9:10 |
| 41 Power | B | AS | Montreal to Shop | | | | 9:58 | | 9:35 |
| 214 | A | LH | To Hochelaga | | | | 10:00 | AM | 10:18 |
| 213 | B | AS | To Sortin | | | AM | 10:45 | | 10:30 |
| 212 | A | LH | From Lasalle | | 11:00 | | 11:20 | | |
| 214 | A | LH | From Hochelaga | | | | PM | PM | 1:28 |
| 213 | B | AS | From Sortin | | | PM | 3:40 | | 3:55 |
| NJ 105 | A | AS | From Adir. Jct. 2 | 4:25 | 4:30 | | 4:50 | | PM |
| 42 Draft | A | WM | To Adir. Jct. 2 | 5:16 | 5:13 | | | | 5:00 |
| 206 power | B | AS | Shop to Montreal | | | | 5:20 | | 5:43 |
| 42 Power | B | AS | Shop to Montreal | | | | 6:05 | | 6:28 |
| 206 | B | AS | To Adir. Jct. 1 | PM | PM | | 6:36 | | 6:20 |
| 223 D&H | A | AS | From Adir. Jct. 1 | 6:30 | 6:33 | | | | 6:46 |
| 222 Power | B | AS | Shop to Montreal | | | | 6:50 | | 7:13 |
| 42 | A | AS | To Adir. Jct. 1 | 8:06 | 8:03 | | | | 7:50 |
| 201 | B | AS | From Adir. Jct. 1 | 7:54 | 7:57 | | | | 8:10 |
| 201 Power | B | AS | Montreal to Shop | | | | 8:18 | | 7:55 |
| 223 Power | A | AS | Montreal to Shop | | | | 8:33 | | 8:10 |
| NJ 206 | B | AS | To Adir. Jct. 2 | 9:00 | 8:55 | | 8:40 | | |
| 908 | B | AS | To Adir. Jct. 5 | 9:30 | 9:25 | | 9:10 | | |
| 915 | A | AS | From Adir. Jct. 4 | 9:30 | 9:35 | | 9:55 | | |
| 949 | A | AS | From Adir. Jct. 5 | 9:55 | 10:00 | | 10:20 | | |
| 222 D&H | B | AS | To Adir. Jct. 4 | | | | 10:05 | | 10:22 |
| PC VM11 | A | AS | From Adir. Jct. 3 | 11:00 | 11:05 | | 11:25 | | |
| PC MV12 | B | AS | To Adir. Jct. 3 | 11:50 | 11:45 | | 11:30 | | |

THROTTLES:

A = Mainline "A" (red)
 B = Mainline "B" (green)
 S = St. Luc Yard (yellow)
 BR = Branch (white)

CREWS:

LH = Lasalle/Hochelaga
 AS = Adirondack Subdivision
 SL = St. Luc Yard
 WM = Westmount Subdivision

MONTREAL TERMINALS DIVISION FOOTNOTES

- 1 All trackage in the Montreal Terminals is within yard limits. Unless authorized by Form "R" train order, movements against the current of traffic within yard limits must not be made except as authorized by the Yardmaster or Traffic Supervisor.
- 2 All main tracks Montreal Terminals are within interlocking limits. These interlocking limits also include Old St. Luc Track Nos. 1 and 2 between Hampstead and Old St. Luc; St. Luc Yard Track No. 1 between St. Luc Jct. and Hampstead; and the Independent Lead at Old St. Luc.
- 3 When necessary to pass an interlocking signal indicating "STOP", which governs movements over dual control switches, Rule 663 will govern and "fully informed of the situation" must include whether or not second paragraph of U.C.O.R. 104B is to be complied with, in which case instructions must be in writing.
- 4 In territory where Rules 605-673 are in effect, movements must not enter on, foul, nor re-enter interlocking territory after having cleared it, except by signal indication or until permission has been obtained from the signalman.
- 5 In territory where Rules 605-673 are in effect, movements must not clear the main track at non-electrically locked hand operated switches at locations listed in these footnotes. When switching movements are made through such switches, the switch must be left open until switching completed and movement has returned to the main track.
- 6 The number of powered axles on a train must not exceed 18.

7 PARK AVENUE SUBDIVISION

Hochelaga

- A Switches will be left lined for movement from the Main Track to Track No. 3.
- B Cars must not be left standing on Track Nos. 2 or 3, except during switching moves.
- C The switch for Elevator No. 4 (Track No.1) will be left lined in the normal position.
- D The switch for Robin Hood Flour (Track No. 4) and St. Lawrence Sugar (Track No. 5) will be left lined for St. Lawrence Sugar.
- E The crossover will be left lined in the normal position.

- F Robin Hood Flour, Elevator No. 4 and St. Lawrence Sugar will be switched by the National Harbours Board.
- G When switching Robin Hood Flour, Elevator No. 4 and St. Lawrence Sugar engines must not stop and idle inside the unloading or loading sheds.
- H Train crews whenever possible must conduct switching moves so as not to have to pass Signal 494A and occupy the Main Track Adirondack Subdivision. If required, once such a move has been completed the conductor will notify the Traffic Supervisor immediately. Before re-entering the Main Track Adirondack Subdivision the conductor will again contact the Traffic Supervisor so that the signal can be displayed.
- I Six-axle diesel units are prohibited on the St. Lawrence Sugar Track (Track No. 5).
- J Cars longer than 60 feet in overall length are prohibited on the St. Lawrence Sugar Track (Track No. 5).
- K The Hochelaga Switcher and National Harbours Board engines will tie up clear of Track Nos. 2 and 3.
- L Outbound trains will be made up on Track Nos. 2 and 3 so as not to block the Elevator No. 4 private access road crossing. After doubling, if the train will be delayed in departing for longer than ten minutes it must be cut so as not to block the crossing

8 ADIRONDACK SUBDIVISION

- A Old St. Luc, Hampstead, St. Luc Jct., South Jct. and Lasalle are interlockings.

Lasalle

- B Electrically locked hand operated switch located at mileage 42.3 on the Northward Track.
- C The switch at the north end of the Track No. 1 leading to the South Bank Branch will be treated as a main track switch. The normal position will be for movement from Track No. 1 to the South Bank Branch.
- D Switches on the Building Products Lead will be left lined in the normal position.

Continued on Page 5

MONTREAL TERMINALS DIVISION FOOTNOTES – *Continued*

- E** Before moving tank cars from the Building Products oil and asphalt unloading stations on Track No. 2 the crew must stop at the “STOP” sign and insure that all hoses have been disconnected and it is safe to move the cars.
- F** Cars must not be left standing on Track No. 3 or the Building Products Lead north of the General Foods track switch, except during switching moves.
- G** Cars must not be left blocking the Building Product’s access road, except during switching moves.
- H** Before moving tank cars from Fleischmann’s unloading station the crew must stop at the “STOP” sign and insure that all hoses have been disconnected and it is safe to move the cars.
- I** Cars being set off at Lasalle by road train crews will be left on Track No. 3.
- J** Switching moves requiring use of the Northward Track Adirondack Subdivision must be kept to a minimum. When required, the conductor will notify the Traffic Supervisor so that the route can be lined for movement from the yard and the signal displayed. When use of the Northward Track has been completed, the conductor will again contact the Traffic Supervisor.
- K** The Lasalle Switcher will tie up in Lasalle Yard, clear of Track No. 1.

South Bank Branch

- L** Six-axle diesel units are prohibited on the South Bank Branch and must not enter the tunnel.
- M** The switch at the south end of Cote St. Paul Yard will be left lined for movement from the South Bank Branch Spur Track to Track No. 2.
- N** Cars left on Track No. 1 Cote St. Paul must be placed in the clear between the crossover and the switch at the south end of the yard, so that the Dosco engine can move out of the Dosco Furnace Building track and onto either end of the cut of cars.
- O** The Cote St. Paul Yard crossover will be left lined in the normal position.
- P** The switch for the Dosco Furnace Building track will be left lined in the normal position.

- Q** The switch for the Dosco Rolling Mill track will be left lined in the normal position.
- R** Cars must not be left standing on Track No. 2, except during switching moves.
- S** Passenger equipment is prohibited on the South Bank Branch.
- T** Cars greater than 65 feet overall length are prohibited on the South Bank Branch due to tight clearance in the tunnel.
- U** Before proceeding to Cote St. Paul the conductor will contact the Traffic Supervisor for clearance to insure Dosco switching moves are not fouling Track No. 2.
- V** The Dosco engine will tie up on Dosco tracks clear of Cote St. Paul Yard tracks.
- W** Before moving tank cars from the Dosco unloading station on Track No. 1 the crew must stop at the “STOP” sign and insure that all hoses have been disconnected and it is safe to move the cars.
- X** Cars must not be left standing on the South Bank Branch Spur Track, except during switching moves. When left standing in the tunnel during switching moves the cut of cars must be long enough to be clearly visible from both ends of the tunnel or protection provided.

9 SORTIN

- A** All switches on the Sortin Lead and the Freight Shed Lead will be left lined for Track No. 3.
- B** Engines must not operate inside the building at Smith Transport or idle under the loading dock canopies at Northern Electric and Domtar.
- C** The Northern Electric Lead switches will be left lined for the Smith Transport Track.
- D** Six-axle diesel units are prohibited in Sortin.
- E** Passenger equipment is prohibited in Sortin.
- F** Cars must not be left standing on Track No. 3, the Sortin Lead or the Freight Shed Lead except during switching operations.

Continued on Page 6

MONTREAL TERMINALS DIVISION FOOTNOTES – *Continued*

- G** Before moving tank cars from the Domtar unloading station the crew must stop at the “STOP” sign and insure that all hoses have been disconnected and it is safe to move the cars.
- H** During switching moves public crossings on Norman Street, Richer Street and 12th Avenue must not be blocked for longer than 10 minutes.
- I** All moves over public and private road crossings in Sortin must be protected by a member of the crew. All movements must come to a stop before proceeding to occupy the crossing.
- J** Cars 50 feet or longer and equipped with cushion underframe draft gear must not be coupled together but must be separated from each other by a 40 foot or shorter car with standard draft gear due to the sharp curves. Extreme caution must be exercised when negotiating Sortin trackage due to the sharp curves.
- K** When pushing cars after uncoupling, the bodies of the couplers must be properly aligned in the delayed action position so as to prevent derailments on sharp curves due to lateral forces on the outside of the couplers if misaligned

10 ST. LUC YARD

Outbound Trains

- A** Trains will be made up on the following tracks and blocked in accordance with operating instructions:
 210 -Track No. 5
 211- Old St. Luc Track No. 1
 212- Track No. 2
 213- Track No. 3
 214- Track No. 4
 904- Track No. 1
 908 - Track No. 2 (tail end) & No. 4 (head end)
 NJ - Track No. 3 south (tail) & No. 6 (head end)
 PC - Track No. 3 (tail end) & No. 5 (head end)
- B** When a train is made up on two tracks, the head end will be on the shorter track to minimise the length of the reverse move to double.
- C** Crews of outbound trains will come on duty and pick up road power at the Diesel Shop.
- D** Power for southward, outbound trains will proceed to the Departure Yard using the West Loop.
- E** Southward, outbound trains will proceed through the Wentworth Lead to the Southward Track Adirondack Subdivision, unless directed otherwise by the Yardmaster.

- F** Northward, outbound trains will proceed through Track No. 2 Old St. Luc and the Old St. Luc Crossover to the Main Track Adirondack Subdivision, unless directed otherwise by the Yardmaster.
- G** A pull-by inspection will be made of all southward, outbound trains at the Yard Office and northward outbound trains at the Hampstead Tower.

Inbound Trains

- H** Train crews are responsible for yarding inbound trains in accordance with instructions from the Yardmaster. Once cars have been dropped, the train crew will move the power to the Coal Chute Service Tracks before going off duty.
- I** Northward, inbound trains from the Adirondack Subdivision will arrive on Track No. 1 using the Mainline Wentworth, unless directed otherwise by the Yardmaster.
- J** Trains arriving on Track No. 1 must stop clear of the yard access road crossing. When cutting off the train three cars lengths must be left clear between the head end and the access road crossing.
- K** Northward, inbound trains from the Adirondack Subdivision or Sortin must not pass signals 452A, 452B or 452C at St. Luc Jct., regardless of signal indication, unless yarding instructions have been obtained from the Yardmaster or the switch tender. Trains will proceed into the yard only after instructions have been received.
- L** Southward, inbound trains from Hochelaga must not pass signal 469A at Old St. Luc, regardless of signal indication, unless yarding instructions have been obtained from the Yardmaster or the switch tender. Trains will proceed into the yard only after instructions have been received.

Switching

- M** Switching of yard tracks Nos. 1 to 6 will be at the north end with pull down on Old St. Luc Track No. 2 and the Independent Lead. When required to switch yard tracks Nos. 2 to 6 from the south end pull down will be on the on the Wentworth Lead and the Sortin Lead.
- N** Cars must not be left standing on the West Loop, Flat Lead or Wentworth Lead except during switching moves.

