



ATLANTIC REGION

NEWFOUNDLAND AREA EMPLOYEES' OPERATING TIMETABLE

19

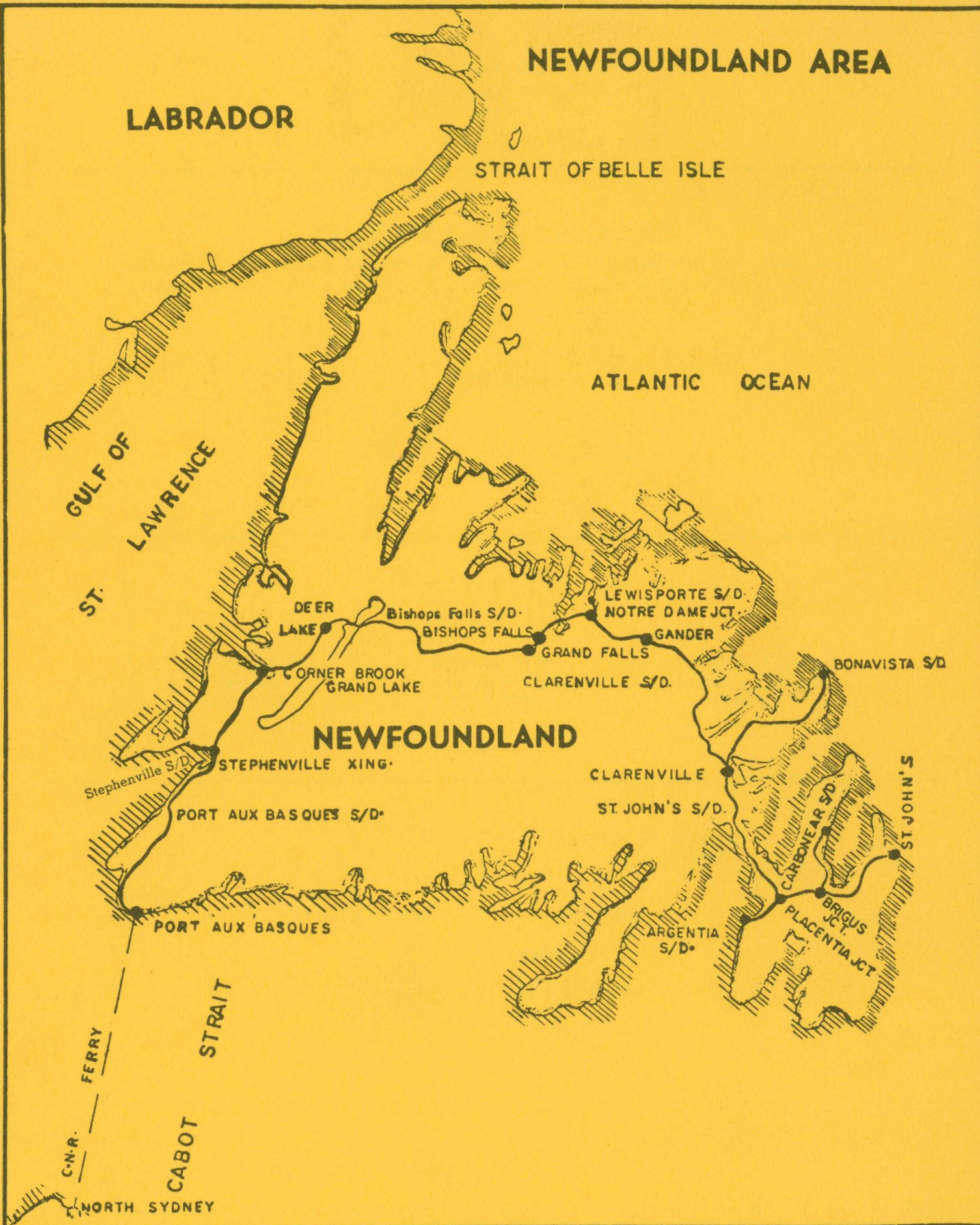
TAKING EFFECT SUNDAY, APRIL 30th, 1972

AT 0001 NEWFOUNDLAND TIME

BE ALERT - - - YOUR SAFETY DEPENDS ON IT

A. A. SMAIL
General Supt. Transportation
Moncton, N. B.

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Asst. General Supt. Transportation
Moncton, N. B.



CANADIAN NATIONAL RAILWAYS

EMPLOYEES' OPERATING TIMETABLES ARE FOR THE INFORMATION AND GUIDANCE OF EMPLOYEES AND OTHERS WHO HAVE BEEN AUTHORIZED TO USE THEM ONLY. NOT FOR PUBLIC USE.

SUBDIVISION	Page	FROM	TO
Argentia	12	Placentia Jct.	Argentia
Bishops Falls	8	Bishops Falls	Corner Brook
Bonavista	13	Clarenville	Bonavista
Carbonear	14	Brigus Jct.	Carbonear
Clarenville	6	Clarenville	Bishops Falls
Lewisporte	12	Notre Dame Jct.	Lewisporte
Port aux Basques	10	Corner Brook	Port aux Basques
St. John's	4	St. John's	Clarenville
Stephenville	15	Whites Road	Stephenville

Total Area Mileage 711.3

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SYSTEM SPECIAL INSTRUCTIONS

1.0 UNIFORM CODE OF OPERATING RULES

1.1 Rule G — Employees are cautioned not to use any of the drugs or medicines which may produce drowsiness or a similar condition while on duty nor are such drugs to be taken for a period of 12 hours before reporting for duty. Such drugs are contained in many cold cures, sleeping pills, headache tablets, pain killers, cough mixtures, etc., and employees must know if the medicine he is taking, or has been given to take, contains such a drug so as to avoid injury to himself and fellow employees.

1.2 Rule H — The use of tobacco by employees while on duty in the process of, or engaged in serving patrons in passenger carrying cars, or in and about passenger stations is prohibited except as follows:

Cigarette smoking is allowed in "Smoking Permitted" sections of passenger carrying cars, while seated at designated locations — providing there is no possibility of discomfort to passengers. The use of cigars or pipes is expressly forbidden.

1.3 Rule 3 — In the application of the first paragraph of this rule employees are hereby directed to submit their watches and corresponding watch rating cards to a designated Watch Inspector for examination, comparison and record during the months of May and November or more often when there is evidence that attention is needed to ensure reliability. Except for the Bulova Accutron models which do not require periodic cleaning, employees must have their railway grade watches cleaned at intervals not exceeding 24 months. Instructions contained in booklet Form 696 are hereby changed accordingly.

In the application of the fourth paragraph of Rule 3, at locations where this special instruction applies, it will be the responsibility of the Yardmaster to have standard time available to Yard Enginemen and Yard Foremen who may obtain this information from the Yardmaster by telephone or radio.

1.4 Rule 18 — First paragraph, is amended to read: Yard engines will display a headlight to the front and rear by day and by night.

1.5 Rule 21 — White flags and White lights will be displayed in CTC.

1.6 Rule 42 — Example (1) of Form "Y" — The "at least 2000" yard requirement of clause (b) is extended to "at least 2200" yards.

Example (2) of Form "Y" — When this example is used the working limits must be kept at least 200 yards inside of the red signals which are to be located at the mileage stated in the train order.

1.7 Rule 72A — The Superior direction is East or South.

1.8 Rule 83A — (This Special Instruction applies only at locations specified). When regular trains have not been visually identified and it is not practical for the train crew to obtain a train order addressed to them, or train register information recorded by the Conductor on train register check, Form 736, verbal advice may be received from Train Dispatcher directly to the Conductor concerning actual arrivals and departures of regular trains. Such information must be copied in writing and repeated to the Train Dispatcher who will make a record in the train order book. Information concerning trains operating late must not be handled in this manner.

1.9 Rule 91 — The interval requirements of paragraph 2 and 3 of Rule 91 are further restricted as follows:

A train must not follow another train in less than 20 minutes unless a report is received that the preceding train has left a station ahead or has cleared the main track.

1.10 Rule 93 — Yard Limit signs may be reflectorized and when this is done they will not be equipped with a yellow light.

In yard limits where this special instruction applies, third class, fourth class, extra trains and engines accepting an ABS signal indication permitting it to proceed, must move at restricted speed regardless of the indication and the "note" in Rule 93 does not apply.

When first and second class trains have not been visually identified and it is not practical for a crew to obtain a train order addressed to the Yardmaster or a train register check, Form 736, completed by the Yardmaster, Yard Foreman or Conductor; verbal advice from the Train Dispatcher concerning actual arrivals and departures may be given directly to the Yard Foreman or Conductor. Such information must be copied in writing and repeated to the Train Dispatcher who must make a complete record in the train order book. Information concerning trains operating late must not be handled in this manner.

1.11 Rule 104 — Main track switches may be equipped with reflectorized lenses or targets of the prescribed color in lieu of lights.

