

SAFETY FIRST

CANADIAN NATIONAL RAILWAYS

ATLANTIC REGION

CAMPBELLTON AND EDMUNDSTON DIVISIONS

PROPERTY OF
THE WILLIAMSON LIBRARY
GRAND CENTRAL TERMINAL

THE RAILROAD ENTHUSIASTS, Inc.

TIME **41** TABLE

PROPERTY OF
THE WILLIAMSON LIBRARY
GRAND CENTRAL TERMINAL

THE RAILROAD ENTHUSIASTS, Inc.

Taking Effect at 12.01 a. m. **SUNDAY, NOV. 28, 1937**

GOVERNED BY EASTERN STANDARD TIME ON RIMOUSKI AND MATAPEDIA SUB-DIVISIONS AND BY
ATLANTIC STANDARD TIME ON ALL OTHER SUB-DIVISIONS

CHECK THE DAYS OF THE WEEK WITH CARE

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

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. EVERY EMPLOYEE WHOSE DUTIES ARE CONNECTED WITH THE MOVEMENT OF TRAINS MUST HAVE A
COPY OF THE RULES AND OF THE CURRENT TIME TABLE ACCESSIBLE WHEN ON DUTY.

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

W. U. APPLETON,
Vice President and General Manager,
Moncton

A. C. BARKER,
General Superintendent Transportation,
Moncton

part 1293

CAMPBELLTON DIVISION

Page	SUB-DIV.	FROM	TO	MILES	Despatching Office at Campbellton: Telegraph Call, B.		
5	Bathurst.....	Newcastle.....	Campbellton	106.99	A. H. INGRAM, Chief Despatcher.		
9	Caraget.....	Gloucester Jct.	Tracadie	72.75			
10	Cascapedia.....	Matapedia.....	New Carlisle	98.02			
10	Chandler.....	New Carlisle.....	Gaspé	104.23	N. C. McKay } P. W. Caldwell } Despatchers		
8	Dalhousie.....	Dalhousie Jct.	Dalhousie	6.21			
4	Harcourt.....	Westend	Newcastle	78.58			
8	Loggieville.....	Nelson Jct.	Loggieville	13.49	F. M. Ward } W. H. Rogers } Despatchers		
6	Matapedia.....	Campbellton.....	Mont Joli	105.38			
7	Rimouski.....	Mont Joli.....	Riviere du Loup.....	83.44			
9	Richibucto.....	Kent Jct.	Richibucto	26.49	J. E. Wood } Swing } Despatcher		
9	Shippegan.....	Pokemouche Jct.	Shippegan	6.85			
11	St. Quentin.....	Tide Head.....	I. N. R. Junction	106.76			
				Total.....	808.19	H. R. Steeves } J. E. Spencer } Relieving } Despatchers } P. M. Shannon } J. A. Danjou } A. M. Esson } J. W. Ryan }	

J. E. GIBAULT, Superintendent, Campbellton, N. B. E. DUPONT, Asst. Superintendent, Campbellton, N. B. J. S. GORDON, Asst. Superintendent, Campbellton, N. B. J. B. S. MITCHELL, Asst. Superintendent, New Carlisle, Que.

EDMUNDSTON DIVISION

Page	SUB-DIV	FROM	TO	MILES	Despatching Office at Edmundston: Telegraph Call, D. S.		
16	Centreville.....	Westfield Beach.....	Centreville	157.88	L. O. Raymond Chief Despatcher		
12	Chipman.....	Pacific Jct.....	Napadogan	106.67			
13	Grand Falls.....	Napadogan.....	Edmundston	113.05			
13	Spur.....	Fraser Jct.....	Can. Pac. Jct.....	0.28	J. A. Breau } L. Fortin } Despatchers		
14	Glendyne.....	Edmundston	Monk	123.84			
15	Nashwaak.....	Derby Jct.	Fredericton (Una Jct.)..	110.32			
15	Stanley.....	Stanley Jct.	Stanley	5.40	L. P. Beaulieu } Swing } Despatcher		
				Total.....			617.42
				J. A. Godreau } F. D. Long } J. A. Carrier } R. A. Clarke } Rob. Lemieux } H. F. Appleby }			

F. GRIFFIN, Superintendent, Edmundston, N. B. R. B. Graham, Acting Asst. Superintendent, South Devon, N. B. J. L. ST. ONGE, Asst. Superintendent, Edmundston, N. B.

NOTE.—Nashwaak, Stanley and Centreville Sub-Divisions despatched by Moncton Division Train Despatchers.

MEDICAL OFFICERS

DR. JOHN McCOMBE, CHIEF MEDICAL OFFICER MONTREAL
DR. J. A. MacNAUGHTON.....MONCTON
DR. A. R. MYERS MONCTON
DR. W. W. WHITE SAINT JOHN
DR. W. C. CROCKETT FREDERICTON
DR. H. LUNAM CAMPBELLTON
DR. A. PARADIS RIVIERE DU LOUP
DR. A. M. SORMANY..... EDMUNDSTON
DR. J. N. GILLIESNEW CARLISLE
DR. ERNEST PETTIGREWRIVIERE DU LOUP

WATCH INSPECTORS

E. H. PRINCE MONCTON, N. B.
WALTER BAILEY SAINT JOHN, N. B.
A. B. WILLISTON NEWCASTLE, N. B.
D. F. SMITH FREDERICTON, N. B.
H. R. HUMPHREY } CAMPBELLTON, N. B.
..... } NEW CARLISLE, QUE
FRS. ROSS MONT JOLI, QUE.
AUBE BROS. CHATHAM, N. B.
A. LEMIEUX LEVIS, QUE.
J. A. TURCOTTE CHARNY, QUE.
F. X. CARRIER EDMUNDSTON, N. B.
E. J. BREAU DALHOUSIE, N. B.
A. SAVARD RIVIERE DU LOUP, QUE.
CAMILIEN DUBE.....RIVIERE DU LOUP, QUE
A. I. TOWER.....BATHURST, N. B.

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	
HARCOURT SUB-DIVISION				
Newcastle.....	Transfer Siding	Mile 78.26	Switch Stand.....	East
"	Sand House Siding	" 78.32	Power House.....	West
"	Ash Pit Siding	" 78.34	Light Pole.....	East
"	Main Line	" 78.53	South Stand Pipe.....	West
"	No. 1 Siding	" 78.53	South Stand Pipe.....	East
"	Loading Siding	" 78.67	Loading Platform.....	East

BATHURST SUB-DIVISION

Bathurst.....	No. 1 Siding	Mile 122.70	North Stand Pipe.....	East
Campbellton.....	East Switch of Yard.....		Switch Stand	East
"	Jones & Schofield Siding.....		Coal Shed	West
"	Car Repair Siding.....		Rly. Light Pole.....	East
"	Engine House Track.....		Sand House.....	East
"	Stores Siding		Power Pole.....	East
"	Run around Track.....		Crib.....	West
"	Kindling Shed Siding.....		Kindling Shed.....	East
"	Irving Oil Co's Siding.....		Warehouse.....	West

MATAPEDIA SUB-DIVISION

Mont Joli.....	Mont Joli Yard		Sand House.....	West
"	Between Plow & Shop Sidings.....		Switch Stand.....	Both

RIMOUSKI SUB-DIVISION

Riv. du Loup...	Riv. du Loup Yard.....		Engine House.....	West
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EDMUNDSTON DIVISION

Terminal or Yard	Location	Structure or Obstruction	Side of Track
GRAND FALLS SUB-DIVISION			
Edmundston...	Business Siding.....	Freight Shed	South
"	"	Stock Yard Gate	South
"	"	Store Building	South
"	"	New Ice House	South
"	Fraser Co. Pulp Sdg.	Conveyor	South

CENTREVILLE SUB-DIVISION

Fredericton.....	Freight Shed Sidings.....	Freight Shed Platform	East
Centreville.....	Business Siding.....	Potato Warehouses	East

SPECIAL RULES

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 Except Sunday.
2. Rule Four-nought-five is applicable on ALL SINGLE TRACK TERRITORY.
3. At stations where yard limit boards are not provided, the outer main track switches of sidings will be considered "station limits" and main track may be used inside such limits, by keeping clear of first and second-class trains.
All trains except first and second-class trains, must, unless otherwise directed, approach and pass through such limits prepared to stop unless the main track is seen to be clear.
During foggy, smoky or stormy weather, protection as per Rule 99 must in addition be maintained to ensure absolute safety.
4. When using cross-overs or switches to and from main tracks or sidings, trains must not exceed a speed of five (5) miles per hour, or as much less as may be necessary to insure safety.
5. Trains handling an auxiliary steam crane must not exceed a speed of thirty-five (35) miles per hour on level track and up grades, and not exceed a speed of twenty (20) miles per hour on down grades or on branch lines. 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.
Trains handling spreaders must not exceed fifteen miles per hour while spreaders are being worked in ice-cutting ballasting, and other operations. Frequent inspections must be made of the equipment to see that everything is in order.
No light engine, freight train or mixed train shall run any one mile in less than two minutes, except on the Rimouski, Matapedia, Bathurst, Harcourt, Springhill, Bedford and Sussex Sub-Divisions, where the speed of freight or mixed trains may be increased to forty miles per hour or no one mile in less than one minute and thirty seconds.
Northern type engines must not run any one mile in less than one minute and Sante Fe engines must not run any one mile in less than two minutes, under any circumstances.
6. The forward brakeman of Freight and Work Trains must ride on the front portion of train or on engine when train is in motion. This rule also applies to Mixed trains when more than two brakemen are employed.
7. Engines without cars must be stopped not less than six feet and not more than twelve feet before coupling to any train or cars of any class except during switching operations.
Air brakes must be in service while switching occupied passenger equipment, also while switching empty 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.
8. In handling dead locomotives in trains, they must be hauled with the pilot first, except locomotives with trailing trucks from which the engine trucks have been removed, in which case, they must be hauled with trailing truck leading.
The dead locomotive must be placed not less than five (5) and not have more than seven (7) cars from the locomotive handling train.
If more than one dead locomotive in a train, they must be separated by not less than five (5) and not more than seven (7) cars; the separation is necessary to prevent extreme violence in starting, also to prevent concentration of weight on bridges. Not more than two (2) dead locomotives may be handled in one train. When switch locomotives or locomotives from which engine or pony trucks or side rods have been removed, industrial hoists, or self-propelling pile-drivers, are hauled in train, the speed of train must not exceed fifteen (15) miles per hour at any point.
Locomotives just out of shop after repairs, will be treated similar to switch locomotives, over the first sub-division, and must not be handled at a speed greater than fifteen (15) miles per hour. If found O. K. after the first sub-division, they can be handled on any freight train.
9. Conductors and trainmen assigned to passenger train service, when on duty, are required to be neat and clean in their appearance, dressed with standard uniform, clean, white linen, black shoes, black tie, clothes pressed and brushed.
10. Before moving or coupling on to cars being loaded or unloaded at freight sheds, team tracks and other places, or boarding outfit cars, snow plows, flangers, other units of work equipment and dead engines, persons in, on or about them must be warned to avoid injury.
11. By night, or in foggy or stormy weather, a red light must be placed on unattended cars, or dead engines obstructing main tracks within yard limits.
12. Whenever it is necessary, after arrival, for a mixed train to back up the passenger cars away from a 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.
13. Paragraph 1 of Rule 103 of the Operating Rules has been amended to read: "When cars are pushed by an engine (except when shifting and making up trains in yards, where there are no public highway crossings at rail level, or where there are public highway crossings at rail level adequately protected by gates or otherwise), a flagman must take a conspicuous position on the leading car."
14. In the event of a headlight failure between sunset and sunrise rendering the headlight on an engine of a train inoperative and occurring while train is enroute, the engineman will use a temporary device to substitute the regular headlight when necessary to move the train from the point at which the headlight equipment has broken down or failed, provided the train moves at a speed not exceeding ten miles an hour over

- any public highway crossing not specially protected by watchman, gates, or automatic signal, until the first station with passing track or siding as shown in the timetable, is reached, where an examination must be made and, if possible, the headlight put in good working condition.
In case repairs cannot be made at the station referred to, the train may proceed to the first repair point displaying such light as may be available and provided at such station, passing over all public highway crossings not specially protected by watchman, gates, or automatic signal at a speed not exceeding twenty miles an hour, provided that, in the event a light cannot be furnished, the engine must be replaced or assisted by an engine displaying a proper light.
While proceeding to the first station and/or repair point the whistle signal for all highway crossings not protected by watchman, gates, or automatic signal must be given the second time approaching all such crossings. Repairs to the equipment must be effected at the first repair point, or the engine replaced. (First repair point is such a place at which the company has the necessary facilities to make ordinary repairs to electrical or other power headlight equipment). B. R. C. G. O. 522.
The engineman must advise despatcher from the first open communicating station when he is proceeding with temporary headlight.
In the event of an engine whistle failure occurring while train is enroute engineman will proceed to first repair point, running with caution approaching and passing public highway crossings and stations; at first repair point repairs must be made.
15. Regarding General Rule "N"—Restricted Clearances. Employees are hereby advised that "Tell-Tales" give warning or 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.
 16. Rule 99 requires that when the flagman has gone out the necessary distance under the conditions existing he will place two torpedoes on the rail.
It must be further understood that when the flagman goes BEYOND this point he will leave the two torpedoes at that point as an indication of the location of his train; this does not relieve him from also using torpedoes at the point at which an approaching train is flagged.

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 Despatcher 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.

