



METHOD OF CONTROL	NAPADOGAN SUBDIVISION	MILE	SIDINGS CAPACITY IN FEET	TGBO LIMITS	RTC STANDBY CHANNELS	HOT BOX AND DRAGGING EQUIPMENT DETECTORS
<p>0.0</p> <p>↑</p> <p>CTC</p> <p>↓</p> <p>219.2</p> <p>STK</p>	(Jct with Springhill Sub) <b>PACIFIC JCT</b>	0.0		0.0		9.4
	<b>NORTH BRANCH</b>	12.6	6295	<p>↑</p> <p>↓</p>	C3	27.0
	<b>PANGBURN</b>	29.4	6995		T1	38.6
	<b>BRONSON</b>	39.0			or	54.3
	<b>CHIPMAN Y</b>	45.8	6400		*	72.4
	<b>CANTOR</b>	55.4	8680		#	89.4
	<b>BANTALOR</b>	69.7			5017	105.5
	<b>NORTH CAINS</b>	78.0			(107.6)	120.4
	<b>MCGIVNEY</b>	85.5	7425			136.1
	<b>MAPLE GROVE</b>	97.6				152.5
	<b>NAPADOGAN Y</b>	106.6	8000			168.3
	<b>DEERSDALE</b>	114.9	5140		C28	184.9
	<b>JUNIPER</b>	122.6	6645			200.5
	<b>SUMMIT</b>	135.2	6970			215.7
	<b>ODELL</b>	142.0				
	<b>LONGLEY</b>	148.7	6000			
	<b>PLASTER ROCK</b>	154.7				
	<b>BLUE BELL</b>	166.6				
	<b>ENNISHORE</b>	175.0	7125		T2	
	<b>GRAND FALLS</b>	182.5	5080		or	
<b>ST LEONARD Y</b>	194.1	9215	*			
<b>QUISIBIS</b>	203.3		#			
<b>GREEN RIVER</b>	209.4		5018			
<b>ST BASILE</b>	215.3					
<b>EDMUNDSTON</b>	219.4		219.4			
(Jct with Pelletier Sub)						

**Engineering Radio Channels**

0.0 - 23.0 : C81    23.0 - 74.0 : C83    74.0 - 92.0 : C81  
 92.0 - 118.0 : C83    118.0 - 137.0 : C81    137.0 - 168.0 : C83  
 168.0 - 193.0 : C81    193.0 - 219.4 : C83

**NAPADOGAN SUBDIVISION FOOTNOTES**

- 1.0 **SPECIAL APPLICATIONS**
- 1.1 **Siding Control Territory** on the entire subdivision.
- 1.2 **Rule 105 (c)** applicable on subdivision track, spurs and other tracks.
- 1.3 **Rule 14 (I)** applicable at private crossings at grade:  
 - mile 168.6            - mile 169.1            - mile 169.6.
- 1.4 **Rule 14 (I)(iv)** applicable at mile 194.05.
- 1.5 **Spring switch**  
 - west end of Deersdale siding.
- 1.6 **Hand Brakes**  
**Double** the hand brake requirement on equipment left on sidings at Cantor and Napadogan.  
  
**Triple** the hand brake requirement on equipment left on siding at Summit.
- 1.7 **Wheel impact load detector:** mile 26.8



**1.8 Summit - Longley**

When descending grade between Summit and Longley, if brake pipe air pressure is depleted to a point where a recharge is necessary, movement must be stopped and a number of retainers set in H.P. position to hold the train on the grade during recharge of the brake system. At least 3 retainers must be set for every 1,000 tons. Retainers must be set to normal position when no longer required.

**1.9 Bridges walkway**

Mile 46.1 : North side only  
Mile 115.56 : South side only  
Mile 216.5 : No walkway. Do not walk on bridge

**1.10 Grand Falls**

Do not leave equipment east of station.

**1.11 Locomotive tie-up track**

Edmundston . . . . . track EA15

**2.0 SPEEDS**

**2.1 WESTWARD**

Mile	MPH		
	Frt	80 TOB	100 TOB and 8000 ft
<b>zone 0.0 to 2.0</b>	<b>40</b>	<b>40</b>	<b>40</b>
<b>zone 2.0 to 18.2</b>	<b>60</b>	<b>60</b>	<b>60</b>
*9.75 approaching signal 97		55	50
10.9 bridge	55	55	55
<b>zone 18.2 to 34.8</b>	<b>55</b>	<b>55</b>	<b>55</b>
18.2 to 19.8	40	40	40
*26.95 approaching signal 269			50
<b>zone 34.8 to 89.9</b>	<b>60</b>	<b>60</b>	<b>60</b>
*36.35 approaching signal 363		55	50
*42.39 approaching signal 423			55
43.7 to 45.1	55	55	55
45.1 to 47.4	40	40	40
47.4 to 50.3	50	50	50
56.4 to 58.4	45	45	45
*67.45 approaching signal 675		55	50
75.3 to 75.7	55	55	55
*76.32 approaching signal 763			50
*84.04 approaching signal 841			50

