

TERRA TRANSPORT TIME TABLE

105

EFFECTIVE SUNDAY, NOVEMBER 29th, 1987

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

***SAFETY IS OF THE FIRST IMPORTANCE
IN THE DISCHARGE OF DUTY***

J.H. EASTON
PRESIDENT AND GENERAL MANAGER
ST. JOHN'S

A. ROSSI
SUPT. TRANSPORTATION
ST. JOHN'S

CN TERRA TRANSPORT

THIS TIME TABLE IS FOR THE INFORMATION AND GUIDANCE OF EMPLOYEES AND OTHERS WHO HAVE BEEN AUTHORIZED TO USE IT. NOT FOR PUBLIC USE.

SUBDIVISION	Page	FROM	TO
Bishop's Falls	6	Bishop's Falls	Corner Brook
Carbonear	11	Brigus Jct.	Carbonear
Clareville	4	Clareville	Bishop's Falls
Port aux Basques	8	Corner Brook	Port aux Basques
St. John's	2	St. John's	Clareville
Stephenville	10	White's Road	Stephenville

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TAKING EFFECT AT 0001 NEWFOUNDLAND STANDARD TIME Sunday, November 29th, 1987

Governed by:

Newfoundland Standard Time which commenced
0100 Sunday, October 25th, 1987 and by

Newfoundland Daylight Saving Time commencing
0300 Sunday, April 3rd, 1988

Newfoundland Standard Time commencing
0100 Sunday, October 30th, 1988 and by

Newfoundland Daylight Saving Time commencing
0300 Sunday, April 2nd, 1989

NOTES

WESTWARD TRAINS	Miles from St. John's	Yard Limits	ST. JOHN'S SUBDIVISION		Siding Capacity in feet	EASTWARD TRAINS
			Stations			
	0.0	↓		ST. JOHN'S	CKZ	Yard
		2.5		7.3		
	7.3			ST. ANNE		794
				1.5		
	8.8			IRVINE		2470
				10.0		
	18.8			KELLIGREWS		1915
				11.3		
	30.1			HOLYROOD		522
				3.8		
	33.9			WOODFORDS		1565
				7.7		
	41.6	41.0 } 42.1 }	M B S	Jct. with Carbonear Sub. BRIGUS JCT.	YZ	1949
				12.9		
	54.5			WHITBOURNE	Y	438
				25.8		
	80.3			TICKLE HARBOUR		1917
				17.6		
	97.9			FERGUSON		1840
				12.6		
	110.5			GOOBIES	Y	1675
				20.6		
	131.1	130.6		CLARENVILLE	CKYZ	Yard
		↑				
Rule 41 applicable Rule 105A not applicable Rules 321 to 323 applicable						



ST. JOHN'S SUBDIVISION FOOTNOTES

1 UNIFORM CODE OF OPERATING RULES

1.1 **SPECIAL INSTRUCTIONS**
SYSTEM 2.0 — Over entire sub.

2 GENERAL FOOTNOTES

- 2.1 ST. JOHN'S — MAIN TRACK COMMENCES AT MILEAGE 0.7.
- 2.2 Keep Sharp Lookout for Rocks coming down between Mileages 31.9 and 32.1
- 2.3 BRIGUS JCT., Track AW45 — Engines must not move beyond 100 feet inside switch.
- 2.4 WHITBOURNE — Track AW56 is the siding.

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 lbs.
- 3.3 Maximum speed Cranes 3356-3357 operating either in a train consist or under its own power with counterweight and boom attached.
Mileage 0.0 to 45.0 10 miles per hour

4 SPEEDS

4.1 Mileage	Miles per hour
0.0 to 19.0	ZONE 25
2.4 Bridge	20
7.36 Until Crossing occupied	5
11.6 Bridge	20
16.8 Westward trains until crossing occupied	10
19.0 to 28.0	ZONE 30
28.0 to 45.5	ZONE 25
45.5 to 83.0	ZONE 35
83.0 to 131.0	ZONE 30
84.0 to 86.0 Curves	25
98.4 Bridge Cranes 3356-3357	15
108.8 Bridge	20
108.8 Bridge Cranes 3356-3357	15
113.9 Bridge Cranes 3356-3357	20
117.0 Bridge	20
117.0 Bridge Cranes 3356-3357	15
128.5 Bridge	20
130.22 Until Crossing occupied	15
130.94 Within 500 feet of Crossing until occupied	15