NORTHWARD TRAINS—Inferior Direction										SOUTHWARD TRAINS—Superior Direction																				
Second Class					First Class					Miles from West End	Symbols	HARCOURT SUB-DIVISION (Atlantic Time)		Train Order or Telephone Office	Telegraph Calls	Car Capacity		First Class				Second Class		Third Class						
51		25		1		3		Stations	Siding			Other Tracks	2			4		26		52		788		784		766		786		
Motor	Motor	Maritime Express	Ocean Limited	Maritime Express	Ocean Limited	Maritime Express	Ocean Limited						Maritime Express			Ocean Limited	Motor	Motor	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight
								MONCTON																						
				</																										

ADDITIONAL FLAG STOPS FOR NOS. 25, 26, 329, 330

*Telly Road Crossing..Mileage 86.4	Turgeon	Mileage 143.92	Benjamin River.....Mileage 159.95
Busnidge	Culligan	" " 147.73	Blacklands
Big Arch	Ultican	" " 149.02	Hamilton
Lawson Brook	Furlotte Road	" " 152.44	" " 165.88
Vallee Lourdes	Dickie	" " 157.76	" " 168.82
Nigadoo			" " 178.42
Elm Tree			" " 183.34
Green Point			

* No. 25 will pick up and set down mails at Telly Road Crossing.

NORTHWARD TRAINS—Inferior Direction						BATHURST SUB-DIVISION (Atlantic Time)										SOUTHWARD TRAINS—Superior Direction							
Second Class		First Class		Miles from Westend	Symbols	Stations	Train Order or Telephone Office	Telegraph Calls	Car Capacity		First Class		Second Class		Third Class								
25	329	3	1						Sidings	Other Tracks	2	4	26	330	782	784	786	788					
Motor	Motor	Ocean Limited	Maritime Express							Maritime Express	Ocean Limited	Motor	Motor	Freight	Freight	Freight	Freight						
Daily ex. Sun.	Daily ex. Sun.	Daily	Daily ex. Mon.							Daily ex. Sun.	Daily	Daily ex. Sun.	Daily ex. Sun.	Daily	Daily	Daily	Daily						
P.M.	P.M.	P.M.	A.M.							A.M.	P.M.	A.M.		A.M.	P.M.	P.M.	A.M.						
L 1.50		L 4.40	L 12.40	78.58	CWK	NEWCASTLE	T	NC	45	Yard	A 8.20	A 1.25	A 10.20		A 11.30	A 12.30	A 8.00	A 3.45					
f 2.00		4.47	12.47	82.62		PATTERSON			35-84		8.12	1.18	f 10.10		11.20	12.15	7.50	3.35					
f 2.10		4.55	12.55	87.80	W	BEAVER BROOK	P	BV	39-76		8.04	1.12	f 10.00		11.08	12.02	7.35	3.20					
2.21		5.05	1.04	93.18		BUSBY			67		7.57	1.06	9.49		10.50	11.50	7.20	3.05					
f 2.31		5.12	1.12	99.36		BARTIBOG	P	GU	38-58		7.48	12.58	f 9.37		10.38	11.38	6.55	2.48					
f 2.38		5.18	1.18	103.77		RUSSELL			72		7.42	12.51	f 9.27		10.28	11.25	6.40	2.38					
f 2.47		5.25	1.24	109.24		RED PINE	P	PN	38-44		7.34	12.43	s 9.15		10.00	11.05	6.25	2.10					
f 2.53		5.30	1.29	112.97		BRUCE			63		7.28	12.36	f 9.05		9.23	10.53	6.15	1.58					
s 3.01		5.36	1.35	117.86		GLOUCESTER JCT.	T	G	61	49	7.20	12.29	s 8.55		9.15	10.35	6.02	1.35					
f 3.03		5.37	1.37	118.87	Y	NEPISIGUIT JCT.			50	6	7.19	12.27	f 8.50		9.10	10.32	6.00	1.20					
s 3.13	A.M. 26-782 L 8.40	s 5.45	s 1.43	122.61	WK	BATHURST	T	SA	55-48	107	s 7.12	s 12.20	s 8.40	A 9.25	s 8.40	10.20	5.45	1.08					
f 3.25	f 8.57	5.54	1.53	129.02		BERESFORD			61	8	7.01	12.08	f 8.26	f 9.13	8.02	10.00	5.25	12.47					
s 3.37	s 9.08	6.01	* 2.03	134.06		PETIT ROCHER	T	F	61-34	5	* 6.54	12.02	s 8.15	s 8.58	7.40	9.50	5.00	12.37					
s 3.52	s 9.27	6.12	2.12	142.13		BELLEDUNE	P	UN	67	8	6.44	11.52	s 7.58	s 8.34	7.15	9.27	4.25	12.27					
f 4.00	f 9.36	6.17	2.17	145.60		HODGIN			62	3	6.39	11.47	f 7.49	f 8.24	6.39	9.16	4.00	12.16					
s 4.15	s 9.49	* 6.25	f 2.26	151.09	W	JACQUET RIVER	T	JR	69	31	f 6.32	* 11.40	s 7.35	s 8.09	6.12	9.00	3.35	A.M. 11.50					
s 4.25	s 9.57	6.30	2.31	154.66		NASH CREEK	T	NK	66	9	6.27	11.35	s 7.26	s 8.00	6.00	8.50	3.21	11.40					
s 4.40	s 10.16	6.38	* 2.39	160.93		NEW MILLS	T	JM	61	37	* 6.17	11.27	s 7.13	s 7.45	5.40	8.34	3.06	11.25					
s 4.53	s 10.33	6.45	* 2.47	166.76		CHARLO	T	RG	62	5	* 6.09	11.20	s 6.59	s 7.30	5.20	8.20	2.52	10.45					
s 5.05	s 10.50	6.52	2.53	172.32		EEL RIVER	P	RO	63		6.00	11.12	s 6.47	s 7.15	5.08	8.05	2.37	10.25					
s 5.15	s 11.05	s 6.58	f 3.00	176.71		DALHOUSIE JCT.	T	DU	76	23	f 5.52	s 11.05	s 6.37	s 6.58	4.56	7.55	2.25	10.12					
f 5.24	s 11.20	7.05	3.05	180.21		McLEOD			64	2	5.44	10.59	s 6.28	s 6.43	4.45	7.45	2.15	10.00					
A 5.40	A 11.35	A 7.15	A 3.15	185.57	CWK	CAMPBELLTON	T	KS		Yard	L 5.35	L 10.50	L 6.15	L 6.25	L 4.30	L 7.30	L 2.00	L 9.50					
Daily ex. Sun.	Daily ex. Sun.	Daily	Daily ex. Mon.								Daily ex. Sun.	Daily	Daily ex. Sun.	Daily ex. Sun.	Daily	Daily	Daily	Daily					
25	329	3	1								2	4	26	330	782	784	786	788					

★ No Siding

Operators at Bathurst will register all first-class trains.
 Automatic Station Signals with switch Indicators are in operation at Dalhousie Jct., Rules 451 to 454a and 510 to 513 apply.
 All trains must approach and pass through Newcastle Yard prepared to stop unless the main track is seen to be clear.
 No. 1 will stop at New Mills Monday, Wednesday and Friday; at Charlo Tuesday, Thursday and Saturday; at Petit Rocher daily except Monday to detrain passengers from Moncton or beyond and to pick up passengers for points beyond Campbellton.
 No. 2 will stop at Charlo, New Mills and Petit Rocher to detrain passengers from points beyond Campbellton and to pick up passengers for Moncton or beyond.
 Nos. 3 and 4 will stop at Jacquet River on Sundays only to detrain or take on passengers.
 No. 4 will stop at Jacquet River daily to detrain passengers from Dalhousie.
 Northern type and Santa Fe type engines 4300 to 4314, must not exceed speed of twenty (20) M. P. H. over Bridge at mile 152.3.
 Passenger trains must not exceed speed of ten (10) miles per hour in Campbellton Yard.
 Yard limit boards are located at Newcastle, Gloucester Jct., Bathurst, New Mills and Campbellton.
 Manifest Freight No. 408 will leave Campbellton 12.45 p. m. Arrive Newcastle 6.00 p. m.
 Manifest Freight No. 407 will leave Newcastle 2.00 p. m. Arrive Campbellton 6.50 p. m. Daily.

NORTHWARD— Newcastle-Patterson. Mile 78.6-82.5.				SOUTHWARD— Nepisiguit Jct.-Bruce. Mile 118.0-114.5.			
INDUSTRIAL TRACKS				INDUSTRIAL TRACKS			
NAME	Points Face	Mileage	Car Capacity	NAME	Points Face	Mileage	Car Capacity
A. D. and T. Co.....	S	79.04	56	Ultican	S	148.95	1
Bathurst Spur	S	120.76	169	Doyle	N	152.10	16
Tondreau	S	122.00	4	McLean	N	152.50	7
Vallee Lourdes	N	125.17	2	Dickie	S	157.76	4
Nigadoo	S	131.19	7	Blackland	N	163.36	8
Gilberts	N	135.26	2	Hamilton	S	165.31	5
Cormier	S	136.87	4	Harquail.....	S	183.95	7
Green Point	S	139.19	2	Currle	S	184.44	22
Turgeon	S	143.92	1	Imperial Oil	S	184.53	7
Culligan	N	147.73	7	Wharf Branch	S	184.60	29

NORTHWARD TRAINS—Inferior Direction

SOUTHWARD TRAINS—Superior Direction

Second Class			First Class		Miles from Campbellton	Symbols	MATAPEDIA SUB-DIVISION (Eastern Time)		Train Order or Telephone Office	Telegraph Calls	Car Capacity		First Class			Second Class		Third Class		
31	3	1	3	1			Stations	Sidings			Other Tracks	2	4	32	542	742	744	Way Freight	Freight	Freight
Passenger Daily ex. Sun.	Ocean Limited Daily	Maritime Express Daily ex. Mon.						Maritime Express Daily ex. Sun.	Ocean Limited Daily	Passenger Daily ex. Sun.	Way Freight Daily ex. Sun.	Freight Daily	Freight Daily							
A.M. L 7.20	P.M. L 6.30	A.M. L 2.30			CWK			A 4.15	A 9.30	A 8.05	P.M. A 12.01	A 2.08	A 4.05							
s 7.26	6.34	2.33		2.05	★	ATHOLVILLE		4.09	9.23	s 7.59	11.55	1.58	3.55							
s 7.32	6.39	2.37		4.73		TIDE HEAD	T MA	4.06	9.18	s 7.54	11.45	1.53	3.50							
s 7.42	6.47	2.44		9.44		FLATLANDS	P FA	3.59	9.10	s 7.40	11.32	1.38	3.35							
s 7.52	s 6.54	s 2.49		12.81	W	MATAPEDIA	T MD	s 3.52	s 8.58	s 7.34	11.17	1.23	3.20							
s 8.05	* 7.05	2.59		18.12	★	ST. ALEXIS	T FR	3.41	* 8.46	s 7.24	10.57	1.11	3.08							
8.07	7.06	3.00		18.96		CLARK BROOK		3.40	8.45		7.22	1.08	3.00							
s 8.15	7.11	3.07		22.63	W	MILLSTREAM	P MU	3.34	8.41	s 7.11	10.45	12.58	2.45							
8.32	7.20	3.19		28.69		GLEN EMMA		3.19	8.32	f 6.59	10.30	12.42	2.24							
s 8.45	7.27	3.30		33.92		ROUTHIERVILLE	P GN	3.07	8.25	s 6.47	10.15	12.30	2.12							
s 9.00	7.37	* 3.40		40.97		STE. FLORENCE	T FO	* 2.54	8.15	s 6.30	9.55	12.01	1.55							
s 9.12	s 7.47	s 3.51		47.46	W	CAUSAPSCAL	T CF	s 2.40	s 8.03	s 6.15	9.12	11.45	1.40							
s 9.23	8.02	f 4.03		55.23		LAC AU SAUMON	T HG	f 2.27	7.49	s 6.02	8.24	11.20	1.23							
s 9.37	s 8.13	s 4.12		60.89		AMQUI	T AN	s 2.17	s 7.39	L 5.51	8.01	11.00	1.10							
s 9.57	* 8.27	f 4.26		69.23	W	VAL BRILLANT	T CH	f 2.01	* 7.24	s 5.16	7.42	10.40	12.54							
s 10.09	s 8.40	s 4.40		75.86	Y	SAYABEC	T SC	s 1.48	s 7.14	s 5.04	7.14	10.25	12.40							
s 10.29	8.55	* 4.56		83.33	W	ST. MOISE	T SM	* 1.33	7.00	s 4.50	6.40	10.00	12.15							
s 10.45	9.10	* 5.10		91.34		PADOUE	T BI	* 1.18	6.47	s 4.34	6.25	9.36	11.55							
s 10.55	9.17	5.18		96.21	W	PETIT METIS	FY	1.07	6.37	s 4.21	6.10	9.17	11.36							
s 11.03	9.22	5.24		99.98		ST. OCTAVE	T J	* 12.57	6.26	s 4.11	5.55	8.47	11.20							
A 11.15	A 9.30	A 5.35		105.38	CWK	MONT JOLI	T VE	L 12.45	L 6.15	L 3.55	L 5.35	L 8.15	L 11.00							
Daily ex. Sun.	Daily	Daily ex. Mon.				★ No Siding		Daily ex. Sun.	Daily	Daily ex. Sun.	Daily ex. Sun.	Daily	Daily							
31	3	1						2	4	32	542	742	744							

SUBURBAN

Daily ex. Sunday

Northward—Leave Campbellton 10.50 a. m.
 Tide Head 11.00 a. m.
 Arrive Flatlands 11.10 a. m.

