

Canadian Pacific

RAILWAY

Atlantic Region

SAINT JOHN DIVISION

TIME **19** TABLE

Taking Effect at 12.01 a.m. Sunday, April 28, 1968

GOVERNED BY EASTERN STANDARD TIME

FOR THE INFORMATION AND GUIDANCE OF EMPLOYEES ONLY

INSTILL ... ACHIEVE
ENDORSE ... MAINTAIN **SAFETY**

G. E. BENOIT,
VICE-PRESIDENT

A. M. HAND,
GENERAL MANAGER

J. B. MACPHERSON,
SUPERINTENDENT TRANSPORTATION

MEDICAL OFFICERS

DR. G. EARLE WIGHT, Chief of Medical Services
Room 501 Windsor Station, Montreal, Phone 861-6811
Residence: 4698 Upper Roslyn, Montreal, Que.

DR. H. B. PARLEE, New Brunswick Area Medical Officer
Residence: 19 Seely St., Saint John, Phone 692-3403
Office: 142 Charlotte St., Saint John, Phone 657-6390

NAME	PHONE	RESIDENCE
DR. J. P. McINERNEY.....	693-3487.....	36 Mecklenburg St..... Saint John
DR. L. H. FREEDMAN.....	657-5961.....	108 Waterloo St..... "
DR. LOUIS SIMON.....	693-1225.....	114 Carleton St..... "
DR. JOHN B. BEWICK.....	692-1311.....	115 Hazen St..... "
DR. K. A. BAIRD.....	672-8853.....	562 Dunn Ave..... "
DR. WILLIAM J. BAXTER.....	672-7510.....	649 Manawagonish Rd..... "
DR. R. M. PENDRIGH.....	694-2631.....	219 Guilford St..... "
DR. G. B. PEAT.....		Rothesay
DR. J. HUARD.....	583-2672.....	40 Frontenac St..... Megantic
DR. F. J. PRITHAM.....	695-2831.....	Greenville, Me.
DR. J. B. CURTIS.....	943-2256.....	Milo, Me.
DR. JOHN T. METCALF.....	943-2500.....	"
DR. CLAUDE B. BROWN.....	784-2518.....	McAdam
DR. MALCOLM E. MARGISON.....	328-2101.....	Woodstock
DR. THOMAS E. NUGENT.....	278-3777.....	Bath
DR. F. B. O'NEIL.....	273-3136.....	Perth Jct.
DR. EMMETT N. CORBIN.....	473-1563.....	Grand Falls
DR. M. P. BURLEY.....	339-6144.....	Chipman
DR. H. S. EVERETT.....	466-1799.....	St. Stephen
DR. ARTHUR D. VANWART.....	475-6521.....	835 Churchill Row..... Fredericton
DR. JOHN C. ACKER.....	454-5220.....	835 Churchill Row..... "
DR. F. A. McGRAND.....		Fredericton Jct.
DR. D. G. BLACK.....	245-2211.....	Digby, N.S.

SAINT JOHN DIVISION

Page	Subdivision	From	To	Miles
4—	Moosehead	Brownville Jct.	Megantic (not including Megantic)	117.1
6—	Mattawamkeag	McAdam	Brownville Jct. (Inc. 56.1 miles MEC. joint track)	105.1
8—	McAdam	Saint John	McAdam	84.4
10—	Fredericton	Fredericton Jct.	Fredericton	22.2
11—	West Saint John	Lancaster	West Saint John	3.4
12—	Shogomoc	McAdam	Aroostook	105.8
14—	Shore Line	Bay Shore	St. George	46.1
15—	St. Andrews	Watt	St. Andrews	27.5
15—	St. Stephen	McAdam	St. Stephen	33.9
15—		Milltown Jct.	Milltown	4.6
16—	Tobique	Perth Jct.	Plaster Rock	27.5
16—	Houlton	Debec Jct.	Houlton	8.0
17—	Edmundston	Aroostook	Edmundston (Incl. 27.4 miles C.N. joint track)	56.1
18—	Southampton	Southampton	Nackawic	9.4
18—	Gibson	Newburg	South Devon	59.0
20—	Minto	South Devon	Pennlyn	52.4
20—		Marysville Jct.	Marysville	2.8
20—		Mileage 31.1	Avon (Long Spur)	3.0
22—	Aroostook	Aroostook	Presque Isle	34.0
Total.....				802.3

H. E. POWELL,
Superintendent,
Saint John.

Dispatching Office at Saint John—Office Signal WS.

A. H. TEES,
Asst. Superintendent,
Saint John.

H. R. DELONG, Chief Train Dispatcher.

L. M. HATCHETTE, Night Chief Train Dispatcher.

C. M. BAIRD,
Asst. Superintendent,
Brownville Jct.

T. M. ARTES,
Asst. Superintendent,
Aroostook.

P. M. COUGLE,
R. G. FULTON,
F. G. SLATTERY,
J. H. WILCOX,
J. H. QUIGG,

D. A. NASON,
J. A. WEBB,
J. W. TURNER,
R. D. KELLY,
C. W. MacPHERSON.

} Train Dispatchers

WESTWARD TRAINS—INFERIOR DIRECTION

SECOND CLASS

FIRST CLASS

			981	949			41	
			Freight Daily	Freight Daily			Psgr. Daily	Miles from Brownville Jct.
			AM 11.15	AM 5.40			PM 11.45	.0
			11.45	6.10			11.59	8.5
			11.52	6.17			AM 12.06	13.2
								14.5
			PM 12.08	6.35			12.20	17.7
			12.23	6.50			12.31	21.2
			12.45	7.05			S 12.42	26.5
			12.53	7.12			12.49	33.4
			1.01	7.19			12.57	38.2
			1.14	7.30			1.07	44.2
			1.22	7.36			1.13	51.7
			1.29	7.45			1.19	55.7
			1.37	7.53			1.25	60.4
			S 2.35	S 8.25			S 1.38	65.1
								73.6
								78.7
								84.7
			2.55	8.45			1.58	86.3
								94.9
			3.40	9.45			2.35	97.7
			3.55	10.00			2.49	101.9
			4.05	10.10				111.0
			PM	AM			3.00	116.5
							AM	117.1
			Daily	Daily			Daily	
			981	949			41	

MOOSEHEAD SUBDIVISION

STATIONS

Miles from Brownville Jct.

Train Order Office Signals
Car Capacity Sidings

ABS

.....	BROWNVILLE JCT.....	KWZ	Y D	Yard
8.5	BARNARD			60
4.7	BENSON			60
1.3	MOORE'S CAMP			NIL
3.2	ONAWA			NIL
3.5	BODFISH			60
5.3	MORKILL			60
6.9	GREENVILLE	VZ	G V	56
4.8	SQUAW BROOK			60
6.0	MOOSEHEAD			60
7.5	TARRATINE			52
4.0	BRASSUA			60
4.7	MACKAMP			60
4.7	LONG POND			70
8.5	JACKMAN	VZ	M R	N110 S97
5.1	ATTEAN			NIL
6.0	BOSTON RANCH			NIL
1.6	HOLEB		Z	120
8.6	SKINNER			NIL
2.8	LOWELLTOWN			NIL
9.1	BOUNDARY			140
5.5	DITCHFIELD			49
0.6	AGNES			NIL
0.6	MEGANTIC	CKVWZ	G C	Yard

Rule 93a applies.
Rules 41 and 44 apply between Boundary and Brownville Jct.

MOOSEHEAD SUBDIVISION FOOTNOTES

Except when weather or other conditions prevent proper running inspection, Special Instruction "C" is amended to read 75 miles on this subdivision.

Jct. with Q.C.R. at Megantic—ABS.

Maximum speeds unless otherwise restricted—M.P.H.

Passenger trains (including R.D.C. units)..... 75

Permanent Slow Orders

Permissible Speed Miles per Hour

Mileage	Location	Passenger Trains	Freight and Mixed Trains
0.0 to 5.0	On curves.....	50	—
5.0 to 7.0	On curves.....	45	—
7.0 to 16.0	On curves.....	50	—
16.0 to 16.9	On curves.....	45	—
16.9 to 17.1	On curves.....	35	35
17.1 to 21.0	On curves.....	45	—
21.0 to 21.3	On curves.....	40	40
21.3 to 21.6	On curves.....	35	35
21.6 to 23.0	Through Rock Cuts.....	20	20
23.0 to 24.7	On curves.....	35	35

Permanent Slow Orders

Permissible Speed Miles per Hour

Mileage	Location	Passenger Trains	Freight and Mixed Trains
24.7 to 36.0	On curves.....	40	40
36.0 to 41.0	On curves.....	60	—
41.0 to 43.0	On curves.....	45	—
43.0 to 49.0	On curves.....	70	—
49.0 to 53.3	On curves.....	50	—
53.3 to 53.7	On curves.....	45	—
53.7 to 73.6	On curves.....	50	—
73.6	First crossing west of Jackman station.....	★30	★30
73.6 to 89.0	On curves.....	50	—
89.0 to 94.7	On curves.....	45	—
94.7 to 108.0	On curves.....	35	35
108.0 to 111.0	On curves.....	45	—
111.0 to 116.0	On curves.....	50	—
116.0 to 116.7	On curves.....	35	35
116.7	Agnes Street Crossing.....	★25	★25
116.7 to 117.1	On curves.....	35	35
117.1	Frontenac Street Crossing.....	★10	★10

★ Until crossing is fully occupied.

Continued on page 5

MOOSEHEAD SUBDIVISION				EASTWARD TRAINS—SUPERIOR DIRECTION									
				STATIONS	Train Order Office Signals	Car Capacity Sidings	FIRST CLASS	SECOND CLASS		FOURTH CLASS			
							4 2 Psgr. Daily	9 5 2 Freight Daily	8 2 Freight Daily	8 4 Freight Daily	8 6 Freight Daily	9 0 8 Freight Daily	
Miles from Brownville Jct.				AM	PM	AM	PM	PM	AM				
.0	BROWNVILLE JCT. KWZ	Y D	Yard	2:30	1:10	9:30	12:05	10:35	2:45				
8.5	BARNARD.		60	2:17	12:56	9:14	11:45	10:15	2:32				
13.2	BENSON.		60	2:10	12:49	9:07	11:25	10:03	2:25				
14.5	MOORE'S CAMP.		NIL										
17.7	ONAWA.		NIL										
21.2	BODFISH.		60	1:56	12:34	8:52	11:10	9:43	2:10				
26.5	MORKILL.		60	1:45	12:23	8:41	10:59	9:32	2:00				
33.4	V. GREENVILLE. VZ	G V	56	S 1:33	12:11	S 8:29	10:47	9:16	1:47				
38.2	SQUAW BROOK.		60	1:26	12:04	8:12	10:40	9:06	1:40				
44.2	MOOSEHEAD.		60	1:18	11:56	7:55	10:32	8:56	1:33				
51.7	TARRATINE.		52	1:07	11:45	7:42	10:21	8:44	1:22				
55.7	BRASSUA.		60	12:58	11:38	7:36	10:14	8:37	1:13				
60.4	MACKAMP.		60	12:52	11:31	7:25	10:07	8:30	1:07				
65.1	LONG POND.		70	12:46	11:23	7:15	10:00	8:23	1:00				
73.6	V. JACKMAN. VZ	M R	N110 S97	S 12:35	S 11:10	S 7:00	S 9:45	S 8:10	S 12:45 12:01 AM				
78.7	ATTEAN.		NIL										
84.7	BOSTON RANCH.		NIL										
86.3	HOLEB. Z		120	12:12 AM	10:14	6:10	8:45	7:15	11:35				
94.9	SKINNER.		NIL										
97.7	LOWELL TOWN.		NIL										
101.9	BOUNDARY.		140	11:47	9:45	5:40	8:15	6:47	11:05				
111.0	DITCHFIELD.		49	11:31	9:20	5:15	7:50	6:20	10:40				
116.5	AGNES.		NIL										
117.1	V. MEGANTIC. CKVWZ	G C	Yard	11:20 PM	9:05 AM	5:00 AM	7:30 AM	6:00 PM	10:25 PM				
Rule 93a applies. Rules 41 and 44 apply between Boundary and Brownville Jct.				Daily	Daily	Daily	Daily	Daily	Daily				
				4 2	9 5 2	8 2	8 4	8 6	9 0 8				

MOOSEHEAD SUBDIVISION FOOTNOTES—Continued

Movements on Greenville spur must be protected by a member of the crew before passing over main road crossing (West Street) and over Village Street crossing, Greenville.

