



**ATLANTIC REGION**

# **NEWFOUNDLAND AREA**

## **EMPLOYEES' OPERATING TIME TABLE**

# **24**

**TAKING EFFECT SUNDAY, APRIL 27th, 1975**

**REFER TO PAGE 1 FOR EFFECTIVE TIME AND FOR  
OTHER TIME AND DATE CHANGES THAT WILL OCCUR**

**RESPECT RULES — PROTECT LIVES**

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# CANADIAN NATIONAL RAILWAYS

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

SUBDIVISION	Page	FROM	TO
Argentia .....	18	Placentia Jct. ....	Argentia
Bishop's Falls .....	14	Bishop's Falls .....	Corner Brook
Bonavista .....	19	Clarenceville .....	Bonavista
Carbonear .....	20	Brigus Jct. ....	Carbonear
Clarenceville .....	12	Clarenceville .....	Bishop's Falls
Lewisporte .....	18	Notre Dame Jct. ....	Lewisporte
Port aux Basques .....	16	Corner Brook .....	Port aux Basques
St. John's .....	10	St. John's .....	Clarenceville
Stephenville .....	21	Whites Road .....	Stephenville

Total Area Mileage 711.3

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## TIME TABLE NO. 24 — APRIL 27th, 1975

TAKING EFFECT AT 0100 NEWFOUNDLAND DAYLIGHT SAVING TIME SUNDAY, APRIL 27th, 1975

Governed by:

Newfoundland Daylight Saving Time commencing  
0100 Sunday, April 27th, 1975 and byNewfoundland Standard Time commencing  
2300 Saturday, Oct. 25th, 1975 and byNewfoundland Daylight Saving Time commencing  
0100 Sunday, April 25th, 1976 and byNewfoundland Standard Time commencing  
2300 Saturday, Oct. 23rd, 1976.**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 engineman at the first opportunity.

**ENGINEMEN:** Must compare watch immediately with all members of the crew on the engine and with their conductors 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.

(Continued on Page 2)

## 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 employees must know if the medicine he is taking, or has been given to take, contains such a drug so as to avoid injury to himself and fellow employees.

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

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

**1.3 RULE 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.

(b) (This special instruction applies only at locations specified.)

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 it is not practicable to obtain the

necessary information by other means, advice may be received by the Conductor or Engineman directly from the Train Dispatcher specifying 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 paragraphs 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 it is not practicable to obtain the necessary information by other means advice may be received by Conductor or Engineman directly from the Train Dispatcher specifying actual arrivals and departures of first and second class 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.

(c) (This paragraph 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, Para. 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 color in lieu of lights.

**1.14 RULE 107** — 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.

**1.15 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.

## SYSTEM SPECIAL INSTRUCTIONS — Continued

## 1.16 RULE 206

- (a) All engines of Canadian National Railways ownership, consisting of CN, GTW, DW&P, 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.

## 1.17 RULE 211 — All clearances must be O.K'd by the Train Dispatcher. Paragraphs 2 and 3 of U.C.O.R.

Rule 211 are restricted accordingly.

Train orders received by a crew will be retained when so instructed by Train Dispatcher and such of these train orders as may be required will be included on subsequent clearances issued to that crew when train is redesignated or recreated.

## 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 trains or engines 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 heavy track units when accompanied by a Conductor Pilot. 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 track 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 signals 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 such movements from all directions until advice received from a member of the crew that the main track is occupied. When the seal on an electric switch lock is broken, restricted speed must be observed to the next signal.

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

- 1.20 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 timetable must have a copy of the General Instructions, Form 696, accessible while on duty.
- 2.2 INSTRUCTIONS GOVERNING THE USE OF RADIO
- 2.3 Radio instructions contained in General Instructions, Form 696 are hereby cancelled in their entirety and the following applies:
- 2.4 A Railway Radio Communication System is one employing radio for the transmission of intelligence between moving equipment, between moving equipment and a fixed point, or between fixed points.
- 2.5 Conditions requiring the use of Radio. On trains not equipped with communicating signal appliance Conductor must contact Engineman and obtain acknowledgment.
- (a) When approaching points where train is restricted by train orders issued for the protection of impassible or slow track, Rules 42 or 43.
- (b) On trains affected when approaching yard limits.
- (c) Between one and three miles from every station at which it is to meet or wait for a train, clear a superior train or move through a siding or crossover when so instructed.

## SYSTEM SPECIAL INSTRUCTIONS — Continued

(d) In C.T.C. when approaching every siding preferably at a point where Engineman can see and communicate the indication of the approach signal.

Should the Engineman fail to acknowledge the call as herein prescribed, action must be taken by the Conductor to stop the train before reaching the point of restriction under (a), (b) or (c), and in C.T.C. before passing the next signal.

- 2.6 When radio is used in lieu of hand signals during switching operations, instruction as to the movement required must be specific and carefully given. For example: "CN Engine 5050 back up 5 car lengths." continuous communication must then be maintained until the movement is completed. Any interruption to this communication must be regarded as a stop signal.
- 2.7 Radio shall not be used for transmission of train orders except as may be authorized by the Chief Train Dispatcher as occasions demand, and when so used, rules governing the transmission of train orders by telephone must be observed.
- 2.8 When using radio there may be times when an employee is unable to contact or get response from another party. If necessary to transmit important information, it should be transmitted regardless of whether an acknowledgment is received. In these circumstances any action required to be taken must be on the basis that the information was not received.
- 2.9 A distress call will be preceded by the word "MAYDAY" repeated three times. Such calls shall be used only to cover initial reports of derailments, storms, washouts, fires, obstructions to tracks, or other matters which would cause serious delay to traffic, damage to property, injury to employees or the travelling public, and shall contain as complete information thereon as possible. All employees shall give absolute priority to communications from another station in distress, and except in answering or aiding a station in distress shall refrain from sending any communications until there is assurance that no interference will result to the station in distress.
- 2.10 Failure of radio equipment must be promptly reported.

## 2.11 OPERATION OF RADIO EQUIPMENT

- (a) "Push-to-Talk" button on handset must be depressed to transmit and released to receive.
- (b) Channel designations on radio equipment can be shown as numbers or as a combination of letters and numbers. The most common channel designations and normal assignments are listed below:

**CHANNEL 1 OR EE — END-TO-END.**

Standby channel for engine crews on road engines and train crews.

**CHANNEL 2 OR TW1 — TRAIN-TO-DISPATCHER.**

Standby channel for Train Dispatchers as specified in Timetable depending on territory controlled.

**CHANNEL 3 OR TW2 — TRAIN-TO-DISPATCHER**

Another standby channel for Train Dispatcher is specified in Timetable, depending on territory controlled.

**CHANNEL 4 OR CC3-CAR CONTROL. OPERATORS, YARDMASTERS.**

Standby channel for Operators, General Yardmasters, Yardmasters or Car Controllers as specified in Timetable.

8-channel engine radios are progressively being added to the radio system. Where this is the case Timetable will indicate channel designations and usage.

**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 in Timetable or Bulletin.

Radio channels used primarily for communications concerning the movement of train are coded white. Radio channels used primarily for communications concerning yard movements or car movements are coded green. Radio channels used exclusively for crew communications during switching operations are coded yellow.

- (c) Employees should speak slowly and clearly into the mouthpiece. DO NOT SHOUT OR TALK FAST.
- (d) Profanity, indecent or obscene language is strictly forbidden by law.
- (e) Only authorized technicians are permitted to make technical adjustments to radio sets.
- (f) Any duly authorized officer of the Department of Transport may, from time to time, and at all reasonable times, inspect any radio station within Canada, any apparatus fixed or in use in such station, for the purpose of sending or receiving by radio.
- (g) Radios are provided with one of 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 engines and base stations are of this type. In manual operation, the radio will remain on the channel indicated by the channel selector switch. Yard engine and portable radios are of this type.