Northward—Leave Campbellton 3.50 p. m.
 Tide Head 4.00 p. m.
 Arrive Flatlands 4.10 p. m.

Southward—Leave Flatlands 11.12 a. m.
 Tide Head 11.22 a. m.
 Arrive Campbellton 11.35 a. m.

Southward—Leave Flatlands 4.12 p. m.
 Tide Head 4.22 p. m.
 Arrive Campbellton 4.35 p. m.

Manifest train No. 407 will leave Campbellton 8.00 p. m. Arrive Mont Joli 1.25 a. m. Daily.
 Manifest train No. 408 will leave Mont Joli 4.40 a. m. Arrive Campbellton 9.20 a. m. Daily.
 No. 2 will stop at Flatlands on Mondays.
 Nos. 3 and 4 will stop at St. Alexis on Mondays only.
 No. 3 will stop at Val Brillant to set down passengers from Matapedia or beyond and to take on passengers for Levis and beyond.
 No. 4 will stop at Val Brillant to set down passengers from Levis and beyond and to take on passengers for Matapedia or beyond.
 No. 2 will stop at St. Octave to set down passengers from Levis and beyond and to take on passengers for Campbellton or beyond.
 No. 1 will stop at St. Moise and Padoue to set down passengers from Matapedia or beyond, and to take on passengers for Mont Joli or beyond, and will stop at Ste. Florence to take on passengers for Levis and beyond.
 No. 2 will stop at Padoue and St. Moise to set down passengers from Mont Joli or beyond and to take on passengers for Campbellton or beyond, and will stop at Ste. Florence to set down passengers from Levis and beyond.
 All trains must approach and pass through Mont Joli Yard prepared to stop unless the main track is seen to be clear. Passenger trains must not exceed speed of ten (10) miles per hour in Campbellton Yard.
 Automatic Block Signals are in operation between Campbellton and Tidehead. Rules 501 to 513 apply.
 Movement of trains between Tidehead and Campbellton is by Automatic Signal Indication. Rules 271 to 273 apply. Before entering Matapedia Sub-Division at Tidehead, conductors of St. Quentin Sub-Division trains must obtain permission to proceed from Despatcher at Campbellton. Telephone booths must be locked when not in use.
 Automatic Station Signals are in operation at Mont Joli and Matapedia. Rules 451 to 454a apply.
 Northern type engines of the 6100 class cannot take water at Millstream or Petit Metis.
 Passenger trains must not exceed speed of forty-five miles per hour between Clark Brook and Routhierville.
 Northern, Mountain, Santa Fe and Mikado type engines 3198, 3199, must not exceed speed of twenty (20) M. P. H. over bridges at mile 23.9, 42.3 and 47.5.
 Santa Fe and Mikado type engines 3198, 3199 and 3390 to 3404, must not exceed speed of twenty (20) M. P. H. over bridge at mile 60.5.
 Yard limit boards are located at Campbellton, Matapedia, Causapsca, Lac Au Saumon, Amqui, Val Brillant, Sayabec and Mont Joli.

Industrial Tracks and Additional Flag Stops (F for trains Nos. 31 and 32)

MATAPEDIA SUB-DIVISION

Flag Stop	NAME	Points Face	Mileage	Car Capacity	NAME	Points Face	Mileage	Car Capacity
	Pratt.....	S	1.29	12	Fenderson	N	54.75	39
	Atholville Spur	S	1.97	235	Duclos	N	56.75	7
f	Champion	N	15.95	3	f St. Lawrence Lumber Co. (Shelter)		63.54	
f	Dawson	—	19.52	—	St. Lawrence Lumber Co.	N	63.59	2
f	Milnikek	N	30.39	26	Rosseau No. 1.....	N	70.43	7
f	Bellevance	N	36.93	7	f Saucier	N	79.08	5
	Jean	N	38.48	5	Morneault	S	80.19	5
	Thibault	N	41.80	9	Blais	S	86.98	2
	Lajoie	N	43.22	6	f Dufaultville	S	88.14	7
f	Heppell	N	44.41	89	Skin Cut	N	89.17	5
	Laforce	S	45.53	10	Couture	N	102.07	58
	Garon	S	47.71	10	f Priceville	—	103.09	—
	Morissette	N	51.86	11				
	Paradis	N	53.35	26				

RULING GRADES

NORTHWARD—	SOUTHWARD—
St. Moise — Padoue	Mont Joli — Petit Metis
Mile 86.3 — 88.7	Mile 102.0 — 96.5
St. Florence — Causapsca	Lac au Saumon — Causapsca
Mile 41.8 — 44.0	Mile 51.4 — 50.6

NORTHWARD TRAINS—Inferior Direction						RIMOUSKI SUB-DIVISION			SOUTHWARD TRAINS—Superior Direction									
Second Class			First Class			Miles from Mont Joli	Symbols	Stations	Train Order or Telephone Office	Telegraph Calls	Car Capacity		First Class		Second Class	Third Class		
		31		3	1						Sidings	Other Tracks	4	2	32	740	742	744
		Passenger Daily ex. Sun.		Ocean Limited Daily	Maritime Express Daily			(Eastern Time)				Ocean Limited Daily	Maritime Express Daily	Passenger Daily ex. Sun.	Freight Daily	Freight Daily	Freight Daily	
		A.M. L 11.35		7:44 P.M. L 9.45	A.M. L 5.47	3.08	.....	CWK	T	VE	Yard	A 6.00	A.M. A 12.35	P.M. A 3.45	A.M. A 9.45	P.M. A 7.35	P.M. A 9.30
		11.41		9.49	5.53	8.21	.....	LAVOIE			63	5.53	12.28	3.39	9.30	7.15	9.17
		s 11.52 P.M.	*	9.57	s 6.06	13.32	.....	LUCEVILLE	T	MO	71	* 5.44	s 12.19	s 3.29	9.15	7.00	9.02
		s 12.02		10.03	s 6.14	18.02	.....	ST. ANACLET	P	FN	54	5.37	s 12.11	s 3.20	9.00	6.42	8.51
		s 12.13		s 10.14	s 6.24	22.21	.....	RIMOUSKI	T	US	52-83	s 5.24	s 12.02	s 3.12	8.45	6.22	8.41
		s 12.23		10.22	* 6.31	28.51	.....	SACRE COEUR	P	CO	76	5.18	* 11.52	s 3.04	8.30	6.06	8.31
		s 12.36	*	10.30	s 6.44	34.78	.....	BIC	T	BK	36-33	* 5.10	s 11.41	s 2.53	8.15	5.42	8.20
		12.49		10.45	6.58	37.88	.....	MOUNTAIN	P		84	5.02	11.29	2.42	8.00	5.20	8.08
		s 12.56	*	10.51	s 7.04	43.00	.....	ST. FABIEN	T	FB	64	* 4.58	s 11.24	s 2.37	7.46	5.10	8.02
		1.06		10.58	7.12	47.81	.....	PORT PIC			73	4.48	11.14	2.27	7.31	4.50	7.46
		s 1.15		11.04	s 7.19	52.60	.....	ST. SIMON	T	CU	77	4.42	s 11.04	s 2.19	7.19	4.35	7.36
		1.25		11.10	7.26	56.36	.....	RIOUX			62	4.34	10.50	2.10	6.40	4.18	7.21
		s 1.34		s 11.15	s 7.32	59.12	.....	TROIS PISTOLES	T	JA	74	s 4.30	s 10.40	s 2.03	6.31	4.03	7.11
		s 1.41		11.19	* 7.36	62.77	.....	TOBIN	P	BO		4.26	10.33	s 1.57	6.15	3.53	7.04
		s 1.50		11.25	s 7.42	67.20	.....	ST. ELOI	T	K	77	4.21	s 10.25	s 1.50	6.05	3.42	6.56
		s 2.02		11.32	s 7.49	75.72	.....	ISLE VERTE	T	BD	67	4.16	s 10.14	s 1.40	5.55	3.27	6.48
		s 2.20		11.45	s 8.05	77.89	.....	ST. ARSENE	T	RN	75	4.05	s 9.57	s 1.25	5.30	3.05	6.33
		s 2.26		11.48	s 8.11	83.44	.....	CACOUNA	T	CA	76	4.02	s 9.52	s 1.20	5.20	2.58	6.29
		A 2.40 P.M.		A 11.59 P.M.	A 8.25 A.M.		.....	RIVIERE DU LOUP	T	GY	Yard	L 3.55 A.M.	L 9.40 P.M.	L 1.10 P.M.	L 5.00 A.M.	L 2.40 P.M.	L 6.15 P.M.
		Daily ex. Sun.		Daily	Daily			★ No Siding				Daily	Daily	Daily ex. Sun.	Daily	Daily	Daily	

Automatic Station Signals are in operation at Mont Joli and Rimouski where Rules 451 to 454a apply, and at St. Fabien and Riviere du Loup where Rules 451 to 454a and 504 apply.

No. 1 will stop at Sacre Coeur and Tobin for passengers destined Riviere du Loup and West.
 No. 2 will stop at Sacre Coeur to set down passengers from Riviere du Loup and West.
 No. 3 will stop at St. Fabien for passengers destined for Levis or beyond.
 No. 4 will stop at St. Fabien to set down passengers from Levis or beyond.

No. 3 will stop at Luceville to take on passengers for Levis and beyond and set down passengers from Matapedia and beyond and will stop at Bic to set down passengers from Matapedia and to take on passengers for Riviere Du Loup or beyond.

No. 4 will stop at Bic to set down passengers from Riviere Du Loup and to take on passengers for Matapedia and will stop at Luceville to set down passengers from Levis or beyond and to take on passengers for Matapedia and beyond.

All trains must approach and pass through Riviere du Loup and Mont Joli Yards prepared to stop unless the main track is seen to be clear.

All except first and second class trains must not exceed speed of thirty (30) M. P. H. between St. Fabien and Bic.

Mikado type engines 3198 and 3199, and Northern type engines when double headed must not exceed speed of twenty (20) M. P. H. over bridge at mile 59.3.

Northern type engines of the 6100 class cannot take water at Isle Verte.

Yard Limit Boards are located at Mont Joli, Bic, Trois Pistoles, Tobin and Riviere du Loup.

Manifest train No. 407 will leave Mont Joli 3.00 a. m. Arrive Riviere du Loup 7.45 a. m. Daily.
 Manifest train No. 408 will leave Riviere du Loup 11.55 p. m. Arrive Mont Joli 3.10 a. m. Daily.

RULING GRADES

NORTHWARD	SOUTHWARD
Bic — St. Fabien Mile 28.5 — 37.8	Port Pic — St. Fabien Mile 42.0 — 38.0

INDUSTRIAL TRACKS

NAME	Points		Car Capacity
	Face	Mileage	
Pineault	N	13.60	12
Rimouski Wharf Track.....	N	17.53	225
Seminaire Rimouski	S	18.27	9
Marols	N	18.68	13
Santerre	N	18.70	16
Hillier	N	19.46	83
Tobin Branch	S	59.04	405
MacKenzie	NS	59.63	16
Ballast Pit Spur	N	62.95	147

WESTWARD TRAINS—Inferior Direction						EASTWARD TRAINS—Superior Direction							
Third Class						Fourth Class							
	305	303	301	Miles from Nelson Jct.	Symbols	LOGGIEVILLE SUB-DIVISION (Atlantic Time)	Train Order or Telephone Office	Telegraph Calls	Car Capacity		302	304	306
	Motor Daily ex. Sun.	Motor Daily ex. Sun.	Motor Daily ex. Sun.						Sidings	Other Tracks	Motor Daily ex. Sun.	Motor Daily ex. Sun.	Motor Daily ex. Sun.
	P.M. L 3.35	P.M. L 12.30	A.M. L 7.00	13.49	WK	LOGGIEVILLE	T		Yard		A 9.20	A 2.35	A 5.40
	s 3.50	s 12.45	s 7.15	8.26		CHATHAM	T	NA	23	67	s 9.05	s 2.20	s 5.25
	s 4.06	s 1.01	s 7.30	2.83		NELSON	T	NO	28	16	s 8.44	s 2.02	s 5.07
	s 4.14	s 1.09	s 7.38			NELSON JCT.					s 8.36	s 1.53	s 4.59
HARCOURT SUB-DIVISION						HARCOURT SUB-DIVISION							
	s 4.15	s 1.10	s 7.40			DERBY JCT.	P	DR		8	s 8.35	s 1.52	4.58
	A 4.25	A 1.20	A 7.50		CWK	NEWCASTLE	T	NC		Yard	L 8.27	L 1.45	L 4.50
	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.								Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.
	305	303	301			★ No Siding					302	304	306

INDUSTRIAL TRACKS LOGGIEVILLE SUB-DIVISION			
NAME	Face Points	Mileage	Capacity Car
Brick	W	0.41	2
Ivory Road		1.60	Platform
Sullivan	E	2.02	73
Burchill	E	3.51	16
Fraser	W	3.87	134
Harper		5.50	Platform
Imperial Oil Co. & Miramichi Lumber Co.	E	6.87	9
Can. Cement Co.	E	7.60	7
Walsh	W	8.71	6
J. B. Snowball No. 1	W	9.02	7
Canada Dock	E	9.40	30
Old Wharf Branch	E	9.43	75
Walls Crossing		11.67	Platform

INDUSTRIAL TRACKS DALHOUSIE SUB-DIVISION			
NAME	Points Face	Mileage	Car Capacity
Summit		2.60	Platform
McNeish		3.85	"
P. Q. Lumber Co. (Payne)	E	5.24	31

Yard Limit boards are located at Chatham.
 Rule 27 (7th paragraph) is applicable on this Sub-Division.
 Rule 42 is applicable on this Sub-Division.