5 PUBLIC CROSSING AT GRADE

- 5.1 ST. JOHN'S — Movements on all tracks over Public Crossing at Grade (Jobs Crossing) located East of Station Building must be protected by a member of the Crew.
- 5.2 CLARENVILLE — Mileage 130.94 warning devices Automatic: Eastward trains standing at Station five minutes or more must operate Stop Button located at end of Station or West Side

of Crossing. Start Button must be operated before proceeding towards Crossing except when cars left standing at Station.

6 SPURS AND OTHER TRACKS

- 6.1 Donovans Industrial Park. Mileage 7.1 — Extends south of the main track. All movements over Public Crossings at grade must be protected by a member of the crew. Maximum speed permitted 15 miles per hour.
- 6.2 Eagle. Mileage 28.8 — Extends north of the main track. Because of the closeness of mainland cars to gates and fence at entrance to Golden Eagle Oil Ramp, track AW34 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.
- 6.3 ERCO — Mileage 68.8 Extends south of the main track — Due to restrictive clearance on track AW-70 only P-4 tank cars are permitted to move under loading ramp beyond gates on track AW-70.

7 SPECIAL DANGEROUS COMMODITY

- 7.1 **EASTWARD** movements must be inspected at Mileage 19.0.

WESTWARD TRAINS	Miles from St. John's	Yard Limits	CLARENVILLE SUBDIVISION Stations	Siding Capacity in feet	EASTWARD TRAINS	
	131.1	↓	{ -----CLARENVILLE-----CKYZ 5.8 -----STANLEY----- 6.5 -----THORBURN LAKE----- 7.5 -----PORT BLANDFORD----- 13.5	Yard		
	136.9	132.9			2396	
	143.4				2552	
	150.9				1470	
	164.4		{ -----TERRA NOVA----- 17.4	2617		
	181.8		M B { S -----ALEXANDER BAY----- 8.0	2685		
	189.8		{ -----GAMBO----- 14.4	1184		
	204.2		{ -----BENTON----- 8.7	1942		
	212.9	212.2 214.2	{ -----GANDER-----YZ 17.4	2079		
	230.3		{ -----GLENWOOD----- 14.2	1868		
	244.5	243.9 245.1	{ -----NOTRE DAME-----YZ 11.8	2038		
	256.3		{ -----RATTLING----- 11.0	3276		
	267.3	266.4 ↑	{ -----BISHOP'S FALLS-----CKZ	Yard		
Rule 41 applicable Rule 105A not applicable Rules 321 to 323 applicable						



**CLARENVILLE SUBDIVISION
FOOTNOTES**

1 UNIFORM CODE OF OPERATING RULES

1.1 SYSTEM 2-0 — Over entire sub.

2 GENERAL FOOTNOTES

2.1 Track AY41 — Engines must not move beyond 300 feet inside of switch on scrap spur.

Track AY41 — Engines must not operate inside of switch on Hardwoods storage track.

2.2 TERRA NOVA, Track BE14 — Engines must not move beyond 600 feet inside switch.

2.3 GAMBO, Track BE33 — Engines must not move beyond 380 feet inside of switch.

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

2.5 Keep Sharp Lookout for Rocks coming down Mileages 151.3 to 151.8 and Mileages 190.5 to 191.0.

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.

3.3 Cranes 3356-3357 are not permitted on bridge mileage 8.2 Lewisporte Spur.

3.4 Maximum speed Cranes 3356-3357 operating either in a train consist or under its own power with counterweight and boom attached.