Movements over Agnes Street crossing just East of Bridge at Megantic, except on main track, must be protected by a member of the crew.

All switching movements over Frontenac St., Megantic, must be protected by a member of the crew.

DS-10 a, b, c, d, e, h and j class switchers must not exceed twenty-five miles per hour.

Spring switch located at West end of Brownville Jct. yard.

Yard limits at Megantic extend to yard limit sign East of Agnes, mileage 115.7.

To prevent excessive operation of crossing protection at Jackman, mileage 73.65, westward freight trains must stop east of "STOP SIGN" erected on station. Engines of westward freight trains must be east of "STOP SIGN" before proceeding and must not exceed five miles per hour until crossing is fully occupied. Movements on siding and business track must be protected by a member of the crew.

No. 949 due to arrive Megantic 10.25 a.m. daily.

No. 981 due to arrive Megantic 4.45 p.m. daily.

Mountain spur track, Greenville spur, must not be used for storing cars, but may be used for switching purposes only.

Special instruction K applies on this subdivision.

WESTWARD TRAINS— INFERIOR DIRECTION			Miles from McAdam	MATTAWAMKEAG SUBDIVISION			EASTWARD TRAINS— SUPERIOR DIRECTION				
SECOND CLASS		FIRST CLASS		STATIONS	Train Order Office Signals	Car Capacity Sidings	FIRST CLASS	SECOND CLASS	FOURTH CLASS		
981 Freight Daily	949 Freight Daily	41 Psgr. Daily					42 Psgr. Daily	952 Freight Daily	74 Freight Daily	908 Freight Daily	78 Freight Daily
		PM 9.05	.0	.....McADAM..CKVWYZ	M A	Yard	AM 5.15				
		9.09	2.2	.....BURPEE.....Z		Nil	5.08				
		S 9.15	5.9	.....VANCEBORO.....BWZ Jct. M.E.C. Rd.	B Y	Nil	S 5.00				
		PM	10.9	5.0.....LAMBERT LAKE.....		62	AM				
			15.0	4.1.....TODD'S FARM.....		54					
			18.1	3.1.....TOMAH.....		Nil					
			22.4	4.3.....FOREST.....		54					
			27.0	4.6.....EATON.....		54					
			32.0	5.0.....DANFORTH.....	D F	54					
			36.9	4.9.....CHEROKEE.....		55					
			41.3	4.4.....BANCROFT.....		53					
			44.4	3.1.....WYTOFITLOCK.....		65					
			50.8	6.4.....DREW.....		Nil					
			53.7	2.9.....KINGMAN.....		55					
			58.3	4.6.....GORDON.....		55					
		PM		3.7			AM				
AM	AM	S 10.40	62.0	.....MATTAWAMKEAG...RZ Jct. M.E.C. Rd.	A	Nil	S 3.35	PM	AM	AM	PM
7.55	3.50	10.42	63.1	1.1.....KIRBY.....		105	3.33	3.05	2.15	5.20	3.15
8.17	4.09	10.53	75.6	12.5.....WOODARD.....		58	3.20	2.47	1.57	5.00	2.57
8.25	4.15	10.59	79.5	3.9.....GILFORD.....		54	3.16	2.41	1.50	4.54	2.50
8.50	4.33	11.13	89.8	10.3.....HARDY POND.....		140	3.02	2.25	1.32	4.33	2.32
9.05	4.49	11.27	100.2	10.4.....KNIGHTS.....		58	2.48	2.10	1.15	4.10	2.15
9.15 AM	5.00 AM	11.35 PM	105.1	4.9.....BROWNVILLE JCT..KWZ	YD	Yard	2.40 AM	1.55 PM	1.00 AM	3.55 AM	2.00 PM
Daily	Daily	Daily		Rule 93a applies. Rules 41 and 44 apply between west switch Kirby and Brownville Jct.			Daily	Daily	Daily	Daily	Daily
981	949	41					42	952	74	908	78

MATTAWAMKEAG SUBDIVISION FOOTNOTES ON PAGE 7

MATTAWAMKEAG SUBDIVISION FOOTNOTES

Rules 263 to 273 apply between Signal 07—Dwarf signal 07B West of McAdam Station and Signal 58 East of Vanceboro station. Trains will run to the right through Burpee.

Rules 263 to 273, except Rule 269, apply between MEC Westward Interlocking Signal located 400 feet East of Mattawamkeag River Bridge and CPR Signal 638 at West switch, Kirby.

Except when weather or other conditions prevent proper running inspection, Special Instruction "C" is amended to read 65 miles on this subdivision.

Spring switch located at west end of Burpee, mileage 2.6. Providing signal indication authorizes, speed of trailing movements through spring switch must not exceed twenty miles per hour until leading wheels of movement have passed through the switch, after which speed is to be in accordance with that authorized by the signal indication.

Maine Central Rules and timetable govern between Mattawamkeag and Vanceboro.

Westward trains must obtain Clearance at Mattawamkeag, and may leave Kirby without Clearance.

All trains may register at Mattawamkeag by register ticket.

Eastward trains may leave Vanceboro without clearance when no operator on duty. Rule 268 applies.

Yard limits at Mattawamkeag extend to yard limit sign West of Kirby, mileage 64.6.

Jet. with Shogomoc and McAdam Subs. at McAdam—ABS.

Jet. with MEC at Vanceboro—ABS.

Jet. with MEC at Mattawamkeag—Interlocking.

Maine Central Railroad Company between Vanceboro and Mattawamkeag permits movement of all cranes of a capacity up to 250 tons and maximum gross weights of 256,000 lbs. on 4 axles or 386,000 lbs. on 6 axles at a speed not exceeding 30 miles per hour.

Maximum speeds unless otherwise restricted—M.P.H.

Passenger trains (including R.D.C. units) 75

<u>Permanent Slow Orders</u>		<u>Permissible Speed Miles per Hour</u>	
<u>Mileage</u>	<u>Location</u>	<u>Passenger Trains</u>	<u>Freight and Mixed Trains</u>
0.0 to 5.6	On curves	50	—
5.6 to 5.9	Road Crossings Eastward..	★ 6	★ 6
5.6 to 5.9	Road Crossings Westward.	★10	★10
62.0 to 62.4	Between Station and West End of Track 16	20	20
62.4 to 63.0	On curves	50	—
63.0 to 84.0	On curves	70	—
84.0 to 92.0	On curves	50	—
92.0 to 98.0	On curves	45	—
98.0 to 102.0	On curves	55	—
102.0 to 104.5	On curves	50	—
104.5 to 105.1	. . . . .	30	30

★Until crossing is fully occupied.

DS-10a, b, c, d, e, h and j class switchers must not exceed twenty five miles per hour.

Spring switches located West end of McAdam yard and East and West end of Burpee.

- No. 949 due to leave McAdam 1.10 a.m. Daily.
- No. 981 due to leave McAdam 5.00 a.m. Daily.
- No. 952 due to arrive McAdam 5.45 p.m. Daily.
- No. 908 due to arrive McAdam 8.10 a.m. Daily.
- No. 74 due to arrive McAdam 5.00 a.m. Daily.
- No. 78 due to arrive McAdam 6.15 p.m. Daily.

The time of Westward Second Class Trains at Brownville Jct. applies at East switch of east yard commonly known as Siberia.

Special instruction "K" applies on this subdivision.

WESTWARD TRAINS—INFERIOR DIRECTION				Miles from Saint John	McADAM SUBDIVISION					EASTWARD TRAINS—SUPERIOR DIRECTION				
SECOND CLASS		FIRST CLASS			STATIONS	Train Order Office Signals	Car Capacity Sidings	FIRST CLASS	SECOND CLASS	FOURTH CLASS				
	949	41						42	952	60	64	908	724	68
	Freight Daily	Psgr. Daily					Psgr. Daily	Freight Daily	Freight Daily ex. Sun.	Freight Daily	Freight Daily	C.N.R. Freight Mon. Wed. Fri.	Freight Daily	
	PM	PM 6.45	.0	..... SAINT JOHN..... KZ	V R	Yard	AM 7.50						
	9.15 S	6.51	2.2	..... LANCASTER..... K	W	Yard	S 7.40	PM 11.30		AM 10.30	PM 1.10	PM 3.55	PM 9.05
	9.27	7.03	9.9	Jct. West Saint John Sub. 7.7										
	9.33	7.09	14.0	..... GRAND BAY.....		42	7.28	11.06		10.15	12.54	3.36	8.52
				..... WESTFIELD BEACH..... R		45	★ 7.22	10.58		10.07	12.46	★ 3.30	8.44
				Jct. C.N.R. 5.8										
			19.8	..... BLAGDON.....		Nil							
	9.47	7.21	23.8	..... WELSFORD.....		120	7.08	10.40					
	9.53	7.26	28.2	..... CLARENDON.....		41	7.02	10.32		9.51	12.30		8.29
	9.58	7.30	31.7	..... WIRRAL.....		42	6.58	10.20		9.45	12.23		8.22
	10.02	7.33	34.2	..... ENNISKILLEN.....		42	6.55	10.14		9.40	12.17		8.17
	10.06	7.36	36.9	..... HOYT.....		43	★ 6.52	10.06		9.36	12.12		8.12
	10.14	7.40	41.5	..... BAILEY.....		43	6.44	9.59		9.32	12.08		8.07
	10.20 S	7.50	44.4	V..... FREDERICTON JCT..... KVVZ	H	110	S 6.40	9.55	AM 2.20	9.25	12.01 PM		8.00	
			47.7	Jct. Fredericton Sub. 3.3						9.20	11.55		7.50	
				..... TRACY.....		Nil							
	10.48	7.59	51.7	..... VESPRE.....		60	6.21	9.35	2.06	8.58	11.30		7.24
	10.58	8.03	55.2	..... ROOTH.....		57	6.16	9.29	2.00	8.52	11.23		7.17
			59.6	..... CORK.....		Nil							
	11.20 S	8.13	65.1	..... HARVEY..... Z	R K	140	S 6.05	9.15	1.45	8.36	11.07		7.01
			70.9	..... PRINCE WILLIAM.....		Nil							
	11.35	8.30	75.2	..... MAGAGUADAVIC.....		45	5.51	9.00	1.25	8.20	10.50		6.45
	11.55 PM	8.45 PM	84.4	V..... McADAM..... CKWYZ	M A	Yard	5.40 AM	8.45 PM	1.10 AM	8.00 AM	10.30 AM		6.30 PM	
	Daily	Daily					Daily	Daily	Daily ex. Sun.	Daily	Daily	Mon. Wed. Fri.	Daily	
	949	41					42	952	60	64	908	724	68	

Rule 93a applies between McAdam and Lancaster

BAY OF FUNDY S. S. SERVICE

S. S. PRINCESS OF ACADIA
DAILY EXCEPT SUNDAY

Leave Saint John 9 45 a.m. Atlantic
Arrive Digby 12.30 p.m. Standard
Leave Digby 4.00 p.m. Time
Arrive Saint John 6.45 p.m.