ENGINE AND CAR RESTRICTIONS
 Heaviest engine permitted to operate—M-4k Class.
 Heaviest car permitted—Gross weight 175,000 lbs.

ADDITIONAL FLAG STOPS
 Ivory Road Mileage 1.60
 Harper " 5.50
 Walls Crossing " 11.67

All trains moving between Nelson Jct. and Newcastle will be governed by Time Table footnotes for the Harcourt Sub-Division.

WESTWARD TRAINS—Inferior Direction						EASTWARD TRAINS—Superior Direction									
Third Class						Fourth Class									
	225	227	223	221	Miles from Dalhousie Jct.	Symbols	DALHOUSIE SUB-DIVISION (Atlantic Time)	Train Order or Telephone Office	Telegraph Calls	Car Capacity		224	222	226	228
	Mixed Daily ex. Sun.	Mixed Daily ex. Sun.	Mixed Daily ex. Sun.	Mixed Daily ex. Sun.						Sidings	Other Tracks	Mixed Daily ex. Sun.	Mixed Daily ex. Sun.	Mixed Daily ex. Sun.	Mixed Daily ex. Sun.
	P.M. L 8.00	P.M. L 6.20	P.M. L 12.45	A.M. L 10.25	6.21	WB	DALHOUSIE	T	DC	6	178	A 7.05	A 11.35	A 2.45	A 7.20
	s 8.30	A 6.40	s 1.10	A 10.45		R	DALHOUSIE JCT.	T	DU	19	61	s 6.45	L 11.15	s 2.25	L 7.00
		P.M.		A.M.									A.M.		P.M.
BATHURST SUB-DIVISION						BATHURST SUB-DIVISION									
	A 8.55		A 1.35			CWK	CAMPBELLTON	T	KS			L 5.55		L 2.00	
	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.								Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.
	225	227	223	221								224	222	226	228

Yard limit boards are located at Dalhousie and Dalhousie Jct.

Trains of Dalhousie Sub-Division hold no Time Table authority on the Bathurst Sub-Division between Dalhousie Jct. and Campbellton and will move on that Sub-Division on train orders issued by the Despatcher at Campbellton.

Rule 27 (7th Paragraph) is applicable on this Sub-Division.
 Rule 42 is applicable on this Sub-Division.

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

WESTWARD TRAINS Inferior Direction				CARAQUET SUB-DIVISION (Atlantic Time)				EASTWARD TRAINS Superior Direction			
Third Class		Miles from Gloucester Jct.	Symbols	Stations	Train Order or Telephone Office	Telegraph Calls	Car Capacity		Fourth Class		
283 Mixed Tues. Thurs. & Sat.	281 Way Freight Mixed Mon. Wed. & Fri.						282 Way Freight Mixed Mon. Wed. & Fri.	284 Mixed Tues. Thurs. & Sat.			
L 7.00	L 6.00	72.75	CWR	TRACADIE	T	KD	16	19	A 3.45	A 7.30	
f 7.20	f 6.35	65.05	★	FERGUSON				3	s 3.15	s 7.10	
s 7.35	s 6.55	61.05		INKERMAN	T	BM	9		s 2.55	s 6.55	
s 7.40	s 7.05	59.30	WYR	POKEMOUCHE JCT.					s 2.50	s 6.50	
SHIPPEGAN SUB-DIVISION				SHIPPEGAN SUB-DIVISION							
A 8.00	A 7.30	6.85	YR	SHIPPEGAN	T	S		10	L 2.05	L 6.30	
L 8.10	L 7.45								A 2.00	A 6.20	
s 8.25	s 8.05	59.30	WYR	POKEMOUCHE JCT.					s 1.25	s 6.05	
s 8.50	s 8.45	48.51		CARAQUET	T	WR	15		L 12.35	s 5.40	
s 9.05	s 9.00	44.30	★	UPPER CARAQUET				4	s 11.56	s 5.25	
s 9.21	s 9.25	36.95	W	BURNSVILLE	T	BU	20	10	s 11.31	s 5.09	
f 9.42	f 9.40	32.16	★	ST. LEOLIN				3	f 11.16	f 4.48	
s 9.52	s 9.55	29.52		GRAND ANSE	T	GR	16		s 11.06	s 4.38	
f 10.02	f 10.14	26.12	★	POKESHAW				4	f 10.55	f 4.28	
f 10.12	f 10.25	22.63	★	NEW BANDON				6	f 10.44	f 4.18	
f 10.18	s 10.38	20.72		STONEHAVEN				16	s 10.38	s 4.12	
f 10.25	f 10.45	18.96	★	CLIFTON					f 10.24	f 4.05	
f 10.38	f 11.00	15.19	★	JANEVILLE				8	f 10.10	f 3.52	
f 10.48	f 11.10	12.11	W	MILLER BROOK					f 9.57	f 3.42	
f 10.53	f 11.15	10.14	★	SALMON BEACH					f 9.52	f 3.37	
f 11.13	f 11.30	4.09		EAST BATHURST				16	s 9.32	s 3.17	
s 11.25	s 11.50		YR	GLOUCESTER JCT.	T	G			s 9.20	s 3.06	
BATHURST SUB-DIVISION				BATHURST SUB-DIVISION							
A 11.40	A 12.05		CWK	BATHURST	T	SA			L 9.00	L 2.50	
A.M.	P.M.								A.M.	P.M.	
Tues. Thurs. & Sat.	Mon. Wed. & Fri.								Mon. Wed. & Fri.	Tues. Thurs. & Sat.	
283	281								282	284	

★ No Siding

INDUSTRIAL TRACKS

CARAQUET SUB-DIVISION	Points Face	Mileage	Car Capacity	SHIPPEGAN SUB-DIVISION	Points Face	Mileage	Car Capacity
Gloucester Lumber Co.	W	36.60	24	Imperial Oil Co., Ltd.	W	7.06	2
Bertrand	W	41.67	2	W. S. Loggie Co.	W	7.24	4
Blanchards	W	55.38	3	Monarch Cold Storage	W	7.26	3
Waugh	W	57.14	3				
Loggie	W	60.67	6				
St. Isidore	W	68.83	2				
Snowball No. 2	W	72.40	7				
Sheila Branch	EW	72.75	48				

ADDITIONAL FLAG STOPS

Bertrand	Mileage	41.67
Waugh	"	57.23
St. Isidore	"	68.89

FOOT NOTES FOR CARAQUET SUB-DIVISION

Rule 27 (7th paragraph) is applicable on this Sub-Division.

Rule 42 is applicable on this Sub-Division.

Trains of Caraquet Sub-Division hold no Time Table authority on Bathurst Sub-Division and will move on that Sub-Division on train orders issued by the Despatcher at Campbellton.

Trains must not exceed speed of five (5) miles per hour over Pokemouche River Bridge, mile 60.7, and Tracadie River Bridge, mile 72.7 Caraquet Sub-Division.

Yard limit boards are located at Burnsville.

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate M4-k Class.

Heaviest Car permitted—Gross weight 130,000 lbs. Gloucester Jct. to Shippegan and 120,000 lbs. Pokemouche Jct. to Tracadie.

WESTWARD TRAINS Inferior Direction			RICHIBUCTO SUB-DIVISION (Atlantic Time)			EASTWARD TRAINS Superior Direction		
Third Class			Stations			Fourth Class		
331 Mixed Mon. Wed. Fri. & Sat.	Miles from Kent Jct.	Symbols	Train Order or Telephone Office	Telegraph Calls	Car Capacity	332 Mixed Mon. Wed. Fri. & Sat.		
					Sidings	Other Tracks		
A.M. L 9.00	26.49	CWK	T		19	P.M. A 2.30		
s 9.17	24.41		P		20	s 2.17		
s 9.36	19.39	★			3	s 2.01		
s 9.56	14.79		P		9	s 1.41		
f 10.03	12.85	★			2	f 1.37		
s 10.20	10.46	★			4	s 1.23		
f 10.44	4.16	★				f 1.03		
A 11.00		WYB	T	RM		L 12.50 P.M.		
Mon. Wed. Fri. & Sat.						Mon. Wed. Fri. & Sat.		
331						332		

★ No Siding

Rule 42 is applicable on this Sub-Division.

Yard limit boards are located at Richibucto.

Rule 27 (7th paragraph) is applicable on this Sub-Division.

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate F-1a class.

Heaviest Car permitted—Gross weight 115,000 lbs.

WESTWARD TRAINS Inferior Direction				EASTWARD TRAINS Superior Direction				
Second Class	Miles from New Carlisle	Symbols	CHANDLER SUB-DIVISION (Atlantic Time)	Train Order or Telephone Office	Telegraph Calls	Car Capacity		Third Class
35						Sidings	Other Tracks	36
Mixed			Stations					Mixed
Daily ex. Sun.								Daily ex. Sun.
A.M.								P.M.
L 7.00	104.23	CWK	..... GASPE	T		45	Yard	A 8.55
			7.57					
	7.20		★..... DOUGLASTOWN	P			6	s 8.30
	79.65	W	17.37					
s 8.05	79.29		..... BARACHOIS	T		15		s 7.45
			10.22					
	8.25		..... SUMMIT			12		7.15
			4.01					
s 8.40	65.06		★..... PERCE	T	S		5	s 7.00
	62.64	W	2.75					
s 8.50	62.31		..... CAPE COVE	T		13		s 6.50
			8.36					
s 9.15	53.95		..... GRAND RIVER	T		10		s 6.25
			5.85					
s 9.30	48.10		★..... ST. ADELAIDE	P			6	s 6.10
	46.43	W	4.25					
s 9.49	43.85	W	..... CHANDLER	T		18		s 5.55
			6.95					
s 10.09	36.90		..... NEWPORT	T	N	22		s 5.30
			8.61					
s 10.38	28.29		..... GASCONS	P	CO	15		s 5.00
			5.80					
s 10.58	22.49		..... PORT DANIEL	T	DN	17	7	s 4.40
			6.25					
s 11.19	16.24		★..... MARCIL	P			7	s 4.20
			5.18					
s 11.34	11.06	W	..... ST. GODFROI	T		15		s 4.05
			7.42					
s 11.52	3.64		..... PASPEBIAC	T		14	4	s 3.45
P.M.			3.64					
A 12.10	0.00	CWK	..... NEW CARLISLE	T		100	Yard	L 3.30
P.M.		K						P.M.
Daily ex. Sun.								Daily ex. Sun.
35			★ No Siding					36

Rule 27 (7th paragraph) is applicable on this Sub-Division.
 Rule 42 is applicable on this Sub-Division.
 Yard limit boards located at Gaspe, Chandler and New Carlisle.

ADDITIONAL FLAG STOPS FOR TRAINS NOS. 35 AND 36

St. Therese de Gaspe.....	Mileage	58.71
Corner of the Beach.....	"	75.21
St. Georges	"	83.29
Brilliant Cove	"	87.99

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate C-3b Class.
 Heaviest car permitted—Gross weight 130,000 lbs.

INDUSTRIAL TRACKS

NAME	Points Face	Mileage	Car Capacity
Robin, Jones and Whitman.....	W	3.36	4
Tanners	W	8.42	2
Eight Mile	W	9.69	5
Doraiche	W	25.44	8
Imperial Oil	E	44.42	7
St. Therese de Gaspe.....	W	58.71	6
Cape Despair	W	62.46	3
Roberts.....	W	76.66	3
St. Georges	W	83.29	3
Brilliant Cove	W	87.99	2
Mitchell	W	93.73	3
Haldimand	E	98.62	6
Sandy Beach	E	102.96	103
B. A. Oil Co.....	E	103.19	4
Imperial Oil	E	103.40	1

WESTWARD TRAINS Inferior Direction				EASTWARD TRAINS Superior Direction							
Fourth Class	Second Class	Miles from Matapedia	Symbols	CASCAPEDIA SUB-DIVISION (Atlantic Time)	Train Order or Telephone Office	Telegraph Calls	Car Capacity		Third Class	Fourth Class	
543	35						Sidings	Other Tracks	36	544	
Way Freight	Mixed			Stations					Mixed	Way Freight	
Mon. Wed. & Fri.	Daily ex. Sun.								Daily ex. Sun.	Tues. Thurs. & Sat.	
A.M.	P.M.								P.M.	P.M.	
L 6.30	L 12.30	98.02	CWK	..... NEW CARLISLE	T		100	Yard	A 3.00	A 2.30
			K	8.83					s 2.30	2.00	
	7.00	s 12.55		..... BONAVENTURE	T		11		s 2.15	1.40
	7.15	s 1.10		★..... ST. SIMEON	P			3	s 1.59	1.22	
	7.30	s 1.22	W	..... CAPLAN	T		11		s 1.40	12.50
				6.85				14	s 1.26	12.30	
	7.50	s 1.40		..... BLACK CAPES	P			17	s 1.00	12.01
	8.20	s 2.05		..... NEW RICHMOND	T			10	s 12.40	11.30
	8.50	s 2.27		..... CASCAPEDIA	T			8	s 11.54	10.15
	9.20	s 2.52	W	..... MARIA	P			20	s 11.24	9.30
				8.01					s 10.45	8.45	
	9.50	s 3.17		..... CARLETON	T	CA	16	8	L 10.15	L 8.15
	10.30	s 3.44	W	..... NOUVELLE	T		18	4	A.M.	A.M.
				8.87							
11.24	4.13	26.57	W	..... ESCUMINAC	P		13			
P.M.		18.96		..... CROSS POINT	T		8			
12.10	5.05	12.73	W	..... MATAPEDIA	T		51	Yard		
A 1.00	A 5.40	0.00	WK	Let with Matapedia Sub-Div							
P.M.	P.M.										
MATAPEDIA SUB-DIVISION				EASTERN TIME				MATAPEDIA SUB-DIVISION			
L 12.45	L 4.41	12.81	WK	..... MATAPEDIA	T			Yard	A 8.35	A 7.00
				12.81					L 8.05	L 6.15	
A 1.25	A 5.35	0.00	CWK	..... CAMPBELLTON	T			Yard	A.M.	A.M.
P.M.	P.M.								Daily ex. Sun.	Tues. Thurs. & Sat.	
Mon. Wed. & Fri.	Daily ex. Sun.								36	544	
543	35			★ No Siding							

Rule 42 is applicable on this Sub-Division.
 Trains of Cascapedia Sub-Division hold no Time Table authority on Matapedia Sub-Division between Matapedia and Campbellton and will move on that Sub-Division on train orders issued by the Despatchers at Campbellton.
 Rule 27 (7th paragraph) is applicable on this Sub-Division.
 Trains are governed by Atlantic Time between Gaspe and Matapedia and by Eastern Time between Matapedia and Campbellton.
 Yard limit boards located at Matapedia and New Carlisle.