Mileage 162.0 to 244.0 10 miles per hour
Lewisporte Spur 10 miles per hour

4 SPEEDS

4.1 Mileage	Miles per hour
131.0 to 162.0 ZONE	35
131.47 Westward trains within 600 feet of Crossing until occupied	15
138.0 Bridge	20
138.0 Bridge Cranes 3356-3357	15
148.8 Bridge	30
154.2 Bridge Cranes 3356-3357	20
155.7 Bridge	20
155.7 Bridge Cranes 3356-3357	15
162.0 to 164.0 ZONE	25
164.0 to 244.0 ZONE	30
184.4 Bridge	20
190.12 until crossing occupied	25
190.36 until crossing occupied	25
195.3 Bridge	15
204.5 Bridge Cranes 3356-3357	5
244.0 to 256.2 ZONE	35
244.2 Bridge Cranes 3356-3357	20
250.6 Bridge Cranes 3356-3357	20
256.1 Bridge Cranes 3356-3357	20
256.2 to 267.3 ZONE	40
261.9 Bridge	20
261.9 Bridge Cranes 3356-3357	15
266.5 Bridge	10

5

SPURS AND OTHER TRACKS

5.1 Lewisporte Spur Mileage 244.5 — extends 9.4 miles North of main track movements over Public Crossing at Grade, Mileage 8.04, must not exceed 5 miles per hour until crossing occupied. Protection of impassable track may be provided as prescribed by Rule 41, UCOR.

Item 2.17 of General Operating Instructions (Form 696) not applicable.

Maximum Speed 20 miles per hour.

WESTWARD TRAINS	Miles from St. John's	Yard Limits	BISHOP'S FALLS SUBDIVISION		Siding Capacity in feet	EASTWARD TRAINS	
Stations							
	267.3	↓ 268.7		BISHOP'S FALLS ----- CKZ	Yard		
	275.8	274.7 277.6)		8.5	GRAND FALLS ----- Z	2065	
	281.1			5.3	RED CLIFF -----	2772	
	294.2	293.0 295.3)		13.1	BADGER ----- YZ	1974	
	310.0			15.8	MILLERTOWN JCT. -----	2425	
	319.2			9.2	M B S		
	333.3			14.1			
	346.0	345.0 347.0)		12.7	GAFF TOPSAIL -----	1905	
	356.8			10.8	KITTY'S BROOK ----- YZ	4508	
	366.6			9.8	HOWLEY -----	775	
	373.5			NORTHERN -----	4305		
	381.0		6.9	DEER LAKE -----	1176		
	403.7	402.1	7.5	PYNNS -----	2525		
	405.3		22.7	HUMBER MOUTH -----			
		↑	1.6	CORNER BROOK ----- CKZ	Yard		
Rule 41 applicable Rule 105A not applicable Rules 321 to 323 applicable							



**BISHOP'S FALLS
SUBDIVISION FOOTNOTES**

1 UNIFORM CODE OF OPERATING RULES

1.1 **SPECIAL INSTRUCTIONS**
SYSTEM 2.0 — Over entire sub.

2 GENERAL FOOTNOTES

2.1 The slow speed approach to Main Dam, Mileage 364.3, will enable crews to inspect their trains in accordance with paragraphs 3 and 5 of Uniform Code of Operating Rule 111. Every effort must be made by train and engine crews to ensure that derailed cars or dragging equipment do not travel over Main Dam.

2.2 **CORNER BROOK, Track CO70** — 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 285 feet beyond entrance door to mill. Stop blocks have been erected 260 feet beyond entrance door.

Track CO72 — Engines are not permitted to operate beyond 60 feet inside of switch on Wharf Spur Bowaters Mill Yard.

Track CO17 — Only tank cars are to be moved under load-racks at Golden Eagle.

Westward trains are not to exceed five (5) miles per hour from time engine passes east crossover leading to Track CO30 until train comes to final stop. This is to assist Carmen to make pull-by inspection of train.

2.3 Look out for rock slides between Mileages 342.6 and 342.9 and mileages 400.1 and 401.2.

2.4 Mixed trains must observe station times, flag stops and regular stops for their train, as indicated below.

WESTWARD		EASTWARD	
1100	Bishop's Falls	0120	
F 1125	Grand Falls	F 0100	
F 1200	Badger	F 0025	
F 1235	Millertown Jct.	F 2350	
F 1250	Caribou	F 2330	
F 1325	Gaff Topsail	F 2310	
F 1350	Kittys Brook	F 2235	
F 1415	Howley	F 2215	
F 1455	Deer Lake	F 2140	
F 1550	Humbermouth	S 2040	
1600	Corner Brook	2030	

3 NON-INTERLOCKED

3.1 **DRAW BRIDGE** — Mileage 357.5.

