



ATLANTIC REGION

NEWFOUNDLAND AREA

EMPLOYEES' OPERATING TIMETABLE

14

TAKING EFFECT SUNDAY, OCTOBER 26th, 1969

AT 0001 NEWFOUNDLAND TIME

WORK SAFELY-NO INVESTMENT PAYS BETTER DIVIDENDS

G. D. McMILLAN
Area Manager
St. John's

F. M. KENNEDY
Operations Manager
St. John's

H. F. HOWE
Supt. Transportation
St. John's

CAPT. M. M. FUDGE
Marine Superintendent
St. John's

CANADIAN NATIONAL RAILWAYS

SUBDIVISION	Page	FROM	TO
Argentia	11	Placentia Jct.	Argentia
Bishops Falls	7	Bishops Falls	Corner Brook
Bonavista	12	Clarenville	Bonavista
Carbonear	13	Brigus Jct.	Carbonear
Clarenville	5	Clarenville	Bishops Falls
Lewisporte	11	Notre Dame Jct.	Lewisporte
Port aux Basques	9	Corner Brook	Port aux Basques
St. John's	3	St. John's	Clarenville
Stephenville	13	Whites Road	Stephenville

Total Area Mileage 712.1

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TIME TABLE NO. 14—OCTOBER 26th., 1969

SYSTEM SPECIAL INSTRUCTIONS

A. Rule 72A. The superior direction is East.

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

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

3. 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.

4. In yard limits where this Special Instruction applies, third class, fourth class, extra trains and engines accepting an A.B.S. signal indication permitting it to proceed must move at restricted speed regardless of the indication and the 'note' in Rule 93 does not apply.

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

6. On single track where restricting speed signs are used, resume speed signs are on the reverse side of restricting speed sign governing movements in the opposite direction.

7. Employees are prohibited from riding on tops of moving cars or engines.

8. Rule 21. White flags and white lights will be displayed in C.T.C.

9. The following changes are to be made in the "INSTRUCTIONS GOVERNING THE USE OF RAILWAY RADIO COMMUNICATION SYSTEM," as outlined in Form 696:

(a) Page 7, Item 3, add the following: "Continuous communication must then be maintained until movement is completed. Any interruption to this communication must be regarded as a stop signal."

(b) Pages 10 and 11, Items 2 (b), 2 (c), and 2 (d), When identifying himself the Train Dispatcher, Yardmaster, Operator, or Switchtender must always say "CN" before the name of his position.

(c) Page 11, Item 2 (d). The first two sentences are changed to read as follows: With handset off the hanger, switch to Channel 2 and depress channel change button where applicable. Depress "DISP 1" button for three to five seconds.

(d) At locations specified in timetable footnotes, the Operator will be contacted as follows: With handset off hanger, switch to Channel 2, depressing channel change button where applicable. Depress "DISP 1" button for three to five seconds, then voice call Operator.

(e) The identification of tone call buttons on radio control heads will be progressively changed from "DISP 1" to "OPR-YM" and from "DISP 2" to "DSPR" and this change must be recognized in all instructions.

10. (a) Back-up and forward pushing movements (Freight Equipment): To prevent knifing of diesel units during these movements, the following limits are placed on the number of working units permitted whenever 20 or more cars are involved.

1800 H.P. or smaller — 3 Units
2000 H.P. or larger — 2 Units

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

(b) Engine and Tonnage Restriction :

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

(c) Coupling Regulation :

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

11. Movements handling system or foreign hopper cars, either loaded or empty that have a load limit of 95 tons or over must not exceed a speed of fifteen (15) miles per hour while operating on other than main tracks.

12. Unless authorized by the train dispatcher in writing, trains must not leave ahead of their ordered time.

13. Rule 18, first paragraph, is amended to read: "Yard engines will display a headlight to the front and rear by day and by night.

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

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

16. TURBO TRAINS — On this equipment the following will apply :

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

(b) Green and white lights only will be displayed, without flags of the corresponding colour, in complying with the requirements of the U.C.O.R. Rules 20 and 21 and Special Instruction No. 8.

