

ALERT TODAY – ALIVE TOMORROW
CANADIAN NATIONAL RAILWAYS

ATLANTIC REGION

CAMPBELLTON AND EDMUNDSTON DIVISIONS



TIME

82

TABLE



Taking Effect At 12.01 A. M., Sunday April 26, 1953

GOVERNED BY EASTERN STANDARD TIME ON RIMOUSKI, MATAPEDIA, CHANDLER AND CASCAPEDIA SUBDIVISIONS AND BY
ATLANTIC STANDARD TIME ON ALL OTHER SUBDIVISIONS

CHECK THE DAYS OF THE WEEK WITH CARE

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

READ SPECIAL RULES AND INSTRUCTIONS CAREFULLY, IMPORTANT CHANGES HAVE BEEN MADE

THE SUPERIOR DIRECTION IS EAST OR SOUTH, AND EASTWARD OR SOUTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE (INFERIOR) DIRECTION.

DESTROY ALL FORMER TIME TABLES

THE COMPANY'S RULES ARE PRINTED SEPARATELY IN BOOK FORM. EMPLOYEES WHOSE DUTIES ARE PRESCRIBED BY THESE RULES MUST HAVE A COPY OF THEM ACCESSIBLE
AND A COPY OF THE CURRENT TIME TABLE AND SUPPLEMENTS THERETO, IF ANY, WITH THEM WHILE ON DUTY.

W. E. ROBINSON,
Vice President and General Manager,
Moncton

R. B. GRAHAM,
General Superintendent,
Moncton

E. A. ROBERTSON,
General Superintendent Transportation,
Moncton

CAMPBELLTON DIVISION

Page	SUBDIVISION	FROM	TO	MILES
5	Bathurst.....	Newcastle.....	Campbellton	107.01
3	Caraquet.....	Gloucester Jct.....	Tracadie	72.74
9	Cascapedia.....	Matapedia.....	New Carlisle	98.02
8	Chandler.....	New Carlisle.....	Gaspe	104.23
4	Dalhousie.....	Dalhousie Jct.....	Dalhousie	6.20
6	Matapedia.....	Campbellton.....	Mont Joli	105.38
7	Rimouski.....	Mont Joli.....	Riviere du Loup.....	84.61
3	Shippigan.....	Pokemouche Jct.....	Shippigan	6.85
		Leg of Wye at Pokemouche Jct.....		0.22
10	St. Quentin....	Tide Head.....	I. N. R. Junction.....	105.76
		Leg of Wye at I. N. R. Junction.....		0.24
Total.....				691.26

Dispatching Office at Campbellton
Telegraph Call, B.

C. B. SANSOM S. E. SPENCER
Chief Train Dispatcher Assistant Chief Train Dispatcher

G. E. Little	R. S. Matthews	} Train Dispatchers
H. F. Appleby	G. R. Boulay	
J. W. Lyon	J. A. Hickey	
F. L. Richard	J. M. Comeau	
S. N. Astle	J. E. LeBlanc	
R. J. Miller		

J. Y. Roy	} Relieving Train Dispatchers
R. H. Wood	
L. G. Berthelot	
J. L. LeBlanc	
J. G. Cote	
A. R. Thibault	

C. A. BERUBE, Superintendent, Campbellton, N. B.	C. E. PELLETIER, Asst. Superintendent, Riv. du Loup, Que.	P. W. CALDWELL, Asst. Superintendent, Campbellton, N. B.	C. A. MARTIN, Asst. Superintendent, New Carlisle, Que.	T. F. HOYT, Master Mechanic, Campbellton, N. B.	L. STEEVES, Road Foreman of Engines, Campbellton, N. B.
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Road Foreman of Engines
ATLANTIC REGION

S. H. RIDEOUT,
D. H. SHAW

EDMUNDSTON DIVISION

Page	SUBDIVISION	FROM	TO	MILES
16	Centreville	Westfield Beach ...	Centreville	157.86
		Una Jct.	C. P. R. Right of Way..	0.06
11	Chipman	Pacific Jct.	Napadogan	106.62
14	Connors	Baker Brook Jct.	Connors	18.92
13	Glendyne	Edmundston	Monk	123.85
12	Grand Falls ...	Napadogan	Edmundston	113.05
		Derby Jct.	Fredericton-Una Jct. ...	110.47
15	Nashwaak	including both legs of Wye, Frederic- ton		
13	Spur	Fraser Jct.	Can. Pac. Jct.	0.28
17	Stanley	Stanley Jct.	Stanley	5.40
14	Temiscouata ...	Temiscouata Jct.	Jct. Switch Riv. du Loup	81.83
				718.34

Dispatching Office at Edmundston
Telegraph Call, D. S.

F. D. LONG, J. E. SHAW,
Chief Train Dispatcher Assistant Chief Train Dispatcher

J. A. Carrier	C. C. Glenn	} Train Dispatchers
L. Carrier	J. A. Picard	
E. A. Garrett	G. Carrier	
J. H. Proulx	F. E. Soucy	
J. Sharber	J. L. Simard	
N. W. Astle		

L. J. Hickey	H. O. Cusack	} Relieving Train Dispatchers
R. J. Billingsley	J. R. St. Julien	
G. Poltras	L. A. Lamontagne	

J. E. DICKISON, Superintendent, Edmundston, N. B.	H. H. McLELLAN, Asst. Superintendent, Edmundston, N. B.	P. A. GAUDET, Asst. Superintendent, Edmundston, N. B.	R. A. CLARKE, Asst. Superintendent, Fredericton, N. B.	T. N. WALSH, Asst. Superintendent, Riv. du Loup, Que.	G. E. MacCALLUM, Master Mechanic, Edmundston, N. B.
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NOTE:—Nashwaak, Stanley and Centreville Subdivisions dispatched by Moncton Division Train Dispatchers.

MEDICAL OFFICERS

DR. K. E. DOWD,
CHIEF MEDICAL OFFICER.....MONTREAL
*DR. R. J. BROWN,
REGIONAL MEDICAL OFFICER.....MONCTON
DR. J. A. MacNAUGHTON.....MONCTON
DR. C. R. BAXTER, 34 Williams St.....MONCTON
*DR. V. M. ZED, 75 Coburg St.....SAINT JOHN, N. B.
DR. F. H. GEORGE, 11 COBURG ST., SAINT JOHN, N. B.
*DR. J. J. MacPHERSON.....CAMPBELLTON
*DR. A. PARADIS.....RIVIERE DU LOUP
*DR. A. M. SORMANY.....EDMUNDSTON
*DR. J. N. GILLIES.....NEW CARLISLE
DR. ERNEST PETTIGREW.....RIVIERE DU LOUP
DR. J. O. BENOIT.....RIVIERE DU LOUP
DR. D. SAINDON.....RIVIERE DU LOUP
DR. GUY FORTIER.....GASPE
*DR. H. S. WRIGHT.....FREDERICTON
DR. M. A. BOUDREAU.....RIMOUSKI
DR. R. A. LePAGE.....MONT JOLI
*DR. L. VERREAULT.....MONT JOLI
*DR. R. H. MORRISEY.....NEWCASTLE
DR. R. F. INGRAM.....BATHURST

WATCH INSPECTORS

J. H. BROWN.....MONCTON, N. B.
K. S. BAILEY.....SAINT JOHN, N. B.
A. B. WILLISTON.....NEWCASTLE, N. B.
SHUTE & CO.....FREDERICTON, N. B.
H. R. HUMPHREY.....CAMPBELLTON, N. B.
J. BELANGERNEW CARLISLE, QUE.
H. LEVASSEUR.....MONT JOLI, QUE.
A. LEMIEUXLEVIS, QUE.
J. B. PARADIS.....LEVIS, QUE.
H. LETENDRE.....CHARNY, QUE.
ALBERT APRILEDMUNDSTON, N. B.
J. M. BERNIER.....EDMUNDSTON, N. B.
A. SAVARDRIVIERE DU LOUP, QUE.
A. I. TOWER.....BATHURST, N. B.
GILES BERNIER.....RIVIERE DU LOUP, QUE.
L. N. DUCHESNE.....RIMOUSKI, QUE.

* Equipped to make vision, color sense, and hearing examinations. Applicants requiring such examinations will only be referred to these Medical Officers in absence of Rule Instructors.

WESTWARD TRAINS Inferior Direction				Miles from Jct. Switch Gloucester Jct.	Symbols	CARAQUET SUBDIVISION Atlantic Standard Time	Train Order or Telephone Offices	Office Signals	EASTWARD TRAINS Superior Direction			
Fourth Class		Second Class							Car Capacity		Second Class	
	281		397							398		
Freight	Passenger	Daily ex. Sun.	Daily ex. Sun.						Sidings	Other Tracks	Passenger	Daily ex. Sun.
A.M.	A.M.											
L 5.00	L 7.00	72.74	CR WYZ	TRACADIE	DN	KD	16	70	A 6.55			
5.32	f 7.20	65.05		7.69 FERGUSON				3	s 6.30			
5.45	s 7.31	61.05		4.00 INKERMAN	DN	BM		9	s 6.20			
A 5.55	A 7.36	59.30	RWY	1.75 POKEMOUCHE JCT.					L 6.14			
L 7.00	L 8.22			Jct. with Shipigan Subdivision 10.79					A 5.29			
7.30	s 8.52	48.51	Z	4.24 CARAQUET	D	WR	27		s 5.05			
7.50	s 9.03	44.27		7.32 UPPER CARAQUET				4	s 4.53			
8.37	s 9.20	36.95	WZ	3.36 BURNSVILLE	D	BU		9	s 4.35			
8.38	9.21	36.59		3.6 JOHNSON			16		4.30			
9.06	f 9.31	32.16		4.43 ST. LEOLIN				2	f 4.23			
9.12	s 9.37	29.52		2.64 GRAND ANSE	D	GR	22		s 4.18			
9.21	f 9.47	26.12		3.40 POKESHAW				4	f 4.10			
9.30	f 9.58	22.63		3.49 NEW BANDON				6	f 4.02			
9.35	s 10.02	20.72		1.91 STONEHAVEN			16		s 3.58			
9.39	f 10.06	18.96		1.76 CLIFTON					f 3.54			
9.49	f 10.13	15.19		3.77 JANEVILLE				4	f 3.46			
9.59	f 10.20	12.11	W	3.08 MILLER BROOK					f 3.39			
10.02	s 10.24	10.14		1.97 SALMON BEACH					f 3.36			
10.14	s 10.37	4.09		6.05 EAST BATHURST			12		s 3.25			
A 10.25	A 10.45	0.11	RZ	3.98 GLOUCESTER JCT.	D	G			L 3.15			
A.M.	A.M.	0.00		Jct. with Bathurst Subdivision					P.M.			
Daily ex. Sun. 281	Daily ex. Sun. 397			Rule 41 applicable					Daily ex. Sun. 398			

SHIPPIGAN SUBDIVISION FOOTNOTES

Lights will not be displayed on switches.
Trains may leave Pokemouche Jct. and Shippigan without Terminal Clearance.
Yard limit sign is located 1840 feet west of Shippigan station.
L. C. L. truck service leaves Bathurst daily except Sunday.

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate—N-4-a Class.
Heaviest car permitted—169,000 lbs.

SPEED RESTRICTIONS

	M.P.H.	Location
		Entire Subdivision
Passenger trains	35	
All other trains	25	" "
Over 30% engines (steam)	25	" "
Over 28% engines (steam)	30	" "

INDUSTRIAL TRACKS

	Points Face	Mileage	Car Capacity
Fafard.....	W	3.38	9

CARAQUET SUBDIVISION FOOTNOTES

Lights will not be displayed on switches.

L. C. L. truck service leaves Bathurst daily except Sunday.

YARD LIMIT SIGNS

Burnsville	2078 feet east and 5026 feet west of station.
Caraquet	1200 feet east and 1200 feet west of station.
Tracadie	3675 feet west of station.

Gloucester Jct. Yard limits at Gloucester Jct. extend from head block of junction switch with Bathurst Sub. to yard limit sign located 1760 feet east of junction switch at Gloucester Jct.

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate—N-4-a Class.

Heaviest car permitted—Gross weight 169,000 lbs.

SPEED RESTRICTIONS

	M.P.H.	Location
Passenger Trains	35	Entire Subdivision
All other Trains	25	" "
Over 30% Engines (Steam)	25	" "
Over 28% Engines (Steam)	30	" "

All Engines, Cars and Trains	10	} Petrie Crossing, mile 73.2 and Arseneau Crossing, mile 72.95. All movements over these crossings must be protected by a flagman.
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ADDITIONAL STOPS

Regular Stop:		
St. Isidore	Mile	68.89
Flag Stop:		
Bertrand	Mile	41.67
Blanchards	"	55.38
Evangeline	"	57.04

INDUSTRIAL TRACKS

	Points Face	Mileage	Car Capacity
Bertrand	W	41.67	2
Gordon-Pew (N. B.) Ltd. ...	E	49.96	7
Blanchards	W	55.38	3
Evangeline	W	56.97	3
St. Isidore	W	68.83	2

WESTWARD TRAINS Inferior Direction			Miles from Jct. Switch Pokemouche Jct.	Symbols	SHIPPIGAN SUBDIVISION Atlantic Standard Time Stations	Train Order or Telephone Offices	Office Signals	Car Capacity		EASTWARD TRAINS Superior Direction		
Fourth Class	Second Class							Second Class		Fourth Class		
581	395	393						394	396	582		
Way Freight	Passenger	Passenger						Passenger	Passenger	Way Freight		
Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.						Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.		
A.M. L 6.40	P.M. L 5.59	A.M. L 8.05	6.85	RYZ	SHIPPIGAN	DN	S	10	16	A.M. A 7.55	P.M. A 5.44	A.M. A 6.10
.....	s 6.06	s 8.12	4.20	.....	SHIPPIGAN GULLY ROAD	.....	.....	.....	.....	s 7.47	s 5.38	.....
A 7.00 A.M.	A 6.14 P.M.	A 8.22 A.M.	0.00	RWY	POKEMOUCHE JCT. Jct. with Caraquet Subdiv.	.....	.....	.....	.....	L 7.36 A.M.	L 5.29 P.M.	L 5.55 A.M.
Daily ex. Sun. 581	Daily ex. Sun. 395	Daily ex. Sun. 393								Daily ex. Sun. 394	Daily ex. Sun. 396	Daily ex. Sun. 582

Rule 41 Applicable

WESTWARD—Inferior Direction						EASTWARD—Superior Direction									
Thrd Class				Miles from Jct. Switch Dalhousie Jct.	Symbols	DALHOUSIE SUBDIVISION Atlantic Standard Time		Train Order or Telephone Offices	Office Signals	Car Capacity		Third Class			
225	227	223	221							Stidings	Other Tracks	224	*222	*226	*228
Mixed Daily ex. Sun.	Mixed Daily ex. Sun.	Mixed Daily ex. Sun.	Mixed Daily ex. Sun.									Mixed Daily ex. Sun.	Mixed Daily ex. Sun.	Mixed Daily ex. Sun.	Mixed Daily ex. Sun.
P.M. L 8.20	P.M. L 6.00	P.M. L 12.45	A.M. L 10.30	6.20 5.47 0.00 +0.08	BWZ RZ	 DALHOUSIE	DN	DC	.....	195	A.M. A 7.10	A.M. A 11.50	P.M. A 3.00	P.M. A 7.35	
A 8.50 P.M.	A 6.45 P.M.	A 1.05 P.M.	A 10.50 A.M.			Jct. with Bathurst Subdivision DALHOUSIE JCT.	DN	DU	.....	81	L 6.50 A.M.	L 11.30 A.M.	L 2.40 P.M.	L 7.15 P.M.	
Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.			Rule 41 applicable					Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	
225	227	223	221								224	*222	*226	*228	

DALHOUSIE SUBDIVISION FOOTNOTES

On Mondays and Saturdays Trains may leave Dalhousie without Terminal Clearance.
 *No. 222 will wait at Dalhousie Jct. until No. 221 arrives.
 *No. 226 will wait at Dalhousie Jct. until No. 223 arrives.
 *No. 228 will wait at Dalhousie Jct. until No. 227 arrives.
 Yard limit signs are located at Dalhousie 6864 feet west of station and at Dalhousie Jct. 7319 feet east of station.
 Lights will not be displayed on switches.

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate N-3d Class.
 Heaviest car permitted—Gross weight 175,000 lbs.

ADDITIONAL FLAG STOPS

Summit Mile 2.60
 McNeish " 3.85

SPEED RESTRICTIONS

Trains	M.P.H.	Location
Passenger	35	Entire Subdivision
All Other	25	" "

BATHURST SUBDIVISION FOOTNOTES

CAMPBELLTON.

The territory between the east and west switches for passenger trains at Campbellton station is under the jurisdiction of the yard agent. All trains must move within this territory at yard speed.

All movements over King Street and Water Street Crossings, Campbellton Wharf Track, must be protected by member of the crew.

The east switch for freight trains at Campbellton is the crossover switch, Mile 106.72, in the rock cut, east end of yard. The east switch for passenger and mixed trains is pond siding switch, Mile 106.88, just east of east standpipe.

DALHOUSIE JCT.

Dalhousie subdivision trains only will register at Dalhousie Jct.

At Dalhousie Jct., signals B 97.7 and B 98.6 are station protection signals. Signals B 97.1 and B 99.2 are approach signals. Rules 451 to 454 and 501 to 519 apply.

Automatic Flagman must be operated by member of the train crew when train movements are made on siding over Dalhousie Jct. road crossing, Mile 98.21. A box locked with switch lock and marked "Switch in box for Manual Operation", located on flagman pole, should be opened and switch opened until movement is completed. (BO 52210).

The "Note" under Rule 93 reading "Where automatic block signal system rules are in effect 'known to be clear' includes when track is known to be clear by signal indication" does not apply through yard limits at Dalhousie Jct.

BATHURST.

Turntable at Bathurst.

All trains must receive terminal clearance at Bathurst.

The east switch at Bathurst is the crossover switch, Mile 43.65, just west of Golf Club crossing, and the west switch for both passenger and freight trains entering Bathurst Yard is the crossover switch, Mile 44.29, just west of subway.

The time of westward regular trains terminating at Bathurst applies at East switch of siding.

GLOUCESTER JCT.:

Caraquet Subdivision trains only will register at Gloucester Jct.

The time of regular trains originating and terminating at Gloucester Jct. applies at Jct. switch with Caraquet Subdivision.

NEWCASTLE.

At Newcastle, signals H 79.3 and B 0.4 are station protection signals. Signal B 1.6 is an approach signal. Rules 451 to 454 and 501 to 519 apply.

Spring switch located at west end of west crossover west of Newcastle Station is protected by fixed signals B 0.3 and D 0.3. Dwarf signal D 0.3 normally indicates Stop. To clear this signal for westward movement to main track, switch on No. 1 siding must be lined for main track and trainmen must operate to "ON" position hand lever No. 1 located in box on mast of signal B 0.3. When signal D 0.3 has been cleared and movement through crossover not made, hand lever No. 2 must be moved to "OFF" position. For movements to No. 1 siding west of west crossover, trainmen must line switch on No. 1 siding to obtain signal indication "YELLOW", which permits movement at Restricted Speed.

The east switch for freight trains entering Newcastle Yard is at Mile 79.34, just east of Hogan's Crossing. The east switch for passenger trains entering the passing siding is at crossover switch, Mile 79.54, just west of coaling plant. The west switch for both passenger and freight trains is at Mile 0.31, just west of first crossing west of Newcastle Station.

Eastward freight trains occupying main track at Newcastle while engine is being serviced will leave their train just west of sign post reading, "End of Crossing Protection Circuit", located 2,390 feet west of station.

No engine, car or train shall pass over Chaplin Island road crossing, Mile 0.20, Bathurst Subdivision, at a speed greater than ten (10) miles per hour. (B. O. 74381).

