

Wellington

Welcome to the CN Wellington subdivision.

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

The Wellington territory is part of the CN Champlain District, which cover eastern Canada (from Quebec/Ontario border to Halifax). and is made of three subdivisions: St-Hyacinthe, Montréal and a small part of Deux-Montagne.

Over more than 50 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 (more exactly the Central Station, represented by track A1, A2 and A3), Central Canada (exit F2) and Eastern Canada (exit E1) is provided by VIA Rail (about 5 to 10 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 the “westend rip”) where the original English name given by the Grand Trunk over 150 years ago was retained.

The real size of the subdivision is rather small. The subdivision is located in Downtown Montreal, and is contained into 4 miles square. Basically, the sub is big wye, where one end is the connection to the Deux-Montagnes Sub (A3), the Ste-Hyacinthe sub (Pont Victoria, E1) and the Montreal sub (F2).

The Central Station.

The Central station is subdivided into 3 sections. A1 are tracks reserved for commuter trains managed by Agence Métropolitaine de Transport (AMT) going to the east. A2 are tracks reserved for VIA Rail trains. A3 are tracks reserved for commuter trains managed by Agence Métropolitaine de Transport (AMT) going to the north. If you face a lack of available track to let a train enter the station (which should not arise if everything is running on schedule), trains can share empty track even if it's not the good section.

Under the Mount Royal (the big hill in the middle of the city), there is the Ville-Marie Tunnel (Deux-Montagnes sub). Tracks A3 are going into this tunnel. Trains arriving from this tunnel are returning to the tunnel. When the train will turn itself, the software may display the error message “Route will not clear because of an open switch”. Please ignore it.

Some AMT's train are stored on track B1 and B2 for the day (Two trains are concerned by the this advice). The trains are going to do their reverse mouvement at Cape. You have to throw the switch the lead to track B1 and / or B2 as soon as the train has cleared the switch. Because when the train turn itself, it will automatically clear the route. If you forgot to turn the switch as soon as the train has cleared it and the train has already turned (and the route has cleared), you will not be able to throw the switch with a cleared route over it.

The Montreal Maintenance Center (VIA MMC).

VIA Rail operate a big maintenance center in Montreal, where trains are washed, fueled and cleaned inside. The main entrance for the yard is J2. J1 can also be used. Be aware: On the graphic, J2 and Pont Victoria are far apart, but in real life they are only a couple of hundred feet apart.

A lot of train sets arriving from Quebec City (from Pont Victoria, E1), and from Ottawa and Toronto (entrance F2), are “turned” at Centrale Station. This mean the train, after all passenger has been detrain, will move off the

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station, run until “Hibernia”, then go to “Pont Victoria”, and finally, will run back in the station, ready for the departure as a new train. The train number will change at “Rue Bridge” for trains from Ottawa and Toronto, and at “Hibernia” for trains from Quebec City. The place where trains change their number doesn’t have any effect on the move described in the paragraph.

Here is the list of those trains:

VIA 21 BECOME VIA 22

VIA 23 BECOME VIA 24

VIA 30 BECOME VIA 33

VIA 32 BECOME VIA 35

VIA 34 BECOME VIA 39

VIA 52 BECOME VIA 65

VIA 56 BECOME VIA 67

VIA 60 BECOME VIA 69

All other passenger trains are coming from the VIA MMC prior to their departure, or are going to VIA MMC after passengers has been detrain at Centrale Station.

IN ALL CASE, FOLLOW CAREFULLY THE WORK SCHEDULE.

Priority: Study the schedule carefully. Every trains going to or from the VIA MMC and trains running a “turn” manoeuver have no priority at all, except if the next departure of the train is going to be delayed.

Turcot yard

Tracks F1 was the entrance for the former Turcot yard. Turcot yard used to be the intermodal terminal for Eastern Canada on CN system. Since septembre 2002, Taschereau yard, 5 miles western, is now used as the new modern intermodal terminal. Only track 29 has been left there. Some trains may changes crew on this track, but that happen on the adjacent territory, so you don’t have to worry about.

GEC Alstom and Pointe-St-Charles yard.

GEC Alstom is the company who bought the former Pointe St-Charles CN shops. This is the shop who produced the famous cupola caboose (Orange/Black). Westend rip, Lime shed, Westend horn, Wabash, Eastend Horn, Eastend shop are all exit going to GEC Alstom and/ or the Pointe St-Charles yard.

In september 2003, the shops of GEC Alstom ran into bankruptcy and there is no more train movement there. But Pointe St-Charles continu to be fully open. The Wabash track is still in use to desserve a small container company. The Lime Shed track serve as an entrance to Pointe St-Charles and is the access track for container train to the Port de Montréal (Port of Montreal).

Butler

The Butler track is simply a long siding (but appear as a “other track” in timetable”) when congestion arise on the main track. It can be used as a eastward or westward track. Some trains may leaves car in the Butler siding.

AMT Trains

Trains 801/803/805/807 arriving from Pont Victoria are fully loaded and are “full priority” trains.

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Version history:

1.0

Creation of the file and debugging. No public release.

1.1

Release version.

1.2

Adding the crossover between main line in front of the Eastend Wye.

2.0

Minor modifications:

Territory redrawn to fit in screen.

Cote St-Paul spur removed.

Crossover at St-Ambroise removed.

Hibernia work zone added.

Permits has been added.

Permission to enter some location has been added.

All the switchs has been numbered.

Speed through turnouts has been adjusted.

Majors modifications:

All train schedule has been redone to match actual CN, VIA and AMT schedule.

No more train are labelled MMC. Now, some train, after going to Gare Centrale to detrain passenger are going to Hibernia, then to Pont Victoria, and finally, come back to Gare Centrale, ready for a departure has a new train. This follow the prototype. Here is the list of those trains:

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AMT 801/803/805/807 will sleep all day long at Gare Centrale (Centrale Station). They will become AMT 802/804/806/808 for the afternoon departure. Don't forget to change the crew when the train as turned!

The switchers has been removed, except Switcher Lachine and Transfert, which are actual trains.

Pay careful attention to the work schedule of all passenger train. If you mess up with this, you can "lost" a train out of the territory, and a no train for the next departure at Gare Centrale.

Wellington (carte)