## 2.12 CALLING PROCEDURES.

- (a) Positive identification of party called and party calling must be ensured. When identifying themselves the Engineman, Conductor, Train Dispatcher, Yardmaster, Operator or other Employee must always say "CN" before the name of their occupation. Whenever the words "channel 2" appear, substitute proper channel designations as specified in Timetable. Whenever the words "Disp. 2" appear, substitute the proper tone signalling button (Disp. 1 or 2) as specified in Timetable.
- (b) The word "Over" is used at the end of each transmission. Its use means "my transmission is ended and I expect a response from you". The word "Out" signifies "this transmission is ended and no response is expected."

After communication has been established and when no confusion is likely to arise a shortened form of procedure may be used by omitting the words such as "this is", etc.

## 2.13 PORTABLE RADIO UNITS (1-2.5 WATT)

- (a) Shock-mount racks are provided in cabooses to hold portable sets supplied. The portable in the cupola shock-mount should be connected to the exterior antenna using the cable and connector provided. The displaced whip antenna should be stored in the container provided.

(Continued on Page 5)

## SYSTEM SPECIAL INSTRUCTIONS — Continued

- (b) **POCKET RADIOS (1-2 WATT PORTABLES)** are powered from rechargeable batteries and are designed for intermittent use.

Continuous monitoring should be avoided as much as possible.

**FIVS (5) WATT PORTABLES** (caboose type) are normally powered by replaceable lantern type batteries and may be used for continuous monitoring where required.

**2.14 GENERAL SPEED RESTRICTIONS AND SPECIAL INSTRUCTIONS RE HANDLING AND MARSHALLING IN TRAINS: DEAD OR IDLING LOCOMOTIVES, WRECKING CRANES, SELF-PROPELLED WORK EQUIPMENT, SCALE TEST CARS, BOARDING CARS, ETC.**

**2.15 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) When track configurations require extreme care in set off movements, such occupied service equipment may be moved at the head-end 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.

**2.16 RULES AND REGULATIONS GOVERNING THE HANDLING OF PASSENGER OR MIXED TRAINS.**

**2.17 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.**

**2.18 ACCIDENTS**

**2.19 Page 43 — General Order 361 has been revised by Railway Transport Committee General Order 0-1. 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.

**2.20 AUTOMOBILE DOUBLE DECK TRANSPORTER CARS**

**2.21 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 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.

**4.0 SPEED RESTRICTIONS**

- 4.1 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.
- 4.2 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.**
- 4.3 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.**

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## SYSTEM SPECIAL INSTRUCTIONS — Concluded

4.4 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 shipments of rail measuring 78 ft. in length.

4.5 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. This does not apply to CNWX grain cars.

## 5.0 EQUIPMENT RESTRICTIONS

5.1 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.

5.2 Engine and Tonnage Restrictions:

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

5.3 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.

5.4 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.

5.5 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.

Certain cars with long shank couplers have been equipped with a standard coupler centering device to keep a free

coupler centered in relation to the end sill. If necessary to manually move coupler out of the center position, the release lever must be thrown to disengage the device. Cars equipped with the standard centering device are stencilled accordingly.

5.6 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.

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

## 6.0 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.

## 7.0 GENERAL INSTRUCTIONS

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

7.2 (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.

7.3 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.

7.4 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.

7.5 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.

### 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.
- A2. Some O.C.S. equipment, i.e. water cars, tanks, hart cars, etc. have been classified to be handled next to cabooses ONLY on rear of freight trains or in work train service. A yellow disc has been attached to these cars to denote their marshalling position on a train.
- A3. Train line must be coupled and air through all cars when making moves between yards and/or between yards and industrial tracks.

### AREA SPECIAL INSTRUCTIONS

- N-1 Trains handling wrecking or other rail cranes are not to exceed speed of 25 miles per hour.
- N-2 Due to the extra width, length and height of mainland freight cars now operating on this Area, and closeness of some tracks to other tracks or structures, all employees concerned, must be very careful while handling or riding on these cars, to prevent injuries to employees and damage to equipment.
- N-3 When Wing plows are being moved in the consist of trains they are to be marshalled 'Head On', that is such plows are not to be trailed.
- N-4 Watch Inspection can be made by any Watch Inspector, Train Dispatcher or Terminal Operator whichever is found most convenient.
- N-5 Empty Ore Cars must be handled next to Caboose.
- N-6 It is the duty of those concerned in the making up of trains that a low or small car must be placed first ahead of the caboose.
- N-7 Information transmitted by radio to Train Dispatchers regarding the location of trains may now be used in train line-ups. This information must therefore be accurate.
- N-8 The following restrictions apply to Diesel Crane CN 3356 operating either in a train consist or under its own power with counterweight and boom attached.

- (1) Speed not to exceed 10 MPH while in train consist on all Subs. entire area.
- (2) Crane CN 3356 is restricted to 10 MPH while operating under its own power on Bonavista and Carbonear Sub-divisions.
- (3) Crane CN 3356 is not permitted on Bridges MP 464.3 (Flat Bay) Port aux Basques Sub and MP 3.5 Bonavista Sub with counterweight and boom attached.
- (4) Crane CN 3356 is not permitted on Bridge MP 8.2 Lewisporte Sub. under any condition.

The following restrictions also apply to Diesel Crane CN 3356 operating under its own power with counterweight and snow blast attached.

- (1) Speed not to exceed 10 MPH on all Subdivisions entire area.

- (2) Speed not to exceed 5 MPH over the following steel bridges.  
 MP 113.9—St. John's Sub-division.  
 MP 204.5—Clarenville Sub-division.  
 MP 208.9—Clarenville Sub-division.  
 MP 512.2—Port aux Basques Sub-division.  
 MP 528.4—Port aux Basques Sub-division.  
 MP 4.9—Bonavista Sub-division.  
 MP 34.8—Bonavista Sub-division.  
 MP 53.5—Bonavista Sub-division.
- (3) Crane CN 3356 is not permitted on Bridges MP 464.3 (Flat Bay) Port aux Basques Sub. and MP 3.5 Bonavista Sub. with counter-weight and snow blast attached.
- (4) Crane CN 3356 is not permitted on Bridge MP 8.2 Lewisporte Sub. under any condition.
- (5) Crane CN 3356 is not permitted for train movement with snow-blast attached.

## TIME TABLE NO. 24 — APRIL 27th, 1975

## NEWFOUNDLAND AREA RADIO SYSTEM

These instructions supplement Items 2.2 to 2.13 Inclusive of System Special Instructions

MOBILE STATIONS	RADIO CHANNELS						
	(1)	(2)	(3)	(4)			
	EE	TW1	TW2	CC2	CC3	MW1	MW2
Mainline Engines (2CH)	O	X					
Mainline Engines (4CH)	O	X			X		
Road Cruisers		X	O				
Portables — Train Crews (2CH)	O	X					
— Train Crews (4CH)	O	X	X		X		
— Yards (2CH)	X				O		
— Mtce of Way (4CH)	X	X	X				O
Track Units (4CH)	O	X	X				X
<b>BASE STATION CONTROLS</b>							
St. Johns — Dispatcher. — St. John's — Bishop's Falls	X	(2)	X				X
— Dispatcher — Bishop's Falls — Port aux Basques	X	(1)	X				X
— Yardmaster/Operator	O					X	
Clarenville — Operator	O					X	
Gander — Operator	O					X	
Bishop's Falls — Operator	O					X	
Grand Falls — Operator	O					X	
Corner Brook — Yardmaster/Operator	O					X	
Port aux Basques — Yardmaster/Operator	O					X	

**TRAIN CREW PORTABLES**

Unless permanently assigned, all radios must be recorded when picked up or turned in to assigned employee at all crew changeout points. For any exceptions to the above, local instructions will be issued in circular form.