1.12 Rule 206 — All engines of Canadian National Railways Ownership, Consisting of CNR, GTW, DW and P and CV, are considered as the same railway in the application of this rule.

1.13 Rule 211 — All clearances must be OK'd by the Train Dispatcher. Paragraphs 2 and 3 of U.C.O.R. Rule 211 are restricted accordingly.

1.14 Rule 268 — When using a hand operated switch not electrically-locked or an electrically-locked hand operated switch on which it has been necessary to break the seal, the permission required from Train Dispatcher must be copied in writing and repeated before being acted on. Before granting such permission the Train Dispatcher must provide protection against movements from all directions until advice received from a member of the crew that the main track is occupied. When the seal on an electric switch lock is broken, restricted speed must be observed to the next signal.

Rule 514 — When a train or engine enters the block at an electrically-locked hand operated switch such movement must approach the next signal prepared to stop. The EXCEPTION to Rule 514 is restricted accordingly.

1.15 Rule 269 — Within CTC territory protection against following trains or engines on the same track is not required at any time unless signals are declared inoperative.

2.0 GENERAL INSTRUCTIONS — FORM 696

2.1 Employees whose duties are in any way affected by the time table must have a copy of the General Instructions, Form 696, accessible while on duty.

2.2 Page 38 — B.T.C. General Order 07 has replaced General Order 707 and railways are now exempt from complying with the terms of Paragraph (a) in General Order 707 as shown in Item 4, in respect to all trains, provided all cars of such train are of all steel construction.

2.3 Page 43 — General Order 361 has been revised by Railway Transport Committee General Order O-1. Instructions as given in item 9 remain the same, except that accident reports formerly addressed to the Chief Operating Officer of the Board of Transport Commissioners must now be addressed to the Director of Operation, Railway Transport Committee, Canadian Transport Commission, Ottawa, Ont.

2.4 Page 82 — Automobile Double Deck Transporter Cars Series 570400—570474 have been renumbered to 730000—730073. Series 570700—570774 have been renumbered to 720000—720069.

3.0 RAILWAY RADIO COMMUNICATION SYSTEM

3.1 The following changes are to be made in the "Instructions governing the use of Railway Radio Communication System", as outlined in Form 696.

3.2 Page 7, item 3, add the following:

"Continuous communication must then be maintained until the movement is completed. Any interruption to this communication must be regarded as a stop signal."

3.3 Page 8, item 1 (b) is changed to read as follows:

Channel designations on CN radio equipment are progressively being changed from numbers to a combination of letters and numbers for clarification. The most common channel designations and normal assignments are listed below:

EE (Formerly Channel 1) — End to End, Standby channel for Road Locomotives and train crew employees. For communication between train crews, other trains, and other parties involved in train operation.

TW1 (Formerly Channel 2) TW2 to TW6 inclusive — Train to wayside. Standby channel for radio base stations in train Dispatcher's wayside radio systems as specified on special page or subdivision footnotes in Employees' Operating Timetable.

CC1 to CC4 inclusive — Car Control. Standby channel for radio base stations controlled by operators, General Yardmasters, Yardmasters or Car Controllers as specified on special page or subdivision footnotes in Employees' Operating Timetable.

GT1 — General Terminal. Standby channel for radio base stations controlled by General Yardmasters or Yardmasters in Hump yards or Major Terminals having several separate radio systems. Commonly used for exclusive communication between members of yard crews at other locations.

HU1, SW1 to SW11 inclusive — Special designations for Hump control or separate classification yard radio systems. During Transition period in channel designations and normal assignments, above channels may be used for other purposes as specified on special page or subdivision footnotes in Employees' Operating Timetable or by monthly bulletin.

3.4 Pages 10 and 11, items 2(b), 2(c) and 2(d). When identifying himself, the Train Dispatcher, Yardmaster operator or Switchtender must always say 'CN' before the name of his position. Whenever the words 'Channel 2' appear, substitute proper channel designation (EE, TW1, TW2, CC3, etc.) as specified on special page or subdivision footnotes in Employees' Operating Timetable. Whenever the words 'DISP. 2' appear, substitute the proper tone signalling button (DISP. 1 or 2) as specified on special page or subdivision footnotes in Employees' Operating Timetable.

4.0 HOT BOX AND DRAGGING EQUIPMENT DETECTOR SYSTEM

When a hot box or dragging equipment detector system indicates a possible abnormal situation, immediate contact will be made with the train involved, by radio or other means, to advise of one or the other of the following conditions:

WARNING — There is evidence of a possible overheated journal on the train. While temperature indication is not sufficiently high to make immediate stop necessary, the car must be kept under close observation and must be inspected should train be stopped for any other reason.

When a warning is received at the last detector prior to arriving at a Terminal, the train Dispatcher will ensure that an inspection is made immediately on arrival by:

(a) Equipment Department.

(b) If no equipment department on duty, by outgoing crew if already on duty.

(c) If outgoing crew not on duty, inspection will be made by the incoming crew.

After inspection has been made the Train Dispatcher must be notified and make record of results.

TRAIN MUST BE STOPPED — There is evidence of dragging equipment or of extreme journal temperature which requires that the train be STOPPED IMMEDIATELY to permit inspection of the car involved.

In all cases crew will be properly informed as to location of car in the train and, where appropriate, the suspect journal. If journals on the car identified appear to be normal, inspection must be made of at least TWO cars ahead and behind.

When there has been a DRAGGING EQUIPMENT INDICATION, the car involved as well as two cars ahead and behind must also be inspected for possible overheated journals.

Results of such inspections made must be reported promptly to Train Dispatcher.

5.0 SPEED RESTRICTIONS

5.1 Single Track: Where Restricting Speed signs are used, Resume Speed signs are on the reverse side of the Restricting Speed signs governing movements in the opposite direction.

5.2 Movements handling system or foreign hopper cars either loaded or empty that have a load limit of 95 tons or over, must not exceed 10 miles per hour while operating on other than main tracks.

5.3 Trains handling snow plows must not exceed maximum speed for freight trains, except that when snow plows are handled back end forward, speed must not exceed 20 miles per hour or maximum speed, whichever is slower.

5.4 Trains handling continuous welded rail are to be restricted to a total of 60 cars with the continuous welded rail marshalled on the head end. There must be an idler on both ends. Speed must not exceed 40 m.p.h. on straight track, 30 m.p.h. on curves, reducing to 10 m.p.h. through all turnouts.

6.0 EQUIPMENT RESTRICTIONS

6.1 Back-Up and Forward Pushing Movements (Freight Equipment):

(a) To prevent jack-knifing of diesel units during these movements, the following limits are placed on the number of working units permitted whenever 20 or more cars are involved:

1800 H.P. or smaller — 3 units

2000 H.P. or larger — 2 units

The units allowed to work must be those leading in the direction of the movement (next to the cars) and the then trailing units, if any, must be isolated until movement completed. Any dead or idling units located between the operating units and the cars must be set off before movement is started.

(b) Engine and Tonnage Restrictions: The maximum number of working units permitted in any engine consist is restricted to 24 motorized axles and the permissible tonnage is restricted to an amount which can be handled by 18 motorized axles. On the Newfoundland Area only the engine consist is increased to 30 motorized axles and the tonnage increased to that which can be handled by 24 motorized axles.

(c) Coupling Regulations:

When coupling an engine consist of 3 or more units to a train, or cut of cars, a stop must first be made between 6 and 12 feet from point of coupling. The coupling is then to be made as gently as possible.

6.0 EQUIPMENT RESTRICTIONS — continued

6.2 To guard against damage to equipment or injury to employees or others, cars equipped with tie-down chains must not be moved until chains are properly secured in a manner that they can not fall off and drag.

On cars equipped with storage boxes, chains must be stored therein when not in use.

On cars equipped with chains attached to top of stakes, chains must be suspended inside stake and positioned behind retaining bar when not in use.

6.3 (a) Before a coupling is made with or onto cars equipped with cushion underframe and/or long shank type couplers, the drawbars must be checked to ensure that they are properly lined up. Whenever possible this type of car should be left on straight track for coupling.

(b) Air brakes must be in service on all cars when switching industrial tracks where there are gates or doors to be opened or descending grades on any of the tracks to be used.

7.0 TURBO TRAINS

On this equipment the following will apply:

(a) Voice communication on the Engine-Train Crew Intercom will replace sound signals on the conventional "communicating signal appliance" in the application of U.C.O.R. Rule 16.

(b) Green and White lights only will be displayed without flags of the corresponding color, in complying with the requirements of the U.C.O.R. Rules 20 and 21 and special instruction No. 1.5.

8.0 GENERAL INSTRUCTIONS

8.1 On subdivisions, or portions thereof, where this special instruction applies, except on junction switches, lights will not be displayed on switches, train order signals and yard limit signs.

