

SAFETY FIRST

CANADIAN NATIONAL RAILWAYS

ATLANTIC REGION

NEW GLASGOW, HALIFAX AND MONCTON DIVISIONS

PROPERTY OF

THE WILLIAMSON LIBRARY
GRAND CENTRAL TERMINAL

TIME 47 TABLE

PROPERTY OF

THE WILLIAMSON LIBRARY
GRAND CENTRAL TERMINAL

THE RAILROAD ENTHUSIASTS, Inc.

THE RAILROAD ENTHUSIASTS, Inc.

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

GOVERNED BY ATLANTIC STANDARD TIME

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

NEW GLASGOW DIVISION

Page	SUB-DIVISION	FROM	TO	MILES
3	Inverness	Inverness Jct.	Inverness	60.53
5-6	Mulgrave	Mulgrave (Ferry)	Truro	122.43
8	Oxford	Oxford Jct.	Brown Point	67.44
8	Pugwash	Pugwash Jct.	Pugwash	4.56
7	Pictou	Pictou	Stellarton	13.79
6	Scotia	New Glasgow	Pictou Landing	8.24
7	Sunny Brae	Ferrona Jct.	Sunny Brae	12.48
4	Sydney	Point Tupper (Ferry)	Sydney	101.85
3	St. Peters	St. Peters Jct.	St. Peters	25.51
7	Thorburn	New Glasgow	Thorburn	5.79
Total.....				422.62

Despatching Office at New Glasgow; Telegraph Call, R. A.
J. H. MURRAY, Chief Despatcher

F. E. Tibbetts
G. L. Roulston
J. W. Reeves

} Train Despatchers

G. H. Reeves

} Swing Despatcher

C. H. Bruce
A. McNeil
H. C. Gunn
M. J. McDougall

} Relieving Despatchers

J. J. MACLEOD, Superintendent New Glasgow
C. T. MONTGOMERY, Assistant Superintendent New Glasgow
W. H. WOOD, Train Master Sydney

HALIFAX DIVISION

Page	SUB-DIVISION	FROM	TO	MILES
14-15	Bedford	Halifax	Truro	64.02
13	Dartmouth	Windsor Jct.	Upper Musquodoboit	81.80
10	Chester	Southwestern Jct.	Liverpool	109.07
12	Caledonia	Caledonia Jct.	Caledonia	21.92
11	Lockeport	Lockeport	Lockeport Town	4.23
9	Lunenburg	Mahone Bay	Lunenburg	6.96
11	Yarmouth	Liverpool	Yarmouth (Lovitt Street)	137.03
12	Middleton	Bridgewater Jct.	Granville Centre	75.54
Total.....				500.57

Despatching Office at Halifax; Telegraph Call, G. O.

J. D. MacLEAN, Chief Despatcher

C. O. Davison
A. F. McDougall
W. H. Stone

} Train Despatchers

G. H. Reeves

} Swing Despatcher

F. C. Whynott
C. W. Hull
J. J. Crittenden

} Relieving Despatchers

W. E. ROBINSON, Superintendent Halifax
E. P. ELLIOTT, Asst. Supt. Halifax
C. S. PUSHIE, Asst. Supt. Bridgewater

MONCTON DIVISION

Page	SUB-DIVISION	FROM	TO	MILES
21	Albert	Salisbury	Albert	44.77
20	Buctouche	Buctouche Jct.	Buctouche	29.94
21	Elgin	Petitcodiac	Elgin	13.80
21	Havelock	Petitcodiac	Havelock	12.31
17	Pt. du Chene	Painsec Jct.	Pt. du Chene	11.58
19	Tormentine	Sackville	Cape Tormentine	36.12
16	Springhill	Truro	Moncton	124.72
18	Sussex	Moncton	Saint John	89.32
20	St. Martins	Hampton	St. Martins	28.75
Total.....				391.31

Despatching Office at Moncton; Telegraph Call, M. S.

P. M. McMAHON, Chief Despatcher

G. H. Clarke
F. R. Page
P. A. Gillis
A. L. Adair

} Train Despatchers

R. F. Bulmer

} Swing Despatcher

L. C. Powell
G. O. Thompson
B. A. Atkinson
H. L. Smith
A. W. McCabe
C. J. Holman

} Relieving Despatchers

H. V. MUSGRAVE, Superintendent, Moncton.
E. A. ROBERTSON, Asst. Superintendent, Moncton.
J. M. THOMPSON, Terminal Superintendent, Saint John.

MEDICAL

MEDICAL CLINIC, HALIFAX—Phone Bishop 7171. Local 76.
Hours 9.00 a. m. to 5.00 p. m., (Dr. H. K. MacDonald)

MEDICAL OFFICERS

DR. JOHN McCOMBE, Chief Medical Officer MONTREAL, QUE
DR. J. A. MacNAUGHTON MONCTON, N. B.
DR. JOHN BELL NEW GLASGOW, N. S.
DR. J. G. B. LYNCH SYDNEY, N. S.
DR. J. W. MACKAY NEW GLASGOW, N. S.
DR. H. K. McDONALD 317 BARRINGTON STREET, HALIFAX, N. S.
DR. W. N. REHFUSS BRIDGEWATER, N. S.
DR. J. W. SMITH LIVERPOOL, N. S.
DR. G. W. T. FARISH YARMOUTH, N. S.
DR. F. S. MESSENGER MIDDLETON, N. S.
DR. F. F. EATON TRURO, N. S.
DR. A. R. MYERS ALMA STREET, MONCTON, N. B.
DR. W. W. WHITE SYDNEY STREET, SAINT JOHN, N. B.
DR. M. J. WARDROPE SPRINGHILL, N. S.

WATCH INSPECTORS

BEZANSON & CO. SYDNEY, N. S.
J. A. HILTZ NEW GLASGOW, N. S.
G. H. GUZZWELL MULGRAVE, N. S.
F. J. TOBIN PICTOU, N. S.
W. H. CASSON TRURO, N. S.
L. B. MOSS BRIDGEWATER, N. S.
C. E. DYKE YARMOUTH, N. S.
C. HIMMELMAN LUNENBURG, N. S.
T. C. JOHNSON & SONS HALIFAX, N. S.
F. E. KELLY HALIFAX, N. S.
P. JAMIESON DARTMOUTH, N. S.
C. S. McLEOD AMHERST, N. S.
C. G. STEADMAN SACKVILLE, N. B.
E. H. PRINCE MONCTON, N. B.
WALTER BAILEY SAINT JOHN, N. B.

NORTHWARD Inferior Direction			ST. PETERS SUB-DIVISION			SOUTHWARD Superior Direction		
Third Class						Third Class		
221	Miles from St. Peters Jct.	Symbols	Stations	Train Order or Telephone Office	Other Tracks	222		
Mixed Mon. Wed. & Fri.						Mixed Tues. Thurs. & Sat.		
A.M.						P.M.		
L 8.55	25.51	YR	ST. PETERS	T	73	A 5.30		
	21.17	W	5.80					
s 9.11	19.71	★	SPORTING MOUNTAIN		5	s 5.10		
			6.21					
s 9.32	13.50	★	LOUISDALE	P	6	s 4.50		
			4.53					
s 9.47	8.97	★	WHITESIDE	P	2	s 4.35		
			1.97					
s 9.53	7.00	★	BASIN ROAD		4	s 4.25		
			1.76					
s 9.59	5.24	★	EVANSTON			s 4.20		
			2.36					
s 10.06	2.88	★	CHAPEL ROAD			s 4.15		
			2.88					
s 10.15		★	ST. PETERS JCT.	P		s 4.00		

SYDNEY SUB-DIV.			SYDNEY SUB-DIV.			
A 10.35 A.M.		CWK	3.42 POINT TUPPER	T	Yard	L 3.50 P.M.
Mon. Wed. & Fri.			★ No Siding			Tues. Thurs. & Sat.
221						222

Trains of St. Peters Sub-Division hold no Time Table authority on Sydney Sub-Division and will move on that Sub-Division only as authorized by train order. See Special Instructions on this page.

Rule 42 is applicable on this Sub-Division.
Rule 27 (7th Paragraph) is applicable on this Sub-Division.
Trains must not exceed speed of five miles per hour over River Inhabitants Bridge, Mile 4.06.

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate C—3 class.
Heaviest car permitted—120,000 lbs.

**INDUSTRIAL TRACKS
ST. PETERS SUB-DIVISION**

NAME	Points Face	Mileage	Car Capacity
McEwen.....	N	2.50	6
Cogswell.....	N	5.10	4
Stewarts.....		13.88	Platform
Kennedy.....	S	13.97	4
False Bay.....	N	15.75	4
Hawker.....	N	17.17	3
Mountain.....	N	18.73	4
Standard Paving.....	S	19.80	4
Kyte Shelter.....	N	23.48	4

INVERNESS SUB-DIVISION

Embree.....	S	0.84	1
Leonard Fisherles.....	S	1.07	8
National Fish Co.....	S	1.34	7
MacInnis.....	S	1.51	2
Long Point Ballast Pit.....	N	17.49	
Campbell.....	N	20.10	4
Hendersons.....	S	31.46	9
Dunmore.....	S	34.96	9
Delhanty.....	S	39.59	7

**FOOT NOTES FOR INVERNESS
SUB-DIVISION**

Inverness Sub-Division Trains will be governed by Time Table of Sydney Sub-Division between Inverness Jct. and Point Tupper.

Speed must not exceed twenty miles per hour over bridge at Mileage 59.0.

Enginemen and Firemen must see that dampers are closed on their Engines when passing over bridges and trestles.

Speed of all trains between Port Hawkesbury station and mileage 1.52 must not exceed five miles per hour; between mileage 1.90 and mileage 2.30 Embrees Curve must not exceed ten miles per hour, and between Port Hastings station and mileage 4.90 five miles per hour. Slow signs are located at these points.

Rule 42 is applicable on this Sub-Division.

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

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate C—3 class.
Heaviest car permitted—120,000 lbs.

ST. PETERS AND INVERNESS SUB-DIVISIONS

Special Instructions

The main line switch at St. Peters Jct. is provided with electric switch locks mounted on an iron mast about 4½ ft. high, which are under the control of the operator at Point Tupper. The lower iron case on the mast holds the mechanism for the lock, and immediately above it is another case that holds the telephone. To operate the locks, trainmen should open both cases, call up the operator at Point Tupper and obtain through him orders for the operation of the train between the Junction with the St. Peters Sub-Division and Point Tupper. When the train is ready to come in, the operator will push a strap key which will put the miniature signal in the clear position, and when it clears the Conductor will then throw a small lever that is in the lock mechanism case from right to left on radius of about 180 degrees. This operation will unlock the switch.

When the small lever is operated as above and the switch unlocked an indicator located in the Telegraph Office at Point Tupper will go to the "Stop" position, indicating that the main line switch is open and it will remain at "stop" until the main switch and the electric lock is restored to the normal position.

The main line switch at Inverness Junction is similarly equipped and the same procedure is to be followed in coming out on the main line or heading in on the Branch line, except that trains will not require train orders.

The movement of trains between Point Tupper and St. Peters Jct. will be under the control of the Train Despatcher, who will issue train orders to trains at these points through the operator at Point Tupper.

NORTHWARD Trains Inferior Direction				INVERNESS SUB-DIVISION				SOUTHWARD Trains Superior Direction			
Second Class								Second Class Third Class			
158	156	Miles from Inverness Jct.	Symbols	Stations	Train Order or Telephone Office	Telegraph Calls	Car Capacity	157	155		
Mixed Tues. Thurs. & Sat.	Mixed Daily ex. Sun.							Mixed Daily ex. Sun.	Mixed Mon. Wed. & Fri.		
A.M.	A.M.							P.M.	P.M.		
L 9.30	L 7.10	60.53	CWK	INVERNESS	T	MI	Yard	A 7.10	A 4.05		
				4.18							
	s 7.26	56.35		STRATHLORNE			22	s 7.00	3.45		
				4.44							
	f 7.38	51.91	W	BLACK RIVER			13	s 6.48	3.30		
				4.82							
	s 7.51	47.09	★	GLENDYER			11	s 6.28	3.15		
				2.92							
	s 8.01	44.17		MABOU	T	B	21	s 6.16	3.00		
				7.25							
	s 8.25	36.92		GLENCOE			14	s 5.53	2.35		
				4.69							
	s 8.45	32.23		PORT HOOD	T	HD	34	s 5.38	2.15		
				4.87							
	f 9.00	27.36	★	MARYVILLE			4	f 5.18	1.55		
				4.32							
P.M.	s 9.13	23.04		JUDIQUE	T	SK	27	s 5.05	1.35		
				6.37							
	f 9.32	16.67	★	CRAIGMORE			12	s 4.50	1.10		
		14.54	W	4.21							
	s 9.49	12.46		CREIGNISH			20	s 4.38	12.55		
				3.93							
	f 10.02	8.53	★	TROY			11	s 4.25	12.40		
				4.10							
s 1.30	s 10.17	4.43		PORT HASTINGS	T	N	13	s 4.13	12.25		
				3.36							
s 1.50	s 10.34	1.07		PORT HAWKESBURY	T	BY	14	s 3.55	12.10		
				1.07							
s 2.00	s 10.40			INVERNESS JCT.			28	s 3.50	11.50		

SYDNEY SUB-DIVISION				SYDNEY SUB-DIVISION					
A 2.05 P.M.	A 10.45 A.M.		CWK	1.11 POINT TUPPER	T	FY		L 3.45 P.M.	L 11.45 A.M.
Tues. Thurs. & Sat.	Daily ex. Sun.			★ No Siding				Daily ex. Sun.	Mon. Wed. & Fri.
158	156							157	155

FOOT NOTES FOR SYDNEY SUB-DIVISION

Train No. 6 and Trains No. 156 and 157 will follow the train ahead as per Time Table, regardless of Rule 91. The train following must run with such caution as will prevent accident with the train ahead. This does not relieve the trainmen of the train ahead from protecting their train as required by rules. A box has been placed near the main line switch at Inverness Jct. In which conductors of Trains Nos. 155 and 157 will place a Register Ticket, Form 739, showing the time such trains arrived at that point.

Train No. 6 will stop at Florence to set down passengers from Sydney and North Sydney, and to take on passengers for Grand Narrows and points west at which that train is scheduled to stop.

No. 410 will carry passengers to and from stations between Sydney and Point Tupper on Saturdays only.

Train No. 7 will stop at Christmas Island and Florence to set down passengers from Grand Narrows and West, and to take on passengers for North Sydney and Sydney.

All Westward trains must approach and pass Junction switches at St. Peters Jct., mileage 3.79, and at Inverness Jct., mileage 1.48, prepared to stop unless switches are right and main track seen to be clear.

Mikado type engines 3198 and 3199 must not exceed speed of twenty (20) M. P. H. over Bridge at mile 75.40.