**LEGEND TO CHART**

- O Standby Channel
- (1) Standby Channel with Tone 1 Feature
- (2) Standby Channel with Tone 2 Feature
- X 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—On dispatcher controlled radio territory, the dispatcher can be contacted from any point within that territory by selecting the correct channel and tone as indicated on chart.

**HOW TO USE CHART**

1. Select on the chart the party you desire to call.
2. Determine his standby channel (i.e. O)
3. Select his standby channel on your radio.
4. If his standby channel does not show a tone number, (i.e. O) 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.

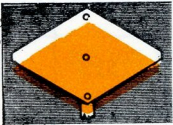




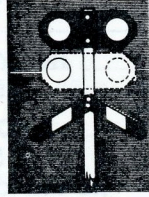

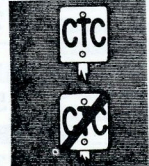




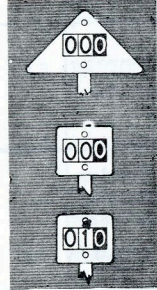

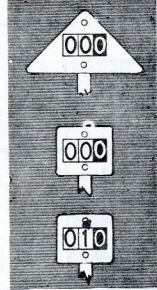

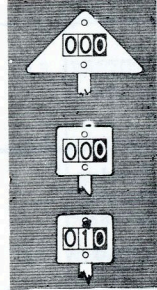







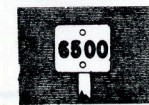
**MAINTENANCE OF WAY OR TRACK UNIT RADIOS**

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."

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

TIME TABLE NO. 24 — APRIL 27th, 1975

WESTWARD TRAINS		Miles from St. John's	Yard Limits	ST. JOHN'S SUBDIVISION Newfoundland Time Stations		Office Signals	Siding Car Capacity	EASTWARD TRAINS		
FOURTH CLASS								THIRD CLASS	FOURTH CLASS	
	<b>207</b> Mixed Monday Wednesday Friday							<b>203</b> Freight Daily	<b>204</b> Freight	<b>208</b> Mixed
	0900	2200	0.0	↓ 4.0	ST. JOHN'S	CKZ - HD	Yard	2130		1515
			7.3	6.5 } 8.0 }	7.3					
	0925	2225	8.8		ST. ANNE	Z	13			
					1.5					
	f 0955	2250	19.1		IRVINE		48	2105		1455
					10.3					
	1005		22.8	22.5 } 23.2 }	KELLIGREWS		36	2035		1430
					3.7					
					SEAL COVE	Z		2025		1420
					7.3					
	f 1040	2315	30.1		HOLYROOD		HY 8	2010		1358
					6.1					
	f 1100	2330	36.2		AVONDALE		SC	1955		1341
					5.4					
	f 1120	2350	41.6	41.0 } 42.1 }	Jct. with Carbonear Sub.					1330
					BRIGUS JCT.	*RYZ	36	1935		0830
					7.5					
	f 1135	0010	49.1		OCEAN POND		36	1915		0813
					5.4					
	s 1215	0035	54.5	54.1 } 55.2 }	WHITBOURNE	*RYZ - GO	7	1900	1545	0800
					7.1					
	f 1230	0055	61.6	61.2 } 62.1 }	Jct. with Argentic Sub.					
					PLACENTIA JCT.	*RZ		1835	1520	
					18.4					
	To Argentic Sub.	0135	80.0		TICKLE HARBOUR		36	1750	From Argentic Sub.	
					17.7					
		0210	97.7		FERGUSON		26	1710		
					12.5					
		0245	110.2		GOOBIES	Y - GB	29	1640		
					20.9					
		0330	131.1	130.6 } ↑	CLARENVILLE	CKZ - SO	51	1550		
					Rule 41 applicable			Daily	Monday Wednesday Friday	Tuesday Thursday Saturday
	<b>207</b>	<b>203</b>			Rule 105A not applicable			<b>204</b>	<b>208</b>	<b>232</b>

TIME TABLE NO. 24 — APRIL 27th, 1975

**ST. JOHN'S SUBDIVISION FOOTNOTES**

**1 RULE MODIFICATIONS**

**1.1 TRAIN REGISTER MODIFICATIONS**

- BRIGUS JCT. — Train No. 232 only will register
- WHITBOURNE — Train No. 208 only will register.
- PLACENTIA JCT. — Train No. 207 only will register.

**2 GENERAL FOOTNOTES**

2.1 ST. JOHN'S — Engines must not move beyond 600 feet inside Gate on South Side Coastal Shed Wharf.

Enginemen on eastward trains are to contact Carload Service Center at St. John's by Radio from mileage 5, and advise them of their location. Eastward trains are not to exceed five (5) miles per hour from time engine passes overpass in west end of Yard until it comes to final stop. This is to allow clerks to take numbers while train passing.

2.2 C.M.I.C. — Engines must not move inside building account restricted overhead clearance of doorway.

Engines are not permitted beyond 600 feet inside Frog East End of C.M.I.C., Mileage 8.8.

Spur on West End C.M.I.C. is for Handling of EXPLOSIVES only.

2.3 OCTAGON — Engines are not permitted to pass over Track Scales 633 feet inside frog.

Engines are not permitted beyond 100 feet inside switch Octagon.

2.4 EAGLE — Because of the closeness of mainland cars to gates and fence at entrance to Golden Eagle Oil Ramp, employees must ensure that gates are secured in proper position to clear the movement to prevent injuries to employees or damage to gates and equipment.

2.5 BRIGUS JCT. — Engines must not move beyond 100 feet inside frog on west spur off siding.

2.6 WHITBOURNE — The freight shed track is the siding.

Trains are not permitted beyond 250 ft. west of scale track points on tail of wye.

2.7 NEWCHEM — There is a fence 3800 feet beyond inside switch.

**3 EQUIPMENT RESTRICTIONS**

3.1 Heaviest car permitted Gross Weight 142,000 lbs, except depressed centre flat cars CN 14292-14293 Gross Weight 195,000 lbs. only when immediately preceded and followed by at least 5 cars whose individual gross weights do not exceed 103,000 lbs.

3.2 Heaviest auxiliary crane permitted 120,000 lbs.

**4**

**SPEEDS**

4.1 Mileage	Miles per hour
0.0 to 45.0 -----ZONE	20
6.9 to 7.1 -----	10
41.8 Bridge Crane 3356 -----	10
45.0 to 83.0 -----ZONE	35
83.0 to 102.0 -----ZONE	30
98.4 Bridge Crane 3356 -----	20
102.0 to 110.0 -----ZONE	20
110 to 131.1 -----ZONE	30
113.9 Bridge Crane 3356 -----	5
116.9 Bridge Crane 3356 -----	20
128.6 Bridge Crane 3356 -----	20

**CONDITIONAL SPEEDS**

4.2 Mileage	Miles per hour
130.9 Westward trains within 500 feet of crossing until crossing occupied -----	15

**5**

**PUBLIC CROSSINGS AT GRADE**

5.1 ST. JOHN'S — Refer to Rule 103 Uniform Code of Operating Rules, and note that movements on all tracks over public crossings at grade (Jobs crossing) located east of station building must be protected by a member of the crew. Flagmen must protect movements whether or not engine is headed by cars.

5.2 Eastward train standing at station five minutes or more must operate stop button located at end of station or west side of crossing, mile 130.9. Start button must be operated before proceeding towards crossing except when cars left standing at station. Rule 103 last paragraph applicable.

