



ATLANTIC REGION

CHALEUR AREA

EMPLOYEES' OPERATING TIME TABLE

28

TAKING EFFECT SUNDAY, APRIL 28th, 1974

ON MONK SUBDIVISION

AT 0300 EASTERN DAYLIGHT SAVING TIME

ON OTHER SUBDIVISIONS

AT 0300 ATLANTIC DAYLIGHT SAVING TIME

**ALL TIMES SHOWN ARE EITHER EASTERN OR ATLANTIC DAYLIGHT
SAVING TIME EXCEPT WHEN STANDARD TIME IS IN EFFECT**

SAFETY RULES ARE ESSENTIAL TOOLS

**H. A. ROUSSEAU
GENERAL SUPT. TRANSPORTATION
MONCTON**

**J. L. TEED
ASST. GENERAL SUPT. TRANSPORTATION
MONCTON**



CANADIAN NATIONAL RAILWAYS

**EMPLOYEES' OPERATING TIME TABLES 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
Bartibog.....	28	Bartibog.....	Heath Steele
Caraquet.....	29	Gloucester Jct.....	Tracadie
Cascapedia.....	16 & 17	Matapedia.....	New Carlisle
Chandler.....	18 & 19	New Carlisle.....	Gaspé
Dalhousie.....	30	Dalhousie Jct.....	Dalhousie
Loggieville.....	26	Nelson Jct.....	Loggieville
Miramichi.....	27	Derby Jct.....	McGivney
Monk.....	23, 24 & 25	Edmundston.....	Diamond
Mont Joli.....	12, 13, 14 & 15	Campbellton.....	Riviere du Loup
		Riviere du Loup.....	Mile 1.17 Montmagny Sub
Napadogan.....	20, 21 & 22	Pacific Jct.....	Edmundston
Nepisiguit.....	30	Nepisiguit.....	Brunswick Mines
Newcastle.....	8, 9, 10 & 11	Catamount.....	Campbellton
Richibucto.....	25	Kent Jct.....	Richibucto
St. Quentin.....	31	{ Tide Head.....	I.N.R. Jct.
		{ Leg of Wye at I.N.R. Jct.	
Temiscouata.....	32 & 33	Riviere du Loup.....	Fraser Jct.
Total Area Mileage 1429.17			

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SYSTEM SPECIAL INSTRUCTIONS

INSTRUCTIONS FOR CHANGING RAILWAY TIME

Wherever reference is made to Standard Time in the Uniform Code of Operating Rules, Special Instructions and Form 696, it also applies to Daylight Saving Time wherever and whenever it is in effect.

In order that action will be uniform in making the change in time, watches and clocks must be changed as follows:

TO CHANGE FROM STANDARD TO DAYLIGHT SAVING TIME

At 0200 Standard Time, on the date time changes, watches and clocks must be **advanced** one hour to indicate 0300, Daylight Saving Time.

TO CHANGE FROM DAYLIGHT SAVING TO STANDARD TIME

At 0200 Daylight Saving Time, on the date time changes, watches and clocks must be **retarded** one hour to indicate 0100, Standard Time.

OPEN TRAIN ORDER OFFICES AND OPEN DESIGNATED STANDARD CLOCK LOCATIONS

After standard clocks have been set for new time, time must be compared with the train dispatcher before resuming normal duties.

CLOSED TRAIN ORDER OFFICES AND CLOSED DESIGNATED STANDARD CLOCK LOCATIONS

Standard clocks must be set for new time immediately the office is opened.

After clocks have been set for new time, time must be compared with the train dispatcher before resuming normal duties.

EMPLOYEES ON DUTY AND COMING ON DUTY

All employees required to carry a railway grade watch and all other employees concerned in train movements on duty at 0200 on the date time changes, or as they come on duty after that hour, must change their watch to conform with the new time.

CONDUCTORS: Must compare watch immediately with rear trainmen on freight trains, all trainmen and baggagemen on passenger trains and with the enginemen at the first opportunity.

ENGINEMEN: Must compare watch immediately with all members of the crew on the engine and with their conductor at the first opportunity.

YARD CREWS: Must compare watches immediately with all members of the crew.

OTHERS: Must compare time:

- (a) With designated standard clock or
- (b) With the train dispatcher or
- (c) With an employee who has complied with (a) or (b) above.

SYSTEM SPECIAL INSTRUCTIONS — Continued

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 employee 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 M** — "Train and engine service employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing."
- 1.4 **Rule 3** (Time service regulations contained in Form 696 are hereby changed accordingly.)
(a) 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 Bulova Accutron Models and Universal Geneve Unisonic Models, which do not require periodic cleaning, employees must have their railway grade watches cleaned at intervals not exceeding 24 months.
(This special instruction applies only at locations specified.)
(b) In the application of the fourth paragraph of this rule 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.
- 1.5 **Rule 18** — First paragraph, is amended to read: Yard engines will display a headlight to the front and rear by day and by night.
- 1.6 **Rule 21** — Extra trains must display white lights in CTC.
- 1.7 **Rule 42 (Paragraph "B" is modified to read):**
By day place a yellow flag and, in addition, by night a yellow light at least 2200 yards in each direction from the limits stated in the train order to the right of the track as seen from an approaching train, where there is a clear view of the signal of (if possible) 500 yards.
(Paragraph "E" is modified to read):
By day place a red flag and in addition by night a red light at the mileage stated in the train order to the right of the track as seen from an approaching train. The working limits must be kept 200 yards inside the red signals.
- 1.8 **Rule 72A** — The Superior direction is East or South.
- 1.9 **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.
- 1.10 **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.
- 1.11 **Rule 93**
(a) Yard limit signs may be reflectorized and when this is done they will not be equipped with a yellow light.
(b) 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.
(c) (This special instruction applies only at locations specified)
In yard limits, third class, fourth class, extra trains and engines accepting an ABS signal indication permitting them to proceed, must move at restricted speed regardless of the indication and the "NOTE" in Rule 93 does not apply.
- 1.12 **Rule 103, paragraph 3**
Whenever an emergency vehicle such as ambulance or fire truck is observed or reported being obstructed at a public or private crossing at grade, train dispatchers, yardmasters and members of train and engine crews must do everything possible to immediately clear such crossing consistent with safety. Clearance of the crossing must take precedence over train movement delays or railway inconvenience.
- 1.13 **Rule 104-104E** — Main track switches and derail stands may be equipped with reflectorized lenses or target tips of the prescribed colour in lieu of lights.
- 1.14 **Rule 152 (251-257 Territory)** (This special instruction applies only at locations specified).
Crossover movements may be made, upon receipt of authority from the train dispatcher without protecting against movements against the current of traffic at that location. This authority must be in writing and repeated to the train dispatcher before being acted on. The train dispatcher must make record of movement on train sheet and enter such authority in train order book.
Movements re-entering a main track to move with the current of traffic may be made in accordance with the rules, upon receipt of verbal permission from the train dispatcher.
- 1.15 **Rule 206**
(a) All engines of Canadian National Railways ownership, consisting of CN, GTW, DW&P and CV are considered as the same railway in the application of this rule.
(b) When an engine consists of more than one unit, the number of one unit only will be illuminated when in service and will be the identifying number, the number of other units must not be illuminated. When practicable, the number of the leading unit must be used.
- 1.16 **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.
- 1.17 **Rule 220** — Train Orders held by an extra train become void when such extra train arrives at the station to which it was authorized to run or the authority for movement is annulled. This also applies to a work extra when time limits on a work order expire or the work order is annulled. EXCEPTION: Train orders annulling a schedule or a section, and bulletin, slow and cautionary orders issued to

(Continued on Page 3)

SYSTEM SPECIAL INSTRUCTIONS — Continued

a conductor or engineman continue in effect to them on a continuous trip or tour of duty.

1.18 Rule 266

- (a) When it becomes necessary to move a train or engine into a C.T.C. block already occupied by another train or engine a Rule 266 will be issued to the Conductor or Engineman of the train or engine occupying the block. The Conductor or Engineman of the train or engine required to enter the occupied block must obtain permission from the Conductor and Engineman of the train or engine occupying the block, which must be in writing and repeated for a clear understanding. The Conductor or Engineman of the train or engine required to enter the block must also obtain authority in writing and repeated to the train dispatcher in the following form:

Authority given (occupation), (name) on (train or engine) to pass stop signal (number) at (location) after permission received from Conductor (name) and Engineman (name) of (train or engine) who holds Rule 266 authority between (signal number) at (location) and (signal number) at (location) on (track) from (time) until (time).

Restricted speed as required by ABS Rules, and Rules 104a, 104b and 672 must be applied. Such authority and permission may be obtained and repeated by radio.

- (b) A joint Rule 266 may be issued when it is necessary for more than one train or engine to work within the same limits. The Conductor and Engineman of such train or engine required to protect against each other must first have a thorough understanding in writing as to the movements of each other and the protection to be provided.

- (c) Fifth paragraph is amended to read:

The train or engine must be clear of the track or tracks specified, switches restored to normal position before expiration of time specified and train dispatcher so advised. If not clear by the time specified, protection must be provided as prescribed by Rule 99. UNLESS SUCH TRAIN OR ENGINE IS STANDING. If additional time is required, authority must be secured from the train dispatcher before previously authorized time expires.

- (d) Rule 266 may be used to protect maintenance of way machines. When requesting track and time limits, employee will give his name, occupation and location and specify time and work limits and track or tracks to be used. When such authority is granted the instructions must be in writing and repeated to and acknowledged by train dispatcher before being acted on. Train dispatcher must make proper record immediately. Before authorizing track occupancy, train dispatcher must block all levers controlling signals governing movements into such limits at STOP and must not remove lever blocks nor permit any train or engine to enter such limits until the employee in charge reports the time tracks and/or machines are clear regardless of the time limits granted. If additional time is required, authority must be obtained in writing before previously authorized time expires.

Train dispatcher must, when practicable, line track switches against potential conflicting movements and in addition, when practicable, line signal away from the protected limits.

1.19 REQUIREMENTS FOR ENTERING MAIN TRACK IN C.T.C.

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.

- 1.20 **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.

- 1.21 **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 32, Item 3, Paragraph 4**, General Speed Restrictions and Special Instructions re handling and marshalling occupied service equipment in trains are amended (R.T.C.-R-14111).

- (a) All occupied cabooses and occupied service equipment other than flangers, plows, spreaders, test cars and Official business cars, shall be marshalled in and moved at the rear of freight trains immediately ahead of the operating caboose.

- (b) Where track configurations require extreme care in set off movements, such occupied service equipment may be moved at the headend of freight trains behind the locomotive units, but for no greater distance than 20 miles, and at no greater speed than 20 miles per hour.

- (c) Over 30 occupied gang cars to be operated as a special train.

- (d) 30 occupied gang cars or less, train to be restricted to 60 cars.

- (e) Trains handling occupied gang cars must operate at 10 miles per hour less than zone and permanent slow order speeds to a minimum of 20 miles per hour at which point zone and permanent slow order speeds apply.

- (f) The above speed restrictions do not apply to occupied cabooses when moved deadhead or occupied passenger equipment, except they must be marshalled in and moved at the rear of freight trains immediately ahead of the operating caboose.

NOTE: For the purpose of the order "service equipment" means Railway owned equipment being utilized for Railway purposes. This order does not restrict the movement of revenue livestock with attendants on the head-end of trains.

- 2.3 **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.

- 2.4 **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.

- 2.5 **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.

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SYSTEM SPECIAL INSTRUCTIONS — Continued

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 dispatchers' wayside radio systems as specified on special page 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 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 in employees' operating timetable or by monthly bulletin.

Radio channels used primarily for communications concerning the movement of trains are coded WHITE. Radio channels used primarily for communications concerning yard movements or car movements are coded GREEN. Radio channels used primarily for exclusive crew communications during switching operations are coded AMBER.

3.4 Page 9, Item 1 (G) is changed to read as follows: Radios are provided with one or two types of channel control — reverting or manual. When the reverting feature is present the radio will be on the standby channel when the handset is in the control head hanger. Road Locomotive radios and Base Stations are of this type. In manual operation, the Radio will remain on the channel indicated by the channel selector switch. Yard Locomotive and portable radios are of this type.

3.5 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 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 in employees' operating timetable.

3.6 Page 12, Item 111 (2) is cancelled.

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 Movements 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 Movements 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 miles per hour on straight track, 30 miles per hour on curves reducing to 10 miles per hour through all turnouts. This instruction does not apply to movements of 78 foot rails.

5.5 "Freight trains with more than 60 cars which have an average gross weight per car exceeding 80 gross tons must not exceed 50 miles per hour.

Freight trains with more than 50 percent of the cars consisting of loaded foreign covered hoppers must not exceed 45 miles per hour."

6.0 EQUIPMENT RESTRICTIONS

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

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.

6.2 Engine and Tonnage Restrictions:

The maximum number of working units permitted in any engine consist is restricted to 24 motorized axles and the

(Concluded on Page 5)

SYSTEM SPECIAL INSTRUCTIONS (Concluded)

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.

6.3 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.

6.4 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.

6.5 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.**6.6 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.****6.7 Cranes handled in a train must be inspected before leaving a terminal and whenever practical enroute to insure all tie-down and locking features are in place to prevent any movement that could foul other tracks or equipment adjacent to the track on which moving.****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.

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, yard limit signs and derail stands.

- 8.2 (This special instruction only applies at locations specified). 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.

- 8.3 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.

- 8.4 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.

- 8.5 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.

- 8.6 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

- A1. When necessary to trail through a spring switch under a stop signal indication for any reason, the switch must first be thrown by hand to the full reverse position and returned to the full normal position before the movement is made.

AREA SPECIAL INSTRUCTIONS

- M-1 (a) Freight trains must not exceed 10 miles per hour while operating on other than main track and spurs.
- (b) MF-30, MF-36 and GF-30 class diesel units are restricted to 10 miles per hour on sidings and other tracks.

Additional operating signs contained in U.C.O.R. insert outline:

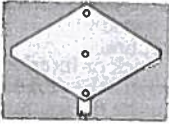
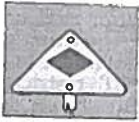
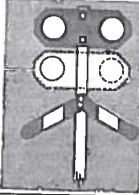
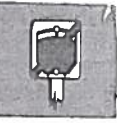
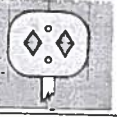
Zone Speed Signs.

Advance Speed Restriction Signs.

Permanent slow order restricting and resume speed signs.

STANDARD OPERATING SIGNS

Signs of the former type will also continue to appear. The new signs will only be installed as replacements are required.