4 EQUIPMENT RESTRICTIONS

4.1 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.

4.2 Heaviest auxiliary crane permitted 120,000 lbs.

5

SPEEDS

	Miles per hour
5.1 Mileage	
267.3 to 311.3	ZONE 35
267.53 within 400 feet of crossing until occupied	5
276.28 Westward trains within 250 feet of Crossing until occupied	5
283.8 Bridge	25
293.4 Bridge	20
293.4 Bridge Cranes 3356-3357	15
294.1 Bridge Cranes 3356-3357	20
304.2 Bridge Cranes 3356-3357	20
311.3 to 321.0	ZONE 40
315.3 to 315.6 Curve	35
315.4 Bridge Cranes 3356-3357	20
320.4 to 320.7 Bridge	30
321.0 to 337.0	ZONE 35
325.1 Bridge	20
325.1 Bridge Cranes 3356-3357	10
325.7 Bridge	20
325.7 Bridge Cranes 3356-3357	15
330.1 Bridge Cranes 3356-3357	15
337.0 to 350.0	ZONE 30
350.0 to 405.3	ZONE 35
357.5 Drawbridge	25
363.3 Westward trains until rear of train has passed over main Dam mileage 364.3	15
365.3 Eastward trains until rear of train has passed over main Dam mileage 364.3	15
379.8 to 380.0 Sidehill	15
381.4 Bridge Cranes 3356-3357	20
385.3 to 385.6 Sidehill	20
386.4 to 386.6 Culvert	25
398.1 to 398.3 Unstable Roadbed	20
398.9 Bridge	20
398.9 Bridge Cranes 3356-3357	15
403.38 Until crossing occupied	20
404.02 Within 350 feet of crossing until occupied	10

6

PUBLIC CROSSINGS AT GRADE

- 6.1 **MILEAGE 274.9** — Grand Falls Industrial Park, Track BW10. All movements over public crossings at grade must be protected by a member of the crew.
- 6.2 Mileage 276.28 warning devices Automatic: In order that crossing protection signals will not be activated, trains must not be left standing on main track within 250 feet of crossing.
- 6.3 Mileage 294.13 warning devices Automatic: 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.
- 6.4 Mileage 294.13 warning devices Automatic: Movements on siding must not obstruct crossing until protection devices have been operating for at least 20 seconds.
- 6.5 Mileage 294.50 warning devices Automatic: Movements on Siding must not obstruct Crossing until protection devices have been operating for at least 20 seconds.

7

SPURS AND OTHER TRACKS

- 7.1 Grand Falls Industrial Park — Mileage 274.9 — Extends South of the main track. Points face east. Maximum speed permitted 15 miles per hour.
- 7.2 Pond Crossing, Mileage 336.2 — Extends North of main track. Points face east. Engines are not permitted beyond 150 feet inside switch.

WESTWARD TRAINS	Miles from St. John's	Yard Limits	PORT AUX BASQUES SUBDIVISION		Siding Capacity in feet	EASTWARD TRAINS	
Stations							
	405.3	406.2 ↓	}	CORNER BROOK ----- CKZ	Yard		
	415.4			10.1	COOKE -----	3950	
	438.0		}	HARRY'S BROOK -----	5024		
	448.5	448.2		10.8	Jct. with Stephenville Sub.		
	448.8	449.5		3.9	WHITE'S ROAD ----- YZ	1546	
	452.7				14.3	STEPHENVILLE CROSSING -----	3415
	467.0		M B S	JOYCE -----	1275		
	472.9			5.9	FISCHELL -----	2474	
	480.2			7.3	ROBINSONS -----	850	
			7.8				
	488.0			ST. FINTAN'S -----	2217		
				10.7			
	498.7			CODROY POND -----	1502		
				8.8			
	507.5			WESLEY -----	2598		
				11.5			
	519.0			RIVERVIEW -----	5420		
				9.2			
	528.2			ST. ANDREW'S -----	3143		
				18.8			
	547.0	545.9 ↑	}	PORT AUX BASQUES ----- CKYZ	Yard		
Rule 41 applicable Rule 105A not applicable Rules 321 to 323 applicable							



**PORT AUX BASQUES
SUBDIVISION FOOTNOTES**

1 UNIFORM CODE OF OPERATING RULES

1.1 SPECIAL INSTRUCTIONS

SYSTEM 2.0 — Over entire sub.