**6**

**SPURS AND OTHER TRACKS**

Name	Points Face	Mileage	Car Capacity
Allied -----	E	5.1	4
Benson -----	EW	5.2	5
Castor East -----	E	6.8	4
Castor -----	W	7.0	4
Hardwoods -----	W	7.1	15
Donovans -----	EWY	7.1	80
Dawes -----	EW	7.2	12
Necco -----	W	7.2	2
C.M.I.C. -----	EW	8.8	70
Mack -----	E	8.8	3
Octagon -----	E	9.2	40
Talcville -----	EW	15.9	17
Duffs -----	E	24.6	60
Eagle -----	EW	28.8	46
Woodfords -----	W	33.9	30
Erco -----	E	68.8	20
Arnold's Cove -----	E	98.4	8
Newchem -----	EWY	100.2	200
Cobb -----	EW	102.6	36
Steele -----	E	124.5	8

## TIME TABLE NO. 24 — APRIL 27th, 1975

WESTWARD TRAINS		Miles from St. John's	Yard Limits	CLARENVILLE SUBDIVISION			Office Signals	Siding Car Capacity	EASTWARD TRAINS	
	FOURTH CLASS			Newfoundland Time					THIRD CLASS	
	203 Freight Daily			Stations				204 Freight		
	0430	131.1	↓	CLARENVILLE	CKZ	SO	51	1510		
		132.2		1.1 Jct. with Bonavista Sub.						
	0445	136.5		132.9	SHOAL HARBOUR			52	1455	
	0500	143.4			STANLEY			38	1435	
	0520	150.9			THORBURN LAKE			26	1415	
				PORT BLANDFORD		CY				
				13.7						
	0550	164.6		TERRA NOVA		AN	49	1335		
				16.5						
	0625	181.1		ALEXANDER BAY		AB	50	1300		
				9.0						
	0650	190.1		GAMBO		GS	21	1235		
				14.1						
	0720	204.2		BENTON			36	1201		
				8.7						
	0800	212.9	} 212.2 215.6	GANDER	YZ	AP	37	1140		
					3.5					
	0810	216.4		McCURDY			35	1115		
				13.9						
	0845	230.3	} 229.4 231.0	GLENWOOD	YZ	GW	35	1045		
					14.2					
	0920	244.5		} 243.9 245.1	NOTRE DAME JCT.	YZ	NO	36	1015	
					Jct. with Lewisporte Sub.					
	0945	256.3		11.8			67	0945		
				RATTLING						
				11.0						
	1010	267.3	266.4	BISHOPS FALLS	CKZ	BF	48	0915		
			↑							
	203			Rule 41 applicable Rule 105A not applicable					Daily 204	

**CLARENVILLE SUBDIVISION FOOTNOTES**

**1 GENERAL FOOTNOTES**

1.1 CLARENVILLE — Mixed train No. 205 to Bonavista Subdivision leaves 0800 and arrives at Junction with Bonavista Subdivision 0805 on Monday, Wednesday and Friday.

Mixed train No. 206 from Bonavista Subdivision leaves junction with Bonavista Subdivision 1650 and arrives 1700 on Monday, Wednesday and Friday.

Engines must not move beyond 300 feet inside of frog on scrap spur.

Engines must not operate inside of frog on Hardwoods storage track.

1.2 TERRA NOVA — Engines are not permitted beyond 190 feet inside of second frog A.N.D. Co. loading track.

1.3 GAMBO — Engines must not move beyond 380 feet inside of frog on A.N.D. spur.

1.4 GANDER — Cars must not be left standing on legs of wye.

1.5 GLENWOOD — When placing empty racked end flats on Bowaters loading track, it is necessary to break cars at road crossing 30 car lengths from ramp.

**2 EQUIPMENT RESTRICTIONS**

2.1 Heaviest car permitted Gross Weight 142,000 lbs., except depressed centre flat cars CN 14292-14293 Gross Weight 195,000 lbs. only when immediately preceded and followed by at least 5 cars whose individual gross weights do not exceed 103,000 lbs.

2.2 Heaviest auxiliary crane permitted 120,000 lbs.

**3**

**SPEEDS**

3.1 Mileage	Miles per hour
131.0 to 162.0 ----- ZONE	35
138.0 Bridge Crane 3356 -----	20
148.8 Bridge -----	30
155.7 Bridge Crane 3356 -----	20
162.0 to 230.0 ----- ZONE	25
178.1 Bridge Crane 3356 -----	20
195.3 Bridge -----	15
204.5 Bridge Crane 3356 -----	5
208.9 Bridge Crane 3356 -----	5
230.0 to 244.0 ----- ZONE	30
231.4 Crossing -----	15
244.0 to 256.2 ----- ZONE	35
256.2 to 267.3 ----- ZONE	40
262.1 Bridge Crane 3356 -----	20
266.6 Bridge -----	10

**CONDITIONAL SPEEDS**

3.2 Mileage	Miles per hour
131.5 Westward trains within 600 feet of crossing until crossing occupied -----	15
*151.3 to 151.8 — During mild and rainy weather -----	Restricted speed
*190.5 to 191.0 — During mild and rainy weather -----	Restricted speed
* Not marked with speed and restricting signs.	

**4**

**SPURS AND OTHER TRACKS**

Name	Points Face	Mileage	Car Capacity
Ford -----	W	168.3	6
Gambo Pond -----	W	188.3	25
Turner -----	E	215.9	16
Whitmans -----	W	216.3	10
Joe Batts -----	W	220.6	25
-----	E	256.2	45

## TIME TABLE NO. 24 — APRIL 27th, 1975

WESTWARD TRAINS		Miles from St. John's	Yard Limits	BISHOPS FALLS SUBDIVISION			Office Signals	Siding Car Capacity	EASTWARD TRAINS		
	FOURTH CLASS			Newfoundland Time					THIRD CLASS		
	<b>203</b> Mixed Daily			Stations					<b>204</b> Mixed		
	1145	267.3	268.7	-----	BISHOPS FALLS	CKZ	BF	48	0745		
	f 1220	276.2	275.1 } 277.6 }	-----	GRAND FALLS	Z	G	64	f 0720		
	1235	281.0		-----	RED CLIFF			54	0650		
	f 1305	294.2	293.0 } 295.3 }	-----	BADGER	Z	MW	37	f 0620		
	f 1350	310.0	309.1 } 311.0 }	-----	MILLERTOWN JCT.	YZ	JG	46	f 0545		
	1415	319.2		-----	CARIBOU			42	0525		
	f 1515	345.8		-----	KITTYS BROOK	Y		85	f 0400		
	f 1540	356.8		-----	HOWLEY		RG	12	f 0335		
	1605	367.1		-----	NORTHERN			85	0310		
	f 1625	373.5		-----	DEER LAKE		DR	28	f 0250		
	1640	381.0		-----	PYNNS			48	0230		
	1745	405.3	402.2 ↑	-----	CORNER BROOK	CKZ	CN	68	0130		
	<b>203</b>			Rule 41 applicable Rule 105A not applicable						Daily	<b>204</b>

**BISHOPS FALLS SUBDIVISION FOOTNOTES**

**1 GENERAL FOOTNOTES**

- 1.1 MILLERTOWN JCT. — All tracks between Switch at Tail of wye and mileage one (1), American Smelting and Refining Main tracks, are interchange tracks.
- 1.2 DEER LAKE — Engines are not permitted beyond frog Power House Industrial Track.
- 1.3 CORNER BROOK — Western Terminals Track G-67. Engines are not permitted West of Road Crossing, Cars must not be placed on Wharf.

Account restricted clearance, employees must not ride on the side of equipment when passing gates to Bowaters' Mill Yard. Engines must not proceed beyond entrance to mill. There is restricted overhead clearance approximately 3½ car lengths beyond entrance door to mill. Box cars will not clear this restriction and must not be shoved beyond this point.

Engines are not permitted to operate beyond 60 Ft. inside of Frog on Wharf Spur Bowater Mill Yard.