11 Sunday trips will operate on same schedule June 23rd to September 1st, Inclusive.

McADAM SUBDIVISION FOOTNOTES ON PAGE 9

McADAM SUBDIVISION FOOTNOTES

Rules 263-273 apply between Signal 07, Dwarf Signal 07B, West of Saint John Station, and Signal 20, East of Lancaster Station.

Special instruction "D" applies at the following switches mileages 0.90, 1.23, 1.40, 1.59.

A pusher engine from Saint John which is to return must proceed West of sign reading "End of Circuit Bentley Street" and then be governed by indication displayed by Signal 14.

Signal 01 located to left of main track 600 feet West of Mill Street, Saint John. Trains or engines must not leave Saint John Station for Lancaster until this Signal displays APPROACH SLOW indication. If the Signal indicates STOP AND PROCEED, communicate with Operator at Lancaster and, upon receiving advice that there is NO CONFLICTING TRAIN MOVEMENT, proceed at restricted speed to Signal 07B.

Eastward trains for Saint John must remain clear of East cross-over at Lancaster when Signal 20 indicates STOP.

Except when weather or other conditions prevent proper running inspection, Special Instruction "C" is amended to read 65 miles on this subdivision.

All trains may register at Lancaster by register ticket.

Movements over highway crossing at Church Avenue, Lancaster, mileage 2.8 except on main track, must be protected by a member of the crew.

Yard limits Saint John extend to yard limit sign located West of Lancaster, mileage 5.43.

Jct. with CNR Westfield Beach—ABS.

Jct. with West Saint John Sub. at Lancaster—Interlocking.

Jct. with Shogomoc and Mattawamkeag Subs. at McAdam—ABS.

Jct. with Fredericton Sub. at Fredericton Jct.—ABS.

Signal located 748 feet West of West face of Viaduct, Mill Street, Saint John, controls Eastward trains enroute to Saint John station. When top arm is displayed at 45 degrees above the horizontal, or a yellow light at night, trains will proceed to station tracks at restricted speed.

Switching movements by Westward trains in spur track, mileage 1.44, must not extend beyond signboard located 300 feet West of the switch.

Movements over highway crossing at Grand Bay, mileage 9.94, Welsford, mileage 24.0 and Harvey, mileage 65.1, except on main track, must be protected by a member of the crew.

Spring switch located at East end of McAdam yard.

Eastward trains approaching public crossing at grade, mileage 83.76, must not exceed thirty-five miles per hour until crossing is fully occupied. (B.T.C. Order 56943).

★Westfield Beach is a register station for No. 42 and No. 724 only. No. 42 will register at this station Monday, Wednesday and Friday only.

Engine arriving Westfield Beach on C.N.R. No. 724 may assume schedule of No. 724 on McAdam Subdivision and may leave Westfield Beach without clearance.

No. 724 due to arrive Saint John 4.10 p.m. Monday, Wednesday and Friday.

No. 724 must not exceed twenty-five miles per hour.

★No. 42 will stop at Westfield Beach to detrain revenue passengers from points beyond McAdam.

★No. 42 will stop at Hoyt daily except Sunday to load milk.

The position of north wye track switch at Fredericton Jct. is normal when set for the west leg of the wye.

Fredericton Jct. is a register station for trains originating and terminating only.

The time of No. 60 at Fredericton Jct. applies at the west wye switch.

DS 10 a, b, c, d, e, h and j class switchers must not exceed twenty-five miles per hour.

Maximum speeds unless otherwise restricted—M.P.H.

Passenger trains (other).....	89
Passenger trains (RDC Units).....	90

Permanent Slow Orders		Permissible Speed	
		Miles per Hour	
Mileage	Location	Passenger Trains	Freight and Mixed Trains
0.0 to 0.4	.....	20	20
0.4	Acadia Street.....	★20	★20
0.4 to 1.4	On curves.....	35	35
1.4 to 2.2	Road Crossings.....	★10	★10
2.2 to 3.0	On curves.....	25	25
3.0 to 24.0	On curves.....	50	—
24.0 to 27.0	On curves.....	55	—
27.0 to 35.0	On curves.....	65	—
35.0 to 43.0	On curves.....	80	—
43.0 to 49.0	On curves.....	55	—
49.0 to 64.0	On curves.....	70	—
64.0 to 67.0	On curves.....	45	—
67.0 to 74.0	On curves.....	80	—
74.0 to 77.0	On curves.....	55	—
77.0 to 83.0	On curves.....	75	—
83.0 to 84.4	On curves.....	35	35

★Until crossing is fully occupied.

NORTHWARD TRAINS— INFERIOR DIRECTION				Miles from Fredericton Jct.	FREDERICTON SUBDIVISION			Train Order Office Signals	Car Capacity Sidings	SOUTHWARD TRAINS— SUPERIOR DIRECTION			
FOURTH CLASS					STATIONS	FOURTH CLASS							
60 Freight Daily ex. Sun.						61 Freight Daily ex. Sun.							
AM									PM				
2.40				.0	FREDERICTON JCT. KYZ	H	Yard		5.50				
2.58				8.2	8.2 RUSAGONIS		35		5.32				
3.06				12.1	3.9 WAASIS		35		5.24				
3.18				18.8	6.7 DOAK		54		5.10				
3.30 AM				22.2	3.4 FREDERICTON KYZ	R S	Yard		5.00 PM				
Daily ex. Sun.					Rule 93a applies. Rules 41 and 44 apply. Rule 45 applies between mileages 20 and 21.5. Rule 105a does not apply.				Daily ex. Sun.				
60									61				

FREDERICTON SUBDIVISION FOOTNOTES

Rule 14L does not apply within that part of the City of Fredericton South of the Saint John River between the Eastern boundary of University Avenue, Mileage 21.5 and 790 feet North of Fredericton Station. (BTC Order 125000).

C.N.R. time table governs on C.N.R. tracks, Fredericton yard.

All trains and engines must not exceed five miles per hour on both legs of wye at Fredericton and Fredericton Jct.

The position of north wye track switch at Fredericton Jct. is normal when set for the west leg of the wye.

DS 10 a, b, c, d, e, h and j class switchers must not exceed twenty-five miles per hour.

Crossing protection signals at Regent street mileage 21.9 must be operated by a member of the crew when movements are made over freight shed tracks. Boxes locked with switch locks are marked "Switch in box for manual operation" located on posts each side of crossing to be opened and push-button marked "START" pushed; to stop, press push-button marked "STOP". If push-button is used for main track movements, "STOP" button must be pressed after movement has been made. Cars must not be left standing on any track within 100 feet of this crossing or any portion of train purposely left on freight shed track circuits to keep signals operating.

Yard limits Fredericton extend to yard limit sign South of Doak, mileage 17.75.

Maximum speeds unless otherwise restricted—MPH
Passenger Trains (including RDC units) 40

Mileage	Permanent Slow Orders Location	Permissible Speed
		Miles per Hour All Trains
0.0 to 1.0	On curves	25
20.69	Approaching within 1,000 feet and passing Dunn Road crossing	★25
21.20	Approaching within 1,000 feet and passing Forest Hill Road crossing	★25
21.5	University Ave. crossing	★10
21.9	Regent Street crossing	★10

★ Until crossing is fully occupied.

B.T.C. Order 123253 Dunn Road crossing—Forest Hill Road crossing.

Special instruction "K" applies at
WAASIS Mileage 12.1
DOAK Mileage 18.8

WESTWARD TRAINS	Miles from Lancaster	WEST SAINT JOHN SUBDIVISION			Train Order Office Signals	Car Capacity Sidings	EASTWARD TRAINS
		STATIONS					
NO REGULAR SERVICE	3.4	Two Tracks	1.7	WEST SAINT JOHN.....Z	.....	Yard	NO REGULAR SERVICE
	1.7		1.7	BAY SHORE.....KWZ	J O	Yard	
	.0		1.7	Jct. Shore Line Sub. LANCASTER.....K	W	Yard	

WEST SAINT JOHN SUBDIVISION FOOTNOTES

Automatic crossing protection at Main Street and Raynes Avenue, Lancaster. Dwarf signals controlling movements of trains and engines over these crossings are controlled by operator in Lancaster station and when these signals display "STOP" indications instructions may be obtained from operator in Lancaster station by contacting him by telephone located at either of the dwarf signals.

Unless authorized by Form "R" train order or by the yardmaster, movements against the current of traffic must not be made within yard limits.

Yard limits West Saint John extend to yard limit sign West of Lancaster, mileage 5.43, McAdam Subdivision.

Jct. with McAdam Sub. at Lancaster--Interlocking.

Spring switch located at end of two tracks, Lancaster.

Maximum speeds unless otherwise restricted—MPH
 Passenger Trains (including RDC units)..... 25

<u>Permanent Slow Orders</u>		<u>Permissible Speed</u>
<u>Mileage</u>	<u>Location</u>	<u>Miles per Hour</u>
		<u>All Trains</u>
0.0 to 0.2	.....	10
0.2	Union Point Crossing.....	★10
0.26	Main Street Crossing.....	★10
0.79	Sherbrooke Street Crossing..	★20
0.98	Sand Cove Road Crossing...	★10
1.5 to 1.9	.....	10
2.9 to 3.4	.....	10
3.04	All tracks St. John Street Crossing.....	★ 5

★Until crossing is fully occupied.