1.2 Trains and Engines must sound whistle signal 14 L item 2 and comply with Rule 30 U.C.O.R. Private Crossing at Grade Mileage 407.18 Port aux Basques Subdivision.

2 GENERAL FOOTNOTES

2.1 CORNER BROOK Track CO72 — Engines are not permitted to operate beyond 60 ft. inside of frog on Wharf Spur, Bowaters Mill Yard.

Track CO70 — 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 285 feet beyond entrance of mill door. Stop blocks have been erected 260 feet beyond door entrance.

Eastward trains are not to exceed five (5) miles per hour from time engine passes west switch leading to Track CO30 until train comes to final stop. This is to assist Carmen to make pull-by inspection of train.

2.2 Look out for rocks coming down between Mileages 406.4 and 406.8 and mileages 485.7 and 486.2.

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 the side ladders of cars while pulling or loading ships.

Switch located on the approach track leading to rail car ferry will be normal when set for track PS 95, green target will so indicate. When switch is set for approach track, yellow 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 switches are covered by snow or ice, movements must not be made in either direction until such switch has been cleared of snow and ice.

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

	Miles per hour
4.1 Mileage	
405.3 to 435.0	ZONE 30
407.18 Within 500 feet of private crossing until occupied RTC R-38523	20
409.16 Until Crossing occupied	20
410.0 to 410.4 Sidehill	15
430.7 Bridge Cranes 3356-3357	20
435.0 to 463.4	ZONE 35
435.4 Bridge	20
446.2 Bridge	20
446.2 Bridge Cranes 3356-3357	10
453.6 Bridge Cranes 3356-3357	20
456.9 Bridge	20
463.4 to 465.5	ZONE 25
464.3 Bridge Cranes 3356-3357	20
465.5 to 473.0	ZONE 35
472.3 Bridge Cranes 3356-3357	20
473.0 to 480.3	ZONE 30
473.8 to 474.0 Track Conditions	10
474.0 Bridge	10
480.3 to 482.8	ZONE 25
481.3 Bridge Cranes 3356-3357	10
481.4 Bridge Cranes 3356-3357	10
482.6 Bridge	20
482.6 Bridge Cranes 3356-3357	15
482.8 to 485.1	ZONE 30
485.1 to 486.3	ZONE 15
486.3 to 504.1	ZONE 30
486.3 Bridge	20
486.3 Bridge Cranes 3356-3357	10
491.5 Bridge Cranes 3356-3357	20
504.1 to 505.5	ZONE 25
505.5 to 539.0	ZONE 35
512.6 Bridge	20
526.8 Bridge Cranes 3356-3357	15
528.8 Bridge	20
539.0 to 547.0	ZONE 30
540.0 to 540.3 Sand	10
546.2 Bridge	20
546.42 Until Crossing occupied	15

5

SPURS AND OTHER TRACKS

5.1 Jeffreys. Mileage 484.5 — Extends South of the main track. Movements over Public Crossing at Grade, Track CW71, must be protected by a member of the crew.

WESTWARD TRAINS	Miles from Whites Road	Yard Limits	STEPHENVILLE SUBDIVISION		Siding Capacity in feet	EASTWARD TRAINS
↓			Stations	↑		
	0.0	↓ 1.0	Jct. with Port aux Basques Sub.	M } ----- WHITE'S ROAD ----- YZ-----		
		6.5	7.0	B } ----- S } ----- STEPHENVILLE ----- YZ-----	Yard	
	7.0	↑	Rule 41 applicable Rules 321 to 323 applicable			

STEPHENVILLE SUBDIVISION FOOTNOTES

1 UNIFORM CODE OF OPERATING RULES

1.1 **SPECIAL INSTRUCTIONS**
System 2.0 — Over entire sub.