INDUSTRIAL TRACKS—Additional flag stops for Nos. 25 and 26

Flag	Name	Points Face	Mileage	Car Capacity
..	A. D. and T. Co.	E	0.46	53
f	Furze Crossing	..	6.07	..
f	Telly Road Crossing (Mails)..	..	7.95	..
f	Beveridge	..	12.02	..
f	Busridge	..	13.42	..
f	Big Arch	..	16.87	..
..	Gloucester Lbr. Co. No. 2....	W	24.96	8
f	Lawson Brook	..	27.40	..
..	Bathurst Spur	E	42.19	310
..	Eddy Co.	W	44.80	37
..	Chaleur Industries	E	45.04	20
f	Vallee Lourdes	W	46.60	2
f	Nigadoo	E	52.61	7
f	Elm Tree Limestone Co-op....	W	56.70	2
f	Green Point	E	60.54	2
f	Turgeon	E	65.29	1
f	Culligan	W	69.30	7
f	Uitican	..	70.45	..
f	Furlotte Road	..	73.90	..
f	Dickle	E	79.12	4
f	Benjamin River	..	81.40	..
f	Backlands	..	84.34	..
f	Hamilton	E	86.74	8
f	Craig	..	90.25	..
f	Richards	..	104.78	..
..	Harquail	E	105.39	7
..	Currie	E	105.88	16
..	Imperial Oil No. 1	W	105.98	10
..	Wharf Branch	E	106.04	46

WESTWARD TRAINS—Inferior Direction										EASTWARD TRAINS — Superior Direction																		
Third Class			Second Class		First Class			Miles from Newcastle	Symbols	BATHURST SUBDIVISION		Train Order or Telephone Offices	Office Signals	Car Capacity		First Class			Second Class		Third Class		Fourth Class					
225	223	397	25	59	3	1	Atlantic Standard Time			Sldings	Other Tracks			2	4	60	26	398	224	226	782	784	786	788				
Mixed	Mixed	Passenger	Passenger	Passenger	Passenger	Passenger	Stations							Passenger Maritime Express	Passenger Ocean Limited	Passenger Scotian	Passenger	Passenger	Mixed	Mixed	Freight	Freight	Freight	Freight				
Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily	Daily	Daily ex. Mon.							Daily ex. Sun.	Daily	Daily	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily	Daily	Daily	Daily					
			60 P.M. L 1.55	P.M. L 4.35	P.M. L 3.35	A.M. L 12.30	0.00	CK WYZ	V..... NEWCASTLE .....V	DN	NC	Yard	A 7.35	A 12.20	A 1.55	A 10.10			A 10.40	A 11.20	A 6.45	A 2.00						
			f 2.04	4.44	3.44	12.39	4.04		4.04 PATTERSON			77	32	7.22	12.10	1.42	f 10.00			10.30	11.05	6.32	1.45					
			f 2.16	4.51	3.51	12.46	9.22		5.18 BEAVER BROOK	P		70	37	7.15	12.03	1.35	s 9.49			10.20	10.50	6.22	1.34					
			2.26	4.58	3.58	12.53	14.60		5.38 BUSBY			61		7.08	P.M. 11.55	1.28	9.37			10.09	10.34	6.10	1.24					
			f 2.38	5.07	4.07	1.02	20.78	WZ	6.18 BARTIBOG	DN	GU	50	34	7.00	11.48	1.20	f 9.25			9.57	10.24	5.58	1.17					
			f 2.44	5.13	4.13	1.08	25.20		4.42 RUSSELL			66	8	6.51	11.40	1.11	f 9.16	To Caraquet Subdiv.		9.47	10.12	5.45	1.08					
		From Caraquet Subdiv.	f 2.52	5.20	4.20	1.15	30.66		5.46 RED PINE	P		39	37	6.43	11.33	1.03	f 9.05			9.35	10.00	5.20	1.245					
			f 2.57	5.25	4.24	1.19	34.40		3.74 BRUCE			57		6.37	11.27	12.57	f 8.56	P.M.		9.25	9.50	5.10	1.231					
		A.M. L 10.45	3.05	5.30	4.29	1.24	39.29	*R	4.89 GLOUCESTER JCT.	D	G	103	30	6.30	11.19	12.50	s 8.47	2.55		9.15	9.40	5.00	1.221					
							39.40		Jct. with Caraquet Subdivision																			
		10.50	f 3.07	5.32	4.31	1.26	40.29	Y	1.00 NEPISIGUIT			45		6.28	11.16	12.48	f 8.44	2.50		9.10	9.35	4.53	1.219					
		A 11.00	s 3.15	5.40	s 4.40	s 1.35	44.04	*KWZ	3.75 BATHURST	DN	SA	69	248	s 6.20	8.07 11.10	s 12.40	s 8.34	L 2.40		8.54	9.15	4.40	1.211					
			f 3.32	5.55	4.53	1.47	50.45		6.41 BERESFORD			55	10	5.59	10.55	12.28	f 8.19			7.50	8.57	4.25	1.158					
			s 3.44	6.02	5.00	* 1.54	55.48		5.03 PETIT ROCHER	D	F	87	5	* 5.53	10.49	12.22	s 8.09			7.35	8.41	4.12	1.148					
			s 3.58	6.12	5.10	2.05	63.57		8.09 BELLEDUNE	P		61	7	5.43	10.39	12.12	s 7.52			7.10	8.25	3.58	1.131					
			f 4.06	6.16	5.14	2.10	67.04		3.47 HODGIN			57	2	5.39	10.35	12.08	f 7.44			6.57	8.17	3.34	1.123					
			s 4.20	* 6.23	5.21	f 2.17	72.53		5.49 JACQUET RIVER	DN	JR	63	28	f 5.30	10.29	11.59	s 7.33			6.47	8.06	3.12	1.111					
			s 4.29	6.27	5.25	2.22	76.10	W	3.57 NASH CREEK	DN	NK	60	8	5.25	10.25	11.55	s 7.23			6.35	8.00	3.00	1.103					
			s 4.44	* 6.35	5.33	* 2.30	82.36		6.26 NEW MILLS	D	JM	66	19	* 5.16	10.18	* 11.47	s 7.09			6.11	7.50	2.50	1.051					
			s 4.58	6.43	5.42	* 2.38	88.19		5.83 CHARLO	D	RG	56	5	* 5.08	10.11	11.40	s 6.57			5.56	7.42	2.40	1.039					
		From Dalhousie Subdiv.	s 5.09	6.50	5.49	2.46	93.76		5.57 EEL RIVER	P		40	13	5.00	10.03	11.32	s 6.45		To Dalhousie Subdiv.	5.20	7.34	2.30	1.028					
									4.39 Jct. with Dalhousie Subdivision																			
	P.M. L 8.50	P.M. L 1.05		s 5.19	s 6.59	5.55	f 2.55	*RZ	3.50 DALHOUSIE JCT.	DN	DU	70	22	f 4.53	9.57	s 11.25	s 6.37		A.M. 6.15	P.M. 2.40	4.40	7.28	2.20	1.019				
	8.59	1.14		f 5.25	7.06	6.01	3.01		3.50 McLEOD			59		4.46	9.52	11.17	s 6.31		6.06	2.28	4.25	7.21	2.03	1.011				
	A 9.15	A 1.25		A 5.35	A 7.20	A 6.15	A 3.15	CK WZ	5.36 CAMPBELLTON	DN	KS	Yard	L 4.35	L 9.40	L 11.05	L 6.20			L 5.55	L 2.15	L 4.15	L 7.10	L 1.45	L 10.00				
	P.M.	P.M.		P.M.	P.M.	A.M.							Daily ex. Sun.	Daily	Daily	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily	Daily	Daily	Daily					
225	223	397	25	59	3	1							2	4	60	26	398	224	226	782	784	786	788					

BATHURST SUBDIVISION FOOTNOTES		
CONDITIONAL STOPS		
TRAIN	STATION	CONDITIONS
No. 1.....	Petit Rocher, Dy. ex. Mon.	Detrain passengers from Moncton or beyond and entrain passengers for beyond Campbellton.
	New Mills, Wed.-Fri.	
	Charlo, Tues.-Thurs.-Sat.	
No. 2.....	Charlo	Detrain passengers from beyond Campbellton and entrain passengers for Moncton or beyond.
	New Mills	
	Petit Rocher	
No. 59.....	Jacquet River.....	{Sundays only—Detrain and entrain passengers.
No. 59 & 60...New Mills		{June 7th to Sept. 7th inc., to entrain or detrain passengers for or from Montreal or beyond.

ENGINE AND CAR RESTRICTIONS	
Heaviest engine permitted to operate, U 2-3-4 Class.	
Heaviest car permitted to operate—gross weight 215,000 lbs.	
SPEED RESTRICTIONS	
Miles per hour	
Location	
Passenger trains	60 Entire Subdivision
Mixed and freight trains..	45 " "
Light engines and light engines with caboose...	45 " "
Auxiliary cranes	35 " "
All trains	10, {through Newcastle Yard, between mile 79.34, Harcourt Subdivision, and Mile 0.32, Bathurst Subdivision.
All trains	10, {between Mile 106.14 and Campbellton Station.
All trains, engines & cars	10, {Dalhousie St. Crossing, Campbellton, Mile 106.31 (B. O. 78387).

YARD LIMIT SIGNS	
Newcastle	8,567 feet west of station.
Bartibog	3,598 feet east and 6,008 feet west of station.
Bathurst	6,804 feet east and 8,084 feet west of station.
Dalhousie Jct.	7,224 feet east and 4,547 feet west of station.
Campbellton	11,096 feet east of station.
MANIFEST AND WAYFREIGHT TRAINS	
Manifest Freight No. 408 leave Campbellton 4.00 p.m. Arrive Newcastle 9.30 p.m. daily.	
Manifest Freight No. 407 leave Newcastle 1.15 p.m. Arrive Campbellton 6.00 p.m. daily.	
Wayfreight trains leave Bathurst 8.30 a.m. Tuesday, Thursday, and Saturday for Campbellton and leave Campbellton 6.45 a.m. Monday, Wednesday, and Friday for Bathurst.	
ADDITIONAL FOOTNOTES PAGE 4	

WESTWARD TRAINS—Inferior Direction							Miles from Campbellton	Symbols	MATAPEDIA SUBDIVISION		Train Order or Telephone Offices	Office Signals	Car Capacity		EASTWARD TRAINS—Superior Direction											
Thrd Class	Second Class			First Class					First Class				Second Class			Thrd Class	Fourth Class									
217	72	36	31	59	3	1			2	4			60	35	71	32	216	744	740	542	738	742				
Mixed Mon. Wed. & Fri.	Passenger Sun. only	Passenger Daily ex. Sun.	Passenger Daily ex. Sun.	Passenger Scotian Daily	Passenger Ocean Limited Daily	Passenger Maritime Express Daily ex. Mon.			Passenger Maritime Express Daily ex. Sun.	Passenger Ocean Limited Daily			Passenger Scotian Daily	Passenger Daily ex. Sun.	Passenger Sun. only	Passenger Daily ex. Sun.	Mixed Tues. Thurs. & Sat.	Freight Daily	Freight Daily	Freight Daily	Freight Daily	Freight Daily				
A.M. L 7.40	A.M. L 7.20	A.M. L 7.20	A.M. L 6.50	P.M. L 6.40	P.M. L 5.35	A.M. L 2.35			A.M. A 3.15	A.M. A 8.25			A.M. A 9.45	P.M. A 4.45	P.M. A 5.10	P.M. A 7.15	P.M. A 4.10	A.M. A 6.00	A.M. A 8.05	P.M. A 1.15	P.M. A 5.00	A.M. A 2.05				
							2.05							5.45	7.50	1.05	4.50	1.58								
A 7.45 A.M.	7.32	7.32	s 7.03	6.55	5.50	2.55	4.73	Jct. with St. Quentin Subdivision 8.08		P		65	42	2.55	8.09	9.28	4.25	4.53	f 6.55	L 3.50 P.M.	5.40	7.32	12.55	4.40	1.53	
To St. Quentin Subdiv.	A 7.45 A.M.	A 7.45 A.M.	s 7.20	s 7.08	s 6.03	s 3.15	12.33 12.81	Jct. with Cascapedia Subdivision 5.31		V	DN	MD	46	53	s 2.40	36.72 S 7.57	s 9.10	L 4.10 P.M.	L 4.40 P.M.	s 6.31	From St. Quentin Subdiv.	5.15	7.20	12.25	4.20	1.23
							18.12	0.84			DN	FR		6	2.30	7.48	8.50	From Cascapedia Subdiv.	From Cascapedia Subdiv.	s 6.18		5.00	7.04	12.03	3.40	1.11
							18.96						50		2.28	7.47	8.49			6.15		4.55	7.00	11.59	3.38	1.08
							22.63				P		63	6	2.22	7.41	8.43			s 6.04		4.47	6.53	11.40	3.25	12.58
							28.69						48		2.12	7.32	8.34			f 5.51		4.35	6.40	11.15	3.10	12.42
							33.92				DN	GN	54	5	2.04	7.24	8.26			s 5.40		4.20	6.25	10.55	2.55	12.30
							40.97				DN	FO	85	12	1.54	7.15	8.17			s 5.27		3.55	6.00	10.35	2.35	12.01
							44.41						78	9	1.49	7.10	8.12			f 5.19		3.46	5.50	10.25	2.15	A.M. 11.53
							47.46				DN	CF	59	69	s 1.41	7.05	s 8.04			s 5.11		3.31	5.38	10.15	2.05	11.45
							55.23				DN	HG	71	46	f 1.26	6.51	7.51			s 4.55		3.16	5.23	9.56	1.47	11.20
							60.89				DN	AN	93	55	s 1.16	6.44	s 7.42			s 4.43		3.03	5.10	9.36	1.33	11.00
							69.23				DN	CH	64	46	f 1.01	6.33	s 7.29			s 4.28		2.43	4.49	9.05	1.15	10.35
							75.86				DN	SC	96	136	s 12.49	6.24	s 7.19			s 4.15		2.30	4.35	8.40	12.57	10.15
							83.33				D	SM	66	48	* 12.34	6.13	7.08			s 4.00		2.11	4.15	8.15	12.32	9.55
							91.34				DN	BI	75	32	* 12.20	6.00	6.55			s 3.48		1.53	3.55	7.55	12.13	9.28
							96.21				P		35	6	12.08	5.48	6.43			s 3.37		1.35	3.36	7.42	P.M. 11.59	9.10
							99.98				D	J	59	10	* 11.58	5.37	6.32			s 3.27		1.20	3.20	7.20	11.45	9.00
							105.38				DN	VE		Yard	L 11.45 P.M.	L 5.25 A.M.	L 6.20 A.M.			L 3.15 P.M.		L 1.00 A.M.	L 3.00 A.M.	L 7.00 A.M.	L 11.25 A.M.	L 8.40 P.M.
Mon. Wed. & Fri.	Sun. only	Daily ex. Sun.	Daily ex. Sun.	Daily	Daily	Daily ex. Mon.									Daily ex. Sat.	Daily	Daily	Daily ex. Sun.	Sun. only	Daily ex. Sun.	Tues. Thurs. & Sat.	Daily	Daily	Daily	Daily	Daily
217	72	36	31	59	3	1			Special instruction No. 26 applicable.						2	4	60	35	71	32	216	744	740	542	738	742

MATAPEDIA SUBDIVISION FOOTNOTES

The west switch for freight trains at Campbellton is the switch at mile 0.87, Matapedia subdivision, just west of the coal plant, west end of yard. The west switch for passenger and mixed trains is the cross over switch at Mile 0.29, Matapedia subdivision, just west of west standpipe.

TRAIN	STATION	CONDITIONAL STOPS	CONDITIONS
No. 1.....	St. Noel and Padoue...	Detrain passengers from Matapedia or beyond, and entrain passengers for Mont Joli or beyond.	
No. 2.....	St. Octave.....	Detrain passengers from Levis and beyond.	
	Padoue and St. Noel...	Detrain passengers from Mont Joli or beyond and entrain passengers for Campbellton or beyond.	
	Millnikak	Mondays—Detrain passengers.	
No. 59.....	Val Brillant.....	Detrain passengers from Gaspé Coast points and entrain passengers for Levis or beyond.	

The territory between the east and west switches for passenger trains at Campbellton station is under the jurisdiction of the yard agent. All trains must move within this territory at yard speed.

SPEED RESTRICTIONS

No. 60 will reduce speed to 25 miles per hour at St. Octave, Padoue, St. Noel and Lac Au Saumon to discharge mails.

	M.P.H.
All Trains	30 Between mile 12.40 and 13.14.
Passenger Trains	50 Between mile 49.0 and 49.2.
Passenger Trains	60 Between mile 53.9 and 54.5.
All Trains	40 Between mile 60.6 and 61.4.
Passenger Trains	60 Between mile 65.7 and 66.5.

Miles per Hour

Between	And	Pass.	Freight	Mixed	Light engs. and engs. with Caboose	Auxiliary Crane
Campbellton	Routhierville	50	45	45	35	
Routhierville	Mile 78	70	45	45	35	
Mile 78	Padoue	60	45	45	35	
Padoue	Mont Joli	50	45	45	35	

No. 217 leave Campbellton 7.30 a. m.

YARD LIMIT SIGNS

Atholville	906 feet west of Station
Matapedia	5181 feet east of Station
Matapedia	4000 feet west of Station
Causapscal	4283 feet east of Station
Causapscal	3340 feet west of Station
Amqui	5980 feet east of Station
Amqui	4812 feet west of Station
Sayabec	3641 feet east of Station
Sayabec	4076 feet west of Station
St. Noel	3705 feet east of Station
St. Noel	5514 feet west of Station
Mont Joli	8700 feet east of Station

Yard limit sign 906 feet west of Atholville is the westerly limit of Campbellton yard.

ADDITIONAL FOOTNOTES, PAGE 8.

WESTWARD—Inferior Direction					Miles from Mont Joli	Symbols	RIMOUSKI SUBDIVISION Eastern Standard Time	Train Order or Telephone Offices	Office Signals	Car Capacity		EASTWARD—Superior Direction											
Second Class		First Class		First Class						Second Class		Fourth Class											
31	59	3	1	4						60	2	32	744	738	740	742							
Passenger Daily ex. Sun.	Passenger Scotian Daily	Passenger Ocean Limited Daily	Passenger Maritime Express Daily	Passenger Ocean Limited Daily						Passenger Scotian Daily	Passenger Maritime Express Daily	Passenger Daily ex. Sun.	Freight Daily	Freight Daily	Freight Daily	Freight Daily							
A.M. L 11.40	P.M. L 10.10	P.M. L 9.00	A.M. L 6.40	A.M. A 5.05	A.M. A 6.05	P.M. A 11.25	P.M. A 3.00	A.M. A 4.35	A.M. A 9.40	P.M. A 1.45	P.M. A 10.10												
11.45	10.17	9.07	6.48	4.56	5.56	11.16	2.50	4.22	9.30	1.32	10.00												
S 11.57	* 10.24	9.13	S 6.59	4.49	* 5.46	S 11.08	S 2.40	4.12	9.15	1.20	9.50												
P.M. S 12.08	10.31	9.19	* 7.07	4.42	5.38	L 10.56	S 2.29	4.02	9.00	1.05	9.40												
S 12.25	S 10.40	S 9.29	S 7.17	S 4.35	S 5.25	S 10.40	S 2.17	3.51	8.45	12.45	9.29												
S 12.35	10.58	9.37	* 7.28	4.27	5.15	* 10.18	S 2.06	3.42	8.30	12.35	8.59												
S 12.45	S 11.09	9.45	S 7.39	4.19	S 5.07	S 10.07	S 1.58	3.31	8.15	12.22	8.35												
12.57	11.22	9.55	7.52	4.11	4.57	9.55	1.50	3.12	7.52	12.13	8.23												
S 1.05	11.30	10.03	S 8.00	4.07	* 4.53	S 9.41	S 1.42	3.03	7.22	12.05	8.16												
1.17	11.38	10.11	8.07	4.00	4.46	9.33	1.33	2.48	7.10	P.M. 11.52	8.03												
S 1.26	11.45	10.18	S 8.16	3.54	4.40	S 9.26	S 1.26	2.35	6.55	11.40	7.50												
1.38	11.52	10.24	8.24	3.47	4.32	9.18	1.17	2.22	6.40	11.24	7.37												
S 1.48	S 11.59	10.30	S 8.36	3.42	S 4.27	S 9.08	S 1.10	2.10	6.31	11.15	7.31												
S 2.00	A.M. 12.05	10.35	* 8.41	3.37	4.22	9.00	S 1.02																
S 2.09	12.11	10.41	S 8.46	3.33	4.18	S 8.55	S 12.56	1.52	6.05	10.47	7.16												
S 2.20	* 12.17	10.47	S 8.56	3.27	* 4.12	S 8.46	S 12.46	1.39	5.55	10.35	6.56												
S 2.35	12.31	11.01	S 9.15	3.16	4.01	S 8.31	S 12.32	1.20	5.30	10.20	6.35												
S 2.43	12.35	11.06	S 9.20	3.13	3.58	S 8.25	S 12.25	1.15	5.20	10.15	6.30												
A 2.55	A 12.50	A 11.20	A 9.35	L 3.05	L 3.50	L 8.15	L 12.15	L 1.00	L 5.00	L 10.00	L 6.15												
P.M. Daily ex. Sun.	A.M. Daily	P.M. Daily	A.M. Daily	A.M. Daily	A.M. Daily	P.M. Daily	P.M. Daily ex. Sun.	A.M. Daily	A.M. Daily	A.M. Daily	P.M. Daily												
31	59	3	1	4	60	2	32	744	738	740	742												

RIMOUSKI SUBDIVISION FOOTNOTES INDUSTRIAL TRACKS			
NAME	Points Face	Mileage	Car Capacity
Luceville Lbr. Co.....	W	8.27	39
Romauld Cote.....	W	8.37	6
Premier Peat Moss....	W	63.25	14
Isle Verte Co-op.	W	67.35	7

YARD LIMIT SIGNS	
Mont Joli	6146 feet west of Station
Rimouski	10648 feet east of Station
Price	7162 feet west of West Switch
Trois Pistoles	4329 feet east of Station
Trois Pistoles	13215 feet west of Station
Riv. du Loup	10682 feet east of Station
Yard limit sign 7162 feet west of West Switch. Price is the westerly limit of Rimouski yard.	