NORTHWARD TRAINS INFERIOR DIRECTION			Miles from McAdam	SHOGOMOC SUBDIVISION		Train Order Office Signals	Car Capacity Sidings	SOUTHWARD TRAINS—SUPERIOR DIRECTION				
FOURTH CLASS	THIRD CLASS	SECOND CLASS		STATIONS				THIRD CLASS	FOURTH CLASS			
72 Freight Daily ex. Sun.	80 Freight Daily	983 Freight Daily ex. Sun. and Mon.		73 Freight Daily ex. Sun.	79 Freight Daily ex. Sun.			54 Freight Daily ex. Sun.	56 Freight Daily ex. Sun.	58 Freight Daily ex. Sun.		
		AM 3.30	0	McADAM.....CKVWYZ	M A	Yard				PM 1.40	PM 6.10	PM 10.30
		3.45	6.7	COTTRELL.....		34				1.22	5.52	10.14
		3.51	10.1	SUGAR BROOK.....		33				1.11	5.41	10.06
			13.1	CAIRDS.....		Nil						
		4.01	16.3	DEER LAKE.....		46				12.55	5.25	9.55
		4.11	22.5	CANTERBURY.....Z	B Y	60				12.40	5.10	9.41
			23.7	MARNE.....		Nil						
		4.19	27.1	SCOTT.....		34				12.27	4.57	9.31
		4.28	33.1	BENTON.....		39				12.15 PM	4.45	9.20
			36.6	OAK.....		Nil						
			38.6	WICKHAM.....		Nil						
		4.40	40.4	DEBEC JCT.....PRYZ		33				11.55	4.25	9.02
				Jct. Houlton Sub.								
		4.51	46.8	DIBBLEE.....		33				11.28	3.58	8.43
			49.2	VALLEY.....P		Nil						
	AM			Jct. C.N.R.								
	6.00	5.30	51.1	WOODSTOCK.....KZ	R X	36		AM	8.30	11.10	3.40	8.25
	6.08		53.5	UPPER WOODSTOCK.....		Nil		8.23				
	6.12	5.38	54.9	PHILLIPS.....		34		8.18	10.35	3.05	7.53	
	6.15	5.39	55.3	NEWBURG.....PRZ		Nil		8.15	10.33	3.03	7.50	
	AM			Jct. Gibson Sub.								
			62.4	DEEP CREEK.....		Nil						
		6.00	64.1	HARTLAND.....Z	H D	61				10.15	2.45	7.32
			66.7	HALE.....		Nil						
			68.3	PEEL.....		Nil						
		6.16	70.2	STICKNEY.....Z		33				10.02	2.32	7.18
		6.29	74.9	FLORENCEVILLE.....Z	Q T	29				9.50	2.20	7.08
		6.35	78.1	BRISTOL.....Z	K I	25				9.44	2.14	7.02
		6.41	81.1	BATH.....Z	B	63				9.38	2.08	6.56
		6.50	86.1	BEECHWOOD.....		26				9.28	1.58	6.46
		6.53	88.1	UPPER KENT.....Z	U K	34				9.23	1.53	6.41
			89.9	RIVER DE CHUTE.....		Nil						
		7.01	93.0	KILBURN.....		28				9.08	1.38	6.32
	PM	7.07	96.8	INMAN.....		29				8.55	1.25	6.23
	12.45	7.15	100.2	PERTH JCT.....RZ	R H	48		AM	7.15	8.47	1.17	6.15
				Jct. Tobique Sub.								
	12.50	7.20	101.5	ANDOVER.....		26		7.09	8.41	1.11	6.09	
	1.00	7.30	105.8	AROOSTOOK.....CKWZ	C N	Yard		7.00	8.30	1.00	6.00	
	PM	AM						AM	AM	PM	PM	
Daily ex. Sun.	Daily	Daily ex. Sun. and Mon.						Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.
72	80	983						73	79	54	56	58

Rule 93a applies.
Rules 41 and 44 apply.

SHOGOMOC SUBDIVISION FOOTNOTES

Except when weather or other conditions prevent proper running inspection, Special Instruction "C" is amended to read 75 miles on this subdivision.

Perth Jct. is register station for Nos. 73 and 72 only.
Newburg is register station for trains to and from Gibson Subdivision only.

Woodstock is register station for second class trains and for trains originating and terminating only.

Second class trains may register at Woodstock by register ticket when operator on duty.

Debec Jct. is register station for trains to and from Houlton Subdivision only.

Conductors of trains to the CNR at Valley must report by telephone to the train dispatcher at Saint John when their trains are clear of CPR tracks and trains from the CNR must not leave Valley without first receiving permission to do so from the train dispatcher.

SHOGOMOC SUBDIVISION FOOTNOTES—Continued

Conductors of trains to and from Gibson Subdivision must report their arrival at Newburg by telephone to the train dispatcher at Saint John. Trains from the Gibson subdivision must not leave Newburg without first receiving permission to do so from the train dispatcher.

Jct. with McAdam Sub. at McAdam—ABS.

ABS—SOUTHWARD—Continuous from Block End Sign, mileage 0.4.

NORTHWARD—From mileage .0 to Block End Sign, mileage 0.4.

Yard limits Perth Jct. extend to yard limit sign North of Andover, mileage 101.94.

Yard limits Newburg extend to yard limit sign South of Phillips, mileage 54.18.

Yard limits Woodstock extend from yard limit sign located at Mileage 53.82 to yard limit sign located at Mileage 49.12.

RESTRICTIONS

Diesel Units:—

Except DS-6 Mile	44.3 to 46.5	} 45 mph
	55.6 to 63.7	
	105.3 to 105.8	
DRS-24, DRF-30 on Bridges	2.3, 53.7	20 mph
DS-10 a to e, h, j		35 mph

Cars:—

Over 203,000 to 220,000 lbs gross weight each, 30 mph on Bridge 2.3.

Over 220,000 to 263,000 lbs gross weight each, 10 mph on Bridges 2.3, 53.7, 20 mph on Bridges 54.0, 78.6.

Over 189,000 to 220,000 (ore) lbs gross weight each, 10 mph on Bridges 53.7, 78.6.

Crane and Auxiliary:—

200 to 250 tons capacity	}	5 mph on Bridges 2.3, 53.7, 78.6.
		10 mph on Bridge 78.0.
		20 mph on Bridges 51.5, 54.0, 70.45, 98.9.

100 to 160 tons capacity 20 mph on Bridges 2.3, 53.7, 54.0, 78.0, 78.6.

Combination Crane-Pile Driver:—

30 or 31 tons capacity, 20 mph on Bridges 2.3, 53.7, 54.0, 78.0, 78.6.

Switch leading to siding extension at north end of siding Stiekney, is to be left set for movement from siding to main track. When in this position yellow light and target will so indicate.

To prevent excessive operation of crossing protection at Hartland, mileage 64.14, by northward trains, a member of the crew must push button marked "STOP" located in box mounted on north wall of station. When train is ready to proceed northward a member of the crew must push button marked "START" and wait TWENTY SECONDS before proceeding.

To prevent excessive operation of crossing protection at Bath, Mileage 81.07, all trains, except passenger trains, occupying the operating circuit of this protection in excess of 5 minutes must use cut-out to prevent unnecessary operation of crossing protection. Manual control box for Northward trains located on post at Southwest corner of crossing and for Southward trains on South end of instrument case at station platform. Open proper box and push button marked "STOP" to stop crossing protection from operating; push button marked "START" and wait TWENTY SECONDS before proceeding. Trains must be clear of insulated joints painted yellow on either side of crossing for cut-out to be effective as crossing protection will operate regardless when track is occupied between insulated joints on any track at the crossing. Cars must be left clear of insulated joints on siding.

Crossing protection manual cut-out located in box on station at Bristol must be used when Southward trains remain on main track, North of South siding switch, in excess of 5 minutes.

To prevent excessive operation of crossing protection at Canterbury, mileage 22.43 by Southward trains, a member of the crew must push button marked "STOP" located in box mounted on south wall of station. When train is ready to proceed Southward, a member of the crew must push button marked "START" and wait TWENTY SECONDS before proceeding.

To prevent excessive operation of crossing protection at Andover, mileage 101.46, by northward trains, a member of the crew must push button marked "STOP" located in box mounted on instrument case at crossing. When train is ready to proceed northward a member of the crew must push button marked "START" and wait TWENTY SECONDS before proceeding.

On Hartland Industrial spur, located at mileage 63.18, No. 1 derail is located 493 feet, and No. 2 derail is located 1,900 feet from main track switch. When switching above No. 2 derail, it must be placed in derailing position. Switch to No. 1 spur track, when not in use, must be left lined for spur track. Movements must not exceed 10 miles per hour.

Special instruction "K" applies at:—

Cottrell.....	Mileage 6.7.
Sugar Brook.....	Mileage 10.1.
Benton.....	Mileage 33.1.
Dibblee.....	Mileage 46.8.

Maximum speeds unless otherwise restricted—M.P.H.

Passenger trains (including RDC units).....		40
		Permissible Speed
		Miles per Hour
		<u>All Trains</u>
Permanent Slow Orders		
<u>Mileage</u>	<u>Location</u>	
0.0	At Jct. Switch with McAdam Subdivision at McAdam...	15
39.5 to 41.0	On curves.....	35
50.0 to 50.6	On curves.....	20
50.6	Public Crossing.....	★15
50.6 to 51.2	On curves.....	20
51.2	Public Crossing.....	★ 8
51.2 to 51.4	On curves.....	20
51.4	Public Crossing.....	★ 5
51.4 to 51.5	On curves.....	20
51.6	Public Crossing.....	★ 8
51.6 to 51.7	On curves.....	20
51.7 to 53.5	On curves.....	35
53.5 to 54.2	On curves.....	10
57.8 to 59.0	Mud and Rock cuts.....	20
64.0 to 64.1	On curves.....	25
64.1	Public Crossing.....	★10
64.1 to 64.2	On curves.....	25
64.2	Public Crossing.....	★10
64.2 to 64.5	On curves.....	25
77.9 to 79.0	On curves.....	30
81.1	Public Crossing.....	★30
97.0 to 100.2	On curves.....	35
100.2 to 100.4	On curves.....	10
100.4	Public Crossing.....	★ 4
100.4 to 100.6	On Bridge.....	10
100.6	Public Crossing.....	★10
100.6 to 100.8	On curves.....	10

★Until crossing is fully occupied.

All movements over Harvey Road Crossing mileage 0.59, and over Highway Crossings, Mileages 51.40, 51.62, 64.14, 81.07, 88.1 and 101.5, except on main track, must be protected by a member of the crew.

Automatic protection at highway crossing, Mileage 50.62. Movements must not exceed fifteen miles per hour for a distance of 700 feet either side of this crossing until the crossing is fully occupied.

No. 982 Freight daily ex. Sunday, leave Aroostook 9.30 pm arrive McAdam 3.30 am.

WESTWARD TRAINS— INFERIOR DIRECTION	Miles from Bay Shore	SHORE LINE SUBDIVISION	Train Order Office Signals	Car Capacity Sidings	EASTWARD TRAINS— SUPERIOR DIRECTION
		STATIONS			
NO REGULAR SERVICE	.0BAY SHORE.....	KWZ J O	Yard	NO REGULAR SERVICE
	6.6	.....ALLAN COT.....		7
	15.2	.....MUSQUASH.....		5
	22.8	.....LEPREAUX.....		3
	28.0	.....NEW RIVER.....		10
	30.9	.....POCOLOGAN.....		Nil
	36.7	.....PENNFIELD.....		19
	41.2	.....UTOPIA CENTRE.....		Nil
	46.1	.....ST. GEORGE.....	Y Q R	Yard
			Rule 93a applies. Rules 41 and 44 apply. Rule 105a does not apply.		

SHORE LINE SUBDIVISION FOOTNOTES

Maximum speeds unless otherwise restricted—M.P.H.
 Passenger trains (Including RDC units)..... 20

No engine, car or train shall exceed ten miles per hour over Lorneville crossing, mileage 5.3, and over public crossings at grade, mileages 11.4 and 15.8, until crossing is fully occupied.

Special instruction "K" applies at Industrial spur mileage 2.0 and at St. George.

RESTRICTIONS

Diesel Units:—

Mile 0.5 to 2.9	15 mph
6.7 to 10.0	15 mph
Bridge 14.38	10 mph
Mile 22.8 to 36.4	15 mph
38.3 to 46.1	15 mph
DRS—24, DRF-30	Prohibited

Cars:—

Over 220,000 to 263,000 lbs gross weight each; 10 mph on Bridges 16.38, 31.29 and must be separated by 2 cars, 177,000 lbs or less, each, on Bridge 14.38.

Over 190,000 to 220,000 (ore) lbs gross weight each; 10 mph on Bridge 14.38 when separated by 2 cars, 177,000 lbs or less, each.

