

# Drummondville

Welcome to the CN Drummondville subdivision.

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

The Drummondville 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 (50 miles east of the A1 Entrance), St-Hyacinthe (pronounce saint hee ha sint), Drummondville, Charny (pronounce charnee, not tcharnee) and Québec City (15 miles from W1 Entrance) 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 certain location (like West Junction) where the original English name given by the Grand Trunk over 150 years ago was retained.

The subdivision starts at Ste-Rosalie (pronounce sainte ro zha lee), a small village close to St-Hyacinthe. St-Hyacinthe is one of the three major cities in this simulation. The other are Drummondville and Charny. St-Hyacinthe is not part of the Drummondville subdivision but was included in this simulation to facilitate the operation of trains.

The track east of Ste-Rosalie is part the St-Hyacinthe subdivision. The St-Hyacinthe subdivision is double tracked, signaled in both direction, but the canadian rules ask for eastbound trains to run on the north track (top of the screen). This is not mandatory, but highly recommended.

On previous version of this file, there was a crossing at Ste-Rosalie with Canadian American Railway. Now, the Montreal Maine & Atlantic operate the tracks and the crossing was removed. So MMA trains, when entering the territory at B2, must be aligned to go on the north track at St-Haycinthe. The train will turn itself around, and will go back to the siding at Ste-Rosalie. The opposite move must be done when train are entering the territory at B1.

There is also the Sherbrooke Subdivision (purple on the Sub St-Hyacinthe enclosed map). The Sherbrooke sub is a very old and mostly abandonned subdivision. CN use it to link a small city called Richmond, a hundred miles away.

In the middle of the territory, there is Aston Jct. Aston Jct is where the Bécancour (pronounce bay can coor) subdivision begins. The Bécancour subdivision is not a CTC territory. Trains must ask the dispatcher to enter territory. Bécancour is small municipality with some big plant. Unit train (or block train) are often seen on those tracks. There is no passenger service to Bécancour.

Joffre yard is the biggest yard for CN east of Montréal and west of Edmundston, New-Brunswick. All traffic from and to Quebec City exchange there, as well as traffic from southern Quebec coming thru “Chemin de fer Québec Central” (the subdivision drawn in gray).

Joffre is also the only normal crew exchange point of the territory. Some crew end their journey there. To change a crew, you must call them when you receive the “2 hours expiration warning” at “Platform-Joffre”. This

# Drummondville

platform is a yard office, so no drawing of a platform appear on the graphics, but a small text "Joffre CN Station". Only eastbound trains change crew their, westbound train crew are called by the Montmagny subdivision dispatcher. Be aware, if the train is late entering the territory, you must have to call the crew somewhere else.

## GENERAL TIP

Check carefully for any train exceeding 6300' in length. Only the siding at St-Leonard and Laurier (and in some case Aston Jct) 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. (personal opinion: if the track was there far longer than their house, why people buy a house near a track if 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 dismantlement, 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. 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:

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 125 (you must clear signal 125 as well), and add a stack command from signal 124 to signal 162 to let the train exit the territory.

VIA Rail westbound Ocean #15 run up to West Junction (you must clear signal 125). 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 signal 125, including this signal. Add a stack command to clear from signal 124 to signal 1236. Clear signal 1236. Add another stack command to clear from signal 1235 to signal 125. And let the train continue to the next station, Drummondville.

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

# Drummondville

Release version.

## 1.2

Correction the word “St-Apollinaire”.

Fix the length of some 500's serie train (work train) that causes some meet impossible to do. Modification to blocks and switches speed for more realism.

## 1.3

Changed the station name Douville for St-Hyacinthe.

Adding the station name Montbec.

Complete redrawing of the West jonction - Joffre section. The Run around (Contour) track has been added. The diamond next to the Charny station has been removed and replaced by two switches.

### 1.3.1

Remove the “Train must ask permission to enter territory” at W3.

Correction the work schedule of CN 504 for Laurier.

Correction to the schedule of UltraTrain 782 who was conflicting with VIA #15 Ocean at St-Hyacinthe Platform.

Correction to the length of CN 430 when leaving St-Germain to fit into Drummondville's siding.

Correction to the length of CN 407 when leaving St-Cyrille the fit into Drummondville's siding.

Corrections to the read me file about the stacking command to clear VIA #14 at Charny.

## 1.4

Adding station name “St-Nicolas”

Adding signals 125 and 124 at St-Nicolas

## 2.0

CAR relabeled MMA

Diamond at Ste-Rosalie removed and new switches added

Name and speed of all switches redone

Siding at St-Leonard and Laurier extended to the new length.

Schedule now match actuals trains (some trains were removed from schedule).

Territory redesigned to fit in screen.

Correction to this text file to match actual changes.