Crossing Protection has been installed on Canada Packers private spur G-85 Corner Brook at the crossing of Arterial Road. Stop boards have been erected and crews must, before proceeding over this highway stop and activate the Crossing. Protection by use of push buttons located on both sides of crossing. Rule 103, Paragraph 9 applicable.

Engines are not permitted on the Concrete Loading Area on Wharf Track G-54, Corner Brook.

**2 NON-INTERLOCKED**

- 2.1 RAILWAY CROSSING AT GRADE.  
Grand Falls Central Railway, Mileage 268.4.  
LIFT BRIDGE — Mileage 357.5.

**3 EQUIPMENT RESTRICTIONS**

- 3.1 Heaviest car permitted Gross Weight 142,000 lbs., except depressed centre flat cars CN 14292-14293 Gross Weight 195,000 lbs. only when immediately preceded and followed by at least 5 cars whose individual gross weights do not exceed 103,000 lbs.
- 3.2 Heaviest auxiliary crane permitted 120,000 lbs.

**4 SPEEDS**

4.1 Mileage	Miles per hour
267.3 to 298.0 -----	ZONE 35
276.2 to 276.4 Curve -----	10
283.7 Bridge -----	25
293.4 Bridge Crane 3356 -----	20
298.0 to 311.3 -----	ZONE 20
311.3 to 321.0 -----	ZONE 40
315.3 to 315.6 Curve -----	35
320.4 to 320.7 Bridge -----	15
321.0 to 337.0 -----	ZONE 35
324.9 Bridge Crane 3356 -----	15
325.4 Bridge Crane 3356 -----	20
337.0 to 373.0 -----	ZONE 30
357.5 Lift Bridge -----	25
373.0 to 405.3 -----	ZONE 35
379.8 to 380.0 Sidehill -----	15
385.3 to 385.6 Sidehill -----	20
399.4 Bridge Crane 3356 -----	20

**CONDITIONAL SPEEDS**

4.2 Mileage	Miles per hour
267.5 within 400 feet of crossing until crossing occupied -----	5

Trains handling American Smelting and Refining Company ore cars are not to exceed speed of 25 miles per hour.

All trains must operate at restricted speed between mileages 342.6 and 342.9; 400.1 and 401.2. Not marked by speed restricting signs.

**5 CONDITIONAL STOPS**

Gaff Topsail -----	332.9
--------------------	-------

**6 PUBLIC CROSSINGS AT GRADE**

- 6.1 In order that crossing protection signals at Mileage 276.3 will not be actuated, trains must not be left standing on main track within 250 ft. east of road crossing at that place. Westward trains must not exceed 5 miles per hour over these portions of track until crossing occupied.
- 6.2 At Public Road Crossing Badger Mileage 294.1 cars must not be left standing on Crossing Protection circuits on the Siding. Movements over the Crossing on the ramp and Team Tracks must be protected by a member of the crew.

**7 SPURS AND OTHER TRACKS**

Name	Points Face	Mileage	Car Capacity
Red Cliff East -----	EW	280.5	10
West Lake -----	EW	302.7	64
Gaff Topsails -----	EW	332.9	30
Humber Canal -----	EWY	368.5	105
Atlantic Industries -----	W	372.7	8
Pasadena -----	E	387.2	5
Sharpe -----	EW	396.4	20

TIME TABLE NO. 24 — APRIL 27th. 1975

WESTWARD TRAINS		Miles from St. John's	Yard Limits	PORT AUX BASQUES SUBDIVISION			Office Signals	Siding Car Capacity	EASTWARD TRAINS	
	FOURTH CLASS			Newfoundland Time					THIRD CLASS	
	<b>203</b> Freight Daily			Stations				<b>204</b> Freight		
	1945	405.3	↓ 406.2	CORNER BROOK	CKZ	CN	68	0015		
	2020	415.4		10.1 COOKE			75	2335		
	2115	438.2		HARRYS BROOK			105	2240		
	2140	448.5 449.0	448.4	10.8 Ict. with Stephenville Sub.			15	2213		
	<b>2205</b>	452.5	453.4	WHITE'S ROAD	PRYZ*	V	69	<b>2205</b>		
	2225	459.7		3.5 STEPHENVILLE CROSSING	KZ*					
	2245	467.0		7.2		SR	21	2141		
	2257	473.1		ST. GEORGES			22	2122		
	2320	480.3		7.3 JOYCE			48	2112		
	2340	487.8		6.1 FISCHELL			15	2050		
	0005	498.5		7.2 ROBINSONS		RN				
	0030	507.5		7.5			48	2024		
	0100	518.8		ST. FINTANS	Y	BS	27	1958		
	0110	522.7		10.7 CODROY POND			50	1937		
	0125	528.2		9.0 WESLEY						
	0230	547.0	545.9 ↑	11.3			100	1910		
				RIVERVIEW			15	1902		
				3.9 DOYLES		DY	55	1850		
				5.5 ST. ANDREWS						
				19.6 PORT AUX BASQUES	CKZ	F	Yard	1800		
<b>203</b>				Rule 41 applicable Rule 105A not applicable					Daily	<b>204</b>

**PORT AUX BASQUES SUBDIVISION FOOTNOTES**

**1 RULE MODIFICATIONS**

**1.1 TRAIN REGISTER MODIFICATIONS**

WHITES ROAD — Trains will register only when directed by train order.

1.2 STEPHENVILLE CROSSING — Trains originating and terminating only will register.

1.3 SPECIAL INSTRUCTIONS APPLY.  
System 1.9 applicable to trains entering Port aux Basques subdivision from Stephenville Subdivision at Whites Road.

**2 GENERAL FOOTNOTES**

2.1 CORNER BROOK — Western Terminals Track G-67. Engines are not permitted West of Road Crossing, Cars must not be placed on Wharf.

Engines are not permitted to operate beyond 60 ft. inside of frog on Wharf Spur, Bowaters Mill Yard.

Account restricted clearance, employees must not ride on the side of equipment when passing gates to Bowaters' Mill Yard. Engines must not proceed beyond entrance to mill. There is restricted overhead clearance approximately 3½ car lengths beyond entrance door to mill. Box cars will not clear this restriction and must not be shoved beyond this point.

Only tank cars are to be moved under the loading racks at Golden Eagle Spur Track 17.

Crossing Protection has been installed on Canada Packers private spur G-85 Corner Brook at the crossing of Arterial Road. Stop boards have been erected and crews must, before proceeding over this Highway stop and activate the Crossing Protection by use of push buttons located on both sides of crossing. Rule 103, Paragraph 9 applicable.

Engines are not permitted on the Concrete Loading Area on Wharf Track G-54 Corner Brook.

2.2 DOYLES — Cars must not be left blocking station and platform.

2.3 PORT AUX BASQUES — When switching cars on Rail Car Ferry, engines may now use both spans of Transfer Bridge, this means that when switching rail car ferry only three idlers are required.

Your attention is directed to the restricted side clearance when loading or unloading rail cars at the Rail Dock Port aux Basques yard. Employees are cautioned not to ride on side ladders of cars while pulling or loading ships.

Switch located on the approach track leading to M. V. Frederick Carter will be normal when set for container track spur, yellow target will so indicate. When switch is set for approach track red target will so indicate. After switching is completed, this switch must be left in normal position.

During winter season employees using automatic switches are to ensure that the switches are properly lined before making facing point movement over them.

When points are covered by snow or ice, movements must not be made in either direction until such switch has been cleared.

**3 EQUIPMENT RESTRICTIONS**

3.1 Heaviest car permitted Gross Weight 142,000 lbs., except depressed centre flat cars CN 14292-14293 Gross Weight 195,000 lbs., only when immediately preceded and followed by at least 5 cars whose individual gross weights do not exceed 103,000 lbs.