Crane and Auxillary:—

200 to 250 tons capacity:..... prohibited.
 100 to 160 tons capacity:..... 10 mph on Bridges 14.38, 16.38, 31.29, and must be separated by 2 cars, 177,000 lbs or less, each, on Bridge 14.38.
 23½ to 75 tons capacity:.... 10 mph on Bridge 14.38 when separated by 2 cars, 177,000 lbs or less, each.

Combination Crane-Pile Driver:—

25 to 31 tons capacity prohibited.

Pile Driver:—

Over 184,000 to 201,000 lbs gross weight each, prohibited.

All trains must come to a stop at the stop sign located on each side of the crossing at mileage 45.34. A member of the crew must activate the protection by pushing button marked "START" in box mounted on signal mast adjacent to the stop signs and **MUST ALLOW TWENTY SECONDS OF OPERATION OF CROSSING PROTECTION BEFORE PROCEEDING.** If, after activating the protection, crossing is not occupied, cancel by pushing button marked "STOP" in the same box. In case of crossing protection failure manual protection of the crossing is required.

NORTH-WARD TRAINS INFERIOR DIRECTION		Miles from Watt	ST. ANDREWS SUBDIVISION			SOUTH-WARD TRAINS SUPERIOR DIRECTION	
FOURTH CLASS			STATIONS	Train Order Office Signals	Car Capacity Sidings	FOURTH CLASS	
53	Freight Daily ex. Sun.					52	Freight Daily ex. Sun.
PM 3.00	27.8	.....	ST. ANDREWS... KYZ	Q N	Yard	PM 1.00
3.12	23.1	4.4	.....CHAMCOOK.....		6	12.45
	17.2	5.9	.....BARTLETT.....		Nil	
	14.8	2.4	.....WAVEIG.....		Nil	
3.33	13.0	1.8	.....ROIX ROAD.....		7	12.27
3.45	8.9	4.1	.....HEWITT.....		6	12.15
3.53	6.3	2.6	.....ROLLING DAM.....		Nil	12.10
4.02	3.3	3.0	.....DUMBARTON.....		13	12.01
4.15 PM	.0	3.3	.....WATT..... R		14	PM 11.50 AM
Daily ex. Sun. 53			Rule 93a applies. Rules 41 and 44 apply.			Daily ex. Sun. 52	

ST. ANDREWS SUBDIVISION FOOTNOTES

Maximum speeds unless otherwise restricted—M.P.H.
 Passenger trains (Including RDC units)..... 35

Permanent Slow Orders		Permissible Speed Miles per Hour
Mileage	Location	All Trains
25.3	Public Crossing.....	★ 4

★ Until crossing is fully occupied.

RESTRICTIONS

Diesel Units:—
 ALL (except DS-10 a to e, h, j,) Mile 0.0 to 12.0..... 20 mph
 DS-10 a to e, h, j..... 30 mph

Crane and Auxiliary:—
 200 to 250 tons capacity 10 mph on Bridge 2.38, except 414479, 80,650.

Engine arriving at Watt on No. 89 on St. Stephen Subdivision may assume schedule of No. 52 and leave Watt without clearance.

Engine arriving at St. Andrews on No. 52 may assume schedule of No. 53 and leave St. Andrews without clearance when no operator on duty.

NORTH-WARD TRAINS INFERIOR DIRECTION		Miles from McAdam	ST. STEPHEN SUBDIVISION			SOUTH-WARD TRAINS SUPERIOR DIRECTION	
FOURTH CLASS			STATIONS	Train Order Office Signals	Car Capacity Sidings	FOURTH CLASS	
53	89					90	Freight Daily ex. Sun.
AM 11.01	33.9	.....	ST. STEPHEN... KYZ	H C	Yard	AM 8.30
	32.8	1.1	.....MILLTOWN JCT.....		10	
	11.18	25.2	.....MOORE'S MILLS.....		16	8.05
	11.30	19.2	.....HONEYDALE.....		10	7.50
4.20	11.40 AM	14.8	.....WATT..... RZ		24	7.40
			Jct. St. Andrews Sub.				
4.23		13.8	.....LAWRENCE.....		Nil	7.35
4.34		8.4	.....BARBER DAM.....		Nil	7.20
4.47		0.9	.....WASSON.....		Nil	7.05
4.50 PM		.0	.....McADAM... CKWYZ	M A	Yard	7.00 AM
Daily ex. Sun. 53	Daily ex. Sun. 89		Rule 93a applies. Rules 41 and 44 apply.			Daily ex. Sun. 90	

ST. STEPHEN SUBDIVISION FOOTNOTES

Maximum speeds unless otherwise restricted—M.P.H.
 Passenger trains (Including RDC units)..... 35

Permanent Slow Orders		Permissible Speed Miles per Hour
Mileage	Location	All Trains
0.0 to 0.4	On curves.....	10
14.7 to 15.3	On curves.....	30
33.0 to 33.9	On curves.....	20

No engine, car or train shall exceed six miles per hour over King Street crossing, mileage 0.53, on Milltown Spur, until crossing is fully occupied.

Southward trains must not exceed thirty miles per hour between mileage 14.8 and mileage 15.3.

Yard limits McAdam extend to yard limit sign south of Wasson mileage 0.93.

Diesel Units:—		Permissible Speed Miles per Hour
RESTRICTIONS		All Trains
DS-10 a, to e, h, j.....		30 mph
DRS-24, DRF-30 on Bridge 17.72.....		30 mph
On Milltown Spur.....		20 mph

Cars:—
 Over 248,000 to 263,000 lbs gross weight each, 30 mph on Bridges 13.87, 17.72.

Crane and Auxiliary:—
 200 to 250 tons capacity prohibited except 414479, 80,650.
 20 mph on Bridge 13.87
 10 mph on Bridge 17.72.

100 to 160 tons capacity, 20 mph on Bridge 17.72.

Combination Crane—Pile Driver:—
 30 or 31 tons capacity, 20 mph on Bridge 17.72.
 Special instruction K applies on this subdivision.

NORTH- WARD TRAINS INFERIOR DIRECTION	THIRD CLASS	Miles from Perth Jct.	TOBIQUE SUBDIVISION		Train Order Office Signals	Car Capacity Sidings	SOUTH- WARD TRAINS SUPERIOR DIRECTION
			STATIONS				FOURTH CLASS
	73						72
	Freight Daily ex. Sun.						Freight Daily ex. Sun.
	AM 7.45	.0	.....	PERTH JCT.....KZ	R H	Nil	PM 12.30
		2.3	.....	MILLICETE.....		Nil	
		4.0	.....	TOBIQUE NARROWS.....		Nil	
	8.10	7.7	.....	ROWENA.....		10	12.01
	8.15	9.4	.....	CURRIE.....		5	PM 11.56
		11.2	.....	HILLSIDE.....		Nil	
	8.27	13.6	.....	RED RAPIDS.....		14	11.44
		14.4	.....	LICFORD.....		Nil	
		15.2	.....	ARTHURETTE.....		Nil	
		18.7	.....	ODELL RIVER.....		Nil	
	8.46	19.7	.....	BEVERIDGE.....		10	11.25
		21.4	.....	REEDS ISLAND.....		Nil	
		22.8	.....	THREE BROOKS.....		Nil	
		25.8	.....	WAPSKE.....		Nil	
		26.6	.....	ARBUCKLE.....Y		Nil	
	9.15	27.5	.....	PLASTER ROCK...KZ	P R	Yard	11.00
	AM						AM
	Daily ex. Sun.			Rule 93a applies. Rules 41 and 44 apply. Rule 105a does not apply.			Daily ex. Sun.
	73						72

TOBIQUE SUBDIVISION FOOTNOTES

Maximum speeds unless otherwise restricted—M.P.H.
 Passenger trains (Including RDC units)..... 30

Trains must not exceed twenty-five miles per hour on curves.

To ensure proper operation of automatic crossing protection, Northward trains must not exceed ten miles per hour approaching public highway crossing mileage 0.34.

Trains must not exceed eight miles per hour between mileage 5.8 and mileage 6.2, and track must be seen to be clear of obstruction.

Cars may be placed on main track at Station Plaster Rock. All trains must keep clear of same.

Engine arriving Plaster Rock on No. 73 may assume schedule of No. 72 and leave Plaster Rock without clearance when no operator on duty.

RESTRICTIONS

Diesel Units:—

DRS-24 and DRF 30 on Bridges 14.2, 14.58.....20 mph

Cars:—

Over 223,000 to 263,000 lbs gross weight each, 20 mph on Bridges 14.25, 14.58, 25.94.

Crane and auxiliary:—

200 to 250 tons capacity 5 mph on Bridges 14.2, 14.58.
 100 to 160 tons capacity, 10 mph on Bridge 25.94.
 23½ to 75 tons capacity, 20 mph on Bridges 14.2, 14.58, 25.94.
 30 mph on Bridges 14.2, 14.58.

Combination Crane—Pile Driver:—

25, 30 or 31 tons capacity, 30 mph on Bridges 14.2, 14.58.

Special instruction "K" applies on this subdivision.

NORTH- WARD TRAINS INFERIOR DIRECTION	THIRD CLASS	Miles from Debec Jct.	HOULTON SUBDIVISION		Train Order Office Signals	Car Capacity Sidings	SOUTH- WARD TRAINS SUPERIOR DIRECTION
			STATIONS				FOURTH CLASS
	71						70
	Freight Daily ex. Sun.						Freight Daily ex. Sun.
	AM 8.00	.0	.....	DEBEC JCT...PRYZ		Nil	AM 9.20
		1.9	.....	ELMWOOD.....		Nil	
		3.5	.....	GREEN ROAD.....		Nil	
	8.25	8.0	.....	HOULTON.....BZ	R N	Yard	9.00
	AM						AM
	Daily ex. Sun.			Rule 93a applies. Rules 41 and 44 apply.			Daily ex. Sun.
	71						70

HOULTON SUBDIVISION FOOTNOTES

Maximum speeds unless otherwise restricted—M.P.H.
 Passenger trains (Including RDC units)..... 25

RESTRICTIONS

Diesel Units:—

Except DS-6 Mile 0.0 to 5.0.....20 mph

Crane and Auxiliary:—

200 to 250 tons capacity prohibited except 414479,80,650.

All trains must stop before passing over Old White Settlement Road crossing, mileage 6.5, and over Military Street crossing, track 8, Houlton Yard, and all movements over these crossings must be protected by a member of the crew.