APPEARANCE	INDICATION	APPEARANCE	INDICATION
	Yard Limit		"Stop". As prescribed by Rule 98. As outlined in subdivision footnotes pertaining to certain Public Road Crossings at Grade. At such other places as may be required.
	Yard Limit — One Mile		Snow Plow/Flanger Wing Blades
	Station Protection Signal (not provided with Approach Signal) — One Mile		C.T.C. Begins
	Station — One Mile		C.T.C. Ends
	Station — One Mile		Block Clearance Point
	Railway Crossing at Grade. Junction. Drawbridge. End of Main Track. End of two or more tracks. } One Mile		Block End
	Engine Prohibited Beyond this Point		Whistle and Bell As prescribed by Rules 14L and 30
	Cars Prohibited Beyond this Point		Whistle — Tunnel 1000 Feet
	Restricted Clearance		Spring Switch
	Derail		Crossing Protection Circuit
			Subdivision Mileage
			Distance in Feet from Siding Switch

CHALEUR AREA RADIO SYSTEM

These Instructions supplement items 3.3-3.6 of System Special Instructions and pages 8-12 of Form 696 dealing with "Operation of Radio Equipment".

TRAIN CREW PORTABLES

Radios assigned to the Atlantic Region are identified by a red band. Radios assigned to other regions will have a band of another colour. Unless permanently assigned, all radios must be recorded when picked up or turned in to assigned employee at all crew change out points. For any exceptions to the above, local instructions will be issued in circular form.

LEGEND TO CHART

- Standby Channel
- 1 Standby Channel with Tone 1 Feature
- 2 Standby Channel with Tone 2 Feature
- × Alternate Channel

DEFINITIONS

Standby channel is the channel on which a given radio is ready to receive intelligence at any time. (Some locations show more than one standby channel—this means that they have access to more than one radio base station.)

ALTERNATE CHANNEL is a channel provided on the equipment other than the standby channel.

WORKING CHANNEL is the channel which may be assigned by local supervisory officer for a specific yard crew assignment in which case it becomes the standby channel.

BASE STATION CONTROL is the instrument resembling a telephone or communication console located in a station, yard or dispatching office which controls the operation of a radio base station situated anywhere from less than 50 feet to as much as 250 miles away.

RADIO RANGE generally should reach from 1 to 10 miles between mobile stations depending on power output of transmitters and from 5 to 25 miles between mobile and base station depending on the height and location of the antenna at the base station.

HOW TO USE CHART

- (1) Select on the chart the party you desire to call.
- (2) Determine his standby channel (i.e. ○)
- (3) Select his standby channel on your radio.
- (4) If his standby channel does not show a tone number, (i.e. ○) voice call.
- (5) If his standby channel shows a tone number, (i.e. 1) depress the appropriate tone button (Disp. 1 or 2) for approximately 3 seconds, then voice call party if other than dispatcher. If calling dispatcher, wait for him to reply after depressing tone button unless you have an emergency situation.
- (6) In case of an emergency, begin immediately by repeating the word "Mayday" three times followed by your own identification, position and nature of distress and assistance required.

ENGINE OR PORTABLE RADIOS IN YARDS

Each radio is equipped with up to 4 channels although more than 4 channels may be used in yard operations. Standby channel shown in chart is normal yard channel; however, when radio is used in lieu of hand signals during switching operations, any of the available radio channels may be designated as the working channel.

MAINTENANCE OF WAY OR TRACK UNIT RADIOS

Channel "EE" is the standby channel only when radio equipped track units are operating on track or under train order protection provided by example (2) of Form Y, otherwise normal standby channel is "MW1."

		RADIO CHANNELS					
		EE	TW1	TW2	CC2	CC3	GT1
MOBILE STATIONS							
Mainline Engines & Railiners	(2 Ch.)	○	○	×			
Mainline Engines & Railiners	(4 Ch.)	○	○	×	×	×	
Mainline Engines	(6 Ch.)	○	○	×	×	×	×
*Yard engines—Campbellton		○	×	×	×	×	×
*Edmundston		○	×	×	×	×	×
Portables—Train Crews—Pass.	(1 Ch.)	○	×	×	×	×	×
—Train Crews	(2 Ch.)	○	×	×	×	×	×
—Train Crews	(4 Ch.)	○	×	×	×	×	×
*Campbellton Yard		×	×	×	×	×	×
*Edmundston Yard		×	×	×	×	×	×
—Other Yards		×	×	×	×	×	×
—Mtce. of Way	(2 Ch.)	×	×	×	×	×	×
—Mtce. of Way	(4 Ch.)	×	×	×	×	×	×
Track Units		×	×	×			×
BASE STATION CONTROLS							
Newcastle —Yard Agent/OPR		×	×	○			
Bathurst —Yard Agent/OPR		×	×	○			
Campbellton —Dispatcher		×	×	2			
—Yard Agent		×	×	○	×	×	
—OPR		×	×	○			
Matapédia —OPR		×	×	○	×	×	
Causapscal —OPR		×	×	○	×	×	
Amqui —OPR		×	×	○	×	×	
Mont Joli —Yard Agent/OPR		×	×	○	×	×	
Rimouski —Yard Agent/OPR		×	×	○	×	×	
Trois Pistoles —OPR		×	×	○	×	×	
Riv. du Loup —Yard Agent/OPR		×	○		×	×	
New Richmond —OPR		×	×	○	×	×	
New Carlisle —OPR		×	×	○	×	×	
Chandler —OPR		×	×	○	×	×	
Gaspé —OPR		×	×	○	×	×	
Chipman —OPR		×	×	○	×	×	
McGivney —OPR		×	×	○	×	×	
Grand Falls —OPR		×	×	○	×	×	
St. Léonard —OPR		×	×	○	×	×	
Edmundston —Dispatcher		×	2		×	×	×
—Yard Agent		×	×		×	×	×
Monk —OPR		×	○		×	×	
Joffre —Yard Master		×	×		×	×	

*See Note Under "ENGINE OR PORTABLE RADIOS IN YARDS".

WESTWARD TRAINS				Miles from Catamount	Yard Limits	NEWCASTLE SUBDIVISION	
FIRST CLASS						ATLANTIC TIME	
		11 Passenger	15 Passenger			STATIONS	
		Daily	Daily				
		2305	1651	0.0			CATAMOUNT
		2311	1658	6.7		6.7	CANAAN
		2316	1703	12.1		5.4	BIRCH RIDGE
		2322	1708	18.6		6.5	ADAMSVILLE
		2327	1713	24.4		5.8	HARCOURT
		2335	1721	33.4	32.7	9.0	KENT JCT.
		2344	s 1731	44.4	33.7	11.0	ROGERSVILLE
		2350	1737	50.9		6.5	LAKELAND
		2359	1746	59.6		8.7	PASSMORE
		0003	1750	62.0		2.4	NELSON JCT.
		0005	1752	62.5			Jct. with Loggieville Sub.
		s 0020	s 1810	66.1	63.4	0.6	DERBY JCT.
		0034	1825	75.4	67.8		Jct. with Miramichi Sub.
		0044	1836	86.9	85.8	3.6	V. NEWCASTLE
		0048	1840	91.3	87.4	9.3	BEAVER BROOK
		0056	1848	100.5		11.5	BARTIBOG
		0101	1853	105.4	105.4	4.4	RUSSELL
		0102	1854	106.4	↑	9.2	BRUCE
		s 0120	s 1910	110.2	111.7	4.9	GLOUCESTER JCT.
		0132	1920	116.6	↓		Jct. with Caraquet Sub.
		0140	1926	121.6		1.0	NEPISIGUIT
		0149	1934	129.7		3.8	BATHURST
		0153	1938	133.2		6.4	BERESFORD
		0202	s 1948	138.7		5.0	PETIT ROCHER
		0213	1959	148.5		8.1	BELLEDUNE
		0220	2006	154.3		3.5	HODGIN
		0229	2015	164.3	163.0	5.5	JACQUET RIVER
		0235	2020	167.8	↑	9.8	NEW MILLS
		s 0250	s 2035	173.2	165.2	5.8	CHARLO
					171.1	10.0	Jct. with Dalhousie Sub.
					↑		V. DALHOUSIE JCT.
						3.5	McLEOD
						5.4	CAMPBELLTON
Newcastle Subdivision footnotes on pages 10 and 11							
		11	15				

NEWCASTLE SUBDIVISION		Office Signals	Siding Car Capacity	Siding Capacity in Feet	EASTWARD TRAINS							
					FIRST CLASS				FOURTH CLASS			
					14 Passenger	12 Passenger			984 Freight	986 Freight	982 Freight	
ATLANTIC TIME												
STATIONS												
CATAMOUNT.....	P		90	4100	1010	1651			1400	2115	0505	
6.7												
CANAAN.....	P		65	3055	1001	1646			1350	2105	0457	
5.4												
BIRCH RIDGE.....			81	3800	0955	1641			1340	2055	0449	
6.5												
ADAMSVILLE.....			83	3900	0949	1636			1330	2045	0439	
5.8												
HARCOURT.....	WD		70	3300	0943	1631			1320	2040	0431	
9.0												
KENT JCT.....	PYZ		76	3550	0934	1623			1305	2027	0418	
11.0												
ROGERSVILLE.....	SY		84	3900	0924	s 1613			1251	2013	0404	
6.5												
LAKELAND.....			81	3800	0917	1605			1241	2003	0354	
8.7												
PASSMORE.....			93	4350	0909	1557			1231	1953	0344	
2.4												
NELSON JCT.....	P				0904	1551			1225	1947	0338	
Jct. with Loggieville Sub.												
0.5												
DERBY JCT.....	P				0902	1549			1223	1945	0336	
Jct. with Miramichi Sub.												
3.6												
NEWCASTLE..	VCKWYZ	NC	Yard 27	1350	s 0850	s 1537			1120	1906	0301	
9.3												
BEAVER BROOK...	P		76	3550	0827	1512			1040	1825	0246	
11.5												
BARTIBOG.....	YZ	GU	132	6100	0816	1501			1020	1736	0231	
4.4												
RUSSELL.....	P		81	3800	0812	1456			1014	1730	0224	
9.2												
BRUCE.....			52	2500	0802	1446			1000	1720	0209	
4.9												
GLOUCESTER JCT...	PZ		93	4300	0758	1441			0953	1713	0159	
Jct. with Caraquet Sub.												
1.0												
NEPISIGUIT.....	PYZ		41	2000	0757	1440			0950	1710	0156	
3.8												
BATHURST.....	KZ	BA	Yard 53	2550	s 0752	s 1435			0945	1705	0146	
6.4												
BERESFORD.....			50	2400	0734	1418			0925	1645	0132	
5.0												
PETIT ROCHER.....		F	76	3550	0729	1413			0915	1636	0114	
8.1												
BELLEDUNE.....	P		56	2650	0720	1405			0900	1625	0105	
3.5												
HODGIN.....			51	2450	0716	1401			0855	1620	0100	
5.5												
JACQUET RIVER.....		JR	68	3200	0710	* 1355			0850	1612	0052	
9.8												
NEW MILLS.....	P		50	2400	0658	1342			0840	1600	0040	
5.8												
CHARLO.....		R	67	3150	0651	1336			0830	1550	0030	
10.0												
Jct. with Dalhousie Sub.												
DALHOUSIE JCT..	V Z		77	3600	0641	1326			0810	1535	0015	
3.5												
McLEOD.....			53	2550	0637	1322			0800	1525	0005	
5.4												
CAMPBELLTON...	CK WZ	KS	Yard 127	5800	0625	1310			0745	1510	2350	
Rules 261-262 apply between signal 619 at Nelson Jct. and signal 654 at Newcastle					Daily	Daily			Daily	Daily	Daily	
					14	12			984	986	982	

NEWCASTLE SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS**1.1 CLEARANCES**

CATAMOUNT—Trains from the Gort Sub. may leave without obtaining clearance, provided they hold clearance OK'd by train dispatcher Campbellton.

NEWCASTLE—All trains must obtain clearance.

BATHURST—All trains must obtain clearance.

1.2 TRAIN REGISTER MODIFICATIONS

NEWCASTLE—First class trains may register by register ticket.

BATHURST—First class trains may register by register ticket.

1.3 SPECIAL INSTRUCTIONS APPLY

SYSTEM 1.9—CATAMOUNT—When necessary to obtain information. GLOUCESTER JCT. and NEPISIGUIT—Before entering Newcastle Subdivision.

SYSTEM 1.11—Paragraph (c)—At Newcastle and Dalhousie Jct.

SYSTEM 8.2—Within the city limits of Campbellton, N.B., public crossings at mileages 172.24, 172.50, 172.62 and 172.79, B.O. R-10867.

2 GENERAL FOOTNOTES

- 2.1 NEWCASTLE—Siding extends from switch located at mileage 65.7 just east of fuel stand to switch located at mileage 66.4 just west of first crossing west of station.

The east switch for freight trains entering yard is located at mileage 65.3.

- 2.2 KENT JUNCTION—Connection with Richibucto Subdivision is via east switch of transfer track located at mileage 33.1.

- 2.3 BARTIBOG—Connection with Bartibog Subdivision is via siding mileage 86.9.

- 2.4 NEPISIGUIT—Connection with Nepisiguit Subdivision is via siding mileage 106.4.

- 2.5 BATHURST—Siding extends from switch located at mileage 109.7 just west of golf club crossing to switch located at mileage 110.4 just west of subway.

- 2.6 CAMPBELLTON—The territory between the east switch mileage 172.8 Newcastle Sub. in the rock cut and "End of Block" sign located at mileage 1.3 Mont Joli Subdivision is under the jurisdiction of the yard agent and movements in this territory must be made at restricted speed only after obtaining permission from yard agent or operator on duty. Within this territory there is no superiority of trains.

Siding extends from switch mileage 172.8 Newcastle Sub. in the rock cut to switch located at mileage 1.4 Mont Joli Sub.

Freight trains arriving from east will call the yard office to ascertain track number they are to haul into.

3 EQUIPMENT RESTRICTIONS

- 3.1 Heaviest engine permitted to operate GF-30c class.

- 3.2 Heaviest car permitted gross weight 263,000 lbs.

- 3.3 Heaviest auxiliary permitted — 250 tons.

Heaviest auxiliary permitted Irvco Spur and Bathurst Spur — 250 tons.

Heaviest auxiliary permitted Eddy Co. Spur — 120 tons.