Continued on Page 7

MONTREAL TERMINALS DIVISION FOOTNOTES – Continued

- O** During switching moves the Diesel Shop access road crossing must not be blocked for longer than 10 minutes.
- P** Yard crews whenever possible must conduct switching moves so as not to have to pass Signal 494B and occupy the Main Track Park Avenue Subdivision. If required, once such a move has been completed, the conductor will notify the Traffic Supervisor immediately. Before re-entering the Main Track Park Avenue Subdivision, the conductor will again contact the Traffic Supervisor so that the signal can be displayed.
- Q** The St. Luc Yard Switcher will tie up on the Independent Lead.
- R** Switching fuel and sand cars at the Coal Chute will be performed by the St. Luc Switcher.
- S** Vans will be switched out and moved to the Van Siding before switching inbound trains.
- T** Switches will be left lined for movement from the West Loop to the Wentworth Lead.
- U** Switches will be left lined for movement from the Flat Lead to the West Loop.
- V** The Hampstead Crossover will be left lined for movement from Old St. Luc Track No. 2 to the Flat Lead.
- W** The Grinnell Track switch will be left lined for Old St. Luc Track No. 1.
- X** The Old St. Luc Crossover will be left lined for movement from Old St. Luc Track No. 2 to the Independent Lead.
- Y** Cars left on Track Nos. 7, 8 & 9 must not block the Car Department access road crossing, except during switching moves.

11 DIESEL SHOP AND ROUNDHOUSE

- A** Shop Lead switches will be left lined for movement from the Shop Lead to the Roundhouse Lead unless a unit is left on the Roundhouse Lead south of the access road crossing.
- B** The Coal Shute switch will be left lined for Coal Chute Service Track No. 1
- C** The turntable will be left lined for Coal Chute Service Track No. 1 with the guide plates locked in place.

- D** Diesel units must come to a stop before entering the shop.
- E** Diesel units off inbound trains will be fuelled, sanded and watered at the Coal Chute Service Tracks. Once serviced, units will be moved by the Diesel Shop Hostler into the Diesel Shop or Roundhouse for running repairs.
- F** Diesel units assigned to outbound trains will be parked on the Ready Tracks in front of the Diesel Shop so as to leave room on the Shop Lead, north of the Roundhouse Lead switch, for movement of a three-unit lashup from the Coal Chute to the West Loop.
- G** Diesel units parked on the Ready Tracks in front of the Diesel Shop will not to block the access road crossing.
- H** Before moving tank cars from the Coal Chute diesel fuel unloading station the crew must insure that all hoses have been disconnected and it is safe to move the cars.
- I** When not being unloaded at the sanding tower, hopper cars must be moved to the south end of Coal Chute Service Track No. 2 and coupled to the tank cars at the diesel fuel unloading station.

12 MOUNT ROYAL INDUSTRIAL AREA

- A** All Mount Royal Industrial Area switches on St. Luc Track No.1 will be left lined in the normal position.
- B** Engines must idle under the loading dock canopy at Grinnell.
- C** Before moving tank cars from the Grinnell unloading station the crew must insure that all hoses have been disconnected and it is safe to move the cars

13 WESTMOUNT SUBDIVISION

- A** Windsor Station is interlocking.
- B** The Express Track switch will be left lined in the reverse position.
- C** The Windsor Station Crossover from Track No. 1 to Track No. 2 will be left in the normal position.
- D** Windsor Station switches will be left lined for movement from Track No. 1 to the Main Track.

Continued on Page 8

MONTREAL TERMINALS DIVISION FOOTNOTES – *Continued*

- E** The Glen Yard Switcher will tie up on the St. Henry Lead, except before the arrival of No. 210, when it will be on Track No. 3.
- F** Cars at Imperial Tobacco will be spotted so as to leave room for the Glen Yard Switcher to tie up on the St. Henry Lead.
- G** Inbound passenger trains must stop 5 feet before the end of track bumper.
- H** When drafts of passenger cars are to be turned at Adirondack Jct. the number of cars must not exceed five and the engine must be leading upgrade from Lasalle to South Jct. and from South Jct. to Montreal.
- I** During switching moves, when pushing passenger cars upgrade from the Main Track through the switches to Windsor Station Track Nos. 1, 2 or 3, the number of cars must be limited to five and the maximum speed must not exceed 5 miles per hour.
- J** Rail Diesel Cars will be serviced at St. Luc Yard Diesel Shop.
- K** Under Air Brake Rule 31, form 582 (Running Test), it is necessary for enginemen on all passenger trains to make sufficient application of the brakes to ascertain that brakes are in operating condition approaching the first switch at the entrance to Windsor Station. In order to have a uniform practice in this territory, this test is to be made prior to arriving at Signal 3D.
- L** Interlocking at Windsor Station is equipped with power switches which are not dual controlled. Accordingly, Rule 104B does not apply.
- M** Power for outbound passenger trains will come to a stop 10 feet from the train and proceed to couple up only upon instructions from a crew member after verifying that passengers are not embarking.
- N** Electrically locked hand operated switch located at mileage 0.5 on the Main Track.

THIS SPACE INTENTIONALLY LEFT BLANK

THIS SPACE INTENTIONALLY LEFT BLANK

SPECIAL INSTRUCTIONS

A. SPEED LIMITS

a. Passenger trains and light engines will, unless otherwise provided, be governed by the following speed limits:

| | |
|-------------------------|-----------|
| Adirondack Subdivision | 30 M.P.H. |
| Park Avenue Subdivision | 20 M.P.H. |
| Westmount Subdivision | 25 M.P.H. |

b. Freight trains will, unless otherwise restricted, be governed by the following speed limits:

| | |
|-------------------------|-----------|
| Adirondack Subdivision | 25 M.P.H. |
| Park Avenue Subdivision | 15 M.P.H. |
| Westmount Subdivision | 20 M.P.H. |

B. PERMANENT SLOW ORDERS

The following maximum permissible speed limits shall apply to passenger and freight trains, and light engines – M.P.H.:

Adirondack Subdivision

When negotiating switches or crossovers at the following interlockings:

| Location | Mileage | Miles per Hour |
|-----------------|--------------|----------------|
| Old St. Luc | 46.6 to 46.9 | 15 |
| Hampstead | 46.2 to 46.3 | 15 |
| St. Luc Jct. | 45.2 to 45.5 | 15 |
| South Jct. | 43.9 to 44.6 | 15 |
| Lasalle | 42.3 to 42.7 | 15 |
| Adirondack Jct. | 40.7 | 15 |

Trains reversing from Adirondack Jct. to St. Luc Jct. 15

All movements within Sortin Restricted speed and not to exceed 10

All movements in Lasalle Yard and on South Bank Branch Restricted speed and not to exceed 10

Park Avenue Subdivision

Trains reversing from St. Luc Yard to Hochelaga 15

Westmount Subdivision

Trains reversing from Montreal to South Jct. 15

All trackage within Windsor Station and St. Henry 10

St. Luc Yard

All movements within yard Restricted speed and not to exceed 15

C. BURRO CRANES AND OTHER SIMILAR EQUIPMENT

Equipment, such as Burro Cranes and other similar machines, because of their short wheel base and light weight, cannot be depended on to operate signal systems and such machines should be operated and protected in the following manner:

Continued on Page 10

SPECIAL INSTRUCTIONS – *Continued*

- a. At Interlocking (Manual or Remotely Controlled) – Obtain authority from signalman who must block levers until the movement is reporting clear of the signal protecting the interlocking in the opposite direction.
- b. Over Power Operated Switches – Movement must not exceed 4 miles per hour.

D. SPERRY DETECTOR CARS

Sperry Detector Cars WHEN TESTING cannot be depended on to operate signal systems and such cars should be operated and protected in the following manner:

- a. At Interlocking (Manual or Remotely Controlled) – Obtain authority from signalman who must block levers until the movement is reporting clear of the signal protecting the interlocking in the opposite direction.
- b. Over Power Operated Switches – Movement must not exceed 4 miles per hour.

E. ROLL-BY INSPECTIONS

A roll-by inspection of all trains must be made by train crews and other railway employees who are trackside and in a position to observe the condition of a passing train. Any defects or unsafe conditions are to be reported immediately to the crew of the train being inspected and to the Traffic Supervisor.

F. CAR MARSHALLING - FREIGHT TRAINS

When train length exceeds fifteen cars, those in excess of 65 feet overall length must be marshalled in the rear half of the train and must not be coupled to cars shorter than 40 feet overall length.

Loaded tank cars of flammable commodities must be separated from the engine and van by at least two cars that are not loaded tank cars.

When loaded with pipes, rail, poles or steel beams, flat cars without bulkheads and gondolas where the load is above the ends, must be separated from the engine and van by a full height car.

Business and passenger cars must be marshalled at the tail end of the train ahead of the van.

G. SWITCHING

When pushing cars after uncoupling, the bodies of the couplers must be properly aligned in the delayed action position so as to prevent derailments on sharp curves and through switches. Excessive lateral forces on the outside of the couplers, if misaligned, can cause the car being pushed to derail. When pushing cars through switches and curves with couplers in the delayed action position the maximum speed must not exceed 5 miles per hour.

H. TRACK CIRCUITS, THROTTLE ASSIGNMENTS AND TRAIN ROUTING

Throttles:

Trains will be operated using the throttles listed in the Train Operations Manual unless directed otherwise by the Traffic Supervisor. There are four throttles;

- Mainline “A” (red) – all subdivisions
- Mainline “B” (green) – all subdivisions
- St. Luc (yellow) – St. Luc Yard & Sortin
- Branch (white) – Westmount and Park Avenue subdivisions, Lasalle and South Bank Branch

Train Routing - Main Tracks:

The Traffic Supervisor will set up track circuits and line switches for the route to be used for trains operating on the Main, Northward and Southward Tracks and Adirondack Jct. Tracks 1, 2, 3, 4, and 5 of the Adirondack Subdivision and the Main Track Park Avenue Subdivision. The Traffic Supervisor will reset track circuits to the "off" position and line switches to the normal position after the train has cleared the circuits.

Continued on Page 11

SPECIAL INSTRUCTIONS – *Continued*

Train Routing - Branches and Yards other than St. Luc Yard:

Train crews operating in Hochelaga, South Bank Branch, Lasalle, Sortin, St. Henry, and Montreal will be responsible for operating on the assigned track circuit and lining switches for the route to be used once permission to occupy the territory within the prescribed limits has been received from the Traffic Supervisor.

When work within the limits has been completed train crews will reset track circuits to the "off" position and line switches to the normal position or that specified in the Montreal Terminals Division footnotes. Tracks circuits must be released without delay when requested by the Traffic Supervisor for operation of trains by order of class and superiority.

Train Routing - St. Luc Yard:

Movements within the yard will be controlled by the St. Luc Yard Yardmaster. Train, switcher, and hostler crews will be responsible for operating on the track or tracks assigned and lining switches for the route to be used once permission to occupy the track or tracks has been received from the Yardmaster. When work on the track or tracks has been completed, train crews will reset track circuits to the "off" position and line switches to the normal position or that specified in the Montreal Terminals Division footnotes.

THIS SPACE INTENTIONALLY LEFT BLANK

MONTREAL TERMINALS DIVISION DIESEL UNIT TONNAGE RATINGS

FREIGHT AND PASSENGER SERVICE

The following tonnage ratings apply to Canadian Pacific and foreign road diesel units operating in the direction listed on the Adirondack (northward), Park Avenue (southward) and Westmount (northward) Subdivisions. When determining train tonnage the following average, loaded car weights will be used.

| CAR TYPE | TONS |
|-----------|------|
| 40 ft. | 85 |
| 50 ft. | 105 |
| Van | 25 |
| Passenger | 100 |

Locomotive control system is DC only. Diesel units must be operated in multiple unit lashups subject to their having the same M.U. control type. The maximum number of powered axles on a train is 18.

| DIESEL UNITS | | | |
|--------------|------------------|-----------|------|
| CLASS | NUMBERS | M.U. TYPE | TONS |
| DPA-17a | 1410 | 1 | 935 |
| DPA-22a | 1800 | 6 | 1200 |
| DFA-15b | 4015 | 2 | 765 |
| DFA-16a | 4042 | 1 | 935 |
| DFA-15f | 4075 | 4 | 935 |
| DFA-16e | 4083 | 1 | 935 |
| DFA-16f | 4094 | 1 | 935 |
| DRF-24a | 4200 | 1 | 1190 |
| DRF-24b | 4225, 4231 | 1 | 1190 |
| DRF-24c | 4241 | 1 | 1190 |
| DFB-15b | 4410 | 2 | 765 |
| DRF-30c | 4500, 4503, 4506 | 1 | 1190 |
| DS-6b | 6515 | 8* | 510 |
| DS-10a | 7013 | 1* | 765 |
| DS-10b | 7015, 7024 | 7* | 1105 |
| DS-10c | 7034, 7040 | 7* | 1105 |
| DS-10e | 7061 | 1* | 765 |
| DS-10h | 7091 | 1* | 765 |
| DS-10m | 7111 | 7* | 1105 |
| DS-12a | 7405 | 8 | 510 |
| DRS-12c | 8156 | 1 | 765 |
| DRS-15a | 8401, 8403 | 1 | 850 |
| DRS-15b | 8406, 8407 | 1 | 1190 |
| DRS-16f | 8577 | 5 | 850 |
| DRS-16g | 8590, 8596 | 5 | 850 |
| DRS-18a | 8729, 8742 | 5 | 850 |
| DRS-18b | 8770, 8788 | 1 | 1190 |
| DRS-24a | 8900 | 1 | 1445 |
| DRS-24b | 8914 | 1 | 1445 |
| DRS-24e | 8921 | 1 | 1445 |

* Units are not equipped for M.U. operation but the M.U. types must be compatible when units are being moved dead in tow or used in pusher service.