3.2 Heaviest auxiliary crane permitted 120,000 lbs.

**4 SPEEDS**

4.1 Mileage	Miles per hour
405.3 to 435.0 ----- ZONE	30
410.0 to 410.4 Sidehill -----	15
435.0 to 463.4 ----- ZONE	40
453.6 Bridge -----	20
456.6 to 456.9 Bridge -----	10
463.4 to 465.5 ----- ZONE	25
464.2 to 464.3 Bridge -----	5
465.5 to 473.0 ----- ZONE	40
472.6 Bridge Crane 3356 -----	20
473.0 to 480.3 ----- ZONE	30
473.8 to 474.0 Bridge -----	10
480.3 to 482.8 ----- ZONE	25
481.2 Bridge Crane 3356 -----	20
481.3 Bridge Crane 3356 -----	20
482.4 Bridge Crane 3356 -----	20
482.8 to 485.1 ----- ZONE	30
485.1 to 486.3 ----- ZONE	15
486.3 to 504.1 ----- ZONE	30
504.1 to 505.5 ----- ZONE	25
505.5 to 547.0 ----- ZONE	30
512.2 Bridge Crane 3356 -----	5
526.8 Bridge Crane 3356 -----	15
528.8 Bridge Crane 3356 -----	5
540.0 to MP 540.3 Sand -----	10
546.0 to 546.4 Bridge -----	15

**CONDITIONAL SPEEDS**

- 4.2 Trains must run at restricted speed between mileages 406.4 and 406.8; and 485.7 and 486.2. Not marked by speed restricting signs.
- 4.3 Trains must not exceed ten miles per hour, until crossing occupied, over private road crossing at Bowaters. Mileage 405.7.

**5 SPURS AND OTHER TRACKS**

Name	Points Face	Mileage	Car Capacity
Leggo -----	W	407.5	11
Curling -----	EW	408.0	15
Spruce Brook -----	E	429.9	7
Western -----	EW	455.8	15
Gypsum -----	EW	466.4	45
Jeffreys -----	EW	484.5	65
Wade -----	EW	503.3	23
South Branch -----	EW	512.9	13
Cape Ray -----	EW	539.0	19

TIME TABLE NO. 24 — APRIL 27th, 1975

WESTWARD TRAINS		Miles from Placentia Jct.	Yard Limits	ARGENTIA SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS		
THIRD CLASS								FOURTH CLASS		
	<b>207</b> Mixed Monday Wednesday Friday			Newfoundland Time					<b>208</b> Mixed	
				Stations						
	1240	0.0	↓ 0.7	Jct. with St. John's Sub. PLACENTIA JCT. ----- Z -----			23	1510		
	1305	11.4		11.4 VILLA MARIE -----			17	1445		
	1320	17.5		6.1 PLACENTIA ----- CA -----		CA	10	1425		
	1335	20.7	18.8 ↑	3.2 ARGENTIA ----- Z -----		GY	Yard	1400		
	<b>207</b>	Rule 41 applicable Rule 105A not applicable							Monday Wednesday Friday <b>208</b>	

ARGENTIA SUBDIVISION FOOTNOTES

- 1 **RULE MODIFICATIONS**
- 1.1 **SPECIAL INSTRUCTIONS APPLY —**  
System 7.1 entire subdivision.
- 2 **GENERAL FOOTNOTES**
- 2.1 **ARGENTIA**—Engines are not permitted to operate on wharf.  
Heaviest car permitted on wharf 90,000 lbs.  
The attention of enginemen and trainmen is called to the fact that rock cuts are very close to cab windows of engines on Argentia Sub.

3 **EQUIPMENT RESTRICTIONS**

- 3.1 Heaviest car permitted gross weight 142,000 lbs.  
3.2 Heaviest auxiliary crane permitted 120,000 lbs.

4 **SPEEDS**

- 4.1 Mileage Miles per hour  
0.0 to 20.7 ----- ZONE 20

**CONDITIONAL SPEEDS**

- 4.2 Mileage Miles per hour  
15.2 to 16.2 Rock Cuts ----- 15

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

LEWISPORTE SUBDIVISION FOOTNOTES

- 1 **RULE MODIFICATIONS**
- 1.1 **SPECIAL INSTRUCTIONS**  
System 7.1 entire subdivision.

2 **EQUIPMENT RESTRICTIONS**

- 2.1 Heaviest car permitted gross weight 142,000 lbs.  
2.2 Heaviest auxiliary crane permitted 120,000 lbs.

3 **SPEEDS**

- 3.1 Mileage Miles per hour  
0.0 to 9.4 ----- ZONE 20

TIME TABLE NO. 24 — APRIL 27th, 1975

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

**BONAVISTA SUBDIVISION FOOTNOTES**

**1 RULE MODIFICATIONS**

1.1 SPECIAL INSTRUCTIONS APPLY —  
System 7.1 entire subdivision.

**2 EQUIPMENT RESTRICTIONS**

- 2.1 Heaviest engine permitted to operate — 800 class.
- 2.2 Heaviest car permitted — gross weight 100,000 lbs., except cars 14292 and 14293 — gross weight permitted 136,000 lbs.
- 2.3 Heaviest auxiliary crane permitted 120,000 lbs.
- 2.4 MAXIMUM SPEED CRANE 3356 ----- 15

**3 SPEEDS**

3.1 Mileage	Miles per hour
0.0 to 29.0 ----- ZONE	20
3.4 Bridge Crane 3356 -----	10
3.5 Bridge Crane 3356 -----	10
4.9 Bridge Crane 3356 -----	5
24.0 Bridge Crane 3356 -----	10
29.0 to 36.0 ----- ZONE	25
34.8 Bridge Crane 3356 -----	5
36.0 to 49.0 ----- ZONE	20
49.0 to 58.0 ----- ZONE	25
51.8 Bridge Crane 3356 -----	10
53.5 Bridge Crane 3356 -----	5
58.0 to 87.9 ----- ZONE	15
77.5 to 77.9 -----	10

**CONDITIONAL SPEEDS**

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

**4 SPURS AND OTHER TRACKS**

Name	Points Face	Mileage	Car Capacity
Brickyard -----	E	4.1	4
Morleys -----	W	12.9	10

## TIME TABLE NO. 24 — APRIL 27th, 1975

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

CARBONEAR SUBDIVISION FOOTNOTES

## 1 RULE MODIFICATIONS

## 1.1 CLEARANCES

BRIGUS JCT. — No. 211 may leave without clearance.  
CARBONEAR — No. 212 may leave without clearance.

## 1.2 SPECIAL INSTRUCTIONS APPLY —

System 7.1 entire subdivision.

## 2 EQUIPMENT RESTRICTIONS

- 2.1 Heaviest car permitted MP 0.0 to MP 15.2 — 142,000 lbs;  
MP 15.2 to MP 38.5 — 100,000 lbs;  
Except cars 14292, 14293 — 142,000 lbs.
- 2.2 Heaviest engine permitted to operate beyond yard limit  
sign, Brigus Jct. — 800 class.
- 2.3 Heaviest auxiliary crane permitted 120,000 lbs.
- 2.4 MAXIMUM SPEED CRANE 3356 ----- 15

## 3

## SPEEDS

3.1 Mileage		Miles per hour
0.0 to 22.0 -----	ZONE	20
17.3 Eastward Trains Road Crossing -----		5
22.0 to 38.5 -----	ZONE	15

## 4

## SPURS AND OTHER TRACKS

Name	Points Face	Mileage	Car Capacity
Brigus -----	EW	11.2	7
Makinsons -----	EW	15.2	7
Bay Roberts -----	EW	22.4	25
Bay Roberts -----	W	22.4	5
Imperial -----	W	30.8	6

## TIME TABLE NO. 24 — APRIL 27th, 1975

WESTWARD TRAINS	Miles from White's Road	Yard Limits	STEPHENVILLE SUBDIVISION Newfoundland Time	Office Signals	Siding Car Capacity	EASTWARD TRAINS
↓	0.0	↓ 1.0 6.5 7.0 ↑	Jct. with Port aux Basques Sub. <b>WHITE'S ROAD</b> YZ 7.8 <b>STEPHENVILLE</b> YZ		15 Yard	↑
Rule 41 applicable Main track ends mileage 7.00 Rule 105 applies west of mileage 7.00						

STEPHENVILLE SUBDIVISION FOOTNOTES**1** **RULE MODIFICATIONS**

- 1.1 **SPECIAL INSTRUCTIONS APPLY —**  
System 1.9 applicable at Whites Road.  
System 7.1 entire subdivision.