All trains must not exceed a speed of ten (10) miles per hour over Grand Narrows Bridge. Mile 45.70.

pam 1300

WESTWARD TRAINS—Inferior Direction										EASTWARD TRAINS—Superior Direction										INDUSTRIAL TRACKS SYDNEY SUB-DIVISION									
Third Class					Second Class		First Class			Miles from Point Tupper	Symbols	SYDNEY SUB-DIVISION		Train Order or Telephone Office	Telegraph Calls	Car Capacity		First Class				Third Class				NAME	Points Face	Mileage	Car Capacity
640	* 410	638	554	636	158	156	8	6	Stidings			Other Tracks	7			5	409	553	155	157	Passenger	Passenger	Manifest Freight	Way Freight Mon. Wed. & Fri.	Inverness Mixed Mon. Wed. & Fri.					Inverness Mixed Daily ex. Sun.
Freight	Manifest Freight	Freight	Way Freight Tues. Thur. & Sat.	Freight	Inverness Mixed Tues. Thurs. & Sat.	Inverness Mixed Daily ex. Sun.	Passenger Daily ex. Sat.	Passenger Daily ex. Sun.			Stations						Daily ex. Mon.	Daily ex. Sun.	Daily	Mon. Wed. & Fri.	Mon. Wed. & Fri.	Daily ex. Sun.							
Daily	Daily	Daily	Tues. Thur. & Sat.	Daily	Tues. Thurs. & Sat.	Daily ex. Sun.	Daily ex. Sat.	Daily ex. Sun.																					
P.M. L 11.00	P.M. L 5.20	P.M. L 4.00	A.M. L 8.00	A.M. L 7.45			P.M. L 8.00	A.M. L 7.20	101.85	CWK	SYDNEY	T	SY	Yard		A.M. A 7.45	P.M. A 7.25	A.M. A 7.10	P.M. A 2.25										
11.10	5.30	4.10	8.10	7.55			f 8.08	7.30	98.85		GIBBON			40	8	7.30	7.15	6.52	2.10										
11.20	5.38	4.20	8.20	8.05			8.15	7.39	96.00		JEFFERSON	P		39	22	7.19	7.10	6.42	2.00										
11.30	5.49	4.30	8.35	8.15			f 8.27	s 7.48	91.51		LEITCHES CREEK	T	CR	37	18	s 7.07	s 6.55	6.30	1.45										
11.45	6.05	4.45	8.50	8.30			s 8.39	A 7.58 L 8.08	86.70	CW	NORTH SYDNEY	T	AU	45	Yard	L 6.52 A 6.42	s 6.42	6.15	1.30										
12.05	6.35	5.10	9.10	8.45			s 8.50	s 8.14	84.08		SYDNEY MINES	T	SM	53	Yard	s 6.37	s 6.35	5.50	1.00										
12.15	6.45	5.20	9.20	8.55			f 8.56	* 8.20	81.50		FLORENCE			18	7	* 6.27	f 6.28	5.39	12.45										
12.18	6.48	5.23	9.30	8.58			8.58	8.22	80.41		GANNON			49		6.24	6.25	5.36	12.25										
12.20	6.50	5.25	9.35	9.00			f 8.59	s 8.24	79.90		LITTLE BRAS D'OR	T	BS		5	f 6.23	s 6.24	5.34	12.20										
12.30	6.59	5.35	9.45	9.10			f 9.08	f 8.34	75.19		GEORGE RIVER	P		39	8	f 6.12	f 6.13	5.24	12.01										
12.45	7.18	6.01	9.58	9.25			f 9.19	f 8.46	68.96		BARACHOIS			36		f 6.00	f 6.01	5.12	11.40										
1.00	7.35	6.15	10.15	9.40			f 9.28	s 8.57	63.45	W	BOISDALE	T	BO	45	21	f 5.49	s 5.49	5.00	11.20										
1.15	7.50	6.30	10.30	9.55			9.37	9.05	59.44		CROSS POINT			34		5.40	5.39	4.50	11.05										
1.28	8.03	6.43	10.45	10.08			f 9.47	f 9.14	54.72		SHENACADIE			34	6	f 5.31	f 5.30	4.40	10.45										
1.45	8.20	7.00	11.00	10.30			f 9.59	f 9.22	48.79		CHRISTMAS ISLAND			47	12	* 5.21	f 5.17	4.25	10.30										
2.00	8.35	7.15	11.20	10.45			s 10.06	s 9.31	46.05	W	GRAND NARROWS	T	GR	39	39	f 5.15	s 5.11	4.15	10.20										
2.05	8.40	7.20	11.30	10.50			f 10.12	s 9.35	45.42		IONA	T	DA		40	f 5.08	s 5.06	4.07	10.10										
2.20	8.56	7.35	12.01	11.05			f 10.24	f 9.46	39.99		McKINNON HARBOR	P		42	10	f 4.56	f 4.54	3.55	9.46										
2.40	9.16	7.55	12.20	11.25			f 10.35	f 9.59	34.11		ALBA			35	7	f 4.45	f 4.42	3.42	9.15										
2.55	9.30	8.10	12.35	11.40			f 10.45	s 10.09	29.16		ORANGEDALE	T	DJ	53	22	f 4.35	s 4.32	3.29	8.55										
3.17	9.40	8.20	12.55	11.50			10.53	f 10.17	25.28		EDEN			41		4.25	f 4.24	3.17	8.33										
3.35	9.50	8.35	1.05	12.05			f 11.02	s 10.26	21.17	W	RIVER DENYS	T	P	46	15	f 4.15	s 4.15	3.07	8.23										
4.05	10.10	8.55	1.22	12.25			11.15	10.33	15.82		McARTHUR			43		4.05	4.05	2.53	7.55										
4.10	10.20	9.05	1.32	12.35			f 11.21	s 10.38	13.88		WEST BAY ROAD	T	BR	42	12	f 4.01	s 4.01	2.48	7.48										
4.25	10.40	9.20	1.47	12.50			f 11.38	s 10.53	7.28		MACINTYRE LAKE	P		28	9	f 3.46	s 3.46	2.31	7.18										
4.45	11.00	9.40	2.05	1.10					3.79		ST. PETERS JCT.																		
A 4.55	A 11.10	A 9.50	A 2.15	A 1.20					1.48		INVERNESS JCT.			41		3.34	3.34	2.19	7.05										
A.M.	P.M.	P.M.	P.M.	P.M.					0.37	CWK	POINT TUPPER	T	FY	Yard		L 3.30	L 3.30	L 2.15	L 7.00										
Daily	Daily	Daily	Tues. Thur. & Sat.	Daily	Tues. Thurs. & Sat.	Daily ex. Sun.	Daily ex. Sat.	Daily ex. Sun.			FERRY DOCK					A.M.	P.M.	A.M.	A.M.										
640	* 410	638	554	636	158	156	8	6								7	5	409	553	155	157								

ADDITIONAL FLAG STOPS

Mileage	Trains
Morrison's	10.28 Nos. 5, 6
Ottawa Brook	37.57 Nos. 5, 6
Barra Glen	42.49 Nos. 5, 6, Tues. & Thurs.
Big Beach	52.46 Nos. 6, 7
Beaver Cove	60.47 Nos. 5, 6
	(7. Tues., Thurs., Sat. & 410 Sat. only; 8, Tues. & Thurs.)
Big Brook	18.26 No. 6 on Mon., No. 7 on Sat.
Ironville	66.84
Watsons	76.85
Lemoines	89.32
Sydney River	99.09 Nos. 5, 6

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate—T-1-c class.
 Heaviest car permitted—175,000 lbs.
 Speed of all trains between "Slow" sign posts at mileage 25.31 must not exceed five miles per hour.
 Speed of all trains over Bridge at Mileage 98.6 must not exceed twenty (20) miles per hour.

Automatic Station signals with Switch Indicators are in operation at North Sydney, Rules 451 to 454a and 510 to 513 apply.
 Drawbridge located between Grand Narrows and Iona—interlocked. See special instructions on page 26.
 All trains passing over crossing with Cape Breton Tramways Limited, Townsend Street, Mile 101.46 (not interlocked), may proceed at a rate not exceeding fifteen

miles per hour provided signals are clear. Signals governing Townsend Street, Sydney, are placed at Mile 101.36 for Eastward trains, and at Mile 101.59 for Westward trains.
 Yard Limit Boards are located at Sydney, North Sydney, Sydney Mines, Gannon and Point Tupper.

WESTWARD RULING GRADE
 Mile 19.1 15.7 River Denys-McArthur.

EASTWARD RULING GRADE
 Mile 9.5 13.3 McIntyre Lake-West Bay Road.

WESTWARD TRAINS—Inferior Direction							EASTWARD TRAINS—Superior Direction																
Third Class					First Class		Miles from Truro		Symbols		MULGRAVE SUB-DIVISION		Train Order or Telephone Office		Telegraph Calls		Car Capacity		First Class		Third Class		
632	630	410	556	628	6	8														5	7	555	409
Freight	Freight	Manifest Freight	Way Freight Mixed	Freight	Passenger	Passenger														Passenger	Passenger	Way Freight Mixed	Manifest Freight
Daily	Daily	Daily	Daily ex. Sun.	Daily	Daily ex. Sun.	Daily ex. Sun.														Daily ex. Sun.	Daily ex. Mon.	Daily ex. Sun.	Daily
		P.M. L 1.30	A.M. L 7.00		P.M. L 12.01	A.M. L 12.55	122.43													P.M. A 2.45	A.M. A 2.35	P.M. A 1.30	P.M. A 9.10
		L 10.30	L 4.00	1.35	7.04	5.05	122.35	K												s 2.42	s 2.30	1.20	9.00
		10.45	4.15	1.55	7.24	5.20	121.73	WC												2.27	2.20	1.05	8.36
		11.05	4.35	2.16	7.40	5.40	112.85													s 2.16	f 2.11	12.50	8.24
		11.15	4.45	2.27	7.50	5.50	108.83													f 2.05	2.04	12.37	8.09
		11.25	4.55	2.32	8.00	6.00	106.30													s 1.59	f 2.00	12.27	8.00
		11.35	5.05	2.37	8.07	6.10	104.13													s 1.55	f 1.55	12.16	7.54
		11.43	5.13	2.50	8.15	6.18	100.05													f 1.45	f 1.48	12.05	7.42
		11.49	5.19	2.53	8.21	6.24	98.61	W												s 1.41	f 1.44	12.01	7.37
		11.55	5.25	2.59	8.26	6.30	96.28													s 1.35	f 1.40	P.M. 11.55	7.29
		A.M. 12.01	5.31	3.04	8.32	6.36	94.03													f 1.29	f 1.34	11.50	7.19
		12.08	5.37	3.10	8.40	6.43	90.97													1.20	1.26	11.40	7.10
		12.15	5.40	3.15	8.48	6.46	89.24													s 1.17	1.22	11.35	7.04
		12.30	6.00	3.30	9.10	7.05	84.16	W												s 1.00	s 1.12	11.15	6.50
		12.57	6.22	3.45	9.23	7.17	78.74													12.40	12.57	10.40	6.22
		1.15	6.39	3.55	9.38	7.34	74.68													s 12.31	f 12.49	10.25	6.11
		1.25	6.49	4.07	9.50	7.44	70.81													f 12.24	12.38	10.12	5.57
		1.35	6.59	4.19	10.00	7.54	66.90													f 12.13	f 12.29	10.00	5.42
		1.40	7.05	4.24	10.06	8.00	64.88													s 12.08	f 12.24	9.48	5.35
		1.55	7.20	4.36	10.19	8.15	61.12	W												P.M. f 11.56	f 12.14	9.35	5.22
		2.10	7.35	4.48	10.32	8.30	56.32													s 11.43	f 12.04	9.20	5.12
		2.25	7.50	5.00	10.44	8.45	52.93													s 11.35	f 11.57	9.08	5.00
		2.40	8.00	5.14	10.58	8.55	48.62													s 11.25	f 11.49	8.55	4.45
		2.55	8.15	5.21	11.19	9.10	46.10													11.19	11.43	8.40	4.35
A 3.10	A 8.25	A 5.35	A 11.40	A 9.25	A 3.15	A 3.50	42.77	WK												L 11.10	L 11.35	L 8.30	L 4.20
A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.														A.M.	P.M.	A.M.	P.M.
Daily	Daily	Daily	Daily ex. Sun.	Daily	Daily ex. Sun.	Daily ex. Sun.														Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily
632	630	410	556	628	6	8														5	7	555	409

INDUSTRIAL TRACKS MULGRAVE SUB-DIVISION			
NAME	Points Face	Mileage	Car Capacity
Murray	W	3.06	9
Atkins	W	10.36	3
Lansdowne	E	25.43	17
Moore	E	29.99	12
Lorne	W	30.91	6
Water Works	W	40.00	6
Upper Matheson	W	43.50	5
Cameron and Fraser	E	44.34	12
Barney River Pit	W	66.39	
Sear Brook	E	67.83	8
MacMillan	E	76.67	5
Sylvan Valley		82.47	Shelter
Deloreys		102.23	Shelter
Sowmans	W	111.69	1

MULGRAVE SUB-DIVISION

Trains must not exceed a speed of thirty miles per hour on curves Mulgrave Sub-Division, as follows:

Between Mileage 49.5 and Mileage 50.0	30
" " 51.0 " " 53.0	25
" " 65.0 " " 66.0	20
" " 82.3 " " 83.4	15

RULING GRADES

EASTWARD
Mile 56.8-62.8 Merigomish-Piedmont

WESTWARD
Mile 50.5-47.4 Egerton-Academy

Northern type engines when double headed must not exceed speed of twenty (20) M. P. H. over Bridge at mile 51.9.

Santa Fe type engines 4300 to 4314 when coupled; and Northern type engines, must not exceed speed of twenty (20) M.P.H. over Bridge at mile 76.2.

Northern type; Santa Fe type 4300 to 4314; Mountain and Santa Fe type 4000 to 4044 when coupled, must not exceed speed of twenty (20) M. P. H. over Bridge at mile 95.0.

Trains must not exceed speed of twenty (20) M.P.H. over bridge at mile 65.9.

All trains must receive Terminal Clearance, Form B, before leaving Stellarton and New Glasgow.

Westward extras are not required to register at Hopewell.

No. 119 will wait at Hopewell until No. 120 arrives.

No. 121 will wait at Hopewell until No. 122 arrives.

No. 125 will wait at Hopewell until No. 126 arrives.

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate T-I-c class.

Heaviest car permitted—175,000 lbs.

Unless authorized by train order no train or engine must leave Cape Porcupine until the preceding train has arrived at Pirate Harbor and when necessary this information will be obtained by train telephone from Cape Porcupine. This does not relieve Trainmen from protecting their train as required by Rule 99.

Speed of trains through New Glasgow yard must not exceed ten (10) miles per hour.

When double track is in operation, movements not authorized by train order may be made between New Glasgow and Stellarton subject to the following rules:

A terminal clearance must be obtained from the operator at Stellarton as authority for Eastward movements and from the Operator at New Glasgow as authority for Westward movements.

Trains must register at Stellarton and New Glasgow and move with the current of traffic.

The time of first and second class trains must be cleared.

When trains are not required to go through from one of the designated stations to the other, the movement must be arranged by train order.

Markers and classification signals must be displayed.

Yard limit boards are located at Truro, Ferrona Jct., Stellarton, New Glasgow, Antigonish and Pirate Harbor. All trains must approach and pass through Truro prepared to stop unless the main track is seen to be clear.

Operator at Hopewell during hours of duty will register all first class trains.

WESTWARD TRAINS—Inferior Direction												EASTWARD TRAINS—Superior Direction														
Third Class		Second Class						First Class		Miles from Truro	Symbols	MULGRAVE SUB-DIVISION	Train Order or Telephone Office	Telegraph Calls	Car Capacity		First Class		Second Class						Third Class	
410	556	126	296	124	312	122	120	6	8						5	7	119	121	295	123	125	311	555	409		
Manifest Freight	Way Freight Mixed	Motor	Motor	Motor	Motor	Motor	Motor	Passenger	Passenger	Passenger	Passenger	Sidings	Other Tracks	Passenger	Passenger	Motor	Motor	Motor	Motor	Motor	Motor	Way Freight Mixed	Manifest Freight			
Daily	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.			Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily			
P.M. L 5.50	A.M. L 11.50	P.M. L 6.01	P.M. L 4.32	A.M. L 10.55	A.M. L 7.25	A.M. L 6.45	.....	P.M. L 3.20	A.M. L 3.55	42.77	WK	.....	Yard	A.M. A 11.05	P.M. A 11.25	A.M. A 6.23	A.M. A 7.40	P.M. A 2.35	P.M. A 4.50	P.M. A 6.50	P.M. A 9.40	A.M. A 8.20	A.M. A 4.10	
A 6.00	A 12.01	s 6.10	A 4.40	A 11.00	A 7.30	s 6.52	.....	A 3.25	A 4.00	40.71	CWY	.....	Yard	L 11.00	L 11.20	s 6.15	s 7.30	L 2.30	L 4.45	A 6.50	L 9.35	L 8.15	L 4.00	
L 7.05	L 12.15	.....	P.M. A 4.40	A.M. A 11.00	L 7.35	.....	.....	L 3.35	L 4.10	37.01	.....	.....	.....	A 10.50	A 11.10	.....	.....	P.M. A 2.30	P.M. A 4.45	.....	A 9.30	A 7.55	A 3.00	
7.15	12.30	s 6.20	.....	.....	s 7.44	f 7.01	.....	f 5.44	f 4.18	36.29	.....	.....	.....	s 10.39	f 10.59	s 6.05	s 7.19	.....	.....	.....	f 6.40	s 9.22	7.44	2.49
7.18	12.33	s 6.23	.....	.....	s 7.46	f 7.03	.....	f 5.46	f 4.20	34.85	R	.....	.....	s 10.36	f 10.56	s 6.03	s 7.17	.....	.....	.....	f 6.38	s 9.20	7.32	2.47
7.21	12.42	A 6.30	.....	.....	s 7.49	A 7.08	.....	A 5.55	s 4.23	31.34	.....	.....	.....	s 10.34	f 10.57	L 6.00	L 7.13	.....	.....	.....	L 6.35	s 9.17	7.28	2.43
7.31	12.53	.....	.....	.....	s 7.57	A.M. A 7.08	.....	A.M. A 5.55	s 4.01	28.31	W	.....	.....	10.28	10.51	.....	.....	.....	.....	.....	.....	9.11	7.19	2.35
7.40	1.05	.....	.....	.....	f 8.03	.....	.....	s 4.10	f 4.35	23.58	.....	.....	.....	s 10.21	f 10.45	.....	.....	.....	.....	.....	.....	s 9.05	7.09	2.27
7.57	1.15	.....	.....	.....	f 8.13	.....	.....	s 4.30	f 4.46	20.60	.....	.....	.....	s 10.13	f 10.36	.....	.....	.....	.....	.....	.....	f 8.55	6.54	2.14
8.06	1.35	.....	.....	.....	s 8.20	.....	.....	s 4.39	f 4.52	16.39	.....	.....	.....	s 10.05	f 10.31	.....	.....	.....	.....	.....	.....	s 8.49	6.45	2.02
8.16	1.50	s 8.28	s 4.47	f 5.00	12.67	W	s 9.57	f 10.24	8.40	6.30	1.50	
8.32	2.05	.....	.....	.....	s 8.35	.....	.....	s 4.57	f 5.08	8.56	.....	.....	.....	s 9.49	f 10.17	.....	.....	.....	.....	.....	.....	s 8.32	6.15	1.39
8.43	2.20	.....	.....	.....	f 8.42	.....	.....	s 5.05	f 5.16	4.52	.....	.....	.....	s 9.41	f 10.10	.....	.....	.....	.....	.....	.....	s 8.23	6.02	1.26
8.54	2.40	.....	.....	.....	s 8.50	.....	.....	s 5.15	f 5.25	.....	CWK	.....	.....	s 9.33	f 10.03	.....	.....	.....	.....	.....	.....	s 8.15	5.50	1.14
A 9.05	A 3.00	.....	.....	.....	A 9.00	.....	.....	A 5.25	A 5.35	.....	.....	.....	Yard	L 9.25	L 9.55	.....	.....	.....	.....	.....	.....	L 8.05	L 5.35	L 1.00
P.M.	P.M.	.....	.....	.....	A.M.	.....	.....	P.M.	A.M.	.....	.....	.....	.....	A.M.	P.M.	.....	.....	.....	.....	.....	.....	P.M.	A.M.	P.M.
Daily	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	.....	.....	.....	.....	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily
410	556	126	296	124	312	122	120	6	8	.....	.....	.....	.....	5	7	119	121	295	123	125	311	555	409	