Continued on Page 13

MONTREAL TERMINALS DIVISION DIESEL UNIT TONNAGE RATINGS – Continued

| DIESEL UNITS | | | |
|------------------------------------|----------------|------------------|---------------|
| CLASS | NUMBERS | M.U. TYPE | TONS** |
| Bangor and Aroostook | | | |
| GP7 | 72 | 1 | 1190 |
| Bessemer and Lake Erie | | | |
| W-4-A3 | 728A | 5 | 850 |
| RSD-15 | 885 | 1 | 1360 |
| Boston and Maine | | | |
| DS-4b | 1260 | 1* | 765 |
| DRS-1d | 1535, 1536 | 1 | 1190 |
| DRS-3b | 1560 | 1 | 1190 |
| DRS-3b | 1561 | 1 | 935 |
| DF-3b | 4265A, 4265B | 1 | 1190 |
| Chicago Great Western | | | |
| F3A | 110A | 1 | 1190 |
| F3B | 110B | 1 | 1190 |
| Delaware and Hudson | | | |
| P-20 | 16, 18, 19 | 1 | 1200 |
| GRF-30 | 762 | 1 | 1360 |
| DES-10 | 3035 | 7* | 1105 |
| ARS-15 | 4050, 4051 | 5 | 850 |
| ARS-16 | 4110, 4121 | 1 | 1190 |
| AES-18 | 5000, 5001 | 1 | 1190 |
| Lake Superior and Ishpeming | | | |
| RS-3 | 1605 | 1 | 1190 |
| National Harbours Board | | | |
| S-3 | D-4 | 7* | 1105 |
| Penn Central | | | |
| EF15 | 1745, 3460 | 1 | 1190 |
| GF25 | 2543 | 1 | 1190 |
| EF30 (NYC) | 3046, 3090 | 1 | 1190 |
| EF30 | 3106, 3111 | 1 | 1190 |
| EF25 | 6012 | 1 | 1190 |
| GF33 | 6545, 6549 | 1 | 1360 |
| Peco | | | |
| RS-27 | 900 | 1 | 1190 |
| Union Pacific | | | |
| FA-1 | 1624, 1643 | 1 | 765 |
| FB-1 | 1624B, 1642C | 1 | 765 |
| C-630 | 2905, 2909 | 1 | 1190 |

* Units are not equipped for M.U. operation but the M.U. types must be compatible when units are being moved dead in tow or used in pusher service.

**All foreign road, four-axle, diesel road switchers not listed above will be rated at 935 tons.

THIS SPACE INTENTIONALLY LEFT BLANK

TRAIN OPERATIONS

ALL TRAINS MUST BE OPERATED IN ACCORDANCE WITH THE PROCEDURES CONTAINED IN THIS SECTION AND THE MONTREAL TERMINALS DIVISION TRAIN OPERATIONS MANUAL, UNLESS OTHERWISE ADVISED BY SPECIAL BULLETIN OR BY AUTHORITY OF THE TRAFFIC SUPERVISOR.

GENERAL RULES:

- 1 Crews of freight trains originating at St. Luc Yard will come on duty at the Diesel Shop. Crews will be advised by the Yardmaster of the track or tracks on which their trains are made up. Crews will double trains as required.
- 2 Crews of trains terminating at St. Luc Yard will be advised by the Yardmaster of the track or tracks on which to yard their trains. Crews will proceed with the power to the Coal Chute Service Tracks where they will go off duty.
- 3 The St. Luc Yard Diesel Shop Hostler will make all movements of units within the Diesel Shop, Roundhouse and Coal Chute Service Track areas.
- 4 The St. Luc Yard Switcher will go on and off duty on the Independent Lead.
- 5 The Windsor Station Switcher will go on and off duty on the St. Henry Lead or Windsor Station Track No. 3.
- 6 Crews of outbound passenger trains will go on duty at the St. Luc Yard Diesel Shop. Crews will proceed with the power to Windsor Station to pick up trains.
- 7 Crews of inbound passenger trains will proceed with the power from Windsor Station to the St. Luc Yard Coal Chute Service Tracks where the crew will go off duty.
- 8 Napierville Jct. Railway power will not be fuelled at the St. Luc Yard Diesel Shop.
- 9 Penn Central power will not be fuelled at the St. Luc Yard Diesel Shop.
- 10 Boston & Maine pool power from Train No. 915 will be serviced at the St. Luc Yard Diesel Shop.
- 11 Delaware & Hudson passenger train power will not be fuelled at the St. Luc Yard Diesel Shop. Units with steam generators will be watered.
- 12 For details of train operations, refer to the Montreal Terminals Division Train Operations Manuals A to F. The following is for information only.

FIRST CLASS PASSENGER TRAINS

NO. 41 - SAINT JOHN TO MONTREAL - "THE ATLANTIC LIMITED"

Operates daily from Saint John to Montreal with baggage, coach, dome, sleeper, and dining car service.

NO. 42 - MONTREAL TO SAINT JOHN - "THE ATLANTIC LIMITED"

Operates daily from Montreal to Saint John with baggage, coach, dome, sleeper, and dining car service.

NO. 201 - MEGANTIC TO MONTREAL

Operates daily from Megantic to Montreal with Rail Diesel Car (RDC) service.

NO. 206 - MONTREAL TO MEGANTIC

Operates daily from Montreal to Megantic with Rail Diesel Car (RDC) service.

NO. 220 (DELAWARE & HUDSON NO. 34) - MONTREAL TO ALBANY - "THE LAURENTIAN"

Operates daily from Montreal to Albany with baggage, coach and dining car service using D&H power, and D&H and Penn Central cars.

Continued on Page 15

TRAIN OPERATIONS – *Continued*

NO. 221 (DELAWARE & HUDSON NO. 9) - ALBANY TO MONTREAL - “THE MONTREAL LIMITED”

Operates daily from Albany to Montreal with baggage, coach, sleeper and parlour car service using D&H power, and D&H and Penn Central cars.

NO. 222 (DELAWARE & HUDSON NO. 10) - MONTREAL TO ALBANY - “THE MONTREAL LIMITED”

Operates daily from Montreal to Albany with baggage, coach, sleeper and parlour car service using D&H power, and D&H and Penn Central cars.

NO. 223 (DELAWARE & HUDSON NO. 35) - ALBANY TO MONTREAL - “THE LAURENTIAN”

Operates daily from Albany to Montreal with baggage, coach and dining car service using D&H power, and D&H and Penn Central cars.

SECOND CLASS FREIGHT TRAINS

NO. 904 - ST. LUC TO WELLS RIVER

Operates daily from St. Luc Yard to Wells River with cars from transfers and Penn Central interchange for Farnham, Newport, St. Johnsbury (Maine Central interchange), and Wells River (Boston & Maine interchange). Pool power and van are Canadian Pacific and Boston & Maine. The train does no work between St. Luc Yard and Adirondack Jct.

NO. 908 - ST. LUC TO SAINT JOHN

Operates daily from St. Luc Yard to Saint John with cars from transfers and Napierville Junction interchange for Farnham, Sherbrooke, Brownville Jct. (Bangor & Aroostook interchange), and Saint John. The train does no work between St. Luc Yard and Adirondack Jct.

NO. 915 – WELLS RIVER TO ST. LUC

Operates daily from Wells River to St. Luc Yard with cars for transfers and Penn Central interchange, from Farnham, Newport, St. Johnsbury (Maine Central interchange), and Wells River (Boston & Maine interchange). Pool power and van are Canadian Pacific and Boston & Maine. The train does no work between Adirondack Jct. and St. Luc Yard.

NO. 949 - SAINT JOHN TO ST. LUC

Operates daily from Saint John to St. Luc Yard with cars for transfers and Napierville Junction interchange from Farnham, Sherbrooke, Brownville Jct. (Bangor & Aroostook interchange), and Saint John. The train does no work between Adirondack Jct. and St. Luc Yard.

NAPIERVILLE JUNCTION NO. 105 - ROUSES POINT TO ST. LUC

Operates daily from Rouses Point (Delaware & Hudson interchange) to St. Luc Yard with cars for transfers and interchange for No. 908. Power and van are Napierville Junction. or Delaware & Hudson. The train does no work between Adirondack Jct. and St. Luc Yard.

NAPIERVILLE JUNCTION NO. 206 - ST. LUC TO ROUSES POINT

Operates daily from St. Luc Yard to Rouses Point (Delaware & Hudson interchange) with cars from transfers and interchange from No. 949. Power and van are Napierville Junction or Delaware & Hudson. The train does no work between St. Luc Yard and Adirondack Jct.

PENN CENTRAL NO. VM11 - DEWITT YARD (SYRACUSE) TO ST. LUC

Operates daily from Dewitt Yard (Syracuse) to St. Luc Yard with cars for transfers and interchange for No. 904. Power and van are Penn Central. The train does no work between Adirondack Jct. and St. Luc Yard.

PENN CENTRAL NO. MV12 - ST. LUC TO DEWITT YARD (SYRACUSE)

Operates daily from St. Luc Yard to Dewitt Yard (Syracuse) with cars from transfers and interchange from No. 915. Power and van are Penn Central. The train does no work between Adirondack Jct. and St. Luc Yard.

Continued on Page 16

TRAIN OPERATIONS – *Continued*

FOURTH CLASS FREIGHT TRAINS (TRANSFERS)

NO. 210 - ST. LUC TO ST. HENRY

Transfer operates daily from St. Luc Yard to St. Henry and return. Sets off, picks up, and performs switching at Canada Flooring (St. Luc Jct.) and Imperial Tobacco (St. Henry). Transfers passenger cars from St. Luc Yard to Windsor Station.

NO. 211 – ST. LUC TO MOUNT ROYAL

Transfer operates daily from St. Luc Yard to Mount Royal Industrial Area and return. Sets off, picks up and performs switching at Grinnell, Empire Cold Storage, C.I.L., and Armstrong.

NO. 212 - ST. LUC TO LASALLE

Transfer operates daily from St. Luc Yard to Lasalle and return. Sets off and picks up cars at Lasalle Yard from Dosco, Fleischmann's, General Foods and Building Products that are switched by the Lasalle Switcher and Dosco engine.

NO. 213 - ST. LUC TO SORTIN

Transfer operates daily from St. Luc Yard to Sortin and return. Sets off, picks up, and performs switching at Domtar, Northern Electric, Smith Transport and the CPR Freight Shed.

NO. 214 - ST. LUC TO HOCHELAGA

Transfer operates daily from St. Luc Yard to Hochelaga and return. Sets off and picks cars up at Hochelaga Yard for Robin Hood Flour, St. Lawrence Sugar and Elevator No. 4 that are switched by the National Harbours Board.

SWITCHERS

ST. LUC YARD SWITCHER

Operates daily at 7:00 a.m., 3:00 p.m. and 11:00 p.m. and performs all switching in St. Luc Yard to makeup transfers and through freight trains, and switches fuel and sand cars to and from the Coal Chute Service Tracks.

ST. LUC VAN SWITCHER

Operates daily at 7:00 a.m., 3:00 p.m. and 11:00 p.m. and performs switching of vans onto outbound trains, picking up vans from inbound trains and moving them to and from the Van Siding.

GLEN YARD SWITCHER

Operates daily at 7:00 a.m., 3:00 p.m. and 11:00 p.m. and performs switching of passenger trains at Windsor Station.

LASALLE SWITCHER

Operates daily at 7:00 a.m. and 3:00 p.m. and performs all switching at Building Products, General Foods and Fleischmann's, and at Cote St. Paul and Lasalle Yards to makeup No. 212. Dosco in-plant switching at Cote St. Paul is performed by the Dosco engine and crew.

DOSCO SWITCHER

Operates daily and performs all in-plant switching at Dosco Cote St. Paul.

HOCHELAGA SWITCHER (NATIONAL HARBOURS BOARD)

Operates, using National Harbours Board locomotive and crew, daily at 7:00 a.m. and 3:00 p.m. Picks up and sets off cars at Hochelaga Yard for No. 214 and performs all switching at Elevator No. 4, St. Lawrence Sugar and Robin Hood Flour..

THIS SPACE INTENTIONALLY LEFT BLANK

Continued on Page 17

TRAIN OPERATIONS - *Continued*

AAR CAR DESIGNATIONS

The following Association of American Railroads (AAR) car type designations are used in the Train Operations Manual and switch lists.