WESTWARD Inferior Direction				Symbols	CHANDLER SUBDIVISION Eastern Standard Time	Train Order or Telephone Offices	Office Signals	Car Capacity		EASTWARD Superior Direction					
First Class		Miles from New Carlisle	Stations					Siding	Other Tracks	First Class		Fourth Class			
71	35									72	36	502	546	504	508
Passenger Sun. only	Passenger Daily ex. Sun.									Passenger Sun. only	Passenger Daily ex. Sun.	Freight Daily	Way Freight Daily ex. Sun.	Freight Daily	Freight Daily
A.M.	A.M.			P.M.	P.M.	P.M.	P.M.	P.M.	A.M.						
L 8.15	L 6.45	104.23	CK WZ	 GASPE	DN	GS	 Yard	A 6.15	A 7.30	A 12.10	A 2.45	A 7.05	A 4.30		
f 8.35	s 7.05	96.66		 DOUGLASTOWN	DN	DG	.....	f 5.55	s 7.05	11.40	2.10	6.35	4.05		
	8.55	7.25	89.09	 PREVEL			18	5.36	6.45	11.10	1.35	6.10	3.40		
f 9.20	s 7.55	79.29		 BARACHOIS	DN	BR	24 11	s 5.10	s 6.15	10.30	12.55	5.35	3.05		
f 9.50	s 8.28	69.07		 SUMMIT			32 7	f 4.46	s 5.43	9.50	12.10	5.00	2.30		
s 9.59	s 8.40	65.08		 PERCE	D	S	 3	s 4.33	s 5.28	9.17	P.M. 11.44	4.50	2.10		
s 10.11	s 8.52	62.31		 CAPE COVE	D	C	10	s 4.23	s 5.15	8.52	11.27	4.43	1.55		
s 10.30	s 9.15	53.95		 GRANDE RIVIERE	D	GR	32 7	s 4.03	s 4.53	8.15	10.47	3.55	1.25		
f 10.45	s 9.30	48.10		 STE. ADELAIDE	D		13	f 3.45	s 4.35	7.45	10.15	3.25	12.55		
s 10.55	s 9.40	44.08	*WZ	 CHANDLER	DN	CN	32 85	s 3.30	s 4.15	7.15	9.40	3.05	12.35		
s 11.15	s 10.00	36.90		 NEWPORT	D	N	32 7	s 3.09	s 3.52	6.29	9.15	2.40	12.10		
f 11.37	s 10.22	28.29		 GASCONS	P		32	f 2.49	s 3.30	5.46	8.35	2.09	A.M. 11.40		
s 11.50	s 10.37	22.49		 PORT DANIEL	D	DN	12 9	s 2.32	s 3.12	5.10	8.02	1.45	11.15		
f 12.10	s 10.57	16.24		 MARCIL	P		32 7	f 2.15	s 2.55	4.35	7.29	1.25	10.50		
s 12.22	s 11.17	11.06		 ST. GODFROI	DN	SG	35 8	s 2.00	s 2.41	4.05	7.01	1.09	10.30		
s 12.45	s 11.40	3.64		 PASPEBIAC	DN	PB	10 4	s 1.40	s 2.20	3.30	6.28	12.45	10.05		
A 12.55	A 11.50	0.00	CK WYZ	 NEW CARLISLE	DN	NS	 Yard	L 1.25	L 2.05	L 3.00	L 6.00	L 12.15	L 9.45		
P.M.	A.M.							P.M.	P.M.	A.M.	A.M.	P.M.	P.M.		
Sun. only	Daily ex. Sun.		• Turn- Table					Sun. only	Daily ex. Sun.	Daily	Daily ex. Sun.	Daily	Daily		
71	35			Rule 41 applicable				72	36	502	546	504	508		

CHANDLER SUBDIVISION FOOTNOTES

All trains must not exceed speed of ten (10) M. P. H. between Mile 23.69 and 23.80 (Port Daniel Tunnel).
Yard limit signs located at New Carlisle 3297 feet east of station, at Chandler 5833 feet east and 4738 feet west of station, and at Gaspe 10,748 feet west of station.
Railway crossing at Grade Mile 44.34 non-interlocked. Rule 98 applicable.

INDUSTRIAL TRACKS

NAME	Points Face	Mileage	Car Capacity
Robin, Jones and Whitman No. 1..	E & W	3.36	3
Tanniers	W	8.42	2
Derairiche	E & W	26.40	6
Robin, Jones and Whitman No. 2..	E	39.23	3
Imperial Oil, B. A. Oil and Smith..	E	44.55	23
Goupil, McKinnon & Langlois	E	44.80	5
Shell Oil Co. Canada Ltd.	W	46.02	4
Galway	E & W	51.29	8
Gaspe Gas Utilities Inc.	E	54.34	5
Ste. Therese de Gaspe	EW	58.71	5
Cap D'Espoir	W	62.46	3
St. Georges	W	83.32	3
Brilliant Cove	W	87.99	2
Howard Smith Paper Mills.....	W	96.50	6
Heck	W	96.57	5
Coffin	E	97.93	27
Haldimand	EW	98.64	10
Gaspe Copper Mines Ltd.	EW	102.41	10
National Defence	E	102.65	10
Sandy Beach	E	102.96	81
B. A. Oil Co. No. 2.....	W	103.19	4
Imperial Oil No. 2.....	E	103.40	1

SPEED RESTRICTIONS

Between And

New Carlisle Gaspe

Miles per Hour

Page	Fr. and Mixed	Light engs. and engs. with carburetors	Auxiliary Crane
35	20	20	20

ADDITIONAL FLAG STOPS

TRAINS NOS. 35, 36, 71 & 72

St. Therese de Gaspe.....	Mileage	58.71
Corner of the Beach.....	"	75.21
St. Georges	"	83.29
Brilliant Cove	"	87.96

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate G-16-a-class.
Heaviest car permitted—Gross weight 136,000 lbs.

MATAPEDIA SUBDIVISION FOOTNOTES

INDUSTRIAL TRACKS AND ADDITIONAL STOPS FOR NOS. 31 AND 32
S FOR REGULAR STOPS. F FOR FLAG STOPS

Stop	NAME	Points Face	Mileage	Car Capacity
f	Flatland	W	9.44	8
s	Champion	W	15.95	13
f	Dawson	..	19.52	..
f	Milniket	..	30.39	..
	Larriuee	W	41.80	10
	Lajoie	W	43.22	6
	Laforce	W	45.53	10
	Morissette	W	51.86	10
	LaCie AB Inc.	E	55.53	11
	Duclos	W	56.75	7
f	St. Lawrence Lbr. Co.	W	63.59	3
s	Saucier	W	79.08	5
	Morneault	E	80.19	4
s	Blais	E	86.98	2
	Dufaultville	E	88.14	4
	Skin Cut	W	89.17	5
f	Cooperative Federee	W	100.09	3
	St. Remi de Price	..	103.09	..

The "Note" under Rule 93 reading "Where automatic block signal system rules are in effect 'known to be clear' includes when track is known to be clear by signal indication" does not apply through yard limits at Mont Joli and Matapedia.

Automatic Block Signal system is in operation between Signal M 12.4 at Matapedia and Campbellton. Rules 501 to 519.

Opposing and following movements of trains or engines between west switch at Tide Head and Campbellton are by signal indication. Rules 261 to 271. Signals used to give indication are M 5.2, M 4.4, D 4.4, D 0.9 and M 0.9.

Main track may be used within Yard limits as prescribed by rule 93.

Dwarf Signal D 5.1 governs westward movements from siding at Tide Head. To cause this signal to clear trainmen must operate to "ON" position hand lever No. 1 located in case on mast of signal M 5.1. When signal D 5.1 has been cleared and movement through turnout not made, hand lever No. 2 must be moved to "OFF" position.

Dwarf signal D 0.9 governs westward movements from Campbellton freight yard. To cause this signal to clear, train must be on track circuit and trainmen must also operate to "ON" position hand lever No. 1 located in box on mast of signal M 0.9. When signal D 0.9 has been cleared and movement through turnout not made, hand lever No. 2 must be moved to "OFF" position.

Signal C, 0.4 governs movement from east leg of wye at Matapedia.

At Matapedia signals M 12.3 and M 13.2 are station protection signals, signal M 14.6 is an approach signal. Rules 451 to 454 and 501 to 519 apply.

Electric lock on switch of east leg of wye at mile 12.38, junction with Cascapedia subdivision.

All trains must receive Terminal Clearance at Matapedia.

Operator Matapedia will register all fourth class and extra trains.

The time of regular trains originating and terminating at Matapedia applies at junction switch with Cascapedia subdivision.

At Mont Joli signals M 105.3 and R 0.2 are station protection signals. Signals M 104.3, M 103.7, R 0.4 and R 0.8 are approach signals. Rules 451 to 454 and 501 to 519 apply.

C. & G. T. engines or trains must not foul main track or handle any main track switch at Mont Joli until conductor has secured permission from yard agent on duty. If no yard agent on duty, this permission must be secured from operator on duty and permission must not be given until it is known the main track is clear or until the movement has been provided for. C. & G. T. engines and trains must move within Mont Joli yard limits at yard speed.

Manifest train No. 407 leave Campbellton 8.00 p. m. Arrive Mont Joli 1.00 a. m. Daily.

Manifest train No. 408 leave Mont Joli 8.00 a. m. Arrive Campbellton 12.00 Noon Daily.

Way freight trains leave Campbellton 8.25 a. m. Tues., Thurs., and Sat. for Mont Joli, and leave Mont Joli 7.00 a. m. Mon., Wed., and Fri. for Campbellton.

SPRING SWITCHES

Campbellton	Mileage 0.87.
Tide Head	West Switch.

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate.....U 2-3-4 class.
Heaviest car permitted, Gross Weight215,000 lbs.

WESTWARD Inferior Direction			Miles from Jct. Switch Matapedia	Symbols	CASCAPEDIA SUBDIVISION		Train Order or Telephone Offices	Office Signals	Car Capacity		EASTWARD Superior Direction					
First Class		Stations			Sidings	Other Tracks			First Class		Fourth Class					
71	35								72	36	510	544 Way Freight	512	516		
Passenger Sun. only	Passenger Daily ex. Sun.								Passenger Sun. only	Passenger Daily ex. Sun.	Freight Daily	Freight Daily ex. Sun.	Freight Daily	Freight Daily		
P.M. L 1.10	P.M. L 12.05	98.02	CK WYZ	NEW CARLISLE	DN	NS	Yard	P.M. A 1.10	P.M. A 1.50	A.M. A 7.55	P.M. A 1.05	P.M. A 9.15	A.M. A 3.50			
s 1.29	s 12.25	89.19		BONAVENTURE	DN	BN	32	17	s 12.50	s 1.30	7.25	12.25	8.35	3.20		
f 1.38	s 12.37	84.29		ST. SIMEON	D	SN		3	f 12.37	s 1.15	7.05	12.05	8.10	2.54		
s 1.51	s 12.55	78.54		CAPLAN	DN	CP	32	5	s 12.29	s 12.55	6.45	P.M. 11.46	7.48	2.33		
f 2.05	s 1.10	71.69		BLACK CAPES	P		32		f 12.12	s 12.37	6.17	11.25	7.20	2.05		
s 2.14	s 1.20	67.70		NEW RICHMOND	D	NU	13	5	s 12.04	s 12.25	6.01	11.05	7.01	1.46		
s 2.31	s 1.38	60.62		CASCAPEDIA	DN	CD	9	7	s 11.48	s 12.05	5.30	10.45	6.36	1.17		
* 2.37	* 1.47	57.69		IRISHTOWN			32		* 11.41	* 11.55	5.18	10.30	6.20	1.05		
s 2.47	s 2.01	53.03		MARIA	D	MR	16	10	s 11.30	s 11.45	5.05	10.15	6.01	12.45		
s 3.05	s 2.22	44.38	WYZ	CARLETON	DN	CA	32	15	s 11.10	s 11.25	4.35	9.45	5.31	12.15		
s 3.25	s 2.45	35.46		NOUVELLE	DN	NV	32	7	s 10.43	s 11.00	4.01	8.40	4.55	A.M. 11.40		
f 3.45	s 3.07	26.39		ESCUMINAC	P		32	6	f 10.18	f 10.35	3.25	7.55	4.25	11.10		
f 3.54	f 3.17	22.17		POINTE A LA GARDE			32		f 10.09	f 10.25	3.10	7.35	3.54	10.50		
f 4.10	s 3.37	12.73		CROSS POINT	DN	X	32	4	f 9.49	s 10.05	2.40	7.05	3.37	10.20		
A 4.30	A 4.00	0.00 +0.08	BW YZ	Jct. with Matapedia Subdivision	DN	MD	Yard	L 9.25	L 9.40	L 2.00	L 6.30	L 3.05	L 9.45			
P.M. Sun. only	P.M. Daily ex. Sun.			MATAPEDIA				A.M. Sun. only	A.M. Daily ex. Sun.	A.M. Daily	A.M. Daily ex. Sun.	P.M. Daily	P.M. Daily			
71	35			Rule 41 applicable						72	36	510	544	512	516	

CASCAPEDIA SUBDIVISION FOOTNOTES

Before entering Matapedia subdivision, trains must arrange with operator on duty to release electric lock on junction switch east leg of Wye at Matapedia.
Yard limit signs located at Matapedia 5050 feet east of station, at Carleton 12500 feet east and 3469 feet west of station and at New Carlisle 3556 feet west of station.

ADDITIONAL FLAG STOPS FOR
TRAINS NOS. 35, 36, 71 AND 72

Nouvelle West Mileage 32.39
St. Omer " 39.87

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate N-4-a and
J-4-a-b-c class.
Heaviest car permitted—Gross weight 169,000 lbs.

SPEED RESTRICTIONS

		Miles per Hour			
Between	And	Per.	Frt. and Mixed	Light engs. and engs. with Caboose	Auxiliary Crane
Matapedia	Mile 8.8	35	30	30	20
Mile 8.8	" 19.4	40	30	30	25
" 19.4	" 21.3	35	30	30	20
" 21.3	" 25.2	40	30	30	25
" 25.2	" 27.6	30	25	25	20
" 27.6	" 37.0	40	30	30	25
" 37.0	" 37.35	30	25	25	20
" 37.35	" 61.8	40	30	30	25
" 61.8	" 43.0	10	10	10	10
" 43.0	" 73.35	30	25	25	20
" 73.35	New Carlisle	40	30	30	25

*Look out for falling rocks between mile 42 and 43.

INDUSTRIAL TRACKS

NAME	Points Face	Mileage	Car Capacity
Anthony Thomas	W	9.25	4
Little River	W	9.32	1
Latourneau & Lopoite	W	13.93	5
Gunter	E	21.24	9
Nouvelle West	E	32.39	15
Leclerc No. 2	W	36.62	18
Leclerc No. 1	W	36.66	27
Rodolphe	W	39.67	6
St. Omer	E	41.13	5
Shell Oil	W	44.29	2
Lacroix South	EW	45.96	15
Lacroix North	EW	46.07	32
Irishtown	W	57.43	3
Coulls	E	59.83	2
British American Oil No. 1	W	67.80	3
Cyr	W	67.87	11
Henderson	E	70.16	3
Maritime & Gaspe P. Co.	W	70.19	3
Caplan River	W	76.20	4
LaFraternite	W	78.37	6
Agricultural Co-Operative	W	89.09	3

WESTWARD—Inferior Direction					ST. QUENTIN SUBDIVISION		EASTWARD—Superior Direction							
		Third Class	Miles from Jct. Switch Tide Head	Symbols	Atlantic Standard Time	Train Order or Telephone Offices	Office Signals	Telephone Calls		Car Capacity		Third Class		
		217 Mixed Mon. Wed. & Fri.						Long	Short	Sidings	Other Tracks	216 Mixed Tues. Thurs. & Sat.		
		A.M.										P.M.		
		L 8.45	+0.02 0.00	RZ	TIDE HEAD	P		2				A 4.40		
					Jct. with Matapedia Subdivision									
		f 8.55	3.51		CHRISTOPHER					20		f 4.25		
					10.01									
		s 9.45	7.41	W	UPSALQUITCH	D	QN	3		15	18	s 3.50		
					13.52									
			20.88	Z	7.80									
		f 10.05	21.32	W	MILLERVILLE					31		f 3.20		
					8.64									
		f 10.33	29.96		GROG BROOK DAM	P				10		f 2.50		
					2.67									
			10.42		BARBERIE					13			2.40	
					7.80									
		f 11.10	40.43	W	ROBINSON					13		f 2.15		
					9.23									
		A 11.40	49.66		KEDGWICK	D	K	1	2	20	38	s 1.35		
		P.M.												
		L 12.20			9.27									
			12.55		LIMERICK					15		12.55		
					4.91									
		f 1.00	62.33	W	FIVE FINGERS						16	f 12.35		
					63.84							L 12.30		
		s 1.30	65.07	Z	ST. QUENTIN	D	AD	1	3	13	28	A 12.15		
					8.06							P.M.		
		f 1.56	73.13	Y	JARDINE BROOK	P		1	1	24	24	s 11.50		
					10.21									
		f 2.33	83.34	W	VIOLETTE BROOK					30		f 11.15		
					3.39									
		s 2.50	86.73		VENEER	P		2	3		19	s 11.00		
					4.61									
		f 3.10	91.34		GRAND RIVER					6		f 10.45		
					5.72									
		f 3.30	97.06		FLEMMING	P		2	4	4		f 10.25		
					8.70									
		A 4.05	105.76	YZ	I. N. R. JUNCTION	P						L 9.55		
					Jct. with Grand Falls Subdivision							A.M.		
		Mon. Wed. & Fri.			Rule 41 applicable							Tues. Thurs. & Sat.		
		217										216		

ST. QUENTIN SUBDIVISION FOOTNOTES

Lights will not be displayed on switches.
Trains may leave Tide Head and I. N. R. Junction without Terminal Clearance.

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate M-1-b Class.
Heaviest car permitted—Gross weight 169,000 lbs.

YARD LIMIT SIGNS

Tide Head3890 feet west of Station
Upsalquitch6904 feet east of Station
Upsalquitch2250 feet west of Station
St. Quentin3000 feet east of Station
St. Quentin2240 feet west of Station
I. N. R. Jct.....4422 feet east of east Wye switch

MILES PER HOUR

SPEED RESTRICTIONS

SPEED RESTRICTIONS		Passenger	Freight & Mixed	Light engines & engines with caboose	Auxiliary Crane
Between	and				
Tide Head	Mile 22	30	20	20	15
Mile 22	Mile 32	20	15	15	10
Mile 32	Mile 37.5	30	20	20	15
Mile 37.5	Mile 38.5	20	15	15	10
Mile 38.5	Mile 51.3	30	20	20	15
Mile 51.3	Mile 52.0	15	15	15	15
Mile 52.0	Mile 54.5	30	20	20	15
Mile 54.5	Mile 54.8	20	15	15	10
Mile 54.8	Mile 56.7	30	20	20	15
Mile 56.7	Mile 57.3	20	15	15	10
Mile 57.3	Mile 58.3	30	20	20	15
Mile 58.3	Mile 60.0	20	15	15	10
Mile 60.0	Mile 70.2	30	20	20	15
Mile 70.2	Mile 71.2	20	15	15	10
Mile 71.2	I.N.R. Jct.	30	20	20	15

Consol 30% engines on passenger trains 20 (entire subdivision)

INDUSTRIAL TRACKS AND ADDITIONAL FLAG STOPS
("F" for trains 216 and 217)

Flag	Name	Points Face	Mileage	Car Capacity
F	Felix Gulch	....	6.26	....
..	Hilyard	E	13.19	9
F	Napier	E	16.84	5
F	St. Jean Baptiste de Restigouche	E	34.88	7
F	White Brook	E	44.03	6
F	Thibault	....	53.39	....
F	St. Martin de Restigouche	....	58.16	....
F	Lozier	....	61.50	....
F	Hazen	E	66.96	10
..	Saint John Sulphite Ltd.	W	81.66	10
F	Black Brook	....	81.80	....
F	Violette Bridge	W	100.71	2

CHIPMAN SUBDIVISION FOOTNOTES

Operator at Pacific Jct. will register all trains.
At Pacific Jct. the junction switch with Harcourt subdivision, and east switches of north and south sidings interlocked. Interlocking signals EC 0.2; D 0.2 and D 0.4 govern. Signal EC 1.0 is an approach signal, and, when it displays indication shown in Rule 501J, "TAKE SOUTH SIDING."
Air brakes must be 100% operative on cars during switching movements, Slane Industrial track, mile 84.00.
At McGivney signals C 85.5 and C 85.6 are station protection signals. Signals C 84.9 and C 86.2 are approach signals. Rules 451 to 454 and 501 to 519 apply.
The "Note" under Rule 93 reading "Where automatic block signal system rules are in effect 'known to be clear' includes when track is known to be clear by signal indication" does not apply through yard limits at McGivney.
There are two sidings at Chipman. Siding next to main track is No. 1 Siding and west switch of this siding is located opposite west end of station. West switch of No. 2 Siding is at west end of west leg of wye.

