

Montmagny / Pellettier

Welcome to the CN Montmagny and CN Pellettier subdivisions.

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

This file contain two subdivisions: The Montmagny sub and the Pellettier (pronounce pel tee hey).

The Montmagny 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 Charny (pronounce char nee), located 2 mile east of Joffre yard at A2 (Charny station is not shown on the file because it's part of the Drummondville file) and Rivière-du-Loup (pronounce ree vee air du loo) is provided by VIA Rail (only 1 train a day in each direction, VIA Rail #14 (eastward) and VIA Rail #15 (westward) transcontinental named Ocean).

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 Diamond) where the original English name given by the Grand Trunk over 150 years ago was retained.

The subdivision starts at Joffre Yard, the main CN yard located on the southshore of Quebec City. At Joffre, the is two tracks named A1. The upper one is the main line, and lower one is a runaround track, mainly use for train changing the crew at Joffre. But the dispatcher is allow to use it as a siding. The two other tracks, named A2, are exit from the yard. There is another track, named Vieux Monk (pronounce vee eu monk (old Monk)). This is an old sub not used anymore. 3000 foot of tracks has been kept to be used as switching lead. Exit 00 IS NOT a real exit. No trains are allowed to enter/exit by this track. Switcher going on this track will automatically return to the yard.

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 on the maps).

At the other end the subdivision, there is a link to the Pellettier sub, which is the main line to Eastern Canada. The Montmagny ends at Rivière-du-Loup, with a connection to the former Mont-Joli subdivision, now Chemin de fer de la Matapédia et du Golfe's Mont-joli subdivision. O1 is the main line. O2 is the entrance for the yard.

The Pellettier subdivision.

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

Overs 30 trains/day runs on this subdivision. To see the classification of those trains, look at the “How CN numbers their trains” section.

No passenger service are provided over this subdivision.

Montmagny / Pelletier

Because most of 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 Mackenzie) where the original English name given by the Grand Trunk over 150 years ago was retained.

The subdivision start at André Jonction (Pronounce andray junction) and ends at Edmundston, New-Brunswick. The subdivision is made of a very steep grade from St-André Jct (low point) to Pelletier (high point). That's why the dispatcher has two long siding at Fourchue and Pelletier to "store" trains waiting for their long ascending journey. This is simulated by the reduced speed of those block.

On 2003 file: At Tarte, Mackenzie and Albertine, the letters SS indicates the presence of spring switch. That's why no home signal governs them. Spring switch are not emulable in TD3. So don't cheat!! Use them only when the train is for the trailing points (going eastward at Tarte and Mackenzie), not the facing ones. I rely totally on dispatcher's honesty to simulate spring switch.

On 2004 file and after, only Mackenzie siding remain with a spring switch. Tarte has been modernized and Albertine, removed.

New-Brunswick time zone is one hour later than Quebec. This has no effect on trains, since times at Edmundston are managed as Quebec time's zone.

Fourchue is NOT a siding, but a short distance (2.5 miles) of double main line. Trains going eastward must use south track.

Edmundston yard is a big yard for CN east of Montréal and west of Halifax, Nova Scotia. A lot of traffic for the Maritimes exchange there. Upper Y1 is the main line, and lower Y1 is considered as a second main line. But lower Y1 is also the exit of the yard, so train entering at this location must get the permission to the dispatcher because they come from a non CTC territory.

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

Normally, VIA Rail #14 and #15 meets at Isle-Verte, a siding located on the Mont-Joli subdivision (east of Rivière-du-Loup, so it's not shown). If one of the two trains is late, try to avoid any delay for the "on time" train. But if you choose to side track the "on time" train, be aware that VIA train running on time between any station will only get 5 minutes of loose.

Version history:

1.0

Creation of the file and debugging. No public release.

1.1

Release version.

1.2

Redrawing of the siding at Pelletier (now longer).

Tracks A2 at Joffre are now longer, to allow more time to the dispatcher to give the signal.

Redrawing of the segments at La Pocatière Est.

Redrawing of the segments at St-Pascal.

Montmagny / Pelletier

Creation of the READ ME file.

2.0

Siding length at La Pocatière fixed

Siding length and speed (switch) of St-Jean-Port-Joli updated

Number and speed of all switches changed

Hotbox on the Pelletier sub moved and/or added to match reality

Siding at Albertine removed

Siding length and speed of Tarte updated

Signals at Glendyne and St-Éleuthère removed

Signal 446 and 445 at Tarte added (spring switch was removed)