2.1 WESTWARD (continued)

Mile	MPH		
	Frt	80 TOB	100 TOB and 8000 ft
<b>Zone 89.9 to 110.4</b>	<b>55</b>	<b>55</b>	<b>55</b>
93.1 to 95.0	45	45	45
95.9 to 96.2	50	50	50
103.1 to 110.0	45	45	45
<b>Zone 110.4 to 130.9</b>	<b>60</b>	<b>60</b>	<b>60</b>
*112.5 approaching signal 1125		55	50
118.7 to 119.8	40	40	40
126.8 to 130.9	45	45	45
<b>Zone 130.9 to 147.3</b>	<b>50</b>	<b>50</b>	<b>50</b>
*138.59 approaching signal 1385			45
139.4 to 141.0	40	40	40
144.0 to 147.0	40	40	40
<b>Zone 147.3 to 153.0</b>	<b>60</b>	<b>60</b>	<b>60</b>
*148.08 approaching signal 1481			25
<b>Zone 153.0 to 159.5</b>	<b>50</b>	<b>50</b>	<b>50</b>
153.0 to 154.2	45	45	45
159.1 to 159.5	35	35	35
<b>Zone 159.5 to 167.9</b>	<b>40</b>	<b>40</b>	<b>40</b>
163.0 to 163.5	35	35	35
<b>Zone 167.9 to 176.8</b>	<b>35</b>	<b>35</b>	<b>35</b>
172.5 to 173.7	20	20	20
<b>Zone 176.8 to 187.2</b>	<b>50</b>	<b>50</b>	<b>50</b>
180.0 to 181.0	40	40	40
*180.3 approaching signal 1805			45
*183.05 from 1500 ft until crossing occupied	45	45	45
<b>Zone 187.2 to 209.8</b>	<b>60</b>	<b>60</b>	<b>60</b>
188.6 to 188.9	50	50	50
*192.46 approaching signal 1927		50	45
192.7 to 194.5	50	50	50
*194.06 approaching signal 1943		55	50
*202.06 approaching signal 2023		55	50
204.8 to 205.9	45	45	45
205.9 to 209.8	55	55	55
<b>Zone 209.8 to 219.4</b>	<b>50</b>	<b>50</b>	<b>50</b>
215.9 to 219.2	40	40	40
219.2 to 219.4	30	30	30
*219.32 until private crossing occupied	5	5	5
<b>*Not marked by speed signs</b>			



**2.2 EASTWARD**

Mile	MPH		
	Frt	80 TOB	100 TOB and 8000 ft
<b>Zone 219.4 to 209.8</b>	<b>50</b>	<b>50</b>	<b>50</b>
219.4 to 219.2	30	30	30
*219.32 until private crossing occupied	5	5	5
219.2 to 215.9	40	40	40
<b>Zone 209.8 to 187.2</b>	<b>60</b>	<b>60</b>	<b>60</b>
209.8 to 205.9	55	55	55
205.9 to 204.8	45	45	45
*197.5 approaching signal 1978	55	55	50
*195.9 approaching signal 1962			50
194.5 to 192.7	50	50	50
188.9 to 188.6	50	50	50
<b>Zone 187.2 to 176.8</b>	<b>50</b>	<b>50</b>	<b>50</b>
*183.7 approaching signal 1834		45	40
*183.05 from 1500 ft until crossing occupied	45	45	45
181.0 to 180.0	40	40	40
<b>Zone 176.8 to 167.9</b>	<b>35</b>	<b>35</b>	<b>35</b>
173.7 to 172.5	20	20	20
<b>Zone 167.9 to 159.5</b>	<b>40</b>	<b>40</b>	<b>40</b>
163.5 to 163.0	35	35	35
<b>Zone 159.5 to 153.0</b>	<b>50</b>	<b>50</b>	<b>50</b>
159.5 to 159.1	35	35	35
154.2 to 153.0	45	45	45
<b>Zone 153.0 to 147.3</b>	<b>60</b>	<b>60</b>	<b>60</b>
<b>Zone 147.3 to 130.9</b>	<b>50</b>	<b>50</b>	<b>50</b>
147.0 to 144.0	40	40	40
141.0 to 139.4	40	40	40
<b>Zone 130.9 to 110.4</b>	<b>60</b>	<b>60</b>	<b>60</b>
130.9 to 126.8	45	45	45
119.8 to 118.7	40	40	40
*116.24 approaching signal 1162		55	50
<b>Zone 110.4 to 89.9</b>	<b>55</b>	<b>55</b>	<b>55</b>
110.0 to 103.1	45	45	45
*100.56 approaching signal 1006		50	45
96.2 to 95.9	50	50	50
95.0 to 93.1	45	45	45
<b>Zone 89.9 to 34.8</b>	<b>60</b>	<b>60</b>	<b>60</b>
*79.62 approaching signal 796		55	50
75.7 to 75.3	55	55	55
*71.59 approaching signal 710			55
58.4 to 56.4	45	45	45
*56.32 approaching signal 564			40
50.3 to 47.4	50	50	50
*47.9 approaching signal 478			45
47.4 to 45.1	40	40	40
45.1 to 43.7	55	55	55
<b>Zone 34.8 to 18.2</b>	<b>55</b>	<b>55</b>	<b>55</b>
19.8 to 18.2	40	40	40
<b>Zone 18.2 to 2.0</b>	<b>60</b>	<b>60</b>	<b>60</b>
*14.85 approaching signal 148		55	50
10.9 bridge	55	55	55
<b>Zone 2.0 to 0.0</b>	<b>40</b>	<b>40</b>	<b>40</b>
*1.18 approaching signal 12			25
*Not marked by speed signs			