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate T-1-c Class.
Heaviest car permitted, Gross Weight 215,000 lbs.
Locomotive heavier than Class S-1 must not use wye at McGivney.

SPEED RESTRICTIONS

		Miles per Hour				
Between	And	Pgr.	Light and endg. with Caboose			
			Eng. and endg. with Caboose	Auxiliary Crane		
Pacific Jct.	Mile 18.2	50	40	30	25	
Mile 18.2	Mile 19.8	15	15	15	15	
Mile 19.8	Mile 42.0	50	40	30	25	
Mile 42.0	Napadogan	45	30	30	25	

All trains 10 miles per hour over Slane Siding.

YARD LIMIT SIGNS

Pacific Junction.....	6000 feet west of Station
North Branch.....	4000 feet east of Station
North Branch.....	4410 feet west of Station
Chipman.....	6264 feet east of Station
Chipman.....	4671 feet west of Station
Bantalor.....	5700 feet east of Station
Bantalor.....	4650 feet west of Station
McGivney.....	3960 feet east of Station
McGivney.....	8089 feet west of Station
Napadogan.....	7062 feet east of Station

ADDITIONAL FLAG STOPS FOR TRAINS 51 & 52

Red Bank	Mileage 43.59
Midland Crossing	" 51.40
Landers	" 70.85
Mavis	" 89.84

INDUSTRIAL TRACKS

NAME	Points Face	Mileage	Car Capacity
Downer.....	EW	9.42	19
Mills.....	E	49.43	31
Slane.....	E	84.00	Spur
Mavis.....	E	89.84	16

WESTWARD TRAINS Inferior Direction				Miles from Jct. Switch Pacific Junction	Symbols	CHIPMAN SUBDIVISION		Train Order or Telephone Offices	Office Signals	Telephone Calls	Car Capacity		EASTWARD TRAINS Superior Direction				
First Class						Atlantic Standard Time	Stations				Sidings	Other Tracks	First Class	Fourth Class			
		51 Passenger Mon. Wed. & Fri.											52 Passenger Mon. Wed. & Fri.	760 Freight Daily	762 Freight Daily	766 Freight Daily	778 Freight Daily
		P.M.	0.00			Jct. with Harcourt Subdivision					N 100		P.M.	A.M.	A.M.	P.M.	A.M.
		L 5.37	0.08	*RWZ		PACIFIC JCT.	DN	NR	...		S 100		A 1.05	A 10.00	A 11.05	A 7.20	A 1.15
		f 5.44	3.64			3.56 SEGAWA	P		—		68		f 12.57	9.50	10.55	7.05	1.00
		f 6.01	12.55	WZ		8.91 NORTH BRANCH	P		—		68	20	f 12.42	9.30	10.35	6.35	12.34
		f 6.11	17.04			4.49 THROPE					70		f 12.37	9.10	10.25	6.11	12.20
		f 6.21	22.73			5.69 ALWARD	P		—		68	12	f 12.30	8.50	10.15	5.48	A.M. 11.54
		f 6.32	29.10	W		6.37 PANGBURN	DN	HN	—		68	19	f 12.22	8.30	10.00	5.33	11.38
		f 6.50	30.79	W		9.90 BRONSON	P		—		100	10	f 12.08	8.00	9.30	5.08	11.08
			39.00			6.81 CHIPMAN	DN	CH	—		75-44	97	s 11.57	7.32	9.10	4.50	10.48
		s 7.05	45.81	CW YZ Y		8.68 HARDWOOD RIDGE	D	HD	—			86	s 11.42	7.09	8.50	4.33	10.25
			54.49			1.49 CANTOR	P		—		68		11.39	7.05	8.45	4.30	10.20
		f 7.44	62.66			6.68 SUNBURY	P		—		68	4	f 11.27	6.45	8.30	4.17	10.00
		f 7.58	69.07	W		7.04 BANTALOR	D	BA	—		68	24	f 11.15	6.25	8.15	3.56	9.34
		f 8.12	69.70	WZ		7.81 NORTH CAINS	P		—		68	12	f 11.02	6.00	7.55	3.32	9.10
			77.51			7.98 McGIVNEY	DN	MC	—		96	161	L 10.50 A 10.35	5.35	7.35	3.09	51 8.45
		A 8.30 L 8.45	85.49	WYZ V		Jct. with Nashwaak Subdivision 3.55 RIDEOUT					72		10.29	5.23	7.20	2.44	8.30
			89.04			8.55 MAPLE GROVE	P				70	11	f 10.15	4.58	7.00	2.20	8.12
		f 9.10	97.59			4.26 TAXIS					69		10.08	4.46	6.45	2.09	8.00
			101.85			4.77 NAPADOGAN	DN	NA	—			Yard	L 10.00 A.M.	L 4.30 A.M.	L 6.30 A.M.	L 2.00 P.M.	L 7.45 P.M.
		A 9.30 P.M.	106.62	CK WZ													
		Mon. Wed. & Fri.				Rule 41 applicable							Mon. Wed. & Fri.	Daily	Daily	Daily	Daily
		51											52	760	762	766	778

MANIFEST FREIGHT TRAINS

Manifest Train No. 405 leave Moncton 8.40 a. m. Arrive Napadogan 3.40 p. m. Daily.
Manifest Train No. 406 leave Napadogan 12.30 a. m. Arrive Moncton 7.00 a. m. Daily.
Manifest Train No. 440 leave Napadogan 5.30 p. m. Arrive Moncton 12.30 a. m. Daily.
Manifest Train No. 441 leave Moncton 2.15 p. m. Arrive Napadogan 10.20 p. m. Daily.
Manifest Train No. 442 leave Napadogan 7.00 a. m. Arrive Moncton 2.00 p. m. Daily.
Manifest Train No. 443 leave Moncton 8.00 p. m. Arrive Napadogan 4.00 a. m. Daily.

WESTWARD TRAINS—Inferior Direction										EASTWARD TRAINS—Superior Direction										
Third Class		Second Class	First Class	Miles from Napadogan	Symbols	GRAND FALLS SUBDIVISION	Train Order or Telephone Offices	Office Signals	Telephone Calls	Car Capacity		First Class	Second Class	Third Class	Fourth Class					
*217		153 O. P. R. Passenger Daily ex. Sun.	51 Passenger Mon. Wed. & Fri.									Sidings	Other Tracks	52 Passenger Mon. Wed. & Fri.	154 C. P. R. Passenger Daily ex. Sun.		*216 Mixed Tues. Thurs. & Sat.	710 Freight Daily	98 C. P. R. Freight Daily ex. Sun.	722 Freight Daily	746 Freight Daily	758 Freight Daily
Mixed Mon. Wed. & Fri.			P.M.		CK	Atlantic Standard Time						A.M.				A.M.		P.M.	P.M.	P.M.
			L 9.40		WZ	NAPADOGAN	DN	NA	..	Yard	A 9.50					A 9.00		A 1.30	A 5.25	A 11.40
			f 10.00	8.09		DEERSDALE	P		68	11	f 9.36					8.35		1.05	5.00	11.20
			s 10.15	15.99	W	JUNIPER	D	JR	---	67	s 9.22					8.10		12.40	4.40	11.05
			f 10.25	21.24		WELCH	P		71		9.13					7.50		12.20	4.20	10.55
			10.40	28.16	WZ	SUMMIT	DN	MU	---	101	9.01					7.20		11.55	4.00	10.40
						ODELL	P		100		8.45					6.50		11.30	3.30	10.15
			f 11.10	41.84	CWZ	LONGLEY	DN	G	---	98-98	f 8.29					5.55		10.45	2.46	9.40
			s 11.25	48.05		PLASTER ROCK	DN	FN	---	67	s 8.16					5.30		10.25	2.26	9.15
			f 11.37	53.64		MCLAUGHLIN	P		69	7	f 8.03					5.10		10.09	2.10	9.05
			f 11.51	59.66	WZ	BLUE BELL	DN	BN	---	68	f 7.47					4.50		9.52	1.53	8.50
			s 12.01	64.34		NEW DENMARK	DN	FO	---	22	s 7.36					4.35		9.39	1.41	8.35
			f 12.13	69.29		ENNISHORE	P		70	19	f 7.26					4.20		9.26	1.28	8.20
			f 12.16	71.22		DRUMMOND		CO		10	f 7.23					4.17		9.23	1.25	8.15
		From O. P. R.	s 12.28	76.22		GRAND FALLS	DN	GF	---	68	s 7.11	To C. P. R.				4.00	To O. P. R.	9.08	1.10	8.00
		P.M.	f 12.42	83.03		BELLEFEUR	P		68	12	f 6.57	P.M.				3.40		8.50	12.52	7.45
		L 4.05	12.47	84.73	*BZ	CYR JCT.	D	JC	---		6.53	A 1.22				3.35	A 8.10	8.46	12.48	7.40
						Jct. with O. P. R.														
		s 4.12	s 12.53	87.80	*BWZ	ST. LEONARD	DN	DN	....	128	s 6.49	s 1.17				3.25	7.55	8.38	12.42	7.30
		4.15	12.55	89.17	YZ	I. N. R. JCT.	P				6.46	1.13				3.15		8.25	12.39	7.25
						Jct. with St. Quentin Subdivision														
f 5.15	f 4.31	f 1.11	96.76			QUISIBIS	P		88	7	f 6.32	f 12.56		f 9.23	2.55	7.20	8.05	12.19	7.10	
f 5.31	s 4.45	f 1.24	103.03			GREEN RIVER	DN	GR	---	68	f 6.20	s 12.42		f 9.09	2.35	7.00	7.45	12.01	6.55	
f 5.46	s 5.00	f 1.34	108.20			ST. BASIL	P		70	11	f 6.10	s 12.33		f 8.57	2.20	6.45	7.30	P.M. 11.48	6.45	
5.54 P.M.	5.10 P.M.	1.42	111.79	*RZ	V...	FRASER JCT. ...V	P				6.03	L 12.25		8.49	2.05	L 6.35	7.20	11.35	6.35	
						Jct. with Spur Subdivision														
	To Spur Subdiv.		112.99			TEMISCOUATA JCT.						From Spur Subdiv.								
		A 1.45	113.05	*CK WZ		EDMUNDSTON	DN	H	...	Yard	L 6.00 A.M.			L 8.45 A.M.	L 2.00 A.M.		L 7.15 A.M.	L 11.30 A.M.	L 6.30 P.M.	
Mon. Wed. & Fri.	Daily ex. Sun.	Tues. Thurs. & Sat.	Rule 41 applicable except between Longley and Welch. Special Instruction No. 26 applicable.										Mon. Wed. & Fri.	Daily ex. Sun.	Tues. Thurs. & Sat.	Daily	Daily ex. Sun.	Daily	Daily	Daily
*217	153	51									52	154		*216	710	98	722	746	758	

GRAND FALLS SUBDIVISION FOOTNOTES

First; Second and Third class trains only will register at St. Leonard. C. P. R. trains and No. 52 only will register at Fraser Jct. and C. P. R. trains only will register at Cyr Jct.

Unless authorized by train order, no train or engine will leave Summit until preceding train has arrived at Longley. This does not relieve trainmen from protecting their train as prescribed by Rule 99.

Trains from Spur subdivision may leave Fraser Jct. without Terminal Clearance.

At Fraser Jct., signals GF 111.1 and GF 112.0 are station protection signals. Signals GF 110.5, GF 111.9 and GF 112.4 are approach signals. Rules 451 to 454 and 501 to 519 apply.

No. 217 arrive Edmundston 6.00 p. m.

I. N. R. JCT.:

No. 216 will run to St. Leonard before proceeding to St. Quentin subdivision. Arrive St. Leonard 9.40 a.m. Leave 9.50 a.m.

No. 217 from St. Quentin subdivision will run to St. Leonard before proceeding to Edmundston. Arrive St. Leonard 4.10 p.m. Leave 4.50 p.m.

Automatic block signal system is in operation between signal G 89.4 at I. N. R. Jct. and G 87.9 at St. Leonard. Signal G 90.0 is an approach signal. Rules 501 to 519.

Opposing and following movements of trains or engines between I. N. R. Jct. and St. Leonard are by signal indication. Rules 261 to 271. Signals used to give indication are G 89.4, G 88.8, G 87.9 and train order signal at St. Leonard. Main track may be used within yard limits as prescribed by Rule 93.

Before entering Grand Falls subdivision at I. N. R. Jct. or St. Leonard, conductors of St. Quentin subdivision trains must obtain permission to proceed from train dispatcher.

At Summit, Train Order Office is at Mile 28.16 and Station is at Mile 28.71. Be governed accordingly.

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate T-1-c Class.
Heaviest car permitted, Gross Weight 215,000 lbs.

NAME	Flag Stops	Points Face	Mileage	Car Capacity
Napadogan	51-52	W	7.13	146
Summit	51-52	..	30.30	..
Summit	51-52	E	45.92	8
Longley	51-52	W	50.05	12
Longley	51-52	EW	57.21	9
Blue Bell	51-52	EW	61.54	13
Blue Bell	51-52	W	61.66	22
Cyr. Jct.	51-52	E	67.37	17
Cyr. Jct.	51-52	EW	71.08	22
St. Leonard	51-52	W	73.16	8
I. N. R. Jct.	51-52	W	75.21	11
Fraser Jct.	51-52	W	79.68	10
	153-154	..	86.17	..
	153-154	W	89.12	7
	153-154	EW	89.37	25
	153-154	EW	92.34	11
	153-154	EW	98.34	..
	153-154	EW	98.97	14

Yard limit sign 6188 feet west of west switch of wye at I. N. R. Jct. is westerly limit of St. Leonard Yard.

Yard limit sign 3412 feet east of junction switch at Fraser Jct. is easterly limit of Edmundston Yard.

The "Note" under Rule 93 reading "Where automatic block signal system rules are in effect 'known to be clear' includes when track is known to be clear by signal indication" does not apply through yard limits at St. Leonards and Edmundston.

INDUSTRIAL TRACKS AND FLAG STOPS FOR TRAINS
AS NOTED IN FLAG STOP COLUMN

NAME	Flag Stops	Points Face	Mileage	Car Capacity
Half Moon Pit	51-52	W	7.13	146
Lampedo	51-52	..	30.30	..
Wapske	51-52	E	45.92	8
Sisson	51-52	W	50.05	12
Fraser	51-52	EW	57.21	9
Davis No. 1	51-52	EW	61.54	13
Ballast Pit	51-52	W	61.66	22
Davis No. 2	51-52	E	67.37	17
Drummond Wharf	51-52	EW	71.08	22
Caldwell	51-52	W	73.16	8
McManus	51-52	W	75.21	11
Poitras	51-52	W	79.68	10
L'Eglise	51-52	..	86.17	..
B. & A. Transfer	51-52	W	89.12	7
J. D. Irving Ltd.	51-52	EW	89.37	25
Sigas	51-52	EW	92.34	11
Therault	51-52	EW	98.34	..
Therault	51-52	EW	98.97	14

MANIFEST AND WAYFREIGHT TRAINS

Way freight trains leave Edmundston 7.15 a. m. Monday, Wednesday and Friday for Napadogan, and leave Napadogan 7.00 a. m. Tuesday, Thursday and Saturday for Edmundston.

Manifest Train No. 440 leave Edmundston 10.00 a. m. Arrive Napadogan 4.00 p. m. Daily.

Manifest Train No. 405 leave Napadogan 4.20 p. m. Arrive Edmundston 10.20 p. m. Daily.

Manifest Train No. 441 leave Napadogan 11.00 p. m. Arrive Edmundston 5.00 a. m. Daily.

Manifest Train No. 406 leave Edmundston 5.15 p. m. Arrive Napadogan 11.00 p. m. Daily.

Manifest Train No. 442 leave Edmundston 10.30 p. m. Arrive Napadogan 5.30 a. m. Daily.

Manifest Train No. 443 leave Napadogan 5.00 a. m. Arrive Edmundston 12.01 p. m. Daily.

SPEED RESTRICTIONS

M.P.H.	LOCATION
All Trains	10 Tunnel M. 60.74.
All Trains	15 East End Little Salmon River Viaduct M. 66.9.
All Trains	30 West End Little Salmon River Bridge M. 74.2.
All Trains	30 Bridge M. 79.8.
All Trains	5 Crossing just east of Edmundston station.

Between		And		Miles per Hour				
Posr.	Posr.	Posr.	Posr.	Posr.	Posr.	Posr.	Posr.	Posr.
Napadogan	Mile 8.3	45	30	30	25			
Mile 8.3	Mile 21.8	45	35	30	25			
Mile 21.8	Mile 38.0	45	30	30	25			
Mile 38.0	Mile 54.0	45	35	30	25			
Mile 54.0	Mile 63.0	45	30	30	25			
Mile 63.0	Mile 85.0	45	35	30	25			
Mile 85.0	Mile 95.0	45	25	25	20			
Mile 95.0	Mile 104.0	45	35	30	25			
Mile 104.0	Edmundston	45	25	25	20			

Edmundston.....	12666 feet west of Station
Lac Baker.....	4932 feet east and 4846 feet west of Station
Glendyne.....	5582 feet east and 3675 feet west of Station
Estcourt.....	10284 feet east and 6681 feet west of Station
Pelletier.....	4552 feet east and 6068 feet west of Station
Holliday.....	3960 feet east and 6023 feet west of Station
Monk.....	4827 feet east of Station

MANIFEST AND WAY FREIGHT TRAINS

Way freight trains leave Edmundston 7.00 a. m. Monday, Wednesday and Friday for Monk, and leave Monk 6.35 a. m. Tuesday, Thursday and Saturday for Edmundston.

Manifest Train No. 405 leave Edmundston 12.10 a. m. Arrive Monk 8.20 a. m. Daily.

Manifest Train No. 441 leave Edmundston 6.50 a. m. Arrive Monk 3.15 p. m. Daily.

Manifest Train No. 406 arrive Monk 7.30 a. m. Atlantic Standard Time. Leave Monk 9.00 m. Arrive Edmundston 2.45 p. m. Daily.

Manifest Train No. 440 leave Monk 2.00 a. m. Arrive Edmundston 8.00 a. m. Daily.

Manifest Train No. 442 leave Monk 3.00 p. m. Arrive Edmundston 8.30 p. m. Daily.

Manifest Train No. 443 leave Edmundston 2.00 p. m. Arrive Monk 11.00 p. m. Daily.

NORTHWARD TRAINS Inferior Direction			Miles from Jct. Switch RD Loup	Symbols	TEMISCOUATA SUBDIVISION Atlantic Standard Time	Train Order or Telephone Offices	Office Signals	Car Capacity		SOUTHWARD TRAINS Superior Direction		
Third Class								Siding	Other Tracks	Third Class		
		69 Mixed Daily ex. Sun.			Stations					70 Mixed Daily ex. Sun.		
		A.M. 10:30		CK WZ	EDMUNDSTON	DN	H		Yard	*		
					0.06							
		A.M. 10:32	81.83		TEMISCOUATA JCT. (Jct. with Grand Falls Subdivision)				16	A.M.		
					0.93							
		s 10:36	80.90	WZ	EDMUNDSTON EAST				Yard	s 11:59		
					5.71							
		s 10:48	75.19		ST. JACQUES				11	s 11:40		
					8.95							
		f 11:16	66.24		ALBERT			4		f 11:16		
					6.05							
		s 11:35	60.19	W	STE. ROSE	D	D		21	s 10:55		
					0.39							
		11:40	59.80		MARTIN			7	10	10:50		
		P.M. 12:01	51.53		NOTRE DAME DU LAC	D	AC	10		s 10:28		
					1.05							
		s 12:04	50.48		CLOUTIER					f 10:23		
					7.75							
		s 12:30	42.73	WZ	CABANO	D	MY	18	52	s 9:48		
					5.40							
		s 12:45	37.33		ST. LOUIS DU HA HA				11	s 9:30		
					4.15							
		s 12:58	33.18	W	VAUBAN				9	s 9:16		
					6.62							
		s 1:17	26.56		ST. HONORE	D	HO	9	2	s 8:58		
					5.10							
		f 1:30	21.46		COUTURIER					f 8:40		
					5.35							
		s 1:43	16.11	W	WHITWORTH				11	s 8:20		
					9.40							
		s 2:08	6.71		ST. MODESTE				11	s 7:55		
					6.71							
			0.00		(Jct. with Montmagny Subdivision)							
		A 2:30 P.M.		CK WZ	RIVIERE DU LOUP	DN	GY		Yard	L 7:30 A.M.		
					0.52							
		Daily ex. Sun. 69			Rule 41 applicable Special Instruction No. 26 applicable					Daily ex. Sun. 70		

TEMISCOUATA SUBDIVISION FOOTNOTES

No. 70 arrive Edmundston 12:10 p.m.
Railway crossing at grade at mileage 81.00 Edmundston East
(not interlocked).
Turntable at Cabano fifty-five feet.
Lights will not be displayed on switches.
Yard limits extend from head block of junction switch with
Grand Falls subdivision at Temiscouata Jct. to yard limit sign
located 3451 feet north of Edmundston East Station.
Yard limit signs are located at Cabano 5000 feet south of
station and 3500 feet north of station.
Yard limits extend from head block of junction switch
with Montmagny subdivision at Riv. du Loup to yard limit sign
located 2,000 feet south of head block junction switch.
Nos. 69 and 70 stop at Otterburn, mile 64.40, on flag for
passengers only.