4 SPEEDS

Mileage	Miles per hour		
	*Psgr.	*Freight	DU
0.0 to 55.0 zone	75	65	—
55.0 to 78.0 zone	65	55	—
60.5 to 61.8	30	30	—
61.8 to 65.4 (B.O. 122878)	20	20	—
65.4 to 66.3	55	40	—
66.3 Until crossing occupied (B.O. 74381)	10	10	—
66.3 to 68.1	55	40	—
78.0 to 163.4 zone	75	65	—
105.0 to 107.5	75	55	—
110.0 to 110.5	30	30	—
111.5 to 113.8	50	50	—
126.5 to 127.1	65	55	—
140.0 to 143.1	55	50	—
148.0 to 149.0	65	55	—
154.1 to 154.5	65	55	—
159.8 to 160.0	65	55	—
163.4 to 173.2 zone	65	60	—
167.2 to 167.7	60	50	—
171.5 to 172.2	60	45	—
172.2 to 173.2	10	10	—

(B.O. 78387, mileage 172.4)

EXPRESS TRAINS: Unless otherwise restricted, trains designated as express trains by timetable schedule or as express extras by clearance may run five (5) miles per hour in excess of freight train speeds. They must not exceed 65 mph or passenger train speeds at any point.

*ALL TRAINS having a DESIGNATED UNIT in the consist are subject to the additional speed restrictions listed in the DU column. Designated units are listed on equated tonnage ratings pages 35 and 36.

5 CONDITIONAL STOPS

- 5.1 No. 12 will stop at Jacquet River daily to detrain revenue passengers from Levis and beyond and to entrain revenue passengers for Moncton and beyond.

6 SPRING SWITCHES

- 6.1 NEWCASTLE—Spring switch located at west end of west crossover mileage 66.4 west of station is protected by fixed signal 665 and dwarf signal 665. Normal indication of dwarf signal 665 is stop. Trainmen of trains affected must be governed by instructions posted in box on mast of signal.

Additional footnotes on page 11

NEWCASTLE SUBDIVISION FOOTNOTES (concluded)

7 PUBLIC CROSSINGS AT GRADE

- 7.1 MILEAGE 66.3 (Chaplin Island Road) Westward freight trains, while switching and after switching completed must protect movement over Chaplin Island Road crossing with a member of the crew, unless engine is standing opposite station bay window, clear of crossing signal circuit.
- 7.2 NEWCASTLE WHARF TRACK—All movements over Williamson's crossing and the two highway crossings must be protected by a member of the crew and speed not to exceed five miles per hour.
- 7.3 CAMPBELLTON WHARF TRACK—All movements over King Street and Water Street crossings must be protected by a member of the crew.

8 SPURS AND OTHER TRACKS

	Mileage	Points Face	Car Capacity
Gallagher Ridge.....	2.9	EW	8
Hebert.....	8.8	E	3
Coal Branch.....	15.3	EW	24
Grangeville.....	20.5	E	1
Acadiaville.....	41.4	EW	11
Tunnel.....	47.2	W	4
Nigadoo.....	118.8	E	7
Nigadoo River Mines Ltd.....	118.9	EW	34
Petit Rocher.....	121.7	W	3
Ballast Pit.....	126.6	W	2
Green Point.....	126.7	E	2
Irvco Spur.....	132.6	EW	3.35 miles
Nash Creek.....	142.2	EW	10
Charlo.....	154.4	W	3
Eel River.....	159.9	EW	10
Gulf Oil.....	171.5	E	5

Mont Joli
Subdivision footnotes
on pages 14 and 15

WESTWARD TRAINS					Miles from Campbellton	Yard Limits	MONT JOLI SUBDIVISION		
FIRST CLASS							ATLANTIC TIME		
		15 Passenger	118 Passenger	11 Passenger			STATIONS		
		Daily	Daily	Daily					
		2100	1105	0310	0.0	↓	ABS MOVEMENT BY SIGNAL INDICATION	CAMPBELLTON.....	
		2110	1115	0320	4.7	2.3		4.7	TIDE HEAD.....
		2120			4.8				Jct. with St. Quentin Sub.
	s	2150	s 1130	f 0333	12.8	11.8		8.1	V.....MATAPEDIA.....
		2157		f 0340	18.1	13.6		5.3	ST. ALEXIS.....
		2158	To Casca- pedia Sub.	0341	19.0			0.9	CLARK BROOK.....
		2210		0353	28.6			9.6	GLEN EMMA.....
		2217		0400	33.9			5.3	ROUTHIERVILLE.....
		2225		* 0408	41.0			7.1	STE. FLORENCE.....
	s	2235		f 0418	47.5	45.8		6.5	CAUSAPSCAL.....
		2247		f 0436	55.2	48.1	7.7	LAC AU SAUMON.....	
	s	2258		f 0452	60.9	59.8	5.7	AMQUI.....	
		2308		f 0507	69.2	61.8	8.3	VAL BRILLANT.....	
	s	2318		f 0519	75.9		6.7	SAYABEC.....	
		2326		f 0532	83.3		7.4	ST. NOEL.....	
		2335		* 0545	91.3		8.0	PADOUE.....	
		2345		* 0558	100.0		8.7	ST. OCTAVE.....	
	s	2351		s 0612	105.4	102.0	5.4	V.....MONT JOLI.....	
		0006		0622		107.4	3.1	LAVOIE.....	
		0011		0627	108.5		5.1	LUCEVILLE.....	
		0016		f 0636	113.6		5.1	ST. ANACLET.....	
		0021		0643	118.7		4.7	RIMOUSKI.....	
	s	0031		s 0650	123.4	121.4	4.2	SACRE COEUR.....	
		0039		0705	127.6	126.0	6.3	BIC.....	
		0045		f 0713	133.9		6.3	MOUNTAIN.....	
		0056		0727	140.2		3.1	ST. FABIEN.....	
		0101		f 0735	143.3		5.0	PORT PIC.....	
		0107		0742	148.3		4.9	ST. SIMON.....	
		0112		* 0754	153.2		8.5	TROIS PISTOLES.....	
	s	0122		s 0810	161.7	160.9	6.5	ST. ELOI.....	
		0139		0821	168.2	164.2	4.4	ISLE VERTE.....	
		0152		* 0830	172.6		8.5	ST. ARSENE.....	
		0203		* 0840	181.1		7.7	V.....RIVIERE DU LOUP.....	
	s	0220		s 0900	188.8	186.8			
						↑			

MONT JOLI SUBDIVISION	Office Signals	Siding Car Capacity	Siding Capacity in Feet	EASTWARD TRAINS									
				FIRST CLASS				FOURTH CLASS					
				14	12	119			938	940	942	944	
				Passenger	Passenger	Passenger			Freight	Freight	Freight	Freight	
ATLANTIC TIME													
STATIONS													
..... CAMPBELLTON... CK 4.7 WZ	KS	Yard 127	5800	s 0605	s 1245	2230			0935		1805	0215	
..... TIDE HEAD... P Jct. with St. Quentin Sub. 8.1		81	3800	0550	1230	2215			0920		1747	0156	
..... MATAPEDIA... V RYZ 5.3	MD	41	2000	0537	s 1145	2200			0905		1732	0141	
..... ST. ALEXIS... 0.9	FR			0530	f 1138				0850		1717	0126	
..... CLARK BROOK... P 9.6		82	3800	0529	1137	From Casca- pedia Sub.			0848		1715	0124	
..... GLEN EMMA... P 5.3		82	3800	0516	1125				0835		1700	0107	
..... ROUTHIERVILLE P 7.1				0509	1118				0820		1650	0057	
..... STE. FLORENCE... P 6.5		77	3600	0500	* 1110				0810		1635	0042	
..... CAUSAPSCAL... Z 7.7	CF	76	3550	s 0450	s 1100				0758		1625	0022	
..... LAC AU SAUMON... 5.7	HG	64	3000	0436	* 1047				0748		1615	0012	
..... AMQUI... Z 8.3	AN	89	4150	s 0428	s 1039				0735		1604	0001	
..... VAL BRILLANT... P 6.7		58	2700	0414	* 1024				0720		1553	2350	
..... SAYABEC... 7.4	SC	83	3900	0408	s 1018				0710		1543	2341	
..... ST. NOEL... 8.0	SM	105	4850	0358	* 1005				0658		1527	2326	
..... PADOUE... P 8.7		77	3600	0348	* 0955				0646		1512	2257	
..... ST. OCTAVE... P 5.4		81	3800	0335	* 0942				0634		1500	2245	
..... MONT JOLI... V CK 3.1 WZ	VE	Yard 62	2900	s 0325 s 0315	0933 s 0918				0612	1225	1450	2235	
..... LAVOIE... 5.1		78	3600	0310	0911				0550	1212	1437	2222	
..... LUCEVILLE... 5.1	MO	54	2600	0304	* 0905				0540	1202	1427	2212	
..... ST. ANACLET... P 4.7		82	3800	0259	0857				0530	1152	1415	2200	
..... RIMOUSKI... V Z 4.2	US	Yard 40	1950	s 0253	s 0849				0520	1142	1406	2151	
..... SACRE COEUR... 6.3		150	6950	0235	0833				0447	1018	1346	2131	
..... BIC... 6.3	BK	24	1250	0227	s 0825				0437	1006	1336	2121	
..... MOUNTAIN... P 3.1		139	6400	0217	0814				0427	0956	1326	2111	
..... ST. FABIEN... 5.0	FB			0211	* 0805				0422	0950	1321	2106	
..... PORT PIC... 4.9		48	2300	0206	0759				0413	0940	1313	2058	
..... ST. SIMON... P 8.5		127	5900	0201	* 0754				0407	0930	1307	2052	
..... TROIS PISTOLES... Z 6.5	JA	67	3150	s 0151	s 0744				0357	0910	1257	2042	
..... ST. ELOI... P 4.4		78	3600	0139	0732				0345	0850	1245	2030	
..... ISLE VERTE... 8.5	BD	127	5900	f 0135	* 0727				0335	0830	1230	2015	
..... ST. ARSENE... P 7.7		83	3850	0122	* 0717				0320	0800	1215	2000	
RIVIERE DU LOUP V CK WYZ	GY	Yard 86	4000	0110	0705				0300	0745	1200	1945	
Rules 261-262 apply between west switch Tide Head and Campbellton. Judgment to be used such as will prevent delay to first class trains.				Daily	Daily	Daily			Daily	Daily	Daily	Daily	
				14	12	119			938	940	942	944	

MONT JOLI SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS**1.1 CLEARANCES**

MONT JOLI—All trains must obtain clearance.

1.2 TRAIN REGISTER MODIFICATIONS

MATAPEDIA—All trains except trains originating may register by register ticket.

MONT JOLI—All trains except trains originating may register by register ticket.

1.3 ABS SPECIAL FEATURES

Westward freight trains and yard engines leaving Campbellton yard must obtain permission from train dispatcher before occupying block at west end.

Normal indication of dwarf signal 13 governing westward movements from Campbellton freight yard is stop. Trainmen of trains affected will be governed by instructions posted in box on mast of signal 13. Signal will show clear indication after a time lapse of three (3) minutes after lever has been thrown providing the track is unoccupied.

Normal indication of dwarf signal 51 governing westward movements from siding at Tide Head is stop. Trainmen of trains affected will be governed by instructions posted in box on mast of signal 51.

Trains in eastward direction, when required to stop at Tide Head to meet another train or on wait order must not pass the St. Quentin Subdivision Jct. switch so as not to interfere with automatic block signal governing movement of trains from Campbellton.

1.4 SPECIAL INSTRUCTIONS APPLY

SYSTEM 1.4—Paragraph (b)—At Rimouski.

SYSTEM 1.11—Paragraph (c)—At Campbellton, Matapedia, Mont Joli, Rimouski and Riviere du Loup.

2 GENERAL FOOTNOTES**2.1 CAMPBELLTON**—Siding extends from switch located at mileage 1.4 to switch mileage 172.8 in the rock cut Newcastle Sub. The west switch for passenger trains is located at mileage 0.3.

The territory between the east switch mileage 172.8 in the rock cut Newcastle subdivision and "End of Block" sign located at mileage 1.3 Mont Joli Sub. is under the jurisdiction of the yard agent and movements in this territory must be made at restricted speed only after obtaining permission from yard agent or operator on duty. Within this territory there is no superiority of trains.

Freight trains arriving from west will call the yard office to ascertain track number they are to haul into.

Permission must be obtained from the train dispatcher before movements are made from the Fraser Co. Ltd. Spurs at mileage 2.0 and mileage 2.6.

2.2 MATAPEDIA—Connection with Cascapedia Subdivision is via east leg of wye located at mileage 12.7.

The time of regular trains originating and terminating applies at the switch of east leg of wye located at mileage 12.7.

2.3 ST. OCTAVE—Siding extends from west switch mileage 100.9 to crossover switch mileage 100.05.**2.4 MONT JOLI**—Siding extends from the crossover switch located next to the Canada Gulf & Terminal Railway shop at east end of yard to crossover switch west of subway. The main track within this territory is under the jurisdiction of the yard agent and all movements must be made at restricted speed only after obtaining permission from yard agent or operator on duty. Within this territory there is no superiority of trains.

C. & G.T. yard limits extend 4100 feet east of C. & G.T. Jct. switch. All movements within this territory must be made at restricted speed and fully protected against any conflicting movements.

C. & G.T. engines or trains must not foul main track or handle any main track switch until conductor has obtained permission from yard agent on duty. If no yard agent on duty, this permission must be obtained from operator on duty and must not be given until it is known the main track is clear or until the movement has been provided for.

2.5 LUCEVILLE—When switching on Luceville Lumber Co. Spur, mileage 113.7, only one diesel unit must be used.**2.6 FATHER POINT WHARF SPUR**—All trains must not exceed 25 miles per hour between mileage 0.0 and mileage 3.4 and 5 miles per hour on wharf mileage 3.4.

There is a 30 degree curve on Father Point Wharf and as MR-16 A, B and D units of the 3000 series will not negotiate curves over 21 degrees, reachers must be used when switching beyond this curve with units of this class. MR-18 A, B and C units of 3600 series, and freight cars, will negotiate curves up to 30 degrees. MS-10 units will negotiate curves up to 57 degrees.

2.7 RIMOUSKI—Siding extends from crossover switch of north siding east of station platform to crossover switch just east of freight shed.

Engines must not exceed five miles per hour over scale track.

2.8 PORT PIC—Siding extends from east switch to crossover switch.**2.9 RIVIERE DU LOUP**—Siding extends from switch of west crossover opposite F. F. Soucy Co. Mill to switch of east crossover just east of bridge. The main track within this territory is under the jurisdiction of the yard agent and all movements must be made at restricted speed only after obtaining permission from yard agent or operator on duty. Within this territory there is no superiority of trains.

Except for the train dispatching function, the territory between Riviere du Loup and mileage 1.17 Montmagny Subdivision is under the jurisdiction of the Chaleur Area.

3 EQUIPMENT RESTRICTIONS**3.1** Heaviest engine permitted to operate GF-30c class.**3.2** Heaviest car permitted gross weight 263,000 lbs.**3.3** Heaviest auxiliary permitted — 250 tons.

Heaviest auxiliary permitted on Fraser Co. Ltd. Spur — 120 tons.
Heaviest auxiliary permitted on Father Point Wharf Spur — 250 tons.