**2** **EQUIPMENT RESTRICTIONS**

- 2.1 Heaviest car permitted gross weight 142,000 lbs.  
2.2 Heaviest auxiliary crane permitted 120,000 lbs.

**3** **SPEEDS**

- 3.1 Mileage Miles per hour  
0.0 to 7.8 ----- 25

**CONDITIONAL SPEEDS**

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

**4** **PUBLIC CROSSINGS AT GRADE**

- 4.1 Mileage 3-7 — Trains must stop before moving over crossing and movement over crossing must be protected by flagman.  
4.2 Mileage 6.8 — Train movements must be protected by flagman.  
4.3 Mileage 7.6 — Train movement must be protected by flagman.  
4.4 Mileage 7.7 — Train movements must be protected by flagman.  
4.5 Train movements must be protected by flagman over road crossings on Wye and spur mileage 5.1.

**MEDICAL OFFICERS**

Telephone (Office)

Dr. P. Vaughan, Director of Medical Services  
Montreal

Dr. M. T. Stephen, Regional Medical Officer  
Moncton

Dr. Joseph Crowley  
O'Mara-Martin Bldg., Rawlins Cross, St. John's -- 726-4531

Dr. D. C. Young  
Placentia ----- 226-2013 Hosp.  
226-2795 Res.

Dr. W. H. Drover  
O'Mara-Martin Bldg., Rawlins Cross, St. John's -- 726-4531

Dr. M. G. Coxon  
Gander ----- 8-3412

Dr. W. L. Pollock  
Lewisporte ----- 4211

Dr. D. G. Hodder  
Bishop's Falls ----- 258-6130

Dr. G. H. Warren  
Corner Brook ----- 634-5242

Dr. D. P. Murphy  
Stephenville ----- 646-5131 Hosp.  
646-3785 Res.

Dr. D. L. Stewart  
Eastport ----- 2531

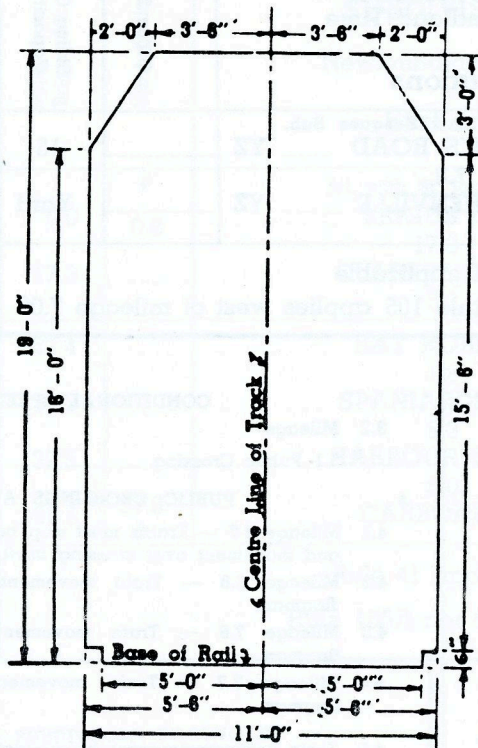
Dr. Gordon W. Thomas  
St. Anthony ----- 2213

Dr. Albert O'Mahony  
Clareville ----- 466-7540

Dr. R. J. Morgan  
Port aux Basques ----- 695-2151

**WATCH INSPECTORS**

George Woodman ----- BISHOP'S FALLS  
Elias Tuma ----- CORNER BROOK  
Alteen Brothers Ltd. ----- CORNER BROOK

CLEARANCE DIAGRAM

Maximum Width : 11 Feet.

Maximum Height from Deck of Car :—

14 Feet 10 Ins. for 7 Feet in centre.

11 Feet 10 Ins. for 2 Feet on either side.

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

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

WEST			EQUATED TONNAGE RATINGS NOTE—SEE GENERAL INSTRUCTIONS (Form 696).  BETWEEN	EAST		
Engine Capacities				Engine Capacities		
Car Factor	800 Class	900 Class		900 Class	800 Class	Car Factor
3	270	640	St. John's and Brigus Jct.	690	295	3
3	280	660	Brigus Jct. and Placentia Jct.	830	350	3
3	310	730	Placentia Jct. and Clarendville	750	320	3
3	335	790	Clarendville and Port Blandford	660	280	3
3	280	660	Port Blandford and Terra Nova	1060	350	3
3	315	740	Terra Nova and Gander	790	335	3
3	335	790	Gander and Notre Dame Jct.	870	350	3
3	350	1175	Notre Dame Jct. and Bishops Falls	990	350	3
3	350	835	Bishops Falls and Gaff Topsail	915	350	3
3	350	1060	Gaff Topsail and Kittys Brook	725	310	3
3	350	1060	Kittys Brook and Corner Brook	890	350	3
3	330	775	Corner Brook and Joyce	930	350	3
3	340	800	Joyce and Codroy Pond	730	310	3
3	350	1060	Codroy Pond and Port aux Basques	880	335	3

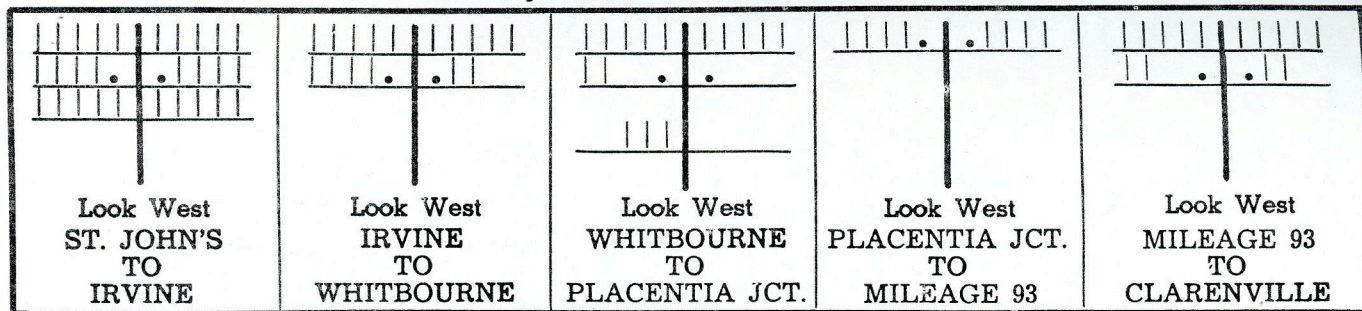
When two or more diesel units with dissimilar ratings are operated as multiple units under the control of one engineman, the rating will be determined by multiplying the smaller rating by the number of units in multiple. When 1200 H.P. units are in multiple with 875 H.P. units, the 1200 H.P. unit must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