NORTHWARD TRAINS— INFERIOR DIRECTION				Miles from Aroostook	EDMUNDSTON SUBDIVISION			SOUTHWARD TRAINS— SUPERIOR DIRECTION			
			THIRD CLASS		STATIONS	Train Order Office Signals	Car Capacity Stidings	FOURTH CLASS			
			97 Freight Daily ex. Sun.					98 Freight Daily ex. Sun.			
			PM 3.00	.0	AROOSTOOK.....CKWZ	C N	Yard	PM 11.25			
			3.12	3.6	MORRILL.....		17	11.06			
			3.30	8.9	LIMESTONE.....		11	10.56			
			3.38	11.6	ORTONVILLE.....		42	10.49			
			3.43	13.8	ARGOSY.....Z		13	10.43			
			3.52	17.6	HYDRO.....		15	10.35			
			4.20	18.7	GRAND FALLS.....Z	G F	30	10.30			
			4.35	24.8	MARTIN.....		45	9.55			
			4.45	28.2	CYR JCT.....Z		Nil	9.45			
			PM		Jct. C.N.R.						
				31.3	ST. LEONARD.....R	D N		PM			
				32.4	L.N.R. JCT.....						
				40.2	QUISIBIS.....						
				46.5	GREEN RIVER.....						
				51.6	ST. BASIL.....						
			PM	55.3	FRASER JCT.....			PM			
			6.10	55.6	CANADIAN PACIFIC JCT.....		Nil	8.23			
			6.15	56.1	Jct. C.N.R.						
			PM		EDMUNDSTON.....KYZ	Z	Yard	8.20			
			Daily ex. Sun.		Rule 93a applies. Rules 41 and 44 apply between Aroostook and Cyr Jct. Rule 105a does not apply between Aroostook and Cyr Jct.			Daily ex. Sun.			
			97					98			

EDMUNDSTON SUBDIVISION FOOTNOTES

RESTRICTIONS

Diesel Units:—

All units (except DRS-24, DRF-30, SB-10) 10 mph on Bridge 19.9.
 DS-10 a to e, h, j.....30 mph
 DRS-24, DRF-30 and SB-10.....Prohibited

Cars:—

Over 220,000 to 263,000 lbs gross weight each, 20 mph on Bridge 0.46; 10 mph on Bridge 19.9 separated by 2 cars, 142,000 lbs or less, each.
 Over 190,000 to 220,000 (ore) lbs gross weight each, 20 mph on Bridge 0.46.
 Over 177,000 to 220,000 (ore) lbs gross weight each, 10 mph on Bridge 19.9 separated by 2 cars, 142,000 lbs or less, each.

Crane and Auxiliary:—

200 to 250 tons capacity, prohibited.
 100 to 160 tons capacity. { 10 mph on Bridge 0.46.
 { Prohibited on Bridge 19.9.
 23½ to 75 tons capacity, 20 mph on Bridge 0.46; 10 mph on Bridge 19.9 separated by 2 cars, 142,000 lbs or less, each.

Combination Crane—Pile Driver:—

30 or 31 tons capacity. { 10 mph on Bridge 0.46.
 { Prohibited on Bridge 19.9.
 25 tons capacity, 20 mph on Bridge 0.46; 10 mph on Bridge 19.9 separated by 2 cars, 142,000 lbs, or less, each.

Pile Driver:—

184,000 lb or less, gross weight each 10 mph on Bridge 19.9.
 Over 184,000 to 201,000 lbs gross weight each, 20 mph on Bridge 0.46; 10 mph on Bridge 19.9 separated by 2 cars, 142,000 lbs or less, each.

C.N.R. timetable governs on joint track between Cyr Jct. and Canadian Pacific Jct.

Maximum speeds unless otherwise restricted—M.P.H.

Passenger trains (including RDC units)..... 35

Permanent Slow Orders

Permissible Speed
Miles per Hour

Mileage	Location	All Trains
0.0 to 1.0	On curves.....	20
5.5 to 6.5	On curves.....	25
6.5 to 8.7	On curves.....	30
13.8 to 18.0	On curves.....	30
18.0 to 19.5	On curves.....	25
19.5 to 20.1	On curves.....	15
19.9	Over Bridge.....	10

Movements over Victoria St. Crossing north of Edmundston station must be protected by a member of the crew.

Engine arriving Edmundston on No. 97 may assume schedule of No. 98 and leave Edmundston without clearance when no operator on duty.

NORTHWARD TRAINS— INFERIOR DIRECTION		Miles from Newburg	GIBSON SUBDIVISION			SOUTHWARD TRAINS— SUPERIOR DIRECTION	
FOURTH CLASS			STATIONS	Train Order Office Signals	Car Capacity Sidings	THIRD CLASS	
	79 Freight Daily ex. Sun.						
	AM					AM	
	5.10	60.7	FREDERICTON.....KY	R S	Yard		
		60.3	UNA JUNCTION Jct. C.N.R.		Nil		
		59.0	SOUTH DEVON Jct. C.N.R.		Nil	9.11	
	5.22	57.8	NORTH DEVON.....BZ	S M	10	9.05	
	5.26	56.5	NASHWAAKSIS.....		9	8.50	
		54.6	DOUGLAS FIELD.....		9	8.45	
		47.2	KESWICK.....		22	8.27	
	6.02	42.6	BURT'T'S CORNER.....	R A	7	8.15	
	6.10	39.3	ZEALAND.....		9	8.04	
	6.18	36.2	STONERIDGE.....		15	7.56	
		33.1	HAYNE.....		15	7.48	
		30.6	BARTON.....		10	7.42	
		24.6	CAHILL.....		12	7.27	
		22.8	HAINESVILLE.....		Nil		
	6.54	22.0	SOUTHAMPTON.....RY		Nil	7.20	
		20.6	MILLVILLE.....Z	F O	13	7.15	
		16.3	WOODMAN.....		7	6.57	
		12.9	COUNTY LINE.....		6	6.48	
		9.9	CARR.....		13	6.40	
		7.2	SHEWAN.....		3	6.33	
		2.3	McKENNA.....		3	6.21	
	8.10 AM	.0	NEWBURG.....RZ		Nil	6.15 AM	
	Daily ex. Sun.		Rule 93a applies. Rules 41 and 44 apply.			Daily	
	79					80	

GIBSON
SUBDIVISION
FOOTNOTES
ON PAGE 19

NORTHWARD TRAINS— INFERIOR DIRECTION		Miles from Southampton	SOUTHAMPTON SUBDIVISION			SOUTHWARD TRAINS— SUPERIOR DIRECTION	
FOURTH CLASS			STATIONS	Train Order Office Signals	Car Capacity Sidings	FOURTH CLASS	
	81 Freight Daily ex. Sun.						
	AM					AM	
	8.45	9.4	NACKAWIC.....B	O S	Yard	8.25	
	8.54	6.5	PINDER.....		14	8.16	
		3.7	CAVERHILL.....		Nil		
	9.10 AM	.0	SOUTHAMPTON.....RYZ		Yard	8.00 AM	
	Daily ex. Sun.		Rule 93a applies. Rules 41 and 44 apply. Rule 105a does not apply.			Daily ex. Sun.	
	81					82	

SOUTHAMPTON
SUBDIVISION
FOOTNOTES
ON PAGE 19

GIBSON SUBDIVISION FOOTNOTES

All trains for Gibson Subdivision may leave Fredericton and South Devon without a clearance but must obtain a clearance at North Devon.

Rule 14L does not apply within that part of the City of Fredericton South of the Saint John River between the eastern boundary of University Avenue, mileage 21.5 and 790 feet North of Fredericton Station, Fredericton Subdivision. (BTC ORDER 125000).

C.N.R. timetable governs on C.N.R. tracks between Una Jct. and South Devon.

Railway crossing at grade with C.N.R. mileage 59.0 Interlocking. Signals and derails are normal when set for C.N.R. trains. C.P.R. crew member will operate signals for C.P.R. movements and restore to normal position and lock after their train has cleared.

Trains and engines must not exceed five miles per hour on both legs of wye at Fredericton.

No engine, car or train shall exceed ten miles per hour over University Avenue, mileage 21.5 and over Regent Street, mileage 21.9 Fredericton Subdivision, until crossing is fully occupied.

Maximum speeds unless otherwise restricted—M.P.H.
 Passenger Trains (Including RDC units)..... 30

<u>Permanent Slow Orders</u>		<u>Permissible Speed Miles per Hour</u>
<u>Mileage</u>	<u>Location</u>	
6.8 to 7.2	On curves.....	20
20.5 to 21.0	On curves.....	25
26.5 to 30.1	On curves.....	20
31.4 to 33.0	On curves.....	20
39.5 to 40.5	On curves.....	20
56.1	Public Crossing.....	★10
57.73	Public Crossing.....	★ 6
57.8	Public Crossing.....	★ 6
58.4	Public Crossing.....	★10
58.7	Public Crossing.....	★ 6
58.9	Public Crossing.....	★ 4

★Until crossing is fully occupied.

Special instruction "K" applies on this subdivision.

To prevent excessive operation of crossing protection mileage 20.6 at Millville by northward trains, member of crew must push button marked "STOP" located in box mounted on north wall of station. When trains are ready to proceed northward, push button marked "START" and wait TWENTY SECONDS before proceeding.

Crossing protection signals at Regent street mileage 21.9 Fredericton Sub. must be operated by a member of the crew when movements are made over freight shed tracks. Boxes locked with switch locks are marked "Switch in box for manual operation" located on posts each side of crossing to be opened and push-button marked "START" pushed; to stop, press push-button marked "STOP". If push-button is used for main track movements, "STOP" button must be pressed after movement has been made. Cars must not be left standing on any track within 100 feet of this crossing or any portion of train purposely left on freight shed track circuits to keep signals operating.

Yard limits Millville extend to yard limit sign South of Southampton, mileage 22.26.

Yard limits North Devon extend to yard limit sign East of Marysville Jct., mileage 1.36 on Minto Subdivision.

No. 80 due to arrive Fredericton 9.20 a.m. daily ex. Sun.

No. 79 due to leave Fredericton 4.50 a.m. daily ex. Sun.

RESTRICTIONS

Diesel Units:—

Mile 5.0 to 7.28.....	20 mph
8.55 to 10.0.....	20 mph
20.53 to 21.73.....	20 mph
46.35 to 46.65.....	20 mph
57.6 to 58.7.....	20 mph
DRS-24, DRF-30 (on Bridges 22.28, 30.5.....	20 mph
(on Bridge 56.0.....	30 mph

Cars:—

Over 233,000 to 263,000 lbs gross weight each, 20 mph on Bridges 22.28, 30.5, 56.0

Over 199,000 to 220,000 (ore) lbs gross weight each, 20 mph on Bridge 30.5.

Crane and Auxiliary:—

200 to 250 tons capacity . . 5 mph on Bridge 22.28.
 10 mph on Bridges 15.6, 36.34, 56.0.
 Prohibited on Bridge 30.5.
 Prohibited on Bridge 25.13 except
 414479,80,650.

100 to 160 tons capacity . . 20 mph on Bridge 56.0.
 10 mph on Bridges 15.6, 22.28, 30.5,
 36.34.

23½ to 75 tons capacity . . 20 mph on Bridge 30.5.

Combination Crane—Pile Driver:—

30 or 31 tons capacity . . . 30 mph on Bridges 15.6, 22.28, 36.34,
 56.0.
 20 mph on Bridge 30.5.

SOUTHAMPTON SUBDIVISION FOOTNOTES

Engine arriving Southampton on No. 79 Tues, Thurs. and Sat. and No. 80 Mon. Wed. and Fri. on Gibson Sub. may assume schedule of No. 82 and may leave Southampton without clearance.

Maximum speeds unless otherwise restricted—M.P.H.
 Passenger trains (Including RDC units)..... 25

RESTRICTIONS

Diesel Units:—

Only DPA-22, DRS-10, 12, SB-10, DS-6, 8, 9, 10 and Rail Diesel Cars, permitted.

Mile 0.0 to 0.5.....	20 mph
Bridge 6.6.....	10 mph
Mile 6.6 to 7.84.....	20 mph

Cars:—

Over 177,000 to 220,000 lbs gross weight each, 10 mph on Bridge 6.6.