SPEED RESTRICTIONS

M.P.H.

All Trains 15 Bridge mile 0.50.
All Trains 10 Structure No. 8, mile 20.50.
All Trains 10 Bridge mile 21.50.
All Trains 20 Bridge Madawaska River, mile 78.60.

Between

And

Miles per hour

Temiscouata Jct. Edmundston East
Edmundston East Riv. du Loup

	Fri. and Mixed	Light eng. and pass. with Caboose
Temiscouata Jct. Edmundston East	10	10
Edmundston East Riv. du Loup	20	20

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate F-1-b class.
Heaviest car permitted—Gross weight 120,000 lbs.

INDUSTRIAL TRACKS

NAME	Points Face	Mileage	Car Capacity
Trump.....	SN	1.58	11
Domaine	N	5.64	12
Raoul Guerette Inc..	SN	12.91	11
Pinet.....	N	21.70	6
Bilodeau.....	N	40.12	3
Frasers Mill.....	S	43.64	126
Brebner.....	SN	43.92	15
Roy.....	SN	43.93	7
Quincy.....	S	45.45	10
Hayes.....	NS	50.19	10
Desrosiers.....	S	56.31	3
Ballast Pit	N	59.14	21
Pulpwood.....	SN	77.47	31
Marmen.....	N	79.00	3

Temiscouata subdivision engines or trains must not foul
main track or handle any main track switch at Riv. du Loup
until permission has been secured from yard agent on duty.
If no yard agent on duty, this permission must be secured from
operator on duty. Temiscouata subdivision engines and trains
must move within Riv. du Loup yard limits at yard speed.

Temiscouata subdivision engines or trains must not foul
main track at or handle main track switch at Temiscouata
Jct. until permission has been secured from operator on duty
at Edmundston. Temiscouata subdivision engines and trains must
move within Edmundston yard limits at yard speed.

NORTHWARD Inferior Direction			Miles from Baker Brook Jct.	Symbols	CONNORS SUBDIVISION	Train Order or Telephone Offices	Office Signals	Car Capacity		SOUTHWARD Superior Direction	
					Atlantic Standard Time			Siding	Other Tracks		
					Stations						
			0.00		Jct. with Glendyne Subdivision BAKER BROOK JCT. 7.53	D	K				
			7.53		CLAIRS 4.67	D	FK	5	8		
			12.20		LEDGES 3.18				5		
			15.36		LITTLE RIVER MILLS..... 3.54				7		
			18.92	*WZ	CONNORS				17		
				*Turn Table	Rule 41 applicable						

CONNORS SUBDIVISION FOOTNOTES

Yard limit sign located at Connors 1000 feet south of station.
Trains may leave Connors without Terminal Clearance.
Other track at Connors opens south only.
Sixty-five foot turntable at Connors.
Lights will not be displayed on switches.

SPEED RESTRICTIONS

Miles per hour

Between

And

Baker Brook Jct.

Connors

	Fri. & Mixed	Light eng. and pass. with Caboose
Baker Brook Jct. Connors	20	20

ENGINE AND CAR RESTRICTIONS
Heaviest engine permitted to operate F-1-b class.
Heaviest car permitted—Gross weight 120,000 lbs.

INDUSTRIAL TRACKS

NAME	Points Face	Mileage	Car Capacity
Nadeau	N	0.98	4
Long.....	S	7.15	5

WESTWARD TRAINS Inferior Direction						Miles from Jct. Switch Derby Jct	Symbols	NASHWAAK SUBDIVISION		Train Order or Telephone Office	Office Signals	Car Capacity		EASTWARD TRAINS Superior Direction			
Fourth Class			First Class		Atlantic Standard Time			Stations	Siding			Other Tracks	First Class		Fourth Class		
647	645	242	27										29	644		646	
Freight	Way Freight	Freight	Passenger										Passenger	Way Freight Mon. Wed. & Fri.	Freight		
Daily ex. Sun.	Tues. Thurs. & Sat.	Mon. Wed. & Fri.	Daily ex. Sun.										Daily ex. Sun.	Daily ex. Sun.			
Atlantic Standard Time																	
Jct. with Harcourt Subdivision																	
	A.M.		A.M.	0.00	RZ	DERBY JCT.				11	P.M. A 11.32		P.M. A 2.40				
	L 7.00		L 7.58	0.06		4.23											
	7.12		s 8.07	4.29		MILLERTON			8		s 11.23		2.25				
			f 8.15	7.79		3.50	BRYENTON			1	f 11.15						
	7.39		f 8.30	13.48		5.69	QUARRYVILLE			11	f 11.00		1.41				
	7.42		s 8.33	14.55		1.07	RENOUS	D	RU		s 10.58		1.35				
	8.12		s 8.53	22.32	WY	7.77	BLACKVILLE	D	BC	19	s 10.38		12.38				
	8.42		f 9.15	31.76		9.44	UPPER BLACKVILLE			35	f 10.17		12.02				
	8.57		f 9.26	36.92		5.16	WEAVER			12	f 10.05		P.M. 11.47				
	9.12		f 9.36	42.18		5.26	BLISSFIELD			8	f 9.52		11.27				
	9.25		s 9.46	46.41	W	4.23	DOAKTOWN	DN	DK	35	s 9.40		11.00				
	9.40		f 9.59	52.30		5.89	CARROLL			15	f 9.25		10.40				
	10.24		f 10.04	54.96		2.66	McNAMEE			14	f 9.19		10.29				
	10.35		f 10.10	58.22		3.26	LUDLOW				19	f 9.12	10.10				
	10.45		s 10.20	62.47	W	4.25	BOIESTOWN	D	B	23	s 9.04		9.50				
	11.00		f 10.30	67.82		5.35	ASTLE			12	f 8.52		9.35				
	11.01		10.32	68.41		.59	HICKEY			12	8.50		9.33				
	11.12		10.38	72.12		3.71	CLEARWATER			10	8.43		9.20				
P.M. L 3.45	11.55		A 10.45	75.13	RW	3.01	McGIVNEY	DN	MC	13	16	L 8.35	9.10	P.M. A 1.15			
	P.M. 12.27		L 10.50	81.83	YZ	Jct. with Chipman Subdivision 9.04	STANLEY JUNCTION	V				A 8.20	8.11	12.34			
4.12			11.09	84.17	W	Jct. with Stanley Subdivision 0.33	CROSS CREEK					7.48	8.10	12.32			
4.14	12.32		s 11.11	84.50	RZ	2.37	COVERED BRIDGE	D	CK	22		s 7.46					
			f 11.16	86.87		3.77	TAYMOUTH PIT				7	s 7.39		P.M. 11.50			
4.30	12.48		11.25	90.64		0.50	TAYMOUTH			26		7.29	7.47				
4.32	12.50		f 11.26	91.14		4.11	DURHAM BRIDGE				5	s 7.28	7.45	11.48			
4.44	1.02		f 11.36	95.25	W	1.73	NASHWAAK			33	6	f 7.18	7.32	11.36			
		To Centreville Subdiv.	f 11.42	96.98		5.20	PENNIAC				2	f 7.13					
5.04	1.23		f 11.56	102.18		4.74	MARYSVILLE			10		f 7.03	7.10	11.02			
5.19	1.38		s 12.04	106.92		2.14	Jct. with C. P. R. SOUTH DEVON	D	MA		6	s 6.52	6.55	10.47			
A 5.25	A 1.55	A.M. L 9.05	s 12.14	109.06	*CK	0.68	QUEEN STREET	DN	DU		Yard	s 6.45	L 6.45	L 10.40			
P.M.	P.M.	9.15	12.19	109.74	WZ	0.58	UNA JCT.				Yard		A.M.	A.M.			
		A 9.25		110.28	Y	South Jct. with Centreville Subdiv. North Jct. with Centreville Subdiv.											
		A.M.		110.29	Y												
			12.27	110.32	Z	Jct. with C. P. R.						6.31					
C. P. Ry				A 12.30 P.M.	K	0.41 FREDERICTON (Union Station)	DN	RS				L 6.30 P.M.	C. P. Ry				
Daily ex. Sun.	Tues. Thurs. & Sat.	Mon. Wed. & Fri.		Daily ex. Sun.		Rule 41 applicable						Daily ex. Sun.		Mon. Wed. & Fri.	Daily ex. Sun.		
647	645	242		27								29		644	646		

NASHWAAK SUBDIVISION FOOTNOTES

Trains may leave Derby Jct. without Terminal Clearance.
All trains must receive Terminal Clearance before leaving McGivney.
All Eastward trains must receive Terminal Clearance before leaving South Devon.
At Stanley Junction signals N 83.7 and N 84.4 are station protection signals, Rules 451 to 454 apply. Switch indicators are in operation, Rules 512 and 513 apply.
Railway crossing at grade with C. P. R. at mile 109.02 half interlocked. Interlocking signals in operation.

Draw bridge located between South Devon and Queen Street interlocked (B. O. 56520). interlocking signals are in operation.

Opposing and following movements of engines or trains between South Devon and Queen Street are by signal indication. Rules 261 to 271. Signals used to give indication are the interlocking signals. The time of first and second class trains must be cleared.

Canadian National trains will move on Canadian Pacific main track between Fredericton station and Una Jct. and such movements will be governed by C. P. R. time table for Fredericton subdivision.

All trains must move between Fredericton station and Queen Street at yard speed.
Trains originating at South Devon and entering Centreville Subdivision southward at Mile 110.28 will receive Terminal Clearance at South Devon.

The sounding of any engine whistle signal in respect of any public crossing at grade within the part of the City of Fredericton that lies south of the Saint John River between the eastern boundary of University Avenue and the western boundary of Rockwood Avenue is prohibited. (B. O. 75451.)

YARD LIMIT SIGNS

Derby Jct.1800 feet west of Station. Cross Creek5060 feet east of Station
McGivney2000 feet east of Station. Cross Creek1900 feet west of Station
McGivney4148 feet west of Station. South Devon5600 feet east of Station
South Devon yard limits extend westward to junction with Centreville Subdivision.
Derby Jct. yard limits extend eastward to junction with Harcourt Subdivision.

SPEED RESTRICTIONS

	M.P.H.	LOCATION
Psgs. Trains	30	Entire Subdivision
Frt. Trains	30	Entire Subdivision
All Trains	15	Bridge, Mile 13.9
All Trains	10	George St. Crossing, Fredericton
All Trains	10	Charlotte St. Crossing, Fredericton
All Trains	5	Regent St. and University Ave. Crossings, Fredericton
All Trains	10	Railway Crossing at Grade with C. P. R., half-interlocked, Mile 109.02 (B. O. 55290-56011)
All Trains	10	Over Draw Span of Bridge located between South Devon and Queen Street (B. O. 55487).
All Trains	10	Between speed restriction signs Mile 62.30 and 62.51, account of highway crossings.

Pacific Type Engines K-1-D Class M. P. H.	Consolidation Engines 2515 to 2740 M. P. H.	
20	20	Bridge Mile 86.9
15	15	Curve Mile 86.10 to 86.28
15	10	Bridge Mile 105.3
30	25	Entire Subdivision

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate—N-4-a Class between Fredericton and Derby Jct., S-1 Class between McGivney and Ludlow.
Heaviest car permitted—Gross weight 175,000 lbs.
Heaviest engine permitted to use wye at McGivney—S-1 Class.
Heaviest engine permitted to use wye at Blackville—M-1-a Class.

NORTHWARD TRAINS Inferior Direction				CENTREVILLE SUBDIVISION Atlantic Standard Time		Train Order or Telephone Offices	Office Signals	Telephone Calls	SOUTHWARD TRAINS Superior Direction			
Fourth Class		Miles from Westfield Beach C.P.R. Connection	Symbol						Car Capacity		Fourth Class	
243 Freight Mon. Wed. & Fri.	245 Freight Tues. Thurs. & Sat.								Sidings	Other Tracks	242 Freight Mon. Wed. & Fri.	244 Freight Tues. Thurs. & Sat.
	A.M. L 9.00	+13.96	CKW	SAINT JOHN		DN	VR	—	Yard	A	P.M. 2.00	
CANADIAN PACIFIC RAILWAY 13.80 CANADIAN PACIFIC RAILWAY												
	9.45	0.00	BW★	Jct. with C. P. R. WESTFIELD BEACH		DN	BD	—	29	24	1.15	
	9.58	4.73		4.73 PUBLIC LANDING						8	12.55	
	10.20	10.14		5.41 GRAND VIEW		P		—	34	3	12.37	
	10.30	14.54		4.40 OAK POINT						3	12.25	
	10.58	17.80	W	6.08 EVANDALE		P		...	30	4	12.08	
		20.62		3.82 HAMPSTEAD		P		—		2	P.M. 11.56	
	11.12	24.44		5.46 QUEENSTOWN					30	4	11.40	
	11.40	29.90		8.06 GAGETOWN		D	GA	—	29	19	11.02	
	12.02	37.96	W	7.00 UPPER GAGETOWN						9	10.37	
	12.23	44.96		4.83 BABBITT		P		—	30		10.21	
	12.38	49.79		7.65 CROMOCTO		P		—	33	4	9.56	
	1.10	57.44	W	7.67 LINCOLN						3	9.35	
	1.32	65.11		4.12 UNIVERSITY AVENUE							9.25	
	1.46	69.23	Z*	South Jct. with Nashwaak Subdiv. North Jct. with Nashwaak Subdiv.								
		69.25	RY	.24 UNA JCT.							A.M. From Nashwaak Subdiv.	
		69.44	Y	Jct. with C. P. R. .44 FREDERICTON		DN	RS		Yard	A	A.M. 10.25	
		69.47		4.53 CHERRY BANK						7	10.08	
	L 8.00	69.91	KZ*	5.47 McGINLEY					29		9.49	
	8.25	74.44		7.78 LONG CREEK						2	9.31	
	8.41	79.91	W	6.54 ROSBOROUGH					30	4	9.09	
	9.02	87.69		8.23 BARONY					29	4	8.41	
	9.20	94.23	W	7.41 ALLANDALE						3	8.15	
	9.43	102.46		4.99 SULLIVAN					29		7.58	
	10.07	109.87	W	4.60 MEDUCTIC		P		—		8	7.43	
	10.24	114.86		3.80 HILLMAN					29	5	7.29	
	10.41	118.85		8.74 WOODSTOCK		DN	WK	—	28	58	L 6.58	
	10.55	123.26	WZ	7.43 BELLEVILLE						7	A 5.58	
	A 11.23	132.00		3.63 LINDSAY					30	11		
	L 11.59	139.43		6.86 LAKEVILLE		P		—	26	12	4.58	
	P.M. 12.29	143.06		7.94 CENTREVILLE		D	CV	—	29	27	L 4.30	
		149.92	W								A.M.	
	A 1.30	157.86	BC YZ									
	P.M.											
Mon. Wed. & Fri. 243	Tues. Thurs. & Sat. 245		★ Turn- Table	Rule 45 applicable between Mileage 68.05 and Mileage 69.20. Rule 41 applicable. Special Instruction No. 26 applicable.						Mon. Wed. & Fri. 242	Tues. Thurs. & Sat. 244	

CENTREVILLE SUBDIVISION FOOTNOTES

No. 245 arrive South Devon 2.00 p.m.
Canadian Pacific Railway Time Table governs movements between Saint John and Westfield Beach. Trainmen and Enginemen running between these points must have in their possession copy of C. P. R. current Time Table covering this Track.

Interlocking type signal located 716.7 feet west of west side of Viaduct, Saint John, controls eastward trains arriving at this signal enroute to Saint John station. When top arm is displayed at 45° above horizontal, or a yellow light at night, trains will proceed to station tracks at yard speed.

Lights will not be displayed on switches.

All trains may leave Centreville without Terminal Clearance.

The sounding of any engine whistle signal in respect of any public crossing at grade within the part of the City of Fredericton that lies south of the Saint John River between the eastern boundary of University Avenue and the western boundary of Rockwood Avenue is prohibited. (B. O. 75451).

Telephone booth located at east wye University Avenue must be locked when not in use. Before entering Nashwaak subdivision at east wye University Avenue, Conductors of Centreville subdivision trains must obtain permission to proceed from operator at South Devon.

Lift Bridge not interlocked Mile 59.60

Railway Crossing at grade with C. P. R. not interlocked " 70.03

SPEED RESTRICTIONS

M.P.H.

LOCATION

Motor Trains	40	Entire Subdivision
Passenger Trains (steam power)	35	Entire Subdivision
Freight and Mixed Trains	25	Entire Subdivision
All Trains	10	Bridge Mile 6.9
All Trains	10	Victoria Crossing Mile 7.15 (B. O. 70061)
All Trains	10	Within 500 feet of Oak Point highway crossing, mile 14.5. (B. O. 72884).
All Trains	10	Bridge Mile 46.3
All Trains	10	Within 400 feet of York St. Crossing in Fredericton (B. O. 72902)
All Trains	10	Smyth St. Crossing in Fredericton (B. O. 64600)
All Trains	5	Regent Street, Westmorland Street, Northumberland Street, and University Avenue Crossings in City of Fredericton.
All Trains	25	Crossing Fredericton West, Mile 71.91 (B. O. 71269)
All Trains	10	Between Mile 84.4 and 84.6
All Trains	10	Long Creek Bridge Mile 87.6
All Trains, Engines and Cars	25	Crossing Mile 101.72 (B. O. 77007)
All Trains	20	Between Lindsay and Lakeville
All Trains	10	Bridge Mile 120.2
All Trains	10	Crossing Mile 157.61 (B. O. 51407)
Run carefully and look out for rocks Mile 1.41 to 2.20, at Mile 16.0 and Mile 86.2 to 86.5.		

INDUSTRIAL TRACKS

Name	Points Face	Mileage	Car Capacity	Name	Points Face	Mileage	Car Capacity
Victoria	S	7.13	4	Macnaquac	S	80.48	6
Glenwood	NS	11.85	3	Veyseys	S	84.00	3
McPherson	N	17.59	5	Kingsclear	NS	85.84	2
Quarries	NS	22.62	6	Burden	S	89.54	2
Central Hampstead	NS	26.76	3	Carson	S	97.92	4
McAlpines	NS	32.25	2	Murray	S	99.29	4
Fentons	S	34.61	2	Hawkshaw	S	105.62	3
Allingham	N	36.11	5	Pokiok	NS	106.80	13
Jenkins	N	37.36	4	Temple	NS	115.87	3
Gunters	N	42.87	3	Flemington	NS	125.90	3
Dexter	S	44.32	8	C. P. R. Transfer	S	130.14	11
Burton	NS	52.97	3	Currier	N	133.49	5
Goan	N	54.41	2	Wilmot F. Anderson	N	146.69	4
Kimball	S	56.48	6	Avondale Road	NS	147.29	12
Island View	S	77.62	3	McKeaghan	S	153.36	1

YARD LIMIT SIGNS

University Ave. 2050 feet South of University Ave.	Woodstock..... 2500 feet South of Station
York St. 7800 feet North of York St.	Woodstock..... 4426 feet North of Station
	Centreville..... 2533 feet South of Station

Yard limit signs 2050 feet south of University Ave. and 7800 feet north of York St. are the limits of Fredericton Yard.

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate N-1-a-b-c class.

Heaviest car permitted—Gross weight 175,000 lbs.

Centreville Subdivision telephone is in agent's office, South Devon. Call Three Short.

NORTHWARD Inferior Direction		Miles from Junction Switch Stanley Jct.	Symbols	STANLEY SUBDIVISION	Train Order or Telephone Offices	Office Signals	Car Capacity		SOUTHWARD Superior Direction	
				Stations			Sidings	Other Tracks		
		0.00	Z	Jct. with Nashwaak Subdiv. STANLEY JCT.						
		2.30		2.30 SUTHERLAND				4		
		5.40		3.10 STANLEY	P			23		
Rule 41 Applicable										

STANLEY SUBDIVISION FOOTNOTES

All trains must register at Cross Creek, Nashwaak Subdivision.

Yard limit sign located 3000 feet north of Junction Switch, Stanley Junction.

SPEED RESTRICTIONS

	M.P.H.	
All Trains	20	Entire Subdivision, when running ahead
All Trains	10	Entire Subdivision, when backing up
All Trains	10	Between Mile 0.5 and 1.5

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate—N-4-a Class.
Heaviest car permitted—169,000 lbs.

INSTRUCTIONS AS TO CONNECTIONS BETWEEN PASSENGER TRAINS

GENERAL NOTE

Trains will not, unless otherwise directed, wait for delayed connecting trains, unless there are passengers on such delayed trains for them, and unless by so waiting connection will be made with such delayed trains.