ADDITIONAL FLAG STOPS FOR TRAINS NOS. 35 AND 36

Sellars	Mileage	4.70
Broadlands	"	8.75
Oak Bay	"	16.15
Pte a La Garde.....	"	22.20
Nouvelle West	"	32.39
St. Omar	"	41.09

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate C-3b. class.
 Heaviest car permitted—Gross weight 130,000 lbs.
 The following speed restrictions must be observed on steel bridges for all engines operated on the Cascapedia Sub-Division.

Mileage 4.4	.....	20	miles per hour
" 8.9	.....	15	" " "
" 12.9	.....	20	" " "
" 26.9	.....	20	" " "
" 51.6	.....	20	" " "
" 60.1	.....	10	" " "
" 60.3	.....	15	" " "
" 68.0	.....	20	" " "
" 82.2	.....	20	" " "

INDUSTRIAL TRACKS

NAME	Points Face	Mileage	Car Capacity
D'Auteuil.....	W	3.02	11
Sellars.....	W	4.64	6
Little River.....	W	9.32	3
Restigouche.....	W	11.69	Spur
Gunter.....	E	21.24	10
Nouvelle West.....	E	32.39	7
Leclerc No. 1.....	W	36.70	14
Leclerc No. 2.....	W	36.73	4
Roger.....	W	37.62	10
Robitaille.....	W	37.72	3
Fendersons.....	W	40.61	7
St. Omer.....	E	41.09	3
LeCroix.....	W	45.96	2
Robinson.....	W	56.05	4
Cascapedia Ballast Pit.....	E	59.07	Spur
Coulls.....	E	59.83	3
British American Oil.....	W	67.80	3
Cyr.....	W	67.87	13
Caplan River.....	W	76.20	6
Agricultural Co-Operative	W	89.10	3

WESTWARD TRAINS—Inferior Direction

EASTWARD TRAINS—Superior Direction

Third Class	Second Class	Miles from Tide Head	Symbols	ST. QUENTIN SUB-DIVISION		Train Order or Telephone Office	Telegraph Calls	Telephone Calls		Car Capacity		Second Class	Third Class
217	339			(Atlantic Time)				Long	Short	Sidings	Other Tracks	340	216
Mixed	Motor			Stations								Motor	Mixed
Mon. Wed. & Fri.	Tues. Thurs. & Sat.			EASTERN TIME								Mon. Wed. & Fri.	Tues. Thurs. & Sat.
A.M. L 6.15	A.M. L 11.30		CWK	CAMPBELLTON		T	K8	1		Yard		P.M. A 5.20	P.M. A 3.10

MATAPEDIA SUB-DIVISION

MATAPEDIA SUB-DIVISION

A.M.	P.M.			ATLANTIC TIME						P.M.	P.M.
s 7.35	s 12.40	0.0	R	4.78	T	MA	2	86	8	s 6.08	s 3.50
f 7.57	f 12.52	3.51		TIDE HEAD				24		f 6.02	f 3.36
s 8.25	s 1.20	7.41	W	3.51				19	20	s 5.27	s 3.11
f 8.50	f 1.46	13.52		CHRISTOPHER				35		f 5.11	f 2.46
f 9.20	f 2.21	20.88	W	10.01	T	QN	3				
f 9.35	f 2.30	21.32		UPSALQUITCH							
f 10.00	f 2.57	30.05		7.80							
A 10.30	s 3.13	32.56		MILLERVILLE							
L 10.50	s 3.17	33.05		8.73							
10.55	3.17	34.05	Y	GROG BROOK DAM	P			14		f 4.53	f 2.21
11.10	3.30	35.05		2.51				34			
11.25	3.36	36.05		7.79				35		f 4.32	f 1.31
s 11.46	s 3.53	37.05	W	ROBINSON	P			24	40	s 4.00	L 12.56
f 11.55	f 3.59	38.05		9.31				16		A 12.36	
f 12.20	f 4.17	39.05		KEDGEWICK	T	K	1 2				
		40.05		1.80							
		41.05		WYE							
		42.05		4.38							
		43.05		MARCOT				35		3.45	12.15
		44.05		3.09				19			P.M.
		45.05		LIMERICK				16	30	3.37	11.59
		46.05	W	6.14							
		47.05		ST, QUENTIN	T	AD	1 3			s 3.21	s 11.38
		48.05		2.05							
		49.05		HAZEN						s 3.16	f 11.27
		50.05		6.01							
		51.05		JARDINE BROOK	P		1 1	20		s 2.55	s 11.01
		52.05		2.17							
		53.05		HAMMOND	P			26		f 2.50	f 10.50
		54.05		8.04							
		55.05	W	VIOLETTE BROOK	P			34		f 2.28	f 10.25
		56.05		3.39							
		57.05		VENEER			2 3	20		s 2.20	s 10.10
		58.05		4.61							
		59.05		GRAND RIVER				9		f 2.10	f 9.50
		60.05		5.72							
		61.05		FLEMMING	P		2 4	7		f 1.55	f 9.30
		62.05		8.70							
		63.05		I. N. R. JUNCTION	P					s 1.30	s 9.05
		64.05	★								

Grand Falls Sub-Division

Grand Falls Sub-Division

A 2.20 P.M.	A 5.45 P.M.	106.88	WYB	1.12	T	DN	4	170	103	L 1.25 P.M.	L 9.00 A.M.
Mon. Wed. & Fri.	Tues. Thurs. & Sat.			ST. LEONARD						Mon. Wed. & Fri.	Tues. Thurs. & Sat.
217	339			★ No Siding						340	216

RULING GRADES

Westward	Mileage	22.0	36.3	2.00%
Eastward	Mileage	12.7	9.5	2.00%

ST. QUENTIN SUB-DIVISION FOOTNOTES

All trains moving between Tide Head and Campbellton will be governed by Time Table footnotes for the Matapedia Sub-Division.

Rule 42 is applicable on this Sub-Division.

Rule 27 (7th paragraph) is applicable on this Sub-Division.

Trains of St. Quentin Sub-Division when moving between St. Leonard and Edmundston will be governed by the Time Table for Grand Falls Sub-Division.

Yard limit boards are located at Tidehead, Upsalquitch, Kedgewick and Five Fingers Water Tank.

Trains are governed by Atlantic Time between St. Leonard and Tide Head, and by Eastern Time between Tide Head and Campbellton.

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate M-4K Class.

Heaviest Car permitted—Gross weight 160,000 lbs.

INDUSTRIAL TRACKS—ST. QUENTIN SUB-DIVISION

NAME	Points Face	Mileage	Car Capacity
Alford	E	0.11	7
Felix Gulch	E	6.26	2
Dugout	W	7.51	2
Hilyard	E	13.19	10
Napier	E	16.84	6
C. C. Siding	E	31.03	4
Falls Brook	E	32.92	11
Mann Siding	E	36.70	3
Old Syd	E	38.16	5
White Brook	E	44.03	6
Transfer	EW	105.06	20

Additional Flag Stops—Trains 216, 217, 339, 340

NAME	Mileage
Felix Gulch	6.26
Rocky Gulch	8.13
Napier	16.84
Rock Mill	22.24
C. C. Siding	31.03
Oliver	34.67
White Brook	44.03
Maltais	53.39
St. Arthur	58.16
Lozier	61.50
Five Fingers	63.84
Nickel	68.78

WESTWARD TRAINS Inferior Direction				Miles from Pacific Junction	Symbols	CHIPMAN SUB-DIVISION (Atlantic Time)				Train Order or Telephone Office	Telegraph Calls	Telephone Calls	Car Capacity		EASTWARD TRAINS Superior Direction						
Second Class						51	Passenger Mon. Wed. & Fri.	Stations	T				RW	Sidings	Other Tracks	Yard	Second Class		Thrd Class		
P.M. L 5.20																	CWK		MONCTON		52		462 766 478
SUSSEX SUB-DIVISION				1.31				SUSSEX SUB-DIVISION													
HARCOURT SUB-DIVISION				10.82				HARCOURT SUB-DIVISION													
		P.M. s 5.50		WB		PACIFIC JCT.	T	NR	...	62			P.M. s 2.05	A.M. A 10.00	P.M. s 7.20	A.M. A 1.15					
		f 5.57	3.65			SEGAWA	P		...	75			f 2.00	9.50	7.05	1.00					
		f 6.14	12.56			NORTH BRANCH	P		...	74			f 1.43	9.30	6.39	12.34					
		f 6.26	17.07			THROPE			...	76			f 1.35	9.10	6.26	12.20					
		f 6.36	22.74			ALWARD	P		...	74	14		s 1.27	8.50	5.58	A.M. 11.54					
		f 6.47	29.11	W		PANGBURN	P		...	74	20		f 1.16	8.30	5.40	11.38					
		f 7.05	39.01			BRONSON	P		...	60	11		f 12.58	8.00	5.10	11.08					
		s 7.20	45.81	CWY		CHIPMAN	T	CH	...	74	94		s 12.46	7.32	4.50	10.48					
		s 7.42	54.46	Y	*	HARDWOOD RIDGE	T	HD	...	99			s 12.30	7.09	4.33	10.25					
			7.45			CANTOR	P		...	74			12.28	7.05	4.30	10.20					
		s 7.59	62.72			SUNBURY	P		...	75			f 12.16	6.45	4.17	10.00					
		f 8.13	69.66	W		BANTALOR	P		...	74			f 12.03	6.25	3.56	9.34					
		f 8.27	77.48			NORTH CAINS	P		...	74	12		f P.M. 11.49	6.00	3.32	9.15					
		A 8.45	85.47	WYR		McGIVNEY	T	MC	...	86	163		L 11.35	5.35	3.09	51 8.55					
		L 8.55				Jct. with Nashwaak Sub-Division							A 11.25								
			9.02			RIDEOUT				67			11.18	5.23	2.44	8.35					
		f 9.19	97.57			MAPLE GROVE	P		...	77	12		s 11.01	4.58	2.20	8.12					
			9.29			TAXIS				75			10.51	4.46	2.09	8.00					
		A 9.40	106.67	CWK		NAPADOGAN	T	NA	...			Yard	L 10.40	L 4.30	L 2.00	L 7.45					
		P.M.											A.M.	A.M.	P.M.	P.M.					
		Mon. Wed. & Fri.				★ No. Siding							Mon. Wed. & Fri.	Daily	Daily	Daily					
		51											52	462	766	478					

RULING GRADES

WESTWARD

Mileage	46.3	64.0
Mileage	88.5	101.0

EASTWARD

Mileage	12.6	5.7
Mileage	46.3	26.0

Additional Foot Notes Grand Falls Subdivision

CYR JUNCTION

Yard Limit boards are located on the Grand Falls Subdivision 3900 feet east and 4700 feet west of Cyr Junction switch and trains will be governed between these Yard Limits as prescribed by Rule 93.

All westward Canadian National trains must stop at Cyr Junction and obtain terminal clearance Form B before leaving unless information with respect to overdue superior trains has been received by train order from the train dispatcher.

All Canadian Pacific trains must register at Cyr Junction and westward Canadian Pacific trains must obtain terminal clearance Form B before leaving.

Edmundston Division trains will be governed by Time Table of Campbellton Division, Harcourt Sub-Division, between Pacific Junction and Moncton.
 Speed of trains between Mileage 18.50 and Mileage 19.50 must not exceed 15 miles per hour.
 Rule 42 is applicable on this Sub-Division, Junction switches, Harcourt and Chipman Sub-Divisions at Pacific Jct. (Interlocked).
 Yard limit boards are located at Pacific Jct., Chipman, Hardwood Ridge, McGivney and Napadogan.
 Automatic Station Signals with Switch Indicators are in operation at McGivney, Rules 451 to 454a and 510 to 513 apply.
 Way freight trains leave Moncton at 6.00 a. m. Monday, Wednesday and Friday for Napadogan, and leave Napadogan at 6.30 a. m. Tuesday, Thursday and Saturday for Moncton.
 Engines to take water at North Branch only in case of emergency.
 Manifest Freight No. 405 will leave Moncton 9.00 a. m. Arrive Napadogan 4.00 p. m. Daily.
 Manifest Train No. 406 leave Napadogan 2.00 p. m. Arrive Moncton 8.00 p. m. Daily.