17. Rule 3, "In the application of the first paragraph of this rule employees are hereby directed to submit their watches to a designated watch inspector for examination and record at interval not exceeding 180 days. Watch rating cards and corresponding watches must be submitted to a watch inspector for comparison and record during the months of May and November, or more often when there is evidence that attention is needed to ensure reliability. Except for the Bulova Accutron model which does not require cleaning, employees must have their Rly. grade watches cleaned at intervals not exceeding 24 months. Instructions contained in booklet form 696 are hereby changed accordingly."

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

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

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

20. — Form 696.

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

(b) Page 43 — General Instruction 9, The Board of Transport Commissioners for Canada has been replaced by the Railway Transport Committee of the Canadian Transport Commission. Accident reports formerly addressed to the Chief Operating Officer of the Board of Transport Commissioners must now be addressed to the Director of Operation, Railway Transport Committee, Canadian Transport Commission, Ottawa, Ont.

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

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

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

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

23. The following applies regarding transfer movements:

1. A caboose to be on the rear of the transfer (headend if pushing).
2. A member of the crew at the rear of the movement to observe anything unusual and to take preventive action when the risk of collision or other danger may exist.
3. That both the engine and caboose are equipped with proper appliances for flag protection as required BY THE OPERATING RULES.
4. Air to be coupled through all cars and brakes to apply on the rear car.
5. Marker lamps not to be displayed.
6. Transfers operating between yards and terminals not using main tracks may move with or without cabooses at the discretion of local officers, consistent with safety, however, air must be coupled through all cars.

The above instructions do not apply to industrial or classification engines using the main track to make regular or occasional placement of cars in industrial tracks, except that all such engines must have the necessary flagging equipment and immediately available to crew members at all times.

AREA SPECIAL INSTRUCTIONS

A-1 General Instructions form 696 page 38 paragraph 4(a), requiring placement of a buffer car between the locomotive and first coach carrying passengers, is no longer applicable provided that all cars on the train are of all-steel construction. (Authority General Order 0-7 C.T.C. for Canada.)

A-2 Trains handling wrecking or other rail cranes are not to exceed speed of 25 miles per hour.

A-3 Speed restriction for snow plows being handled with back end forward is 20 miles per hour.

A-4 Due to the extra width, length and height of mainland

freight cars now operating on this Area, and to the closeness of some tracks to other tracks or structures, all employees concerned must be very careful while handling or riding on these cars, so as to prevent injuries to employees and damage to equipment.

A-5 Open top cars containing automobiles are to be located as far from engine handling train as proper marshalling of train in station order will permit.

A-6 When Wing plows are being moved in the consist of trains, they are to be marshalled 'Head On', that is such plows are not to be trailed.

TIME TABLE NO. 14—OCTOBER 26th., 1969

WESTWARD TRAINS			Miles from St. John's	Yard Limits	ST. JOHN'S SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS							
FOURTH CLASS		THIRD CLASS			Newfoundland Time				SECOND CLASS	FOURTH CLASS						
401 Freight Daily ex. Sunday	207 Mixed Monday Wednesday Friday	203 Freight Daily			Stations				204 Freight	208 Mixed	232 Mixed	400 Freight				
S0300	S0745	S2100	0.0	↓ 2.6	ST. JOHN'S	CKZ	HD	Yard	S1955		S1515	S1100				
0400	0815	2121	8.8		8.8 IRVINE			48	1935		1455	1030				
0445	0850	2145	19.1		10.3 KELLIGREWS			36	1908		1430	1000				
			22.8	22.5 } 23.2 }	3.7 SEAL COVE	Z			1903		1420	0950				
0510	S0935	2210	30.1		HOLYROOD		HY	8	1850		S1358	0935				
0520	0945		33.9		3.8 WOODFORDS			23	1837		1346	0910				
0528	S0955	2225	36.2		2.3 AVONDALE		SC	13	1832		S1341	0900				
0543	F1010	2240	41.5 41.6	41.0 } 42.1 }	Jct. with Carbonear Sub. BRIGUS JCT.	*RYZ		36	1820		⁴⁰⁰ 1330 0830	0845				
0558	1030	2255	49.1		7.5 OCEAN POND				1805		0813	0835				
0640	S1050	2320	54.5	54.1 } 55.2 }	5.4 WHITBOURNE	YZ	GO	7	F1755	S1615	S0800	0820				
0655	S1105	2335	61.5 61.6	61.2 } 62.1 }	Jct. with Argentic Sub. PLACENTIA JCT.	*RZ			1740	S1600		0735				
0713	To Argentic Sub-	2355	71.1		9.5 CAMP 4			36	1720	From Argentic Sub-		0713				
0730		0015	80.0		8.9 TICKLE HARBOUR			36	1655			0630				
0815		0050	97.7		17.7 FERGUSON			26	1620			0545				
0835		0100	102.6		4.9 COBB			36	1610			0535				
0855		0120	110.2	109.9 } 110.7 }	7.6 GOOBIES	YZ	GB	29	1557			0520				
0930		0155	126.1		15.9 SIXTY FIFTH			23	1527			0445				
S0945		S0215	131.1	130.6 ↑	5.0 CLARENVILLE	CKZ	SO	51	S1515			S0430				
401	207	203	Rule 41 applicable Special Instruction No. 3 applicable						Daily	204	Monday Wednesday Friday	208	Tuesday Thursday Saturday	232	Daily ex. Sunday	400