In all cases, where the incoming train is due to arrive previous to the time the outgoing train is due to leave, a margin of five minutes will be allowed when necessary to insure connection.

JUNCTION	TRAIN	WILL CONNECT WITH	WHEN LATTER TRAIN IS NOT MORE THAN
Matapedia.....	No. 36.....	No. 4.....	Will connect
".....	No. 36.....	No. 60.....	Will connect
".....	No. 72.....	No. 4.....	Will connect
".....	No. 72.....	No. 60.....	Will connect
".....	No. 59.....	No. 35.....	3 hours Late
".....	No. 59.....	No. 71.....	3 hours Late
McGivney.....	No. 52.....	No. 27.....	30 min. Late
".....	No. 27.....	No. 52.....	1 hour 00 min. Late
".....	No. 51.....	No. 28.....	1 hour 00 min. Late
".....	No. 28.....	No. 51.....	30 min. Late
Moncton.....	No. 60.....	No. 14.....	Will connect
".....	No. 25.....	No. 44.....	1 hour 00 min. Late
".....	No. 59.....	No. 39.....	1 hour 15 min. Late
".....	No. 13.....	No. 4.....	30 min. Late
".....	No. 19.....	No. 2.....	40 min. Late
Newcastle.....	No. 27.....	No. 2.....	55 min. Late
".....	No. 1.....	No. 28.....	1 hour 00 min. Late

INDUSTRIAL TRACKS AND ADDITIONAL FLAG STOPS

NASHWAAK SUBDIVISION

Flag Stop	NAME	Points Face	Mileage	Car Capacity
F	Amos	..	2.28	..
..	Cleland	W	3.25	14
F	Parker	..	5.73	..
F	Park.....	..	10.28	..
F	Davidson	..	11.41	..
F	McCann	EW	16.75	92
F	Barnett	E	18.99	1
F	Underhill (No. 27 only).....	..	20.18	.....
..	McLaggan	W	21.26	3
..	Nashwaak P. & P. Co.....	W	21.72	21
F	Keenan	E	25.48	9
F	Howard	..	27.12	..
..	Slack	W	29.83	3
F	Hurley Brook	E	38.59	5
..	Nelson Hollow	W	48.80	4
F	O'Donnell	E	53.99	3
..	Ballast Pit.....	EW	60.33	54
..	Colter	E	61.96	4
F	Rose	W	88.91	4
F	Manzer	W	99.25	2
..	Teed	W	107.71	5

SPECIAL INSTRUCTIONS

1.—Standard Time will be transmitted between 10.58 a. m. and 11.00 a. m. Eastern Time and between 11.58 a. m. and 12.00 o'clock noon Atlantic Time Daily.

2.—At places where the sounding of engine whistle signal is prohibited, trains running against the current of traffic must proceed at "REDUCED SPEED."

3.—No light engine, nor two or more light engines coupled, when the movement is either on single track, or against the current of traffic on double track, shall be run a greater distance than twenty-five miles in any one direction without a conductor.

4.—To prevent accidents to passengers alighting from cars standing on bridges adjacent to stations, trainmen will not announce station stops until after train has passed over the structure.

5.—Unless otherwise directed, dead engines handled in trains must be handled with the pilot end ahead, must be placed at least five cars from the train engine, and if more than one dead engine is handled in train they must be separated by at least five cars except engines with trailing trucks from which the engine trucks have been removed, in which case they must be hauled with trailing truck leading. Not more than two (2) dead engines may be handled in one train.

6.—Wrecking cranes handled in any trains must not be moved at speed exceeding the following:—

Where speed restrictions for freight trains is forty miles per hour or over—restriction thirty-five miles per hour.

Where speed restriction for freight trains is forty to twenty-five miles per hour—restriction twenty-five miles per hour.

Where speed restriction for freight trains is less than twenty-five miles per hour—restriction twenty miles per hour, or as much below this as is necessary to safety.

Speed entering or leaving sidings must not exceed ten miles per hour.

Care must be exercised in handling on down-grades and rounding sharp curves. During all movements in trains, boom of wrecking cranes must be secured.

Piledrivers, steam shovels, hoist cranes, rail loaders or any other work equipment moving on its own wheels must not be moved in trains unless the boom is disconnected, the travel mechanism put out of gear, and engine and boiler blocked to car and secured by safety chains which must also be wired. This will not necessitate the taking off of cable, but ample slack must be left in cable to allow for free movement of cars.

Unless further restricted by special instructions, trains handling such equipment must not exceed twenty miles per hour. Speed must always be regulated to safety limit when rounding curves.

When possible at least three cars must be placed between this equipment and engine handling train.

Piledrivers, steam shovels, scale test cars, boarding, advertising or other cars occupied by employees or passengers, must be placed immediately ahead of caboose when handled on freight or work trains, and immediately ahead of passenger equipment when handled on mixed trains, except that when occupied boarding cars are equipped with steel underframes they may be handled in any location in work, freight, or mixed trains.

Jordan spreaders handled in trains must have wings secured and must, whenever possible, be headed in the direction of train's movement, and speed restricted to twenty-five miles per hour. In cases in which these machines must be handled with rear end forward speed restriction of twenty miles per hour must be observed.

Caterpillar machines of all types, hoists, drag lines, or any other equipment which is moved on cars in trains must be loaded and secured in accordance with existing A. of A. R. rules governing the loading of commodities on opentop cars (Pages 58 and 59, Supplement No. 1, effective May 15th, 1948).

Conductors will be held responsible for strict observance of this rule.

Exceptions covering movements in work trains: When any of the above equipment is moved in work trains to or from or at point of work, the above requirements as to securing of equipment or method of loading do not apply. In such movements the equipment must be secured and handled in a manner that will ensure of safety. This exception does not apply to wrecking cranes which must, in all cases, be secured and moved as required in paragraph one of this rule.

7.—Prior to placing work equipment or dead engines in any train, yardmasters or agents must obtain authority from train dispatcher who will issue Form 19 train order calling attention of the crew to the equipment being handled and speed restriction applicable.

8.—Air brakes must be in service while switching occupied passenger equipment, also when switching equipment on or off occupied passenger equipment. Before making a coupling to or between passenger equipment, any of which contains passengers, stop must first be made not less than six and not more than twelve feet from the point where coupling is to be made.

When auxiliary cranes, holsts, pile drivers, snow plows, spreaders, passenger coaches, or other equipment are placed on turn-tables, air brakes or hand brakes must be applied or such equipment properly blocked before engine is uncoupled, to ensure full control and safe handling.

9.—It is forbidden to handle freight cars in main line passenger trains, unless such freight cars are equipped with air brakes, communicating signals, steel or steel tired wheels, and trucks designed for use in passenger train service; PROVIDED, however, that it shall be permissible to use such freight cars in passenger service when baggage cars, or freight cars specially equipped as aforesaid, become disabled or unfit for use while in transit, and such cars only are available to receive the baggage or freight, as the case may be, to avoid unnecessary delay in forwarding the same. In this event, cars must not be loaded beyond their marked capacity, and the speed of the train must not exceed thirty-five (35) miles per hour.

No branch line passenger train, on which is placed a freight car not equipped as provided in the above paragraph, shall be allowed to exceed the speed, in any one mile, prescribed for mixed trains on that subdivision, and shall not, in any case, exceed thirty-five (35) miles per hour, and such restrictions shall be covered by train order. (B. R. C.-G. O. 571).

No freight, merchandise or lumber car shall be placed in any passenger train in the rear of any passenger car in which any passenger is carried.

10.—A blue flag by day and a blue light by night, required by Rule 26, must be displayed at a height of five feet above the rail level, on a steel frame secured to the rail; day signals to be of rigid material 22" by 28" in size with rounded corners, painted royal blue with a border of white on both sides one and one half inches in width, set at right angles to the track, and located between the switch and the first engine, car or train occupying the track. All switches leading to repair track are to be locked with special locks, and keys carried by the foreman in charge of the repair work, or by other responsible party, whose duty it shall be to see that employees and workmen so engaged are warned and are clear from cars or engines before any switching movement is made on such tracks, and also that the switches are locked after the switching movement is completed. (B. R. C.—G. O. 258).

11.—Vestibule Doors, Platforms, Curtains, Guard Rails, Side and End Gates, Tail Gates, Chains, and Bars on Equipment handled on Passenger and Mixed Trains.

IT IS ORDERED:

1.—That every railway company subject to the legislative authority of the Parliament of Canada shall strictly conform to the following rules and regulations governing the handling of vestibule doors, platforms, curtains, guard rails, side and end gates, tail gates, chains, and bars on equipment handled on passenger and mixed trains, namely:—

(1) *Through and local trains, double track, right hand operation.—When running, all vestibule doors and platforms are to be kept closed. When standing, those on right hand side only are to be opened, except when necessary to open those on left hand side to receive or discharge passengers.

(2) *Through and local trains, double track, left hand operation.—When running, all vestibule doors and platforms are to be kept closed. When standing, those on left hand side only are to be opened, except when necessary to open those on right hand side to receive or discharge passengers.

(3) *Through and local trains, single track.—When running, all vestibule doors and platforms are to be kept closed.

*NOTE.—Through and local trains, when within commutation limits and carrying commutation traffic within such limits, will be regarded as suburban trains, and vestibule doors and platforms will be handled as provided for suburban trains in clauses 4, 5 and 6 hereof.

(4) Suburban trains, double track, right hand operation.—Vestibule doors and platforms on right hand side of train may be kept open. Those on left hand side are to be kept closed, except when necessary to open them to receive or discharge passengers.

(5) Suburban trains, double track, left hand operation.—Vestibule doors and platforms on left hand side of train may be kept open. Those on right hand side are to be kept closed, except when necessary to open them to receive or discharge passengers.

(6) Suburban trains, single track.—All vestibule doors and platforms may be kept open.

(7) Secure vestibule doors and platforms.—When permissible to have vestibule doors and platforms open when running, these must be securely fastened.

(8) Guard rails or side gates.—These appliances will be handled as prescribed for the handling of vestibule doors and platforms.

(9) Vestibule curtains.—These appliances will be kept drawn and securely fastened, except during switching operations.

(10) Tail gates, chains, or bars.—The appliance at the rear of the last car on the train must invariably be kept closed and securely fastened, and the appliance at the rear of the last passenger car must also be kept closed and securely fastened when a baggage car, flanger, or caboose is immediately behind it.

2.—That, when vestibule doors and platforms, side gates or guard rails if (required by the said regulations to be kept closed when running) are closed

as the train moves away from stopping point and remain closed until nearing the next stopping point, or when trainman is on duty at the opening, it will be considered that the regulations herein approved are being complied with. (B. T. C.—G. O. 600).

11A.—Where passenger equipment is to be cut off enroute, or where a train is to be cut at a terminal. Trainmen or Yardmen must see that tail gates, chains, or bars, on all cars involved are properly closed and secured before switching is commenced, whether cars are occupied or not, except at final terminals where it is definitely known that the train is empty.

11B.—General Order No. 707, B. T. C.—Marshalling of Equipment of passenger trains.

(1) There shall be a buffer car between the locomotive and the first coach carrying passengers. In local and mixed train services, a combination baggage or express car with passenger compartment shall be considered a buffer car within the meaning of this rule, if the baggage or express end of such car is next to the locomotive.

(2) No wooden mail, express or baggage car occupied by any employee or other person shall be marshalled between the locomotive and steel equipment or between other steel units.

(3) All passenger trains shall be marshalled in such a manner that no wooden coaches carrying passengers are placed between cars of steel construction and that all wooden coaches are placed on rear of the trains.

(4) A car or coach with steel underframe shall not be deemed to be a wooden car or coach within the meaning of this Order.

11C.—On Passenger and Mixed Trains, when the car immediately ahead of the first passenger carrying car is of the non-diaphragm type, the tail gate, chain, or crossbar at the forward end of the passenger carrying car should be kept in closed position while the train is in motion.

12.—Not more than one engine must be used in placing cars on or removing them from coal chutes. Air brakes must be coupled and working between cars and engine and not more than two cars must be moved up the ramp at the same time.

13.—"Back-up" air hose, equipped with air whistle, must be in service on rear platform of all passenger trains moving backwards, and whistle sounded approaching public crossings at grade, or where necessary to warn persons crossing or approaching the track.

14.—Stand pipes on double track must be left with spout pointing in the direction of the current of traffic.

15.—In all cases of derailment or accidents to passenger cars lighted with Pintsch or Commercial Acetylene gas, the supply of gas must be shut off, if possible, by closing the stud valves in storage tanks underneath the body of car. Key for this purpose is located in the gauge box underneath the car.

16.—At public crossings at grade where member of crew is required to protect the movement of vehicles over the railway, a hand signal shall be used by day, and a clear white light by night. (B. R. C. G.—O. 484).

17.—Whenever it is necessary, after arrival, for a mixed train to back up the passenger cars away from station platform in order to perform switching, unloading of freight, or other service, a second stop must be made at such platform, before final departure, if there are any passengers to detrain or entrain.

18.—In mixed trains, one or more cars must be handled between postal, express, or passenger cars, and car, or cars, containing oil or gasoline.

19.—In the application of Rule 90, where only one brakeman is employed on mixed trains he will ride train as instructed by Conductor.

20.—When self-propelled cars and/or trailers are handled in freight trains they must be located next ahead of the caboose and when handled in passenger trains they must be located on the rear of trains. When trains are being switched in yards self-propelled cars and trailers must be set aside.

21.—Cars moving over public crossings at grade must be attached to Engine in all cases and the making of flying shunts or dropping cars over public crossings is prohibited.

22.—In trains handling passenger carrying cars which have vestibule at one end only, such cars must when practicable, be marshalled so that non-vestibule ends are not together.

23.—Where public crossings at grade are located, Trainmen of trains leaving cars on tracks adjacent to main tracks, must, when practicable, see that cars are left standing at least 100 feet from such crossings.

24.—Rules 93a and 209a not applicable.

25.—Before moving or coupling on to boarding outfit cars, snow plows, flanges, or other units of work equipment, and dead engines, stop must be made and persons in, on or about them must be warned, to avoid injury.

26.—Third and fourth class trains displaying signals will continue to display them through yard limits to the final terminal and register signals accordingly.

27.—Reference Rule 680—Dial Control switches must also be placed on hand throw for trailing point movements.

28.—Toilet doors must be locked before arrival at terminal or important stations.

HANDLING AND MARSHALLING CARS CONTAINING EXPLOSIVES AND CARS PLACARDED "DANGEROUS" AND "POISON GAS" IN TRAINS

General Instructions.

Cars containing "Explosives" Class "A", "Poison Gases or Liquids Class "A" and tank cars requiring "Dangerous" placards, must not be handled in a passenger train. Such cars may be transported in mixed trains but only at such times and between such points where there is no regular freight train service.

Cars placarded "Explosives," "Dangerous" or "Poison Gas" must have air and hand brakes in service.

Train and engine crews must be advised in writing of the presence and location in train of cars placarded "Explosives." At intermediate points, where crews change off or are relieved, this information must be transferred from crew to crew.

Cars placarded "Explosives" must not be placed in train next to: Engine; Occupied passenger, combination car or caboose except when occupied by gas handlers or military personnel accompanying shipments; Car placarded "Dangerous" or "Poison Gas"; Wooden underframe car; Loaded flat car; Open top car when lading extends above or beyond ends or sides; Car equipped with automatic refrigeration of gas burning type; Car containing lighted heaters, stoves or lanterns; Cars loaded with live animals or fowl occupied by an attendant.

A placarded loaded tank car must not be placed in train next to: Engine (except when train consists only of placarded loaded tank cars); Occupied passenger or combination car other than car occupied by gas handlers accompanying shipment; Occupied caboose (except when train consists only of placarded loaded tank cars); Car placarded "Explosives" or "Poison Gas"; Wooden underframe car; Loaded flat car; Open top car when lading extends above or beyond ends or sides; Car equipped with automatic refrigeration of gas burning type; Car containing lighted heaters, stoves or lanterns; Car loaded with live animals or fowl occupied by an attendant.

A car containing Radioactive Material and placarded "DANGEROUS—CLASS D POISON" must not be placed in train next to cars placarded explosives or next to carload shipments of undeveloped film.

In the event of breakage of container, wreck, fire or unusual delay involving a shipment of radio-active material in cars placarded "DANGEROUS—CLASS D POISON", the car and any loose radio-active material must be isolated as far as possible from danger of human contact and no persons must be allowed to remain close to car or contents needlessly, until qualified persons are available to supervise handling. The Board, shipper and the Bureau of Explosives must be notified immediately.

Cars, buildings, areas, or equipment in which Class D Poisons have been spilled must not be placed in service or occupied until decontaminated by qualified persons.

In the event of accident involving a car containing radio-active material placarded "DANGEROUS—CLASS D POISON", the instructions contained in the Board's Circular No. 269 should be observed.

In the event of derailment or accident involving a car placarded "Explosives" or "Dangerous," instructions as contained in Bureau of Explosives Pamphlet No. 22 should be observed.

ON THROUGH, LOCAL FREIGHT TRAINS, AND MIXED TRAINS, THE FOLLOWING ALSO APPLIES:

In a freight train, or a mixed train, a car placarded "Explosives" shall, when length of train permits, be placed not nearer than the sixteenth car from both the engine, occupied passenger car or caboose, and when length of train will not permit, it shall be placed near the middle of train. When helper power is cut in, it must be separated from the helper by at least six cars; when a freight train is marshalled in "blocks" or classification, such car shall be placed near the middle of the "block" in which moving, but not nearer than the sixth car from both the engine or occupied caboose; on Local freight or mixed trains, performing pickup and/or set off service, it shall be placed not nearer than the second car from both the engine, occupied passenger car or caboose.

Placarded loaded tank cars in freight trains or mixed trains shall, when the length of the train permits, be not nearer than the sixth car from the engine or occupied caboose. When length of train will not permit, it shall be not nearer than the second car from the engine or occupied passenger car or caboose. This does not apply when train consists of loaded tank cars only.

NOTE:—Car placarded "Poison Gas," or a car placarded "Explosives" and "Poison Gas" shall at all times be next to and ahead of the car occupied by the gas handling crews when accompanying such cars.

A car placarded "Explosives" shall at all times be next to and ahead of the car occupied by military personnel when accompanying such cars.

SWITCHING CARS PLACARDED "EXPLOSIVES" OR "DANGEROUS"

A car placarded "Explosives" or "Poison Gas" shall not be cut off while in motion. No car moving under its own momentum shall be allowed to strike any car placarded "Explosives" or "Poison Gas." No freight car placarded "Explosives" or "Poison Gas" shall be coupled into with more force than is necessary to complete the coupling.

When transporting a car placarded "Explosives" in terminals, yards, side tracks, or sidings, such cars shall be separated from the engine by at least one non-placarded car.

Cars placarded "Explosives" shall be so placed that they will be safe from all probable danger of fire. Freight cars placarded "Explosives" shall not be placed under bridges or overhead highway crossings, nor in or alongside of passenger sheds or stations except for loading or unloading purposes.

SPECIAL RULES GOVERNING THE HANDLING OF AIR BRAKES TO ALL EMPLOYEES

1. Employees must be thoroughly conversant with the Brake and Signal Equipment and Instructions issued in connection therewith, and must report promptly any trouble or defects.

RESPONSIBILITY

2. The Engineman and Conductor are responsible for knowing that the prescribed test of train brakes has been made before starting from terminal stations, also from any point where consist of train has been changed or hose uncoupled. Engineman must personally handle brake valve when making all tests.

TERMINAL, ROAD AND RUNNING TESTS

3. These must be made in accordance with the instructions contained in air brake regulations and printed separately as book "A" (Form 8914) issued January, 1938.

Engine and Train crews operating in United States territory must be governed by I. C. C.—A. A. R. Train Brake Test requirements.

DOUBLE HEADING, ASSISTING AND PUSHER SERVICE

4. When two or more engines are used in any train all hose must be coupled, and brakes tested and operated from the leading engine. Maximum air pressure must be maintained on all engines, and brake valve cut-out cocks closed on all except the leading engine. In case of the leading engine giving up the train short of the destination of the train, a test of the brakes must be made to see that the same are operative from the engineman's valve of the engine remaining with the train.

OBSERVING AIR GAUGES

5. Air gauges on engines and cabooses must be observed frequently to see that maximum pressure is being maintained.

SETTING OUT CARS

6. When cars are set off at any point between terminals auxiliary reservoirs must be bled before the hand brakes are applied.

STANDING ON GRADES

7. When the engine, either with or without cars, is to be uncoupled from the train on a grade, a sufficient number of hand brakes must first be applied to hold the portion of the train to be left standing. After recoupling, hand brakes must not be released until it is known that the train air brake system is fully recharged.

CALLING FOR BRAKES

8. A call for brakes when running must be promptly responded to by each Trainman opening a Conductor's valve and then applying hand brakes.