ADDITIONAL FLAG STOPS FOR TRAINS NOS. 51 & 52

Downer	Mileage	9.50
Red Bank	"	43.70
Midland Crossing	"	51.56
Miramichi	"	68.39
Landers	"	70.81
Mullen	"	72.43
Mavis	"	89.84
Phoenix Mills	"	100.83

INDUSTRIAL TRACKS

NAME	Points Face	Mileage	Car Capacity
Downer.....	E	9.50	2
M. L. C.....	W	68.39	5
Mavis.....	E	89.84	14
Phoenix Mills.....	E	100.83	2

WESTWARD TRAINS Inferior Direction				Miles from Edmundston	Symbols	GLENDYNE SUB-DIVISION (Atlantic Time)	Train Order or Telephone Office	Telegraph Calls	Telephone Calls	Car Capacity		EASTWARD TRAINS Superior Direction			
First Class										Sidings	Other Tracks	First Class	Third Class		
51												52	766	754	742
Passenger Daily ex. Sun.				A.M.	L	Stations	T	H	...	Yard	Passenger	Freight	Freight	Freight	
Daily ex. Sun.											A.M.	A	A.M.	P.M.	P.M.
						EDMUNDSTON	T	H	...	Yard	A 4.40	A 6.30	A 12.40	A 8.30	
						ALBERTINE	P		---	74	f 4.21	6.13	12.18	8.10	
						BAKER BROOK	P		..	79	s 4.08	6.02	11.54	7.55	
						LAC BAKER	T	B	....	72	s 3.47	5.38	11.29	7.34
						COURCHESNE	P		---	75	f 3.31	5.08	11.14	7.13	
						GLENDYNE	T	DY	---	75	s 3.12	4.55	10.59	6.53	
						RIVIERE BLEUE	T	BG	---	72	s 2.51	4.31	10.34	6.25	
						ENGLAND				76		2.39	4.20	10.21	
						SULLY	T	SW		19	s 2.34	4.08	10.11	6.05	
						ESTCOURT	T	WA	---	69-59	s 2.27	3.59	10.02	5.55	
						ST. ELEUTHERE	T	SU	---	86	s 2.18	3.43	9.45	5.20	
						PELLETIER	T	JA	---	78	s 2.03	3.20	9.15	5.00	
						ST. ATHANASE	P		---	66	s 1.48	3.09	8.55	4.40	
						LAPORTE	P		---	75	s 1.34	2.48	8.25	4.20	
						RIVER MANIE	T	RM			s 1.27	2.38	8.09	4.09	
						LIPPEE				74	f 1.25	2.35	8.04	4.05	
						BRETAGNE	P		---	74	f 1.09	2.11	7.35	3.45	
						HOLLIDAY	T	HY	---	75	f 1.00	1.54	7.25	3.35	
						LEFEVRE	P		---	66	f 12.42	1.23	6.55	3.10	
						DALY				75	f 12.25	12.56	6.25	2.50	
						LAFONTAINE	T	GY	---	29	s 12.18	12.44	6.12	2.40	
						MONK	T	MK	---	Yard	L 12.10	L 12.35	L 6.00	L 2.30	
						★ No Siding					Daily ex. Mon.	Daily	Daily	Daily	
											52	766	754	742	

RULING GRADE GLENDYNE SUB-DIVISION

WESTWARD—		
Mileage	55.0-66.0	Pusher Grade
Mileage	12.5-19.0	0.60%
Mileage	92.0-95.0	0.60%
EASTWARD—		
Mileage	92.0-87.0	0.40%

INDUSTRIAL TRACKS

NAME	Telephone Calls	Points Face	Mileage	Car Capacity
Baker Brook Tower.....	---		11.62	
Caron Brook.....	---	EW	15.98	8
Caron Brook Pit.....		W	17.97	42
Boundary Siding.....		W	26.18	15
Belanger.....	---	W	31.35	7
Les Etroits.....		E	34.43	5
Aubut.....		W	41.96	3
D'Auteuil Company.....		W	42.76	38
Blue River L. Company		W	45.44	143
Landry.....		EW	48.62	71
Estcourt Pit.....		W	56.35	52
Quebec Hardwood Lt.....		E	68.04	5
Lageux.....		W	73.01	8
Scucy.....		W	77.15	6
Crown Lake.....		W	83.47	5
Power L. Co.....		W	85.82	22
Kamouraska Lumber Co.		W	86.78	7
East Lake.....		EW	91.44	40
Powerville.....		W	92.45	21
Mayberry.....		W	110.66	11
Foch.....		W	112.10	4
Berube.....		EW	114.60	18

Railway Crossing at grade with Temiscouta Railway at Mileage 11.62 (interlocked). All trains must not exceed 10 miles per hour over this Diamond. When a train affected by it approaches a "Stop" Signal it must be stopped before reaching the Signal and may proceed over Diamond under flag protection.

Unless authorized by train order, no train or engine will leave Pelletier until the preceding train has arrived at Estcourt. This does not relieve Trainmen from protecting their train as required by Rule 99.

Eastward freight trains must come to a full stop between the West and East Switches of the Siding at St. Eleuthere, Mile 59.58, and change retainers.

All Westward trains must approach and pass through Monk yard prepared to stop unless the main track is seen to be clear.

Rule 42 is applicable on this Sub-Division.

Passenger trains must approach and pass through Edmundston Yard prepared to stop unless the main track is seen to be clear.

Yard limit boards are located at Edmundston, Lac Baker, Glendyne, Riviere Bleue, Estcourt, Pelletier, Rivier Manie, Holliday, Lafontaine and Monk.

Way freight trains leave Edmundston at 7.00 a. m. Monday, Wednesday and Friday, for Monk and leave Monk at 6.30 a. m. Tuesday, Thursday and Saturday for Edmundston.

Manifest train No. 405 will leave Edmundston 12.01 a. m. Arrive Monk 9.00 a. m. Daily.

Manifest Train No. 406 will leave Monk 12.35 a. m. Arrive Edmundston 6.30 a. m. Daily.

Engines to take water at LaPointe only in cases of emergency.

ADDITIONAL FLAG STOPS FOR TRAINS NOS. 51 & 52

Boundary Shelter	Mileage	25.51
Belanger	"	31.25
Les Etroits	"	34.43
Aubut	"	41.75
Landry	"	48.62
Crown Lake	"	83.47
East Lake	"	91.44
Lesperance	"	109.30
Berube	"	114.00

Regular Stop Trains Nos. 51 and 52.

Caron Brook

NORTHWARD TRAINS—Inferior Direction						CENTREVILLE SUB-DIVISION (Atlantic Time)										SOUTHWARD TRAINS—Superior Direction											
Third Class		Second Class		Miles from Westfield Beach	Symbols	Stations	Train Order or Telephone Office	Telegraph Calls	Telephone Calls	Car Capacity		Second Class		Third Class		Siding	Other Tracks	Motor	Mon. Thurs. & Sat.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		
243	245	347	348							242	246	244															
Mixed	Mixed	Motor	Motor	Mixed	Mixed	Mixed	Yard	Yard	Yard	Yard	Yard	Yard	Yard	Yard	Yard	Yard	Yard	Yard	Yard	Yard	Yard	Yard	Yard	Yard	Yard		
Mon. Wed. & Fri.	Daily ex. Sun.	Mon. Thurs. & Sat.	Mon. Thurs. & Sat.	Mon. Thurs. & Sat.	Mon. Thurs. & Sat.	Mon. Thurs. & Sat.	Mon. Thurs. & Sat.	Mon. Thurs. & Sat.	Mon. Thurs. & Sat.	Mon. Thurs. & Sat.	Mon. Thurs. & Sat.	Mon. Thurs. & Sat.	Mon. Thurs. & Sat.	Mon. Thurs. & Sat.	Mon. Thurs. & Sat.	Mon. Thurs. & Sat.	Mon. Thurs. & Sat.	Mon. Thurs. & Sat.	Mon. Thurs. & Sat.	Mon. Thurs. & Sat.	Mon. Thurs. & Sat.	Mon. Thurs. & Sat.	Mon. Thurs. & Sat.	Mon. Thurs. & Sat.	Mon. Thurs. & Sat.		
L 8.00	A.M. L 8.00	P.M. L 2.30	P.M. L 2.30	69.47	CWK	EASTERN TIME SAINT JOHN 14.0	T	VR	---	Yard	A 11.20	P.M. A 1.00	P.M. A 5.45														
CANADIAN PACIFIC RAILWAY																											
s 9.45	s 9.45	s 4.00	s 4.00	69.47	WB	WESTFIELD BEACH	T	BD	---	35	26	s 11.50	s 1.15	s 6.00													
f 9.58	f 9.58	f 4.13	f 4.13	4.73	*	PUBLIC LANDING					9	f 11.36	f 12.55	f 5.30													
s 10.20	s 10.20	s 4.25	s 4.25	10.14		GRAND VIEW	P		---	39	3	s 11.23	s 12.37	s 5.15													
10.30	10.30	f 4.35	f 4.35	14.54	*	OAK POINT					4	f 11.12	f 12.25	f 5.04													
s 10.58	s 10.58	s 4.48	s 4.48	17.80	W	EVANDALE	P		35	4	s 10.58	s 12.08	s 4.48													
s 11.12	s 11.12	s 4.57	s 4.57	24.44	*	HAMPSTEAD	P		---		4	s 10.51	s 11.56	s 4.33													
s 11.40	s 11.40	s 5.10	s 5.10	29.90		QUEENSTOWN				35	4	s 10.40	s 11.40	s 4.18													
s 12.02	s 12.02	s 5.31	s 5.31	37.96	W	GAGETOWN	T	GA	---	34	20	s 10.17	s 11.02	s 3.56													
f 12.23	f 12.23	s 5.46	s 5.46	44.96	*	UPPER GAGETOWN					10	f 9.59	f 10.37	f 3.37													
12.38	12.38	5.56	5.56	49.79		BABBITT				35		9.49	10.21	3.24													
f 12.50	f 12.50	f 6.04	f 6.04	52.97	*	BURTON					4	f 9.41	f 10.11	f 3.16													
s 1.10	s 1.10	s 6.14	s 6.14	57.44	W	OROMCTO	P		---	39	6	s 9.31	s 9.56	s 3.05													
f 1.40	f 1.40	f 6.30	f 6.30	65.11	*	LINCOLN					4	f 9.16	f 9.35	f 2.46													
1.55	1.55	6.40	6.40	69.23		UNIVERSITY AVENUE						9.08	9.25	2.35													
		69.47	69.47	69.47	YW	UNA JCT.				Yard																	
L 8.00	A 2.00	C.P. Ry. A 6.45	C.P. Ry. A 6.45	69.47	K	FREDERICTON	T	RS	---	Yard	L 9.05	C.P. Ry. L 9.20	L 2.30	A.M. A 11.59													
		69.47	69.47	69.47	YW	UNA JCT.				Yard																	
f 8.05	f 8.05	7.00	7.00	69.91		YORK STREET						8.45	11.47														
f 8.37	f 8.37	f 7.08	f 7.08	74.44		CHERRY BANK				7		f 8.37	f 11.30														
8.53	8.53	7.20	7.20	79.91		MCGINLEY				35		8.25	f 11.11														
f 9.14	f 9.14	f 7.39	f 7.39	87.69	W	LONG CREEK	*				3	f 8.06	f 10.43														
s 9.32	s 9.32	s 7.54	s 7.54	94.23		ROSBOROUGH	P		---	35	4	s 7.48	s 10.21														
f 9.55	f 9.55	f 8.14	f 8.14	102.46	W	BARONY				35	4	s 7.28	s 9.53														
f 10.19	f 10.19	f 8.29	f 8.29	109.87	*	ALLANDALE					4	f 7.13	f 9.27														
10.36	10.36	8.41	8.41	114.86		SULLIVAN				34		7.02	9.10														
s 10.53	s 10.53	s 8.53	s 8.53	119.46	W	MEDUCTIC	*				10	s 6.52	s 8.55														
11.07	11.07	f 9.02	f 9.02	123.26		HILLMAN				34	6	f 6.43	f 8.41														
A 11.35	A 11.35	s 9.22	s 9.22	132.00		WOODSTOCK	T	WK	---	33	50	s 6.23	L 8.10														
L 11.59	L 11.59	f 9.42	f 9.42	139.43	*	BELLEVILLE					8	f 6.03	f 6.44														
f 12.29	f 12.29	f 9.49	f 9.49	143.06		LINDSAY				35	4	f 5.56	f 6.31														
s 1.07	s 1.07	s 10.05	s 10.05	149.92	W	LAKEVILLE	P		---	32	11	s 5.40	s 6.08														
A 1.30	A 1.30	A 10.25	A 10.25	157.86	CWB Y	CENTREVILLE	T	CV	---	34	28	L 5.20	L 5.40														
Mon. Wed. & Fri.	Daily ex. Sun.	Mon. Thurs. & Sat.	Mon. Thurs. & Sat.									Mon. Thurs. & Sat.	Mon. Wed. & Fri.	Tues. Thurs. & Sat.	Tues. Thurs. & Sat.												
243	245	347	348	242	246	244						348	242	246	244												

Unless otherwise arranged by train order, No. 242 will not leave Queenstown until No. 245 arrives. No. 245 will handle way freight on Tuesday, Thursday and Saturday.

FOOT NOTES FOR CENTREVILLE SUB-DIVISION

Trains of Centreville Sub-Division are governed by Atlantic Standard Time between Centreville and Westfield Beach and Eastern Standard Time between Westfield Beach and Saint John.

All Canadian National Railways' trains will be governed by the Time Table Rules and Regulations of the Canadian Pacific Railway when moving between Westfield Beach and Saint John, and between Una Jct. and Fredericton.