8.2 Except for the purpose of giving signals for operation or to prevent accident, sounding of engine whistle signal by any engine in respect to public crossings at grade is prohibited. (This special instruction only applies at locations specified).

8.3 Employees are prohibited from riding on the top of moving cars and engines other than on the deck of flat cars.

8.4 The ordering time of trains must not be advanced and trains must not leave ahead of their ordered time unless written permission to do so has been received from the Train Dispatcher.

8.5 Whenever it is known or suspected that a block or interlocking signal has been struck and/or damaged, the TRAIN DISPATCHER, or employee performing the duties, must immediately be advised and until otherwise declared by the signal supervisor, he must regard the signal as inoperative and displaying its LEAST restrictive indication and take whatever action is necessary to fully protect the situation. OTHER EMPLOYEES, who learn of the situation, must consider the signal as displaying its MOST restrictive indication, regardless of the indication actually shown, and rules governing the most restrictive indication apply. Repairs to signals must not be made by other than authorized employees and signals which have been knocked over must not be re-erected by other than an authorized person except if necessary, they may be moved laterally to clear the track.

8.6 It is permissible for an Operator to fill in the departure time of a train which has been registered by the Conductor whenever this time is definitely established.

8.7 Conductors and Trainmen of passenger carrying trains will be responsible for protection of traffic while it is being discharged or received at other than scheduled stops, flag stops and conditional stops, unless advice has been received from Train Dispatcher that other trains have been informed of the stop(s) or that other protection has been provided.

REGIONAL SPECIAL INSTRUCTIONS

R-1 Not applicable on Newfoundland area.

AREA SPECIAL INSTRUCTIONS

N-1 Trains handling wrecking or other rail cranes are not to exceed speed of 25 miles per hour.

N-2 Due to the extra width, length and height of mainland freight cars now operating on this Area, and closeness of some tracks to other tracks or structures, all employees concerned must be very careful while handling or riding on these cars, to prevent injuries to employees and damage to equipment.

N-3 When Wing plows are being moved in the consist of trains they are to be marshalled 'Head On', that is such plows are not to be trailed.

N-4 Watch Inspection can be made by any Watch Inspector, Train Dispatcher or Terminal Operator whichever is found most convenient.

N-5 Empty Ore Cars must be handled next to Caboose.

WESTWARD TRAINS			Miles from St. John's	Yard Limits	ST. JOHN'S SUBDIVISION				EASTWARD TRAINS				
FOURTH CLASS	THIRD CLASS				Office Signals	Siding	Car Capacity	SECOND CLASS	FOURTH CLASS				
	207 Mixed Monday Wednesday Friday	203 Freight Daily			Newfoundland Time		204 Freight	208 Mixed	232 Mixed				
Stations													
	0800	2200	0.0	↓ 4.0	ST. JOHN'S CKZ	HD	Yard	2130		1515			
	0825	2222	8.8		IRVINE			48	2105		1455		
	0855	2245	19.1		KELLIGREWS			36	2035		1430		
	0905	2252	22.8	22.5 } 23.2 }	SEAL COVE Z				2025		1420		
	0940	2307	30.1		HOLYROOD	HY	8	2010			1358		
	1000	2321	36.2		AVONDALE	SC		1955			1341		
	1020	2335	41.6	41.0 } 42.1 }	Jct. with Carbonear Sub. BRIGUS JCT. *RYZ		36	1935			1330 0830		
	1035	2350	49.1		OCEAN POND		36	1915			0813		
	1115	0010	54.5	54.1 } 55.2 }	WHITBOURNE *YZ	GO	7	1900	1445		0800		
	1130	0025	61.6	61.2 } 62.1 }	Jct. with Argenta Sub. PLACENTIA JCT. *RZ			1835	1420				
To Argenta Sub-	0105	80.0			TICKLE HARBOUR		36	1750	From Argenta Sub-				
	0140	97.7			FERGUSON		26	1710					
	0202	110.2			GOOBIES Y	GB	29	1640					
	0255	131.1	130.6	↑	CLARENVILLE CKZ	SO	51	1550					
207	203	Rule 41 applicable Rule 105A not applicable					Daily	Monday Wednesday Friday	Tuesday Thursday Saturday	204	208	232	

ST. JOHN'S SUBDIVISION FOOTNOTES				SPEEDS			
1 RULE MODIFICATIONS				4.1 Mileage	Miles per hour		
1.1 TRAIN REGISTER MODIFICATIONS				0.0 to 30.0	30		
PLACENTIA JCT. — Train No. 207 only will register.				11.6 Bridge Crane 80403	20		
BRIGUS JCT. — Train No. 232 only will register.				30.0 to 33.0	20		
				33.0 to 45.0	30		
				41.8 Bridge Crane 80403	10		
				45.0 to 83.0	35		
				83.0 to 110.0	30		
				98.4 Bridge Crane 80403	20		
				110.0 to 126.0	35		
				113.9 Bridge Crane 80403	20		
				116.9 Bridge Crane 80403	20		
				126.0 to 131.1	30		
				128.6 Bridge Crane 80403	20		
2 GENERAL FOOTNOTES				CONDITIONAL SPEEDS			
2.1 ST. JOHN'S — The territory between Mileage 0.0 and West yard limit sign is under the jurisdiction of the Yardmaster or Yard Foreman, and movements in this territory must be made at restricted speed.				4.2 Mileage	Miles per hour		
Refer to Rule 103 Uniform Code of Operating Rules, and note that movements on all tracks over public crossings at grade (Jobs crossing) located east of station building must be protected by a member of the crew. Flagman must protect movements whether or not engine is headed by cars.				130.9 Westward trains within 500 feet of crossing until crossing occupied	15		
Engines must not move beyond 600 feet inside gate on South Side Coastal Shed Wharf.				5 PUBLIC CROSSINGS AT GRADE			
Enginemens on eastward trains are to contact Carload Service Center at St. John's by Radio from mileage 5, and advise them of their location. Eastward trains are not to exceed five (5) miles per hour from time engine passes overpass in west end of Yard until it comes to final stop. This is to allow clerks to take numbers while train passing.				5.1 Eastward train standing at station five minutes or more must operate stop button located at end of station or west side of crossing, mile 130.9. Start button must be operated before proceeding towards crossing except when cars left standing at station. Rule 103 last paragraph applicable.			
2.2 C.M.I.C. — Engines must not move inside building account restricted overhead clearance of doorway.				6 RADIO BASE STATION LOCATIONS			
2.3 OCTAGON — Engines are not permitted to pass over Track Scales 633 feet inside frog.				St. John's, Whitbourne, Rantem and Clarendville, call Train Dispatcher St. John's TW1-Tone DISP-2.			
2.4 EAGLE — Because of the closeness of mainland cars to gates and fence at entrance to Golden Eagle Oil Ramp, employees must ensure that gates are secured in proper position to clear the movement to prevent injuries to employees or damage to gates and equipment.				7 SPURS AND OTHER TRACKS			
2.5 BRIGUS JCT. — Engines must not move beyond 100 feet inside frog on west spur off siding.				Name	Points Face	Mileage	Car Capacity
2.6 WHITBOURNE — The freight shed track is the siding.				Valley	EW	1.7	27
Trains are not permitted beyond 250 ft. west of scale track points on tail of wye.				Waterford Bridge	EW	2.3	10
2.7 CLARENVILLE — The territory between the East Yard limit sign and the West yard limit sign is under the jurisdiction of the agent, and movements in this territory must be made at restricted speed.				Mount Pearl	W	3.5	33
				Ottawa Valley	W	3.6	3
				Guildfords	W	3.6	3
				Canada Packers	W	3.7	10
				Allied	E	5.1	4
				Benson	EW	5.2	5
				Castor East	E	6.8	4
				Castor	W	7.0	4
				Hardwoods	W	7.1	15
				Pratt	W	7.1	16
				Dawes	EW	7.2	12
				Necco	W	7.2	2
				St. Anne	EW	7.3	13
				C.M.I.C.	EW	8.8	70
				Mack	E	8.8	3
				Octagon	E	9.2	40
				Talcville	EW	15.9	17
				Duffs	EWY	24.6	60
				Eagle	EW	28.8	46
				Woodfords	W	33.9	30
				Erco	E	68.8	20
				Arnold's Cove	E	98.4	8
				Newchem	EWY	100.2	100
				Steele	E	124.5	8
3 EQUIPMENT RESTRICTIONS							
3.1 Heaviest car permitted gross weight 142,000 lbs.							
3.2 Heaviest auxiliary crane permitted 120,000 lbs.							

