

St-Hyacinthe

Welcome to the CN St-Hyacinthe subdivision.

***Please refer to maps provided with this file for more explanations.

The St-Hyacinthe (pronounce saint hee ha sint) sub is part of the CN Champlain District, which cover eastern Canada (from Quebec/Ontario border to Halifax).

This subdivision has been a combination of CTC and OCS/Automatic Block over the years. But the commuters trains was gradually resumed since 2000. CN got no choice but put all the territory in CTC (upgrades has been paid by commuter trains agency AMT). The files joined represent this. A file represent the old territory with the OCS starting at Bruno Jct and ending at Douville (pronounce doo ville). There is no commuters trains on this version. The trains disappears from the screen when they are in OCS territory.

The other territory represent the sub during year 2001 and after. The OCS is from mile 51.3 to Douville. The commuters trains ends at Mont St-Hilaire, and they are parked at the near AMT garage.

And the last files represent the sub as it is today, with no OCS at all. All the territory is now CTC.

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

Passenger trains and commuters

The passenger service between Montréal (1 mile east of the A1 Entrance), St-Lambert, St-Hyacinthe, and to Québec City (120 miles from K3 Entrance) is provided by VIA Rail (about 5 trains a day in each direction).

The commuter trains between Montréal, St-Lambert, St-Hubert, St-Bruno, St-Basile, McMasterville (near Be-loeil) and, on some version of this territory, to St-Hilaire (pronounce Saint hee l-air) are operated by the Agence Métropolitaine de Transport (AMT) and runs only during weekdays. They are running only during morning and evening rush our. On some version of this territory, the service to St-Hilaire is not yet inaugurated.

The trains operates on a push-pull mode, with a control-cab at each end. The must respect the track assignation (an east train must run on North track) because some aerial walkway are not installed to provide the passenger to detrain on both side of the main line.

Southwark

The Southwark yard is a major yard on the southshore of Montréal. The yard is spread on both side of the main track. Two long sidings has been installed to serves as lead tracks for the switchers as well as passing siding for main line trains. At the East-North end of the yard, there is a switching lead. Entrance 00 is NOT a real exit. It's the end of the track (end of the lead). No trains may enter of leave by this track. The switchers may sometime ask the dispatcher to cross the main line from one side of the yard to the other, or, in older file, to switch car on the switching lead. In any case, follow the work schedule carefully.

Please, watch the territory carefully for the work trains. Both tracks are not always part of a work area. Sometime, it's only the north track, sometime it's only the south track. A train will stop only if he encounter the right work area on the track.

The speed of some switch (specially at crossover) may be less than normal on some area.

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Pont Victoria

The subdivision begins in the middle of Pont Victoria (Victoria Bridge), at trust #13. The bridge is over one mile long and crosses the St. Lawrence river. At the east end of the bridge, there is the St. Lawrence seaway, inaugurated in 1959. The bridge lifts to let boats pass under. To provide non-stop rail service, a second lift bridge and a runaround track have been added. The boat stays a long time between the two lift bridges, because there is a lock to cross.

How does this interlocking work? The seaway asks CN if the track is cleared. As soon as the track is cleared, the CN dispatcher gives the seaway the signal to unlock and lift the bridge. Both bridges can never be lifted at the same time. When the two bridges are down, the dispatcher must use the straight track (faster). In TD3, work orders have been used to simulate the demand of the seaway. You must grant the permission to the seaway, even if a train is occupying the block. The software will block the bridge as soon as the train has crossed the bridge to be lifted. The work order always comes in pairs, for the north and south track at the same time.

For security and operation purposes, the signals on Pont Victoria can not be cleared. See the above paragraph for more details.

The speed is limited to 30 mi/h for all trains on Pont Victoria.

Communications

Because this CN subdivision is located in the province of Québec, all communications and dispatching is done in French. The names are also in French, except for certain locations (like Southwark) where the original English name given by the Grand Trunk over 150 years ago was retained.

The Subdivision

The subdivision starts in the middle of Pont Victoria (truss #13) and ends at Ste-Rosalie (pronounced Sainte-roza-lee) for an approximate length of 41 miles. The subdivision is double tracked and signaled in both directions. The Canadian rules ask for eastbound trains to run on the north track (top of the screen).

CAR Train

In older files there is one crossing at Ste-Rosalie, the Canadian American Railway (CAR) crossing, controlled by the CN Dispatcher. CAR does not run a lot of train through there. CN trains always get priority.

In newer files, the crossing has been removed. CAR train must go up to St-Hyacinthe and back into the siding at Ste-Rosalie, and vice versa.

Sherbrooke Sub

There is also the Sherbrooke Subdivision (purple on the Sub St-Hyacinthe enclosed map). The Sherbrooke sub is a very old and mostly abandoned subdivision. CN uses it only to provide some service to industries located in Acton Vale, a couple of miles away.

Version history:

1.0

Creation of the file and debugging. No public release.

1.1

Release version of the Subdivision PRIOR to year 2000. OCS territory from Bruno Jct to Douville. No commut-

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ers trains. The file will not be supported anymore, except for obvious mistake.

2.0

Release version of the Subdivision BETWEEN years 2000-2002. OCS territory from mile 53.1 to Douville. Commuters trains up to McMasterville. The file will not be supported anymore, except for obvious mistake.

3.0

Release version of the Subdivision as from september 22nd, 2002. No OCS territory. Commuters trains up to St-Hilaire. This file will be fully supported.

3.1

Changes the speed of tracks in Southwark. Tracks in yard limit are limited to 15mi/h, except North and South main line.

Correction to text Sub Drummondville.

Fixing a bug with the schedule of CN 500 work train.

Corrected the length of track C Nord-2 and C Sud-2 to 500 feet.

Corrected the final exit location of CN 548 (changed from C2 to C4).

Readjustment of the schedule of AMTRAK 695 for the St-Lambert stop.

3.2

The station Beloeil Ouest has been changed to Davis.

Station Beloeil Est has been changed to Beloeil.

Reworking of the crossover at Davis.

Reworking the platform at St-Hilaire.

Corrected the length of blocks at St-Hilaire.

Corrected the speed of crossover at Bruno jonction and St-Lambert.

3.3

Adding the station "Lemoyne"

Adding the signals at "Lemoyne"

3.3.1

Adding signal number 702 N and 702 S at Lemoyne

Changed signal number 10 LC to 701 at Lemoyne

Changed signal number 10 LA to 701-T1 at Lemoyne

Changed signal number 12 LA to 701-T2 at Lemoyne

Changed signal number 12 LC to 701-T3 at Lemoyne

3.4

Crossover at St-Bruno has been removed and relocated at Bruno Jct

Signals at Bruno Jct has been relocated for the new crossover

Signals facing east at Bruno Jct has been renumbered 644 N and 644 S.

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4.0
All the switch sped has been redone.
Added station: St-Hubert, St-Basile
Added: platform at St-Hilaire
Hot Box added at Thériault
Removed: Benoît station (and hot box), Douville
Removed: Signals at Benoît and Douville
Diamond removed and replaced by switches at Monbec
Permits added
All trains schedules redone to mach actual train schedule. Check carefully for AMT trains (more train).
Letters changed at Southwark
Some areas have been added to make new move for some train.