2 EQUIPMENT RESTRICTIONS

- 2.1 Heaviest car permitted gross weight 142,000 lbs.
- 2.2 Heaviest auxiliary crane permitted 120,000 lbs.
- 2.3 Maximum speed Cranes 3356-3357 operating either in a train consist or under its own power with counterweight and boom attached 10 Miles per hour.

3 SPEEDS

3.1 Mileage	Miles per hour
0.0 to 7.0	ZONE 15
5.10 Public Crossing until Occupied	15

4 PUBLIC CROSSING AT GRADE

- 4.1 Mileage 3.70 warning devices Automatic: Movements must not obstruct crossing until protection devices have been operating for at least 20 seconds.
- 4.2 STEPHENVILLE YARD — Movements over crossings must be protected by a member of the crew.

5 SPURS AND OTHER TRACKS

- 5.1 Labrador Linerboard Spur. Mileage 5.2 — Extends South of the main track. Movements over Public Crossings at Grade both legs of Wye must be protected by a member of the crew.

MEDICAL OFFICERS

Telephone

Dr. M.T. Stephen, Director of Medical Services Montreal	
Dr. N. Richard, Regional Medical Officer Moncton	
Dr. Joseph Crowley, Rawlins Cross, St. John's	726-4531
Dr. H. Ross Penney, Placentia	227-2081
Dr. Albert O'Mahoney, Clarendville	466-2646
Dr. M.G. Coxon, Gander	256-3961
Dr. W.L. Pollock, Lewisporte	535-2791
Dr. D.G. Hodder, Bishop's Falls	258-5555
Dr. D.G. Hodder, Grand Falls	489-2136
Dr. G.H. Warren, Corner Brook	634-5242
Dr. William G. Squires, Stephenville	643-5689
Dr. R.E. Taor, Port aux Basques	695-3032
Dr. Peter Roberts, St. Anthony	2213

WATCH INSPECTORS

ST. JOHN'S	Train Dispatcher
CLARENVILLE	Operator
BISHOP'S FALLS	Operator
CORNER BROOK	Operator
PORT AUX BASQUES ..	Operator

WESTWARD TRAINS	Miles from Brigus Jct.	Yard Limits	CARBONEAR SUBDIVISION	Siding Capacity in feet	EASTWARD TRAINS
			Stations		
↓	38.5	↓ 37.9	----- CARBONEAR ----- YZ ----- 6.0	Yard	
	32.5		----- HARBOUR GRACE ----- 8.3	600	
	24.2		M ----- SPANIARD'S BAY ----- 1.8	400	
	22.4		----- BAY ROBERTS ----- 5.1	1050	↑
	17.3		----- CLARKES BEACH ----- 17.3	450	
	0.0	0.8	Jct. with St. John's Sub. ----- BRIGUS JCT. ----- YZ -----	900	
Rule 41 applicable Rule 105A not applicable Rules 321 to 323 applicable					

CARBONEAR SUBDIVISION FOOTNOTES

- 1 **UNIFORM CODE OF OPERATING RULES**
 - 1.1 **SPECIAL INSTRUCTIONS**
System 2.0 — Over entire sub.
- 2 **SPEEDS**

	Miles per hour
2.1 Mileage 0.0 to 38.5	ZONE 20
- 3 **EQUIPMENT RESTRICTIONS**
 - 3.1 Heaviest car permitted mileage 0.0 to mileage 15.2 — 142,000 lbs.; mileage 15.2 to mileage 38.5 — 130,000 lbs.; Except cars 14292, 14293 — 142,000 lbs.
 - 3.2 Heaviest engine permitted to operate beyond mileage 15.2 800 class.
 - 3.3 Heaviest auxiliary crane permitted 120,000 lbs.
 - 3.4 Maximum speed Cranes 3356-3357 operating either in a train consist or under its own power with counterweight and boom attached 10 Miles per hour

- 4 **PUBLIC CROSSING AT GRADE**
 - 4.1 Mileage 17.21 warning devices Automatic: Westward movements from siding must stop at stop sign and must not proceed until movement is protected by a member of the crew.
 - 4.2 Mileages 11.20, 14.08, 15.17, 22.85, 23.69, 23.92, 25.21 and 32.96
Movements must not obstruct these crossings until it is known that protection devices have been operating for at least 20 seconds or until movement is protected by a member of the crew.