ST. JOHN'S SUBDIVISION FOOTNOTES

At St. John's, the territory between Mileage 0.0 and east switch of siding at Valley is under the jurisdiction of the Yardmaster or Yard Foreman, and movements in this territory must be made at restricted speed.

At Clarenville, the territory between the East yard limit sign and the West yard limit sign is under the jurisdiction of the agent, and movements in this territory must be made at restricted speed.

Refer to Rule 103 Uniform Code of Operating Rules, and note that movements on all tracks over public crossing at grade (Jobs crossing) located east of station building St. John's yard must be protected by a member of the crew. Flagman must protect movements whether or not engine is headed by cars.

Operator St. John's may register departure time of trains as per Rule 83.

Engines must not move beyond 600 feet inside gate on South Side Coastal Shed Wharf at St. John's.

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

The following instructions apply regarding crossing protection mile 130.9 St. John's Subdivision. Eastward train 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. Rule 103 last paragraph applicable.

Operator Clarenville may register departure time of trains as per Rule 83.

At Whitbourne the freight shed track is the siding.

Train No. 232 only, will register at Brigus Jct.

Train No. 204 Monday, Wednesday and Friday, and Train No. 207 only will register at Placentia Jct.

Engines must not move beyond 100 feet inside frog on west spur off siding at Brigus Jct.

Engines are not permitted to pass over Track Scales which have been installed 633 feet inside of frog at Octagon.

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

Heaviest car permitted gross weight 142,000 lbs.

OTHER TRACKS

Name	Points Face	Mileage	Car Capacity
Valley	EW	1.7	27
Waterford Bridge	EW	2.3	10
Mount Pearl	W	3.5	33
Ottawa Valley	W	3.63	3
Guldfords	W	3.65	3
Canada Packers	W	3.66	10
Allied	E	5.1	4
Benson	EW	5.2	5
Castor East	E	6.8	4
Castor	W	7.0	4
Hardwoods	W	7.1	15
Dawes	EW	7.2	12
Necco	W	7.2	2
St. Anns	EW	7.3	13
C.M.I.C.	EW	8.8	70
Mack	E	8.8	3
Octagon	E	9.2	40
Talcville	EW	15.9	17
Duffs	EWY	24.6	60
Eagle	EW	28.8	46
Erco	E	68.8	20
Arnold's Cove	E	98.4	8
Newchem	EWY	100.2	100
Steele	E	124.5	8

MAXIMUM SPEED

Mileage	Miles per Hour
	All trains
0.0 to 10.6	35
10.6 to 15.5	30
15.5 to 31.0	35
31.0 to 33.0	20
33.0 to 83.0	35
83.0 to 98.0	30
98.0 to 126.0	35
126.0 to 131.1	30

PUBLIC CROSSINGS AT GRADE

130.9 within 500' of crossing until the crossing is occupied.
— 15 MPH.