★ No Sliding
FOOT NOTES ON PAGE 5

ADDITIONAL FLAG STOPS
Mileage Trains

Lourdes	42.02	Nos. 311, 312, 119, 121, 122, 123, 124, 126
Asylum	39.45	Nos. 119, 120, 121, 122, 126
Riverton	37.93	
Lorne	30.91	Nos. 5, 6, 7, 8, 311, 312
Landsdowne	25.43	
Murray	3.06	Nos. 311, 312

RULING GRADES

WESTWARD—
Mileage 26.5-23.6 Glengarry-Gordon Summit.
EASTWARD—
Mile 21.0-23.6 West River-Gordon Summit.

Northward Trains—Inferior Direction

Second Class			Miles from New Glasgow	Symbols	SCOTIA SUB-DIVISION		Train Order or Telephone Office	Telegraph Calls	Car Capacity		Southward Trains—Superior Direction			
126	124	122			Stations	Stations			Sidings	Other Tracks	119	121	123	Second Class	119	121	123
Motor	Motor	Motor										Motor	Motor	Motor
Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.										Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.
P.M. L 5.30	A.M. L 8.35	.....	8.24	WYR	.....	.....	T	P	.....	Yard	.....	.....	A.M. A 8.10	P.M. A 5.20
s 5.50	s 8.50	L 6.32	2.23	.....	.....	.....	.....	.....	34	36	.....	A 6.32	s 7.50	s 5.03
s 5.53	s 8.53	s 6.39	1.67	.....	.....	.....	T	N	.....	Yard	.....	s 6.30	s 7.48	s 5.00
A 6.00	A 9.00	A 6.44	.....	WK	.....	.....	T	J	.....	Yard	.....	L 6.24	L 7.45	L 4.55
P.M.	A.M.	A.M.	.....	.....	.....	.....	.....	.....	.....	.....	.....	A.M.	A.M.	P.M.
Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	.....	.....	.....	.....	.....	.....	.....	.....	.....	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.
126	124	122	.....	.....	.....	.....	.....	.....	.....	.....	.....	119	121	123

INDUSTRIAL TRACKS
SCOTIA SUB-DIVISION

NAME	Points Face	Mileage	Car Capacity
McPhersons	N	0.36	1
Lower Mathesons	N	0.52	26
Old Mill	S	0.60	12
Riverbank	N	1.32	18
Marshall	S	3.79	3
Glenfalloch	S	5.35	14
Highway	S	6.56	2

ADDITIONAL FLAG STOPS
FOR TRAINS 119, 121, 122, 123, 124, 126

	Mileage
George St.	0.27
Marshall	3.79
Sutherlands	6.20

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

Yard limit boards are located at New Glasgow, Trenton and Pictou Landing.

ENGINE AND CAR RESTRICTIONS
Heaviest engine permitted to operate M—K class.
Heaviest car permitted—175,000 lbs.

SOUTHWARD TRAINS—Superior Direction								NORTHWARD TRAINS—Inferior Direction																	
Third Class			Second Class					Miles from Stellarton	Symbols	PICTOU SUB-DIVISION		Train Order or Telephone Office	Telegraph Calls	Car Capacity		Second Class				Third Class					
552	265	263	367	334	361	291	Stations			Sidings	Other Tracks			292	360	333	366	551	262	264					
Way Freight	Mixed	Mixed	Motor	Motor	Motor	Passenger	NEW GLASGOW			Passenger	Motor	Motor	Motor	Way Freight	Mixed	Mixed									
Tues. Thurs. & Sat.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	2:06			Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Mon. Wed. & Fri.	Daily ex. Sun.	Daily ex. Sun.									
	P.M. L 3:35		P.M. L 11:05		A.M. L 7:15					A.M. A 6:30	A.M. A 7:05		P.M. A 6:55			P.M. A 3:20									
MULGRAVE SUB-DIVISION								MULGRAVE SUB-DIVISION																	
From Oxford Sub-Division	s 4:00	L 11:05	A 11:10	L 11:15	From Oxford Sub-Division	A 7:25	L 5:40	0.00	K CWY	STELLARTON	T	M	Yard	L 6:24	A 6:10	s 6:55	To Oxford Sub-Division	L 6:50	A 6:45		To Oxford Sub-Division	A.M. L 3:15	L 3:05		
	s 4:10	s 11:20		s 11:25		s 7:44	A 5:50	3.05		WESTVILLE	T	WE	22	56	L 6:00	s 6:40			s 6:35			s 10:20	s 2:55		
	f 4:20	f 11:27		f 11:34		f 7:51		5.60		ALMA				3	A.M. s 6:32				s 6:26			f 10:02	s 2:47		
	f 4:27	f 11:34		s 11:41		f 7:55		7.52		SYLVESTER				32		f 6:27				s 6:20			f 9:55	s 2:42	
	f 4:37	f 11:45		f 11:49		f 8:02		10.47		LOCH BROOM				2		f 6:20				s 6:13			f 9:45	s 2:33	
P.M. L 4:12	s 4:45	s 11:49		s 11:55		L 5:40	s 8:10	12.00	YR	BROWN POINT				13		s 6:15	A 8:25			s 6:05			A.M. A 6:53	s 9:35	s 2:28
A 4:20	A 4:55	A 12:01		A 12:05		A 5:50	A 8:15	13.79	CWK	PICTOU	T	DI	Yard		L 6:10	L 8:20	L 6:00					L 6:45	L 9:30	L 2:20	
Tues. Thurs. & Sat.	Daily ex. Sun.	Daily ex. Sun.		Daily ex. Mon.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.			★ No Siding					Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.				Mon. Wed. & Fri.	Daily ex. Sun.	Daily ex. Sun.	
552	265	263	367	334	361	291				292	360	333	366	551	262	264									

All trains will register at Brown Point.
 Trains 291 and 292 will register at Westville.
 Trains Nos. 264, 265, 292, 360, 361, 366 and 367 hold no Time Table Authority between Stellarton and New Glasgow, and will move on that Sub-Division as authorized by train order or foot notes.
 Unless authorized by train order no train or engine will leave Westville until the preceding train has arrived

at Stellarton. This does not relieve Trainmen from protecting their trains as required by Rule 99.
 Speed of trains passing through the town of Pictou must not exceed ten (10) miles per hour.
 Speed of trains over Main Street Crossing, Westville, Mile 2.98, must not exceed five miles per hour.
 Speed of all trains must not exceed five miles per hour over South Foord St. Crossing Mile 0.18 between the hours of 4.00 p. m. and 7.00 a. m.

Yard limit boards are located at Pictou, Brown Point and Stellarton.

Drawbridge between Brown Point and Loch Broom (not interlocked).

Engines of all classes must not exceed speed of five miles per hour over bridge at Mile 4.9, and must not exceed speed of ten miles per hour over bridges at Mile 6.8 and 11.4.

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate M-4-K class.
 Heaviest car permitted—120,000 lbs.

West End, Mile 13.28 Shelter, is additional flag stop for trains carrying passengers.

SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS BETWEEN BROWN POINT AND PICTOU ON PAGE 8.

Northward Trains Inferior Direction			SUNNY BRAE SUB-DIVISION		Southward Trains Superior Direction		
Third Class			Miles from Ferrona Jct.	Symbols	Third Class		
337	335	231			232	336	338
Motor	Motor	Mixed			Mixed	Motor	Motor
Mon. & Sat.	Mon. & Sat.	Tues. & Fri.			Tues. & Fri.	Mon. & Sat.	Mon. & Sat.
P.M. L 3:46	A.M. L 8:20	A.M. L 8:20		R	A.M. A 10:30	A.M. A 10:15	P.M. A 5:10
s 3:49	s 8:23	s 8:23	0.68		s 10:25	s 10:10	s 5:05
s 4:04	s 8:45	s 8:45	6.46		s 10:00	s 9:48	s 4:48
A 4:25	A 9:15	A 9:15	12.48		L 9:30	L 9:30	L 4:30
P.M.	A.M.	A.M.			A.M.	A.M.	P.M.
Mon. & Sat.	Mon. & Sat.	Tues. & Fri.			Tues. & Fri.	Mon. & Sat.	Mon. & Sat.
337	335	231			232	336	338

No. 232 will wait at Sunny Brae until No. 231 arrives.
 No. 336 will wait at Sunny Brae until No. 335 arrives.
 No. 338 will wait at Sunny Brae until No. 337 arrives.

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

All trains may leave Sunny Brae without terminal clearance.

ADDITIONAL FLAG STOPS

Mileage	Trains
Island	2.63
Springville	4.74
Charcoal	7.64
St. Paul	8.78
Glencoe	9.80
Black Rock	10.83

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate G-10-b class.
 Heaviest car permitted—160,000 lbs.

Northward—Inferior Direction		THORBURN SUB-DIVISION			Southward—Superior Direction	
Third Class		Miles from New Glasgow	Symbols	Stations	Third Class	
295	293				294	296
Motor	Passenger				Passenger	Motor
Daily ex. Sun.	Daily ex. Sun.				Daily ex. Sun.	Daily ex. Sun.
P.M. L 2:40	A.M. L 6:31		WK	NEW GLASGOW	A.M. A 8:25	P.M. A 4:30
A 3:05	A 6:50	5.79	R	THORBURN	L 8:00	L 4:05
P.M.	A.M.				A.M.	P.M.
Daily ex. Sun.	Daily ex. Sun.				Daily ex. Sun.	Daily ex. Sun.
295	293				294	296

ADDITIONAL FLAG STOPS

Stop	Mileage	Trains
Parkdale	0.73	293, 294, 295, 296
Coalburn	3.55	
Munroes Crossing	5.23	

Rule 42 is applicable on this Sub-Division.

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

No. 296 will wait at Thorburn until 295 arrives.

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate N-4-a class.
 Heaviest car permitted—120,000 lbs.

All trains may leave Thorburn without terminal clearance.

INDUSTRIAL TRACKS			
NAME	Points Face	Mileage	Car Capacity
PICTOU SUB-DIVISION			
Norway	NS	12.37	40
Acadia Coal Co.	N	2.69	Yard
Intercolonial Mining Co.	N	2.33	Yard
Asphalt		0.98	Shelter
SUNNY BRAE SUB-DIVISION			
Springville	S	4.67	3
Bridgeville	S	6.46	7
St. Paul	S	8.78	11
Glencoe	S	9.80	4
Sunny Brae	NS	12.48	22
THORBURN SUB-DIVISION			
Parkdale	N	0.73	1
Standard Clay Products	N	1.23	69
Marsh	N	3.39	25
Coalburn	NS	3.55	7
Acadia Coal Co.	S	5.11	23

NORTHWARD TRAINS—Inferior Direction						SOUTHWARD TRAINS—Superior Direction									
Third Class		Second Class		Miles from Oxford Jct.	Symbols	OXFORD SUB-DIVISION		Train Order or Telephone Office	Telegraph Calls	Car Capacity		Second Class		Third Class	
551	331	333				Stations	Sidings			Other Tracks	334	332	552		
Way Freight	Motor	Motor					Motor	Motor	Way Freight						
Mon. Wed. & Fri.	Daily ex. Sun.	Daily ex. Sun.					Daily ex. Sun.	Daily ex. Sun.	Tues. Thurs. & Sat.						
A.M. L 6.45		A.M. L 8.20					P.M. A 5.50		P.M. A 4.20						
OXFORD SUB-DIVISION															
PICTOU SUB-DIVISION															
	6.53		s 8.25	67.44	YR			13		s 5.40				4.12	
	7.00		s 8.32	65.00				37	8	s 5.33				4.00	
	7.35		s 8.42	60.38		T S		28		s 5.23				3.42	
	8.00		s 8.52	55.42				21	12	s 5.13				3.18	
	9.08		s 9.08	47.33	W			33	7	s 4.56				2.25	
	9.45		s 9.19	41.86		T DK		26	9	s 4.43				1.40	
	10.25		s 9.32	35.21	W			29	30	s 4.29				1.05	
	11.10		s 9.52	27.57		T GA		26	9	s 4.11				12.15 P.M.	
	11.40		s 10.03	23.30		T W		39	5	s 4.03				11.55	
	11.55		s 10.09	20.39	*				3	s 3.55				11.31	
	12.05		s 10.18	15.73	WRY			33	12	s 3.47				11.18	
	12.35		s 10.38	20.29		T CD				s 3.27				10.38	
PUGWASH SUB-DIVISION															
	1.05		s 10.50	15.73	WRY			33	12	s 3.19				9.55	
	1.28		s 10.58	11.38				34		s 3.08				9.35	
	2.20		s 11.17	2.92		T FA		33	70	s 2.51				9.10	
	A 2.40		A 11.27		K CWY				89	L 2.45				L 11.55	L 8.30
	Mon. Wed. & Fri.		Daily ex. Sun.							Daily ex. Sun.				Daily ex. Sun.	Tues. Thurs. & Sat.
	551		331							334				332	
			333											552	

INDUSTRIAL TRACKS			
NAME	Points Face	Mileage	Car Capacity
OXFORD SUB-DIVISION			
Royalite.....	N	3.32	1
Hansford.....	S	7.76	3
Oxleys.....	S	9.23	5
Fountain Road.....	N	18.40	6
Battys.....	S	21.36	3
Wallace Quarry.....	N	23.60	Yard
Salt Mine Spur.....	S	27.28	Yard
McCallum.....	S	30.47	4
Urquharts.....	S	37.31	18
Wilson.....	S	43.58	3
Fitzpatricks.....	S	48.99	3
Rogers.....	S	52.15	5
MacDonald.....	S	53.53	1
Dufferin.....	S	57.21	4
Haliburton.....	S	66.72	5
PUGWASH SUB-DIVISION			
Clay Works.....	N	3.86	24

Special Instructions Governing Movement of Trains Between Brown Point and Pictou

Electric Signal Indicators are located at both wye switches at Brown Point on Pictou Sub-Division and are controlled by the Operator at Pictou.

The Conductor or Engineman of any train unable to proceed to Pictou against the schedule of a superior train will open the telephone case at either of the Junction switches and ask the Operator at Pictou for line clear. The button on the indicator must be pressed and held pushed in until the indicator arm goes to a vertical position, which is authority for train to proceed to Pictou.

The Operator at Pictou when asked for line clear will push the button on the strap key which will clear the indicator at the Junction switches at Brown Point and also clear the repeater indicator in the office at Pictou showing the Operator that the Conductor has received his authority to proceed.