WESTWARD TRAINS		Miles from St. John's	Yard Limits	CLARENVILLE SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS		
THIRD CLASS	203			Stations	SECONDD CLASS			204		
				Newfoundland Time				Freight		
	0325	131.1	↓	CLARENVILLE CKZ	SO	51	1510			
		132.2		1.1 Jct. with Bonavista Sub. SHOAL HARBOUR						
	0340	136.5	132.9	4.3 STANLEY		52	1455			
	0355	143.4		6.9 THORBURN LAKE		38	1435			
	0415	150.9		7.5 PORT BLANDFORD	CY	26	1415			
				13.7						
	0445	164.6		TERRA NOVA	AN	49	1335			
				16.5						
	0520	181.1		ALEXANDER BAY	AB	50	1255			
				9.0						
	0540	190.1		GAMBO	GS	21	1230			
				14.1						
	0610	204.2		BENTON		36	1155			
				8.7						
	0640	212.9	} 212.2 215.6	GANDER YZ	AP	37	1135			
				7.7						
	0655	220.6		JOE BATTS		32	1100			
				9.7						
	0725	230.3	} 229.4 231.0	GLENWOOD YZ	GW	35	1035			
				14.2						
	0800	244.5	} 243.9 245.1	NOTRE DAME JCT. YZ	NO	36	1000			
				Jct. with Lewisporte Sub. 11.8						
	0820	256.3		RATTLING		67	0925			
				11.0						
	0850	267.3	266.4	BISHOPS FALLS CKZ	BF	48	0900			
			↑							
				Rule 41 applicable			Daily			
				Rule 105A not applicable						
	203						204			

CLARENVILLE SUBDIVISION FOOTNOTES		SPEEDS	
1 GENERAL FOOTNOTES		3.1 Mileage	Miles per hour
1.1	CLARENVILLE — The territory between the East yard limit sign and the West yard limit sign is under the jurisdiction of the agent, and movements in this territory must be made at restricted speed. Mixed train No. 205 to Bonavista Subdivision leaves 0800 and arrives at Junction with Bonavista Subdivision 0805 on Monday, Wednesday and Friday. Mixed train No. 206 from Bonavista Subdivision leaves junction with Bonavista Subdivision 1650 and arrives 1700 on Monday, Wednesday and Friday. Engines must not move beyond 300 feet inside of frog on scrap spur. Engines must not operate inside of frog on Hardwoods storage track.	131.0 to 165.0 zone -----	35
1.2	TERRA NOVA — Engines are not permitted beyond 190 feet inside of second frog A.N.D. Co. loading track.	138.0 Bridge Crane 80403 -----	20
1.3	GAMBO — Engines must not move beyond 380 feet inside of frog on A.N.D. spur.	148.8 Bridge -----	30
1.4	GANDER — Cars must not be left standing on legs of wye.	155.7 Bridge Crane 80403 -----	20
1.5	GLENWOOD — When placing empty racked end flats on Bowaters loading track, it is necessary to break cars at road crossing 30 car lengths from ramp.	165.0 to 244.0 zone -----	30
1.6	BISHOPS FALLS — The territory between the west end of Exploits bridge, Mileage 266.6, and west yard limit sign is under the jurisdiction of the Agent or Yard foreman, and movements in this territory must be made at restricted speed.	178.1 Bridge Crane 80403 -----	20
		195.3 Bridge -----	15
		208.9 Bridge Crane 80403 -----	15
		244.0 to 256.2 zone -----	35
		256.2 to 267.3 zone -----	40
		262.1 Bridge Crane 80403 -----	20
		266.6 Bridge -----	10
		CONDITIONAL SPEEDS	
		3.2 Mileage	Miles per hour
		131.5 Westward trains within 600 feet of crossing until crossing occupied -----	15
		*151.3 to 151.8 — During mild and rainy weather -----	Restricted speed
		*190.5 to 191.0 — During mild and rainy weather -----	Restricted speed
		* Not marked with speed and restricting signs.	
		4 RADIO BASE STATION LOCATIONS	
		Clareville, Alexander Bay and Gander, call Train Dispatcher St. John's TW1-Tone DISP.2.	
		5 SPURS AND OTHER TRACKS	
		Name	Points Face Mileage Car Capacity
		Ford -----	W 168.3 6
		Turner -----	E 215.9 16
		Whitmans -----	W 216.3 10
		McCurdy -----	EW 216.4 45

WESTWARD TRAINS		Miles from St. John's	Yard Limits	BISHOPS FALLS SUBDIVISION				EASTWARD TRAINS	
THIRD CLASS	203 Mixed Daily			Newfoundland Time	Stations	Office Signals	Siding Car Capacity	SECOND CLASS	204 Mixed
		1015	267.3					268.7 ↓	
	f 1045	276.2	275.1 } 277.6 }	GRAND FALLS Z	G	64	f 0720		
	1055	281.0		RED CLIFF		54	0650		
	f 1125	294.2		BADGER	MW	37	f 0620		
	f 1205	310.0	309.1 } 311.0 }	MILLERTOWN JCT. YZ	JG	46	0545		
	1230	319.2		CARIBOU		42	0525		
	f 1340	345.8		KITTYS BROOK Y		85	f 0400		
	f 1405	356.8		HOWLEY	RG	12	f 0335		
	1430	367.1		NORTHERN		85	0310		
	f 1500	373.5		DEER LAKE	DR	28	f 0250		
	1525	381.0		PYNNS		48	0230		
	1630	405.3	402.2 ↑	CORNER BROOK CKZ	CN	68	0130		
203		Rule 41 applicable Rule 105A not applicable				Daily		204	

BISHOPS FALLS SUBDIVISION FOOTNOTES		CONDITIONAL SPEEDS																																	
<p>1 GENERAL FOOTNOTES</p> <p>1.1 BISHOPS FALLS — The territory between the west end of Exploits Bridge, mileage 266.6, and west yard limit sign is under the jurisdiction of the Agent or Yard Foreman, and movements in this territory must be made at restricted speed.</p> <p>1.2 MILLERTOWN JCT. — All tracks between Switch at Tail of wye and mileage one (1), American Smelting and Refining Main tracks, are interchange tracks.</p> <p>1.3 DEER LAKE — Engines are not permitted beyond frog Power House Industrial track.</p> <p>1.4 CORNER BROOK — Engines are not permitted west of crossing Western Terminals track.</p> <p>The territory between East yard limit sign and West yard limit sign is under the jurisdiction of the Yardmaster or Yard Foreman and movements in this territory must be made at restricted speed.</p> <p>Account restricted clearance, employees must not ride on the side of equipment when passing gates to Bowaters' Mill Yard.</p> <p>Engines must not proceed beyond entrance to mill. There is restricted overhead clearance approximately 3½ car lengths beyond entrance door to mill. Box cars will not clear this restriction and must not be shoved beyond this point.</p>		<p>4.2 Mileage Miles per hour</p> <p>267.5 within 400 feet of crossing until crossing occupied ----- 10</p> <p>Trains handling American Smelting and Refining Company ore cars are not to exceed speed of 25 miles per hour.</p> <p>All trains must operate at restricted speed between mileages 342.6 and 342.9; 401.1 and 401.2; and 402.6 and 403.3. Not marked by speed restricting signs.</p>																																	
<p>2 NON-INTERLOCKED</p> <p>2.1 Railway crossing at grade with Grand Falls Central Railway, mileage 268.4.</p> <p>Howley lift bridge, mileage 357.5.</p>		<p>5 CONDITIONAL STOPS</p> <p>Gaff Topsail ----- 332.9</p>																																	
<p>3 EQUIPMENT RESTRICTIONS</p> <p>3.1 Heaviest car permitted gross weight 142,000 lbs.</p> <p>3.2 Heaviest auxiliary crane permitted 120,000 lbs.</p>		<p>6 PUBLIC CROSSINGS AT GRADE</p> <p>6.1 In order that crossing protection signals at mileage 276.3 will not be actuated, trains must not be left standing on main track or on wye within 250 feet east of road crossing at that place. All trains must not exceed 5 m.p.h. over these portions of track.</p>																																	
<p>4 SPEEDS</p> <p>4.1 Mileage Miles per hour</p> <p>267.3 to 298.0 zone ----- 35</p> <p>293.4 Bridge Crane 80403 ----- 20</p> <p>298.0 to 311.3 zone ----- 30</p> <p>311.3 to 321.0 zone ----- 40</p> <p>315.3 to 315.6 curve ----- 35</p> <p>320.4 to 320.7 curve ----- 30</p> <p>321.0 to 337.0 zone ----- 35</p> <p>324.9 Bridge Crane 80403 ----- 15</p> <p>325.4 Bridge Crane 80403 ----- 20</p> <p>373.0 to 393.0 zone ----- 35</p> <p>379.8 to 381.7 Sidehill ----- 15</p> <p>385.3 to 385.6 Sidehill ----- 20</p> <p>393.0 to 405.3 zone ----- 25</p> <p>395.0 to 395.6 Sidehill ----- 10</p> <p>399.4 Bridge Crane 80403 ----- 20</p>		<p>7 RADIO BASE STATION LOCATIONS</p> <p>Red Cliff, Deer Lake, and Corner Brook, call Train Dispatcher St. John's TW1-Tone DISP-2.</p>																																	
		<p>8 SPURS AND OTHER TRACKS</p> <table border="1"> <thead> <tr> <th>Name</th> <th>Points Face</th> <th>Mileage</th> <th>Car Capacity</th> </tr> </thead> <tbody> <tr> <td>Cruisers</td> <td>E</td> <td>272.0</td> <td>5</td> </tr> <tr> <td>Red Cliff East</td> <td>EW</td> <td>280.5</td> <td>10</td> </tr> <tr> <td>Langdon</td> <td>W</td> <td>285.4</td> <td>40</td> </tr> <tr> <td>West Lake</td> <td>EW</td> <td>302.7</td> <td>64</td> </tr> <tr> <td>Humber Canal</td> <td>EWY</td> <td>368.5</td> <td>105</td> </tr> <tr> <td>Pasadena</td> <td>E</td> <td>387.2</td> <td>5</td> </tr> <tr> <td>Sharpe</td> <td>EW</td> <td>396.4</td> <td>20</td> </tr> </tbody> </table>		Name	Points Face	Mileage	Car Capacity	Cruisers	E	272.0	5	Red Cliff East	EW	280.5	10	Langdon	W	285.4	40	West Lake	EW	302.7	64	Humber Canal	EWY	368.5	105	Pasadena	E	387.2	5	Sharpe	EW	396.4	20
Name	Points Face	Mileage	Car Capacity																																
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WESTWARD TRAINS		Miles from St. John's	Yard Limits	PORT AUX BASQUES SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS	
THIRD CLASS	203 Freight Daily			Stations	CKZ			SECOND CLASS	204 Freight
1810	405.3	406.1 ↓	CORNER BROOK	CKZ	CN	68	0015		
1845	415.4		10.1 COOKE			75	2335		
1920	429.9		SPRUCE BROOK		GC		2305		
1940	438.2		8.3 HARRYS BROOK			105	2247		
2000	448.5 449.0	448.4 449.2 } Jct. with Stephenville Sub.	WHITES ROAD	RYZ*		15	2222		
2020	452.5		3.5 STEPHENVILLE CROSSING		V	69	2215		
2050	459.7		7.2 ST. GEORGES		SR	21	2152		
2115	467.0		7.3 JOYCE			22	2140		
2130	473.1		6.1 FISCHELL			48	2130		
2150	480.3		7.2 ROBINSONS		RN	15	2105		
2210	487.8		7.5 ST. FINTANS	Y	BS	48	2040		
2235	498.5		10.7 CODROY POND			27	2010		
2300	507.5		9.0 WESLEY			50	1945		
2325	518.8		11.3 RIVERVIEW			25	1915		
2335	522.7		3.9 DOYLES		DY	15	1905		
2350	528.2		5.5 ST. ANDREWS			55	1850		
0100	547.0	545.9 ↑	18.8 PORT AUX BASQUES	CKZ	F	Yard	1800		
203	Rule 41 applicable Rule 105A not applicable							Daily 204	