RADIO DIRECTORY

These instructions supplement sections 3.0 of General Operating Instructions, Form 696

TRAIN CREW PORTABLES

Radios are available from radio distribution points at home terminals upon surrender of Radio Exchange Card. On completion of return trip, radio must be returned to where it was obtained and card will be returned.

Radio numbers must be recorded on Train Register at departure and arrival terminals.

LEGEND TO CHART

- O Standby Channel
- ⓪ Standby Channel with Tone 1 Feature
- ⓑ 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. ⓪), 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, train order, otherwise normal standby channel is "MW1".

MOBILE STATIONS	RADIO CHANNELS					
	(1) EE	(2) TW1	(3) TW2	(4) CC3	MW1	MW2
Mainline Engines (2CH)	O	X				
Mainline Engines (4CH)	O	X		X		
Road Cruisers		X	O			
Portables — Train Crews Pocket (2CH)	O	X				
— Train Crews PT300 (4CH)	O	X	X	X		
— Yards (2CH)	X			O		
— Mtce of Way (4CH)	X	X	X		O	
Track Units (4CH)	O	X	X			X
BASED STATION CONTROLS						
St. John's — Dispatcher — St. John's to Bishop's Falls — all subdivisions	X	⓪	X			X
— Dispatcher — Bishop's Falls to Port aux Basques — all subdivisions	X	⓪	X			X
— Yardmaster	X			O		
Clarenville — Operator	X			O		
Bishop's Falls — Operator Car Control	X			O		
Corner Brook — Yardmaster/Operator	X			O		
Port aux Basques — Yardmaster/Operator	X			O		

EQUATED TONNAGE RATINGS

NOTE — SEE SECTION 15 OF GENERAL OPERATING INSTRUCTIONS (Form 696)

WESTWARD OR NORTHWARD**SINGLE UNIT RATINGS**

BETWEEN	900 CLASS	800 CLASS	CAR FACTOR
ST. JOHN'S SUBDIVISION			
St. John's - Brigus Jct.	640	270	3
Brigus Jct. - Placentia Jct.	660	280	3
Placentia Jct. - Clarenville	730	310	3
CLARENVILLE SUBDIVISION			
Clarenville - Port Blandford	790	335	3
Port Blandford - Terra Nova	660	280	3
Terra Nova - Gander	740	315	3
Gander - Notre Dame	790	335	3
Notre Dame - Bishop's Falls	1175	350	3
BISHOP'S FALLS SUBDIVISION			
Bishop's Falls - Gaff Topsail	835	350	3
Gaff Topsail - Corner Brook	1060	350	3
PORT AUX BASQUES SUBDIVISION			
Corner Brook - Joyce	775	330	3
Joyce - Codroy Pond	800	340	3
Codroy Pond - Port aux Basques	1060	350	3

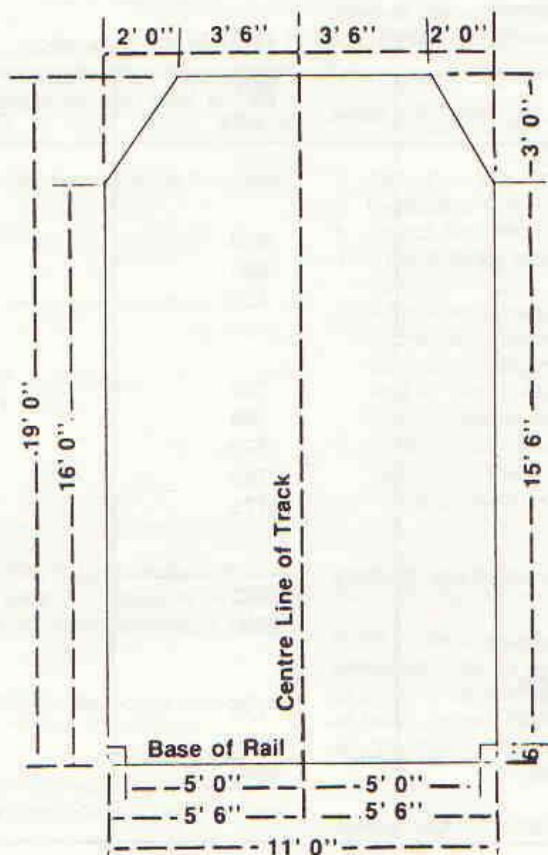
EASTWARD OR SOUTHWARD**SINGLE UNIT RATINGS**