FREIGHT

| | |
|-----|---------------------------------------|
| FB | FLAT CAR - BULKHEAD |
| FC | FLAT CAR - TRAILER |
| FD | FLAT CAR - DEPRESSED CENTRE |
| FM | FLAT CAR - STANDARD |
| GB | GONDOLA - OPEN |
| GBR | GONDOLA - COVERED |
| GBS | COIL CAR - COVERED |
| HM | HOPPER - OPEN 2 BAY CROSSWISE DOORS |
| HT | HOPPER - OPEN 3 BAY CROSSWISE DOORS |
| HTA | HOPPER - OPEN 3 BAY LENGTHWISE DOORS |
| LO | HOPPER - COVERED |
| NE | CABOOSE |
| RA | REFRIGERATOR - BRINE |
| RP | REFRIGERATOR - MECHANICAL |
| TM | TANK - STEEL UNLINED, GENERAL SERVICE |
| TP | TANK - PRESSURIZED |
| XMD | BOX - DOUBLE DOOR |
| XIH | BOX - INSULATED & HEATED |
| XM | BOX - SLIDING DOOR |
| XMP | BOX - PLUG DOOR |

PASSENGER

| | |
|-----|-------------------------|
| BE | BAGGAGE/EXPRESS |
| BX | EXPRESS BOX |
| CA | COMBINE - COACH/BAGGAGE |
| DA | DINER |
| DB | VISTA DOME |
| MA | MAIL |
| MB | BAGGAGE/MAIL |
| PB | COACH |
| PBC | PARLOUR/COACH |
| PC | PARLOUR |
| PS | SLEEPER |
| PV | BUSINESS/PRIVATE |

DESIGNATED STATION NAME ABBREVIATIONS

The following designated station name abbreviations are used in Train Operations Manuals and switch lists.

| | | | |
|-----|-----------------------------|-----|--------------|
| ADJ | ADIRONDACK JCT. | OSL | OLD ST. LUC |
| CSP | COTE ST. PAUL | SLJ | ST. LUC JCT. |
| HAM | HAMPSTEAD | SOJ | SOUTH JCT. |
| HOC | HOCHELAGA | SOR | SORTIN |
| LAS | LASALLE | STH | ST. HENRY |
| MON | MONTREAL WINDSOR STREET | STL | ST. LUC YARD |
| MTR | MOUNT ROYAL INDUSTRIAL AREA | | |

CAR CONTROL MANUAL

THIS SECTION CONTAINS INSTRUCTIONS AND TRACK DIAGRAMS FOR WORKING CUSTOMERS' PRIVATE SIDINGS. SWITCH LISTS GIVE THE TRACK NAMES OR NUMBERS AND POSITIONS FOR SPOTTING CARS. THE POSITIONS ARE NUMBERED BEGINNING AT THE CONNECTING TRACK SWITCH (E.G.: P1, P2, P3 MOVING AWAY FROM THE SWITCH). WHERE THE CUSTOMER'S PRIVATE SIDING HAS SWITCHES AT BOTH ENDS THE POSITIONS ARE NUMBERED FROM THE NORTH OR WEST END SWITCH. THE MANUAL PROVIDES INSTRUCTIONS FOR THE FOLLOWING CUSTOMERS.

| <u>CUSTOMER</u> | <u>LOCATION</u> |
|--|-----------------|
| Armstrong Cork and Flooring Co. Limited | Mount Royal |
| Building Products Limited | Lasalle |
| Canada Flooring Limited | St. Luc Jct. |
| Canadian Industries Limited | Mount Royal |
| Canadian Pacific Railway Freight Shed | Sortin |
| Dominion Steel and Coal (Dosco) | Cote St. Paul |
| Dominion Tar and Chemical Company | Sortin |
| Empire Cold Storage Co. Limited | Mount Royal |
| Fleischmann's – Standard Brands Limited | Lasalle |
| General Foods Limited | Lasalle |
| Grinnell Company of Canada | Hampstead |
| Imperial Tobacco Company of Canada Limited | St. Henry |
| National Harbours Board Elevator No. 4 | Hochelega |
| Northern Electric Company Limited | Sortin |
| Robin Hood Multifoods Limited | Hochelega |
| St. Lawrence Sugar Refining Company | Hochelega |
| Smith Transport Limited | Sortin |

THIS SPACE INTENTIONALLY LEFT BLANK

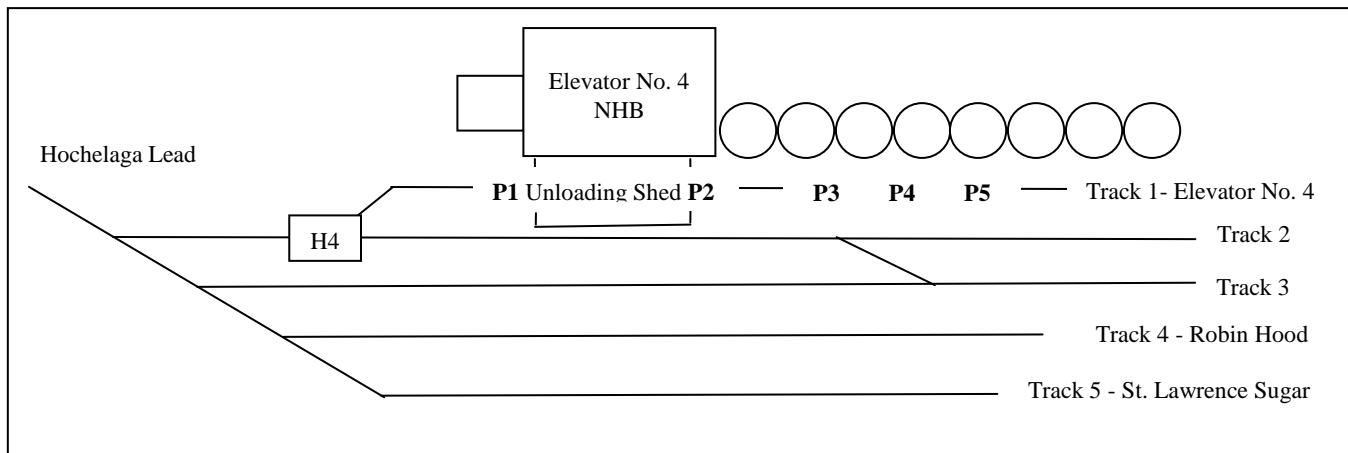
Continued on Page 19

CAR CONTROL MANUAL – Continued

SECTION NO. 1 - HOCHELAGA

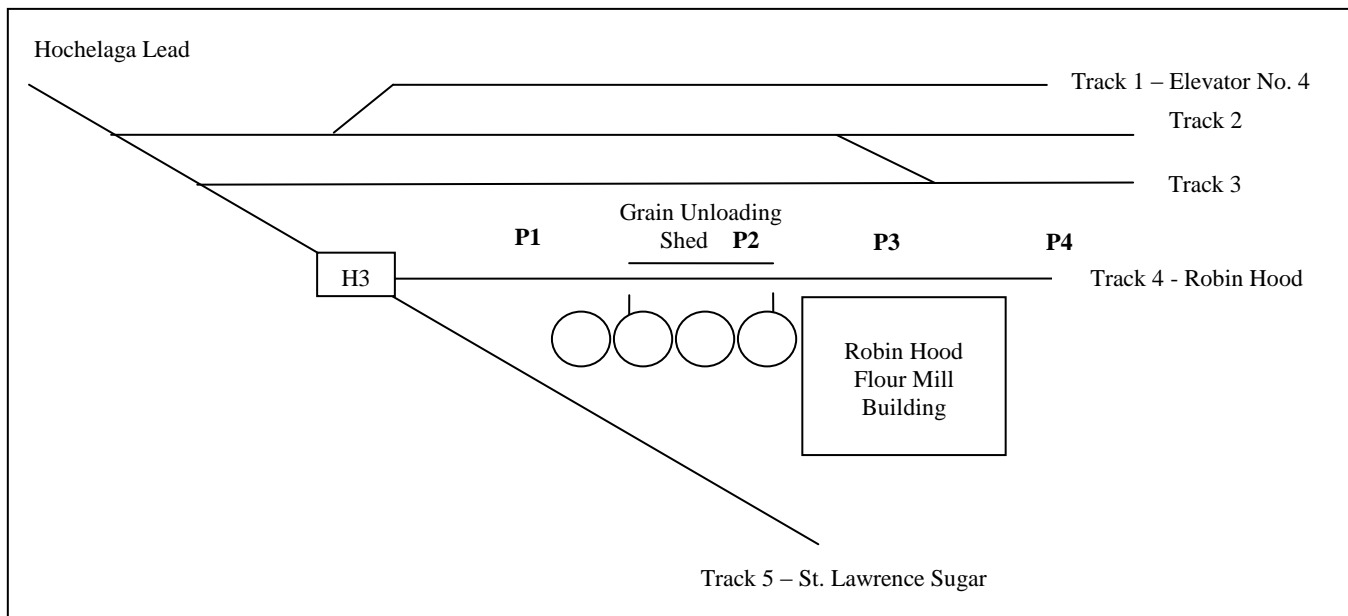
NATIONAL HARBOURS BOARD ELEVATOR NO. 4

Elevator No. 4 is located on Hochelaga Track No. 1, which connects to Hochelaga Track No. 2 at switch H4. Loaded grain cars will be spotted at **P1** and **P2** in the Grain Unloading Shed. Cars not being picked up will be moved to **P3** to **P5**. Engines must not enter the Grain Unloading Shed.



ROBIN HOOD MULTIFOODS LIMITED

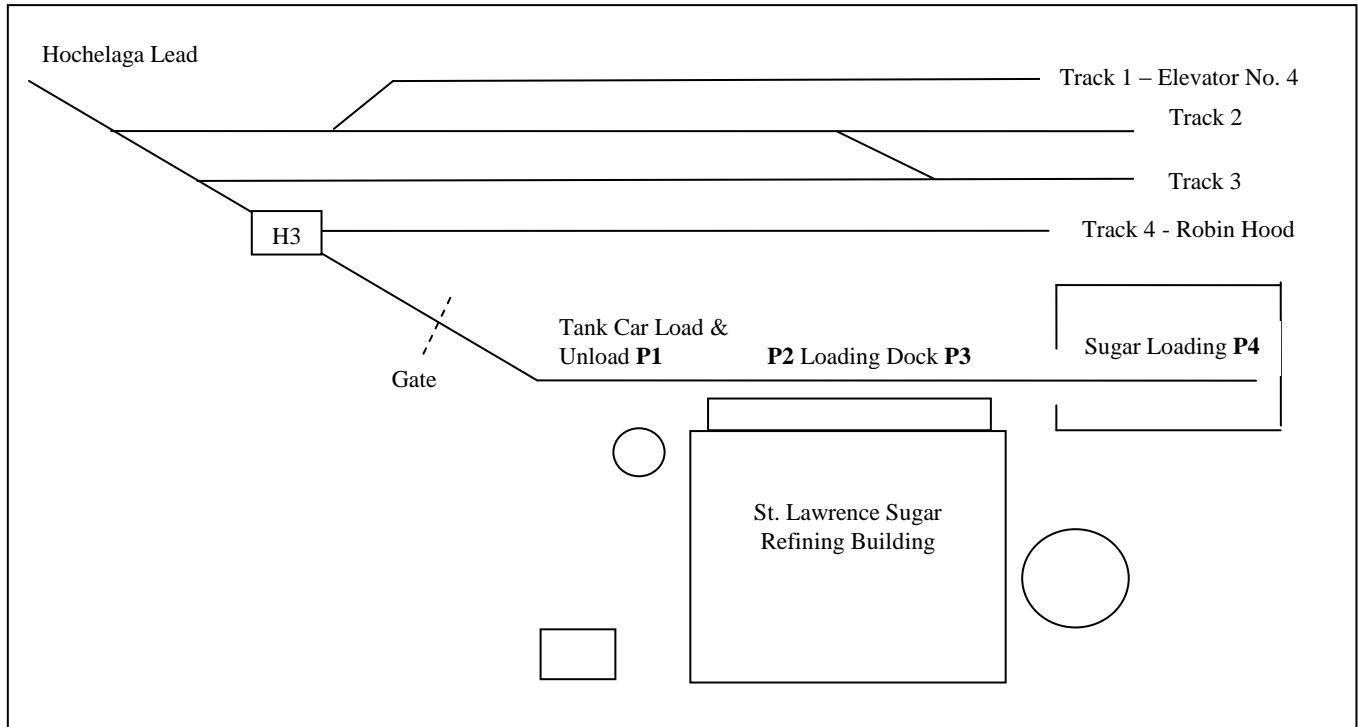
Robin Hood is located on Hochelaga Track No. 4, which connects to the Hochelaga Lead at switch H3. Loaded grain cars will be spotted at **P2** in the Grain Unloading Shed. Box cars for loading or unloading will be spotted at **P3** in front of the building with car doors lined up with Flour Mill Building loading doors. Empty covered hopper cars for flour loading will be spotted at **P4**. Cars not being picked up will be moved to **P1**. Engines must not enter the Grain Unloading Shed.



CAR CONTROL MANUAL – *Continued*

ST. LAWRENCE SUGAR REFINING COMPANY

St. Lawrence Sugar is located on Hochelaga Track No. 5, which connects to the Hochelaga Lead at switch H3. Tank cars will be spotted at **P1** in front of the hose connections so as not to block the track gate from closing. Boxcars for loading or unloading will be spotted at **P2** in front of the loading dock. Empty covered hopper cars) for granular sugar loading will be spotted at **P3** and **P4** inside the Sugar Loading Building. Engines must not enter the Sugar Loading Building.