TIME TABLE NO. 14—OCTOBER 26th., 1969

WESTWARD TRAINS		Miles from St. John's	Yard Limits	CLARENVILLE SUBDIVISION			Office Signals	Siding Car Capacity	EASTWARD TRAINS	
FOURTH CLASS	THIRD CLASS			Newfoundland Time					SECOND CLASS	FOURTH CLASS
401 Freight Daily ex. Sunday	203 Freight Daily			Stations					204 Freight	400 Freight
S1100	S0330	131.1	↓	CLARENVILLE CKZ			SO	51	S1445	S0315
		132.2		1.1 JCT. WITH BONAVISTA SUB.						
		132.9		4.3						
1111	0341	136.5		STANLEY				52	1425	0255
				6.9						
1125	0353	143.4		THORBURN LAKE				38	1411	0240
				7.5						
1140	0415	150.9		PORT BLANDFORD			CY	26	1348	0220
				7.1						
1155	0432	158.0		CLODE				36	1333	0205
				6.6						
1210	0447	164.6		TERRA NOVA			AN	49	1320	0152
				16.5						
1248	0525	181.1	} 179.8 181.8	ALEXANDER BAY Z			AB	50	1248	0115
					9.0					
1310	0545	190.1	} 189.4 190.5	GAMBO Z			GS	21	1230	0050
					14.1					
1340	0615	204.2		BENTON				36	1203	0025
				8.7						
1440	0645	212.9	} 212.2 215.6	GANDER YZ			AP	37	F1145	0005
					7.7					
1455	0700	220.6		JOE BATTS				32	1120	2340
				9.7						
1520	0740	230.3	} 229.4 231.0	GLENWOOD YZ			GW	35	1100	2250
					14.2					
1555	0810	244.5	} 243.9 245.1	NOTRE DAME JCT. YZ			NO	36	F1030	2220
		244.6			Jct. with Lewisporte Sub.					
1620	0830	256.3		11.8 RATTLING				67	1001	2155
				11.0						
S1645	S0850	267.3	266.4	BISHOPS FALLS CKZ			BF	48	S0940	S2130
			↑							
		Rule 41 applicable Special Instruction No. 3 applicable							Daily	Daily ex. Saturday
401	203								204	400

CLARENVILLE SUBDIVISION FOOTNOTES

At Clarenville, the territory between the East yard limit sign and the West yard limit sign is under the jurisdiction of the agent, and movements in this territory must be made at restricted speed.

At Bishops Falls, the territory between the west end of Exploits Bridge, Mileage 266.6, and west yard limit sign is under the jurisdiction of the Agent or Yard Foreman, and movements in this territory must be made at restricted speed.

Operator Clarenville may register departure time of trains as per Rule 83.

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

Cars are not to be left on A.N.D. Co. spur, Gambo Pond within 100 feet east or west of Public Road Crossing.

Engines must not move beyond 300 feet inside of loading ramp at Gambo Pond.

Engines must not move beyond 380 feet inside of frog on A.N.D. spur, Gambo.

Engines must not move beyond 250 feet inside of frog on A.N.D. Co. spur, Gander.

Cars must not be left standing on legs of wye, Gander.

Mixed train No. 205 to Bonavista Subdivision leaves Clarenville 0700 and arrives at Junction with Bonavista Subdivision 0705 on Tuesday, Thursday and Saturday.

Mixed train No. 206, from Bonavista Subdivision, leaves Junction with Bonavista Subdivision 1700 and arrives Clarenville 1705 on Tuesday, Thursday and Saturday.

Heaviest car permitted gross weight 142,000 lbs.

Engines must not operate inside of frog on following tracks :

Hardwoods storage track, Clarenville.

Engines must not move beyond 60 feet inside of frog east and west of empty car track, Gambo Pond.

Engines are not permitted to go beyond frog A.N.D. Co. loading track Terra Nova.

When placing empty rack ends on new siding Glenwood, it is necessary to break cars at road crossing 30 car lengths from ramp.

Operator Bishop's Falls may register departure time of trains as per rule 83.

MAXIMUM SPEED

Mileage	Miles per Hour	
	All trains	
131.1 to 181.0	35	
181.0 to 185.0	30	
185.0 to 204.0	35	
204.0 to 207.0	30	
207.0 to 227.0	35	
227.0 to 231.0	30	
231.0 to 256.2	35	
256.2 to 267.3	40	

PERMANENT SLOW ORDERS

	All trains
148.8 Bridge	30
164.8 Bridge	10
189.9 Bridge	15
266.5 Bridge	10

During mild and rainy weather all trains must run at restricted speed around Birchy Point, mileage 151.3 to 151.8, and Gambo Side Hill, mileage 190.5 to 191.0.