BETWEEN	900 CLASS	800 CLASS	CAR FACTOR
ST. JOHN'S SUBDIVISION			
St. John's - Brigus Jct.	690	295	3
Brigus Jct. - Placentia Jct.	830	350	3
Placentia Jct. - Clarenville	750	320	3
CLARENVILLE SUBDIVISION			
Clarenville - Port Blandford	660	280	3
Port Blandford - Terra Nova	1060	350	3
Terra Nova - Gander	790	335	3
Gander - Notre Dame	870	350	3
Notre Dame - Bishop's Falls	990	350	3
BISHOP'S FALLS SUBDIVISION			
Bishop's Falls - Gaff Topsail	915	350	3
Gaff Topsail - Kitty's Brook	725	310	3
Kitty's Brook - Corner Brook	890	350	3
PORT AUX BASQUES SUBDIVISION			
Corner Brook - Joyce	930	350	3
Joyce - Codroy Pond	730	310	3
Codroy Pond - 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.

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.

SYSTEM SPECIAL INSTRUCTIONS

Employees whose duties are in any way affected by the Time Table must have a copy of General Operating Instructions, Form 696 (DATED NOVEMBER 29th, 1987) accessible while on duty.

1.0 UNIFORM CODE OF OPERATING RULES

1.1 General Operating Instruction 2.10 is applicable on all subdivisions, except that crews on trains, (other than commuter trains) must sound engine whistle signal as prescribed by Rule 14(m)(1) one mile from flag stops indicated in the time table for their trains.

1.2 The following signal indication will apply in addition to those shown in the Uniform Code of Operating Rules only where authorized by subdivision footnotes, bulletins or train orders. Lights may be to either side of signal mast and number plates may be provided for the purpose of identifying location.

RULE	
285A	

NAME	INDICATION
Advance Approach Signal	Proceed, next signal is displaying Approach Signal, be prepared to stop at second signal.

1.3 Rule 290, as illustrated on page 112 of the Uniform Code of Operating Rules, Revision of 1962 is amended by providing for two additional aspects. These two additional aspects are illustrated below along with the four previous aspects.

RULE	
290	

NAME	INDICATION
Restricting Signal	Proceed at restricted speed.

2.0 MANUAL BLOCK SYSTEM (MBS)

The following special instructions are supplemental to Rule 323 and only apply on subdivisions or portions thereof specified in time table or special instructions. Wherever the words "train dispatcher" appear herein, they apply to the employee performing the duties.

2.1 In MBS territory there is no superiority of trains. An MBS clearance is the only authority for movement, except that the main track may be used within yard limits as prescribed by Rule 93. Trains will be designated as "extra" or "work extra" and will only display white lights in the application of Rule 21.

2.2 Train dispatcher will issue MBS clearances and MBS bulletins. When issuing an MBS clearance the train dispatcher must provide for protection against conflicting movements. All movements authorized by MBS clearance must be recorded on the train sheet. MBS clearances must show the number of each MBS bulletin, if any, affecting the train addressed, with other required information. MBS clearances and MBS bulletins must be repeated before being acted on, but do not become effective until "repeated" time has been given by the train dispatcher.

TerraTransport CN Subdivisions

1. Bishop's Falls
2. Carbonear
3. Clarenville
4. Port aux Basques
5. St. John's
6. Stephenville