PORT AUX BASQUES SUBDIVISION FOOTNOTES		SPEEDS	
		4.1 Mileage	Miles per hour
1 RULE MODIFICATIONS		405.3 to 424.0 zone	20
1.1 TRAIN REGISTER MODIFICATIONS		410.0 to 410.4 sidehill	15
WHITES ROAD — Trains will register only when directed by train order.		424.0 to 435.0 zone	30
2 GENERAL FOOTNOTES		435.0 to 463.4 zone	40
2.1 CORNER BROOK — Engines are not permitted west of crossing Western Terminals track.		453.6 to 453.7 bridge	20
The territory between East yard limit sign and West yard limit sign is under the jurisdiction of the Yardmaster or Yard Foreman, and movements in this territory must be made at restricted speed.		456.6 to 456.9 bridge	10
Engines are not permitted to operate beyond 60 ft. inside of frog on Wharf Spur, Bowaters Mill Yard.		463.4 to 465.5 zone	25
Account restricted clearance, employees must not ride on the side of equipment when passing gates to Bowaters' Mill Yard.		464.2 to 454.3 bridge	10
Engines must not proceed beyond entrance to mill. There is restricted overhead clearance approximately 3½ car lengths beyond entrance door to mill. Box cars will not clear this restriction and must not be shoved beyond this point.		464.3 Bridge Crane 80403	10
2.2 PORT AUX BASQUES — When switching cars on rail ferry Frederick Carter, engines must not move beyond points located on second span of Transfer Bridge.		465.5 to 473.0 zone	40
Switch located on the approach track leading to M. V. Frederick Carter will be normal when set for container track spur, yellow target will so indicate. When switch is set for approach track red target will so indicate. After switching is completed, this switch must be left in normal position.		472.6 Bridge Crane 80403	20
During winter season employees using automatic switches are to ensure that the switches are properly lined before making facing point movement over them.		473.0 to 477.0 zone	30
When points are covered by snow or ice, movements must not be made in either direction until such switch has been cleared.		473.8 to 474.0 bridge	10
Main Track ends at mileage 547.0.		477.0 to 480.0 zone	40
3 EQUIPMENT RESTRICTIONS		480.0 to 483.7 zone	30
3.1 Heaviest car permitted gross weight 142,000 lbs.		481.2 Bridge Crane 80403	20
3.2 Heaviest auxiliary crane permitted 120,000 lbs.		481.3 Bridge Crane 80403	20
4 RADIO BASE STATION LOCATIONS		482.4 Bridge Crane 80403	20
Corner Brook, Stephenville Crossing, Codroy Pond and Red Rocks, mileage 536.5, call Train Dispatcher St. John's TW1 -Tone DISP.-2.		483.7 to 485.1 zone	40
5 SPURS AND OTHER TRACKS		485.1 to 486.3 zone	15
Name		486.3 Bridge Crane 80403	20
Points Face		486.3 to 489.0 zone	25
Mileage		489.0 to 491.0 zone	35
Car Capacity		491.0 to 496.4 zone	30
Leggo		495.7 bridge	10
Curling		496.4 to 504.1 zone	35
Petries		504.1 to 505.5 zone	25
Western		505.5 to 510.0 zone	30
Gypsum		510.0 to 547.0 zone	25
Jeffreys		512.2 Bridge Crane 80403	15
Wade		528.4 Bridge Crane 80403	15
South Branch		528.8 bridge	15
Cape Ray		531.5 to 531.7 sidehill	10
		540.0 to 540.3 sand	10
		541.9 bridge	5
		546.0 to 546.4 bridge	15

WESTWARD TRAINS		Miles from Placentia Jct.	Yard Limits	ARGENTIA SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS		
THIRD CLASS				Newfoundland Time				FOURTH CLASS		
207 Mixed Monday Wednesday Friday				Stations				208 Mixed		
1140	0.0	↓	0.7	Jct. with St. John's Sub. PLACENTIA JCT. Z		23	1410			
1205	11.4			11.4 VILLA MARIE		17	1345			
1220	17.5			6.1 PLACENTIA	CA	10	1325			
1235	20.7	18.8	↑	3.2 ARGENTIA Z	GY	Yard	1300			
207	Rule 41 applicable Rule 105A not applicable							Monday Wednesday Friday 208		

ARGENTIA SUBDIVISION FOOTNOTES

- 1 RULE MODIFICATIONS**
- 1.1 SPECIAL INSTRUCTIONS APPLY —
System 8.1 entire subdivision.
- 2 GENERAL FOOTNOTES**
- 2.1 ARGENTIA — The switch for wharf track leading from Main Track has been changed and this is now a ground switch flush with ground level and is not fitted with target or switch indicator.
Engines are not permitted on wharf.
Heaviest car permitted on wharf 90,000 lbs.
The attention of enginemen and trainmen is called to the fact that rock cuts are very close to cab windows of engines on Argentia Sub.

- 3 EQUIPMENT RESTRICTIONS**
- 3.1 Heaviest car permitted gross weight 142,000 lbs.
3.2 Heaviest auxiliary crane permitted 120,000 lbs.
- 4 SPEEDS**
- 4.1 Mileage Miles per hour
0.0 to 20.7 zone ----- 30
7.7 Bridge Crane 80403 ----- 20
19.0 bridge ----- 5
- CONDITIONAL SPEEDS**
- 4.2 Mileage Miles per hour
15.2 to 16.2 Rock cuts ----- 15

WESTWARD TRAINS		Miles from Notre Dame Jct.	Yard Limits	LEWISPORTE SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS		
				Newfoundland Time						
				Stations						
		0.0	↓	0.6	Jct. with Clarenville Sub. NOTRE DAME JCT. YZ	NO	25		↑	
		9.4	8.2	↑	9.4 LEWISPORTE YZ	BR	Yard			
	Rule 41 applicable									

LEWISPORTE SUBDIVISION FOOTNOTES

- 1 RULE MODIFICATIONS**
- 1.1 SPECIAL INSTRUCTIONS
System 8.1 entire subdivision.
- 2 GENERAL FOOTNOTES**
- 2.1 LEWISPORTE — Engines are not permitted to operate inside of gates on tracks to Imperial.