All trains will move between University Avenue and York Street prepared to stop unless the main track is seen to be clear.

Yard Limit Boards are located at Fredericton.

Rule 42 is applicable on this Sub-Division.

Lift Bridge (not interlocked).....	Mileage	59.60
Railway Crossing at grade with C. P. R. (interlocked)	"	67.62
Railway Crossing at grade with C. P. R. (not interlocked)	"	70.03

SPEED RESTRICTIONS LOCATION

	M. P. H.	LOCATION
Passenger Trains	40	Entire Subdivision.
Freight and Mixed Trains.....	25	Entire Subdivision.
All Trains	5	Bridge Mile 6.9.
All Trains	10	Victoria Crossing Mile 7.15.
All Trains	5	Bridge Mile 59.60.
All Trains	15	Diamond Mile 67.4.
All Trains	5	Level Crossing in City of Fredericton.
All Trains	5	Long Creek Bridge Mile 87.6.
All Trains	20	Between Lindsay and Lakeville.
All Trains	5	Bridge Mile 120.2.
All Trains	10	Crossing Mile 157.61.

Run carefully and look out for rocks Mile 1.41 to 2.20 and Mile 86.2 to 86.5.

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate N3d class.
Heaviest car permitted—Gross weight 175,000 lbs.

INDUSTRIAL TRACKS AND ADDITIONAL FLAG STOPS
CENTREVILLE SUB-DIVISION

Flag Stop	NAME	Points Face	Mileage	Car Capacity
F	Woodmans Point	S	1.41	5
F	Morrisdale	....	2.90	....
F	Victoria	S	7.15	4
F	Glenwood	NS	11.85	4
F	McPherson	N	17.59	4
F	Quarries	NS	22.62	7
F	Central Hampstead	NS	26.76	4
F	McAlpines	NS	32.25	3
F	Fentons	S	34.61	4
....	Allingham	N	36.11	5
F	Gunters	NS	42.87	4
....	Swan Creek	....	48.03	....
....	McNamara	N	44.40	7
F	Goan	N	54.41	3
....	Smith Mill	NS	57.77	20
F	Camp Road	....	60.07	....
....	Victoria Mills	N	67.78	9
....	Imperial Oil Co., Ltd.	N	70.10	3
....	Imperial Oil Co., Ltd.	N	70.41	2
....	Putnam	N	71.02	2
....	Ryan	S	71.06	7
F	Island View	....	76.42	....
....	Island View	S	77.62	5
F	McKinley Ferry	....	78.84	....
F	Macnaquac	S	80.48	7
F	Veyseys	S	84.00	4
F	Kingsclear	NS	85.84	6
F	Burden	N	89.54	2
F	Lake George Road	....	91.16	....
F	Carson	....	97.92	5
F	Murray	S	99.29	5
F	Hawkshaw	S	105.62	3
F	Poklok	NS	106.80	6
....	Ritchie	S	113.84	3
F	Temple	NS	115.37	4
F	Flemington	NS	125.90	4
....	C. P. R. Transfer	S	130.14	12
....	Irving Oil Co.	N	132.29	1
....	Willmot F. Anderson	N	146.69	4
F	Avondale Road	NS	147.29	13
F	McKeaghan	S	153.36	2

FOOT NOTES FOR NASHWAAK AND STANLEY SUB-DIVISIONS

Yard Limit Boards are located at Cross Creek, Marysville, South Devon and Derby Jct.
 Rule 42 is applicable on these Sub-Divisions.
 Rule 27 (7th paragraph) is applicable on Stanley Sub-Division.
 All trains will receive Terminal Clearance, Form B, before leaving McGivney.
 Automatic Station Signals with Switch Indicators are in operation at McGivney and between Cross Creek and Stanley Jct. Rules 451 to 454a and 510 to 513 apply.
 All trains moving between Derby Jct. and Newcastle will be governed by Time Table footnotes for the Harcourt Sub-Division.
 Passenger trains must not exceed speed of thirty (30) M. P. H. and Freight trains twenty (20) M. P. H. on Nashwaak Sub-Division and all trains twenty (20) M. P. H. when running ahead and ten (10) M. P. H. when backing up on the Stanley Sub-Division.
 Trains must not exceed speed of ten (10) M. P. H. between Mileage 0.5-1.5 Stanley Sub-Division.
 Engines must not cross Bridge at Mile 5.6 Stanley Sub-Division.
 Trains must not exceed speed of five (5) M. P. H. over Bridge Mileage 13.5 Nashwaak Sub-Division.
 Trains will leave Derby Jct. without terminal clearance.

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate M-4k class between Derby Jct., Stanley and South Devon.
 Heaviest car permitted—Gross 175,000 lbs. Derby Jct. to South Devon and 160,000 lbs. Stanley Jct. to Stanley.

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
Dalhousie Jct.....	No. 224.....	No. 26.....	Will connect
Matapedia	No. 36.....	No. 4.....	Will connect
McGivney.....	No. 52.....	No. 338.....	1 hour 00 min. Late
".....	No. 52.....	No. 27.....	30 " "
".....	No. 27.....	No. 52.....	1 hour 00 min. Late
".....	No. 338.....	No. 52.....	1 " 00 " "
".....	No. 51.....	No. 28.....	1 " 00 min. Late
".....	No. 51.....	No. 337.....	1 " 00 min. Late
".....	No. 28.....	No. 51.....	30 " "
".....	No. 337.....	No. 51.....	1 " 00 min. Late
Moncton	No. 4.....	No. 14.....	Will connect
".....	No. 25.....	No. 44.....	1 hour 00 min. Late
".....	No. 19.....	No. 2.....	45 " "
".....	No. 13.....	No. 4.....	30 " "
".....	No. 3.....	No. 39.....	1 " 30 " "
Newcastle.....	No. 27.....	No. 2.....	55 " "

**INDUSTRIAL TRACKS AND ADDITIONAL FLAG STOPS
 NASHWAAK SUB-DIVISION**

Flag Stop	NAME	Points Face	Mileage	Car Capacity
F	Amos .....	....	2.28	....
F	Vanderbeck	E	3.86	9
F	Parker .....	....	5.75	....
F	Bryenton	E	7.79	1
F	Park .....	....	10.28	....
F	Davidson .....	....	11.41	....
F	Hoods	W	13.70	38
F	McCann .....	....	16.75	....
F	Barnett	E	18.99	1
F	Underhill .....	....	20.18	....
F	McLaggan	W	21.26	4
F	Nashwaak P. & P. Co.....	W	21.72	20
F	Bamford	E	22.32	8
F	Keenan	E	25.48	5
F	Howard .....	....	27.12	....
F	Hurley Brook	E	38.59	5
F	Holmes	E	46.70	15
F	Nelson Hollow	W	48.80	3
F	O'Donnell	E	53.99	4
F	McCarthy Pit.....	W	60.94	123
F	Upper Cross Creek .....	....	78.92	....
F	Ross	E	88.91	4
F	Taymouth Ballast Pit	EW	90.65	31
F	Cameron (27 & 28 only).....	....	104.43	....
STANLEY SUB-DIVISION				
	Sutherland	S	2.30	4

HOURS OF SERVICE FOR TRAIN ORDER OFFICES

CAMPBELLTON DIVISION			CAMPBELLTON DIVISION (Continued)			EDMUNDSTON DIVISION		
STATION	WEEK DAYS	SUNDAYS	STATION	WEEK DAYS	SUNDAYS	STATION	WEEK DAYS	SUNDAYS
Amqui	7.20 a. m. to 11.00 p. m.	Closed	Mont Joli	Continuous	Continuous	Blackville	8.00 a. m. to 5.00 p. m.	Closed
Barachois	7.30 a. m. to 4.30 p. m.	Closed	Nash Creek	7.15 a. m. to 4.15 p. m.	Closed	Boiestown	7.45 a. m. to 4.45 p. m.	Closed
Bathurst	1.00 a. m. to 7.00 p. m.	{ 1.00 a. m. to 3.00 a. m. 12.01 p. m. to 2.00 p. m. 5.00 p. m. to 7.00 p. m.	Nelson	8.00 a. m. to 4.00 p. m.	Closed	Centreville	6.00 a. m. to 3.00 p. m.	Closed
Bic	{ 8.00 a. m. to 5.00 p. m. 10.10 p. m. to 7.10 a. m.	{ 5.00 a. m. to 7.00 a. m. 10.00 p. m. to 11.59 p. m.	New Carlisle	{ 5.30 a. m. to 7.30 a. m. 8.30 a. m. to 5.30 p. m.	Closed	Chipman	8.30 a. m. to 5.30 p. m.	Closed
Bonaventure	8.30 a. m. to 5.30 p. m.	Closed	Newcastle	Continuous	10.00 a. m. to 12 midnight	Cross Creek	8.00 a. m. to 5.00 p. m.	Closed
Burnsville	8.30 a. m. to 4.30 p. m.	Closed	New Mills	8.00 a. m. to 5.00 p. m.	Closed	Cyr Jct.....	12.30 p. m. to 9.30 p. m.	Closed
Cacouna	7.00 a. m. to 4.00 p. m.	Closed	Newport	8.30 a. m. to 5.30 p. m.	Closed	Doaktown	8.00 a. m. to 5.00 p. m.	Closed
Campbellton	Continuous	Continuous	New Richmond	8.30 a. m. to 5.30 p. m.	Closed	Edmundston	Continuous	Continuous
Caplan	8.30 a. m. to 5.30 p. m.	Closed	Nouvelle	8.00 a. m. to 5.00 p. m.	Closed	Estcourt	{ 8.00 a. m. to 5.00 p. m. 11.00 p. m. to 8.00 a. m.	Closed
Cape Cove	8.00 a. m. to 5.00 p. m.	Closed	Pacific Jct	8.00 a. m. to 12.00 mid-nt. .	Closed	Fredericton	7.15 a. m. to 11.15 p. m.	Closed
Caraquet	7.30 a. m. to 4.30 p. m.	Closed	Padoue	8.00 a. m. to 5.00 p. m.	Closed	Gagetown	8.30 a. m. to 5.30 p. m.	Closed
Carleton	8.30 a. m. to 5.30 p. m.	Closed	Paspebiac	8.30 a. m. to 5.30 p. m.	Closed	Glendyne	8.00 a. m. to 5.00 p. m.	Closed
Cascapedia	8.00 a. m. to 5.00 p. m.	Closed	Perce	8.30 a. m. to 5.30 p. m.	Closed	Grand Falls	7.00 a. m. to 4.00 p. m.	Closed
Causapsal	{ 7.00 a. m. to 4.00 p. m. 7.15 p. m. to 4.15 a. m.	{ 2.00 a. m. to 4.00 a. m. 7.00 p. m. to 9.00 p. m.	Petit Rocher	7.30 a. m. to 4.30 p. m.	Closed	Green River.....	8.30 a. m. to 5.30 p. m.	Closed
Chandler	8.00 a. m. to 5.00 p. m.	Closed	Port Daniel	8.30 a. m. to 5.30 p. m.	Closed	Holliday	8.00 a. m. to 5.00 p. m.	Closed
Charlo	8.30 a. m. to 5.30 p. m.	Closed	Richibucto	8.00 a. m. to 5.00 p. m.	Closed	Hardwood Ridge	8.00 a. m. to 5.00 p. m.	Closed
Chatham	6.30 a. m. to 5.45 p. m.	Closed	Rimouski	Continuous	{ 5.00 a. m. to 6.40 a. m. 9.40 p. m. to 12.20 a. m.	Juniper	8.00 a. m. to 5.00 p. m.	Closed
Coal Branch	8.00 a. m. to 5.00 p. m.	Closed	Riviere du Loup	Continuous	Continuous	Lac Baker	8.00 a. m. to 5.00 p. m.	Closed
Cross Point	8.30 a. m. to 5.30 p. m.	Closed	Rogersville	8.30 a. m. to 8.00 p. m.	Closed	Lafontaine	8.00 a. m. to 5.00 p. m.	Closed
Dalhousie	6.30 a. m. to 8.30 p. m.	Closed	St. Alexia	7.45 a. m. to 4.45 p. m.	Closed	Longley	4.00 p. m. to 11.59 p. m.	Closed
Dalhousie Jct.	6.30 a. m. to 10.30 p. m.	Closed	St. Arsene	7.15 a. m. to 4.15 p. m.	Closed	Marysville	8.00 a. m. to 5.00 p. m.	Closed
Gaspe.....	6.00 a. m. to 12.00 mid-nt. .	Closed	St. Elol	7.30 a. m. to 4.30 p. m.	Closed	McGivney	7.00 a. m. to 11.00 p. m.	Closed
Gloucester Jct.....	8.00 a. m. to 4.00 p. m.	Closed	St. Fabien	{ 6.30 a. m. to 3.30 p. m. 9.30 p. m. to 6.30 a. m.	5.15 a. m. to 7.15 a. m.	Napadogan	Continuous	Closed
Grand Anse	8.30 a. m. to 5.30 p. m.	Closed	St. Florence	7.00 a. m. to 4.00 p. m.	Closed	New Denmark	7.30 a. m. to 4.30 p. m.	Closed
Grand River	8.00 a. m. to 5.00 p. m.	Closed	St. Godfroi	8.30 a. m. to 5.30 p. m.	Closed	Pelletier	8.00 a. m. to 5.00 p. m.	Closed
Harcourt	8.00 a. m. to 4.00 p. m.	Closed	St. Moise	8.30 a. m. to 5.30 p. m.	Closed	Plaster Rock	8.00 a. m. to 5.00 p. m.	Closed
Inkerman	6.30 a. m. to 3.30 p. m.	Closed	St. Octave	7.30 a. m. to 4.30 p. m.	Closed	Renous	8.00 a. m. to 5.00 p. m.	Closed
Isle Verte	7.30 a. m. to 4.30 p. m.	Closed	St. Quentin	8.00 a. m. to 5.00 p. m.	Closed	River Manie	8.30 a. m. to 5.30 p. m.	Closed
Jacquet River	7.30 a. m. to 4.30 p. m.	Closed	St. Simon	7.00 a. m. to 3.00 p. m.	Closed	Riviere Bleue	{ 8.00 a. m. to 5.00 p. m. 8.00 p. m. to 5.00 a. m.	Closed
Kent Jct.	8.00 a. m. to 4.00 p. m.	Closed	Sayabec	{ 7.10 a. m. to 7.00 p. m. 8.15 p. m. to 5.15 a. m.	{ 4.15 a. m. to 7.35 a. m. 3.15 p. m. to 10.15 p. m.	South Devon	6.30 a. m. to 10.30 p. m.	Closed
Kedgewick	8.00 a. m. to 5.00 p. m.	Closed	Shippegan	7.00 a. m. to 4.00 p. m.	Closed	Stanley.....	8.00 a. m. to 5.00 p. m.	Closed
Lao Au Saumon	{ 8.30 a. m. to 5.30 p. m. 5.30 p. m. to 6.10 p. m.	Closed	Tide Head	6.30 a. m. to 3.30 p. m.	Closed	St. Eleuthere	8.00 a. m. to 5.00 p. m.	Closed
Loggieville	6.30 a. m. to 6.00 p. m.	Closed	Upsalquitch	8.00 a. m. to 5.00 p. m.	Closed	St. Leonard	{ 6.30 a. m. to 5.00 p. m. 8.00 p. m. to 5.00 a. m.	Closed
Luceville	7.00 a. m. to 1.00 a. m.	Closed	Tracadle	6.30 a. m. to 3.30 p. m.	Closed	Sully	8.00 a. m. to 5.00 p. m.	Closed
Matapedia	7.00 a. m. to 1.00 a. m.	{ 2.20 a. m. to 4.20 a. m. 8.00 a. m. to 10.00 a. m. 6.00 p. m. to 8.00 p. m.	Trois Pistoles	{ 8.00 a. m. to 5.00 p. m. 4.00 a. m. to 11.30 p. m.	{ 4.30 a. m. to 8.00 a. m. 10.30 p. m. to 1.30 a. m.	Summit	8.00 a. m. to 5.00 p. m.	Closed
			Val Brilliant	8.30 a. m. to 5.30 p. m.	Closed	Westfield Beach	7.15 a. m. to 4.15 p. m.	Closed
						Woodstock	6.00 a. m. to 2.00 p. m.	Closed