When the Junction switch at Brown Point is opened the indicator at Brown Point and the repeater at Pictou are thrown to a normal or danger position.

When the Operator at Pictou gives line clear under this arrangement he will hold all trains at Pictou until the train affected has arrived.

All trains will register at Brown Point.
 Trains may leave Brown Point without terminal clearance.
 Trains 331 and 332 will register at Oxford.
 All trains between Brown Point and Pictou will be governed by Time Table for Pictou Sub-Division.
 Trains receiving orders to meet or wait at Pugwash Jct. will, unless otherwise instructed by train order, fulfill the order before proceeding to Pugwash.
 Speed of trains passing through the town of Pictou must not exceed ten (10) miles per hour.

Engines of all classes must not exceed a speed of five miles per hour over bridges at Mile 20.9, 33.9, 34.5, 34.7, 35.6 and 48.5.

Rule 42 is applicable on this Sub-Division.

Yard Limit boards are located at Oxford Jct., Pugwash Jct., Malagash, Brown Point and Pugwash.

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

Pugwash Jct. switch must be left set for main track of Pugwash Sub-Division while trains Nos. 333 and 334 are operating on that Sub-Division.

ADDITIONAL FLAG STOPS FOR REGULAR TRAINS OXFORD SUB-DIVISION

Fountain Road	Mileage 18.40
McCallum	" 30.47
Ferguson	" 38.73
Wilson	" 43.58
Rogers	" 52.15
MacDonald	" 53.53

PUGWASH SUB-DIVISION

VanBuskirk	Mileage 2.39
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ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate M-4-K class.
 Heaviest car permitted—120,000 lbs.

★ No Siding

NORTHWARD TRAINS—Inferior Direction						Miles from Mahone Bay	Symbols	LUNENBURG SUB-DIVISION	Train Order or Telephone Office	Telegraph Calls	SOUTHWARD TRAINS—Superior Direction				
Third Class		Second Class									Third Class				
	257		389	387	385						383	384	386	258	390
	Mixed		Motor	Motor	Motor	Motor	Motor			Mixed	Motor	Motor			
	Tues. Thur. & Sat.		Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.			Tues. Thurs. & Sat.	Daily ex. Sun.	Daily ex. Sun.			
	P.M.		P.M.	P.M.	A.M.	A.M.				A.M.	P.M.	P.M.			
	L 1.35		L 6.10	L 2.55	L 9.05	L 7.55	6.96	BW	LUNENBURG 6.96	A 8.55	A 10.05	A 11.30	A 3.55	A 7.05	
	A 1.59 P.M.		A 6.35 P.M.	A 3.20 P.M.	A 9.30 A.M.	A 8.20 A.M.		R	MAHONE BAY	L 8.30 A.M.	L 9.40 A.M.	L 11.05 A.M.	L 3.30 P.M.	L 6.40 P.M.	
	Tues. Thur. & Sat.		Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.				Daily ex. Sun.	Daily ex. Sun.	Tues. Thurs. & Sat.	Daily ex. Sun.	Daily ex. Sun.	
	257		389	387	385	383				384	386	258	390	392	

All trains must approach and pass between Mahone Bay Station and the Junction Switch with Lunenburg Sub-Division prepared to stop unless the main track is seen to be clear.
 Air Brake must not be applied or released on any trestle.
 Trains must not exceed a speed of five miles per hour over first highway crossing south of Lunenburg Station and over public crossings on wharf tracks at Lunenburg.
 Consolidation engines and engines in 1500 Class must not exceed speed of fifteen miles per hour over Bridge at Mileage 4.0.
 Mixed and freight trains must not exceed speed of twenty (20) miles per hour between Lunenburg and Mahone Bay.
 Rule 42 is applicable on this Sub-Division.
 Rule 27 (7th Paragraph) is applicable on this Sub-Division.
 All passenger carrying trains will stop on flag at Schnares Crossing, Mile 4.50.
 Yard limit boards are located at Mahone Bay.

ENGINE AND CAR RESTRICTIONS
 Heaviest engine permitted to operate H—6 & 8 class.
 Heaviest car permitted—160,000 lbs.

INDUSTRIAL TRACKS

Lunenburg Sub-Division

NAME	Points Face	Mileage	Car Capacity
Oil	N	6.70	1
W. C. Smith Co., Ltd.....	N	7.30	12
Irving Oil Co.....	N	7.65	5
Jones	N	7.70	5

CHESTER SUB-DIVISION FOOT NOTES

All trains must approach and pass between Mahone Bay Station and the Junction Switch with Lunenburg Sub-Division prepared to stop unless the main track is seen to be clear.
 The Switch at Bridgewater Junction is normal when set for Chester Sub-Division.
 All trains must receive Terminal Clearance, Form B, before leaving Bridgewater.
 Air Brake must not be applied or released on any trestle.
 Engines must not be run coupled over bridge at Mile 62.1.
 Yard limit boards are located at Mahone Bay, Bridgewater and Liverpool.

SPEED RESTRICTIONS

Passenger trains must not exceed speed of thirty-five (35) and all other trains a speed of twenty-five (25) miles per hour.
 Trains must not exceed a speed of fifteen miles per hour around bluff at Sunshine Mountain, Mile 20.7 and Mileage 21.7; after dark the speed of trains at these points must not exceed five miles per hour.
 Westward trains must not exceed a speed of ten (10) miles per hour over Trestle, Mile 51.3.
 All trains must not exceed a speed of ten (10) miles per hour over Gold River Bridge, Mile 55.0 and La Have Bridge, Mile 79.2.
 Trains coming into Bridgewater Yard from the east must not exceed a speed of five (5) miles per hour passing over switch leading to wharf track.
 Trains must not exceed a speed of ten (10) miles per hour along La Have Street, Bridgewater.
 Extra precaution must be taken before passing over Bakers Crossing, Mile 80.2, and Watermans Crossing, Mileage 80.6. Under no consideration must a speed of ten (10) miles per hour be exceeded.
 Pacific and 30% Consolidation Engines and engines in 1500 Class must not exceed speed of fifteen (15) miles per hour over Bridge at Mileage 17.6, 24.6, 31.5, 51.8, 60.8 and 100.3.
 40% Consolidation engines must not exceed a speed of ten (10) miles per hour over Bridge at Mileage 17.6, 24.6, 31.5, 51.8, 60.8 and 100.3.
 Trains and Switch Engines must proceed very cautiously, and in no case exceed speed of five (5) miles per hour over La Have Street Crossing, Mile 0.15 on Wharf Track at Bridgewater, Mile 77.95.

Chester Sub-Division—Industrial Tracks

NAME	Points Face	Mileage	Car Capacity
Bayers Road	W	0.75	8
Bowser	E	7.80	4
Indian Lake	E	18.41	3
Municipal Spraying Co.....	E	23.40	20
Merlime.....	W	39.45	2
Oil	W	79.53	1
Irving	E	79.55	1
Hebbs	E	82.08	4

Milton Sub-Division South—Industrial Tracks

NAME	Points Face	Mileage	Car Capacity
Wharf Spur	N	0.63	44

Yarmouth Sub-Division—Industrial Tracks

NAME	Points Face	Mileage	Car Capacity
Milton Jct. (South)	E	.92	
Giffin	W	28.04	2
Shelburne Wharf Spur	W	50.23	22
Oil Siding Shelburne Wharf (2)	W	1.07	2-2
Shag Harbor	E	92.38	3
(Lockeport Branch)			
Imperial Oil	E	3.86	1
The Lockeport Co., Ltd.....	E	3.99	3

Middleton Sub-Division—Industrial Tracks

NAME	Points Face	Mileage	Car Capacity
Merzell	N	7.93	19
Coleman	S	51.24	9
Morse Road	S	55.92	7
Leonard Road	S	60.52	4
Messenger Road	S	62.43	5
Hicks Apple House	S	66.41	5
Hicks Mill Siding	N	66.59	2
Upper Granville	S	70.11	5

WESTWARD TRAINS—Inferior Direction					EASTWARD TRAINS—Superior Direction									
Third Class		First Class		Miles from Liverpool	Symbols	Stations	Train Order or Telephone Office	Telegraph Calls	Car Capacity		First Class		Third Class	
575	573	85							86	574	576	Sidings	Other Tracks	86	574	576
Way Freight	Way Freight	Mixed								Mixed	Way Freight	Way Freight		
Tues. & Thur.	Mon. Wed. & Fri.	Daily ex. Sun.								Daily ex. Sun.	Tues. Thur. & Sat.	Mon. & Wed.		
	A.M. L 7.30	A.M. L 11.46	0.00	B		LIVERPOOL	T	V	10	41	P.M. A 1.29	P.M. A 2.10		
	7.55	P.M. f 12.04	7.64			WHITE POINT BEACH			18		f 1.14	1.45		
	8.10	s 12.15	12.34			PORT MOUTON	T	MU	18		s 1.04	1.30		
	8.40	86-574 12.45	21.48			WILKINS			22		86-574 12.45	86-86 12.45		
	9.00	f 12.59	28.77	W		SABLE RIVER			14		f 12.29	P.M. 11.59		
	A 9.25	A 1.15	35.23	Y		LOCKEPORT	T	KR	25	36	L 12.14	L 11.40		
						LOCKEPORT TOWN								
	L 9.50	L 1.35	35.23	Y		LOCKEPORT	T	KR	25	36	A 11.59	A 10.30		
	10.15	f 1.52	42.96			EAST JORDAN			18		f 11.43	10.09		
	10.25	f 1.57	45.54			JORDAN FALLS			18		f 11.37	10.00		
	A.M. L 5.20	A.M. s 2.10	50.96	R		SHELBURNE	T	SB	24	8	s 11.25	L 9.45	A 2.45	
	5.40	f 2.25	57.80	CWY		BIRCHTOWN			15		f 11.06	A.M. 2.25		
	5.55	f 2.34	62.54			GUNNING COVE			17		f 10.56	2.00		
	6.08	f 2.43	66.19			ROSEWAY			20		f 10.48	1.45		
	6.23	f 2.53	71.05			GREENWOOD			18		f 10.38	1.30		
	6.50	s 3.07	76.02	W		PORT CLYDE	T	C	20		s 10.25	1.10		
	7.20	s 3.23	83.25			BARRINGTON	T	BN	22		s 10.09	12.40		
	7.45	s 3.32	86.64	Y		BARRINGTON PASSAGE	T	BA	13	27	s 9.59	12.15		
	8.25	f 3.51	94.81			WOODS HARBOR			17	1	f 9.37	P.M. 11.30		
	8.45	f 4.07	101.74	W		LOWER EAST PUBNICO			20		f 9.21	11.08		
	9.10	f 4.17	105.98			EAST PUBNICO			12		f 9.10	10.55		
	9.25	s 4.23	108.61			PUBNICO	T	NI	18		s 9.04	10.40		
	9.40	f 4.33	112.23			LOWER ARGYLE			12		f 8.54	10.15		
	9.56	f 4.45	117.65	W		ARGYLE			13		f 8.42	9.55		
	10.11	f 4.57	123.11			BELLEVILLE			13		f 8.29	9.40		
	10.21	s 5.07	125.97			TUSKET	T	SK	19		s 8.22	9.30		
	A 10.50	s 5.30	136.60	CWK		YARMOUTH	T	MN	Yard	Yard	s 8.00	L 9.00		
	A.M.	A 5.35	137.03			LOVITT STREET					L 7.35	A.M.		
	Tues. & Thur.	Mon. Wed. & Fri.	Daily ex. Sun.								Daily ex. Sun.	Tues. Thur. & Sat.	Mon. & Wed.	
575	573	85									86	574	576	

YARMOUTH SUB-DIVISION FOOT NOTES

Engines and trains running between Junction Switch and Lovitt Street will be governed by Current D. A. R. Time Table and Rules.

East Jordan, Jordan Falls and Port Clyde Stations must not be announced on Westward trains carrying passengers until last car has passed over adjoining bridges.

Drawbridge over Mersey River at Mileage 0.8 (not interlocked).

Air Brake must not be applied or released on any trestle.

Engines must not be run coupled over bridges or trestles.

Rule 42 is applicable on this Sub-Division.

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

Yard limit boards are located at Liverpool, Lockeport, Shelburne and Yarmouth.

Gunning Cove Siding has only one switch which is at west end.

SPECIAL INSTRUCTIONS TO BE OBSERVED IN CONNECTION WITH THE OPERATION OF TRAINS OVER DRAWBRIDGE, MILEAGE 0.8.

- All trains must come to a full stop before crossing the Mersey River drawbridge, west of Liverpool, Mileage 0.8. Trains moving west will make this stop at the east end of the bridge. Trains moving east will make this stop 60 feet west of the west switch connecting with the Liverpool & Milton Branch. The Engineman will see drawbridge is in proper position before proceeding. Trains must not exceed a speed of five (5) miles an hour while going over the bridge.
- On approaching the drawbridge, Conductors must see that their Brakemen are ready to apply the handbrakes immediately, should the airbrake fail to work.
- Should the Engineman on any train approaching the drawbridge observe anything unusual about the bridge, he will at once bring the train to a stop, and will not proceed until he is sure that everything is all right.
- The Station Agent at Liverpool will be responsible for the opening and closing of the swing bridge. He will keep the bridge closed, except when required to be opened to allow vessels to pass, after which it shall be immediately closed again and the fish plates be replaced and bolted at each end of the swing span.
- On request being made to Agent Liverpool for draw to be opened, Train Despatcher will be communicated with, and the main line protected before the draw is opened.
- Sectionmen will examine the fish plates at each end of swing daily, and see that everything is in safe condition.

SPEED RESTRICTIONS

Passenger trains must not exceed a speed of thirty-five (35) and all other trains a speed of twenty-five (25) miles per hour.

Trains must not exceed a speed of ten (10) miles per hour while passing over first public crossing west of Liverpool Station.

Eastward trains must not exceed speed of fifteen (15) miles per hour over Broad River Bridge. Mileage 11.0.

Trains must not exceed a speed of ten miles per hour through switches at Lockeport Station.

Westward Trains must not exceed a speed of ten miles per hour over east Wye Switch, Shelburne.

Trains must not exceed a speed of five miles per hour along Water Street, Yarmouth.

Eastward Trains must not exceed a speed of twenty miles per hour around curve at Arcadia Rock Cut.

Eastward Trains must not exceed a speed of twenty miles per hour around third curve east of Belleville.

Trains must not exceed a speed of twenty miles per hour around first two curves west of Tusket Bridge.

Trains must not exceed a speed of twenty miles per hour around curve at Frost Pond, Argyle.

Consolidated Engines and Engines in 1500 Class must not exceed speed of ten miles per hour over bridge at Mileage 0.8, 25.2 and 52.8.

Engines of 30% class or heavier must not exceed twenty-five (25) miles per hour Mileage 48.59 to 50.98 and 67.91 to 87.02.

Speed of all trains is restricted to ten (10) miles per hour over Barnard Street Crossing, Yarmouth.

Additional Flag Stops for Passenger Trains

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate M—4—K class.
Heaviest car permitted to operate—160,000 lbs.