PUBLIC CROSSINGS AT GRADE

131.5 westward trains within 600 feet of crossing until the crossing is occupied — 15 miles per hour.

OTHER TRACKS

Name	Points Face	Mileage	Car Capacity
Ford	W	168.3	6
Gambo Pond	EWY	188.3	84
Turner	E	215.9	16
Whitmans	W	216.3	10
McCurdy	EW	216.4	45

TIME TABLE NO. 14—OCTOBER 26th., 1969

WESTWARD TRAINS		Miles from St. John's	Yard Limits	BISHOPS FALLS SUBDIVISION Newfoundland Time Stations	Office Signals	Siding Car Capacity	EASTWARD TRAINS		
FOURTH CLASS	THIRD CLASS						SECOND CLASS	FOURTH CLASS	
401 Freight Daily	203 Mixed Daily						204 Mixed	400 Freight	
S2115	S1030	267.3	268.7	BISHOPS FALLS --- CKZ --- 8.9	BF	48	S0840	S1850	
2145	F1055	276.2	275.1 } 277.6 }	GRAND FALLS --- YZ --- 4.8	G	64	F0815	1830	
2200	1105	281.0		RED CLIFF 13.2		54	0800	1815	
2235	F1135	294.2	293.2 } 295.1 }	BADGER --- YZ --- 15.8	MW	37	F0735	1750	
2315	F1210	310.0	309.1 } 311.0 }	MILLERTOWN JCT. --- YZ --- 9.2	JG	46	F0700	1715	
2335	1235	319.2		CARIBOU 13.7		42	0640	1635	
0015	F1310	332.9		GAFF TOPSAIL 12.9		36	F0615	1610	
0040	F1340	345.8	345.1 } 346.7 }	KITTYS BROOK --- YZ --- 11.0		40	F0530	1520	
0105	F1402	356.8		HOWLEY 10.3	RG	12	F0502	1450	
0127	1430	367.1		NORTHERN 6.4		43	0442	1430	
0147	F1502	373.5	372.7 } 375.1 }	DEER LAKE --- Z --- 7.5	DR	20	F0430	1355	
0207	1522	381.0		PYNNS 16.4		48	0415	1305	
0242	1610	397.4		RUSSELL 7.9		28	0340	1225	
S0310	S1640	405.3	402.2 ↑	CORNER BROOK --- CKZ ---	CN	68	S0320	S1200	
		Rule 41 applicable						Daily	Daily
401	203	Special Instruction No. 3 applicable						204	400

BISHOPS FALLS SUBDIVISION FOOTNOTES

At Bishops Falls, the territory between the west end of Exploits Bridge, Mileage 266.6, and west yard limit sign is under the jurisdiction of the agent or Yard Foreman, and movements in this territory must be made at restricted speed.

Operator Bishop's Falls may register departure time of trains as per Rule 83.

At Corner Brook, the territory between East Yard Limit Sign and West Yard Limit Sign is under the jurisdiction of the Yardmaster or Yard Foreman and movements in this territory must be made at Restricted speed.

In order that crossing protection signals at mileage 276.3 will not be actuated, trains must not be left standing on main track or on wye within 250 feet east of road crossing at that place. Westward trains must not exceed 5 m.p.h. over these portions of track.

Howley lift bridge, mileage 357.5, non-interlocked.

Railway crossing at grade with Grand Falls Central Railway, mileage 268.4, non-interlocked.

Open top cars under load must not be placed on middle track, Grand Falls.

Heaviest car permitted gross weight 142,000 lbs.

Engines are not permitted west of crossing Western Terminals track, Corner Brook Yard.

Operator Corner Brook may register departure time of trains as per rule 83.

All tracks between Switch at Tail of Wye, Millertown Junction, and mileage one (1), American Smelting and Refining Main track, are interchange tracks.