PROPERTY OF

THE WILLIAMSON LIBRARY
GRAND CENTRAL TERMINAL

THE RAILROAD ENTHUSIASTS, Inc.

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		
25	2.24	50	1.12		

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 strictly in accordance with the instructions effective with this time table, printed separately as Supplement to Form 8914.
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 engine-man'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 Trainmen 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 enroute in such trains they must be placed together at the rear of the train ahead of the caboose before entering that territory.

WORKING INSTRUCTIONS IN CONNECTION WITH GENERAL ORDER NO. 548 OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA, DATED DEC. 4TH, 1935

TO ALL EMPLOYEES GENERALLY:

In carrying out this Order, it will be the duty of all officers and employees generally to take precautions to prevent fires on or along the roadway of the Company, to promptly extinguish and prevent spread of fires outside the right-of-way, and to investigate and report fires and probable cause thereof.

TO ALL CONDUCTORS, ENGINEMEN, TRAINMEN:

Conductors, Enginemen or Trainmen who discover or receive notice of the existence and location of a fire burning upon or near the right-of-way, or of a fire which threatens lands adjacent to the right-of-way, shall report by wire to the Superintendent, and also to the Agent or person in charge at the next or nearest point where there shall be telegraph or telephone communication, giving exact location by mileage.

Enginemen shall, on discovering or receiving notice of a fire, stop and notify the first section employees passed of such fire, unless it is practicable for the train crew to extinguish same immediately, in which case this action shall be taken.

No employee shall do or cause damage or injury to any of the fire-protective appliances on any engine.

Fire, live coals or hot ashes shall not be deposited on the track or right-of-way unless extinguished immediately thereafter, except in pits provided for the purpose. On no account shall ashpans be dumped, or ashes from cars or cabooses be thrown out on the right-of-way while running. Burning or smouldering waste taken from hot-boxes shall be covered with earth or otherwise completely extinguished.

TO ALL AGENTS, DESPATCHERS AND OPERATORS:

Conductors, Enginemen and Trainmen have received instructions to report all fires occurring on or adjacent to the right-of-way, and it shall be your duty, on receiving such report, to notify immediately the Superintendent and Roadmaster by wire, also the section foreman and local Fire Inspector of the Railway Commission, giving the exact location, by mileage, of the fire, its extent, and any other information which may be of value, particularly as to the number of men needed to fight same.

TO SECTION FOREMEN, EXTRA GANG FOREMEN, BRIDGE FOREMEN, TELEGRAPH OR OTHER CONSTRUCTION GANGS, AND OTHER TRACK EMPLOYEES.

In all cases where fire occurs, it shall be your duty to proceed immediately to such fire and extinguish same, remaining as long as may be necessary to do this. It must be understood that this is the most important work that can be done, and that the carrying on of your work, though it may be important, must be set aside until the fire is completely extinguished. In case the fire cannot be extinguished as above, additional help shall be immediately requested by telegraph or telephone message to the Superintendent or Roadmaster. The section foreman in whose section the fire occurs shall, in the absence of an official of the Company, make a thorough investigation regarding the origin of the fire, and submit a full report to the Roadmaster. A report shall be submitted covering every fire starting or burning within three hundred feet of the track, regardless of size of damage done.

Between April 1st and November 1st, no ties, cuttings, debris or litter upon or near the right-of-way shall be burned except under such supervision as will prevent such fire from spreading beyond the strip being cleared. Officers of the Railway Commission may at any time request that no such burning be done along specified portion of the line.

TO SUPERINTENDENTS, ROADMASTERS, AND OTHER OFFICIALS CONCERNED:

If the fire is of such an extent that the section gang, or other local force available, cannot control it unaided, the Superintendent or, in his absence, his representative, must immediately arrange for the dispatch of the Roadmaster or other competent Officer with the necessary additional men, who can be drawn from those available in any Department, and all necessary fire-fighting appliances, to the scene of the fire, and must so arrange the train service that they will get to the fire with the least possible delay, in order that no time may be lost in getting it under control.

The officer in charge must also arrange to obtain promptly complete statements from all witnesses, so that the origin of, or responsibility for, the fire can be accurately determined.

PENALTY—General Order No. 548 of the Board of Railway Commissioners provides as follows:

"That if any employee or other person included in the said regulations fails or neglects to obey the same, or any of them, except Nos. 11 to 21, both inclusive, violations for which are by paragraph 23 of this Order made subject to a penalty of fifteen dollars, he shall, in addition to any other liability which he may have incurred, be subject to a penalty of twenty-five dollars for every such offence."

FAIR WEATHER EQUATED TONNAGE RATING

Car Factor	WEST OR NORTH							D. F.—Dead Freight	EAST OR SOUTH							Car Factor	
	Engine Capacities %								T. F.—Time Freight	Engine Capacities %							
	30	50	53	57	60	65	70			70	65	60	57	53	50		30
CAMPBELLTON DIV.																	
BETWEEN																	
5—D.F.	1100	1940	2060	2520	2170	2350	2530	Moncton and Newcastle	2475	2300	2120	2280	1940	1830	1075	5	
5—T.F.			1930	2420					2280	1800						5	
5—D.F.	1100	1600	1700	1870	2170	2350	2530	Newcastle and Patterson	2475	2300	2120	2210	1920	1810	1075	5	
5—T.F.			1700	1870					2160	1750						5	
5—D.F.	1100	2120	2250	2720	2170	2350	2530	Patterson and Bathurst	2475	2300	2120	2210	1920	1810	1075	5	
5—T.F.			2250	2720					2160	1750						5	
5—D.F.	1150	1970	2090	2250	2285	2475	2665	Bathurst and Mile 125	2640	2450	2260	3010	2720	2570	1125	5	
5—T.F.			2090	2250					2820	2590						5	
5—D.F.	1150	2570	2720	3010	2285	2475	2665	Mile 125 & Campbellton	2640	2450	2260	3010	2720	2570	1125	5	
5—T.F.			2590	2880					2820	2590						5	
5—D.F.	1100	2130	2260	2620	2300	2500	2690	Campbellton and Sayabec	3015	2800	2585	3590	3200	2820	1800	5	
5—T.F.			2150	2620		2300	2475		3015	2800		3420	2740			5	
5—D.F.	850	1790	1900	2080	1705	1850	1990	Sayabec and Mont Joli	2045	1900	1750	1800	1630	1540	900	5	
5—T.F.			1830	2080		1800	1940		1940	1800		1800	1580			5	
5—D.F.	1025	1700	1800	1930	2030	2200	2370	Mont Joli and Riv. du Loup	2560	2375	2195	2080	1925	1825	1100	5	
5—T.F.			1700	1840		2100	2260		2450	2275		1995				5	
5—D.F.	950	1575	1675	1800		2050	2200	Loggieville & Nelson Jct.	1940	1800		1580	1450	1375	825	5	
3—D.F.	625	1050	1150	1205		1375	1480	Dalhousie & Dalhousie Jct.	1430	1325		1160	1075	1025	625	3	
3—D.F.	710							Bathurst-Tracadie							710	3	
5—D.F.	1100							Matapedia & Cross Point							880	4	
3—D.F.	660							Cross Point & New Carlisle							680	3	
3—D.F.	620							New Carlisle & Gaspe							660	3	
5—D.F.	590							Tide Head & St. Leonard							620	4	
5—D.F.	810							Kent Jct. & Richibucto							810	5	

From Newcastle to Patterson Northward is a pusher grade. Figures shown above include a pusher.
From Newcastle to Patterson, Northward. Figures shown below are without pusher.

5—D.F.	950				1915	2075	2235	Newcastle & Bathurst							
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EDMUNDSTON DIV.

BETWEEN																
9—D.F.	1580	2640	2600		2930	3180	3430	Pacific Jct. & Napadogan	4885	4500	4155		3700	3490	2090	12
9—T.F.	1470	2450	2500		2825	3060	3290		4750	4400	4100		3600	3400	2000	12
9—D.F.	1550	2575	2725		3100	3350	3600	Napadogan & Edmundston	4810	4470	4155		3650	3440	2060	12
9—T.F.	1410	2350	2725		3100	3350	3600		4740	4400	4100		3600	3400	2000	12
9—D.F.			2800		3145	3430	3700	Edmundston & Monk	5200	4835	4530		3940	3720	2230	12
9—T.F.	1520	2540	2700		3100	3310	3550		4775	4435	4100		3620	3410	2040	12
3—D.F.	575	975	1025					Derby Jct. & McGivney					1125	1050	625	3
5—D.F.	1250							McGivney & Fredericton							675	4
4—D.F.	855	1425	1510					Saint John & Westfield Beach					1550	1460	880	3
8—D.F.	1840	3060	3250					Westfield Beach and Fredericton					2780	2620	1570	5
5—D.F.	980	1630	1730					Fredericton & Woodstock					1760	1660	1000	6
5—D.F.	1090	1815	1925					Woodstock & Centreville					2240	2110	1270	7

From Estcourt to Pelletier, Westward, and from Longley to Summit, Eastward, and out of Saint John, Westward, are pusher grades. Figures shown include a pusher.
Northern type 57-70% and Mikado 53-63% engines will not be given time freight ratings.

**EQUATED TONNAGE RATINGS
GENERAL INSTRUCTIONS**

- 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

TONNAGE REDUCTION

WEATHER CONDITION MODIFICATIONS

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

- The car factor is an allowance for frictional car resistance, and varies on different Sub-Divisions 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.
- Established ratings will be exceeded by 1% if by so doing another car can be handled in the train.
- 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.
- 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.
- Passenger engines in freight service will be allowed a further reduction of one hundred (100) tons.
- Unless special ratings are given, a reduction of 10% from the ratings shown in tables will be allowed for certain specified time freight trains. General Superintendent Transportation of the district will designate for which trains this allowance is to be made.
- 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.

$$\frac{2500}{41} \times 38 = 2317 \text{ Equated Tons.}$$

- 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.
- In making up trains, weights must be obtained by taking 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—6-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 "
- 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.
- When dead engines are included in a train four times the car factor will be added to the weight of each. Weights of engines being hauled dead are to be taken as under:

65% to 51% engines	175 tons	Example: Established rating	3000 equated tons
50% to 41% engines	150 tons	Car factor, 10	
40% to 31% engines	125 tons	50 cars, gross weight	2070 tons
30% to 21% engines	100 tons	2 53% dead engines, gross weight	350 tons
20% to 15% engines	75 tons	Car factor, 10 x 58	580 tons
Below 15% engines	50 tons	Equated Tonnage	3000 tons
- 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.
- When an engine is unable to handle the authorized rating a joint message signed by Conductor and Engine-man will be sent to the Chief Dispatcher, advising the reduction made and giving the reason for same.
- Yardmasters and Conductors will be held responsible for their trains being loaded to full authorized rating when tonnage is available.