WESTWARD TRAINS First Class 615 Passenger Railliner Daily	WESTWARD TRAINS First Class 15 Passenger Daily	WESTWARD TRAINS First Class 11 Passenger Daily	Miles from Truro	Yard Limits	Switching zone	SPRINGHILL SUBDIVISION Stations	Office Signals	Siding Capacity in feet	EASTWARD TRAINS First Class 12 Passenger Daily	EASTWARD TRAINS First Class 14 Passenger Daily	EASTWARD TRAINS First Class 616 Passenger Railliner Daily
1840	1505	1300	0.0	↓	.....	ABS Two Tracks Movement by Signal Indication — TRURO...C*KWYZ..	G	.....	s 1415	s 1720	s 2120
			0.1			Jct. with Hopewell Sub.					
			0.2			7.6 X					
			0.6			X					
			1.4	3.2		X					
.....	.....	.....	7.6	.....	.....	.....BELMONT .....P..	.....	.....	1355	1700	2100
						3.6					
.....	.....	.....	11.2	.....	.....	.....DEBERT.....P..	.....	2800	.....	.....	.....
						2.3					
.....	.....	.....	13.5	.....	.....	.....EAST MINES.....P..	.....	3200	.....	.....	.....
						3.6					
.....	.....	.....	17.1	.....	.....	.....LONDONDERRY .....P..	.....	5930	.....	.....	.....
						6.9					
.....	.....	.....	24.0	.....	.....	.....FOLLY LAKE.....P..	.....	6300	.....	.....	.....
						4.9					
.....	.....	.....	28.9	.....	.....	.....WENTWORTH .....P..	.....	3200	.....	.....	.....
						4.9					
.....	.....	.....	33.8	.....	.....	.....WESTCHESTER .....P..	.....	4550	.....	.....	.....
						3.9					
.....	.....	.....	37.7	.....	.....	.....ATKINSON.....P..	.....	5900	.....	.....	.....
						4.9					
.....	.....	.....	42.6	.....	.....	.....THOMSON.....P..	.....	3000	.....	.....	.....
						4.1					
f 1935	.....	.....	46.7	.....	.....	.....OXFORD JCT. .....PY..	OD	5650	.....	.....	f 2010
			46.8			Jct. with Oxford Sub.					
						5.9					
.....	.....	.....	52.6	.....	.....	.....SALT SPRINGS .....P..	.....	6330	.....	.....	.....
						7.0					
s **1953**	s 1625	f 1420	59.6	.....	.....	.....SPRINGHILL JCT. .....P..	.....	10800	f 1245	s 1550	s **1953**
						8.5					
.....	.....	.....	68.1	.....	.....	.....MACCAN .....P..	.....	8050	.....	.....	.....
						4.1					
.....	.....	.....	72.2	.....	.....	.....NAPPAN.....P..	.....	3250	.....	.....	.....
						4.6					
s 2018	s 1650	s 1455	76.8	.....	.....	.....AMHERST.....*KP..	V	7850	s 1220	s 1523	s 1932
						5.9					
.....	.....	.....	82.7	.....	.....	.....AULAC .....P..	.....	3000	.....	.....	.....
						4.0					
s 2032	s 1710	s 1520	86.7	.....	.....	.....SACKVILLE.....PY..	D	s 7800 n 7450	s 1200	s 1503	s 1918
						6.0					
.....	.....	.....	92.7	.....	.....	.....EVANS .....P..	.....	8350	.....	.....	.....
						5.5					
.....	.....	.....	98.2	.....	.....	.....DORCHESTER .....P..	.....	2800	.....	.....	.....
						2.2					
.....	.....	.....	100.4	.....	.....	.....UPPER DORCHESTER ...P..	.....	5900	.....	.....	.....
						3.3					
.....	.....	.....	103.7	.....	.....	.....COLLEGE BRIDGE .....P..	.....	2750	.....	.....	.....
						6.6					
.....	.....	.....	110.3	.....	110.9	.....CALHOUN.....P..	.....	4900	.....	.....	.....
					↕	7.2					
2110	1755	1600	117.5	.....		Two Tracks — .....PAINSEC JCT.....P..	.....	.....	.....	.....	.....
						Jct. with Point du Chene Sub.					
			118.5	122.2	118.5	5.1 X					
			122.3	↕		X					
.....	.....	.....	122.6			.....HUMPHREY.....PZ..	.....	.....	.....	.....	.....
			124.3	124.3		2.3 X					
s 2130	s 1815	s 1620	124.9		.....	ABS Movement by Signal Indication — .....MONCTON .....*KWZ..	RW	.....	1105	1410	1830
									Daily	Daily	Daily
615	15	11							12	14	616