THIS SPACE INTENTIONALLY LEFT BLANK

Continued on Page 21

CAR CONTROL MANUAL – Continued

SECTION NO. 2 - COTE ST. PAUL

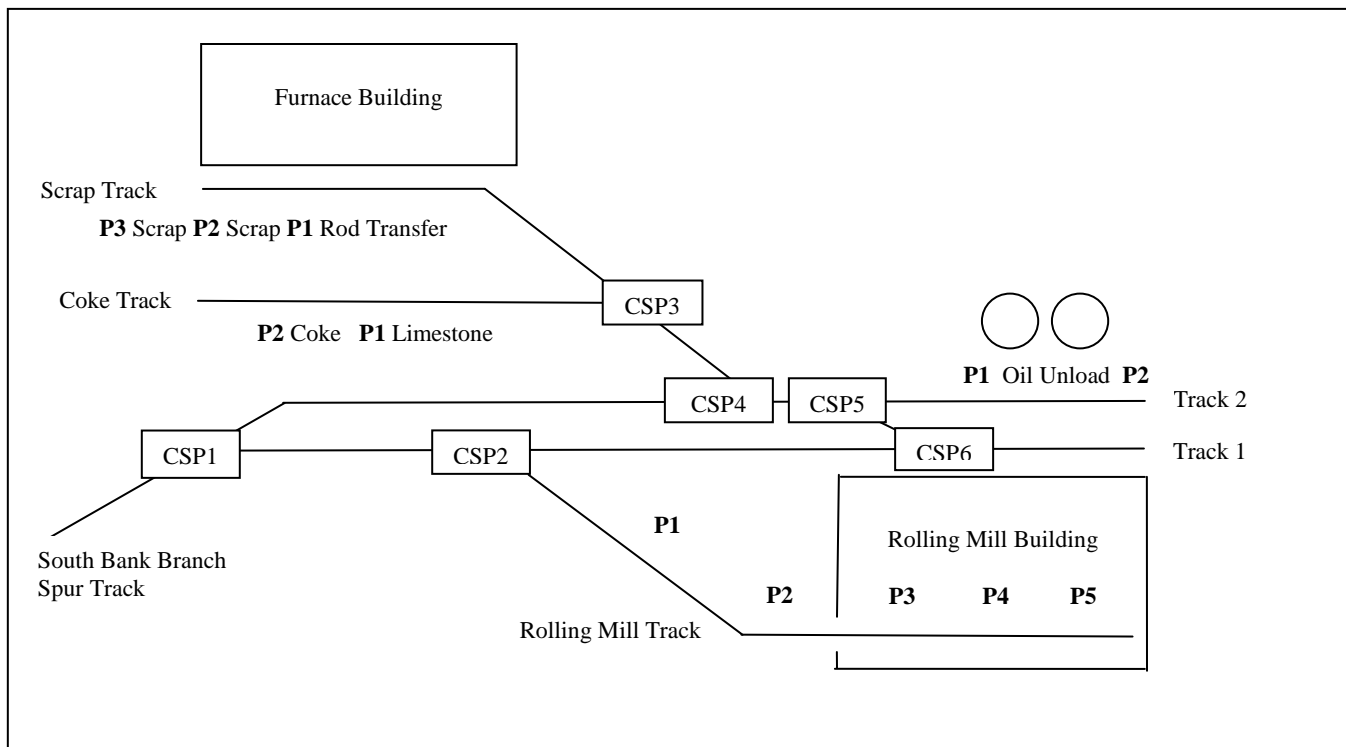
DOMINION STEEL COMPANY (DOSCO)

Dosco tracks connect to Cote St. Paul yard Tracks No. 1 and No. 2. The Scrap Track and Coke Tracks connect to Cote St. Paul Track No. 2 at switch CSP4. The Rolling Mill Track connects to Cote St. Paul Track No. 1 at switch CSP2. The Oil Unload Track connects to Cote St. Paul Track No. 2 at switch CSP5.

Dosco in-plant switching will be preformed by the Dosco switch crew.

The Dosco crew will lift pickups for No. 212 from the Scrap, Coke and Rolling Mill Tracks and leave them on Cote St. Paul Track No. 1. The Dosco engine will move into the clear on the Rolling Mill Track. No. 212 or the Lasalle Switcher will reverse from Lasalle and leave Dosco set-offs on Cote St. Paul Track No. 2, clear of Rolling Mill Track switch. No. 212 or the Lasalle Switcher will lift Dosco pickups from Cote St. Paul Track No. 1. The Dosco switch crew will move the inbound cars to the appropriate tracks and positions.

Oil tank cars will be spotted on Track No. 2 at **P2** in front of the unloading hose connections. Tank cars not being picked up will be moved to **P1**. Cars will be left clear of crossover CSP5-6. Scrap gondolas will be spotted on the Scrap Track at **P3** under the unloading crane. Scrap gondolas not being picked up will be moved to **P1** and **P2**. Coke hopper cars will be spotted on the Coke Track at **P2**. Gondolas and flat cars for wire and coil loading or unloading will be spotted at **P3** to **P5** inside the Rolling Mill Building. Cars not being picked up will be moved to **P1** to **P2** outside the building.



Continued on Page 22

CAR CONTROL MANUAL – Continued

SECTION NO. 3 - LASALLE

BUILDING PRODUCTS LIMITED

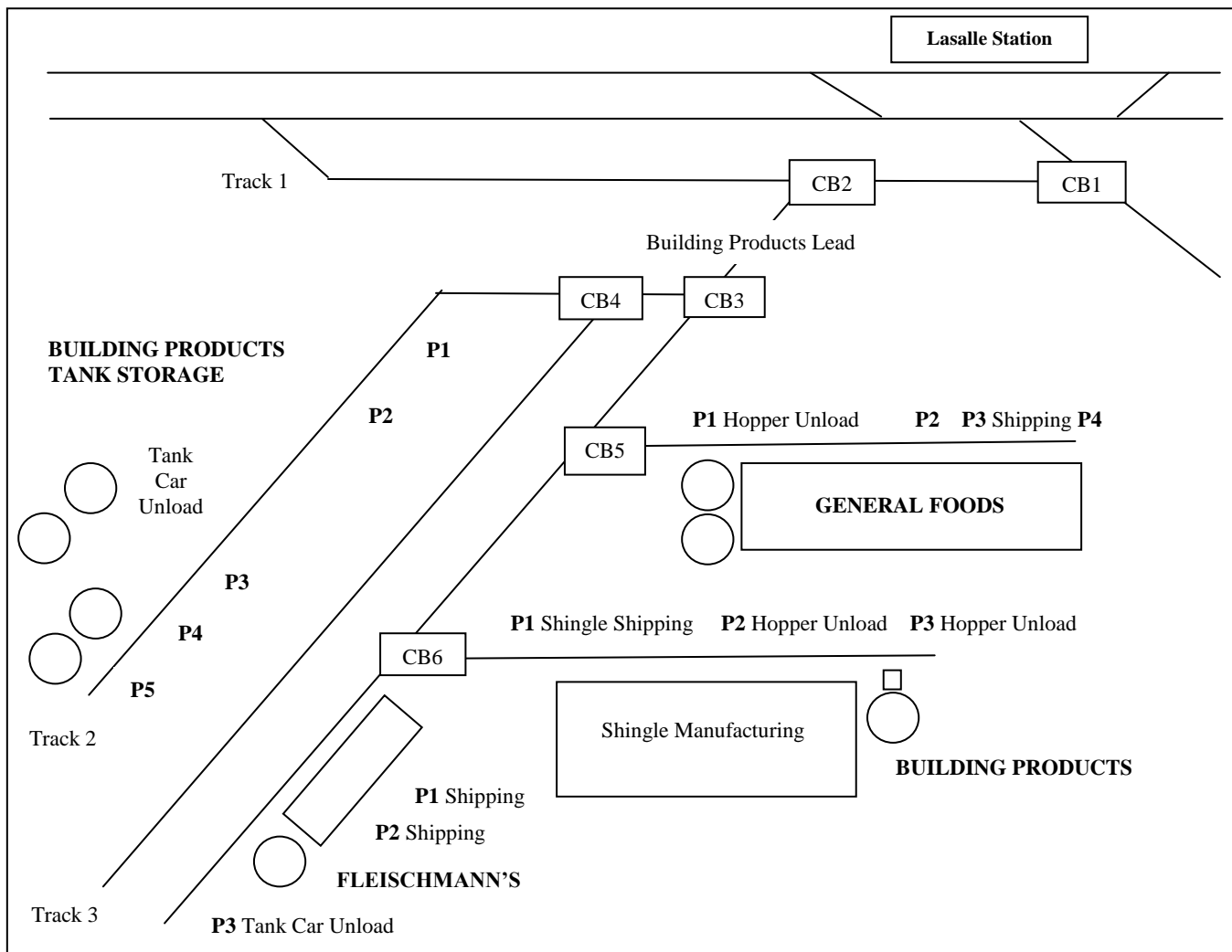
Building Products Manufacturing Plant Track connects to the Building Products Lead at switch CB6. Loaded aggregate covered hopper cars will be spotted at **P3** above the unloading pit. Loaded slate covered hopper cars will be spotted at **P2** above the unloading pit. Boxcars for shingle loading will be spotted at **P1** inside the loading bay lined up with the building loading door. Building Products Tank Storage Track (Lasalle Yard Track 2) connects to the Building Products Lead at switch CB3. Oil tank cars will be spotted at **P4** and asphalt tank cars at **P3**, in front of the unloading hose connections. Loaded tank cars off-spot will be spotted at **P5**. Empty tank cars not being picked up will be spotted at **P1** and **P2**.

GENERAL FOODS LIMITED

General Foods Track connects to the Building Products Lead at switch CB5. Loaded covered hoppers will be spotted at **P1** in front of unloading hose connections. Boxcars for loading or unloading will be spotted at **P2, P3** and **P4**.

FLEISCHMANN'S – STANDARD BRANDS LIMITED

Fleischmann's is at the south end of the Building Products Lead. Tank cars will be spotted at **P3** in front of unloading connections. Boxcars for loading or unloading will be spotted at **P1** and **P2** in front of building loading doors.



Continued on Page 23

CAR CONTROL MANUAL – Continued

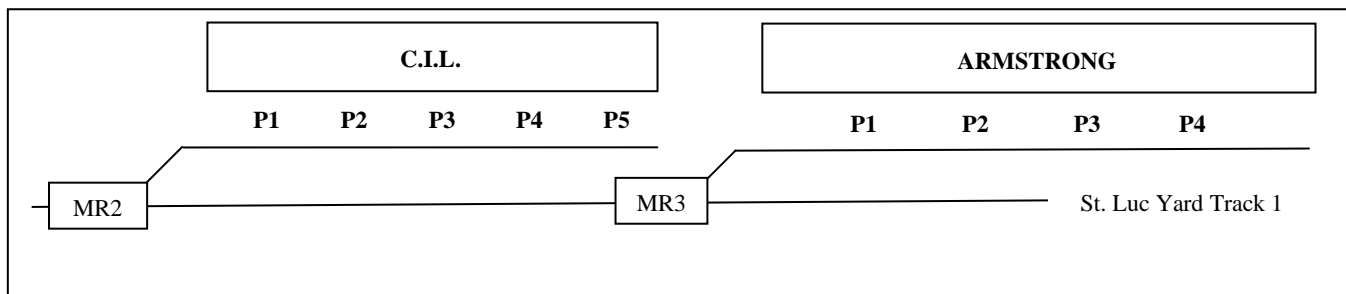
SECTION NO. 4 - MOUNT ROYAL & HAMPSTEAD

ARMSTRONG CORK AND INSULATION CO. LTD.

Armstrong Track connects to St. Luc Yard Track No. 1 at switch MR3. Boxcars for loading or unloading will be spotted at **P2**, **P3** and **P4** in front of the loading doors. Cars not being picked up will be moved to **P1**.

CANADIAN INDUSTRIES LIMITED (C.I.L.)

C.I.L. Track connects to St. Luc Yard Track No. 1 at switch MR2. Boxcars for loading or unloading will be spotted at **P3**, **P4** and **P5**. Cars not being picked up will be moved to **P1** and **P2**.

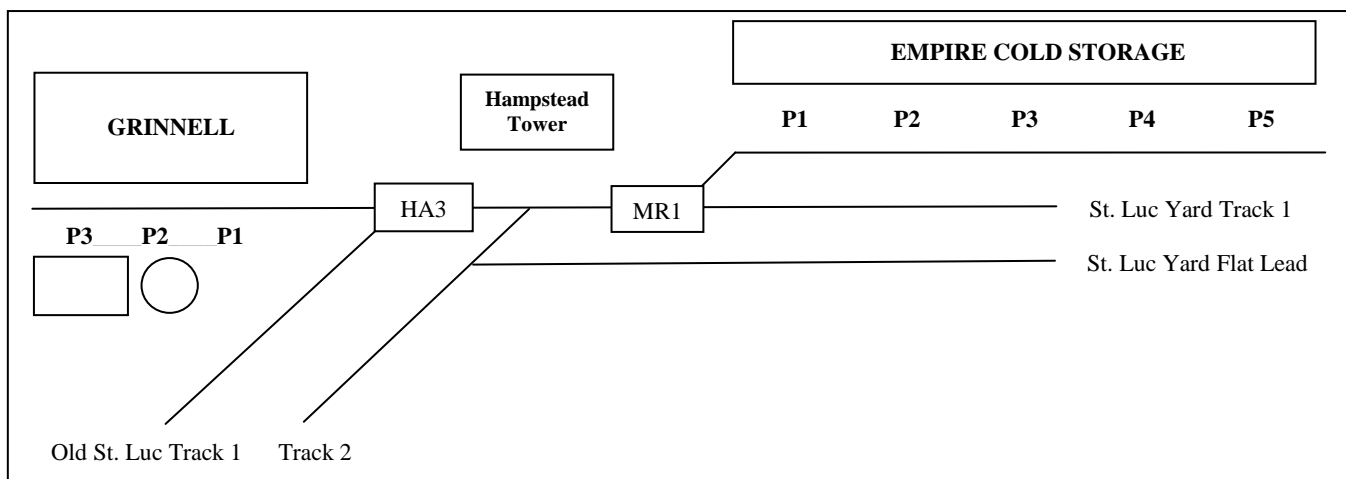


GRINNELL COMPANY OF CANADA LIMITED

Grinnell Track connects to Old St. Luc Track No. 1 at switch HA3. Tank cars will be spotted at **P3**. Boxcars for loading or unloading will be spotted at **P1** and **P2**.