RETAINING VALVES

9. Retaining valves must be used when descending the grades designated in special Instructions.

OPERATIVE BRAKES

10. All trains must have 100% of brakes operative when leaving terminals, except in case of emergency, and must not be run with less than 85% at any time. When cars with brakes cut out are moved in trains, not more than two of such cars shall be handled together unless they are at the rear of the train ahead of the caboose. All trains going to the United States must have 100% of brakes operative leaving the last terminal and must not be run with less than 85% at any time. When necessary to cut out brakes on any cars en route in such trains they must be placed together at the rear of the train ahead of the caboose before entering that territory.

RULES FOR FIRST AID TREATMENT OF INJURIES

- REMEMBER** Keep the patient lying down. Locate all injuries. Remove clothing only where necessary. Treat most dangerous conditions first in the following order:
- (1) Stoppage of breathing. (Apply artificial respiration.)
 - (2) Severe bleeding. (Use a constrictive bandage.)
 - (3) Broken bones. (Tie to body to prevent movement).
- ALWAYS TREAT FOR SHOCK.** (Keep patient warm. If possible, give stimulant except in severe bleeding or head injury). Do not move patient unnecessarily. If necessary, send for doctor or ambulance. Do not let bleeding go unchecked. If constrictive bandage is used, loosen every 15 to 20 minutes. Do not neglect treatment for shock. Don't give liquids to an unconscious person. Avoid any possible further injury to patient.
- IMPORTANT**

SEVERE HEMORRHAGE (BLEEDING)

With a sterile gauze pad or the inside fold of a clean handkerchief, apply pressure **DIRECTLY** over the wound. Hold dressing in place with a firm bandage. If bleeding does not stop, apply additional pads on top of the first one. If this does not control the hemorrhage, place a constrictive bandage above the wound tight enough to stop further bleeding using a triangular bandage, handkerchief, tie, rope, etc. Be sure to loosen this constrictive bandage every 15 to 20 minutes and retighten if necessary. Secure medical assistance as soon as possible.

SLIGHT HEMORRHAGE (BLEEDING)

Expose wound. Do not disturb blood clots. Clean wound of any loose and easily removed foreign objects. Apply an antiseptic. Apply a sterile dressing and bandage firmly.

FRACTURES (BROKEN BONES)

Unless life is in immediate danger from some other cause, attend to the fracture **ON THE SPOT**, keeping in mind the following rules: Steady and support the injured parts. In the case of a fractured arm or leg, place it with great care in as natural a position as possible, without using force or increasing pain. To prevent movement of broken bone, tie firmly the injured arm to body or the injured leg to good leg with padding and bandages.

INSENSIBILITY (UNCONSCIOUS)

If face is pale, keep head low and turned to one side. If face is flushed or if head is injured—raise head slightly turned to one side. In both conditions, loosen clothing, allow an abundance of fresh air and make sure air passage is clear. Give no fluid by mouth while unconscious. Cover up, keep warm and send for a doctor or ambulance.

BURNS AND SCALDS

DO NOT BREAK BLISTERS. Exclude air by covering with clean dry dressing and secure with bandage. If possible, give large quantities of warm fluids. Keep patient warm and obtain medical assistance as soon as possible.

SPECIAL SPEED RESTRICTIONS

Conductors and enginemen, especially those in passenger service, are cautioned not to run their trains at excessive rate of speed, particularly on descending grades, around sharp curves, through junction stations and large yards. Safety to passengers and property is the first consideration. When using crossovers or switches to and from main tracks or sidings, trains must not exceed speed of ten (10) miles per hour, or as much less as may be necessary to insure safety.

Enginemen will use extra caution entering or leaving sidings in signal territory account adjustment in siding to provide room for the signals.

Trains handling an Auxiliary Steam Crane must not exceed a speed of twenty (20) miles per hour on Branch Lines where no speed restriction is shown. Speed must in all cases be regulated to safety limit in going around curves. Cranes of eighty tons weight or less when being handled in trains must be placed in the train with the heavy end pointing in the direction which the train will be travelling. Where a speed restriction is prescribed either by time table, train order, or bulletin, specified speed must not be exceeded.

Trains handling spreaders must not exceed fifteen (15) miles per hour while spreaders are being worked in ice cutting, ballasting and other operations. Frequent inspection must be made of the equipment to see that everything is in order.

Santa Fe engines must not exceed speed of thirty (30) miles per hour, or run any one mile in less than two (2) minutes.

The figures shown in this time table do not excuse or authorize the non-observance of any speed restriction which may be otherwise specified.

Where a speed restriction is prescribed, either by time table, train order, or bulletin, speed restriction must not be exceeded in any one mile.

Unless further restricted by speed restrictions, or special instructions, train handling:

	Miles per hour
Dead Steam Engines and Yard Engines under steam.....	25
Engines from which engine trucks, pony trucks or side rods have been removed and yard steam engines being handled dead.....	15
Pile drivers, steam shovels and hoist cranes when moving on own wheels	20
Unless further restricted by speed restrictions or special instructions:	
Engines moving tender first with or without cars other than suburban tank engines equipped with pilot on tender twenty-five (25) miles per hour on Sussex and Tormentine subdivisions and on all mainline subdivisions between Halifax and Riv. du Loup, and twenty (20) miles per hour on all other subdivisions.	
Steam Engines without engine trucks or pony trucks (yard engines)	20

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
5	12.	30	2.	55	1.5
10	6.	35	1.42	60	1.
15	4.	40	1.30	65	.55
20	3.	45	1.20	70	.51
25	2.24	50	1.12	75	.48

ROAD DIESEL LOCOMOTIVES

Diesel-Electric units should not be operated through water of a depth of more than three inches above top of rail. They may be operated through water if depth is less than three inches above top of rail, but not exceeding a speed of three miles per hour. Should a diesel-electric unit operate or be hauled through water above rail level, report must be made at the first terminal.

To provide greater advance warning to Maintenance of Way Forces DURING DAYLIGHT HOURS, Road Diesel Locomotives must burn their headlights Dim during ordinary weather, and at full power when weather is dull and foggy.

Following regulations will apply with respect to operation of diesel road locomotives in back-up movements:

Single "A" units, or "A" and "B" units with latter the leading unit—Engineer and Fireman will remain in operating cab.

Multiple, with "A" unit at each end—Where conditions are such as not to permit safe movement without engineer and fireman being at the leading end, they will both transfer to and operate from leading end in direction of movement.

PERSONAL INJURIES

INJURIES TO PERSONS OTHER THAN PASSENGERS AND RAILWAY EMPLOYEES

1. In assisting in providing medical relief for persons injured, the Railway has in view humanitarian considerations and desire for the general welfare of the service, but any such action is not to be regarded as an admission or evidence of liability.
2. In performance of this humanitarian duty in cases of injury to persons other than passengers or employees while upon the Railway premises, the assistance is to be limited to rendering first aid only. First aid means such medical and surgical services as are known to relieve the immediate danger or suffering of the injured person, and to make it safe and comfortable for such person to be removed from the Railway premises. Under no circumstances should it mean the performance of surgical operations or elaborate surgical dressings such as setting fractures, etc. The further disposal of the injured person must rest with the Transportation Officer on duty. This officer is usually the Chief Dispatcher of the Division.
3. The employees of the Railway immediately handling the case should make every effort to see that the injured person is given in charge of friends or the Municipal authorities.
4. Where the injuries are of such a character as to require hospital treatment, this should be arranged for by the friends or the Municipal Authorities.
5. Where it is impossible to reach friends or Municipal authorities, such as in cases occurring in the night or in rural districts, the Chief Transportation Officer on duty may arrange for the injured person to be taken by train to the nearest general hospital. At the same time all concerned, including the Hospital Authorities, should be advised of the circumstances under which application for admission is being made, and particulars of this should appear on the casualty report.
6. The instructions of the Transportation Officer should be given in writing or by telegraph, if necessary, so that a copy may accompany the medical accounts for first aid or such other medical services as may be authorized, for the information of the Chief Medical Officer, and the Auditor.
7. Employees of the Railway, whether authorized to do so or not, when calling for the services of a physician, should notify said physician that the call is for first aid duty only, and will not include service rendered subsequent to the first dressing on the Railway's premises or adjacent thereto.
8. The services of a railway physician must be requisitioned when practicable.
9. In cases of accidents proving immediately fatal, the Coroner of the District should be notified at the earliest possible convenience.
10. If persons are killed in train operation the trainmen who are aware of the circumstances may remove the bodies from the railway right of way and transport same to the nearest station, if possible within the same municipality, where the Coroner should be notified immediately.
11. If a body is found on or near the right of way by sectionmen or train crews, it is permissible to make an examination of the body to ascertain if any signs of life are present, and if so, immediate first aid should be given and the nearest available doctor called, or, if able to be moved safely, the patient taken to his office. If the person is dead and no delay in traffic will be caused, a guard should be left with the body until the Coroner is notified and instructions obtained by him as to disposal. This applies particularly to cases where there may be a question of foul play, poisoning, etc.

FERRY SERVICE
BORDEN — CAPE TORMENTINE
WESTWARD — DAILY — EASTWARD

Leave Borden	Arrive Cape Tormentine	Leave Cape Tormentine	Arrive Borden
(October 16, 1952 to June 15, 1953 incl.)			
9.10 a.m.	10.05 a.m.	10.35 a.m.	11.30 a.m.
1.00 p.m.	1.55 p.m.	2.40 p.m.	3.35 p.m.
4.30 p.m.	5.25 p.m.	6.00 p.m.	6.55 p.m.
7.30 p.m.	8.25 p.m.	9.00 p.m.	9.55 p.m.

(June 16 to October 15, 1953 incl.)			
9.10 a.m.	10.05 a.m.	9.10 a.m.	10.05 a.m.
10.35 a.m.	11.30 a.m.	10.35 a.m.	11.30 a.m.
1.00 p.m.	1.55 p.m.	1.00 p.m.	1.55 p.m.
2.40 p.m.	3.35 p.m.	2.40 p.m.	3.35 p.m.
4.30 p.m.	5.25 p.m.	4.30 p.m.	5.25 p.m.
7.30 p.m.	8.25 p.m.	7.30 p.m.	8.25 p.m.
9.00 p.m.	9.55 p.m.	9.00 p.m.	9.55 p.m.
10.30 p.m.	11.25 p.m.	10.30 p.m.	11.25 p.m.

Heaviest car permitted on M. V. Abegweit, gross weight 210,000 lbs.
Heaviest car permitted on S. S. Prince Edward Island, gross weight 169,000 lbs.

**LOCATION OF RESTRICTED CLEARANCES WHICH ARE NOT
MARKED OR INDICATED BY "TELL-TALES" OR
RESTRICTED CLEARANCE SIGNS**

CAMPBELLTON DIVISION

Terminal or Yard	Location	Structure or Obstruction	Side of Track
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BATHURST SUBDIVISION

Gloucester Jct.	Ballast Pit	Ballast Ramp.....	West
Bathurst.....	No. 1 Track	West Stand Pipe.....	North
"	Eddy Company.....	Lumber Mill.....	North
Campbellton...	Car Repair Track.....	Rly. Light Pole.....	North
"	Stores Track.....	Power Pole.....	South
"	Run around Track.....	Crib.....	South
"	Freight Shed Track.....	Freight Shed Roof....	North
"	Team Track.....	Crib.....	South
"	Stores Track.....	Platform.....	North

MATAPEDIA SUBDIVISION

Mont Joli.....	Mont Joli Yard.....	Sand House.....	West
"	Between Low and Shop Tracks...	Switch Stand.....	Both

RIMOUSKI SUBDIVISION

Rimouski	Rimouski Yard	Warehouse	North
Rimouski.....	Rimouski Yard.....	Track Scales.....	Both
Trois Pistoles..	Ballast Pit.....	Loading Track Ramp..	South
Riv. du Loup...	Riv. du Loup Yard.....	Engine House.....	South

EDMUNDSTON DIVISION

Terminal or Yard	Location	Structure or Obstruction	Side of Track
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SPUR SUBDIVISION

Edmundston....	Madawaska Co-Operative Ltd. Track.....	Warehouses.....	North
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GRAND FALLS SUBDIVISION

Edmundston....	Business Track.....	Freight Shed.....	South
"	"	Stock Yard Chute.....	South
"	"	Store Building.....	South
"	"	New Ice House.....	South
"	Yard Track.....	Old Ice House.....	South

CHIPMAN SUBDIVISION

Napadogan.....	Runaround Track.....	Cattle Pen.....	South
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CENTREVILLE SUBDIVISION

Fredericton....	Freight Shed Tracks.....	Freight Shed Platform..	East
Fredericton....	Mile 67.84	Retaining Wall.....	West
Fredericton....	Mile 68.3 to 69.0.....	Telephone Poles.....	East
Centreville....	Business Tracks.....	Warehouses.....	Both
Centreville....	Main Line Extension.....	Coal Hoist.....	West

NASHWAAK SUBDIVISION

South Devon...	Stores Track.....	Stores Platform.....	North
"	"	Coal Bin.....	North
"	Scale Track.....	Icing Platform.....	North

TEMISCOUATA SUBDIVISION RESTRICTED CLEARANCES

Mileage	Structure or Obstruction	Side of Track
19.5	Rock cut.....	East
20.8	Rock cut.....	East & West
29.8	Rock cut.....	East & West
37.9	Stock Pen.....	East
39.5	Rock cut.....	East & West
43.3	Building.....	West
43.3	Freight shed.....	West
43.5	Loading wharf.....	East
45.2	Rock cut.....	East & West
49.1	Rock cut.....	East & West
50.1	Rock cut.....	East & West
56.7	Rock cut.....	East & West
59.9	Loading wharf.....	East

Regarding General Rule "M"—Restricted Clearances: Employees are hereby advised that "Tell-Tales" give warning of close approach to Restricted Overhead Clearances and that where "Tell-Tales" are erected no other advice of such restricted clearances will elsewhere or otherwise be given.

They are hereby forbidden to ride on top of cars at any other point where Restricted Overhead Clearances exist; or on side of cars at any point where Restricted Side Clearances exist; they are warned that where these are marked or indicated by "Restricted Overhead Clearance" or "Restricted Side Clearance" signs, no other advice will elsewhere or otherwise be given, and that when or if these signs are not provided in yards and terminals, the location of the restricted clearances will be shown in special instructions.

They are also hereby advised that the overhead and/or side clearances are or may be restricted on tracks at engine houses, main shops and car shops; they are warned that where restricted clearances exist on such tracks, they will not be marked or indicated by tell-tales or restricted clearance signs nor will their location be elsewhere or otherwise given; and they are forbidden to ride on top or sides of cars or engines when on any engine house, main shop or car shop track whether or not the overhead and/or side clearance is restricted.

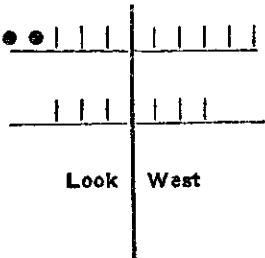
POLE LINE DIAGRAM SHOWING LOCATION OF TRAIN DESPATCHERS' TELEPHONE WIRES

Face Direction Named—Count Crossarms from Top Down

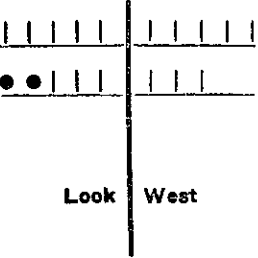
NOTE.—Signal Arm, at Bottom, in places, not shown, except in Signal Territory West End to Pacific Jct.
● ● Desp. Phone Wires

CAMPBELLTON DIVISION

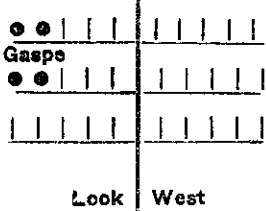
Newcastle-Bathurst



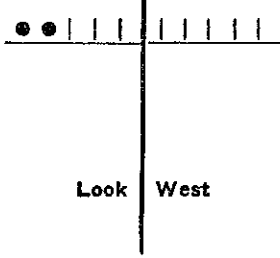
Bathurst-Campbellton



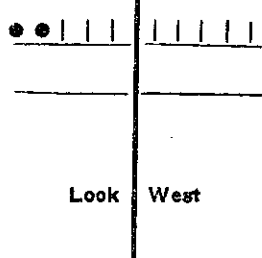
Campbellton-Matapedia



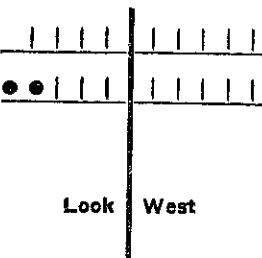
Matapedia-Amqui



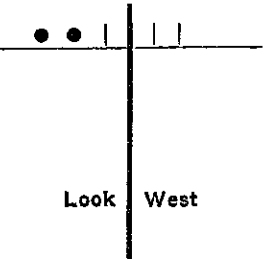
Amqui-Mont Joli



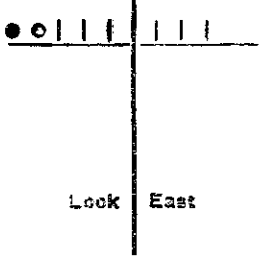
Mont Joli-Riv. du Loup



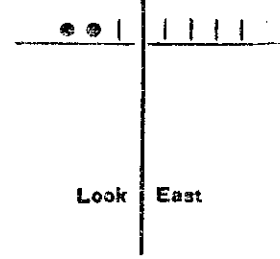
Tide Head-I.N.R. Jct.



Matapedia-New Carlisle

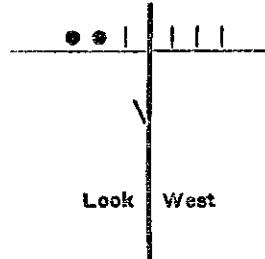


New Carlisle-Gaspe

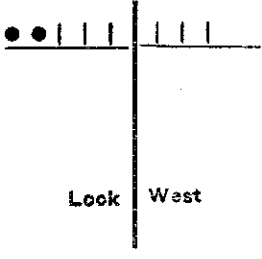


EDMUNDSTON DIVISION

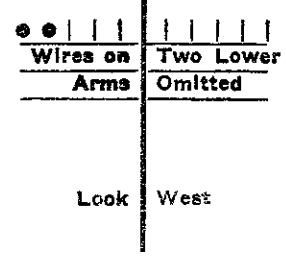
Pacific Jct. to Napadogan



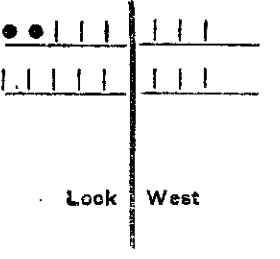
Napadogan to Cyr Jct.