Mileage	Trains
Port Saxon	73.79
Atwoods Brook	89.26
Shag Harbor	92.38
Upper Woods Harbor.....	98.56
D'Entremont.....	104.26
Central Argyle	114.79
Pleasant Lake	127.94
Arcadia	131.84

85, 86

NORTHWARD TRAINS—Inferior Direction					MIDDLETON SUB-DIVISION					SOUTHWARD TRAINS—Superior Direction					WESTWARD TRAINS—Inferior Direction					EASTWARD TRAINS—Superior Direction					
Second Class				Miles from Bridgewater Junction	Symbols	Stations	Train Order or Telephone Office	Telegraph Calls	Car Capacity		Third Class				Second Class		Miles from Caledonia Jct.	Symbols	Stations	Train Order or Telephone Office	Telegraph Calls	Car Capacity		Second Class	
257	255	253	259						Sidings	Other Tracks	258	254	260	256	257	258						257	258	Sidings	Other Tracks	258
Mixed	Mixed	Mixed	Mixed							Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed		
Tues. Thurs. & Sat.	Wed. only	Daily ex. Sun.	Tues. Thurs. & Sat.							Tues. Thurs. & Sat.	Daily ex. Sun. & Wed.	Tues. Thurs. & Sat.	Wed. only	Tues. Thurs. & Sat.	Tues. Thurs. & Sat.							Tues. Thurs. & Sat.	Tues. Thurs. & Sat.		
P.M. L 3.21		A.M. L 8.51		0.00	R	★ BRIDGEWATER JCT. 4.63	P			A.M. A 9.49	P.M. A 5.04		P.M. A 6.24	P.M. L 4.20	0.00		CALEDONIA JCT. 5.14				11	A.M. A 8.45			
f 3.34		f 9.02		4.63		MOSSMAN 2.65		8		f 9.35	f 4.50		f 6.10	s 4.38	5.14		HEMFORD 5.24				8	s 8.20			
f 3.42		f 9.09		7.28		★ NORTHFIELD 2.58		7		f 9.27	f 4.42		f 6.02	f 4.55	10.38		★ COLPTON 2.01				2	f 8.05			
f 3.50		f 9.17		9.86		PINEHURST 4.45		16		s 9.17	s 4.33		s 5.54	f 5.03	12.39		★ PLEASANT RIVER 2.55				3	f 7.55			
4.05		9.30	A.M. L 8.45	14.31		CALEDONIA JCT. 1.10		11		9.00	4.15	A 4.20	5.44	s 5.14	14.94		★ BROOKFIELD MINES 3.68				3	s 7.45			
260-254 A 4.10 P.M.		s 9.35	258 A 8.50 A.M.	15.41	W	NEW GERMANY 6.55	T NG	20	5	259 L 8.55 A.M.	257 s 4.10 P.M.	257 L 4.15 P.M.	s 5.40	s 5.30	18.62		★ SOUTH BROOKFIELD 3.30				12	s 7.28			
		f 9.57		21.96		CHERRYFIELD 3.35		11			f 3.43		f 5.17	A 5.45 P.M.	21.92	WRY	CALEDONIA	T DO			15	40	L 7.05 A.M.		
		s 10.10		25.31		SPRINGFIELD 2.76	T SF	10			s 3.30		s 5.05				★ No Siding						Tues. Thurs. & Sat. 258		
		f 10.20		28.07		RIDGE ROAD 3.76		6			f 3.13		f 4.53												
		f 10.32		31.83		★ DALHOUSIE 6.64		7			f 3.03		f 4.42												
		f 10.54		38.47		★ SQUIRRELTOWN 3.30		1			f 2.40		f 4.22												
		f 11.06		41.77		★ ALBANY 1.99		3			f 2.29		f 4.13												
		f 11.12		43.76	W	ALPENA 5.93		15			f 2.25		f 4.05												
		s 11.32		49.69		★ NICTAUX 3.23	P NU	10			f 2.00		f 3.45												
		s 11.42		52.92	Y	★ WYE SWITCH 0.29																			
				53.18		MIDDLETON JCT.					s 1.50		s 3.30												

CALEDONIA SUB-DIVISION FOOT NOTES

Air brakes must not be applied or released on any trestle.
 Rule 42 is applicable on this Sub-Division.
 Rule 27 (7th Paragraph) is applicable on this Sub-Division.

SPEED RESTRICTIONS

All trains must not exceed a speed of twenty (20) miles per hour on Caledonia Sub-division.
 All trains must not exceed fifteen (15) miles per hour descending the grades approaching La Have Bridge.

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate G-16—a class.
 Heaviest car permitted—100,000 lbs.

Additional Flag Stops for Nos. 257 and 258

Nineveh Mileage 6.67

CALEDONIA SUB-DIVISION—Industrial Tracks

NAME	Points		Car Capacity
	Face	Mileage	
New Germany Mill	S	0.25	74
Black Falls	S	8.93	2
Nineveh	S	6.67	4
Woodware	S	18.82	23

MIDDLETON SUB-DIVISION FOOT NOTES

Railway Crossing at Grade with the Dominion Atlantic Railway at Middleton. (Not Interlocked).
 The switch at tail of wye at Middleton Jct. will be set and locked for east leg of Wye.
 Electric Signal indicators at Middleton Jct. are located north and south of the Junction switches. When a train is to go to the station, Conductor will call Operator at Middleton, and if the line is clear, Operator will clear the indicators, which will give authority to make the move. Trainmen must precede engines over School and Commercial Street crossings.
 Engines must not run coupled over bridges and trestles between Bridgewater and Granville Centre. When

necessary to double head, the leading engine will be cut off and pass over singly.
 Air brakes must not be applied or released on any trestle.
 Yard limit boards are located at Bridgewater Jct. and Bridgetown.
 Unless otherwise arranged by train order, No. 253 will not leave Pinehurst until No. 258 arrives.
 Rule 42 is applicable on this Sub-Division.
 Rule 27 (7th Paragraph) is applicable on this Sub-Division.
 The switch at Bridgewater Jct. is normal when set for Chester Sub-division.

Trains Nos. 260 and 254 will follow the train ahead, New Germany to Caledonia Jct., as per time table regardless of Rule 91. The train following must run with such caution as will prevent accident with the train ahead. This does not relieve trainmen of the train ahead from protecting their train as required by rules.

SPEED RESTRICTIONS

Mixed trains must not exceed a speed of twenty-five (25) miles per hour, and extra freight trains twenty (20) miles per hour, on Middleton Sub-division.
 Mixed and freight trains must not exceed fifteen (15) miles per hour descending Cherryfield and Nictaux grades.

Trains must not exceed a speed of ten (10) miles per hour between Trestle at mileage 66.6 and Granville Centre.
 Trains will approach mud slide one-half mile north of Bridgewater Jct., prepared to stop if track is obstructed. After dark trains will stop before passing this point to make sure everything is safe.

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate G-16—a class.
 Heaviest Car permitted—100,000 lbs.

SPRINGHILL SUB-DIVISION

Additional Flag Stops for Passenger Trains

Station	Mileage	Trains
East Mines	13.53	1-2-317-318
Probert	19.37	
Greenville	35.22	
Fort Lawrence	79.45	1-2-319-320
Gayton	107.59	39-42-319-320
Meadow Brook	112.68	
Cooks Brook	118.79	77-78
Harrisville	120.00	276-279
Sunny Brae	123.48	319-320

INDUSTRIAL TRACKS

NAME	Points Face	Mileage	Car Capacity
East Mines	E	13.53	11
Carter	E	23.45	4
Greenville	E	35.22	11
Pugsley	E	73.07	4
Fort Lawrence	E	79.45	8
Coles Island	E	84.34	4
Westcock	E	91.98	4
Prison	W	98.70	6
Crowson	E	102.05	6
McManus	E	108.29	3
Woollen Mills	W	124.04	8
Havelock Mineral	W	124.05	5

RULING GRADES

WESTWARD

Truro, Oxford Jct.	M 14.8	23.3	East Mines, Folly Lake
Oxford Jct.-Sackville	M 74.2	75.7	Nappan, Amherst.
Sackville-Moncton	89.0	92.8	Sackville, Evans.

EASTWARD—

Moncton-Sackville	M 97.3	92.7	Dorchester, Vimy Ridge
Sackville-Oxford Jct.	62.9	60.3	Athol, Springhill Jct.
Oxford Jct.-Truro	34.4	32.3	Atkinson, Wentworth

SPRINGHILL SUB-DIVISION FOOTNOTES

Yard Limit Boards are located at Truro, Debert, Londonderry, Folly Lake, Wentworth, Springhill Jct., Amherst, Sackville, and Moncton.

Automatic Block Signals are in operation between Sackville and Moncton, Rules 501 to 513 apply.

Movement of trains between Painsec Jct. and Moncton is by Automatic Signal indication, Rules 271 to 273 apply. The time of first and second class trains must be cleared.

Automatic Station Signals are in operation at Oxford Jct., Springhill Jct., and Maccan, Rules 451 to 454a apply.

All trains must receive terminal clearance, form B, before leaving Sackville, Springhill Jct., and Oxford Jct.

Operators at Belmont, Maccan, and Painsec Jct., during hours of duty, and Operators at Sackville will register all first class trains.

All trains must approach and pass through Truro, Springhill Jct., Sackville, and Amherst, prepared to stop unless the main track is seen to be clear.

All trains will move in the direction of current of traffic on either main track between the Crossover West of Salmon River Bridge and Crossover switches at end of double track at Truro prepared to stop and expecting to find the main track occupied or switches wrong.

NORTHWARD TRAINS—Inferior Direction

Third Class		First Class		Miles from Painsec Jct.	Symbols	Stations	Train Order or Telephone Office	Telegraph Calls	Car Capacity	
	279		77						Sidings	Other Tracks
	Mixed		Passenger							
	Daily ex. Sun.		Daily ex. Sun.							
	P.M.		A.M.							
	L 1.00		L 6.50	11.58	CW	POINT DU CHENE		DC	Yard	
	s 1.05		s 6.56	9.66		1.92 SHEDIAC	T	FY	23 Yard	
	f 1.27		s 7.08	5.75		3.91 SCODOUC			23	
	s 1.40		s 7.23		YR	5.75 PAINSEC JCT.	T	RN	21 Yard	
						Jct. with Springhill Sub-Div.				
SPRINGHILL SUB-DIVISION										
	s 1.55		s 7.37			5.26 HUMPHREY			35 62	
	A 2.00 P.M.		A 7.45 A.M.		K CWY	1.96 MONCTON	T	RW	Yard	
	Daily ex. Sun.		Daily ex. Sun.							
	279		77							

POINT DU CHENE SUB-DIVISION

Stations

POINT DU CHENE
1.92
SHEDIAC
3.91
SCODOUC
5.75
PAINSEC JCT.
Jct. with Springhill Sub-Div.

SOUTHWARD TRAINS—Superior Direction

First Class		Third Class		Miles from Painsec Jct.	Symbols	Stations	Train Order or Telephone Office	Telegraph Calls	Car Capacity	
	78		276						Sidings	Other Tracks
	Passenger		Mixed							
	Daily ex. Sun.		Daily ex. Sun.							
	P.M.		A.M.							
	A 6.15		A 11.45							
	s 6.09		s 11.40							
	f 5.56		f 11.28							
	s 5.40		s 11.15							
SPRINGHILL SUB-DIVISION										
	s 5.25		s 11.00							
	L 5.20 P.M.		L 10.55 A.M.							
	Daily ex. Sun.		Daily ex. Sun.							
	78		276							

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate N-3-D class.
Heaviest car permitted—175,000 lbs.

Engines must not go beyond shore or corner of Fish Company's buildings on track leading from station to wharf at Point du Chene.

Engines must not go beyond frog on wharf track back of old station. Chock block has been placed one hundred feet beyond shore and cars may be placed as far as this chock block.

Engines of 29% Pacific Type, 5500 class or heavier, must not be operated on the road siding at Shediac on account of sharp curve.

All trains may leave Point du Chene without Terminal Clearance.

All trains moving between Painsec Jct. and Moncton will be governed by Time Table foot notes for the Springhill Sub-Division.

ENGINE AND CAR RESTRICTIONS

Engines of greater capacity than 50% must not operate beyond Lockhart's Mill on the siding leading to ice house at Humphrey.

SPEED RESTRICTIONS M.P.H.

All trains	10	Queen Street Crossing, Truro. Spring Street Crossing, Amherst. Lutz, Queen, Robinson, Victoria, St. George and Church Street Crossings, Moncton.
Eastward Psgr. Trains	35	between Mile 23 & 17.
Eastward Frt. Trains	25	between Mile 93 and 89 and between Mileage 23 and 17.
Westward Psgr. Trains	35	between Mileage 25 & 29.
Westward Psgr. Trains	40	between Mileage 93 and 97.
Westward Frt. Trains	25	between Mileage 25 & 29 and between Mileage 93 and 97.

Sante Fe; Northern and Mikado type engines, 3198 and 3199 } 20

Bridge, Mileage 11.4.

Sante Fe and Mikado type engines, 3198, 3199, 3390 to 3404. } 20

Bridges at Mileage 72.8 and 76.5

Trains handling 185 ton cranes or heavier. 20

Bridge at Mileage 76.5.

Passenger trains 10

Moncton Yard.

No. 3 will reduce speed to fifteen m. p. h. at Belmont, Debert, East Mines, Wentworth, Westchester and Thomson, to discharge mails.

Northern Type Engines 6100-6119 must not exceed speed of 60 miles per hour at any point—this restriction does not supersede restrictions for freight trains as shown in time table.

CONDITIONAL STOPS

TRAIN	STATION	CONDITIONS
No. 3	Wentworth	To detrain passengers from Truro and beyond.
No. 3	Westchester	To detrain passengers from Truro and take on passengers for Amherst.
No. 3 (Sun. only)	College Bridge	For passengers.
No. 4	Wentworth	To take on passengers for Truro and beyond.
No. 4	Memramcook	To detrain passengers from Montreal.
No. 3 & 4 (Sun only)	Painsec Jct.	For passengers.
No. 2	Fort Lawrence	For Mails.

Point du Chene Sub-Division Industrial Tracks

NAME	Points Face	Mileage	Car Capacity
Smith	E	8.44	84

DOUBLE TRACK:

Truro-Belmont	The first crossover south of Truro passenger station is end of double track. The first cross over east of Belmont Station is end of double track.
Springhill Jct.-Maccan.	Crossover east of west leg of wye at Springhill Jct. is end of double track. West Switch at Maccan is end of double track.
Painsec Jct.-Moncton	Crossover immediately west of Painsec Jct. Station is end of double track.

AUTOMATIC SPRING SWITCHES

Belmont	At end of double track.
Springhill Jct.	Main track switch at extreme east end of yard.
Springhill Jct.	Main track switch at end of double track.
Maccan	At end of double track.
Painsec Jct.	At end of double track.

When a movement has been started through a spring switch it must be completed, and should a train be stopped when passing through a spring switch it must not back up or take the slack until the switch has been thrown by hand.

When operating these switches by hand a slow, steady pressure must be kept on handle until points are all the way over.

Passenger trains must not exceed speed of twenty (20) miles per hour and freight trains speed of fifteen (15) miles per hour when trailing through automatic spring switches, except when same are located on turnouts, when five (5) miles per hour must not be exceeded.