Additional footnotes on page 15

MONT JOLI SUBDIVISION FOOTNOTES (concluded)

4

SPEEDS

Mileage	Miles per hour		
	*Psgr.	*Freight	DU
0.0 to 16.8 zone.....	55	50	—
5.1 to 7.7	50	45	40
11.0 to 12.0	55	50	—
12.0 to 13.4	20	20	—
16.8 to 33.0 zone.....	50	45	40
23.1 to 25.6	50	40	40
31.6 to 32.9	50	40	40
33.0 to 40.4 zone.....	60	50	—
36.8 to 37.0	55	45	40
40.4 to 58.1 zone.....	65	50	—
45.9 to 49.2	55	45	40
51.7 to 55.1	45	40	35
58.1 to 66.8 zone.....	55	45	—
58.4 to 58.8	—	—	40
66.8 to 78.7 zone.....	65	55	—
78.7 to 97.0 zone.....	55	45	—
97.0 to 106.2 zone.....	65	50	—
106.2 to 133.4 zone.....	65	50	—
122.4	60	60	—
122.6 to 124.6	35	35	—
124.6 to 125.2	50	45	—
133.4 to 144.4 zone.....	60	45	—
135.9 to 136.9	35	35	—
143.1 to 143.3	45	35	35
144.4 to 188.8 zone.....	70	60	—
163.7 to 165.1	30	30	—

EXPRESS TRAINS: Unless otherwise restricted, trains designated as express trains by timetable schedule or as express extras by clearance may run five (5) miles per hour in excess of freight train speeds. They must not exceed 65 mph or passenger train speeds at any point.

*ALL TRAINS having a DESIGNATED UNIT in the consist are subject to the additional speed restrictions listed in the DU column. Designated units are listed on equated tonnage ratings pages 35 and 36.

Item 2, page 31, of Form 696 not applicable between Campbellton and Matapedia.

Look out for falling rocks and rock slides at mileage 12.1 and between mileages 135.9 and 136.9.

5

PUBLIC CROSSINGS AT GRADE

- 5.1 FATHER POINT WHARF SPUR—All movements over public crossings at mileage 2.7 and mileage 2.9 must be protected by a member of the crew and speed not to exceed five miles per hour.
- 5.2 RIMOUSKI WHARF TRACK—All movements over public crossings on tracks K80 and K89 must be protected by a member of the crew and speed not to exceed five miles per hour.

6

CONDITIONAL STOPS

- 6.1 No. 11 will stop at Ste. Florence, Padoue, St. Octave, to entrain revenue passengers for Mont Joli and beyond.
- 6.2 No. 11 will stop at St. Simon, Isle Verte, St. Arsene to entrain revenue passengers for Riviere du Loup and beyond.
- 6.3 No. 12 will stop at St. Arsene, Isle Verte, St. Simon, St. Fabien, Luceville to detrain revenue passengers from Levis and beyond.
- 6.4 No. 12 will stop at St. Octave, Padoue, St. Noel, Val Brilliant, Lac au Saumon, Ste. Florence to detrain revenue passengers from Mont Joli and beyond.
- 6.5 No. 12 will entrain revenue passengers at St. Noel for Amqui and beyond.

7

SPURS AND OTHER TRACKS

	Mileage	Points Face	Car Capacity
Fraser Co. Ltd.....	2.0	E	Spur
Fraser Co. Ltd.....	2.6	W	Spur
Atlantic Trading Co. Ltd. No. 1....	12.8	E	10
Atlantic Trading Co. Ltd. No. 2....	12.8	E	2
Champion.....	15.9	W	7
Routhierville.....	34.3	W	17
Larrivee.....	41.8	W	9
Heppell.....	44.4	W	6
Laforce.....	45.5	W	9
Cycas Lumber Ltd.....	46.3	EW	8
Cycas Lumber Ltd.....	46.3	EW	15
Texaco Canada Ltd.....	47.0	E	2
Morissette.....	51.9	W	10
La Cie AB Inc.....	55.5	E	15
Les Produits Forestiers AB Ltee....	55.7	EW	6
Duclos.....	56.7	W	6
Imperial Oil.....	61.3	E	5
J. O. Berube.....	61.3	E	3
Foyer Canadien Ltee.....	61.4	E	6
Ballast Pit Track.....	72.6	EW	83
Morneault.....	80.2	E	4
Dufaultville.....	88.1	E	4
Skin Cut.....	89.1	E	4
Luceville Lbr. Co.....	113.7	W	41
Father Point Wharf Spur.....	117.5	EW	3.6 miles
Co-operative Agricole du Bas St-Laurent.....	133.4	EW	16
Cooperative Agricole du Bas St-Laurent.....	134.0	W	3
Agriculture Co-op.....	143.3	W	2
St. Fabien Peat Moss Inc.....	147.1	W	4
Spur.....	162.4	E	11
Laurentide Peat Moss Co. Ltd.....	171.6	W	16
Isle Verte Co-op.....	172.7	W	7
Tourbiere du Port Ltd.....	179.5	W	16
Cacouna.....	183.3	EW	15

WESTWARD TRAINS			Miles from Matapedia	Yard Limits	CASCAPEDIA SUBDIVISION			Office Signals	Siding Car Capacity	Siding Capacity in Feet	EASTWARD TRAINS				
	FIRST CLASS	119 Passenger			ATLANTIC TIME	STATIONS	FIRST CLASS				118 Passenger	910 Freight	912 Freight		
	Daily														
.....	1750	98.0	↓ 86.7	.....	NEW CARLISLE.. KWYZ	NS	Yard 46	2250	s 1520	.....	1240	2000			
.....	s 1803	89.2		.....	BONAVENTURE.....	BN	28	1450	s 1506	.....	1210	1928			
.....	s 1821	78.5		.....	CAPLAN.....	CP	28	1450	s 1446	.....	1140	1858			
.....	1833	71.7		.....	BLACK CAPE..... P		28	1430	1431	.....	1115	1833			
.....	s 1840	68.9	70.4	.....	NEW RICHMOND... Z	NU	65	3100	s 1423	.....	1030	1730			
.....	1902	57.7	66.5	.....	IRISHTOWN.....		28	1450	1401	.....	0950	1650			
.....	s 1912	53.0		.....	MARIA.....	MR	14	800	s 1354	.....	0930	1630			
.....	s 1930	44.4	48.8	.....	CARLETON..... YZ	CA	28	1450	s 1338	.....	0905	1605			
.....	s 1950	35.5	43.7	.....	NOUVELLE.....	NV	28	1450	s 1324	.....	0845	1545			
.....	2008	26.4		.....	ESCUMINAC..... P		37	1850	1310	.....	0825	1525			
.....	2016	22.2		.....	POINTE A LA GARDE.....		29	1450	1304	.....	0800	1500			
.....	s 2032	12.7		.....	CROSS POINT.....		65	3100	s 1250	.....	0730	1430			
.....	s 2110	0.0	1.7 ↑	.....	MATAPEDIA..... RYZ	MD	Yard		1225	.....	0700	1400			
											Daily		Daily	Daily	
		119									118		910	912	

CASCAPEDIA SUBDIVISION FOOTNOTES

1 GENERAL FOOTNOTES

- 1.1 MATAPEDIA—Connection with Mont Joli subdivision is via east leg of wye.
Before entering Mont Joli sub., trains must arrange with operator on duty to release electric lock on jct. switch east leg of wye.
- 1.2 CROSS POINT, CARLETON—Siding extends from west switch to crossover switch.
- 1.3 MARIA—Siding extends from east switch to crossover switch.
- 1.4 NEW CARLISLE—Siding is No. 1 yard track.

2 EQUIPMENT RESTRICTIONS

- 2.1 Heaviest engine permitted to operate MR-18 class.
- 2.2 Heaviest car permitted gross weight 263,000 lbs.
- 2.3 Heaviest auxiliary permitted — 120 tons.
- 2.4 System and foreign type loaded cylindrical covered hopper cars of 100 ton capacity, except those in the 377-378-379000 series and CP 381720-777 series equipped with no-sway side bearings, must not be handled.

3 SPEEDS

Mileage		Miles per hour	
		Psg.	Freight
0.0 to 73.3	zone.....	45	45
0.0 to 0.2	.....	30	30
* 0.2	Highway No. 6, until crossing occupied (B.O. 92980).....	10	10
0.2 to 2.0	.....	30	30
7.0 to 7.1	.....	40	30
7.8 to 8.1	.....	40	30

Mileage

		Miles per hour	
		Psg.	Freight
8.6 to 8.8	.....	40	30
9.0	.....	40	15
12.9	.....	30	30
25.1 to 27.4	.....	40	40
34.6 to 34.8	.....	40	40
42.0 to 43.0	.....	15	15
43.2 to 43.6	.....	40	40
**60.1	.....	10	10
**60.3	.....	10	10
61.5 to 64.0	.....	35	35
66.7 to 67.9	.....	35	35
68.0	.....	40	30
73.3 to 98.0	zone.....	50	50
75.8	.....	45	30
82.2	.....	45	15

*Not marked with advance speed restriction sign.

**Trains may resume normal speed after units have passed restricted points.

Look out for falling rocks and rock slides between mileages { 0.5 and 1.5
42.0 and 43.0

Item 2, page 31, form 696 not applicable between New Carlisle and Matapedia.

Additional footnotes on page 17

CASCAPEDIA SUBDIVISION FOOTNOTES (concluded)**4 CONDITIONAL AND OTHER STOPS**

- 4.1 Nos 118-119 will stop on flag at Cascapedia, mileage 60.6.

5 PUBLIC CROSSING AT GRADE

- 5.1 CYCAS LUMBER LTD. SPUR AT CARLETON, P.Q.—All trains must be brought to a stop before entering crossing located at mileage 1.47 and all movements over the crossing protected by a member of the crew. B.O. R-10941.

6 OTHER TRACKS

	Mileage	Points Face	Car Capacity
Little River.....	9.3	W	8
Quebec Land & Reality Co.....	11.0	W	17
Gunter.....	21.2	E	9
Nouvelle West.....	32.4	EW	12
La Cie de Bois de Nouvelle Ltée....	32.5	EW	15
Spur.....	36.4	E	9
Leclerc No. 2.....	36.6	W	23

	Mileage	Points Face	Car Capacity
Leclerc No. 1.....	36.7	EW	31
Leclerc No. 3.....	37.2	EW	83
St. Omer.....	39.9	EW	14
Shell Oil.....	44.3	W	2
Cycas Lumber Ltd.....	46.0	W	Spur
Cycas Lumber Ltd.....	46.0	EW	11
Cycas Lumber Ltd.....	46.1	EW	31
Valmor Cyr & Fils Inc.....	52.8	E	4
Cascapedia.....	60.6	EW	11
Spur.....	60.7	W	7
Cyr.....	67.9	W	10
Run around track.....	68.9	EW	22
New Richmond.....	68.9	EW	30
Bathurst Paper (Chaleur) Ltd.....	69.0	E	Spur
Shell Canada Ltd.....	70.1	E	3
Imperial Oil.....	70.2	W	3
Petrofina Canada Ltd.....	70.3	E	3
Caplan River.....	76.2	W	4
La Fraternité Coop de Caplan.....	78.4	W	3
St. Simeon.....	84.3	W	5
Molson Brewery (Qué.) Ltd.....	95.1	E	5

WESTWARD TRAINS				Miles from New Carlisle	Yard Limits	CHANDLER SUBDIVISION			Office Signals	Siding Car Capacity	Siding Capacity in Feet	EASTWARD TRAINS			
		FIRST CLASS				ATLANTIC TIME	STATIONS	FIRST CLASS					FOURTH CLASS		
		119						118					902	904	
		Passenger						Passenger					Freight	Freight	
		Daily													
.....	1400	104.2	.....	.....	GASPE..... CKWY	GS	Yard	.....	1940	.....	1315	0135			
.....	1430	89.1	.....	.....	15.1 PREVEL.....	.....	14	800	1851	.....	1239	0105			
s	1450	79.3	.....	.....	9.8 BARACHOIS.....	BR	21	1100	s 1831	.....	1215	0040			
.....	1515	69.1	.....	.....	10.2 SUMMIT.....	.....	23	1250	1804	.....	1150	0010			
s	1525	65.1	.....	.....	4.0 PERCE.....	S	.....	.....	s 1752	.....	1140	0001			
.....	1530	62.3	.....	.....	2.8 CAPE COVE.....	C	.....	.....	1744	.....	1135	2357			
.....	1531	61.8	.....	.....	0.5 BECK.....	.....	40	2000	1743	.....	1133	2352			
s	1539	53.9	.....	46.4 42.8	7.9 GRANDE RIVIERE.....	GR	24	1300	s 1727	.....	1120	2345			
s	1555	44.1	.....		9.8 CHANDLER..... Z	CN	28	1450	s 1707	.....	1035	2305			
f	1618	36.9	.....	7.2 NEWPORT.....	N	28	1450	f 1648	.....	1015	2240				
.....	1633	28.3	.....	8.6 GASCONS..... P	.....	28	1450	1633	.....	0955	2220				
s	1651	22.5	.....	5.8 PORT DANIEL.....	DN	11	700	s 1608	.....	0935	2210				
.....	1704	16.2	.....	6.3 MARCIL..... P	.....	28	1450	1555	.....	0915	2150				
f	1714	11.1	.....	5.1 ST. GODFROI.....	SG	32	1650	f 1547	.....	0900	2135				
s	1738	0.0	1.3 ↑	11.1 NEW CARLISLE.. KWYZ	NS	Yard 46	2250	1530	.....	0830	2100				
Main track ends at mileage 101.8, rule 105 applies east of mileage 101.8.												Daily		Daily	Daily
119												118		902	904

CHANDLER SUBDIVISION FOOTNOTES (concluded)**1 GENERAL FOOTNOTES**

- 1.1 NEW CARLISLE—Siding is No. 1 yard track.
 1.2 ST. GODFROI, NEWPORT, GRANDE RIVIERE—Siding extends from east switch to crossover switch.
 1.3 CHANDLER—Siding is located at mileage 44.6.

2 NON-INTERLOCKED

- 2.1 Railway crossing at grade mileage 44.3.

3 EQUIPMENT RESTRICTIONS

- 3.1 Heaviest engine permitted to operate MR-18 class.
 3.2 Heaviest car permitted gross weight 263,000 lbs.
 3.3 Heaviest auxiliary permitted — 120 tons.
 3.4 System and foreign type loaded cylindrical covered hopper cars of 100 ton capacity, except those in the CN 377-378-379000 series and CP 381720-777 series equipped with no-sway side bearings, must not be handled.