Over 220,000 lbs gross weight each, prohibited on Bridge 6.6

Over 177,000 to 220,000 (ore) lbs gross weight each, 10 mph on Bridge 6.6 when separated by 2 cars, 177,000 lbs or less, each.

Crane and Auxiliary:—

100 to 250 tons capacity, prohibited.

Combination Crane-Pile Driver:—

25, 30 or 31 tons capacity, 10 mph on Bridge 6.6.

Pile Driver:—

Over 184,000 to 201,000 lbs. gross weight each, 10 mph on Bridge 6.6.

Special instruction "K" applies on this subdivision.

WESTWARD TRAINS— INFERIOR DIRECTION				Miles from South Devon	MINTO SUBDIVISION	Train Order Office Signals	Car Capacity Sidings	EASTWARD TRAINS— SUPERIOR DIRECTION				
FOURTH CLASS								FOURTH CLASS				
		93	91	STATIONS				92	94			
		Freight Daily ex. Sun.	Freight Daily ex. Sun.					Freight Daily ex. Sun.	Freight Daily ex. Sun.			
				51.9	PENNLYN.....		Yard					
				46.5	5.4 DUFFERIN.....		Nil					
				45.7	0.8 CHIPMAN.....	KYZ	C H	13	AM	7.30		
				40.8	4.9 IRON BOUND COVE.....			Nil				
				39.9	0.9 MIDLAND.....			Nil				
				34.2	5.7 NEWCASTLE BRIDGE.....			Nil				
			AM	33.1	1.1 MINTO.....	RYZ	M O	24	6.50	8.20		
				30.4	2.7 SCALE.....			14	6.20	7.50		
				23.3	7.1 RIPPLES.....			20	6.03	7.33		
				18.0	5.3 FERNMOUNT.....			Nil				
				15.5	2.5 McGEE.....			Nil				
				5.6	9.9 BARKER.....			14	5.27	6.57		
				0.5	5.1 MARYSVILLE JCT.....	YZ		17	5.16	6.46		
				0	0.5 SOUTH DEVON.....			Nil	5.13	6.43		
					Jct. C.N.R. 1.3			Nil	AM	AM		
					Jct. C.N.R. 0.4			Nil				
					FREDERICTON.....	KY	R S	Yard				
		Daily ex. Sun.	Daily ex. Sun.		Rule 93a applies. Rules 41 and 44 apply.				Daily ex. Sun.	Daily ex. Sun.		
		93	91						92	94		

MINTO SUBDIVISION FOOTNOTES ON PAGE 21

MINTO SUBDIVISION FOOTNOTES

Minto is a register station for No. 91—No. 92 and No. 94 only.

Nos. 92 and 94 must obtain clearance at Fredericton and may leave South Devon without clearance.

Railway crossing at grade with C.N.R. mileage .0 Interlocking. Signals and derails are normal when set for C.N.R. trains. Member of C.P.R. crew will operate signals for their movements and restore to normal position and lock after their train has cleared.

Minto Subdivision extends to mileage 52.44.

C.N.R. timetable governs on C.N.R. tracks between Una Jct. and South Devon.

Trains and engines must not exceed five miles per hour on both legs of wye at Fredericton.

No engine, car or train shall exceed ten miles per hour over University Avenue, mileage 21.5 and over Regent Street, mileage 21.9 Fredericton Subdivision, until crossing is fully occupied.

Maximum speeds unless otherwise restricted—M.P.H.

Passenger trains (Including RDC units)	
(Between South Devon and Chipman)	30
(Between Chipman and Mileage 52.44)	25

Permanent Slow Orders		Permissible Speed
Mileage	Location	Miles per Hour
		All Trains
0.0 to 0.5	.....	10
32.8	Public Crossing	★ 10
41.0	On Bridge	10
45.4	On Bridge	10
45.5	Public Crossing	★ 10

★ Until crossing is fully occupied.

Movements must not exceed 15 mph over highway crossing mileage 2.5, Long Spur, leading from mileage 31.0 near Scale, until crossing is fully occupied.

Rule 14L does not apply within that part of the City of Fredericton south of the Saint John River between the Eastern boundary of University Avenue, mileage 21.5 and 790 feet North of Fredericton Station, Fredericton Subdivision. (BTC Order 125000).

Yard limits Marysville Jct. extend to yard limit sign North of North Devon, mileage 57.26, on Gibson Subdivision.

Yard limits Chipman extend to end of Subdivision, mileage 52.44.

Yard limits Minto extend from yard limit sign East of Newcastle Bridge, mileage 35.27, to yard limit sign West of Scale, mileage 28.86.

Crossing protection signals at Regent street mileage 21.9 Fredericton Sub. must be operated by a member of the crew when movements are made over freight shed tracks. Boxes locked with switch locks are marked "Switch in box for manual operation" located on posts each side of crossing to be opened and push-button marked "START" pushed; to stop, press push-button marked "STOP". If push-button is used for main track movements, "STOP" button must be pressed after movement has been made. Cars must not be left standing on any track within 100 feet of this crossing or any portion of train purposely left on freight shed track circuits to keep signals operating.

To prevent excessive operation of crossing protection mileage 33.1 at Minto by eastward trains, member of crew must push button marked "STOP" located in box mounted on east wall of station. When train is ready to proceed eastward, push button marked "START" and wait TWENTY SECONDS before proceeding.

Automatic protection at mileage 45.55, Minto Subdivision. Manual control box for westward trains located on signal mast at southeast corner of Bronson Road and for eastward trains on signal mast at northwest corner of Main Street. Open proper box and push key marked "START". Push key marked "STOP" to cancel.

No. 92 due to leave Fredericton 5.00 a.m. daily except Sunday.
 No. 94 due to leave Fredericton 6.30 a.m. daily except Sunday.
 No. 91 due to arrive Fredericton 10.00 a.m. daily except Sunday.
 No. 93 due to arrive Fredericton 2.20 p.m. daily except Sunday.

RESTRICTIONS

Diesel Units:—

Except DS-6	Mileage 48.9 to 52.44	20 mph
DRS-24, DRF-30	Bridge 41.0 to Mileage 52.44	prohibited
	Marysville Spur	20 mph

Crane and Auxiliary:—

200 to 250 tons capacity . . . 5 mph on Bridges 31.73, 40.2.
 10 mph on Bridges 33.43, 39.8. Prohibited on Bridge 41.0 and to Mileage 52.44.

100 to 160 tons capacity, 114400, 1,20,21 only, 20 mph on Bridges 31.73, 40.2 and prohibited on Bridge 41.0 and to Mileage 52.44.

Cars:—

Over 189,000 to 220,000 (Ore) lbs gross weight each. Prohibited on Bridge 45.45.

Over 230,000 to 263,000 lbs gross weight each,
 20 mph on Bridges 31.73, 39.8, 40.2.
 10 mph on Bridge 45.45.
 Prohibited on Bridge 41.0.

Special instruction "K" applies on this subdivision.

NORTHWARD TRAINS— INFERIOR DIRECTION			Miles from Aroostook	AROOSTOOK SUBDIVISION			SOUTHWARD TRAINS— SUPERIOR DIRECTION		
	THIRD CLASS				STATIONS	Train Order Office Signals	Car Capacity Sidings		FOURTH CLASS
	95							96	
	Freight Daily ex. Sun.							Freight Daily ex. Sun.	
	AM							PM	
	8.00		.0	AROOSTOOK.....CKWZ	C N	Yard		1.55	
	8.08		3.0	TINKER.....		Nil		1.43	
	8.10		3.6	GUTHRIE.....		30		1.40	
	8.40	S	7.5	FORT FAIRFIELD.....Z	D F	11	S	1.30	
	8.45		8.6	HOPKINS.....		35		1.10	
			8.9	HOCKENHALL.....		Nil			
	8.50		10.0	STEBBINS.....		10		1.04	
	8.55		12.3	MAYNARD.....		28		12.58	
			12.7	GOODWIN.....		Nil			
			13.7	MAINES.....		Nil			
			14.7	EAST LYNDON.....		Nil			
	9.20		19.5	CARIBOU.....Z	R D	13		12.42	
	9.30		22.6	McGRAW.....		21		12.34	
			24.6	ROBERTS.....		Nil			
			25.7	CAMPELL.....		Nil			
	9.42		27.6	PARKHURST.....		16		12.23	
			28.9	FISHER.....		Nil			
	9.49		30.5	GUIOU.....		12		12.16	
			31.1	DAGGETT.....		Nil			
	9.57		32.2	WASHBURN JCT.....		25		12.10	
	10.05 AM		34.0	PRESQUE ISLE.....BZ	P	Yard		12.01 PM	
	Daily ex. Sun.			Rule 93a applies. Rules 41 and 44 apply. Rule 105a does not apply.				Daily ex. Sun.	
	95							96	

AROOSTOOK SUBDIVISION FOOTNOTES

RESTRICTIONS

Crane and Auxiliary:—

200 to 250 tons capacity, 20 mph on Bridge 6.75.

Crane No. 414471, 502 in travel condition only on Bridge 8.9.

All movements over public crossings, mileages 8.0, 19.4, 19.5, 19.6, 33.4, 33.5, and mileage 33.7 to 33.9, must not exceed six miles per hour until crossing is fully occupied.

Maximum speeds unless otherwise restricted—M.P.H.

Passenger Trains (Including RDC units)..... 30

All trains must stop before passing over North Street crossing, Mileage 33.18. All movements over this crossing must be protected by a member of the crew.

Movements over highway crossing at mileage 19.60, except on main track, and Academy Street crossing, Presque Isle, mileage 33.9, must be protected by a member of the crew.

Yard limits Fort Fairfield extend to yard limit sign North of Hopkins, mileage 9.22.

Yard limits Presque Isle extend to yard limit sign South of Washburn Jct., mileage 31.45.

Special instruction "K" applies on this subdivision except at Fort Fairfield, Caribou and Presque Isle.

SPECIAL INSTRUCTIONS

A—Freight and mixed trains will, unless otherwise provided, be governed by the following speed limit:

Subdivision	Speed Limit
McAdam, Mattawamkeag and Moosehead.....	45 M.P.H.
Shogomoc and Fredericton.....	40 M.P.H.
St. Andrews, St. Stephen and Edmundston.....	35 M.P.H.
Aroostook, Gibson and Tobique.....	30 M.P.H.
Minto Subdivision, between South Devon and Chipman.....	30 M.P.H.
West Saint John, Houlton, Southampton, Minto (Between Chipman and Pennlyn)	25 M.P.H.
Shore Line.....	20 M.P.H.

B—MAXIMUM SPEEDS FOR DIESEL UNITS AS GOVERNED BY TRACTION MOTOR GEARING

Class	Miles Per Hour	Class	Miles Per Hour
DPA-15a, b, DPA-17, DPB-15a, DPB-17.....	89	DFA-16b, c, d, g, DFB-16a, b, d.....	70
DPA-22.....	85	DFA-15c, d, e, f, DFB-15, b, c, d, e, DRS-12, }.....	65
DRF-24.....	80	DRS-15, DRS-17, DS-8, DS-9, DS-12 }.....	60
DFA-15b, DFA-16a, e, f, DFB-16c, DRS-10c, d }..	75	DRS-10a, b, DS-6, DS-10.....	35
DRS-16, DRS-18, ★ DRS-24 }.....	71	HS-5.....	
DRF-22, DRF-25, ★ DRF-30.....		★ DRS-24 and DRF-30 restricted to Freight train speed on curves.	