WESTWARD TRAINS—Inferior Direction										EASTWARD TRAINS—Superior Direction												
Third Class		Second Class				First Class		Miles from Moncton	Symbols	Stations	Train Order or Telephone Office	Telegraph Calls	Car Capacity		First Class			Second Class			Third Class	
411	355	353	357	19	351	13	43						Sidings	Other Tracks	44	50	14	356	358	20	352	354	412
Manifest Freight	Suburban Motor	Suburban Motor	Suburban Motor	Passenger	Suburban Motor	Passenger	Passenger						Passenger	Passenger	Passenger	Suburban Motor	Suburban Motor	Passenger	Suburban Motor	Suburban Motor	Manifest Freight	
Daily	Sat. only	Daily ex. Sat. & Sun.	Sat. only	Daily ex. Sun.	Daily ex. Sun.	Daily	Daily ex. Sun.						Daily ex. Sun.	Sun. only	Daily ex. Sun.	Mon. only	Sat. only	Daily ex. Sun.	Daily ex. Sat. & Sun.	Daily ex. Sun.	Daily	
				A.M.		P.M.	A.M.					Yard	A.M.	P.M.	P.M.			P.M.				
L 1.00				L 11.10		L 3.30	L 5.00	1.31	K	MONCTON	T	RW	A 10.30	A 2.00	A 3.15			A 8.40			A.M.	
1.20				f 11.24		3.33	5.05	6.55	R	1.31 WEST END	T		10.25	1.55	3.10			8.35			A 12.30	
1.30				s 11.29		f 3.43	f 5.15	10.20		JONES			f 10.16	f 1.47	3.00			f 8.25			12.12	
1.40				s 11.35		f 3.48	f 5.20	13.38		BOUNDARY CREEK			f 10.07	f 1.42	2.55			f 8.19			12.02	
1.52				s 11.44		s 3.55	s 5.27	18.11		3.18 SALISBURY	T	DK	s 10.02	s 1.37	s 2.50			s 8.13			A.M.	11.52
2.04				s 11.54		f 4.04	f 5.36	22.95	W	Jct. with Albert Sub-Division			s 9.52	f 1.29	f 2.42			f 8.05			11.37	
2.18				s 12.04		s 4.14	s 5.46	28.55		4.73 RIVER GLADE			s 9.42	s 1.21	s 2.33			s 7.56			11.25	
2.25				s 12.09		s 4.25	f 5.56	31.75		4.84 PETITCODIAC	T	AC	s 9.32	f 1.12	2.23			s 7.46			11.11	
2.40				s 12.19		4.30	6.01	38.14		Jct. with Elgin Sub-Division			9.24	1.07	2.18			7.41			11.03	
2.50				f 12.26		s 4.40	f 6.11	42.42		5.60 ANAGANCE		DW	s 9.11	f 12.57	2.08			s 7.29			10.48	
3.00				s 12.33		s 4.48	f 6.18	45.60	WR	3.20 PORTAGE JCT.			f 9.02	12.51	2.01			f 7.21			10.38	
3.10				s 12.43		s 4.54	A 6.25	50.10		6.39 PENOBISQUIS		H	s 8.55	s 12.46	s 1.55			L 7.15			10.30	
3.30				s 7.00		s 5.03	s 6.52	56.63		4.28 PLUMWESEEP			s 8.44	s 12.33	s 1.42			A 7.00			10.13	
3.43				s 7.12		s 5.14	s 7.08	61.61		3.18 SUSSEX	T	RU	s 8.30	s 12.21	s 1.30			s 3.15	s 6.48		9.57	
3.46				s 7.19		f 5.23	s 7.20	63.12		4.50 APOHAQUI			s 8.19	f 12.12	1.21			s 3.00	s 6.35		9.44	
4.00				s 7.30		s 5.26	s 7.24	67.32	WR	6.53 NORTON			f 8.15	12.10	1.19			s 2.46	s 6.23		9.40	
4.05				s 7.48		s 5.35	s 7.35	68.64		4.98 BLOOMFIELD		B	f 8.05	s 12.02	s 1.11			s 2.42	s 6.19		9.30	
4.14				f 1.16		s 5.38	s 7.38	72.59		1.51 PASSEKEAG			f 7.59	* 11.59	1.08			s 2.34	s 6.11	A 7.20	9.23	
4.16				f 1.25		* 5.46	s 7.53	73.55		4.20 HAMPTON	T	HN	f 6.07	s 2.29	s 6.08	s 7.16	s 11.23	s 2.34	s 6.11	A 7.20	9.30	
4.25				f 1.35		* 5.48	s 7.55	77.32		Jct. with St. Martins Sub-Division			f 6.00	s 2.22	s 6.03	s 7.07	s 11.16	s 2.34	s 6.11	A 7.20	9.30	
4.32				f 1.45		* 5.54	s 8.08	80.49		1.32 LAKESIDE			f 6.06	s 2.19	s 6.01	s 7.03	s 11.12	s 2.34	s 6.11	A 7.20	9.30	
4.35				f 1.47		* 5.54	s 8.08	81.99		3.95 NAUWIGEWAWK		NA	f 6.06	s 2.19	s 6.01	s 7.03	s 11.12	s 2.34	s 6.11	A 7.20	9.30	
4.37				f 1.50		* 5.54	s 8.08	83.68		0.96 HAMMOND RIVER			f 6.06	s 2.19	s 6.01	s 7.03	s 11.12	s 2.34	s 6.11	A 7.20	9.30	
4.40				f 1.53		* 5.54	s 8.08	85.00		3.77 QUISPAMIS			f 6.06	s 2.19	s 6.01	s 7.03	s 11.12	s 2.34	s 6.11	A 7.20	9.30	
4.44				f 1.56		* 5.54	s 8.08	86.26		3.17 ROTHESAY			f 6.06	s 2.19	s 6.01	s 7.03	s 11.12	s 2.34	s 6.11	A 7.20	9.30	
4.48				f 1.56		* 5.54	s 8.08	87.89		1.50 EAST RIVERSIDE			f 6.06	s 2.19	s 6.01	s 7.03	s 11.12	s 2.34	s 6.11	A 7.20	9.30	
A 5.00				f 1.56		* 5.54	s 8.08	88.26		0.91 RENFORTH			f 6.06	s 2.19	s 6.01	s 7.03	s 11.12	s 2.34	s 6.11	A 7.20	9.30	
A.M.				f 1.56		* 5.54	s 8.08	89.32		0.78 TORRYBURN			f 6.06	s 2.19	s 6.01	s 7.03	s 11.12	s 2.34	s 6.11	A 7.20	9.30	
Daily				f 1.56		* 5.54	s 8.08	89.32		1.32 BROOKVILLE			f 6.06	s 2.19	s 6.01	s 7.03	s 11.12	s 2.34	s 6.11	A 7.20	9.30	
411	355	353	357	19	351	13	43	89.32		1.26 GOLDBROOK			f 6.06	s 2.19	s 6.01	s 7.03	s 11.12	s 2.34	s 6.11	A 7.20	9.30	
				f 1.56		* 5.54	s 8.08	89.32		1.63 ISLAND YARD			f 6.06	s 2.19	s 6.01	s 7.03	s 11.12	s 2.34	s 6.11	A 7.20	9.30	
				f 1.56		* 5.54	s 8.08	89.32		1.43 SAINT JOHN			f 6.06	s 2.19	s 6.01	s 7.03	s 11.12	s 2.34	s 6.11	A 7.20	9.30	
				f 1.56		* 5.54	s 8.08	89.32		★ No Siding			f 6.06	s 2.19	s 6.01	s 7.03	s 11.12	s 2.34	s 6.11	A 7.20	9.30	

Yard limit boards are located at Coldbrook, Apohaqui, Sussex, Penobsquis, River Glade and West End.

Nos. 13 and 50 will make flag stops at all Suburban Stations between Hampton and Saint John on Sundays.

ADDITIONAL FOOTNOTES FOR SUSSEX SUB-DIVISION ON PAGE 19 Industrial Tracks on Page 20

RULING GRADE
 WESTWARD—
 M.73.4....76.8 Nauwigewauk-Quispamsis.
 EASTWARD—
 M.80.2....76.8 Rothesay Model Farm.

FOOT NOTES TORMENTINE SUB-DIVISION

Rule 42 is applicable on this Sub-Division.
 Drawbridge located at Port Elgin (Not Interlocked).
 All movements over Ferry Dock Highway crossing at Cape Tormentine must be protected by a member of the crew unless otherwise provided for.
 All trains will approach Cape Tormentine prepared to stop unless the main track is seen to be clear.
 All trains will approach Sackville prepared to stop unless the main track is seen to be clear, and will not exceed speed of five (5) miles per hour over switches and crossovers at Sackville Station.
 Yard Limit Boards are located at Sackville and Cape Tormentine.
 Trains must not exceed a speed of ten (10) miles per hour over Bridge Street Crossing and Weldon Street Crossing at Sackville.
 Engines or cars must not be operated at a speed of more than five (5) miles per hour on the Transfer Bridge and Apron at Cape Tormentine.

**INDUSTRIAL TRACKS
TORMENTINE SUB-DIVISION**

NAME	Points Face	Mileage	Car Capacity
Fawcett Foundry.....	E	0.86	89
Mt. Allison Univ.....	E	0.86	16
Blacks.....	W	2.37	2

**TORMENTINE SUB-DIVISION
Additional Flag Stops for Passenger Trains**

STATION	MILEAGE	TRAINS
Bridge Street	.45	39-42

**WESTWARD TRAINS
Inferior Direction**

First Class

39

Passenger Daily ex. Sun.

A.M.

L 11.00

f 11.07

f 11.12

f 11.19

f 11.29

s 11.37

f 11.42

f 11.53

f 12.03

12.05

f 12.11

f 12.13

A 12.20

P.M.

Daily ex. Sun.

39

Miles from Sackville

36.12

35.35

32.59

30.58

27.20

22.97

19.89

17.72

11.79

7.69

5.94

3.54

2.60

Symbols

CWK

★

★

★

★

★

★

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TORMENTINE SUB-DIVISION

Stations

FERRY DOCK

CAPE TORMENTINE

LANE

MALDEN

MELROSE

HARDYS

PORT ELGIN

BAIE VERTE

BROOKLYN

MIDGIC

WARD

UPPER SACKVILLE

MIDDLE SACKVILLE

SACKVILLE

Jct. with Springhill Sub-Division

Train Order or Telephone Office

T

T

T

Telephone Office

N

BU

D

Telegraph Calls

Car Capacity

Sidings

Other Tracks

Yard

1

42

8

48

13

51

16

38

10

7

Yard

**EASTWARD TRAINS
Superior Direction**

First Class

42

Passenger Daily ex. Sun.

P.M.

A 2.35

f 2.27

f 2.22

s 2.14

f 2.05

s 1.58

f 1.52

f 1.40

f 1.32

1.27

f 1.22

f 1.18

L 1.10

P.M.

Daily ex. Sun.

42

FOOT NOTES FOR SUSSEX SUB-DIVISION

NORTHWARD TRAINS Inferior Direction				ST. MARTINS SUB-DIVISION				SOUTHWARD TRAINS Superior Direction				BUCTOUCHE SUB-DIVISION				SOUTHWARD Superior Direction						
Third Class				Miles from Hampton	Symbols	Train Order or Telephone Office	Telegraph Calls	Car Capacity		Third Class				Train Order or Telephone Office	Telegraph Calls	Car Capacity		Third Class				
251								Sidings	Other Tracks	252						Sidings	Other Tracks	204				
Mixed				Mixed						Mixed				Mixed								
Wed. Only				Wed. Only				Wed. Only				Mon. Wed. & Sat.										
A.M.				A.M.				A.M.				P.M.										
L 11.45				L 11.45				L 10.35				L 7.30										
f 11.50				f 11.50				f 10.23				s 7.45										
P.M.				P.M.				P.M.				P.M.										
f 12.05				f 12.05				f 10.10				s 8.05										
f 12.15				f 12.15				f 9.58				s 8.25										
f 12.30				f 12.30				f 9.47				f 8.42										
f 12.38				f 12.38				f 9.36				f 8.57										
f 12.50				f 12.50				f 9.20				f 9.05										
f 12.55				f 12.55				f 9.15				f 9.15										
f 1.15				f 1.15				f 8.55				f 9.25										
f 1.30				f 1.30				f 8.45				f 9.45										
f 1.40				f 1.40				f 8.42				f 9.55										
f 2.00				f 2.00				f 8.30				9.40										
A 2.25				A 2.25				L 8.15				A 9.45										
P.M.				P.M.				A.M.				A.M.										
Wed. Only				Wed. Only				Wed. Only				Mon. Wed. & Fri.										
251				252				252				203										
				28.75	CR	P	VC	14		ST. MARTINS				T	UC	10	34	BUCTOUCHE				
				27.56	W			1		QUACO								McKEE MILLS				
				24.15				5		SHANKLIN						9		ST. ANTHONY				
				21.90				5		LAKE HENRY						6		NOTRE DAME				
				19.15				3		PORTER ROAD							6		MacDOUGALL			
				17.15		P		4		HANFORD BROOK						9		SCOTCH SETTLEMENT				
				13.96		P		4		UPHAM								CAPE BRETON				
				13.19		P				TITUS MILLS						11		IRISHTOWN				
				10.87				6		BARNESVILLE								TANKVILLE				
				8.37				1		SALT SPRINGS								BUCTOUCHE JCT.				
				7.41						ROBERTSON								Jct. with Springhill Sub-Div.				
				4.97				3		SMITHTOWN												
					CWK	T	HN	3		HAMPTON												
										Jct. with Sussex Sub-Div.												
										★ No Siding								★ No Siding				

All trains may leave St. Martins without Terminal Clearance.

Rule 42 is applicable on this Sub-Division.

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

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate G-16-A class.
Heaviest car permitted—120,000 lbs.

All trains moving between Buctouche Jct. and Moncton will be governed by Time Table foot notes for the Springhill Sub-Division.

Rule 42 is applicable on this Sub-Division.

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

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate G-16-a class.
Heaviest car permitted—120,000 lbs.

INDUSTRIAL TRACKS

SUSSEX SUB-DIVISION

NAME	Points Face	Mileage	Car Capacity
Rayner Construction.....	EW	25.91	17
Marven.....	E	32.93	2
McColl Frontenac.....	W	45.02	3
Military Siding.....	EW	45.02	39
Gravel Siding.....	W	45.45	38
Model Farm.....	W	75.68	16
H. S. Adams.....	W	84.73	15
Brookville Mfg. Co.....	W	85.00	20
Carrette.....	E	86.26	9

BUCTOUCHE SUB-DIVISION

NAME	Points Face	Mileage	Car Capacity
McLaughlin.....	N	29.64	2
J. D. Irving.....	N	30.12	3

NORTHWARD TRAINS Inferior Direction				Miles from Salisbury	Symbols	ALBERT SUB-DIVISION				Train Order or Telephone Office	Telegraph Calls	Car Capacity		SOUTHWARD TRAINS Superior Direction						
Third Class						Stations	Sidings	Other Tracks	Third Class			Stations	Sidings	Other Tracks	Third Class					
255	257	Mixed	Mixed						256						258	Mixed	Mixed	254	Mixed	Mixed
Daily ex. Sun.	Mon. & Thur.	P.M.	L 3.20	44.77	CWR	ALBERT	T	JR	10	14	P.M.	A 2.50								
f			3.24	44.07	★	RIVERSIDE			2	2	f	2.45								
f			3.32	42.11	★	HOPEWELL HILL			7	7	f	2.33								
f			3.46	37.74	★	DANIEL					f	2.15								
s			3.58	34.96	★	CAPE			6	6	s	2.04								
f			4.06	32.74	★	CURRYVILLE					f	1.54								
f			4.19	29.81	★	WOODWORTH					f	1.40								
f			4.24	28.80	W	ALBERT MINES					f	1.35								
P.M.	A 4.40		L 5.10	24.37	CY	HILLSBORO	T	HO	16	17	L 1.20	P.M.	A 4.20							
f			5.18	21.85	★	WELDON					f	12.46	f	4.11						
f			5.25	19.83	★	SALEM			5	5	f	12.40	f	4.05						
			5.35	17.80	W	WATER TANK					f	12.32	f	3.57						
f			5.40	16.74		STONEY CREEK			13		f	12.27	f	3.52						
f			5.50	13.74	★	BALTIMORE			4	4	f	12.17	f	3.42						
f			6.05	9.70	W	TURTLE CREEK			14		f	12.02	f	3.27						
f			6.20	4.13	★	COVERDALE			7	7	f	11.45	f	3.10						
f			6.25	2.98	★	PRICE					f	11.40	f	3.05						
A 6.40			L 7.00		CK	SALISBURY	T	DK	17		L 11.30	L 2.55								

SUSSEX SUB-DIVISION				SUSSEX SUB-DIVISION			
A 7.35			P.M.	13.38	CK	MONCTON	T RW
Daily ex. Sun.	Mon. & Thur.						
255	257						

ENGINE AND CAR RESTRICTIONS
 Heaviest engine permitted to operate G-16—a class.
 Heaviest car permitted—120,000 lbs.

INDUSTRIAL TRACKS

NAME	Points Face	Mileage	Car Capacity
ALBERT SUB-DIVISION			
Maritime Oil Fields.....	N	21.29	4
Wharf and Ballast.....	N	23.04	102
Hillsboro Manufacturing Co.....	N	23.20	7
Albert Manufacturing Co.....	S	24.08	15
Hillsboro Plaster Co.....	NS	30.28	2
Nelson.....	N	32.89	12

Trains of Albert Sub-Division hold no Time Table authority on Sussex Sub-Division, and will move on that Sub-Division on train orders issued by the despatcher at Moncton.

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

Trains must not exceed speed of ten (10) miles per hour over public road crossing mile 24.4 and fifteen (15) miles per hour between Mileage 25.0 and 44.77.

Trains must not exceed speed of ten (10) Miles per hour over Bridge at Mile 10.3.

Trains will stop at Moncton Road—Mileage 14.87, Shelter.

NORTHWARD TRAINS Inferior Direction				Miles from Petitcodiac	Symbols	ELGIN SUB-DIVISION				Train Order or Telephone Office	Telegraph Calls	Car Capacity		SOUTHWARD TRAINS Superior Direction						
Third Class						Stations	Sidings	Other Tracks	Third Class			Stations	Sidings	Other Tracks	Third Class					
253	Mixed	Mixed	Mixed						254						Mixed	Mixed	254	Mixed	Mixed	
			P.M.	L 1.00	13.80	WR	ELGIN				4	21	P.M.	A 12.40						
				f 1.25	7.19	★	POLLETT RIVER					16	f 12.15							
				A 1.50		CWK	PETITCODIAC	T	AC	27-61	25		P.M.	L 11.50						

All trains may leave Elgin without Terminal Clearance.
 Rule 42 is applicable on this Sub-Division.
 Rule 27 (7th paragraph) is applicable on this Sub-Division.

ENGINE AND CAR RESTRICTIONS
 Heaviest engine permitted to operate G-16—a class.
 Heaviest car permitted—120,000 lbs.

INDUSTRIAL TRACKS
 F. E. Sayre—Mileage 7.29 Elgin Sub-Division. Car Capacity 15.
 Trains will stop at Blakney—Mileage 11.90. Platform
 Trains of Elgin Sub-Division hold no time table authority on Sussex Sub-Division and will move on that Sub-Division on train orders issued by the Despatcher at Moncton.