Rules 251 to 257 apply on two tracks Truro to Belmont, and crossover mileage 118.5 to mileage 124.3.
Main track ends at mileage 124.3, Rule 105 applies west of mileage 124.3.
Section 14.0 of Form 835 not applicable between mileage 118.5 and signal M1109 at Calhoun.

SPRINGHILL SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 **TRAIN REGISTER MODIFICATIONS**

Truro — *Express and freight trains with crews operating through may register by register ticket.

Amherst — *Register station for trains originating and terminating only.

Moncton — *Register station for regular trains and trains originating and terminating only.

(Continued on Page 23)

SPRINGHILL SUBDIVISION FOOTNOTES

1.2 ABS AND CTC SPECIAL FEATURES

No train or engine shall clear the main track at the following switches:

Mileage 2.7 Canadian Industries track (B. O. 119525)

Mileages 9.5 and 9.8 Debert Industrial Spur (R-22737)

Mileage 85.7 Irving Oil track (R-4639)

Mileage 105.6 Memramcook (B. O. 111564)

The requirements of Rule 104B paragraph 2, must be complied with when authorized by Rule 509 to pass a stop signal governing movements over a dual control switch.

Track units operating as trains must comply with the requirements of System Special Instruction 3.18 at all dual control switches encountered within ABS territory.

The "two tracks" between mileage 116.8 and mileage 118.5 are designated as "north track" and "south track."

Signal M181 governing westward main track movements at west end of Londonderry is located on left side.

1.3 SPECIAL INSTRUCTIONS APPLY

System 1.10 (c) — Between mileage 0.0 and mileage 3.2 and between mileage 122.2 and mileage 124.3.

System 1.3 — At the following public crossings at grade within the limits of the town of Amherst: Chamberlain St. mileage 75.9, Victoria St. mileage 76.9 and Erncliffe St. mileage 77.1 (B. O. R-11202). And at the following public crossings at grade within the limits of the city of Moncton: Church St., St. George St., Victoria St., Robinson St., Queen St. and Lutz St., between mileage 124.3 and mileage 124.5.

2 GENERAL FOOTNOTES

2.1 **Truro** — All trains must move at restricted speed and in no case exceeding slow speed between mileage 0.0 and Block End sign just west of Prince St. mileage 0.18 on Eastward track and between mileage 0.0 and signal M03 on Westward track.

Main track switches between mileage 0.0 and Block End sign just west of Prince St. mileage 0.18 are under the jurisdiction of the switchtender. Eastward movements must not enter this territory until signal to proceed is received from switchtender. When switchtender not on duty, permission must be obtained from Yardmaster.

Permission must be obtained from Train Dispatcher before moving against the current of traffic on eastward track between Block End sign just west of Prince St. and mileage 3.2.

Trains and engines may occupy eastward track between signal M06 and signal M32 without flag protection.

Westward track between signal M03 and signal M17 may be used for switching after obtaining verbal permission from Train Dispatcher.

2.2 **Belmont** — Westward trains approaching Belmont when signal M77 displays a "stop" indication, must stop east of crossing circuit sign located 500 feet east of crossing.

2.3 **Amherst** — Passenger trains in either direction headed into siding with station work at this point will proceed to the first crossover and communicate with Train Dispatcher for further instructions.

Yard movements must not enter siding from yard track without first obtaining permission from Train Dispatcher, and must report to Train Dispatcher when clear of siding.

2.4 **Sackville** —Yard movements must not enter north siding from yard track without first obtaining permission from Train Dispatcher, and must report to Train Dispatcher when clear of siding.

Connection with Tormentine subdivision is via north siding.