MAXIMUM SPEED FOR RAIL DIESEL CARS—90 miles per hour except that unit 9194 is restricted to 85 miles per hour.

C—Freight and mixed trains will not, unless otherwise provided, run more than forty miles without stopping for standing train inspection.

Such inspection may be performed as follows:—

Head-end trainman detrain from engine at a point half the train's length from the anticipated stopping point of caboose. He will then give one side of train a pull-by inspection until it stops when he will cross over and walk up other side of the train to his engine, performing standing inspection. As soon as the train stops, the rear-end trainman will walk up one side of the train performing standing inspection to the point where the head-end trainman crossed over. He will then cross over to the other side and give a pull-by inspection to the rear portion of train as it pulls by slowly.

D—In territory where Rules 263-273 are effective, trains must not clear the main track at non-electrically locked hand operated switches at the locations listed in the Subdivision footnotes of timetable. When switching movements are made through such switches, the switch must be left open until switching completed and movement has returned to the main track.

E—In addition to the requirements of Rule 90A, crews equipped with end-to-end radios at the front and rear of trains will when practicable communicate with each other when approaching and passing stations.

F—(Rule 5) AT TERMINATING STATIONS, unless otherwise specified by train order or other special instructions, arriving time of all trains, except first class trains, applies at the first main track switch where trains can enter a siding or yard tracks. If no such switch, it applies at the station. Trains may be yarded or final stop made on main track at or before arriving time shown in time table.

AT INITIAL STATIONS, unless otherwise specified by train order or other special instructions, leaving time of all trains, except first class trains, applies at the last main track switch where trains can leave siding or yard tracks.

G—Trains occupying timed circuits approaching interlockings for periods in excess of that specified in subdivision time table footnotes, must proceed prepared to find interlocking signal displaying 'STOP' indication.

H—Employees are prohibited from being on the roofs of moving cars except when switching or making up trains in yards or on industrial spurs. In yards or on industrial spur tracks employees must not be on roofs of moving cars passing under overhead structures with clearance of less than 24 ft. above top of rail. Such structures not indicated by Bridge and Tunnel Warnings (Telltails) signs reading "Caution—Employees Must not ride on tops of cars" or "Standard Restricted Clearance signs" will be specified in Special Instructions.

Employees are prohibited from riding on the tops of box or other house cars, including cabooses, not equipped with roof running boards.

I—Where trains are equipped with radios and Example 2 of Form 'Y' Train Order is used, the following will govern: When authorized by foreman named in Train Order to pass the red flags at mileages specified, trains so authorized must first stop at red flag and then proceed at restricted speed to the opposing red flag and in no case exceed slow speed.

J—Instructions for movement of Freight Cars having a gross weight up to 263,000 pounds are specified in subdivision footnotes and Equipment Authorization Chart. Authority for movement of Freight Cars having a gross weight in excess of 263,000 pounds must be secured from the Superintendent.

K—On subdivisions, or portions thereof, where this special instruction applies, main track switches may be equipped with reflectorized lenses or targets of the prescribed color in lieu of lights.

L—Retaining valves must be used on 50% of the cars on freight trains on descending grades of 2% or over if the tonnage is in excess of "A" rating for the ascending grade for the diesel units on which the dynamic brake is in effective operating condition, unless the train is controlled with a pressure maintaining brake valve. Otherwise Rules 34 (a) Form 582, and 27 Form 583 apply.

Rule 34 of Form 582 does not apply to Rail Diesel Cars.

Continued on page 24

SPECIAL INSTRUCTIONS—Continued**M—FLAGGING INSTRUCTIONS FOR PROTECTION OF MEN AND MACHINES**

When men and machines are to be worked on or near the track and before the track is made unsafe for movements at normal speeds, protection may be provided as follows:

- (a) By day place a red flag and, in addition, by night a red light between the rails at least 200 yards in each direction from the defective point or working area, WHICH MAY BE AT ANY LOCATION WITHIN THE LIMITS STATED IN THE TRAIN ORDER, and place torpedoes on each rail to cause one explosion 200 yards beyond the red signals, also;
 - (b) By day place a yellow over red flag and, in addition, by night a yellow light and a red light at least 2000, but not more than 3000 yards in each direction from the defective point or working area, to the right of the track as seen from an approaching train and place torpedoes not more than 100 nor less than 50 yards apart to cause two explosions 200 yards beyond the yellow over red flag, also;
 - (c) By day place a green flag and, in addition, by night a green light in each direction immediately beyond the defective point or working area to denote that normal speed may be resumed.
 - (d) Trains exploding the torpedoes prescribed by Clause (b) shall immediately reduce speed and be prepared to stop at the red signal prescribed in Clause (a) and there be governed by instructions or signal of the Maintenance of Way employee in charge, but must not proceed until the red signal has been removed in the clear view of the engineman.
- NOTE:**—(1) The red signal must not be removed except as authorized by the Foreman in charge.
 (2) Torpedoes prescribed by Clauses (a) and (b) shall be replaced by Maintenance of Way employees.
 (3) This Special Instruction must not be used where either Rules 41 or 44 apply.
 (4) Rules 45 and 46 apply.
- (e) Maintenance of Way employees providing protection required under Clause (b) must each be equipped for day time with—
 - a yellow over red flag mounted on staffs
 - a supply of torpedoes, and in addition for night time and when weather or other conditions obscure day signals, with —
 - a red light
 - a yellow light
 - a supply of matches

and must not return until recalled or relieved.

TRAIN ORDER advice must be issued in conjunction with these Flagging Instructions as follows:

“Men and machines working.....until..... between mileage..... and mileage.....
 Protection when required will be provided under Time Table Special Instruction **M**.”

- NOTE:**—(1) The Foreman must be advised of the limits and times specified in the order.
 (2) WORKING AREA SHOULD BE AS SHORT AS PRACTICABLE, TO BE CHANGED AS THE PROGRESS OF THE WORK MAY REQUIRE.

N—BURRO CRANES AND OTHER SIMILAR MACHINES

Equipment, such as Burro Cranes and other similar machines, because of their short wheel base and light weight, cannot be depended on to operate signal systems, and such machines should be operated and protected in the following manner:

- (a) When conditions permit the use of these machines without Form ‘H’ train order authority, Rules 40, 41, 42 or special instruction ‘M’ may be used.
- (b) When train order authority is provided for the movement of these machines, flag protection, when required, must be provided in accordance with Rule 99 OUTSIDE ABS TERRITORY. Such protection must also be provided on the main track in yard and station limits within ABS Territory.
- (c) In CTC territory the provisions of Rule 266 may apply. Dispatchers must not unlock levers controlling signals until the machine is reported clear of the track or tracks specified regardless of the time limit provided. Flag protection, when required, must be provided in accordance with Rule 99 OUTSIDE ABS TERRITORY.
- (d) At Automatic Interlocking—Stop before passing the signal protecting the interlocking (whether or not the signal indicates PROCEED) and apply provisions of Rule 672 and special instructions relating thereto. A knife switch must not be closed or the box locked until the entire movement has passed the signal protecting the interlocking from the opposite direction.
- (e) At Interlocking (Manual or Remotely Controlled)—Obtain authority from signalman who must block levers until the movement is reported clear of the signal protecting the interlocking from the opposite direction.
- (f) Over Power Operated Switches—Movement must not exceed 4 miles per hour.
- (g) Over Public Crossings at Grade protected by Automatic Signals or Automatic Gates—Crossing is to be protected by a member of the crew unless it is known that the automatic protection has been operating for TWENTY SECONDS or the gates are horizontal, when the crossing is reached.

O—SPERRY DETECTOR CARS

Sperry Detector Cars, WHEN TESTING, cannot be depended on to operate signal systems and such cars should be operated and protected in the following manner:

- (a) In ABS territory:
By train order form H or U, or by Rule 99 for OUTSIDE ABS TERRITORY. Such protection to include yard and station limits.
- (b) In CTC territory:
By Rule 266 and if flag protection required same to be by Rule 99 for OUTSIDE ABS TERRITORY.
- (c) Through Automatic Interlockings:
Regardless of indication of the governing interlocking signal the knife switch referred to in Rule 672 must be opened and kept open until movement has passed the interlocking signal governing movement in the opposite direction.
- (d) Over public crossings at grade protected by automatic devices:
Crossing to be protected by a member of the crew unless it is known that the automatic protection is operating.
- (e) Over Power Operated Switches—Movement must not exceed 4 miles per hour.

Continued on page 25

SPECIAL INSTRUCTIONS—Continued

P—MOVEMENT OF CRANES, COMBINATION CRANE-PILE DRIVERS, PILE DRIVERS

AUTHORITY for the movement of equipment listed below is contained in Subdivision footnotes and the Equipment Authorization Charts.

Equipment with arrows to denote the direction of travel must be placed in train accordingly.

Yardmasters must have an authorization from the Chief Dispatcher before moving any equipment here listed. Connecting Divisions, Conductors, Enginemen and all concerned with a movement must be given complete instructions regulating the same.

Cranes exceeding 25 ton capacity must not make a lift while standing on a bridge nor move over a bridge while carrying a load, without special authorization from the Chief Engineer.

SEPARATION OF EQUIPMENT

Cranes up to 160 tons capacity Combination Crane-Pile Drivers Pile Drivers	}	To be separated from each other and other equipment by two cars of a gross weight each of not more than 220,000 pounds or lesser weight where authorized.
Cranes of 200 to 250 tons capacity		To be separated from other equipment by one car of not more than 142,000 pounds gross weight.

Cars used for separation must have a length greater than 34 feet over strikers.

<u>Cranes Capacity Tons</u>	<u>Crane Series</u>	<u>Where Authorized Freight Train Speed is MPH</u>	<u>Unless Otherwise Mentioned in Footnotes, Trains Moving Equipment Must Not Exceed MPH</u>
15	414133	}	20
23½	414171		
25	414179, 414181		
	414600 to 414607 incl.		
30	414225	Over 25 25 or less	15
60	414242, 247	}	35 25 Permissible Freight Train Speed
75	414282		
	414285, 414288 to 414290 incl.		
	414292		
100	414323 to 414327 incl. 414329 to 414335 incl. 414337 to 414339 incl.	40 or over 35 to 30 25 or less	
160	414420, 414421	}	
200	414470 to 414480 incl.		
250	414500-503, 414650		
100	414320, 321, 328	}	25 15
150	414370, 414400, 401		
<u>Combination Crane-Pile Driver</u>			
25	414172	}	25 15
30	414203, 414205		
	414207-214 incl.		
31	414178, 414200-202 incl. 414204, 414206		
<u>Pile Driver</u>			
	400040	}	25 20 15
	400043, 400053		
		35 or over 25 to 35 Under 25	
<u>Scale Test Car</u>			
	420925 to 420928 incl.	30 or over Under 30	30 5 less than permissible Freight Train Speed

Q—ORE CARS

Trains handling ore cars 370000 to 377249 series, loaded or empty, must not exceed thirty miles per hour on Moosehead, Mattawamkeag and McAdam Subdivisions, twenty-five miles per hour on Fredericton, Shogomoc, St. Andrews and St. Stephen Subdivisions and twenty miles per hour on all other subdivisions.

**DIAGRAM SHOWING LOCATION OF TRAIN TELEPHONE WIRES-ATLANTIC REGION
FACE IN DIRECTION NAMED, COUNT CROSSARMS FROM THE TOP, DOWN.**