SOUTHWARD TRAINS Superior Direction				Miles from Petitcodiac	Symbols	HAVELOCK SUB-DIVISION				Train Order or Telephone Office	Telegraph Calls	Car Capacity		NORTHWARD TRAINS Inferior Direction						
Third Class						Stations	Sidings	Other Tracks	Third Class			Stations	Sidings	Other Tracks	Third Class					
259	Mixed	Mixed	Mixed						260						Mixed	Mixed	260	Mixed	Mixed	
			P.M.	L 1.00	12.31	CWR	HAVELOCK				8	9	P.M.	A 12.40						
				f 1.09	10.04	★	STEEVES						f 12.31							
				f 1.20	7.58	★	KILLAM					3	f 12.20							
				f 1.31	5.17	★	FAWCETT					2	f 12.09							
				f 1.42	2.93	★	INTERVALE						P.M.	f 11.58						
				A 1.50		CWK	PETITCODIAC	T	AC	27-61	25		L 11.50							

SUSSEX SUB-DIVISION				SUSSEX SUB-DIVISION			
A 2.35			P.M.	9.57	CK	SALISBURY	T DK
Daily ex. Sun.	Mon. & Thur.			13.38	K	MONCTON	T RW
259	257				CWK		

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

ENGINE AND CAR RESTRICTIONS
 Heaviest engine permitted to operate G-16—a class.
 Heaviest car permitted—120,000 lbs.

Trains of Havelock Sub-Division hold no time table authority on Sussex Sub-Division and will move on that Sub-Division on train orders issued by the Despatcher at Moncton.
 Unless otherwise arranged by Train Order, No. 259 will not leave Havelock until No. 260 arrives.
 All trains may leave Havelock without Terminal Clearance.

SPECIAL RULES

- 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.
- Rule Four-nought-five is applicable on ALL SINGLE TRACK TERRITORY.
- 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.

- 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.
- 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.

- 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.
- 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.

- 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.

- 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.
- 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.
- 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.
- 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.
- 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."
- 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.

- 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.
- 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

- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- The services of a Railway physician must be requisitioned when practicable.
- In cases of accidents proving immediately fatal, the Coroner of the District should be notified at the earliest possible convenience.
- 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.
- 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.

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 falls 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."

HOURS OF SERVICE FOR TRAIN ORDER OFFICES

NEW GLASGOW DIVISION			HALIFAX DIVISION			MONCTON DIVISION		
STATION	WEEK DAYS	SUNDAYS	STATION	WEEK DAYS	SUNDAYS	STATION	WEEK DAYS	SUNDAYS
Antigonish	{ 8.30 a. m. to 4.30 p. m. } { 7.00 p. m. to 3.00 a. m. }	12.01 a. m. to 3.00 a. m.	Barrington	8.30 a. m. to 5.30 p. m.	Closed	Albert	8.00 a. m. to 5.00 p. m.	Closed
Avondale	8.30 a. m. to 4.30 p. m.	Closed	Barrington Passage ..	7.40 a. m. to 4.40 p. m.	Closed	Amherst	8.00 a. m. to 11.59 p. m.	{ 11.59 a. m. to 1.00 p. m. } { 4.30 p. m. to 5.30 p. m. }
Bolsdale	8.00 a. m. to 4.00 p. m.	Closed	*Bedford	6.45 a. m. to 3.45 p. m.	Closed	Apohaqui	6.30 a. m. to 3.30 p. m.	Closed
Denmark	8.30 a. m. to 5.30 p. m.	Closed	Bridgetown	8.30 a. m. to 5.30 p. m.	Closed	Belmont	7.45 a. m. to 4.45 p. m.	Closed
Ferrona Jct., Eureka ..	7.15 a. m. to 4.15 p. m.	Closed	Bridgewater	Continuous	Closed	Buctouche	7.00 a. m. to 4.00 p. m.	Closed
Grand Narrows	7.30 a. m. to 3.30 p. m.	Closed	Brookfield	7.00 a. m. to 4.00 p. m.	Closed	Cape Tormentine	8.00 a. m. to 8.00 p. m.	Closed
Harbor Au Bouche	11.30 p. m. to 4.30 p. m.	Closed	Caledonia	6.50 a. m. to 3.50 p. m.	Closed	Coldbrook	7.00 a. m. to 4.00 p. m.	Closed
Heatherton	8.10 a. m. to 4.10 p. m.	Closed	Chester	8.15 a. m. to 5.15 p. m.	Closed	College Bridge	8.30 a. m. to 4.30 p. m.	Closed
Hopewell	10.15 p. m. to 4.15 p. m.	Closed	Chester Basin	8.20 a. m. to 5.20 p. m.	Closed	Debert	8.00 a. m. to 5.00 p. m.	Closed
Inverness	6.30 a. m. to 11.00 p. m.	Closed	Dartmouth	9.00 a. m. to 6.00 p. m.	Closed	Dorchester	8.00 a. m. to 11.59 p. m.	Closed
Iona	8.30 a. m. to 1.30 a. m.	Closed	Elmsdale	7.00 a. m. to 4.00 p. m.	Closed	Folly Lake	Continuous	Closed
James River	8.30 a. m. to 4.30 p. m.	Closed	French Village	8.00 a. m. to 5.00 p. m.	Closed	Hampton	6.10 a. m. to 11.45 p. m.	Closed
Judique	8.30 a. m. to 5.30 p. m.	Closed	Halifax	6.00 a. m. to 10.00 p. m.	Closed	Hillsboro	8.30 a. m. to 5.30 p. m.	Closed
Letches Creek	6.40 a. m. to 3.40 p. m.	Closed	Hubbard	7.45 a. m. to 4.45 p. m.	Closed	*Humphrey	8.00 a. m. to 5.00 p. m.	Closed
Little Bras D'Or	7.00 a. m. to 3.00 p. m.	Closed	Imperoyal	8.00 a. m. to 5.00 p. m.	Closed	Island Yard	1.30 p. m. to 10.30 p. m.	Closed
Mabou	7.15 a. m. to 4.15 p. m.	Closed	Liverpool	6.00 a. m. to 11.00 p. m.	Closed	Londonderry	8.00 a. m. to 4.00 p. m.	Closed
Malagash	8.15 a. m. to 5.15 p. m.	Closed	Lockeport	8.30 a. m. to 4.30 p. m.	Closed	Maccan	7.00 a. m. to 11.00 p. m.	Closed
Merigomish	8.30 a. m. to 4.30 p. m.	Closed	Lunenburg	7.00 a. m. to 7.00 p. m.	Closed	Moncton Yard	Continuous	Continuous
Monastery	7.30 a. m. to 3.30 p. m.	Closed	Mahone Bay	8.00 a. m. to 5.00 p. m.	Closed	Moncton "Ticket"	2.30 a. m. to 11.30 p. m.	1.30 p. m. to 4.00 p. m.
Mulgrave	Continuous	{ 12.01 a. m. to 8.00 a. m. } { 10.00 p. m. to 11.59 p. m. }	Middleton	7.00 a. m. to 4.00 p. m.	Closed	Nappan	7.00 a. m. to 3.00 p. m.	Closed
New Glasgow	Continuous	12.01 a. m. to 8.00 a. m.	Milford	9.00 a. m. to 5.00 p. m.	Closed	Norton	6.45 a. m. to 9.00 p. m.	Closed
North Sydney	6.00 a. m. to 9.20 p. m.	{ 6.00 a. m. to 8.00 a. m. } { 8.00 p. m. to 10.00 p. m. }	Musquodobolt	6.50 a. m. to 3.50 p. m.	Closed	Oxford Jct.	7.00 a. m. to 3.00 a. m.	Closed
Orangedale	8.00 a. m. to 1.00 a. m.	Closed	Musquodobolt Harbour	6.30 a. m. to 3.30 p. m.	Closed	Painsec Jct.	7.00 a. m. to 11.00 p. m.	Closed
Oxford	8.00 a. m. to 5.00 p. m.	Closed	New Germany	7.30 a. m. to 4.30 p. m.	Closed	Petitcodiac	8.30 a. m. to 5.30 p. m.	Closed
Pictou	5.50 a. m. to 11.50 p. m.	Closed	Port Clyde	8.30 a. m. to 5.30 p. m.	Closed	Port Elgin	8.00 a. m. to 5.00 p. m.	Closed
Pictou Landing	8.10 a. m. to 5.35 p. m.	Closed	Port Mouton	2.30 a. m. to 5.30 p. m.	Closed	Rochesay	7.00 a. m. to 4.00 p. m.	Closed
Port Hastings	8.30 a. m. to 4.30 p. m.	Closed	Pubnico	8.00 a. m. to 4.00 p. m.	Closed	Sackville	Continuous	{ 11.59 a. m. to 2.00 p. m. } { 4.00 p. m. to 6.00 p. m. }
Port Hawkesbury	8.30 a. m. to 5.30 p. m.	Closed	Rockingham	8.30 a. m. to 5.30 p. m.	Closed	Saint John	Continuous	Continuous
Port Hood	8.15 a. m. to 5.15 p. m.	Closed	Shelburne	8.30 a. m. to 5.30 p. m.	Closed	Salisbury	8.00 a. m. to 2.00 a. m.	Closed
Point Tupper	Continuous	{ 12.01 a. m. to 8.00 a. m. } { 10.00 p. m. to 11.59 p. m. }	Shubenacadie	6.30 a. m. to 10.30 p. m.	Closed	Shediac	6.30 a. m. to 9.00 p. m.	Closed
Pugwash	8.15 a. m. to 5.15 p. m.	Closed	Springfield	6.30 a. m. to 5.30 p. m.	Closed	Springhill Jct.	Continuous	{ 11.00 a. m. to 1.00 p. m. } { 5.00 p. m. to 7.00 p. m. }
Pugwash Jct.	8.30 a. m. to 5.30 p. m.	Closed	Stewiacke	6.30 a. m. to 10.30 p. m.	Closed	Sussex	6.00 a. m. to 11.00 p. m.	{ 12.00 noon to 2.00 p. m. } { 4.00 p. m. to 6.00 p. m. }
River Denys	8.00 a. m. to 5.00 p. m.	Closed	Truro	Continuous	Continuous	Westchester	8.00 a. m. to 4.00 p. m.	Closed
River John	8.00 a. m. to 5.00 p. m.	Closed	Tusket	8.00 a. m. to 5.00 p. m.	Closed	West End	Continuous	Continuous
Riversdale	8.00 a. m. to 5.00 p. m.	Closed	Upper Musquodobolt ..	8.00 a. m. to 5.00 p. m.	Closed			
Scotsburn	8.00 a. m. to 5.00 p. m.	Closed	Waverley	6.40 a. m. to 3.40 p. m.	Closed			
Stellarton	Continuous	Closed	Windsor Jct.	Continuous	Closed			
St. Peters	8.15 a. m. to 5.15 p. m.	Closed	Yarmouth	7.00 a. m. to 6.30 p. m.	Closed			
Sydney	Continuous	Continuous						
Sydney Mines	6.00 a. m. to 11.00 p. m.	{ 6.00 a. m. to 8.00 a. m. } { 8.00 p. m. to 10.00 p. m. }						
Tatamagouche	8.00 a. m. to 5.00 p. m.	Closed						
Trenton	8.00 a. m. to 5.00 p. m.	Closed						
Valley	8.30 a. m. to 5.30 p. m.	Closed						
Wallace	8.15 a. m. to 5.15 p. m.	Closed						
West Bay Road	8.30 a. m. to 5.30 p. m.	Closed						
West River	6.30 a. m. to 12.30 a. m.	Closed						
Westville	5.30 a. m. to 11.15 p. m.	Closed						

*Train Orders handled in emergency cases only.

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
North Sydney	No. 6	Steamer	30 min. late
Point Tupper	No. 6	No. 156	30 " "
"	No. 6	No. 221	40 " "
Stellarton	No. 367	No. 7	Will connect
Truro	No. 7	No. 4	3 Hours 00 " "
"	No. 1	No. 6	1 Hour 30 " "
Oxford Jct.	No. 3	No. 333	30 " "
Sackville	No. 2	No. 39	1 Hour 00 " "
"	No. 42	No. 3	1 Hour 00 " "
Monoton	No. 3	No. 39	1 Hour 30 " "
"	No. 13	No. 39	2 Hours 15 " "
"	No. 4	No. 14	Will connect
"	No. 25	No. 44	1 Hour 00 " "
"	No. 19	No. 2	45 " "
"	No. 13	No. 4	30 " "
Saint John	No. 50	No. 104 (C. P. R.)	1 Hour 00 " "
"	No. 14	No. 42 (C. P. R.)	1 Hour 00 " "

SPECIAL INSTRUCTIONS REGARDING THE OPERATION OF INTERLOCKING PLANT AT GRAND NARROWS

The draw of Grand Narrows bridge is protected by an interlocking plant operated from the tower of the draw span. Trains will be governed by interlocking signals instead of hand signals.

Westward train movements are controlled by a mechanical home signal situated about 500 feet east of the draw span. Eastward train movements are controlled by two electric home signals—one situated at the long end of the bridge and the other situated on the bridge 500 feet west of the draw span. The inside electric home signal is for emergency use only.

A semaphore arm standing in a horizontal position indicates "stop". When in this position at night a red light is displayed.

A semaphore arm standing 90 degrees above the horizontal indicates "proceed". When in this position at night a green light is displayed.

Trains must not go beyond a home signal when in the "stop" position.

Trains must not stand between the inside electric home signal and the home signal east of the bridge longer than absolutely necessary, as draw span cannot be operated while a train or any part thereof is standing between those signals.

The switch leading to Forge siding is operated from the Tower. Trains wishing to use this siding will advise the Towerman so he can operate the switch. Should a train be in Forge siding when the draw is opened, a derailer will be set against the train, and such train must not attempt to leave the siding until the draw span is closed and the derailer removed.

Steamers and sailing vessels must be allowed to pass through the draw without delay. All trains except passenger or auxiliary trains, if in such position as will prevent draw span being operated, will move promptly.

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

NEW GLASGOW DIVISION

MULGRAVE SUB-DIVISION

Terminal	Location	Structure or Obstruction	Side of Track
Stellarton	Sand House Track	Buildings	Both
"	Enginehouse track	Building	North
"	High track Coal Plant	Enginehouse	North
"	Scale Track	Scalehouse	South
Pirate Harbor	Coal Plant Siding	Coal Plant	North
"	Turntable Tail Track	Shed	South
Mulgrave	Ice House	Tower and Shop	South
"	Old Main Line Sdg.	Tower of Stairway	South
"	"	Stairway	Overhead
"	"	Fence	North
"	Powerhouse Siding	Boilerhouse	South
"	Freight Shed Siding	Ice House Platform	South
"	Ferry Transfer Outside Track	Various	Both

PICTOU SUB-DIVISION

Pictou	Fullerton Sdg.	Buildings	Both
"	Gray Sdg.	Various	Both
"	Hamilton Siding	Pole and Buildings	East
"	English Siding	Pole and Buildings	West
"	Smith Siding	Building	West
"	Ice House Siding	Building	West
"	Wharf Sdgs. No. 6-7-8	Buildings and doors	Both

SYDNEY SUB-DIVISION

Sydney	Chappell No. 1 Sdg.	Pole	South
"	Vail's Laundry Sdg.	Poles	Both
"	Chappell No. 2 Sdg.	Buildings	North
"	2nd Main Line	Pier of Overhead Ry.	North
"	Coal Trestle Plant	Post	Both
"	Car Cleaning Plant Sdgs.	Poles	Both
"	Boiler house track	Boilerhouse	North
North Sydney	Freight Wharf Sidings	Freight Shed	Both
Point Tupper	Sand House Track	Building	South
"	Engine House Track	Sand House	North
"	Coal House Track (high track)	Building	South
"	Boiler Room Sdg.	Buildings	North
"	Ferry Transfer	Various	Both

INVERNESS SUB-DIVISION

Port Hawkesbury	Leonard Fisheries Sdg.	Shed	East
"	Leonard Fisheries Sdg.	Storage Plant Door	Both

SCOTIA SUB-DIVISION

New Glasgow	Thompson & Sutherland Sdg.	Building	South
"	Matheson Sdg.	Building	West

Restricted clearances and special instructions to be observed when operating on the tracks owned and maintained by the Nova Scotia Steel and Coal Co., at Trenton, N. S.

When operating through doors or inside of buildings speed must not exceed four miles per hour.

Automatic air brakes must be coupled on all cars when operating on the Shipping Room and Box Shop tracks.

Employees are forbidden to ride on top or sides of cars operating through doors or inside buildings.

Employees are forbidden to ride on side of cars operating at the following locations:

Through and beyond iron gate at No. 2 Machine Shop and adjacent to Power House and entering Forge.

On Bolt and Nut Department side of box shop track.

