

Mont-Joli

Welcome to the Chemin de Fer de la Matapédia et du Golfe, Mont-Joli subdivision.

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

The CFMG Mont-Joli Subdivision is the former CN Mont-Joli Sub. This subdivision never had CTC. Here list of what is real and what is fake:

REAL

Signal 13, 13 D and 14 of the CN Montmagny Subdivision.

Lengths of all blocks

Length of all sidings

Location of signal and their number if the CTC had existed

Location of platforms

Name of sidings

Schedule of passenger trains and freight train (Not in the Mont-Joli extra file)

FAKE

The CTC itself (except signal 13, 13 D and 14 at Rivière-du-Loup).

This subdivision run from the inland end of the Chaleur Bay (Campbellton) through the spectacular scenery of the Matapédia Valley, crosses the Appalachian Mountains and emerge at Mont-Joli, on the South shore of the St. Lawrence river. Then, the track follow the shore to Rivière-du-Loup.

The traffic is light with some woods carload originating from Price (not shown; 10 miles from Mont-Joli), Sayabec (pronounce say-bee), Mont-Joli (Norcast), Causapscal and some other small companies.

There is also some trains from Gaspésie, coming in the territory at Matapédia on the Cascapédia Sub. Some small trains come from Matane (coming into the territory at Mont-Joli, thru the Matane Sub) where some car come from the north shore of the St. Lawrence (Baie-Comeau) aboard the George-Alexandre Lebel railferry.

Most of the traffic ends at Rivière-du-Loup, where CN trains take over.

Because of the landscape, most of the siding in the territory are small (less than 3500'). Often, train will not enter completely in the siding to perform its work. Plan your moves in accordance.

Technical:

All the switches in the territory are 15 mph switches.

At Bic, the track follow a cliff and because of the sharp curves, there is a permanent slow order of 15 mph on this block, in both direction.

Between Matapédia and Campbellton, the track follow the shore of the Matapédia River and the track is rated at 10 mph and 20 mph on some spot. It take about one hour for a train to travel from Campbellton to Matapédia.

the siding at Rivière-du-Loup is, in fact, a yard. In the file, the siding is splitted in three part to simulate trains movement in the yard.

Watch for the work area symbol. Some place, such as Padoue, have only one track as work area (the main track on this example. If a train is suppose to perform work at this location but is not aligned on the good track, it

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will not stop and will perform its work.

Train particularities:

Train CN 400 split in the siding at Rivière-du-Loup to become trains CFMG 402 and CFMG 404. Trains CFMG 402 handles most of the local trafic en route to Campbellton. Train CFMG 404 is more direct, but start later then CFMG 402.

Train CFMG 404 ends at Matapédia. There, it become a westbound train CFMG 405. CFMG 405 and CFMG 403 (originated from Campbellton) must merges together at Rivière-du-Loup to form CN 401 (going to Joffre on CN Montmagny Sub).

*** Train CFMG 405 become train CN 401 in the siding of Rivière-du-Loup automatically. There, CFMG 403 will become CFMG 405. Train Dispatcher will expect train CFMG 405 to merge with the already existing CN 401.

If the newly formed train CN 401 cannot leave the territory BEFORE the CN 400 arrive at A1, here some solutions:

A) Clear signal 13 and stack signal 13 D. This will prevent any train from entering the territory at A1. But CN 400 will enter late and chances that the problem will come back again 24 hours later is great.

B) Put CFMG 403 and CFMG 405 on the main line at Rivière-du-Loup instead of the siding. Let CN 400 go in the siding.

C) if the delay is small, try to route CFMG 403 and CFMG 405 around their work area where it's possible (such as Padoue and St-Noël). They will not stop there and may gain some time.

Mont-Joli is a very big yard on this territory and CFMG 583 and CFMG 585 (switchers) works a lot there. They often have to go on each side of the main line, so watch carefully.

CFMG 586 is a local turn train shuffling car from Mont-Joli to the railferry at Matane (30 miles eastward).

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

VIA Rail Canada operate two passenger trains on the Mont-Joli sub. The westbound Ocean and the eastbound Ocean. Three days a week, VIA also operate the Chaleur. The eastbound Ocean is going to Halifax and must exit the territory at Campbellton. But the VIA 16 Chaleur is going to Gaspé and must exit by the Cascapédia Sub at Matapédia.

When the trains enters the territory, check if the number is VIA 14 (this is only the Ocean train set) or VIA 14-16 (this is the Ocean/Chaleur Train set). In the case of the VIA 14-16, the train will automaticly split just prior to enter at Matapédia. You must route VIA 14 to Campbellton and the newly formed VIA 16 to the Cascapédia Sub.

VIA 15 always enter at Campbellton. Three days a week, VIA 17 Chaleur will also enters at Matapédia by the Cascapédia Sub.

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How to merge both train:

When the trains are stopped at platform, be sure signal 135 is NOT cleared. The signal must be RED. when the trains start to move, let VIA 15 clear the two switchs (west of the platform). Then throw switch 130 B. Give “pass next red signal” to train VIA 17. Both train will be heading to signal 135. When both trains are stopped at signal 135 (VIA 17 may take some time because he is travelling at 10 mph), give “Merge VIA 15 with VIA 17” command. Clear signal 135.

Note on the schedule:

The schedule entered are the one effective on May 23, 2003. The schedule is very tight and no provision for meet with freight train is made. if you want your trains to run in time, NEVER allow a passenger train in a siding.

The meet.

VIA 14 (Montreal-Halifax) and VIA 15 (Halifax-Montreal) meets on the Mont-Joli Sub. The schedules are made so the trains meets at St-Simon (actually, since new schedule, trains meets at Isle-Verte), with VIA 14 taking the siding.

New-Brunswick time is one hour late then Quebec time. VIA schedules for Campbellton has been advanced one hour because Train Dispatcher does not support time zones.

Numbering.

Because the CFMG is a former CN territory, the numbering system is the same as the CN.

Version history:

1.0

Creation of the file and debugging. No public release.

1.1

Release version of the Mont-Joli sub, regular version.

1.2

Release of the Extra Mont-Joli sub. Same as version 1.1, but with more train. All subsequent correction are applied to both file, except when noted.

2.0

Hotbox has been added. Those are matching reality.

Siding at Rimouski removed.

Change to some train schedule, specially on the extra file.

Switches name and speed fixed.