4 SPEEDS

Mileage	Miles per hour	
	Psg.	Freight
0.0 to 21.0 zone.....	45	45
0.6 to 1.2 zone.....	35	25
7.1 zone.....	45	20
21.0 to 26.0 zone.....	40	30
22.3 zone.....	15	15
23.3 to 24.0 zone.....	15	15
25.4 to 25.9 zone.....	30	30
26.0 to 32.5 zone.....	45	45
28.0 to 28.2 zone.....	20	20
32.5 to 44.5 zone.....	40	30
38.5 to 38.8 zone.....	35	25
44.0 to 44.5 zone.....	35	25
44.5 to 101.8 zone.....	45	35
44.5 to 45.6 zone.....	35	25
48.2 to 48.3 zone.....	40	30
50.9 to 51.1 zone.....	40	30
55.4 to 56.7 zone.....	35	30
65.5 to 75.0 zone.....	30	25
79.8 to 81.3 zone.....	30	30
85.5 to 87.2 zone.....	35	30

Mileage	Miles per hour	
	Psg.	Freight
88.3 to 91.3	35	30
97.6	45	20
98.8 to 99.1	35	30
101.8 to 104.2 Restricted speed but not to exceed.....	30	10

Look out for falling rocks between mileages 25.4 to 25.6 and 30.4 to 30.5.

Item 2, page 31, form 696 not applicable between Gaspé and New Carlisle.

5 ADDITIONAL STOPS

Nos 118-119— will stop on flag at Douglastown mileage 96.7.

6 OTHER TRACKS

	Mileage	Points	
		Face	Car Capacity
Robin, Jones & Whitman.....	3.4	EW	4
Public Siding.....	3.5	W	4
Paspebiac.....	3.6	EW	7
Charles H. Nadeau & Son.....	21.9	W	20
Gaspesia Sulphite Co. Ltd.....	44.0	EW	16
Gulf Oil Can. Ltd., Smith Brochet & Tremblay	44.5	EW	22
Goupil, South Bay Lumber Reg'd.	44.8	E	5
Shell Canada Ltd.....	46.0	EW	8
Imperial Oil Ltd.....	46.2	E	5
Petrofina Canada Ltd.....	47.5	E	2
Ste. Adelaide.....	48.1	E	8
Beton Provincial Ltee.....	48.1	W	3
Canadian Propane Cons. Ltd.....	54.3	E	4
Ste. Therese de Gaspé.....	58.7	EW	5
Charles H. Nadeau & Sons Ltd.....	79.5	W	12
St. Georges.....	83.3	W	3
Brillant Cove.....	87.9	W	1
Heck.....	96.5	W	15

WESTWARD TRAINS				NAPADOGAN SUBDIVISION				EASTWARD TRAINS			
FIRST CLASS		Miles from Pacific Jct.	Yard Limits	ATLANTIC TIME		Office Signals	Siding Car Capacity	Siding Capacity in Feet	FIRST CLASS		
	619 Passenger Ralliner				STATIONS					618 Passenger Ralliner	
	Daily										
	1825	0.0		Jct. with Gort Sub. PACIFIC JCT. P		N91 S105	4250 4850	1250			
		12.6		12.6 NORTH BRANCH P			104	4800			
		29.4		16.8 PANGBURN P			140	6400			
		39.0		9.6 BRONSON P			107	4950			
s	1922	45.8		6.8 CHIPMAN PKY	CH	106	4900	s 1150			
		54.5		8.7 HARDWOOD RIDGE P							
		55.8		1.3 CANTOR P		178	8150				
		69.7		13.9 BANTALOR P		105	4850				
		77.5		7.8 NORTH CAINS P		60	2800				
s	2005	85.5		8.0 McGIVNEY PY	MC	148	6800	s 1056			
		85.8		Jct. with Nashwaak and Miramichi Subs. 12.1							
		97.6		9.0 MAPLE GROVE P		105	4850				
f	2030	106.6		8.1 NAPADOGAN PKY	NA	162	7450	f 1032			
		114.9		7.9 DEERSDALE P		105	4850				
s	2050	122.6		12.4 JUNIPER P	JR	102	4700	s 1015			
		135.0		7.0 SUMMIT P		144	6600				
		142.0		6.4 ODELL P		151	6950				
		148.4		6.3 LONGLEY P		124	5700				
s	2128	154.7		11.6 PLASTER ROCK P	FN	108	4600	s 0933			
		166.3		4.4 BLUE BELL P		100	4600				
		170.7		4.9 NEW DENMARK P	FO						
		175.6		1.9 ENNISHORE P		142	6500				
		177.5		5.0 DRUMMOND P							
s	2210	182.5		8.6 GRAND FALLS P	GF	100	4600	s 0853			
		191.1		3.0 CYR JCT. P							
s	2225	194.1		Jct. with C. P. R. 1.4 ST. LEONARD PR	DN	185	8450	s 0838			
		195.5		7.6 I. N. R. JCT. PY							
		203.1		Jct. with St. Quentin Sub. 6.2 QUISIBIS P		80	3750				
		209.3		5.5 GREEN RIVER P		105	4850				
		214.8		3.3 ST. BASIL P		61	2850				
		218.1		1.3 FRASER JCT. P							
s	2255	219.4	218.9 ↑	Jct. with Temiscouata Sub. 1.3 EDMUNDSTON CK WZ	H	Yard 27	1350	0810			
619									Daily	618	

NAPADOGAN SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES

PACIFIC JCT.—Trains from the Gort Sub. may leave without obtaining clearance provided they hold clearance OK'd by Train Dispatcher Edmundston.

CYR JCT.—Westward C.P.R. trains may leave Cyr Jct. without obtaining clearance provided permission is obtained from Train Dispatcher to enter main track. They must then obtain clearance at St. Leonard.

ST. LEONARD—Westward C.P.R. trains and trains from St. Quentin Sub. must obtain clearance. Eastward C.P.R. trains must obtain C.P.R. clearance.

FRASER JCT.—Eastbound C.P.R. trains may leave without obtaining clearance.

1.2 TRAIN REGISTER MODIFICATIONS

CHIPMAN—Standard clock, bulletins and train register for trains originating only.

NAPADOGAN—Standard clock, bulletins and train register for trains originating only.

ST. LEONARD—All C.P.R. trains and trains to and from St. Quentin Sub. only will register.

C.P.R. trains may register by register ticket.

1.3 CTC SPECIAL FEATURES

Trains or engines must not clear the main track at the following other tracks: (B.O. 96353, 103196, 114458, 117676 & R-3077).

Rothsay Paper Corp. No. 1	Caldwell
Rothsay Paper Corp. No. 2	McManus
Alward	Genstar Ltd.
Mills	Grand Falls (public)
McGivney (piggyback track)	C. I. L.

Longley (loading)	Bellefleur
Wapske and Domtar Ltd.	St. Leonard (shed track)
Plaster Rock (oil track)	Madawaska Ind. Ltd.
Sisson	Siegas
McLaughlin	Quisibis (loading)
New Denmark	Theriault
Davis	Edmundston { Gulf Oil Can. Ltd.
Drummond (3 tracks)	{ Imp. Oil Track
Province of New Brunswick	

1.4 OTHER MODIFICATIONS

RULE 3—NAPADOGAN. Time comparison between conductors and enginemen required by the fifth paragraph of rule 3 and the reading aloud of train orders by the engineman to the conductor as prescribed by third paragraph of rule 220 may be made through the use of radios when engine crews are changed off and CTC is in operation.

RULE 5—As provided for in second paragraph of this rule, at locations on the Napadogan Sub. where trains 618 and 619 are scheduled to stop, or to make a flag stop, the schedule times of these trains, as shown on page 20, apply at the station.

2 GENERAL FOOTNOTES

2.1 SLANE SPUR—Air brakes must be 100% operative on cars during switching movements.

2.2 MCGIVNEY—The switch from the Nashwaak Subdivision is in normal position when lined for movement of trains through the siding.

2.3 EDMUNDSTON—The siding for passenger trains extends from switch just west of fueling stand to switch just east of station platform.

The main track between signal 16 Monk Sub. at west end of yard and signal 2191 Napadogan Sub. at east end of yard is under the jurisdiction of the yard agent and all movements within this territory must be made at restricted speed only after obtaining permission from yard agent on duty. Within this territory there is no superiority of trains.

3 EQUIPMENT RESTRICTIONS

3.1 Heaviest engine permitted to operate GF-30c, class.

3.2 Heaviest car permitted gross weight 263,000 lbs.

3.3 Heaviest auxiliary permitted — 250 tons.
Heaviest auxiliary permitted Slane Spur — 250 tons.

3.4 Due to sharp curvature when turning locomotives in Wye at Napadogan, units must be turned individually, not coupled together to prevent draw bar or track damage.

4

SPEEDS

Mileage	Miles per hour			DU
	**Railiner	*Psg.	*Freight	
0.0 to 0.6 zone..	55	50	35	—
0.6 to 89.9 zone..	75	70	55	—
18.2 to 19.8	55	50	40	—
34.4 to 34.9	65	60	50	—
43.2 to 44.0	65	65	55	—
45.3 to 46.3	40	35	25	—
46.5 to 50.3	60	55	45	—
51.0 to 51.8	70	70	55	—
54.1 to 54.9	60	60	55	—
56.4 to 58.4	60	55	45	—
75.3 to 75.7	65	60	50	—
84.5 to 85.4	70	70	55	—
89.9 to 110.4 zone..	65	60	50	—
93.0 to 95.0	60	55	40	40
103.1 to 110.0	60	55	40	40
110.4 to 130.9 zone..	65	60	55	—
118.7 to 119.2	55	50	40	35
127.1 to 130.9	55	50	40	40
130.9 to 147.3 zone..	65	60	40	—
139.4 to 141.0	55	50	40	40
144.1 to 146.9	55	50	40	40
147.3 to 159.5 zone..	65	60	50	—
153.1 to 153.5	55	50	45	40
159.1 to 159.5	50	45	35	35
159.5 to 177.0 zone..	55	50	40	—
163.0 to 163.5	50	45	35	35
167.9 to 172.5	50	45	35	30
172.5 to 173.7	25	20	20	—
173.7 to 176.7	50	45	35	35
177.0 to 187.2 zone..	60	55	45	—
180.6 to 181.0	55	50	40	40
186.3 to 187.2	55	55	45	—
187.2 to 212.1 zone..	65	60	55	—
192.7 to 192.9	65	60	40	40
204.8 to 205.9	60	55	40	—
212.1 to 219.4 zone..	65	60	50	—
213.3 to 213.6	60	55	45	—
217.5 to 217.8	55	50	35	—
219.3 Until crossing occupied . .	5	5	5	—
Slane Spur	—	—	10	—

EXPRESS TRAINS: Unless otherwise restricted, trains designated as express trains by timetable schedule or as express extras by clearance may run five (5) miles per hour in excess of freight train speeds. They must not exceed 65 mph or passenger train speeds at any point.

*ALL TRAINS having a DESIGNATED UNIT in the consist are subject to the additional speed restrictions listed in the DU column. Designated units are listed on equated tonnage ratings pages 35 and 36.

**Not marked with advance speed restriction signs.

Item 2, Page 31, Form 696 not applicable between Pacific Jct. and Edmundston.

4.1 Westward trains handling wood chips in open top cars must not exceed 25 miles per hour between mileage 191.1 and mileage 218.1.

Additional footnotes on page 22

NAPADOGAN SUBDIVISION FOOTNOTES (concluded)**5 HOT BOX AND DRAGGING EQUIPMENT
DETECTORS**

Located at mileage 5.0, 33.4, 58.7, 91.5, 120.4, 152.5, 187.0.

SPURS AND OTHER TRACKS

	<u>Mileage</u>	<u>Points Face</u>	<u>Car Capacity</u>
Rothsay Paper Corp. No. 1.	9.4	EW	23
Rothsay Paper Corp. No. 2.	12.9	W	3
Alward.	22.7	EW	40
Mills.	49.4	E	57
Slane Spur 1.9 miles.	84.0	E	—
Wapske & Domtar Ltd.	152.5	E	15
Gulf Oil Can Ltd. & Imperial Oil. .	154.6	W	7
Sisson.	156.7	W	15
McLaughlin.	160.3	EW	10
Davis.	173.6	E	7
Brockville Chemical Industries Ltd..	177.3	E	13
Province of New Brunswick.	177.7	W	20
Caldwell.	179.5	EW	15
McManus.	181.5	W	10
Eastman Wood Turnings Ltd.	182.9	W	14
Genstar Limited.	183.2	W	5
C. I. L.	183.4	E	11
Poitras.	186.0	W	10
Bellefleur.	189.2	EW	20
B. & A. Transfer.	195.4	W	7
Siegas.	198.7	EW	11
Atlas Const.	199.5	EW	63
Theriault.	205.3	E	14

Monk Subdivision footnotes on pages 24 and 25

MONK SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES

JOFFRE—Eastward trains must obtain clearance.

DIAMOND—Eastward trains may leave without a clearance.

1.2 TRAIN REGISTER MODIFICATIONS

MONK—Standard clock, bulletins and train register for trains originating only.

1.3 CTC SPECIAL FEATURES

Trains or engines must not clear the main track at the following other tracks: (B.O. 101146, 108661, 119524 and R-12747).

Couturier	Berube
Baker Brook	Ouellette
Caron Brook	Lafontaine
Lac Baker	Monk (Freight shed track)
Les Etroits	Industries Maibec Inc.
Glendyne (Spur)	Bras d'Apic
Aubut (Spur)	L'Esperance
Landry	Ste. Euphemie
Sully	St. Neree
Estcourt (Mill Tracks)	J. W. Goulet
Chip Tracks	St. Damien
St. Athanase (Loading)	Belval
River Manie	M. Aube
Lippee	Ste. Claire (Spur)
Eatonville	St. Anselme
Holliday	Cantin

1.4 OTHER MODIFICATIONS

RULE 3—MONK—Time comparison between conductors and enginemen, required by the fifth paragraph of rule 3 and the reading aloud of train orders by the engineman to the conductor as prescribed by third paragraph of rule 220 may be made through the use of radios when engine crews are changed off and CTC is in operation.

RULE 5—As provided for in second paragraph of this rule at locations on the Monk Sub. where trains 616 and 617 are scheduled to stop or to make a flag stop, the schedule times of these trains, as shown on page 23, apply at the station.

RULE 104—Switches S-55 and S-50 Monk yard, are in normal position when lined and locked for No. 1 track.

1.5 RULE 264—Authority to pass westward signal 18L at Diamond must be secured from operator Joffre. Authority to pass eastward signals 16R 18RA 18RB and 18RC at Diamond must be secured from train dispatcher Edmundston. Train dispatcher Edmundston will get permission from operator Joffre before issuing same.

RULE 266—East of signal 18LA will be issued by train dispatcher Edmundston on approval of operator Joffre who must provide protection against eastward movements.