2.5 **Moncton** — Freight trains and engines moving through Moncton lower yard for Springhill Sub. must stop clear of east lead to freight shed yard, unless a hand signal to proceed is received from switchtender at East End. Also trains departing station tracks for Springhill Sub. must not foul east station lead unless a hand signal to proceed is received from switchtender.

All trains must move at restricted speed on Eastward track between signal 1244 and signal 1230.

3 EQUIPMENT RESTRICTIONS

3.1 Heaviest engine permitted to operate GF-30c class. MF-30, MF-36 and GF-30 class units must not be operated on the following tracks:

Londonderry — Track M-44
Amherst — Tracks E-30, E-33 and E-41
Sackville — Track D-94

3.2 Heaviest auxiliary permitted 250 tons.

3.3 Heaviest car permitted gross weight 263,000 lbs.

(Continued on Page 24)

SPRINGHILL SUBDIVISION FOOTNOTES

4 SPEEDS

4.1 Mileage	Miles per hour *Railiner and Passenger	Freight	DU
0.0 to 17.0 zone	**70**	**50**	—
Within 400 feet of Queen St. crossing "A" Yard lead Truro Yard until crossing occupied	10	10	—
0.42 Queen St. Crossing Truro (B.O. 75843, 81744) until crossing occupied	10	10	—
1.4 Within 2000 feet of Park St. crossing, until crossing occupied	40	40	—
17.0 to 31.0 zone	**50**	**35**	—
31.0 to 43.0 zone	**60**	**45**	—
43.0 to 48.0 zone	**60**	**50**	—
48.0 to 69.0 zone	**55**	**40**	—
69.0 to 82.3 zone	**70**	**50**	—
75.8 to 77.6	20	20	—
82.3 to 93.0 zone	**60**	**40**	—
85.7 to 87.7	30	30	—
88.8 to 89.4	55	40	—
93.0 to 97.5 zone	**50**	**40**	—
96.0 to 96.5	—	—	40
97.5 to 114.8 zone	**55**	**40**	—
114.8 to 121.8 zone	**70**	**50**	—
116.8 Switch at end of two tracks (eastward trains)	35	35	—
118.7 westward movement on eastward track, from 1300 feet distant until crossing occupied	30	30	—
121.8 to 124.3 zone	**50**	**40**	—
123.5 Elmwood Dr. Crossing	35	20	—
124.3 to 124.5 Crossings Church, St. George, Victoria, Robinson (B.O. 73747), Queen and Lutz Sts. until crossing occupied	10	10	—

Express Trains: Unless otherwise restricted, trains designated as express trains by time table schedule or as express extras by clearance or as authorized by train order, may run five miles per hour in excess of mixed or freight train speeds. They must not exceed 65 miles per hour or passenger train speeds at any point.

* Restrictions in item 6.1(E) of form 696 apply only to one diesel unit running light or one railiner or similar car running alone.

4.2 **CONDITIONAL SPEEDS**

Unless otherwise provided, Freight and Express trains must not exceed thirty (30) miles per hour while passing hot box detectors during snow storms or when snow is drifting.

5 PUBLIC CROSSINGS AT GRADE

5.1 **Mileage 75.5** (Anson Ave., Amherst)
Automatically protected. Westward trains switching at east end Amherst and leaving train on main track must leave train east of "crossing circuit" sign located 2300 feet east of crossing. When switching completed entire train must be east of "crossing circuit" sign before proceeding over crossing.

5.2 **Mileage 76.9** (Victoria St., Amherst)
Automatically protected. Signs marked "Crossing circuit" have been placed on the south side of the siding, approximately 150 feet east and west of the crossing. A train or engine standing on the siding between these signs will cause gates to be in lowered position.

Push buttons marked "Raise" to stop and "Lower" to start crossing protection are provided on front of station and at west end of platform. Westward trains or engines standing east of this crossing may use push button to stop protection. When movement commences, crossing protection devices must be in operation at least 20 seconds before crossing is obstructed.

Eastward trains not exceeding 5300 feet will pull by Victoria Street Crossing until automatic gates rise, then perform switching from east end of yard. If a train is too long to perform switching within these limits, the train must be stopped west of sign marked "Gate Crossing Circuit" which is located approximately 1,350 ft. west of Victoria St. Crossing, also allowing room for cars which are picked up.