EMPIRE COLD STORAGE CO. LIMITED

Empire Cold Storage Track connects to St. Luc Yard Track No.1 at switch MR1. Refrigerator cars for unloading will be spotted at **P3**, **P4** and **P5** in front of the loading dock. Cars not being picked up will be moved to **P1** and **P2**.



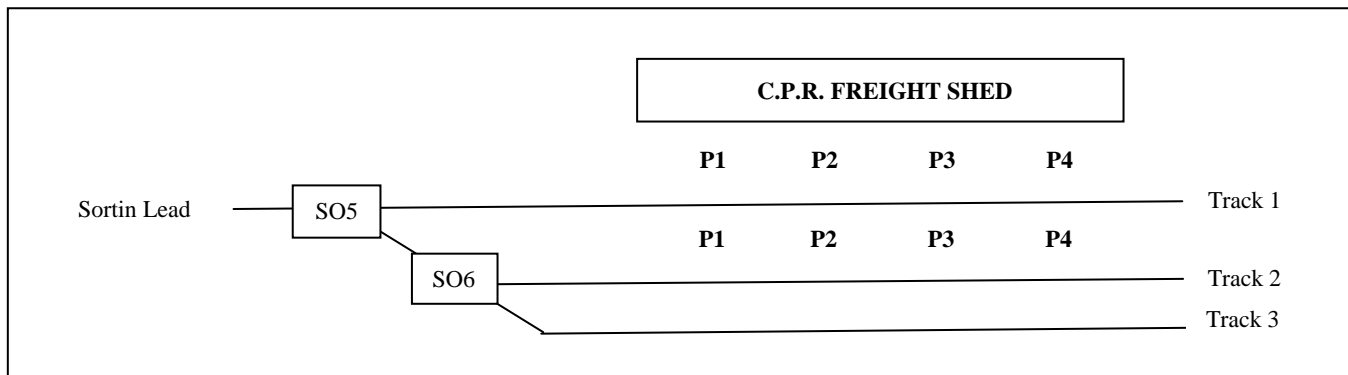
Continued on Page 24

CAR CONTROL MANUAL – Continued

SECTION NO. 5 - SORTIN

CANADIAN PACIFIC RAILWAY FREIGHT SHED

Company Freight Shed Track Nos. 1 and 2 connect to the Sortin Lead at switches SO5 and SO6. Boxcars for loading or unloading will be spotted at **P1** to **P4** on Track No. 1. Empty boxcars not being picked up will be moved to Track No. 2. Boxcars spotted on Track Nos. 1 and 2 will have their doors lined up.



DOMINION TAR AND CHEMICAL LIMITED (DOMTAR)

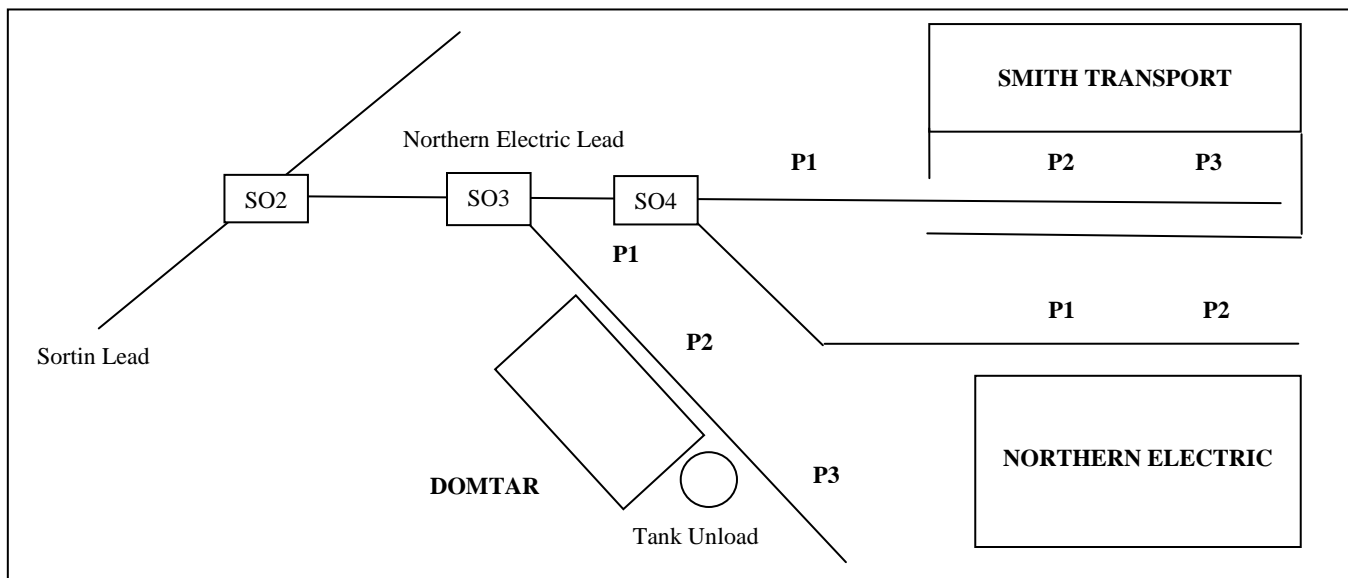
Domtar Track connects to the Northern Electric Lead at switch SO3. Tank cars for unloading will be spotted at **P3**. Boxcars for loading or unloading will be spotted at the loading dock at **P2**. Covered hopper cars will be spotted at **P1**.

NORTHERN ELECTRIC COMPANY LIMITED

Northern Electric Track connects to the Northern Electric Lead at switch SO4. Boxcars for loading or unloading will be spotted at **P1** and **P2**.

SMITH TRANSPORT LIMITED

Smith Transport Track connects to the Northern Electric Lead at switch SO4. Boxcars for loading or unloading will be spotted at **P2** and **P3** inside the building. Boxcars not being picked up will be moved to **P1**.



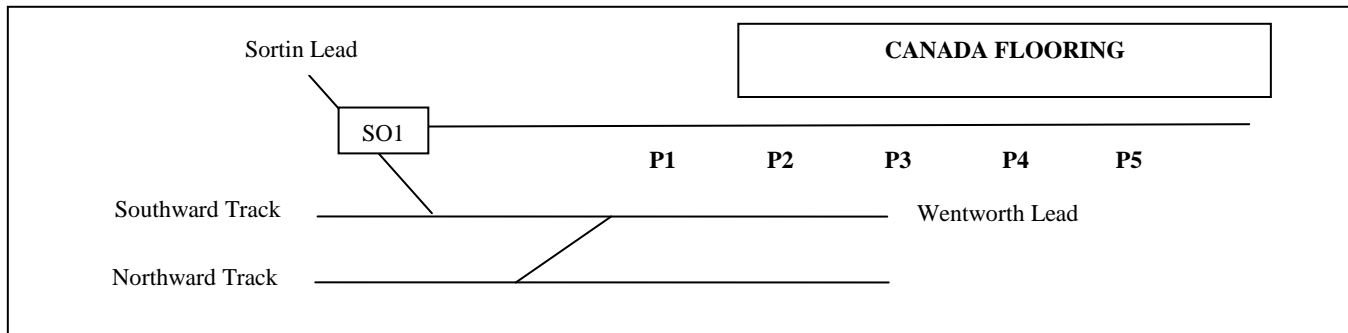
Continued on Page 25

CAR CONTROL MANUAL – Continued

SECTION NO. 6 - ST. LUC JCT.

CANADA FLOORING LIMITED

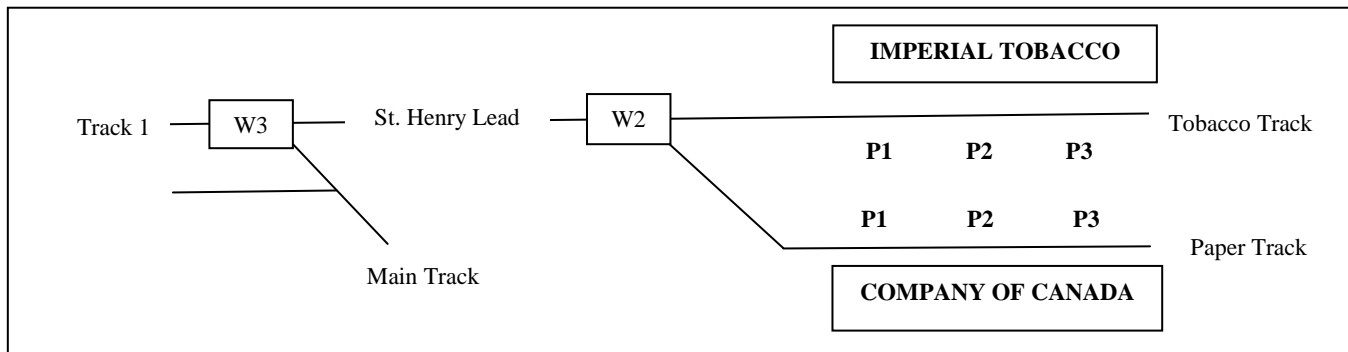
Canada Flooring Track connects to the Sortin Lead at switch SO1. Boxcars for loading and unloading will be spotted at **P3, P4** and **P5** on the unloading dock. Cars not being picked up will be left at **P1 and P2**.



SECTION NO. 7 - ST. HENRY

IMPERIAL TOBACCO COMPANY OF CANADA LIMITED

Imperial Tobacco Tracks connect to Windsor Station Track No. 1 and the Westmount Subdivision Main Track at switch W3. Tobacco boxcars for unloading will be spotted on the Tobacco Track at **P1** and **P3** in front of the loading docks. Paper boxcars for unloading will be spotted on the Paper Track at **P2** and **P3** in front of loading docks. Cars not being picked up will be left at **P2** on the Tobacco Track and **P1** on the Paper Track.



THIS SPACE INTENTIONALLY LEFT BLANK

TRACK DIAGRAMS

ALL MONTREAL TERMINALS DIVISION TRACKAGE IS SHOWN ON THE TRACK DIAGRAMS FOUND IN THIS SECTION. TRACK CAPACITY FOR YARD TRACKS, SIDINGS AND PRIVATE TRACKS IS INDICATED IN THE NUMBER OF 40 FT. AND 50 FT. CARS (E.G.: TRACK 4 - 5/4).

TIME TABLE NO. 29, APRIL 28, 1968

NORTH -->

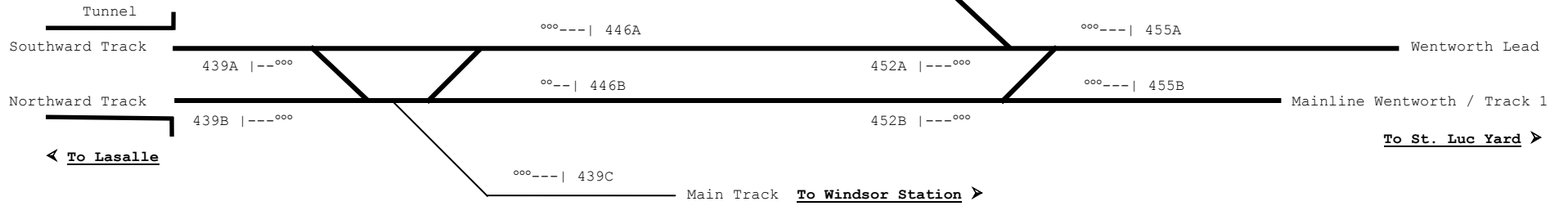
SORTIN

< To Sortin Yard Sortin Lead
455C |---°°°

< ADIRONDACK SUBDIVISION = ST. LUC YARD >

SOUTH JCT. (43.9)

ST. LUC JCT. (45.5)

