# Bridge (Québec)

Welcome to the CN Bridge subdivision.

Please note that only dark blue stations are part of the Bridge Subdivision. Light blue are part od Drummond-ville Sub and pink are part of the Montmagny subdivision.

***Please refer to maps available on the site of Champlain & St-Laurent Railway.

BRIEF HISTORY

The Bridge sub is part of the CN Champlain District, which cover eastern Canada (from Quebec/Ontario border to Halifax).

Overs 40 trains/day runs on this subdivision. To see the classification of those trains, look at the "How CN numbers their trains" section.

The passenger service between Montréal (200 miles east of the E1 Entrance), St-Hyacinthe (pronounce saint hee ha sint), Drummondville, Charny (pronounce charnee, not tcharnee) and Québec City is provided by VIA Rail (about 5 trains a day in each direction).

Because this CN subdivision is located in the province of Quebec, all communications and dispatching are made in French. The names are also in French, except for certains location (like West Junction) where the origi-nal English name given by the Grand Trunk over 150 years ago was retained.

Bridge sub has his name given after the famous Quebec's bridge, often nicknamed the Eighth wonder of the world. The bridge, the world most longest Canteliver type, collapse two times during it's construction in the 1910's, killing dozens of workers.

The Bridge subdivision cover the city of Quebec. On the southshore of the St. Lawrence River (which the bridge crosses), there is the Drummondville Sub (E1) going to Montreal and the Montmagny Sub (pink station and exit O1) serving Eastern Canada. At exit B1, it's the La Tuque Sub, which goes in northern Quebec.

ALLENBY CROSSING

Allenby is a crossing with former CP tracks, now operated by Quebec-Gatineau Railway.

Signals CP01 and CP02 does not exist in reality.

YARDS

There is four yards on the subdivision: Joffre, which is a very large yard and a major operation location for CN, Ste-Foy (represented only by a siding on this simulation), Limoilou, serving the port (but Limoilou yard is owned by QGRY) and the private yard of Ultramar, an oil company shipping it's fuel by train to Montreal.

Sometime, train from Quebec Central may come to interchange with CN at Joffre. QC connection track is H1.

STARTING SIMULATION
When you start the simulation, some trains may be already there at Gare du palais (Quebec City) to provide

passenger service in time.

SPEED RESTRICTION
Be aware that trains running from Ste-Foy to Allenby may run at very low speed du to a very steep hill.

PASSENGER SERVICE
When VIA Rail arrives at Quebec city, they have to turn the train set ready for the next departure. The wye is not shown and the the trina must to "C4" to turn. It will reappear shortly after to take it's place at Quebec platform.

When VIA 26, the last passenger train to arrive at Quebec City has turned, wait for the crew to expire and change the crew immediatly to have a new, fresh crew for morning departure.

On friday night, some trains may sleep at Quebec's Gare du Palais until monday morning, so the crew may have to be changed often (specially VIA 21). Those trains must sleep on track 1 and 2 (tracks without platform) to keep the platforms free for on service trains.

Here is the list of VIA trains numbers:
After reverse movement to C4:
VIA 20 become VIA 25
VIA 620 become 25 (week-end only)
VIA 22 become VIA 27
VIA 622 become 27 (week-end only)
VIA 24 sleep at station and then become VIA 21 for the next first departure
VIA 26 sleep at station and then become VIA 23 for the next second departure

GENERAL TIP

Chack carefully for any train exceeding 6300' in lentgh. Only the siding at St-Jean-Port-Joli may handle such train. Plan your moves carefully!

IMPORTANT NOTE ABOUT VIA RAIL INTERCONTINENTAL "OCEAN" (VIA 14 / VIA 15)

In 1995, the residents of Lévis (pronounce lay vee) were very upset about the VIA Rail intercontinental "Ocean" running across the town in the middle of the night. Lévis is located right across the St. Lawrence river in front of Quebec City. The pressure of the citizens was so high, and the business so low, that CN got no choice but to close the 150 years old subdivision. (personnal opinion: if the track was there far longer than their house, why people buy a house near a track if the they dislike the sound of trains??). If you look at the "Joffre Wide" map, you will see where the track was removed. This trackage became a bicycle trail in 1999 and the newly refurbished VIA Station (5 years prior to dismentlement, VIA put over 2 millions$ on this train/ ferry boat station). This has caused a major problem for VIA Rail train.

The VIA Rail station in Charny is located on the Lévis subdivision (the piece of track going from switch 3 at "F" up to F1). Tracks ends one mile after the station. The Montmagny Subdivision tracks are just a few street from the station, but too far for people to walk from the station to the train (about 2000 feet). Until the new station will be reconstructed in some years, VIA Rail train Ocean must do a special move to deserve the Charny station:

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VIA Rail eastbound Ocean #14 run directly to the station at Charny. After the boarding operation completed, the train become a work train and back to West Junction. At West Junction, the train re-become VIA #14 and continues his route to Halifax via the Montmagny subdivision. If you want to perform this operation in one shot, you must first clear the track to Charny Station. Then, you add a stack command to clear from signal 1235 to signal 1236 (this signal face the wrong direction, but it will clear the block as well), and add a stack command from signal 1236 to signal 162. From there, clear the route normally up to exit "O1"

VIA Rail westbound Ocean #15 run up to West Junction (you must clear the route as if the train would exit at E1). It then become a work train and back to the Charny station. After the boarding operation is completed, it can continue his route toward Drummondville. If you want to perform this operation in one shot, clear up to exit E1. Add a stack command to clear from signal 1236 to signal 1230. Add another stack command to clear from signal 1235 to signal 1236 (clearing a signal in opposite direction near an exit will clear the exit). And let the train exit the territory.

For both trains, I strongly suggest you to use the stack command of TD3 to clear all the roads to the train automatically to avoid any delay.

Version history:

1.0
Creation of the file and debugging. No public release.

1.1
Release version.

2.0
New speed and number to all switches.
Name "Canadian Pacific" changed for "Québec Gatineau Railway"
New lentgh for St-Jean-Port-Joli siding
Hotbox detector added at St-Charles
Train schedules now match reality, specially for freight
Trains lenght revised to match more closely reality
Corrected a speed problem with the exit O1