Engines must not move beyond Frogs Sharpe

OTHER TRACKS

Name	Points Face	Mileage	Car Capacity
Red Cliff East	W	280.5	5
Jerrett	EW	305.0	25
Humber Canal	EWY	368.5	105
Pasadena	E	387.2	5
Sharpe	EW	396.4	2

MAXIMUM SPEED

Mileage	Miles per Hour	
	All trains	
267.3 to 311.3 -----	35	
311.3 to 321.0 -----	40	
321.0 to 337.0 -----	35	
337.0 to 343.3 -----	30	
343.3 to 405.9 -----	35	

PUBLIC CROSSINGS AT GRADE

267.5 within 400 feet of crossing until crossing is occupied — 10 miles per hour.

PERMANENT SLOW ORDERS

Mileage	All Trains
315.3 to 315.6 Curve -----	35
320.4 to 320.7 Curve -----	30
357.5 to 357.6 Draw Bridge -----	25
385.3 to 385.6 Sidehill & Curve -----	20
394.7 to 395.5 Sidehill & Track Condition -----	15

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

All trains must operate at restricted speed between mileages 342.6 and 342.9 401.1 and 401.2 and 402.6 and 403.3.

TIME TABLE NO. 14—OCTOBER 26th., 1969

WESTWARD TRAINS		Miles from St. John's	Yard Limits	PORT AUX BASQUES SUBDIVISION				EASTWARD TRAINS	
FOURTH CLASS	THIRD CLASS			Newfoundland Time	Office Signals	Siding Car Capacity	SECOND CLASS	FOURTH CLASS	
401 Freight Daily	203 Freight Daily						204 Freight	400 Freight	
Stations									
S0600	S1800	405.3	↓ 406.1	CORNER BROOK	CKZ	CN	68	S0220	S0820
		408.0		2.7 CURLING				0205	
0645	1825	415.4		7.4 COOKE			48	0145	0745
0725	1850	425.0		9.6 BEAVER			48	0125	0725
				4.9					
0735	1900	429.9		SPRUCE BROOK		GC	38	0115	0715
				8.3					
0756	1920	438.2		HARRYS BROOK			52	0059	0659
				10.8					
0821	1945	448.5 449.0	448.4 449.2	Jct. with Stephenville Sub. WHITES ROAD	RZ*		15	0040	0640
				3.5					
0830	2015	452.5	451.8	STEPHENVILLE CROSSING	YZ	V	69	0030	0630
			455.8	7.2					
0850	2030	459.7		ST. GEORGES		SR	21	0015	0615
				7.3					
0910	2050	467.0		JOYCE			22	2359	0559
				6.1					
0922	2105	473.1		FISCHELL			48	2347	0547
				7.2					
0940	2125	480.3		ROBINSONS		RN	15	2327	0527
				7.5					
0955	2140	487.8	487.2 488.8	ST. FINTANS	YZ	BS	48	2307	0507
				10.7					
1025	2200	498.5		CODROY POND			27	2240	0440
				9.0					
1050	2220	507.5		WESLEY			50	2220	0420
				5.4					
1100	2230	512.9		SOUTH BRANCH			13	2210	0410
				5.9					
1112	2242	518.8		RIVERVIEW			25	2158	0358
				3.9					
1120	2252	522.7		DOYLES		DY	15	2150	0350
				5.5					
1135	2302	528.2		ST. ANDREWS			55	2140	0340
				19.6					
S1235	S2359	547.8	545.9 ↑	PORT AUX BASQUES	CKZ	F	Yard	S2100	S0300
Rule 41 applicable								Daily	Daily
401	203	Special Instruction No. 3 applicable						204	400

PORT AUX BASQUES SUBDIVISION FOOTNOTES

At Corner Brook, the territory between East Yard Limit Sign and West Yard Limit Sign is under the jurisdiction of the Yardmaster or Yard Foreman and movements in this territory must be made at Restricted speed.

At Port aux Basques, the territory west of the east switch of Lomonds, Mileage 546.96, is under the jurisdiction of the Yardmaster or Yard Foreman, and movements in this territory must be made at Restricted speed.

Operator Port aux Basques may register departure time of trains as per Rule 83.

Heaviest car permitted gross weight 142,000 lbs.

When switching Cars on rail ferries Frederick Carter and Patrick Morris engines must not move beyond points located on first span of Transfer Bridge.

Engines are not permitted west of crossing Western Terminals track, Corner Brook Yard.

Operator Corner Brook may register departure time of trains as per rule 83.