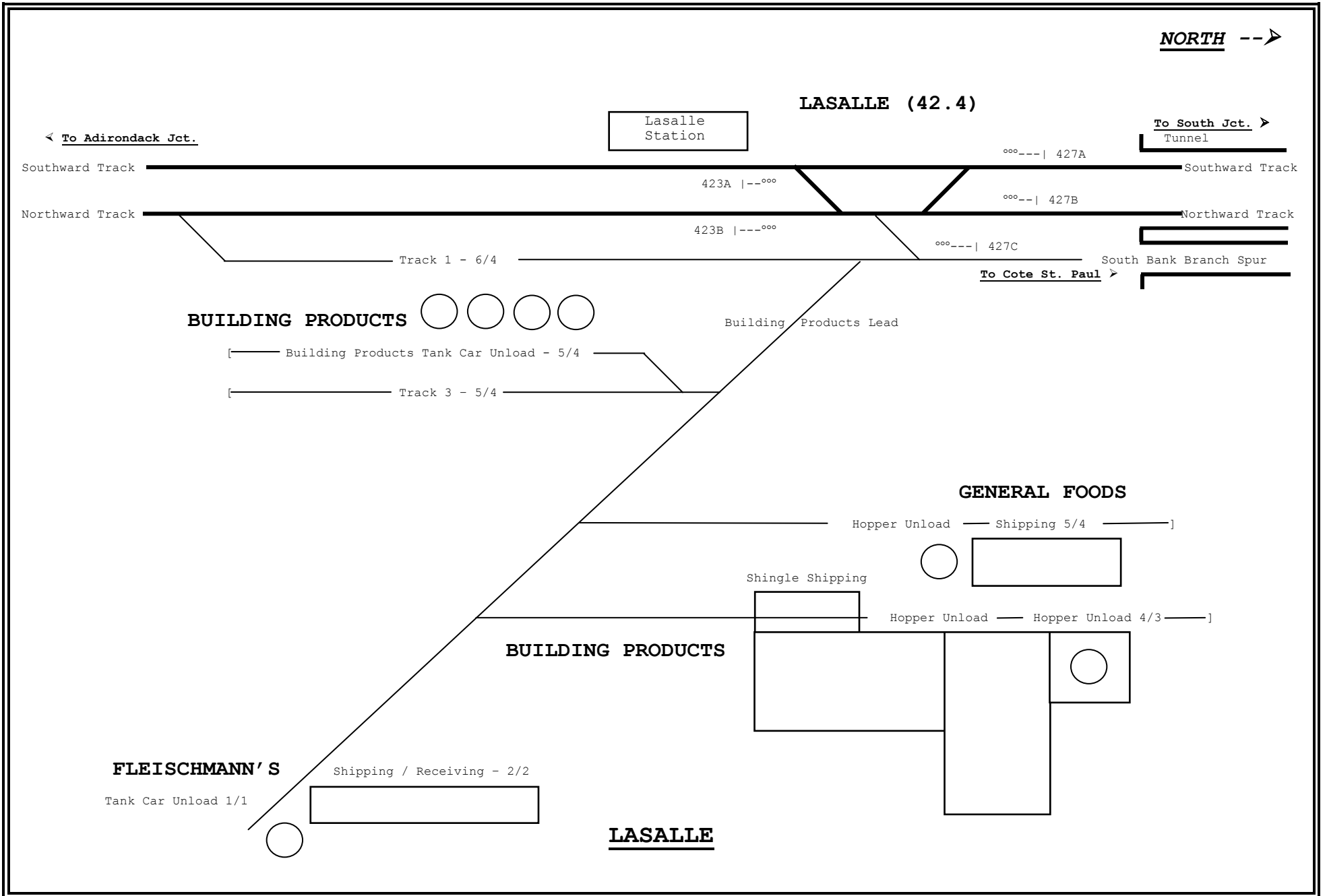


To St. Luc Yard >

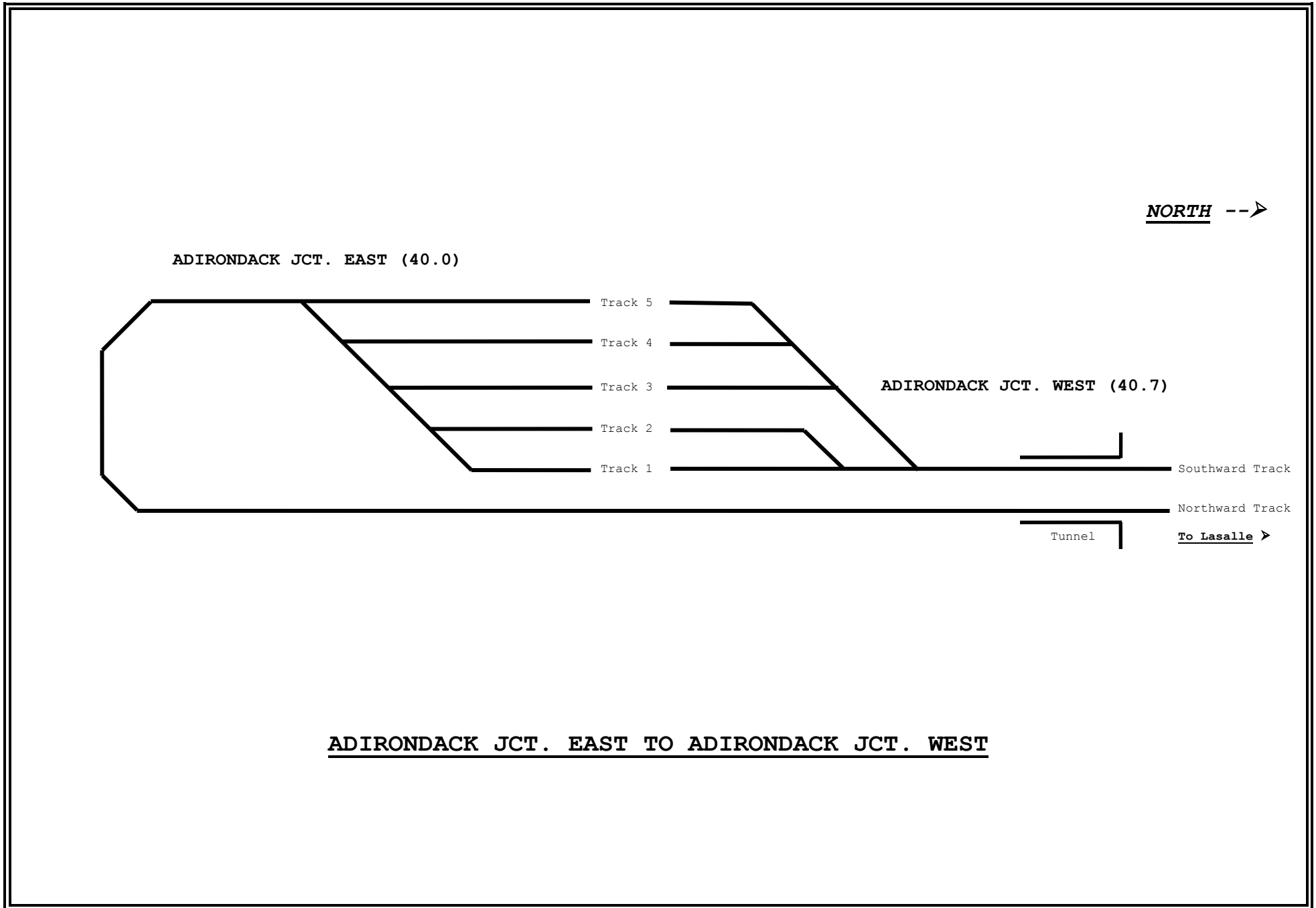
< ADIRONDACK SUBDIVISION = WESTMOUNT SUBDIVISION >

SOUTH JCT. TO ST. LUC JCT.