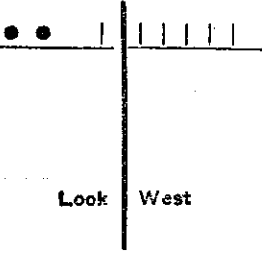
Cyr. Jct. to St. Leonard



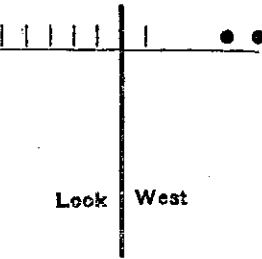
St. Leonard to Edmundston



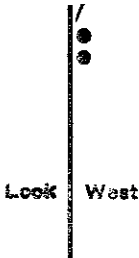
Edmundston to Riviere Bleue



Riviere Bleue to Monk



McGIVNEY TO SOUTH DEVON



HOURS AND DAYS OF SERVICE FOR TRAIN ORDER OFFICES

CAMPBELLTON DIVISION			CAMPBELLTON DIVISION—(Continued)			EDMUNDSTON DIVISION—(Continued)		
STATION	HOURS OF SERVICE	DAYS OF SERVICE	STATION	HOURS OF SERVICE	DAYS OF SERVICE	STATION	HOURS OF SERVICE	DAYS OF SERVICE
Amqui.....	Continuous	Mon. to Sat. Incl.	Matapedia.....	Continuous	Continuous	Edmundston.....	Continuous	Continuous
	12.01 a. m. to 8.00 a. m. ...	Sundays	Maria.....	8.00 a. m. to 5.00 p. m. ...	Mon. to Fri. Incl.	Estcourt.....	Continuous	Continuous
	7.15 p. m. to 9.45 p. m. ...	Sundays	Mont Joli.....	Continuous	Continuous	Fredericton.....	4.45 a. m. to 8.45 p. m. ...	Mon. to Sat. Incl.
Barachois.....	7.00 a. m. to 4.00 p. m. ...	Mon. to Sat. Incl.	Nash Creek.....	7.00 a. m. to 4.00 p. m. ...	Mon. to Fri. Incl.	Gagetown.....	8.00 a. m. to 5.00 p. m. ...	Tues. to Sat. Incl.
Bartibog.....	6.30 a. m. to 3.30 p. m. ...	Mon. to Fri. Incl.	New Carlisle.....	Continuous	Continuous		7.00 a. m. to midnight ...	Mon. to Fri. Incl.
Bathurst.....	Continuous	Continuous	Newcastle.....	Continuous	Continuous	Grand Falls.....	12.01 a. m. to 2.00 a. m. ...	Tues. to Sun. Incl.
	7.00 a. m. to 4.00 p. m. ...	Mon. to Fri. Incl.	New Mills.....	8.00 a. m. to 5.00 p. m. ...	Mon. to Fri. Incl.		9.00 a. m. to midnight ...	Saturdays
	10.00 p. m. to Midnight ...	Mon. to Fri. Incl.	Newport.....	8.00 a. m. to 5.00 p. m. ...	Mon. to Fri. Incl.	Green River.....	7.00 a. m. to 4.00 p. m. ...	Mon. to Sat. Incl.
	12.01 a. m. to 6.00 a. m. ...	Tues. to Sat. Incl.	New Richmond.....	8.00 a. m. to 5.00 p. m. ...	Mon. to Sat. Incl.	Holliday.....	Continuous	Mon. to Sat. Incl.
Bic.....	6.00 a. m. to 8.00 a. m. ...	Saturdays	Nouvelle.....	7.00 a. m. to 4.00 p. m. ...	Mon. to Fri. Incl.		7.00 a. m. to 9.00 p. m. ...	Mon. to Fri. Incl.
	10.00 p. m. to Midnight ...	Saturdays & Sundays					12.01 p. m. to 9.00 p. m. ...	Saturdays
	5.00 a. m. to 7.40 a. m. ...	Sundays	Padoue.....	8.00 a. m. to 5.00 p. m. ...	Mon. to Fri. Incl.	Juniper.....	8.00 a. m. to 5.00 p. m. ...	Mon. to Fri. Incl.
	12.20 p. m. to 2.20 p. m. ...	Saturdays	Paspebiac.....	7.30 a. m. to 4.30 p. m. ...	Mon. to Sat. Incl.	Lac Baker.....	12.01 a. m. to 5.00 p. m. ...	Mon. to Sat. Incl.
Bonaventure.....	7.00 a. m. to 4.00 p. m. ...	Mon. to Fri. Incl.	Perce.....	7.30 a. m. to 4.30 p. m. ...	Mon. to Sat. Incl.	Lafontaine.....	7.00 a. m. to 4.00 p. m. ...	Tues. to Sat. Incl.
Burnsville.....	8.00 a. m. to 5.00 p. m. ...	Tues. to Sat. Incl.	Petit Rocher.....	8.00 a. m. to 5.00 p. m. ...	Mon. to Fri. Incl.	Les Etroits.....	8.30 a. m. to 5.30 p. m. ...	Tues. to Sat. Incl.
Cacouna.....	7.30 a. m. to 4.30 p. m. ...	Mon. to Fri. Incl.	Port Daniel.....	8.00 a. m. to 5.00 p. m. ...	Mon. to Sat. Incl.	Longley.....	Continuous	Continuous
Campbellton.....	Continuous	Continuous	Rimouski.....	Continuous	Continuous	Marysville.....	8.00 a. m. to 5.00 p. m. ...	Mon. to Fri. Incl.
Caplan.....	7.00 a. m. to 4.00 p. m. ...	Mon. to Fri. Incl.	Riviere du Loup.....	Continuous	Continuous	McGivney.....	Continuous	Continuous
Cape Cove.....	8.30 a. m. to 5.30 p. m. ...	Mon. to Fri. Incl.	Routhierville.....	2.00 a. m. to 10.00 a. m. ...	Tues. to Sat. Incl.	Napadogan.....	Continuous	Continuous
Caraget.....	8.15 a. m. to 6.15 p. m. ...	Mon. to Fri. Incl.	Ste. Adelaide.....	8.45 a. m. to 5.45 p. m. ...	Mon. to Fri. Incl.	New Denmark.....	7.30 a. m. to 4.30 p. m. ...	Mon. to Fri. Incl.
			St. Alexis.....	6.30 a. m. to 3.30 p. m. ...	Mon. to Fri. Incl.	Notre Dame du Lac...	8.00 a. m. to 5.00 p. m. ...	Mon. to Fri. Incl.
			St. Anaclet.....	7.30 a. m. to 4.30 p. m. ...	Mon. to Fri. Incl.			
			St. Arsene.....	7.30 a. m. to 4.30 p. m. ...	Mon. to Fri. Incl.			
			St. Elol.....	8.00 a. m. to 5.00 p. m. ...	Mon. to Fri. Incl.			
			St. Fabien.....	Continuous	Wed. to Mon. Incl.			
			".....	4.00 a. m. to 6.40 a. m. ...	Tuesday			
				8.00 a. m. to 11.59 p. m. ...				
Carleton.....	8.00 a. m. to Midnight ...	Mon. to Wed. Incl.	Ste. Florence.....	7.30 a. m. to 4.30 p. m. ...	Mon. to Fri. Incl.	Pangburn.....	8.00 a. m. to 5.00 p. m. ...	Mon. to Sat. Incl.
	Continuous	Thurs. and Fri.	St. Godfrol.....	7.00 a. m. to 4.00 p. m. ...	Mon. to Fri. Incl.		6.00 p. m. to midnight ...	Sun. to Fri. Incl.
	8.00 a. m. to Midnight ...	Saturdays	St. Noel.....	8.00 a. m. to 5.00 p. m. ...	Mon. to Sat. Incl.		12.01 a. m. to 2.00 a. m. ...	Mon. to Sat. Incl.
	8.00 a. m. to 4.00 p. m. ...	Sundays	St. Octave.....	8.00 a. m. to 5.00 p. m. ...	Tues. to Sat. Incl.	Pelletier.....	Continuous	Continuous
			St. Quentin.....	8.00 a. m. to 5.00 p. m. ...	Tues. to Sat. Incl.	Plaster Rock.....	7.45 a. m. to 4.45 p. m. ...	Mon. to Fri. Incl.
Cascapedia.....	7.00 a. m. to 4.00 p. m. ...	Mon. to Fri. Incl.	St. Simeon.....	8.00 a. m. to 5.00 p. m. ...	Mon. to Fri. Incl.	Renous.....	7.45 a. m. to 4.45 p. m. ...	Tues. to Sat. Incl.
Causapscal.....	Continuous	Continuous	St. Simon.....	7.40 a. m. to 4.40 p. m. ...	Mon. to Fri. Incl.		8.30 a. m. to 5.30 p. m. ...	Mondays
Chandler.....	7.00 a. m. to Midnight ...	Mon. to Sun. Incl.	Sayabec.....	Continuous	Continuous		2.00 a. m. to 5.30 p. m. ...	Tues. to Sat. Incl.
Charlo.....	8.15 a. m. to 5.15 p. m. ...	Mon. to Fri. Incl.		7.00 a. m. to 4.00 p. m. ...	Mondays	Riviere Bleue.....	8.00 a. m. to 5.00 p. m. ...	Mon. to Fri. Incl.
Cross Point.....	7.00 a. m. to 4.00 p. m. ...	Mon. to Fri. Incl.	Shippigan.....	7.00 a. m. to 7.00 p. m. ...	Tues. to Fri. Incl.	River Manie.....	6.30 a. m. to 11.30 p. m. ...	Mon. to Sat. Incl.
				10.00 a. m. to 7.00 p. m. ...	Saturdays	South Devon.....	8.00 a. m. to 5.00 p. m. ...	Mon. to Fri. Incl.
				8.00 a. m. to 5.00 p. m. ...	Mon. to Fri. Incl.	Stanley.....	8.30 a. m. to 5.30 p. m. ...	Mon. to Fri. Incl.
Dalhousie.....	7.00 a. m. to 3.00 p. m. ...	Mondays	Tracadie.....	8.00 a. m. to 5.00 p. m. ...	Mon. to Fri. Incl.	St. Athanase.....	8.00 a. m. to 5.00 p. m. ...	Tues. to Sat. Incl.
	7.00 a. m. to 8.30 p. m. ...	Tues. to Fri. Incl.	Trois Pistoles.....	Continuous	Continuous	St. Eleuthere.....	8.00 a. m. to 5.00 p. m. ...	Mon. to Fri. Incl.
	11.30 a. m. to 8.30 p. m. ...	Saturdays	Val Brilliant.....	8.00 a. m. to 5.00 p. m. ...	Mon. to Fri. Incl.	St. Honore.....	8.00 a. m. to 5.00 p. m. ...	Mon. to Fri. Incl.
Dalhousie Jct.....	Continuous	Mon. to Sat. Incl.				St. Leonard.....	Continuous	Continuous
Douglstown.....	6.45 a. m. to 3.45 p. m. ...	Mon. to Fri. Incl.				Ste. Rose.....	8.00 a. m. to 5.00 p. m. ...	Mon. to Fri. Incl.
Gaspe.....	Continuous	Continuous				Sully.....	8.00 a. m. to 5.00 p. m. ...	Tues. to Sat. Incl.
Gloucester Jct.....	8.00 a. m. to 5.00 p. m. ...	Mon. to Sat. Incl.				Summit.....	Continuous	Continuous
Grand Anse.....	8.00 a. m. to 5.00 p. m. ...	Mon. to Fri. Incl.				Westfield Beach.....	7.00 a. m. to 3.00 p. m. ...	Mon. to Sat. Incl.
Grande Riviere.....	8.00 a. m. to 5.00 p. m. ...	Mon. to Sat. Incl.					6.30 a. m. to 3.30 p. m. ...	Tues. to Sat. Incl.
Inkerman.....	7.20 a. m. to 4.20 p. m. ...	Mon. to Fri. Incl.				Woodstock.....	11.00 a. m. to 8.00 p. m. ...	Mon. to Fri. Incl.
	7.00 a. m. to 3.00 p. m. ...	Mondays						
	7.00 a. m. to Midnight ...	Tues. to Fri. Incl.						
	3.00 p. m. to Midnight ...	Saturdays						
Jacquet River.....	8.00 a. m. to 5.00 p. m. ...	Mondays						
	12.01 a. m. to 5.00 p. m. ...	Tues. to Sat. Incl.						
Kedgwick.....	8.00 a. m. to 5.00 p. m. ...	Mon. to Fri. Incl.						
Lac au Saumon.....	7.00 a. m. to 4.00 p. m. ...	Mon. to Fri. Incl.						
	6.30 a. m. to 8.30 a. m. ...	Saturdays & Sundays						
	9.30 p. m. to Midnight ...	Sundays & Mondays						
	6.30 a. m. to 3.30 p. m. ...	Mondays						
	6.30 a. m. to midnight ...	Tues. to Fri. Incl.						
	12.01 a. m. to 12.30 a. m. ...	Wed. to Sat. Incl.						
	3.30 p. m. to midnight ...	Saturdays						
	12.01 a. m. to 12.30 a. m. ...	Sundays						

FAIR WEATHER EQUATED TONNAGE RATINGS

WEST OR NORTH										(Dead Freight Ratings)		EAST OR SOUTH											
Engine Capacity %												Engine Capacity %											
Car Factor	25	28	34 Diesel	40	53	55B	57	57B	92 Diesels 1 Unit	92 Diesels 2 Units	BETWEEN	92 Diesels 2 Units	92 Diesels 1 Unit	57B	57	55B	53	40	34 Diesel	28	25	Car Factor	
5				1290	1700	2000	1870	2070	1650	3500	Newcastle & Patterson	4300	2050	2590	2420	2260	1920	1450				5	
5				1700	2250	2550	2720	2940	1650	3500	Patterson & Bathurst	4300	2050	2590	2420	2260	1920	1450				5	
5				1570	2090	2460	2250	2520	1800	3800	Bathurst & Mile 45.43	4875	2330	3400	3230	3080	2720	2050				5	
5				2050	2720	3080	3240	3400	1800	3800	Mile 45.43 & Campbellton	4875	2330	3400	3230	3080	2720	2050				5	
5				1710	2260		2620	2760	2150	4500	Campbellton & Sayabec	5800	2800	3590	3590		3200	2410				5	
5				1430	1900		2080	2220	1725	3650	Sayabec & Mont Joli	3450	1625	1930	1800		1630	1230				5	
5				1620	2150		2540	2540	2800	5800	Mont Joli & Rimouski	4150	1975	2350	2350		1940	1460				5	
5				1420	1880		2120	2120	1850	3900	Rimouski & St. Fabien	4150	1975	2350	2350		1940	1460				5	
5				1490	1980		2310	2310	1850	3900	St. Fabien & Trois Pistoies	4150	1975	2350	2350		1940	1460				5	
5				1490	1980		2310	2310	1850	3900	Trois Pistoies & Riv. du Loup	4150	1975	2600	2600		2140	1610				5	
3	530	590		840							Dalhousie & Dalhousie Jct.						820		580	520	3		
3	590	670		950							Bathurst & Tracadie						830		580	520	3		
5	715	1030	1000	1470							Matapedia & Cross Point						1170	1100	820	730	4		
3	580	650	960	930							Cross Point & New Carlisle						960	960	670	600	3		
3	580	650	930	930							New Carlisle & Gaspé						880	960	620	600	3		
5	490	550	790	790							Tide Head & St. Leonard						830	830	580	520	4		

Northern type 57-B and Mikado 55-B will not be given time freight ratings.

RULING GRADES

Subdivision	Westward	Eastward	Subdivision	Westward	Eastward
Bathurst	Mile 9.2—12.8	Mile 39.4—35.9	Dalhousie	Mile 4.3—3.9	Mile 0.9—2.3
Matapedia	{ Mile 86.3—88.7	{ Mile 102.0—96.5	Caraquet	Mile 36.8—35.3	Mile 36.8—37.3
	{ Mile 49.0—50.7	{ Mile 74.5—73.4	Chandler	Mile 75.1—69.0	Mile 0.3—4.2
Rimouski	Mile 28.5—37.8	Mile 42.0—38.0	Cascapedia	Mile 68.0—65.6	Mile 26.9—30.1
			St. Quentin	Mile 22.0—36.3	Mile 12.7—9.5

WEST OR NORTH										(Dead freight ratings—except for 92% diesels which are speed freight)	EAST OR SOUTH									
Engine Capacity %											Engine Capacity %									
Car Factor	25	28		40	45	53	92% Diesel One Unit	92% Diesel Two Unit		BETWEEN	92% Diesel Two Unit	92% Diesel One Unit	53	45	40		28	25		Car Factor
9				2070		2740	3000	4500		Pacific Jct. & Napadogan	5400	4600	3940	3340	2970					12
9				2070		2740	3000	4500		Napadogan & Summit	5400	4600	3940	3340	2970					12
9			Car Limit				3000	4500		Summit & Longley	3700	1750	1860	1370	1220					12
9				2070		2740	3000	4500		Longley & Cyr Jct.	5400	4600	3940	3340	2970					12
9				3220		4300	3000	4500		Cyr Jct. & Edmundston	5400	4600	4300	3340	2970					12
9				2230		2950	3000	4500		Edmundston & Estcourt	5400	4600	3940	3340	2970					12
9				1340		1770	1550	3300		Estcourt & Pelletier	5400	4600	4200	3560	3160					12
9				2230		2950	3000	4500		Pelletier & Monk	5400	4600	3940	3340	2970					12
3	490	550		780	880					Derby Jct. & McGivney				940	840		560	520		3
5	1040	1170		1670	1880					McGivney & Fredericton				1010	900		630	560		4
4	710	800		1140	1280	1510				*Saint John & Westfield Beach			1550	1310	1170		820	730		3
8	1530	1720		2450	2760	3250				Westfield Beach & Fredericton			2780	2360	2100		1470	1310		5
5	820	920		1310	1470	1730				Fredericton & Woodstock			1760	1500	1330		930	830		6
5	900	1020		1450	1630	1925				Woodstock & Centreville			2240	1900	1690		1180	1060		7

Westward from Saint John to Westfield Beach is Pusher grade. Figures shown include Pusher.

RULING GRADES

Subdivisions	Westward	Eastward
Chipman	{ Mile 46.3—64.0	{ Mile 11.0—4.0
	{ Mile 88.5—101.0	{ Mile 46.3—26.0
Grand Falls	{ Mile 16.5—28.3	{ Mile 41.6—28.3—Pusher Grade
	{ Mile 49.3—59.3	{ Mile 67.2—60.0
		{ Mile 85.0—70.7
		{ Mile 92.0—87.0
Glendyne	Mile 12.5—19.0	
	Mile 55.0—66.0—Pusher Grade	
	Mile 92.0—95.0	
	Mile 62.0—67.8	
Nashwaak	Mile 103.3—103.8	Mile 81.8—75.7
	Mile 51.9—52.6	Mile 19.8—18.5
	Mile 105.6—109.9	Mile 156.2—143.8
Centreville	Mile 135.0—141.0	Mile 132.0—130.6
		Mile 69.9—68.0

TONNAGE REDUCTION

WEATHER CONDITION MODIFICATIONS

Temperature	Rating	Reduction In Tonnage	Temperature	Rating	Reduction In Tonnage
Above Freezing (32 above).....	A	Nil	26° below to 30° below.....	G	30%
32° above to 16° F above (or bad rail) B	B	5%	31° below to 35° below.....	H	35%
15° above to zero.....	C	10%	36° below to 40° below.....	I	40%
Zero to 10° below.....	D	15%	41° below to 45° below.....	J	45%
11° to 20° below.....	E	20%	46° below to 50° below.....	K	50%
21° below to 25° below.....	F	25%			

EQUATED TONNAGE RATINGS—GENERAL INSTRUCTIONS

1. The equated tonnage of any train is determined by multiplying the number of cars in the train by the car factor and adding the result to the sum of the tare and contents.

Example: (1) 42 Cars, total gross weight..... 2100 tons
Car factor 10 x 42 Cars..... 420 tons

Equated Tons..... 2520 tons

(2) 84 Cars, total gross weight..... 1680 tons
Car factor 10 x 84 Cars..... 840 tons

Equated Tons..... 2520 tons

2. The car factor is an allowance for frictional car resistance, and varies on different subdivisions according to the ruling grades; the principle being that on low gradients the frictional resistance is a higher proportion of the total resistance than on steeper gradients. By use of the car factor the train load is so adjusted that the resistance is the same for all trains of equal equated tonnage, whether composed of fully loaded, partly loaded or empty cars.
3. Established ratings will be exceeded by 1% if by so doing another car can be handled in the train.
4. The equated ratings as shown are "A" or fair weather. These ratings will be reduced as authorized by ratings "B" to "K" for temperatures. The Chief Dispatcher will issue special instructions in case of storm or temperatures lower than those shown.
5. New engines or engines out of shops after receiving medium or heavy repairs will be loaded 20% light on first outward trip and 10% light on return trip. Locomotive Foreman will advise Train Dispatcher and Yardmaster in such cases.
6. Any necessary adjustment in ratings will be authorized by the General Superintendent Transportation.
7. When an engine of different capacity from those shown in the table is used, the proper equated tonnage will be arrived at by taking the rating of the engine with the closest percentage capacity, dividing this rating by its percentage capacity and multiplying the result by the percentage of capacity of the engine to be used.

Example: To find the equated rating of a 38% engine:
Published rating of 41% engine 2500 tons.

Equated tonnage rating of 38% engine = $\frac{2500}{41} \times 38 = 2317$ Equated Tons.

8. To determine proper tonnage for pusher, double-header or helper engines, unless special rating is given, add to equated rating of the first engine 95% of the equated rating in effect for each class of helper.
9. In making up trains, weight must be obtained by taking the tare and contents from the waybill. When tare weights are not available, they will be estimated, the following weights being used as a guide:
- | | | | |
|--|---------|------------------------------------|---------|
| Passenger cars—4-wheeled trucks..... | 40 tons | General service cars..... | 23 tons |
| Passenger cars—4-wheeled trucks (Baggage, colonist and coach)..... | 70 " | Hart convertible | 21 " |
| Passenger cars—6-wheeled trucks (tourists, sleepers, etc.) | 87 " | Stock cars | 18 " |
| Express refrigerator | 40 " | Wooden frame box cars..... | 18 " |
| Freight refrigerator | 30 " | Steel auto and box cars..... | 25 " |
| Steel and steel frame Gondola Cars..... | 27 " | Steel frame auto and box cars..... | 21 " |
| Steel underframe Gondola Cars..... | 20 " | Flat cars | 18 " |
| Hopper Cars | 24 " | Depressed flat cars | 28 " |
| | | Caboose or Van | 20 " |
10. In computing tonnage, fully loaded cars of grain, coal, rails, lumber, pulpwood, ties, etc., where weights are not given on the waybill will be considered as carrying the marked carrying capacity of the car.
11. When dead engines are included in a train four times the car factor will be added to the weight of each engine:

Example: Established rating 3000 equated tons
Car factor, 10
50 cars, gross weight..... 2070 tons
2 = 53% dead engines, billed weight..... 350 tons
Car factor, 10 x 58..... 580 tons

Equated Tonnage 3000 tons

12. The ratings given in the rating table are for the ruling grade; excess tonnage will be handled when it is to be set out short of or picked up beyond the ruling grade.
13. When an engine is unable to handle the authorized rating a joint message signed by Conductor and Engineer will be sent to the Chief Dispatcher, advising the reduction made and giving the reason for same.
14. Yardmasters and Conductors will be held responsible for their trains being loaded to full authorized rating when tonnage is available.