- 3 EQUIPMENT RESTRICTIONS**
- 3.1 Heaviest car permitted gross weight 142,000 lbs.
3.2 Heaviest auxiliary crane permitted 120,000 lbs.
- 4 SPEEDS**
- 4.1 Mileage Miles per hour
0.0 to 9.4 zone ----- 30
8.2 Bridge Crane 80403 ----- 15

WESTWARD TRAINS		Miles from Shoal Harbour	Yard Limits	BONAVISTA SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS		
THIRD CLASS				Newfoundland Time				FOURTH CLASS		
205 Mixed Monday Wednesday Friday				Stations				206 Mixed		
0805	0.0	↓	0.7	Jct. with Clarenville Sub. SHOAL HARBOUR Z			1650			
0910	18.0			18.0 LETHBRIDGE	BY	11	1551			
0935	30.1			12.1 SOUTHERN BAY		12	1521			
0950	34.3			4.2 PRINCETON	CS	12	1510			
1035	53.0			18.7 TRINITY JCT. 6.3			1423			
1055	59.3			PORT REXTON 18.4	RX		1400			
1150	77.7			10.2 CATALINA	C	10	1318			
1220	87.9	87.1	↑	BONAVISTA YZ	BO	Yard	1250			
205	Rule 41 applicable Rule 105A not applicable							Monday Wednesday Friday 206		

BONAVISTA SUBDIVISION FOOTNOTES

- 1 RULE MODIFICATIONS**
- 1.1 SPECIAL INSTRUCTIONS APPLY —
System 8.1 entire subdivision.
- 2 EQUIPMENT RESTRICTIONS**
- 2.1 Heaviest engine permitted to operate — 800 class.
2.2 Heaviest car permitted — gross weight 100,000 lbs., except cars 14292 and 14293 — gross weight permitted 136,000 lbs.
2.3 Heaviest auxiliary crane permitted 120,000 lbs.
- 3 SPEEDS**
- 3.1 Mileage Miles per hour
0.0 to 29.0 zone ----- 20
3.4 Bridge Crane 80403 ----- 10
3.5 Bridge Crane 80403 ----- 10
24.0 Bridge Crane 80403 ----- 10
29.0 to 36.0 zone ----- 25
36.0 to 49.0 zone ----- 20
49.0 to 58.0 zone ----- 25
51.8 Bridge Crane 80403 ----- 10
53.5 Bridge Crane 80403 ----- 10
58.0 to 87.9 zone ----- 20

CONDITIONAL SPEEDS

- 3.2 Mileage Miles per hour
0.3 Bridge ----- 5
2.9 to 4.1 Sidehill ----- 5
54.9 to 55.2 Rockwall ----- 5

4 SPURS AND OTHER TRACKS

Name	Points Face	Mileage	Car Capacity
Brickyard	E	4.1	4
Morleys	W	12.9	10
New Country	W	25.1	4

WESTWARD TRAINS		Miles from Brigus Jct.	Yard Limits	CARBONEAR SUBDIVISION Newfoundland Time Stations	Office Signals	Siding Car Capacity	EASTWARD TRAINS	
THIRD CLASS	211 Mixed Tuesday Thursday Saturday						FOURTH CLASS	212 Mixed
0835	0.0	↓	0.8	Jct. with St. John's Sub. BRIGUS JCT. YZ		18	1320	
0935	17.3			17.3 CLARKES BEACH CB	CB	9	1230	
1000	22.4			5.1 BAY ROBERTS RY	RY	21	1210	
1010	24.2			1.8 SPANIARDS BAY FN	FN	8	1150	
1030	32.5			8.3 HARBOUR GRACE WS	WS	12	1130	
1050	38.5	37.9 ↑		6.0 CARBONEAR YZ	AW	Yard	1110	
Rule 41 applicable							Tuesday Thursday Saturday	212
Rule 105A not applicable								

CARBONEAR SUBDIVISION FOOTNOTES

- RULE MODIFICATIONS**
 - CLEARANCES**
BRIGUS JCT. — No. 211 may leave without clearance.
CARBONEAR — No. 212 may leave without clearance.
 - SPECIAL INSTRUCTIONS APPLY —**
System 8.1 entire subdivision.
- EQUIPMENT RESTRICTIONS**
 - Heaviest car permitted — gross weight 100,000 lbs., except Cars 14292 and 14293 — gross weight permitted 142,000 lbs.
 - Heaviest engine permitted to operate beyond yard limit sign, Brigus Jct. — 800 class.
 - Heaviest auxiliary crane permitted 120,000 lbs.

3 SPEEDS

3.1 Mileage	Miles per hour
0.0 to 38.5 zone	20
0.1 bridge	5

4 SPURS AND OTHER TRACKS

Name	Points Face	Mileage	Car Capacity
Brigus	W	11.2	7
Makinsons	EW	15.2	7
British	W	30.7	6
Imperial	W	30.8	6

WESTWARD TRAINS		Miles from Whites Road	Yard Limits	STEPHENVILLE SUBDIVISION Newfoundland Time Stations	Office Signals	Siding Car Capacity	EASTWARD TRAINS	
	211 Mixed Tuesday Thursday Saturday						FOURTH CLASS	212 Mixed
↓		0.0	↓	Jct. with Port aux Basques Sub. WHITES ROAD YZ		15	↑	
		7.8	7.6 ↑	7.8 STEPHENVILLE YZ		Yard		
Rule 41 applicable								

STEPHENVILLE SUBDIVISION FOOTNOTES

- RULE MODIFICATIONS**
 - SPECIAL INSTRUCTIONS APPLY —**
System 8.1 entire subdivision.
- EQUIPMENT RESTRICTIONS**
 - Heaviest car permitted gross weight 142,000 lbs.
 - Heaviest auxiliary crane permitted 120,000 lbs.
- SPEEDS**
 - Mileage 0.0 to 7.8 zone Miles per hour 25

CONDITIONAL SPEEDS

3.2 Mileage	Miles per hour
3.7 Public Crossing	15
5.1 Public Crossing	15

4 PUBLIC CROSSINGS AT GRADE

- Mileage 6.8 — Train movements must be protected by flagman.
- Mileage 7.6 — Train movements must be protected by flagman.
- Mileage 7.7 — Train movements must be protected by flagman.

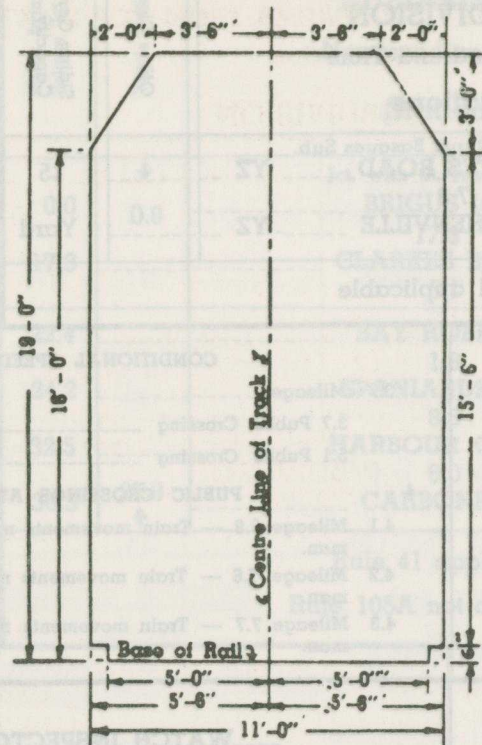
MEDICAL OFFICERS

Name	Telephone (Office)
Dr. P. Vaughan, Chief Medical Officer Montreal	
Dr. M. T. Stephen, Regional Medical Officer Moncton	
Dr. Joseph Crowley O'Mara-Martin Bldg., Rawlins Cross, St. John's	726-4531
Dr. Edmund J. Quinlan Cornwall Clinic, 325 Hamilton Ave., St. John's	579-0055
Dr. M. G. Coxon Gander	8-3412
Dr. W. L. Pollock Lewisporte	4211
Dr. D. G. Hodder Bishop's Falls	258-6130
Dr. G. H. Warren Corner Brook	634-5242
Dr. D. P. Murphy Stephenville Crossing	646-2553
Dr. D. L. Stewart Eastport	2531
Dr. Gordon W. Thomas St. Anthony	2213
Dr. Albert O. Mahony Clarenville	466-7540
Dr. J. Rahal Port aux Basques	695-2833

WATCH INSPECTORS

S. LaFosse, 478 Water Street	ST. JOHN'S
George Woodman	BISHOPS FALLS
Elias Tuma	CORNER BROOK
Alteen Brothers Ltd.	CORNER BROOK

CLEARANCE DIAGRAM



Maximum Width: 11 Feet.
 Maximum Height from Deck of Car:—
 14 Feet 10 Ins. for 7 Feet in centre.
 11 Feet 10 Ins. for 2 Feet on either side.