**2.3 Other speeds**

- track EH23 at St-Leonard . . . . . 10 mph
- tracks EG12 and EG13 (wye)  
at Napadogan . . . . . 10 mph
- Deersdale - when spring switch is lined  
for siding, facing point movements . . . . . 5 mph



**2.4 Bridges - miles 10.9, 56.4, 170.5, 173.2**  
Avoid brake applications on or within 500 feet of bridge. Movements operating at restricted speed must not exceed 10 mph within these limits.

**3.0 PUBLIC CROSSINGS AT GRADE**

**3.1 Mile 175.73 -** Movements entering or leaving siding Ennishore must ensure that the AWD have operated for at least 20 seconds.

**3.2 Mile 194.05 -** AWD. Westward movements stopping at signal 1943 at St-Leonard must stop clear of crossing circuit sign.

**4.0 SPURS AND OTHER TRACKS**

**4.1** Air brakes must be in service when switching industrial tracks.

**4.2 CHIPMAN**

**Speed -** Do not exceed 10 mph on all non main tracks except siding.

The following **switches** may be left lined and locked in reverse position.

- Wye East swt (track EG67)
- swt of track EP11.

**Track EP11 -** Six-axle locomotives, except those in series 6000, are prohibited beyond gate.

**King Street and Main Street :** public crossings at grade must be manually protected.

**4.3 McCAIN - MILE 191.05**

Speed . . . . . 10 mph

**Equipment restrictions**

Six-axle locomotives are prohibited.

**Restricted clearance** (building) on east side of track EJ63, not marked by restricted clearance sign.

**4.4 ST-LEONARD SPUR - Mile 195.5**

Speed . . . . . 10 mph

Derail located at mille 0.4.

**Equipment restrictions**

Group G locomotives in multiple unit are prohibited.

**Public crossing at grade**

**Mile 0.37 -** Movements must ensure that AWD have operated for at least 20 seconds.

**4.5 EDMUNDSTON SPUR - Mile 218.1**

Speed . . . . . 10 MPH

**Equipment restrictions**

Six-axle locomotives are prohibited.

**Fraser Mill Yard**

Electronic gate at east end of trestle leading to Fraser Inc :

Movements passing beneath Fournier bridge or exiting Fraser Inc will activate sensors which will open the gate for a period of 20 minutes or until clear of the gate-path. A flashing light at the gate indicates that the gate is fully opened.

**Switch** of track EB10 may be left lined and locked in reverse position.

**Rule 13 -** Movements must ring engine bell at private crossings at grade.



Rule 14 (I)(iv) applicable at mile 0.9.

**Public crossing at grade**

Mile 0.9 - Manually protect movements

**EDMUNDSTON YARD**

Switch of lead track at east end of track EA14 may be left lined and locked in reverse position.

**Speed**

All non-main tracks except subdivision track...10 mph

**SPECIAL DANGEROUS COMMODITIES**

**SPEEDS**

Mile	MPH
217.0 to 219.4 . . . . .	35

Eastward movements must be inspected at mile 9.4

End of Subdivision



Rule 14 (I)(iv) applicable at mile 0.9.

**Public crossing at grade**

**Mile 0.9** - Manually protect movements

**4.6 EDMUNDSTON YARD**

**Switch** of lead track at east end of track EA14 may be left lined and locked in reverse position.

**Speed**

All non-main tracks except subdivision track...10 mph

**5.0 SPECIAL DANGEROUS COMMODITIES**

**5.1 SPEEDS**

<b>Mile</b>	<b>MPH</b>
217.0 to 219.4 . . . . .	35

**5.2** Eastward movements must be inspected at mile 9.4

End of Subdivision