TIME TABLE NO. 29, APRIL 28, 1968

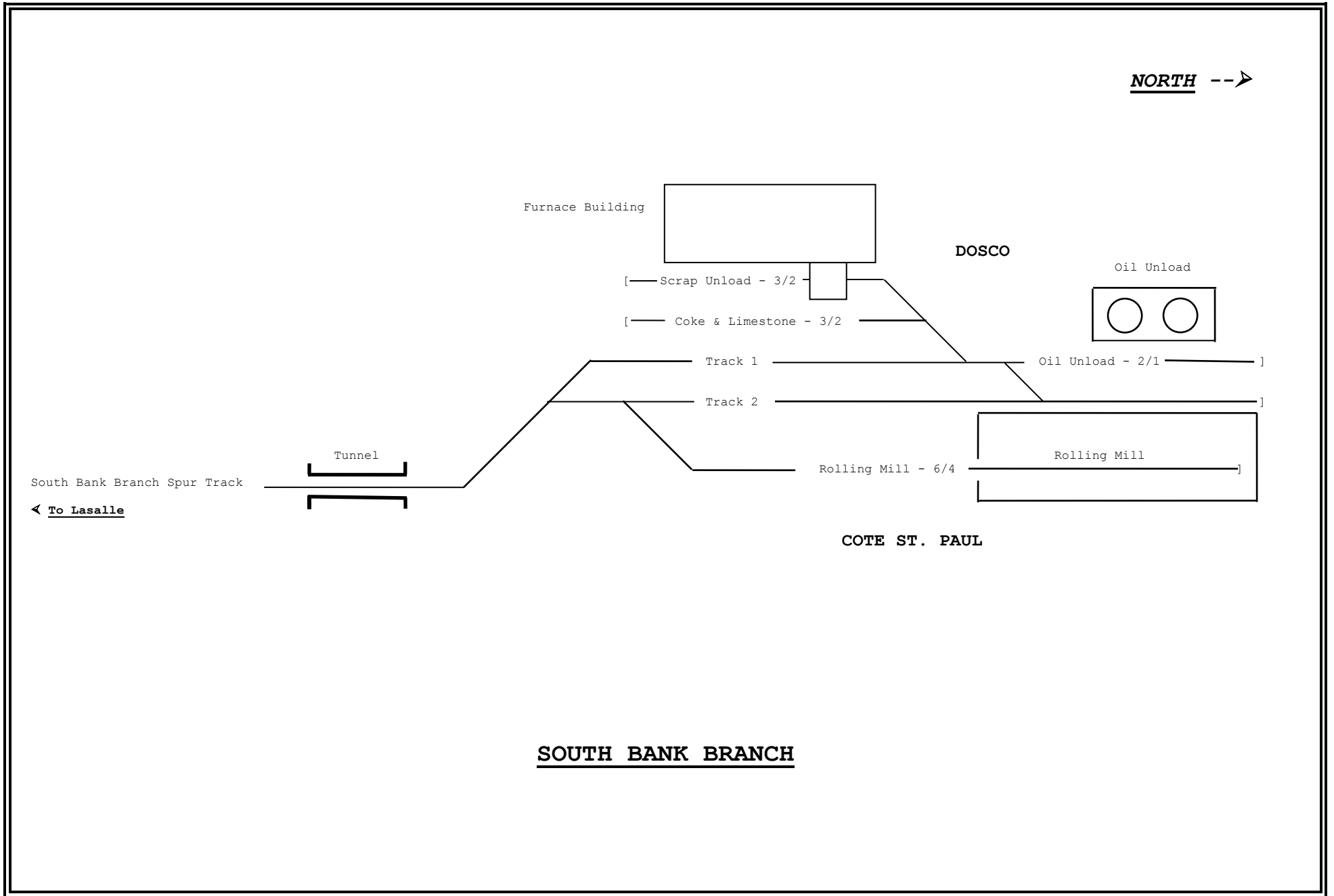


TIME TABLE NO. 29, APRIL 28, 1968

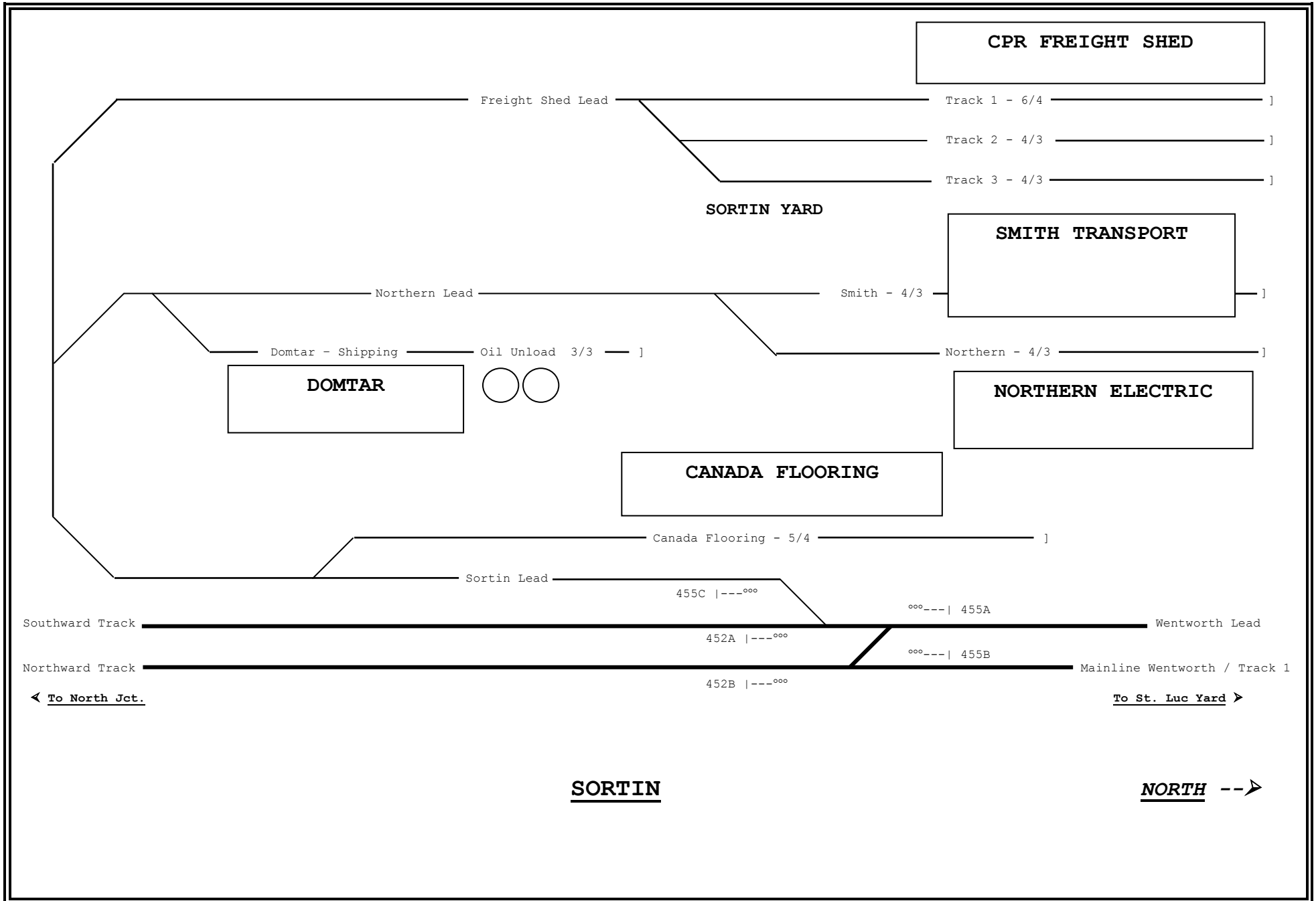


ADIRONDACK JCT. EAST TO ADIRONDACK JCT. WEST

TIME TABLE NO. 29, APRIL 28, 1968



TIME TABLE NO. 29, APRIL 28, 1968

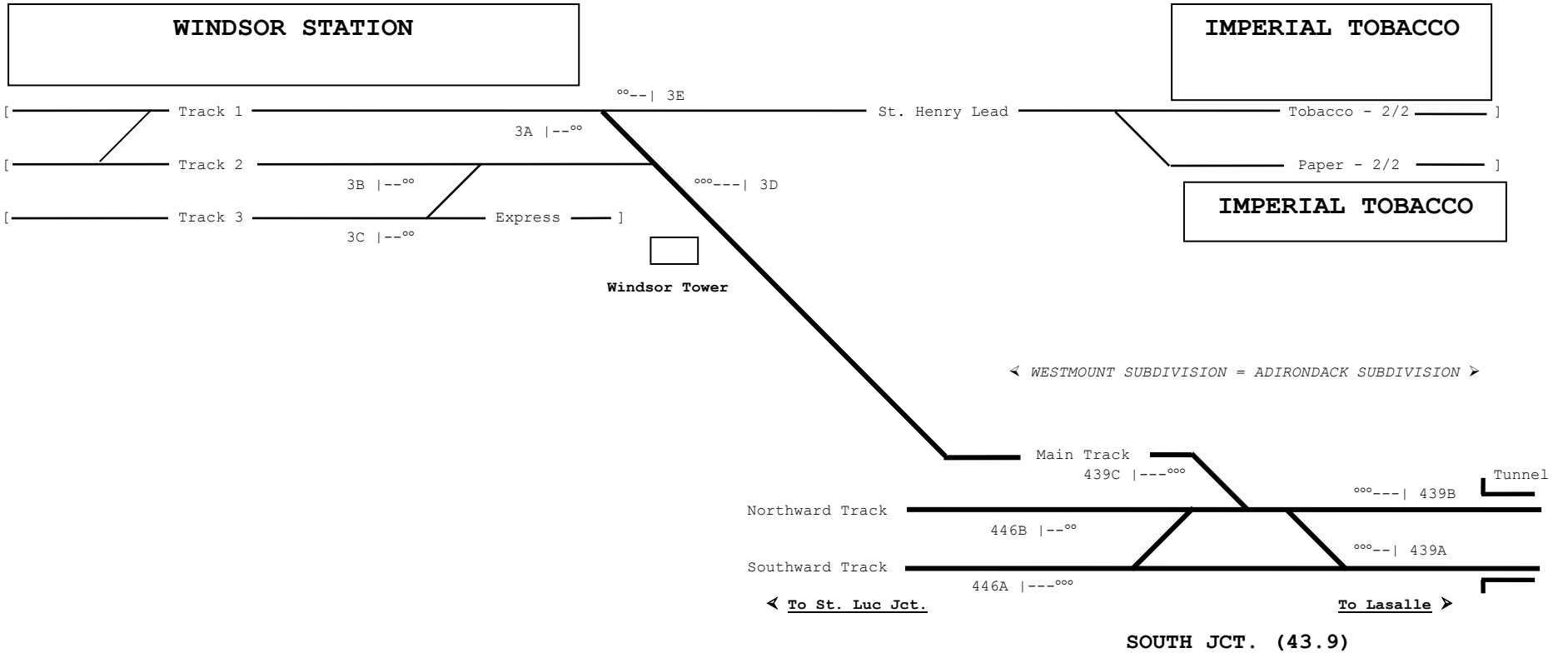


TIME TABLE NO. 29, APRIL 28, 1968

←-- NORTH

MONTREAL - WINDSOR STREET (0.0)

ST. HENRY



SOUTH JCT. TO MONTREAL

TIME TABLE NO. 29, APRIL 28, 1968

◀ ADIRONDACK SUBDIVISION = PARK AVENUE SUBDIVISION ▶

OUTREMONT (49.4/0.00)

°°---| 494B

Main Track

494A |---°°

◀ To Old St. Luc

Yard Lead

HOCHELAGA (2.0)

ELEVATOR NO. 4



Track 1 - 5/4]

Track 2]

Track 3]

Track 4 - 5/4]

Track 5 - 3/2]



ST. LAWRENCE
SUGAR

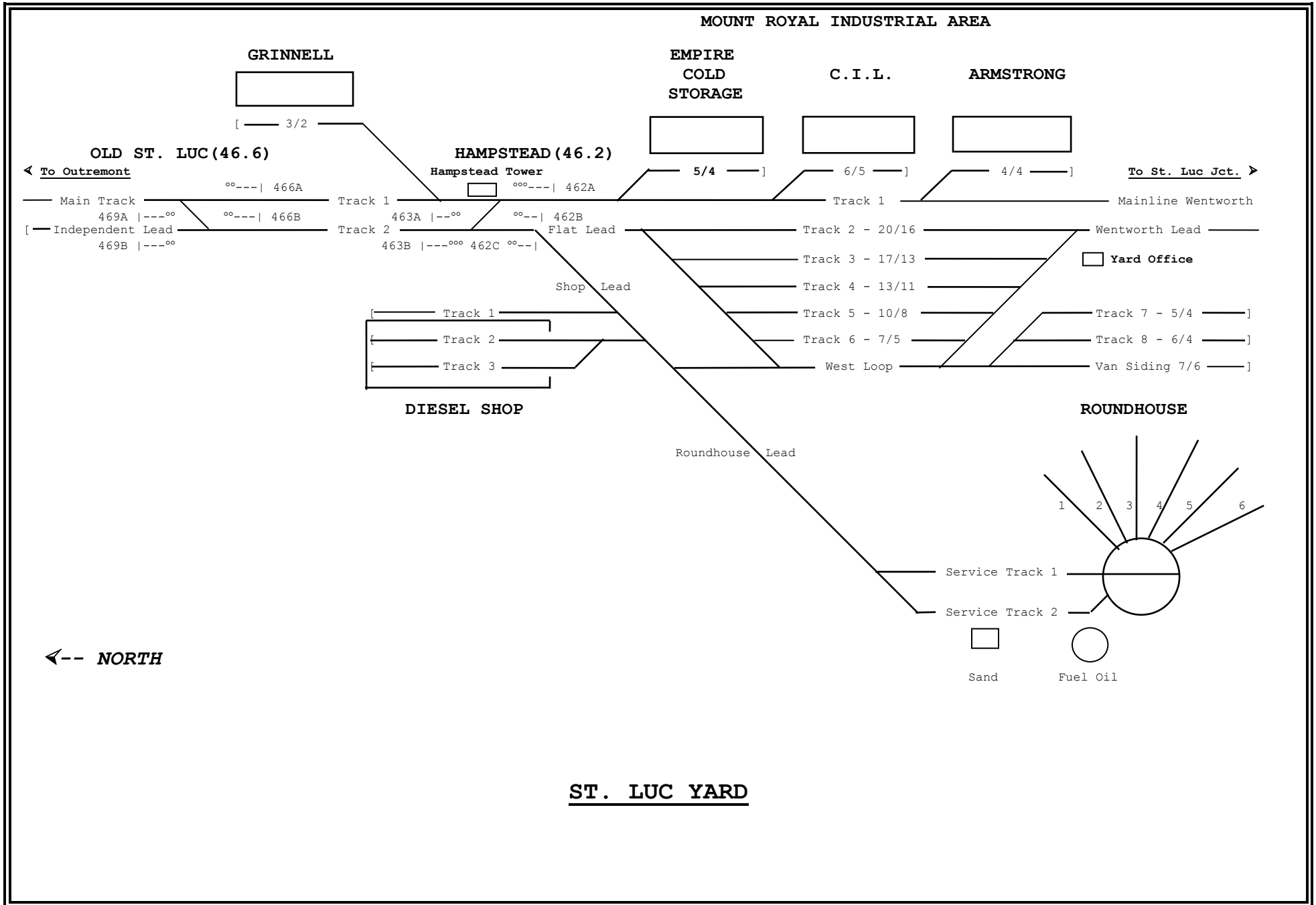


ROBIN HOOD
FLOUR

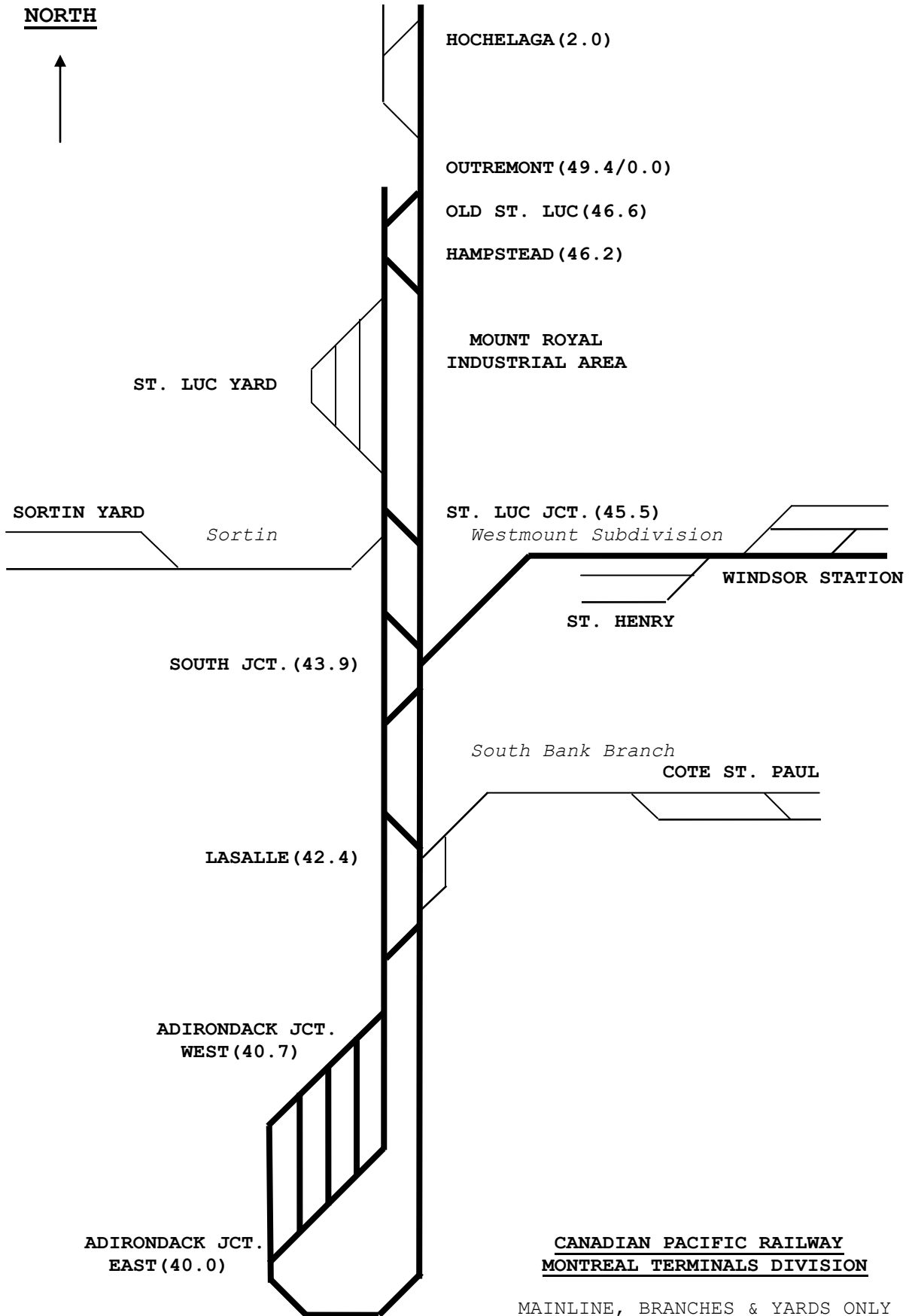
NORTH --▶

OUTREMONT TO HOCHELAGA

TIME TABLE NO. 29, APRIL 28, 1968



NORTH



CANADIAN PACIFIC RAILWAY
MONTREAL TERMINALS DIVISION

MAINLINE, BRANCHES & YARDS ONLY