NOTE:—It will be the duty of Agents and Conductors to see that all loads conform to the above specifications. If, in their opinion, any loads should require a **SLOW MOVEMENT** order for safe handling, Agents and Conductors are requested to wire the Superintendent, giving specifications and weight of shipment.

The Bridge Clearance Diagram above shows the maximum width and maximum height to which flat cars may be loaded.

WEST			EQUATED TONNAGE RATINGS NOTE—SEE GENERAL INSTRUCTIONS (Form 696).	EAST		
Engine Capacities				Engine Capacities		
Car Factor	800 Class	900 Class	BETWEEN	900 Class	800 Class	Car Factor
3	335	760	St. John's and Brigus Jct.	750	330	3
3	290	780	Brigus Jct. and Placentia Jct.	790	330	3
3	335	760	Placentia Jct. and Clarenville	790	330	3
3	335	790	Clarenville and Port Blandford	740	330	3
3	335	790	Port Blandford and Terra Nova	1060	335	3
3	350	860	Terra Nova and Gander	850	330	3
3	350	940	Gander and Notre Dame Jct.	890	330	3
3	350	1175	Notre Dame Jct. and Bishops Falls	975	335	3
3	335	890	Bishops Falls and Gaff Topsail	1050	355	3
3	350	1060	Gaff Topsail and Kittys Brook	850	330	3
3	350	1060	Kittys Brook and Corner Brook	890	345	3
3	335	890	Corner Brook and Joyce	1000	355	3
3	335	890	Joyce and Codroy Pond	880	335	3
3	335	1060	Codroy Pond and Port aux Basques	880	335	3

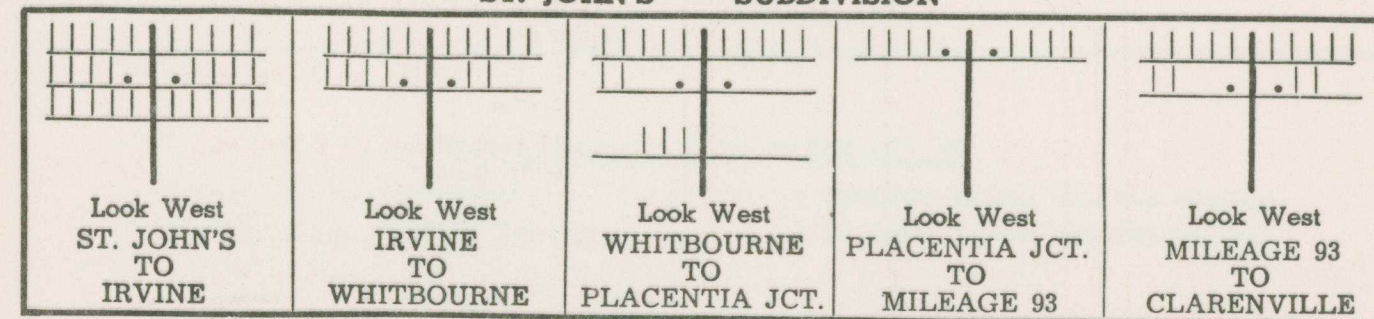
When two or more diesel units with dissimilar ratings are operated as multiple units under the control of one engineman, the rating will be determined by multiplying the smaller rating by the number of units in multiple. When 1200 H.P. units are in multiple with 875 H.P. units, the 1200 H.P. unit must be the leading unit.

DIAGRAM SHOWING LOCATION OF DISPATCHERS' PHONE WIRES

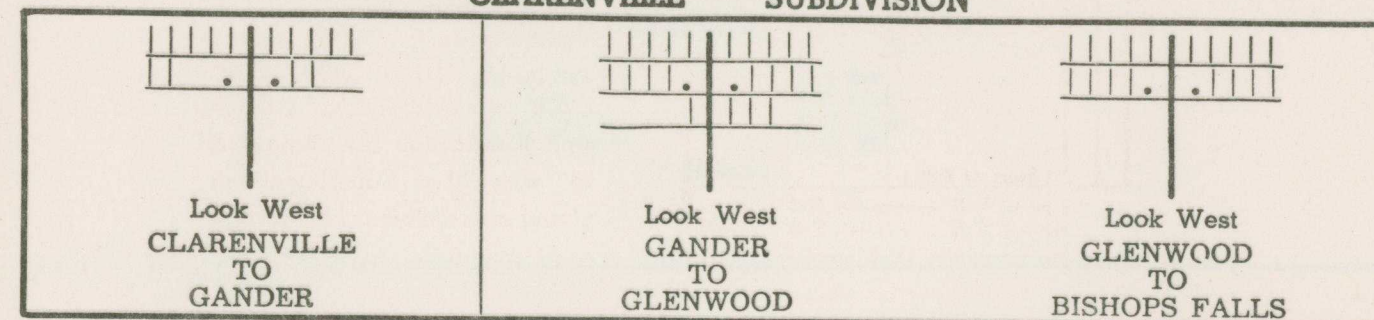
FACE DIRECTION NAMED—COUNT CROSSARMS FROM TOP DOWN