2 GENERAL FOOTNOTES

2.1 EDMUNDSTON—The siding for passenger trains extends from switch just west of fueling stand to switch just east of station platform.

The main track between signal 16 Monk Sub. at west end of yard and signal 2191 Napadogan Sub. at east end of yard is under the jurisdiction of the yard agent and all movements within this territory must be made at restricted speed only after obtaining permission from yard agent on duty. Within this territory there is no superiority of trains.

2.2 JOFFRE—Schedule times shown at Joffre are for convenience only and do not convey any authority on Monk Subdivision.

3 EQUIPMENT RESTRICTIONS

3.1 Heaviest engine permitted to operate GF-30c class. (Connors spur MR-18 a, e, f and g class).

3.2 Heaviest car permitted gross weight 263,000 lbs. (Connors spur 220,000 lbs).

3.3 Heaviest auxiliary permitted — 250 tons.
Heaviest auxiliary permitted Connors Spur — 75 tons.

3.4 Due to sharp curvature when turning locomotives in wye at Monk, units must be turned individually, not coupled together to prevent draw bar or track damage.

4

SPEEDS

Mileage	Miles per hour			DU
	**Railiner	*Psgr.	*Freight	
0.0 to 2.8 zone . .	55	50	35	—
2.8 to 13.4 zone . .	60	55	50	—
10.9 to 11.4	55	50	45	—
13.4 to 57.0 zone . .	55	50	45	40
15.6 to 15.9	50	45	35	35
29.4 to 34.7	45	40	35	30
41.0 to 46.2	45	40	35	30
54.4 to 56.9	45	40	35	30
57.0 to 73.4 zone . .	55	50	40	35
57.8 to 58.7	45	45	40	35
61.6 to 62.7	30	25	25	25
68.2 to 73.4	45	40	35	30
73.4 to 109.0 zone . .	60	55	50	—
85.3 to 85.7	35	35	30	30
85.7 to 94.3	50	45	35	35
101.6 to 104.1	45	40	35	30
109.0 to 124.8 zone . .	55	50	40	40
111.6 to 114.2	45	40	35	30
121.0 to 121.3	45	40	35	30
124.8 to 134.3 zone . .	65	60	55	—
126.0 to 126.2	60	55	45	—
134.3 to 151.1 zone . .	55	50	45	40
134.3 to 137.4	50	45	40	35
143.9 to 145.1	45	40	40	35
151.1 to 159.7 zone . .	50	45	40	30
152.6 to 157.5	45	40	35	30
159.7 to 168.9 zone . .	60	55	45	40
164.7 to 165.2	55	50	40	—
166.5 to 166.8	50	45	40	35
168.9 to 181.1 zone . .	65	60	50	—
169.6 to 170.4	50	50	50	—
171.3 to 172.2	60	60	50	—
181.1 to 202.0 zone . .	55	50	45	40
181.1 to 187.6	45	40	35	30
202.0 to 224.7 zone . .	60	55	50	—
202.1 to 202.6	50	45	40	40
220.1 to 220.8	50	45	40	35
223.4 to 224.2	50	50	50	—
224.7 Over Junction & crossover switches at Diamond	15	15	15	—
Connors Spur	—	—	15	—

EXPRESS TRAINS: Unless otherwise restricted, trains designated as express trains by timetable schedule or as express extras by clearance may run five (5) miles per hour in excess of freight train speeds. They must not exceed 65 mph or passenger train speeds at any point.

*ALL TRAINS having a DESIGNATED UNIT in the consist are subject to the additional speed restrictions listed in the DU column. Designated units are listed on equated tonnage ratings pages 35 and 36.

**Not marked with advance speed restriction signs. Item 2, Page 31, Form 696 not applicable between Edmundston and Diamond.

5

PUBLIC CROSSING AT GRADE

5.1 All movements over crossing mileage 0.28 Clair Industrial Spur must be protected by a member of the crew B.O.R.-9969.

5.2 All movements over crossing mileage 7.89 Connors Spur must be protected by a member of the crew B.O.R.-9753.

6

HOT BOX AND DRAGGING EQUIPMENT DETECTORS

Located at Mileage 23.4, 50.7, 78.1, 110.9, 138.3, 165.9 and 198.2.

Additional footnotes on page 25

MONK SUBDIVISION FOOTNOTES (concluded)

SPURS AND OTHER TRACKS

	Mileage	Points Face	Car Capacity		Mileage	Points Face	Car Capacity
Couturier.....	10.9	EW	9	Holliday.....	99.6	W	20
Connors spur 8.3 miles.....	11.6	E	—	Berube.....	114.7	W	8
Baker Brook.....	12.3	EW	10	Ouellette.....	120.3	E	20
Caron Brook.....	16.0	EW	11	Bras D'Apic.....	138.8	E	14
Lac Baker.....	21.4	W	9	L'Esperance.....	143.8	EW	10
Aubut.....	42.0	W	3	Ste. Euphemie.....	161.3	EW	18
Landry.....	48.6	EW	19	Langlois.....	167.6	EW	16
Sully Public Loading Track.....	51.8	EW	18	St. Neree.....	174.7	W	6
Raoul Guerette Inc.....	55.1	EW	14	J. W. Goulet.....	178.3	E	13
J. D. Irving Ltd.....	56.2	EW	70	Belval.....	191.2	EW	18
River Manie.....	85.8	W	15	M. Aube.....	196.5	W	6
Lippee.....	86.9	W	5	St. Anselme.....	203.2	E	12
Eatonville.....	91.5	EW	23	Cantin.....	215.5	EW	13

WESTWARD TRAINS			Miles from Kent Jct.	Yard Limits	RICHIBUCTO SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS		
					ATLANTIC TIME						
					STATIONS						
.....		↓	26.5	↓	 RICHIBUCTO.....	Z	.....	↑	.....		
.....		↓	0.0	26.1	 KENT JCT.....	PY	.....	↑	.....		
					Jct. with Newcastle Sub.						
Rules 41 and 44 applicable											

RICHIBUCTO SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 SPECIAL INSTRUCTIONS APPLY.
SYSTEM 8.1—Over entire subdivision.

2 EQUIPMENT RESTRICTIONS

- 2.1 Heaviest engine permitted to operate MR-14 class units with six axles.
2.2 Heaviest car permitted gross weight 142,000 lbs.
2.3 Heaviest auxiliary permitted — 75 tons.
2.4 System and foreign type loaded cylindrical covered hopper cars of 100 ton capacity, except those in the CN 377-378-379000 series and CP 381720-777 series equipped with no-sway side bearings, must not be handled.

3 SPEEDS

Mileage	Miles per hour All trains
Entire subdivision	10

4 SPURS AND OTHER TRACKS

	Mileage	Points Face	Car Capacity
St. Ignace.....	10.4	W	4
Kent Lake.....	12.9	W	1
Aldouane.....	14.8	EW	4
St. Charles.....	19.4	W	3
Rexton.....	24.4	EW	35

TIME TABLE No. 28, APRIL 28th, 1974

WESTWARD TRAINS			Miles from Nelson Jct.	Yard Limits	LOGGIEVILLE SUBDIVISION		Office Signals	Sidings Car Capacity	Siding Capacity In Feet	EASTWARD TRAINS		
					ATLANTIC TIME							
					STATIONS							
			13.5		LOGGIEVILLE		Yard					
			8.3		CHATHAM		18	1000				
			2.8		SOUTH NELSON		21	1150				
			0.0		NELSON JCT	P						
					Jct. with Newcastle Sub.							
Rules 41 and 44 applicable												

LOGGIEVILLE SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 SPECIAL INSTRUCTIONS APPLY.
SYSTEM 8.1—Over entire subdivision.

2 EQUIPMENT RESTRICTIONS

- 2.1 Heaviest engine permitted to operate MR-18 a, e, f and g class.
2.2 Heaviest car permitted gross weight 220,000 lbs.
2.3 Heaviest auxiliary permitted — 120 tons.

3 SPEEDS

Mileage

Miles per hour
All trains

Entire subdivision 15

4 SPURS AND OTHER TRACKS

	Mileage	Points Face	Car Capacity
Acadia Pulp & Paper Ltd. No. 1 ...	1.7	W	26
Acadia Pulp & Paper Ltd. No. 2 ...	2.0	W	73
Burchill	3.3	W	8
Aircrew Weyroc Ltd.	6.3	W	108
Ciba Co. Ltd.	6.3	W	23
Gulf Oil Can. Ltd. No. 1.	7.2	W	12
Petrofina Canada Ltd.	7.3	W	7
Gulf Oil Can. Ltd. No. 2.	7.4	E	9
Texaco Can. Ltd.	7.4	W	7
Can. Cement Co.	7.7	E	32
N. B. Elec. Power Comm.	9.2	E	19
R. C. A. F. Spur.	9.4	E	33

5 PUBLIC CROSSING AT GRADE

All movements over Wellington Street crossing, Chatham, N.B., mileage 0.58, R.C.A.F. Spur off mileage 9.43, Loggieville Subdivision must be protected by a member of the crew. (R-12987).

WESTWARD TRAINS			Miles from Derby Jct.	Yard Limits	MIRAMICHI SUBDIVISION			Office Signals	Siding Car Capacity	Siding Capacity in Feet	EASTWARD TRAINS		
					ATLANTIC TIME								
					STATIONS								
			0.0	↓ 0.3	Jct. with Newcastle Sub. DERBY JCT. PZ								
			13.5		QUARRYVILLE			9	600				
			14.6		RENOUS								
			22.3		BLACKVILLE			16	900				
			31.8		UPPER BLACKVILLE			31	1550				
			36.9		WEAVER			10	600				
			46.4		DOAKTOWN			12	700				
			62.5		BOIESTOWN								
			67.8		ASTLE			10	650				
			72.1		CLEARWATER			8	550				
			75.1	↑ 74.7	McGIVNEY YZ	MC							
					Jct. with Napadogan and Nashwaak Subs.								
Rules 41 and 44 applicable													

MIRAMICHI SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 SPECIAL INSTRUCTIONS APPLY.
SYSTEM 8.1—Over entire subdivision.

2 EQUIPMENT RESTRICTIONS

- 2.1 Heaviest engine permitted to operate GR-12 class units with six axles and MR-10 class units.
(MR-18 a, e, f and g class units may be operated at maximum speed of 20 miles per hour.)
- 2.2 Heaviest car permitted gross weight 220,000 lbs.
- 2.3 Heaviest auxiliary permitted — 75 tons.
- 2.4 System and Foreign type loaded cylindrical covered hopper cars of 100 ton capacity, except those in the CN 377-378-379000 series and CP 381720-777 series equipped with no-sway side bearings, must not be handled.

3 SPEEDS

Mileage	Miles per hour All trains
0.0 to 14.5 .....zone.....	30
14.5 to 59.0 .....zone.....	25
59.0 to 62.0 .....zone.....	30
62.0 to 75.1 .....zone.....	25
62.3 to 62.5 .....zone.....	10

4 SPURS AND OTHER TRACKS

	Mileage	Points Face	Car Capacity
Cleland.....	3.3	W	27
Millerton.....	4.3	EW	8
McCann.....	16.7	EW	92
McLaggan.....	21.3	W	3
Flemming & Gibson Ind. Ltd.....	21.7	W	12
Blissfield.....	42.2	EW	8
Imperial Oil Co. Ltd.....	46.4	W	2
Ludlow.....	58.2	EW	19
Miramichi Lumber Co. Ltd. & Ashley Colter (1961) Ltd.....	60.3	EW	68
Ballast Pit.....	60.3	EW	54
Boiestown Lumber Co. Ltd.....	60.7	EW	43

WESTWARD TRAINS			Miles from Bartibog	Yard Limits	BARTIBOG SUBDIVISION		Office Signals	Siding Car Capacity	Siding Capacity in Feet	EASTWARD TRAINS		
					ATLANTIC TIME							
					STATIONS							
.....	.....	↓	0.0	↓ 0.4	 BARTIBOG YZ	GU	.....	.....	↑	.....	.....	
.....	.....	↓	23.1	22.6 ↑	23.1 HEATH STEELE Z	.....	24	1250		.....	.....	
Rules 41 and 44 applicable												

BARTIBOG SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 SPECIAL INSTRUCTIONS APPLY.
SYSTEM 8.1—Over entire subdivision.

2 GENERAL FOOTNOTES

- 2.1 BARTIBOG—Connection with Newcastle subdivision is via siding.

3 EQUIPMENT RESTRICTIONS

- 3.1 Heaviest engine permitted to operate MR-18 d class.
3.2 Heaviest car permitted gross weight 263,000 lbs.
3.3 Heaviest auxiliary permitted — 120 tons.

4

Mileage	SPEEDS	Miles per hour All trains
Entire subdivision		30

WESTWARD TRAINS			Miles from Gloucester Jct.	Yard Limits	CARAQUET SUBDIVISION		Office Signals	Siding Car Capacity	Siding Capacity In Feet	EASTWARD TRAINS			
					ATLANTIC TIME								
					STATIONS								
.....		↓	72.7	↓ 72.0	 TRACADIE.....	YZ	.....	11	650	↑	.....		
.....			59.3	60.3	 POKEMOUCHE.....	YZ	.....				.....		
.....				58.3	.....	10.8	.....				.....		
.....			48.5	48.7	 CARAQUET.....	Z	.....	28	1450		.....		
.....				48.3	.....	11.5	.....				.....		
.....			37.0	37.9	 BURNSVILLE.....	Z	.....				.....		
.....				36.6	.....	0.4	.....	10	600		.....		
.....				29.5	.....	7.1	.....	32	1600		.....		
.....				0.0	0.3	 GRAND ANSE.....		.....				.....	

CARAQUET SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 SPECIAL INSTRUCTIONS APPLY.
SYSTEM 8.1—Over entire subdivision.

2 EQUIPMENT RESTRICTIONS

- 2.1 Heaviest engine permitted to operate MR-14a class.
- 2.2 Heaviest car permitted to operate 177,000 lbs. mile 5.0 — 72.7
Heaviest car permitted to operate 220,000 lbs. mile 0.0 — 5.0
- 2.3 Heaviest auxiliary permitted — 75 ton.
Heaviest auxiliary permitted Shippigan Spur — 75 tons.
- 2.4 System and foreign type loaded cylindrical covered hopper cars of 100 ton capacity, except those in the CN 377-378-379000 series and CP 381720-777 series equipped with no-sway side bearings, must not be handled.

3 SPEEDS

Mileage	Miles per hour All trains
0.0 to 72.7 .....zone.....	25
59.2 to 59.6	15
*73.0 Arseneau crossing.....	10
*73.2 Petries crossing.....	10

**Until crossings occupied. All movements over these crossings must be protected by a member of the crew.*

Not marked with advance speed restriction signs.