5.3 **Mileage 86.5** (Crescent St., Sackville)
Automatically protected. Eastward trains occupying main track west of crossing 5 minutes or more must operate push button marked "STOP" to raise gates and push button marked "START" to lower gates. Stop and start buttons are located on front of station.

5.4 **Mileage 118.7** (Highway No. 134)
Eastward trains switching at Dieppe Spur and leaving train on main track, must leave their train west of "crossing circuit" sign located 840 feet west of crossing. When switching completed, entire train must be west of "crossing circuit" sign before proceeding over crossing.

(Continued on Page 25)

SPRINGHILL SUBDIVISION FOOTNOTES

5.5 **Mileage 122.6** (Mill Road)
Trains switching at Humphrey must leave their train clear of "crossing circuit" signs located 500 feet east and west of crossing. After switching is completed,eastward trains must be west and westward trains east of "crossing circuit" signs before proceeding over crossing.

5.6 **Mileage 123.4** (Elmwood Drive)
Eastward trains switching at Massey Ferguson Industrial track must leave their train west of "crossing circuit" sign located 500 feet west of Elmwood Drive. After switching is completed, entire train must be west of "crossing circuit" sign before proceeding over crossing.

6 HOT BOX AND DRAGGING EQUIPMENT DETECTORS

6.1 Located at mileages 12.1, 36, 71.5 and 108.

7 SPURS AND OTHER TRACKS

7.1 **Truro Yard** — All switching movements over the pedestrain walkway which crosses "C" yard must be protected by a member of the crew.

7.2 **Debert Ballast pit spur, Mileage 11.03** — Extends north of the main track. Points face west.
Movements over public crossing at grade mileage 0.3 must be protected by a member of the crew (B.O. 66450).

7.3 **Thomson Industrial track, Mileage 42.5** — Extends south of the main track. Points face east. Capacity 765 feet.

Movements over public crossing at grade must be protected by a member of the crew (B.O. 99545).

7.4 **Track E-035 Robb Engineering (Amherst).**
Equipment exceeding 12 feet 6 inches above top of rail must not move through second overhead door.

7.5 **Sackville Yard.**

PUBLIC CROSSINGS AT GRADE

Track D-90 (Charles St.) Automatically protected. All trains and engines must stop at stop signs and must not obstruct crossing until protection devices have been operating for at least 20 seconds.

Track D-94 (Crescent St.) All movements over crossing must be protected by a member of the crew.

7.6 **Chemical Industrial Park spur, Mileage 97.7** — Extends 2.7 miles south of the main track. Points face west. Heaviest engine permitted to operate MR-18d class. One diesel unit only to be used when switching around curve on track D-56.

7.7 **Dieppe spur, Mileage 118.5** — Extends 3.8 miles south of the main track. Points face east.

Heaviest engine permitted to operate MR-18e, f and g class.

PUBLIC CROSSINGS AT GRADE

Mileage 0.5 (Highway No. 2)
Movements must stop and be certain flashing light signals are operating by pushing the "start" button, located on north side of crossing, before moving over crossing.

Mileage 1.07 (Route 15)
Movements must not obstruct crossing until protection devices are known to be operating for at least 20 seconds. Push buttons located at crossing.

7.8 **Humphrey spur, Mileage 122.3** — Extends 1.7 miles north of the main track. Points face west.
Heaviest engine permitted to operate MR-18e, f and g class.

Movements must stop within 100 feet of public crossing at grade at mileage 0.7 (Highway No. 2) and be certain flashing light signals are operating for at least 20 seconds before proceeding over crossing.

The north switch connecting the Caledonia Industrial Estates, loop track, with the Humphrey spur, is to be left set for the diverging route. When in this position yellow target will so indicate.

7.9 **Moncton wharf track.** — Due to heavy curvature, only engines of MR-18, GS-8, 9 and 10, ER-6 and MS-7 and 10 classes are permitted to operate east of Main Street crossing.

System Special Instruction 1.3 is applicable at all public crossings at grade (B.O. 82778).

Movements over all public crossings at grade must be protected by a member of the crew.