• • Dispatchers' Phone Wires

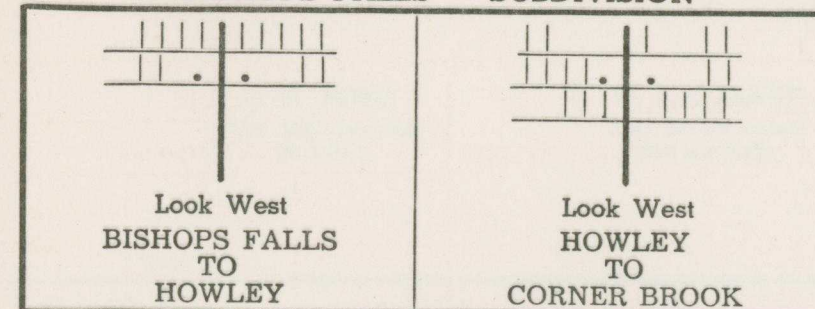
ST. JOHN'S SUBDIVISION



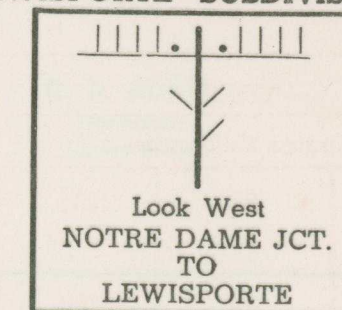
CLARENVILLE SUBDIVISION



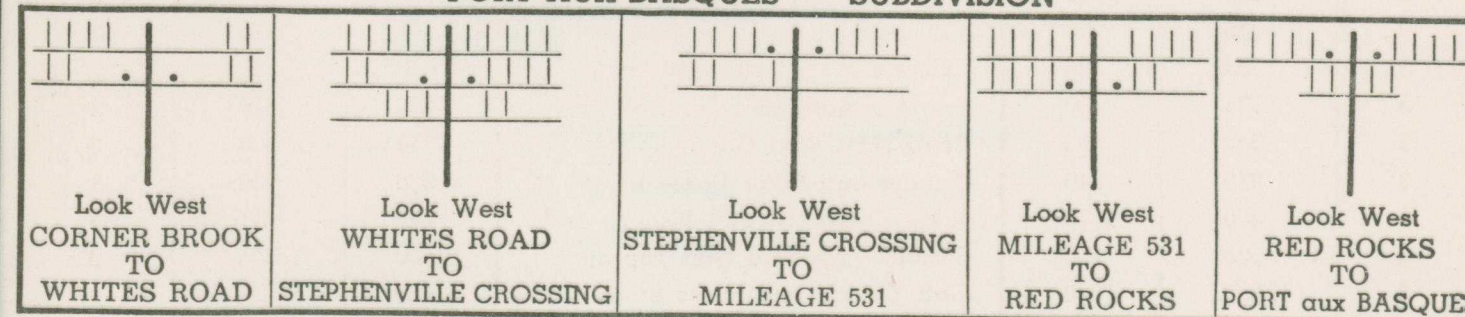
BISHOPS FALLS SUBDIVISION



LEWISPORTE SUBDIVISION



PORT AUX BASQUES SUBDIVISION

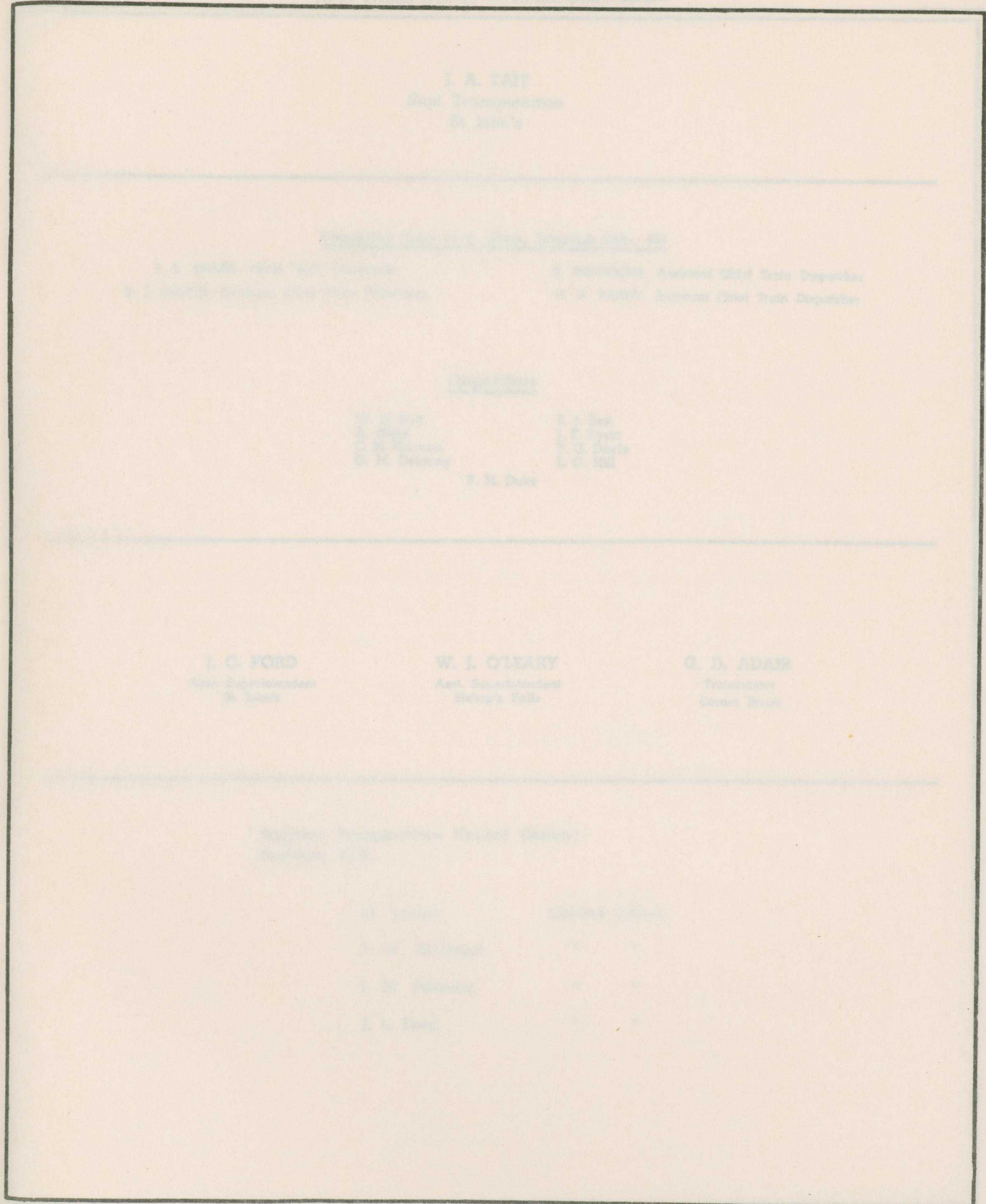
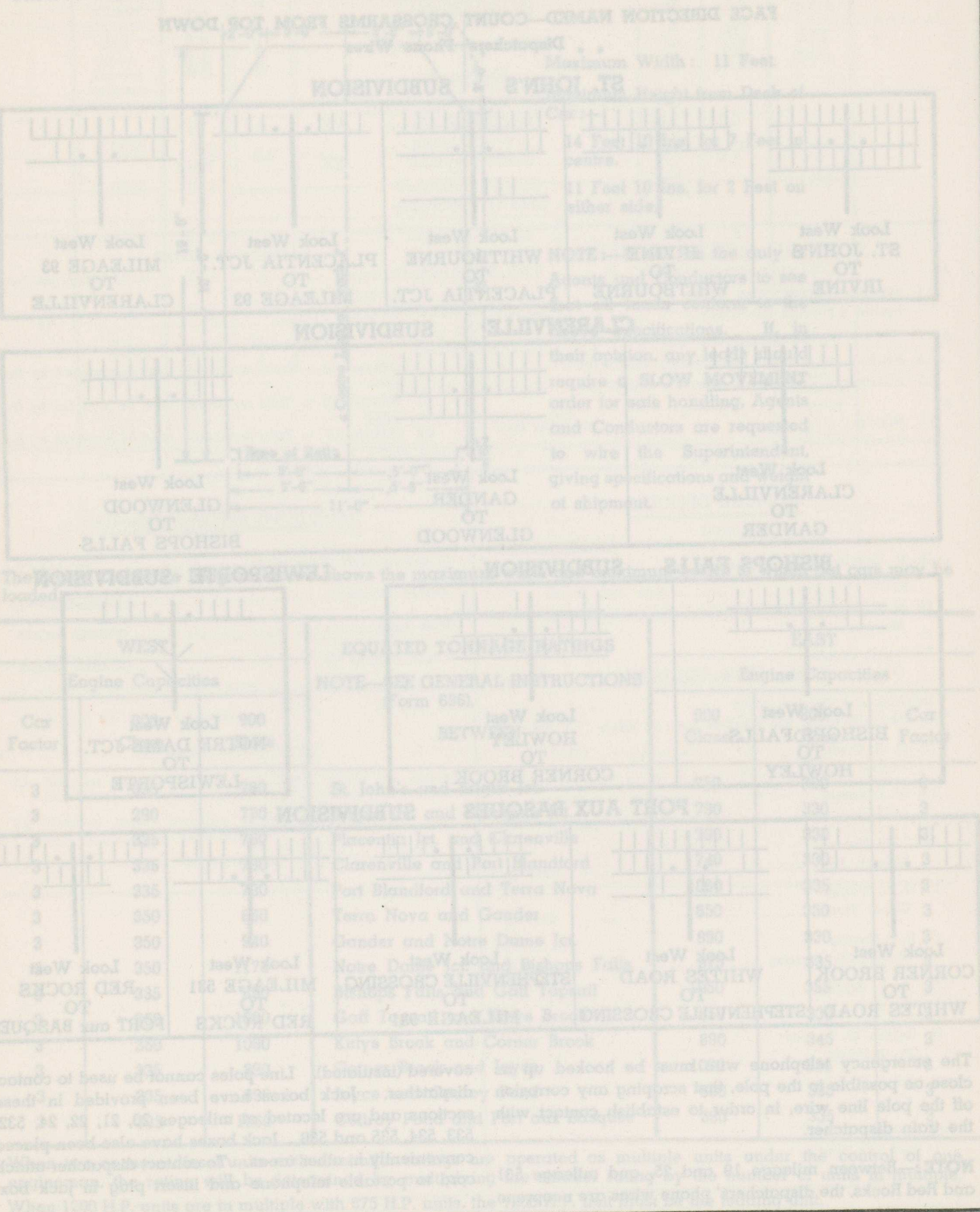


The emergency telephone wire must be hooked up as close as possible to the pole, first scraping any corrosion off the pole line wire, in order to establish contact with the train dispatcher.

covered (insulated). Line poles cannot be used to contact dispatcher. Jack boxes have been provided in these sections and are located at mileages 20, 21, 22, 24, 532, 533, 534, 535 and 536. Jack boxes have also been placed conveniently in other areas. To contact dispatcher attach cord to portable telephone and insert plug in jack box.

NOTE:—Between mileage 19 and 25, and mileage 531 and Red Rocks, the dispatchers' phone wires are neoprene

DIAGRAM SHOWING LOCATION OF DISPATCHERS' PHONE WIRES



J. A. TAIT
Supt. Transportation
St. John's

Dispatching Office at St. John's, Telegraph, Call: HD

J. L. BRAZIL, Chief Train Dispatcher
P. J. DWYER, Assistant Chief Train Dispatcher
R. BOWERING, Assistant Chief Train Dispatcher
R. G. PARDY, Assistant Chief Train Dispatcher

Dispatchers

W. H. Butt
A. Hicks
C. M. Hannon
G. M. Delaney
S. J. Best
J. F. Ryan
F. G. Doyle
L. G. Hill
P. M. Duke

J. C. FORD
Asst. Superintendent
St. John's

W. J. O'LEARY
Asst. Superintendent
Bishop's Falls

G. D. ADAIR
Trainmaster
Corner Brook

Regional Transportation Control Centre :-
Moncton, N. B.

M. Langis Control Officer
J. W. McNeish " "
J. M. Pelletier " "
J. L. Teed " "