4 PUBLIC CROSSINGS AT GRADE

- 4.1 Railway Transport Order No. R-9855, dated Ottawa, 5 October 1970, states that all movements over 12th Street crossing in the Town of Shippigan, mileage 7.16, Shippigan Spur, shall be protected by a member of the crew.
- 4.2 Flashing lights and bell have been installed and are in service at public highway crossing, mileage 7.05 Shippigan Spur. All trains and engines must stop within 100 feet of this crossing and make certain flashing lights and bell are operating for a minimum of twenty (20) seconds before proceeding over crossing.

5 SPURS AND OTHER TRACKS

	Mileage	Points Face	Car Capacity
W. J. Kent Co. Ltd.....	3.0	E	3
Irving Oil Co. Ltd.....	3.8	W	11
Atlantic Wholesalers.....	3.8	W	14
East Bathurst.....	4.1	EW	13
Ottawa Valley Lbr. Co.....	4.2	E	3
Spur.....	5.0	E	5
Janeville.....	15.2	E	3
Stonehaven.....	20.7	EW	13
St. Leolin.....	32.0	W	2
Upper Caraqueet.....	44.3	W	4
Carapec Limited.....	50.0	E	13
Spur.....	51.5	W	4
Evangeline.....	57.0	W	2
Fafard Peat Moss Co. No. 1.....	58.7	W	52
Shippigan spur.....	59.3	EW	6.8 miles
Inkerman.....	61.0	EW	9
Fafard Peat Moss Co. No. 2.....	63.9	E	35
Ferguson.....	65.0	W	3

WESTWARD TRAINS			Miles from Nepisiguit	Yard Limits	NEPISIGUIT SUBDIVISION			Office Signals	Siding Car Capacity	Siding Capacity in Feet	EASTWARD TRAINS		
					ATLANTIC TIME								
					STATIONS								
.....		↓	0.0	↓ 0.4	 NEPISIGUIT... PYZ	.....	42	1895	↑	.....			
.....			6.1		 6.1 MIDWAY	.....	8	550		.....			
.....			14.7		 8.6 BRUNSWICK MINES	.....	Yard			.....			
Rules 41 and 44 applicable													

NEPISIGUIT SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 SPECIAL INSTRUCTIONS APPLY.
SYSTEM 8.1—Over entire subdivision.

2 EQUIPMENT RESTRICTIONS

- 2.1 Heaviest engine permitted to operate MR-18 d class.
2.2 Heaviest car permitted to operate 263,000 lbs.
2.3 Heaviest auxiliary permitted — 250 tons.

3 GENERAL FOOTNOTES

- 3.1 NEPISIGUIT—Connection with Newcastle subdivision is via siding.

4 SPEED

Mileage	Miles per hour All trains
0.0 to 4.3	20
4.3 to 6.3	25
6.3 to 14.7	30
10.9 to 11.3	25

5 SPURS AND OTHER TRACKS

	Mileage	Points Face	Car Capacity
Atlantic Foundry Ltd.....	0.4	W	33

WESTWARD TRAINS			Miles from Dalhousie Jct.	Yard Limits	DALHOUSIE SUBDIVISION			Office Signals	Siding Car Capacity	Siding Capacity in Feet	EASTWARD TRAINS		
					ATLANTIC TIME								
					STATIONS								
.....		↓	6.2	↓ 4.9	 DALHOUSIE Z	DC	.....	.....	↑	.....			
.....			0.0	1.4 ↑	 DALHOUSIE JCT... Z	.....	76	3445					
					Jct. with Newcastle Sub.								
Rules 41 and 44 applicable													

DALHOUSIE SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 SPECIAL INSTRUCTIONS APPLY.
SYSTEM 8.1—Over entire subdivision.

2 EQUIPMENT RESTRICTIONS

- 2.1 Heaviest engine permitted to operate MR-18 a, e, f and g class.
2.2 Heaviest car permitted gross weight 220,000 lbs.
2.3 Heaviest auxiliary permitted — 120 tons.

*Exceptions: Maximum gross weight 263,000 lbs. permitted for cars in series; UTLX-85000 to 85999.

Maximum gross weight 259,000 lbs. permitted for the following Jumbo hopper cars CN-330049-330050-330051.

Cars or engine must not go beyond the crossover switch on the Brunswick Mines shed track at Dalhousie.

3 SPEEDS

Mileage	Miles per hour All trains
0.0 to 5.2	25
5.2 to 6.2	15

4 SPURS AND OTHER TRACKS

	Mileage	Points Face	Car Capacity
Allied Chemical.....	1.2	W	12
C. I. L.....	5.2	E	33

WESTWARD TRAINS			Miles from Tide Head	Yard Limits	ST. QUENTIN SUBDIVISION		Office Signals	Siding Car Capacity	Siding Capacity In Feet	EASTWARD TRAINS		
					ATLANTIC TIME							
					STATIONS							
			0.0	↓ 1.2	TIDE HEAD PZ							
					Jct. with Mont Joli Sub.							
			13.5		13.5							
					UPSALQUITCH P		13	750				
					7.8							
			21.3		MILLERVILLE P		27	1400				
					11.3							
			32.6		BARBERIE		11	650				
					15.5							
			48.1	47.6	W. H. MILLER LTD. Z		33	1495				
					1.6							
			49.7	50.6	KEDGWICK Z	K	38	1900				
					15.4							
			65.1	64.6	ST. QUENTIN Z	AD	11	650				
					8.0							
			73.1	65.6	JARDINE BROOK P		21	1100				
					10.2							
			83.3		VIOLETTE BROOK		26	1350				
					3.5							
			86.8	86.7	VENEER Z							
					10.3							
			97.1	87.8	FLEMMING		45	2200				
					8.7							
			105.8	104.7	I. N. R. JCT. PYZ							
				↑	Jct. with Napadogan Sub.							
Rules 41 and 44 applicable												

ST. QUENTIN SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 SPECIAL INSTRUCTIONS APPLY.

SYSTEM 8.1—Over entire subdivision.

2 EQUIPMENT RESTRICTIONS

- 2.1 Heaviest engine permitted to operate MR-18 class units a, e, f or g class between mileage 0.0 and mileage 70.0.
- 2.2 Heaviest engine permitted to operate GR-12, MR-10 and MR-14 class units with six axles between mileage 70.0 and mileage 105.8.
- 2.3 Heaviest car permitted gross weight 177,000 lbs.
- 2.4 Heaviest auxiliary permitted — 75 tons.
- 2.5 System and foreign type loaded cylindrical covered hopper cars of 100 ton capacity, except those in the CN 377-378-379000 series and CP 381720-777 series equipped with no-sway side bearings, must not be handled.

3 SPEEDS

Mileage		Miles per hour All trains
0.0 to 1.1	(B.O. 122935)	10
0.0 to 49.5	zone	25
22.0 to 32.0		20
25.9 to 27.5		10
49.5 to 63.0	zone	20
63.0 to 70.0	zone	25
70.0 to 80.0	zone	20
80.0 to 91.1	zone	15
91.1 to 105.8	zone	25

4

SPURS AND OTHER TRACKS

	Mileage	Points Face	Car Capacity
A. H. English Co. Ltd.	0.3	E	3
Beton Provincial (Baie des Chaleurs)			
Ltee	0.4	W	4
Ballast tracks	0.4	EW	33
Christopher	3.5	EW	23
St. Jean Baptiste de Restigouche	34.7	E	6
Robinson	40.4	EW	15
W.H. Miller Ltd.	48.1	EW	131
Limerick	58.9	EW	17
Five Fingers	64.0	W	17
Imperial Oil Ltd.	64.9	E	2
Spur	65.8	EW	24
Hazen	67.0	E	9
Veneer No. 1	86.7	EW	125
Veneer No. 2	86.8	EW	23
J. D. Irving Ltd.	87.1	W	4
Grand River	91.3	EW	8

NORTHWARD TRAINS			Miles from Riviere du Loup	Yard Limits	TEMISCOUATA SUBDIVISION		Office Signals	Siding Car Capacity	Siding Capacity in Feet	SOUTHWARD TRAINS		
					ATLANTIC TIME							
					STATIONS							
			81.9	↓ 77.0	FRASER JCT. PZ Jct. with Napadogan Sub. 0.3							
			81.6		CAN. PACIFIC JCT. PZ Jct. with C. P. R. 0.7							
			80.9		EDMUNDSTON EAST. Z 20.7		Yard					
			60.2		STE. ROSE 0.4	D						
			59.8		MARTIN 8.3		5	400				
			51.5		NOTRE DAME DU LAC 8.8	AC	5	400				
			42.7		44.2 } 42.1 }	CABANO Z 5.4	MY	16	900			
			37.3			ST. LOUIS DU HA HA 4.1		10	600			
			33.2		VAUBAN 6.6		8	500				
			26.6		ST. HONORE 26.6	HO	8	500				
			0.0	1.8 ↑	(Jct. with Montmagny Sub.)							
					0.5 V.....RIVIERE DU LOUP V CK WYZ	GY	Yard 51					
Rules 41 and 44 applicable												

TEMISCOUATA SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 SPECIAL INSTRUCTIONS APPLY.

SYSTEM 8.1—Over entire subdivision.

1.2 SYSTEM 8.2—Victoria Street crossing mileage 81.06, R.T.C.O. R-12616.

2 GENERAL FOOTNOTES

2.1 RIVIERE DU LOUP—Temiscouata Sub. engines or trains must not foul main track or handle any main track switch at Riviere du Loup until permission has been obtained from yard agent on duty. If no yard agent on duty this permission must be obtained from the operator on duty and must not be given until it is known the main track is clear or until the movement has been provided for.

3 EQUIPMENT RESTRICTIONS

3.1 Heaviest engine permitted to operate GR-12 class units with six axles and MR-10 class units.

3.2 MR-14 class units permitted to operate between mileage 69.0 and Fraser Jct. restricted to 25 miles per hour.

3.3 MR-10 class units with six axles permitted to operate between mileage 69.0 and Fraser Jct.

3.4 Heaviest car permitted gross weight 142,000 lbs. Riviere du Loup to mileage 69.0 and 220,000 lbs. mileage 69.0 to Fraser Jct.

3.5 Heaviest auxiliary permitted
Mile 0.0 to 69.0 — 75 tons.
Mile 69.0 to 81.9 — 120 tons.

3.6 System and foreign type loaded cylindrical covered hopper cars of 100 ton capacity, except those in the CN 377-378-379000 series and CP 381720-777 series equipped with no-sway side bearings, must not be handled.

4 SPEEDS

Mileage	Miles per hour All trains
0.0 to 47.0 .....zone.....	25
3.6 Until crossing occupied (B.O. 123576).....	10
6.8 Until crossing occupied (B.O. 123581).....	10
47.0 to 58.0 .....zone.....	20
58.0 to 69.0 .....zone.....	25
69.0 to 81.9 .....zone.....	30
81.0 Victoria St. until cross- ing occupied.....	10
81.7 to 81.9	10

5 PUBLIC CROSSINGS AT GRADE

5.1 Mileage 60.2—Manual test switch in box located on track side of flasher case must be operated before cars or engines are moved over crossing in siding.

5.2 All movements over Victoria Street crossing mileage 81.06 must be protected by a member of the crew.

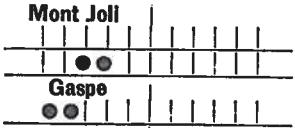
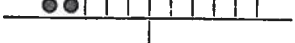
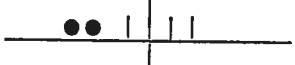
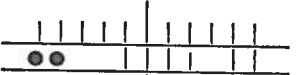
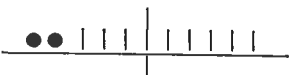
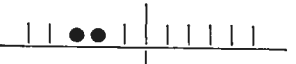
6 SPURS AND OTHER TRACKS

	Mileage	Points Face	Car Capacity
Trump.....	1.6	SN	15
La Brasserie Labatt Ltee.....	3.2	S	2
St. Modeste.....	6.7	SN	10
Whitworth.....	16.0	SN	11
Morin.....	42.9	SN	14
Pelletier.....	43.0	S	6
Brebner & Gulf Oil Can. Ltd.....	43.9	SN	15
Roy.....	44.0	SN	7
Quincy.....	45.5	S	10
Hayes.....	50.2	SN	10
Ballast Pit.....	59.1	N	27
La Briquette Degelis Ltee.....	59.8	N	4
R. Guerette Inc.....	59.9	SN	18
St. Jacques Church.....	75.2	SN	11
Pulpwood.....	77.5	SN	31
Superior Blue Flame Propane Ltd...	78.7	N	3
Irving Oil Co. Ltd.....	78.9	N	6
Marmen.....	79.0	N	3
Fraser (mill tracks).....	81.0	S	—

POLE LINE DIAGRAM SHOWING LOCATION OF TRAIN DISPATCHER'S TELEPHONE WIRES

Face direction named—Count crossarms from top down

NOTE.—Signal arm not shown at bottom in places. ● ● Disp. phone wires

MILE 2.7 GORT SUB. to NEWCASTLE  LOOK WEST	CAMPBELLTON-MATAPEDIA Mont Joli  Gaspe  LOOK WEST	EDMUNDSTON- PELLETIER  LOOK WEST	TIDE HEAD-I.N.R. JCT.  LOOK WEST
NEWCASTLE-CAMPBELLTON  LOOK WEST	MATAPEDIA-MONT JOLI  LOOK WEST	PELLETIER-MONK  LOOK WEST	MATAPEDIA-NEW RICHMOND  LOOK WEST
NEW RICHMOND-GASPE  LOOK WEST	MONT JOLI-RIVIERE DU LOUP  LOOK WEST	MONK-DIAMOND  LOOK WEST	PACIFIC JCT.-EDMUNDSTON  LOOK WEST