# DIAGRAM SHOWING LOCATION OF DISPATCHERS' PHONE WIRES

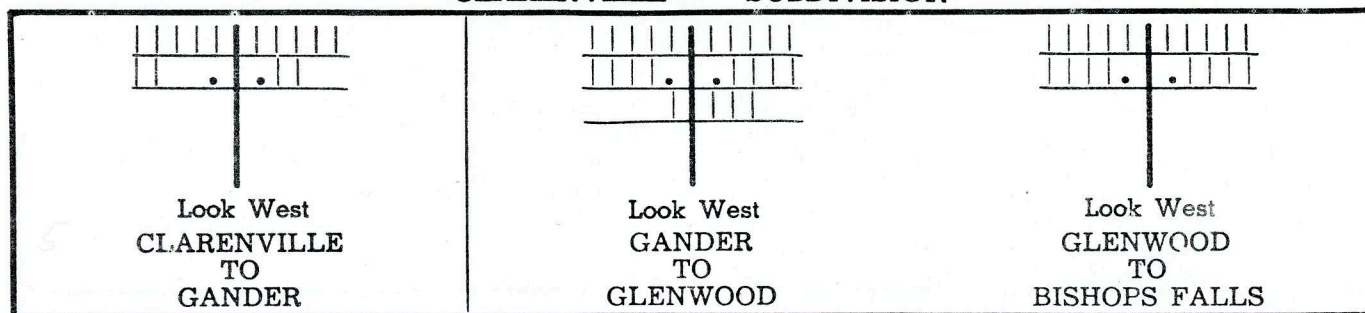
FACE DIRECTION NAMED—COUNT CROSSARMS FROM TOP DOWN

.. Dispatchers' Phone Wires

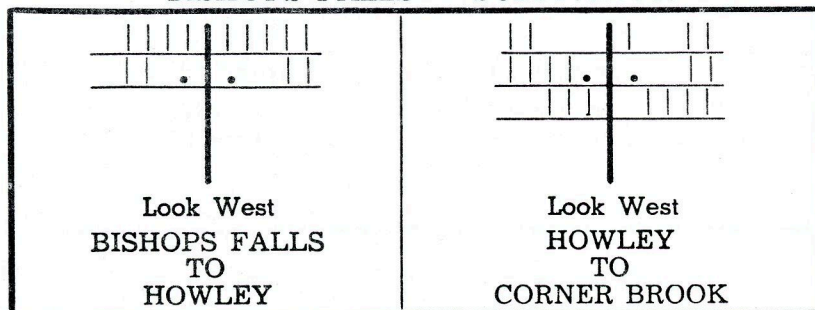
## ST. JOHN'S SUBDIVISION



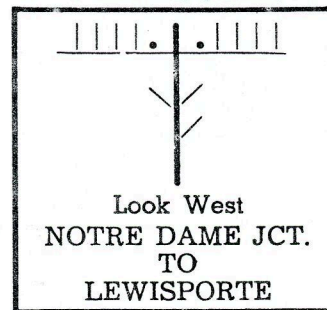
## CLARENVILLE SUBDIVISION



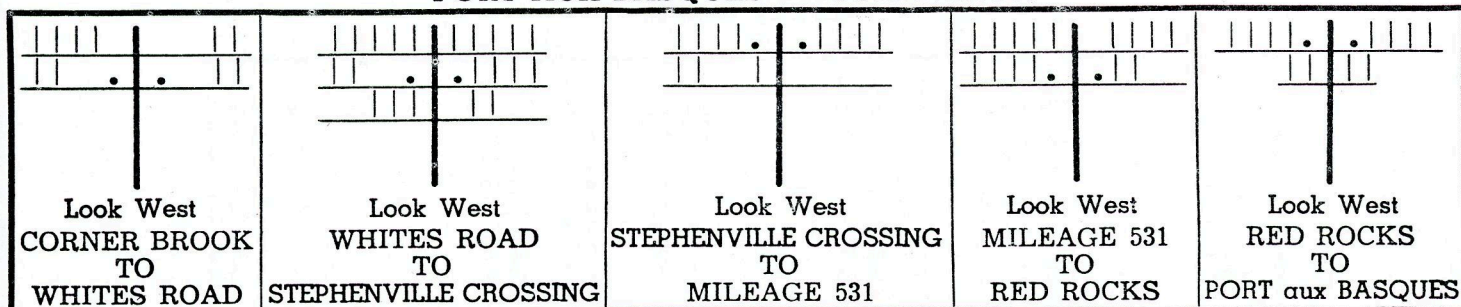
## BISHOPS FALLS SUBDIVISION



## LEWISPORTE SUBDIVISION



## PORT AUX BASQUES SUBDIVISION



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

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

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



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

Dispatching Office at St. John's, Telephone (709) 726-2243

J. L. BRAZIL, Chief Train Dispatcher  
P. J. DWYER, Assistant Chief Train Dispatcher

R. BOWERING, Assistant Chief Train Dispatcher  
R. G. PARDY, Assistant Chief Train Dispatcher

**Dispatchers**

W. H. Butt	S. J. Best
A. Hicks	J. F. Ryan
C. M. Hannon	F. G. Doyle
G. M. Delaney	L. G. Hill
G. J. Brazil	I. Curtis

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

**W. J. O'LEARY**  
Master Mechanic  
St. John's

**S. R. HOPPER**  
Trainmaster  
Bishop's Falls

**R. J. SCOTT**  
Trainmaster  
Corner Brook

**SPEED TABLE**

<u>Time per mile</u>	<u>Miles per hour</u>	<u>Time per mile</u>	<u>Miles per hour</u>	<u>Time per mile</u>	<u>Miles per hour</u>
0 min. 36 sec.	100.00	0 min. 51 sec.	70.59	1 Min. 30 sec.	40.00
0 " 37 "	97.30	0 " 52 "	69.28	1 " 35 "	37.89
0 " 38 "	94.74	0 " 53 "	67.92	1 " 40 "	36.00
0 " 39 "	92.31	0 " 54 "	66.67	1 " 45 "	34.29
0 " 40 "	90.00	0 " 55 "	65.45	1 " 50 "	32.73
0 " 41 "	87.80	0 " 56 "	64.29	1 " 55 "	31.30
0 " 42 "	85.71	0 " 57 "	63.16	2 " 0 "	30.00
0 " 43 "	83.72	0 " 58 "	62.07	2 " 10 "	27.69
0 " 44 "	81.82	0 " 59 "	61.02	2 " 20 "	25.71
0 " 45 "	80.00	1 " 0 "	60.00	2 " 30 "	24.00
0 " 46 "	78.26	1 " 5 "	55.38	2 " 40 "	22.50
0 " 47 "	76.60	1 " 10 "	51.43	2 " 50 "	21.18
0 " 48 "	75.00	1 " 15 "	48.00	3 " 0 "	20.00
0 " 49 "	73.47	1 " 20 "	45.00	3 " 30 "	17.14
0 " 50 "	72.00	1 " 25 "	42.35	4 " 0 "	15.00

# NEWFOUNDLAND AREA

LABRADOR

STRAIT OF BELLE ISLE

ATLANTIC OCEAN

GULF OF  
LAWRENCE

ST.

LAWRENCE

DEER  
LAKE

Bishops Falls S/D.  
BISHOPS FALLS

LEWISPORTE S/D.  
NOTRE DAME JCT.

GANDER

GRAND FALLS

CLARENVILLE S/D.

BONAVISTA S/D

CORNER BROOK  
GRAND LAKE

## NEWFOUNDLAND

Stephenville S/D.  
STEPHENVILLE XING.

CLARENVILLE

ST. JOHN'S S/D.

PORT AUX BASQUES S/D.

CARBONEAR S/D

ST JOHN'S

PORT AUX BASQUES

ARGENTIA  
S/D.

BRIGUS  
JCT.  
PLACENTIA JCT.

STRAIT

FERRY

CABOT

C.N.R.

NORTH SYDNEY