On Box shop side of coal trestle track.

Locomotives must not operate beyond iron gates at No. 2 Machine Shop Siding to Forge or beyond the bottom of the ramp of elevated track on steel trestle.

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

MONCTON DIVISION

SPRINGHILL SUB-DIVISION

Terminal or Yard	Location	Structure or Obstruction	Side of Track
Amherst.....	Spring St., Spur.....	Coal Shed & Fence.....	Both Sides
"	Enamel & Heating Products Sdg..	Building.....	East
"	Crossover at Frt. Shed.....	4th Sw. Stand.....	South
"	Canada Car Sdgs.....	Buildings.....	Both Sides
"	Rhodes Curry Co. Sdg.....	Gates.....	Both Sides
"	Main & Passing Track No. 1.....	Standpipe.....	South
"	Robb Engineering Co. Sdg.....	Buildings.....	West
Sackville.....	Crossover at Frt. Shed.....	High Sw. Stand.....	North
"	Main Track.....	East Standpipe.....	North
"	Enterprise Foundry Siding.....	Building.....	South
"	Fruit Platform Spur.....	Roof Supports.....	South
"	Scale House Siding.....	Scale House Bldg.....	North

MONCTON TERMINAL

Moncton.....	Atlantic Underwear Spur.....	Fence & Bldgs.....	Both
"	East Subway	Switch Stand.....	North
"	Beginning of Whf. Branch.....	Pole.....	South
"	Freight Shed	Loading Platform.....	South
"	Ladder Track to transfer p'form.....	Sw. Stand.....	South
"	Abrams Siding	Building.....	North
"	Coach Yard No. 2 Siding.....	Guy Wire & Pole.....	South
"	Ice House Track	Building.....	South
"	Crossover at Express Bldg.....	High Switch Stand.....	South
"	Ladder Track opp. Power House...	High Switch Stand.....	South
"	Scale House Track.....	Scale House Bldg.....	Both Sides
"	Swift Canadian Spur	Stock Chute.....	South
"	Wharf Track Sidings.....	Various.....	Both Sides
" (New Shops)	St. George St.....	Bridge.....	Overhead
"	No. 2 Gate.....	Fence Post	West

TORMENTINE SUB-DIVISION

Sackville.....	Eastern Hay & Feed Co. Sdg.....	Building.....	West
"	Enamel & Heating Products Sdg.....	Buildings.....	Both sides
Cape Tormentine.....	Coaling Track	High Sw. Stand.....	North
"	On Wharf	South End of Sea Wall.....	East
"	On Wharf	Steel Pillars.....	Both sides

Pt. DU CHENE SUB-DIVISION

Pt. du Chene.....	Turntable Track	Enginehouse.....	West
"	Sidings on Wharf.....	Buildings.....	Overhead and Sides

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GRAND CENTRAL TERMINAL

THE RAILROAD ENTHUSIASTS, Inc.

Terminal or Yard	Location	Structure or Obstruction	Side of Track
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ALBERT SUB-DIVISION

Albert.....	Siding.....	Stock Pen	South
Albert.....	Main Track	Fence.....	North

SAINT JOHN TERMINAL

Island Yard.....	Siding south of Car Repair Shop...	"	North
"	Run around track.....	"	North
"	Siding North of Stores.....	"	South
"	Siding South of Stores.....	"	North
Gilbert's Lane.....	Car Washing Plant.....	"	South
St. John Yard.....	Goodwin's Warehouse.....	"	South
"	Schofield Power Co.	"	North
"	Siding to rear of No. 2 Frt. Shed...	"	North
"	Siding South of Baggage Room.....	Pole.....	North
"	St. John Hide Co.....	Roof Supports	North
"	Swift Canadian Co.....	Building.....	South
"	Sullivans Siding	Crane Support.....	North
"	Train Shed Entrance	Entrance.....	Overhead
"	East Siding on Long Wharf.....	Building.....	West
"	West Siding on Long Wharf.....	Building.....	East
"	Inside Long Wharf Shed.....	Posts.....	Both sides
Courtenay Bay Br..	Building Products Mile 0.1.....	Building.....	East
"	Main Trk. Haymarket Sq., Mile 0.24	"	East
"	Beatty Brothers, Mile 0.38.....	"	West
"	Christie Wood Working Co., M. 0.43	"	West
"	Cotton Mills, M. 0.57.....	"	East
"	Public Siding, Mile 0.57.....	"	West
"	Ryan Siding, Mile 1.08.....	Building.....	West
"	Can. Oil Co. Mile 1.67.....	Loading Platform.....	South
"	St. John Iron Works, M. 1.74.....	Building.....	North
"	Pender Nail Works, M. 1.74.....	Building.....	West
"	Charlotte St. Wharf, M. 1.85.....	Buildings & Fence.....	Both
"	Atlantic Sugar Ref. M. 1.89.....	Various.....	South
"	Grain elevator M. 2.23.....	Building & Stack.....	Overhead
"	City Wharf M. 2.23.....	Mooring Posts and Bldgs	and East Side
"	City Warehouse M. 2.23.....	Building Posts.....	Overhead and Both Sides

ELGIN SUB-DIVISION

Elgin.....	Siding.....	Stock Chute.....	East
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HAVELOCK SUB-DIVISION

Havelock.....	Siding.....	Stock Chute.....	North
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ST. MARTINS SUB-DIVISION

St. Martins.....	Main Track.....	Fence.....	North
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LOCATION OF RESTRICTED CLEARANCES, WHICH ARE NOT MARKED OR INDICATED BY "TELL-TALES" OR RESTRICTED CLEARANCE SIGNS.

HALIFAX DIVISION

HALIFAX TERMINALS

Terminal	Location	Structure or Obstruction	Side of Track
H. O. T.	Mile 0.3.....	Grain Conveyor Bent.....	West
"	" 0.4.....	Block Signal Post.....	West
"	Train Shed.....	Doors	Overhead
"	Train Shed	Milk and Fish Platforms.....	North
"	Pier Shed No. 27	Doors	Overhead
"	Cold Storage Plant.....	Doors	Overhead
"	Track at Shed 20.....	Shed 20	West
"	Track at Shed 21.....	Shed 21	West
"	Track at Shed 21.....	Immigration Gangway support.....	East
"	Track at Shed 22, 23, 24.....	Sheds 22, 23, 24.....	West
"	Track at Shed 25.....	Marine Leg	East
"	Track at Shed 25, 36, 37.....	Shed 25, 36, 37.....	North
"	Track at Shed 27.....	Doors	Both
"	Track at Shed 28, 39, 40	Shed 28, 39, 40.....	South
"	Cold Storage Track (South).....	Platform	East
"	Cold Storage Tracks.....	Doors	Both
"	Elevator Tracks.....	Unloading house doors.....	Both
"	Harris Abattoir Siding.....	Platform	East
"	Archibald Coal Co. Sdg.....	Gates	Both
"	Halifax Meal Mills Sdg.....	Warehouse	West
Deepwater.....	Pier 2.....	Doors and Ramp Side.....	Overhead
"	Pier 3.....	Doors	Overhead
"	Roches Coal Shed.....	Doors	Overhead
"	Swift Can. Siding.....	Warehouse	West
"	Siding.....	Dockyard Fence (South End).....	East
"	Freight Shed Siding.....	Freight Shed (North End).....	West
"	Automobile Unloading Sdg.....	Platform	Both
"	Track Pier, No. 4 North Side	Shed	West
"	Track Pier, No. 4 South Side	Shed	East
"	Track Pier, No. 3 North Side	Shed	West
"	Track Pier, No. 3 South Side	Shed	East
"	Pier Shed No. 3.....	Doors	Both
"	Track Pier, No. 2 North Side	Shed	West
"	Track Pier, No. 2 South Side	Shed	East
"	Pier Shed No. 2.....	Doors	Both
"	Power House Sdg.....	Power House	East
"	Roches Sdg.....	Gate	Both
"	D.A.R. Frt. Shed Sdgs.	Various	Both
Richmond.....	Howard, Crane, McColl- Frontenac Siding.....	Warehouse and platform	West
"	Canada Cement Siding.....	House Machine and Tanks.....	East
"	Fertilizer Siding.....	Warehouse	West
"	Cattle Shed Siding.....	Platform	West
"	Cattle Pen Siding.....	Cattle Pen	West
"	Shipyards Siding.....	Gate	Both
Willow Park.....	Oil Stores Siding.....	Oil Stores Bldg.....	East
"	Outward Main Line.....	Stores & Office Bldg.....	West
"	Inward Main Line.....	Sand House	East
"	Power House Siding.....	Power House	East
"	Power House Siding.....	Platform	East
"	Outward Main Line.....	Engine House	West
"	Cunard Coal Siding.....	Coal Shed	Both
"	Richmond Paper Co. Siding.....	Platform	East
"	Goodwin Coal Co. Siding.....	Coal Shed	East
"	Haley Coal Co. Siding.....	Coal Shed	West
"	Imperial Oil Siding.....	Gate	Both
"	Piercy Supplies Ltd.....	Gate, Building & Door.....	Both
"	" " "	Porch	West
"	" " "	Wire Fence (Almon St.)	East
"	" " "	Shed Doors	Overhead
Fairview.....	Highway Siding.....	Gantry Crane	Overhead
"	Irving Oil Siding.....	Unloading pipe & platform.....	East
"	Highway Siding.....	Coal Shed and Crane.....	West
"	Crushed Rock Co. Sdg.....	Platform	West

HALIFAX DIVISION (Continued)

BEDFORD SUB-DIVISION

Terminal	Location	Structure or Obstruction	Side of Track
Truro.....	Town Coal Shed	Doors	Both
"	Town Coal Shed	Doors	Overhead
"	Coal Siding.....	Platform	Both
"	Private Siding.....	Doyle's Elevator	West
"	Kents Coal Shed.....	Doors	Overhead
"	Murphy's Coal Shed.....	Doors	Overhead
"	Truro Foundry.....	Doors	Overhead
"	Ellis Coal Co. Siding.....	Shed	East
"	Truro Foundry Shed.....	Doors	Both
"	Kents Coal Shed.....	Doors	Both
"	Murphy's Coal Shed.....	Doors	Both
"	Steen Siding.....	Shed and Fence.....	East
"	Car Plant Siding.....	Coal Bin	East
"	Stores Siding	Machine Shop and Stores Bld.....	West
"	Siding.....	Coal Bin & Enginehouse.....	West
"	Coal Plant Track.....	Sand house & standpipe.....	Both
"	Freight Shed and Transfer Tracks	Platforms	Both
"	Ice House Siding.....	Platform	West
"	No. 9 Siding.....	Platform	West

DARTMOUTH SUB-DIVISION

Dartmouth.....	Coal Holst	Doors	North
"	Ferry Comm. Siding.....	Gate	South
"	Dartmouth Coal Co. Siding.....	Shed & Coal Holst.....	South
"	Nova Scotia Hospital Siding	Building and wall	North
"	Main Track	Acadia Sugar Refining Bldg.....	North
"	High Level Track.....	Acadia Sugar Renery Bldgs.	Both

LUNENBURG SUB-DIVISION

Lunenburg	Wharf Track	Stone Wall	East
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YARMOUTH SUB-DIVISION

Liverpool	Wharf Track, Water St.	Buildings	Both
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LOCKEPORT SUB-DIVISION

Lockeport	Lockeport Town	Buildings	Both
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CHESTER SUB-DIVISION

Bridgewater	Telfer Crow Siding.....	Building.....	North
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FAIR WEATHER EQUATED TONNAGE RATING

Car Factor	WEST OR NORTH							D.F.—Dead Freight T.F.—Time Freight	EAST OR SOUTH							Car Factor
	Engine Capacities %								Engine Capacities %							
	30	50	53	57	60	65	70		70	65	60	57	53	50	30	
				53-63	57-70	60-70	60-70	57-70	53-63							
				Booster	Booster	Booster	Booster	Booster	Booster							

NEW GLASGOW DIVISION

BETWEEN														Car Factor																																																																
3-D.F.	3-D.F.	3-D.F.	4-D.F.	3-D.F.	3-D.F.	4-D.F.	6-D.F.	4-D.F.	Sydney & Point Tupper	Pirate Harbor & Stellarton	Stellarton & Truro	Pictou Landing & New Glasgow	Ferrona Jct. & Sunny Brae		New Glasgow & Thorburn	Stellarton & Pictou	Pugwash Jct. & Pugwash	Oxford Jct. & Pictou																																																												
775	1300	1375	1490	1570	1700	1330	1885	1750	1615	1530	1425	1350	800	3	1430	1325	1225	1160	1075	1025	625	3	2100	1950	1800	1710	1660	1500	900	3	2150	2000	1845	1750	1650	1550	925	3	1400	1300	1200	1140	1050	1000	600	3	2100	1950	1800	1710	1600	1500	900	3	1510	1400	1290	1230	1150	1075	650	4	3260	3025	2790	2650	2475	2325	1400	6	2440	2265	2090	1990	1845	1740	1045	5

From Stellarton to Westville, Southward, is a pusher grade; figures shown include a pusher.
From Pirate Harbor to Cape Porcupine, Westward, is a pusher grade; figures shown include a pusher.

HALIFAX DIVISION

BETWEEN														Car Factor																																																																
5-D.F.	5-T.F.	5-D.F.	5-T.F.	3-D.F.	4-D.F.	3-D.F.	3-D.F.	3-D.F.	3-D.F.	3-D.F.	3-D.F.	3-D.F.	3-D.F.		Halifax & Windsor Jct.	Windsor Jct. and Truro	Dartmouth & Windsor Jct.	Up. Musquodoboit & Dartmouth	Lunenburg & Mahone Bay	Southwestern Jct. & Liverpool	Liverpool & Yarmouth	Bridgewater & Granville Centre	Caledonia Jct. & Caledonia																																																							
925	1700	1810	2020	1820	1975	2125	4550	4225	3900	4800	4300	4050	1975	7	3580	3325	3070	3260	2860	2700	1525	7	825	800	825	825	825	825	825	3	800	1330	800	800	800	800	800	4	650	1100	650	650	650	650	650	3	575	960	575	575	575	575	575	3	575	950	575	575	575	575	575	3	575	950	575	575	575	575	575	3	700	1150	700	700	700	700	700	3

From Truro to Hilden, Southward, is a pusher grade; figures shown include a pusher.

MONCTON DIVISION

BETWEEN														Car Factor																																																																								
4-D.F.	4-T.F.	4-D.F.	4-T.F.	4-T.F.	4-T.F.	5-D.F.	5-D.F.	3-D.F.	5-D.F.	Truro & Oxford Jct.	Oxford Jct. & Sackville	Sackville & Moncton	Moncton & Hampton		Hampton & Saint John	Cape Tormentine & Sackville	Pt. du Chene & Painsec Jct.																																																																					
875	1485	1575	1835	1780	1925	2075	2370	2200	2030	2150	1820	1720	1000	4	2180	2025	1870	2150	1820	1720	1000	4	2370	2200	2030	2150	1820	1720	1000	4	2180	2025	1870	2150	1820	1720	1000	4	2235	2075	1915	2020	1700	1600	950	4	2125	1975	1825	2020	1700	1600	950	4	2935	2800	2515	2390	2280	2150	1280	5	2935	2800	2515	2390	2280	2150	1280	5	800	1350	1425	1530	1615	1750	1885	3	1300	2150	2300	2455	2585	2800	3015	5

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 results 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

- 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

TONNAGE REDUCTIONS

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 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 Despatcher will issue special instructions in case of storm or temperature 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 Despatcher 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 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.

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

- To determine proper tonnage for pusher, double-header or helper engine, unless special rating is given, add to the 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, car weights may be taken as under:

Passenger Cars with 4-wheeled trucks.....	50 tons	Low Side Gondolas	16 tons
Passenger Cars with 6-wheeled trucks.....	60 tons	Hart Convertible Cars	20 tons
Express Refrg. Cars	40 tons	Stock Cars	18 tons
Freight Refrg. Cars	27 tons	Wooden-frame Box Cars	18 tons
100,000 Cap. Steel Gondolas.....	23 tons	Flat Cars	16 tons
Steel-frame Box cars	20 tons	Caboose or Vans	20 tons
Hopper Cars	20 tons	Steel frame Auto Cars	22 tons

- 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	30% to 21% engines	100 tons
50% to 41% engines	150 tons	20% to 15% engines	75 tons
40% to 31% engines	125 tons	Below 15% engines	50 tons

Example: Established rating3000 equated tons
Car factor, 10
50 cars, gross weight2070 tons
2 = 53% dead engines, gross weight..... 350 tons
Car factor, 10 x 58 580 tons

Equated Tonnage3000 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 Despatcher, 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.