EQUATED TONNAGE RATINGS **NOTE — SEE GENERAL INSTRUCTIONS (FORM 696)**

WEST OR NORTH

Car Factor	1000-1076 GR-12 1700-1734 MR-10 1800-1803 MR-14 1912-1917 GR-12	1204-1508 GR-12 1900-1911 GRG-12 3150-3155 MR-18 6750-6871	4100-4107 GR-17 6500-6637	3100-3129 MR-18 3830-3893 MR-18 4108-4537 GR-17 4547-4601 GR-17 4800-4824 GR-15 9000-9142 GF-15 9150-9173 GFA-17 9190-9199 GFA-17	2500-2529 MR-20 3200-3240 MR-24 3615-3745 MR-18 3900 MR-16 4000-4001 GR-25 4002-4017 GR-30 5500-5560 GR-20 9400-9490 GF-430A			*5000-5199 GF-30 *5200-5299 GF-30	*2000-2043 MF-30 *2300-2399 MF-36	
	1 Unit	1 Unit	1 Unit	1 Unit	1 Unit	2 Units	3 Units	1 Unit	1 Unit	BETWEEN
5	1250									Loggieville and Nelson Jct.
5	1250									Kent Jct. and Richibucto
5	1300	1700	1500	1950	2100	4200	6300	3250	3410	Moncton and Newcastle
5	1150	1450	1250	1650	1750	3500	5250	2710	2845	Newcastle and mile 70.1
5	1300	1650	1400	1870	2000	4000	6000	3100	3255	Mile 70.1 and Bathurst
5	1250	1550	1350	1750	1900	3800	5700	2950	3100	Bathurst and Mile 111.6
5	1450	1800	1550	2050	2200	4500	6750	3410	3580	Mile 111.6 and Campbellton
5	1450	1800	1550	2050	2200	4500	6750	3410	3580	Campbellton and Sayabec
5	1200	1500	1300	1700	1850	3800	5700	2870	3015	Sayabec and Mont Joli
5	1720	2150	1850	2500	2650	5800	8700	4110	4315	Mont Joli and Rimouski
5	1200	1500	1300	1700	1850	3900	5850	2870	3015	Rimouski and Trois Pistoles
3	600	900	1300	1700	1850	3900	5850	2870	3015	Trois Pistoles and Riviere du Loup
3	950			950	1000	2100				Dalhousie and Dalhousie Jct.
4	1030	1430		1470	1610					Bathurst and Tracadie
3		940		975	1050	2100	3150			Nepisiguit and Brunswick Mines ..
3	1120	1550		1620	1750	3500	5250			Bartibog and Heath Steele
3	960	1200		1400	1500	3000	4500			Matapedia and Cross Point
3	1020	1300		1500	1600	3200	4800			Cross Point and Nouvelle West
3	790	1050		1200	1300	2600	3900			Nouvelle West and New Carlisle ..
3	790	1050		1200	1300	2600	3900			New Carlisle and Chandler
4	900			1300						Chandler and Gaspé
4	800			1150						Tide Head and Upsalquitch
4	875			1275						Upsalquitch and Robinson
9	2000	2500	2200	2800	3000	6000	9000	4800	5040	Robinson and St. Leonard
9	2000	2500	2200	2800	3000	6000	9000	4800	5040	Moncton and Summit
9	2000	2500	2200	2800	3000	6000	9000	4800	5040	Summit and Longley
9	2000	2500	2200	2800	3000	6000	9000	4800	5040	Longley and Edmundston
5	1075	1450	1275	1700	1800	3650	5500	2790	2930	Edmundston and Estcourt
9	2000	2500	2200	2800	3000	6000	9000	4800	5040	Estcourt and Pelletier
7	1800	2500								Pelletier and Joffre
7	1800									Fraser Jct. and Quincy
4	800									Quincy and Cabano
4	890			1200						Cabano and Riviere du Loup
3	780			1200						Derby Jct. and Renous
										Renous and McGivney

RULING GRADES

Subdivision	Northward or Westward Mileage	Southward or Eastward Mileage
Loggieville	13.4 to 12.7	9.9 to 10.3
Richibucto	5.4 to 4.9	10.5 to 10.7
Gort	12.0 to 13.2	
Newcastle	66.5 to 70.0	62.0 to 60.2
Mont Joli	49.0 to 50.7	105.5 to 102.0
	86.3 to 88.7	74.5 to 73.4
Dalhousie	133.9 to 143.2	102.0 to 96.5
Caraquet	4.3 to 3.9	147.4 to 143.4
Chandler	36.8 to 35.3	0.9 to 2.3
Matapedia	22.6 to 18.8	46.8 to 48.5
St. Quentin	75.1 to 69.2	0.3 to 4.2
Napadogan	32.5 to 30.0	65.7 to 68.9
	22.0 to 36.6	26.9 to 30.1
	46.3 to 64.9	12.7 to 9.5
Monk	88.5 to 101.3	11.0 to 4.0
	123.1 to 134.9	46.3 to 29.5
	155.9 to 165.9	148.2 to 134.9
Miramichi	55.0 to 66.0	92.0 to 87.0
Temiscouata	123.9 to 126.3	224.7 to 150.0
	62.0 to 67.8	19.8 to 18.5
	40.2 to 26.9	2.8 to 24.0

If an engine is made up of units with different equated-tonnage ratings, the rating for the engine is calculated by multiplying the number of units by the lowest rating in the engine.

EXCEPTION: Tonnage Ratings for 2000, 2300, 5000, 5100 and 5200, series units may be added to the full rating for series 2500-2529, 3100-3129, 3200, 3600, 3700, 3830-3893, 4200-4537, 4547-4601, 9190-9199, 9400-9490, and to $\frac{3}{4}$ of the rating for series 2500-2529, 3900, 4800, 9000-9142.

Diesel units may be operated with traction motors cut-out but the tonnage rating for the affected unit must be reduced as follows:

(a) Montreal Locomotive Works or Alco

With four-motorized-axle units: One or two motors cut-out, reduce rating by $\frac{1}{4}$.
 With six-motorized-axle units (Series 2000-2043 and 2300-2399): Truck set of three motors cut-out (single motors cannot be cut-out), reduce rating by $\frac{1}{4}$.

(b) General Motors Diesel or E.M.D.

With four-motorized-axle units: One motor cut-out, reduce rating by $\frac{1}{4}$. Two motors cut-out, isolate unit. (If single unit, set out train).

With six-motorized-axle units (Series 5000-5075) motors must be cut out in pairs: Two motors cut-out, reduce rating by $\frac{1}{4}$; four motors cut-out, isolate units.

Note: When load-meter in leading unit is inoperative due to cutting out of one or more traction motors, engine must not be operated on upgrade with full throttle at speeds less than 12 miles per hour.

* Designated units.

EQUATED TONNAGE RATINGS **NOTE — SEE GENERAL INSTRUCTIONS (FORM 696)**

EAST OR SOUTH

BETWEEN	*2000-2043-MF-30 *2300-2399-MF-36	*5000-5199-GF-30 *5200-5299-GF-30	2500-2529-MR-20 3200-3240-MR-24 3615-3745-MR-18 3900 MR-16 4000-4001-GF-25 4002-4017-GF-30 5500-5560-GF-20 9400-9490-GF-430A			3100-3129-MR-18 3830-3893-MR-18 4108-4537-GF-17 4547-4801-GF-17 4800-4824-GF-15 9000-9142-GF-15 9150-9173-GF-17 9190-9199-GF-17	4100-4107-GF-17 6500-6637	1204-1508-GF-12 1900-1917-GF-12 3150-3155-MR-18 6750-6871	1000-1076-GF-12 1700-1734-MR-10 1800-1803-MR-14 1912-1917-GF-12	Car Factor
	1 Unit	1 Unit	3 Units	2 Units	1 Unit	1 Unit	1 Unit	1 Unit	1 Unit	
Loggville and Nelson Jct.									1500	5
Kent Jct. and Richibucto									1400	5
Moncton and Newcastle	3410	3250	6400	4300	2100	1950	1500	1700	1300	5
Newcastle and mile 70.1	3410	3250	6400	4300	2100	1950	1500	1700	1300	5
Mile 70.1 and Bathurst	3410	3250	6400	4300	2100	1950	1500	1700	1300	5
Bathurst and Mile 111.6	3910	3720	7200	4800	2400	2250	1700	1950	1600	5
Mile 111.6 and Campbellton	3910	3720	7200	4800	2400	2250	1700	1950	1600	5
Campbellton and Sayabec	4725	4500	8700	5800	2900	2650	2050	2300	1850	5
Sayabec and Mont Joli	2930	2790	5400	3600	1800	1700	1300	1450	1150	5
Mont Joli and Rimouski	3255	3100	6200	4150	2000	1900	1400	1650	1300	5
Rimouski and Trois Pistoles	3255	3100	6200	4150	2000	1900	1400	1650	1300	5
Trois Pistoles and Riviere du Loup	3500	3330	6400	4300	2150	2000	1500	1750	1400	5
Dalhousie and Dalhousie Jct.				2100	1000	950		900	800	3
Bathurst and Tracadie									830	3
Nepisiguit and Brunswick Mines										
Bartibog and Heath Steele			3300	2200	1100	975		940		3
Matapedia and Cross Point			5250	3500	1750	1600		1500	1100	3
Cross Point and New Carlisle			4700	3100	1550	1450		1250	960	3
New Carlisle and Chandler			4100	2700	1350	1250		1060	800	3
Chandler and Gaspe			4400	2900	1450	1350		1170	880	3
Tide Head and Upsalquitch						1150			800	4
Upsalquitch and Robinson						1250			880	4
Robinson and St. Leonard						1250			880	4
Moncton and Summit	6510	6200	12000	8000	4000	3750	2800	3250	2550	12
Summit and Longley	3015	2870	5600	3750	1850	1725	1300	1500	1200	5
Longley and Edmundston	6510	6200	12000	8000	4000	3750	2800	3250	2550	12
Edmundston and Estcourt	6510	6200	12000	8000	4000	3750	2800	3250	2550	12
Estcourt and Pelletier	6510	6200	12000	8000	4000	3750	2800	3250	2550	12
Pelletier and Joffre	6510	6200	12000	8000	4000	3750	2800	3250	2550	12
Fraser Jct. and Quincy									2100	7
Quincy and Cabano									850	4
Cabano and Riviere du Loup									700	4
Derby Jct. and Renous						1330			850	3
Renous and McGilvrey						1330			850	3

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

NOTE—SEE GENERAL INSTRUCTIONS (FORM 696)

Subdivision	Terminal or Yard	Location	Structure or Obstruction	Side of Track
Nepisiguit	Brunswick Mines	West Brunswick Mining and Smelt- ing Corp. private siding	Loading platform	Both sides
Dalhousie	Dalhousie	Wharf Track	Structure	North
Napadogan	Edmundston	Between leads off ladder track east end of yard	Tracks	Both sides
Napadogan	Mills	Mills Siding	Building	Both sides
Napadogan	Juniper	East end of loading siding	Chip loading ramp	South side
Mont Joli	Mont Joli	Main Track	Light posts and water stand south side of Island plat- form	North
Mont Joli	Rimouski	Track K-62A and Track K-62B	Piggyback facilities	Both sides
Mont Joli	Rimouski	Track K-63	Piggyback facilities	South side

MEDICAL OFFICERS

	TELEPHONE	
	Office	Home
Dr. P. Vaughan, Director of Medical Services Montreal, Que.		
Dr. M. T. Stephen, Regional Medical Officer Moncton, N. B.	286	855-7967
Dr. G.D. Tulk Moncton, N. B.	379	386-6601
Dr. C. R. Baxter, 230 Highfield, Moncton, N. B.	855-3110	
Dr. T. E. Atkinson, 567 St. George St., Moncton, N. B.	855-9450	386-3784
Dr. Willard W. MacKay, Newcastle, N. B.	622-3816	
Dr. W. B. Orser, Bathurst, N. B.	546-4725	546-5343
Dr. D. A. MacLennan, Campbellton, N. B.	753-3156	753-4052
Dr. L. P. Pichette, Edmundston, N. B.	735-6373	
Dr. Guy Fortier, Gaspé, Que.	368-3133	368-2517
Dr. P. M. Morissette, New Carlisle, Que.	752-2196	752-2194
Dr. Lionel Jean, Mont Joli, Que.	775-3348	

TELEPHONE
Office Home

Dr. R. A. LePage, Mont Joli, Que.	775-3339	775-3700
Dr. Laverne Paradis, Riviere du Loup, Que.	862-3538	
Dr. D. Saindon, Riviere du Loup, Que.	862-5012	
Dr. Robert Powers, Levis, Que.	837-4269	

WATCH INSPECTORS

Steve's Watch and Jewellery Ltd.	Moncton, N. B.
A. I. Tower	Newcastle, N. B.
A. I. Tower	Bathurst, N. B.
A. I. Tower	Campbellton, N. B.
Agent or Operator	New Carlisle, Que.
Roger Berube	Gaspé, Que.
T. J. Aube & Sons	Edmundston, N. B.
B. Plante	Mont Joli, Que.
L. N. Duchesne	Rimouski, Que.
A. Savard	Riviere du Loup, Que.
R. Savard	Riviere du Loup, Que.
A. Lemieux	Levis, Que.
J. B. Paradis	Levis, Que.
J. P. Michaud	Charny, Que.

Notes

Notes

Notes

L. G. BERTHELOT.....SUPERINTENDENT.....CAMPBELLTON, N.B.

J. L. MCGREGOR.....Asst. Superintendent.....Campbellton, N.B.
L. G. ST. PIERRE.....Asst. Superintendent.....Riviere du Loup, Que.
R. L. STEEVES.....Asst. Superintendent.....New Carlisle, Que.
J.P. BÉLANGER.....Trainmaster.....Campbellton, N.B.
R.S. STEEVES.....Trainmaster.....Newcastle, N.B.
F. L. SMOLLETT.....Trainmaster.....Riviere du Loup, Que.
J. D. LEE.....Master Mechanic.....Campbellton, N.B.

J. E. GARRITY.....SUPERINTENDENT.....MONCTON, N.B.

J. M. ST. CYR.....Superintendent.....Edmundston, N.B.
N. W. ASTLE.....Trainmaster.....Edmundston, N.B.
J. E. SHAW.....Trainmaster.....Edmundston, N.B.
B. M. CAMPBELL.....Master Mechanic.....Edmundston, N.B.

DISPATCHING OFFICE AT CAMPBELLTON

Telegraph Call, B.

J. L. SIMARD.....Chief Train Dispatcher
J. A. ROY.....Asst. Chief Train Dispatcher
L. A. PARENT.....Asst. Chief Train Dispatcher

R. J. Miller	J. R. Blanchet	} Train Dispatchers
J. A. Hickey	J. A. Lagacy	
J. M. Comeau	C. H. Boudreau	
R. J. Billingsley	M. J. Caissey	
J. L. LeBlanc	F.V. Moran	
R. B. Moss	J.A. Perreault	

DISPATCHING OFFICE AT EDMUNDSTON

Telegraph Call, D.S.

J. A. PICARD.....Chief Train Dispatcher
J. R. CARRIER.....Asst. Chief Train Dispatcher
C. A. LEVESQUE.....Asst. Chief Train Dispatcher

J. Sharber	J. C. Guy	} Train Dispatchers
G. Carrier	J. H. Begin	
P. E. Breton	J. E. Devost	
D. J. Doucet	J. T. Daigle	
R.C. McLeod	J. G. Pelletier	
L. Gagné	J.R. Lord	
G.H. Gagné	G.L. Levesque	

REGIONAL TRANSPORTATION CONTROL CENTRE, MONCTON, N.B.

J.W. McNeish	Control Officer
R.F. McWilliam	Control Officer
H.D. Kinloch	Control Officer
K.J. Fisher	Control Officer
J.Y. Roy	Control Officer