800 and 900 class engines are not permitted to operate on Bowater's tracks in Corner Brook yard, with the exception of the track called Bowater's Main Line.

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

Whites Road Mileage 449.0 Port aux Basques Subdivision is a register station. Only trains directed by train orders are required to register at White's Road.

OTHER TRACKS

Name	Points Face	Mileage	Car Capacity
Leggo	W	407.5	11
Petries	W	408.8	6
Cleary	EW	434.5	16
Bennetts Island	W	450.0	25
Western	EW	455.8	15
Gypsum	EW	466.4	45
Jeffreys	EW	484.5	65
Reid	W	497.8	4
Wade	EW	503.3	23
Cape Ray	EW	539.0	19

MAXIMUM SPEED

Mileage	Miles per Hour
	All trains
405.3 to 414.0	20
414.0 to 432.9	30
432.9 to 463.4	40
463.4 to 465.5	25
465.5 to 473.0	40
473.0 to 477.0	30
477.0 to 480.0	40
480.0 to 483.7	30
483.7 to 485.1	40
485.1 to 486.3	15
486.3 to 489.0	25
489.0 to 491.0	35
491.0 to 496.4	30
496.4 to 504.1	35
504.1 to 505.5	25
505.5 to 547.8	35

PERMANENT SLOW ORDERS

Mileage	All Trains
410.0 to 410.4 Sidehill	15
453.6 to 453.7 Bridge Main Gut	20
456.6 to 456.9 Bridge	10
464.2 to 464.3 Bridge	10
473.8 to 474.0 Bridge	10
540.0 to 540.3 Sand	10
546.0 to 546.4 Bridge	15

All trains must run at restricted speed between mileages 406.4 and 406.8, and 485.7 and 486.2.

TIME TABLE NO. 14—OCTOBER 26th., 1969

WESTWARD TRAINS		Miles from Placentia Jct.	Yard Limits	ARGENTIA SUBDIVISION			Office Signals	Siding Car Capacity	EASTWARD TRAINS	
	THIRD CLASS			Newfoundland Time					Stations	FOURTH CLASS
	207 Mixed Monday Wednesday Friday								208 Mixed	
	S1125	0.0	↓ 0.7	Jct. with St. John's Sub. PLACENTIA JCT. RZ			23	S1540		
	F1150	11.4	16.9	11.4 VILLA MARIE			17	F1515		
	S1205	17.5		18.2	6.1 PLACENTIA Z	CA	10	S1455		
	S1220	20.7	18.8 ↑	3.2 ARGENTIA Z	GY	Yard		S1430		
	207	Rule 41 applicable Special Instruction No. 2 applicable							Monday Wednesday Friday 208	

ARGENTIA SUBDIVISION FOOTNOTES

In order to control auto traffic at the Argentia Ferry Terminal, two chain and posts barriers will be erected in the yard. One will be adjacent to the Terminal building and the other near the Staff House. When trains are operating in the area, Crew will unhook these barriers and replace when switching completed.

The attention of enginemen is called to the fact that rock cuts are very close to cab windows of engines on Argentia Sub.

Heaviest car permitted—gross weight 136,000 lbs.

Engines are not permitted to operate on wharf at Argentia.

The switch for wharf track leading from Mainline, Argentia Yard, has been changed and this is now a ground switch flush with ground level and is not fitted with Target or switch indicator.

No. 208 may leave Argentia without clearance.

MAXIMUM SPEED

Mileage	Miles per Hour
0.0 to 20.7	All trains 30

PERMANENT SLOW ORDERS.

15.2 to 16.2 Rock Cuts	15
19.0 Bridge	5

WESTWARD TRAINS		Miles from Notre Dame Jct.	Yard Limits	LEWISPORTE SUBDIVISION			Office Signals	Siding Car Capacity	EASTWARD TRAINS	
				Newfoundland Time					Stations	
				Jct. with Clarendville Sub. NOTRE DAME JCT. YZ		NO	25			
		9.4	8.2 ↑	9.4 LEWISPORTE YZ		BR	Yard			
		Rule 41 applicable Special Instruction No. 2 applicable								

LEWISPORTE SUBDIVISION FOOTNOTES

MAXIMUM SPEED

Mileage	Miles per Hour
0.0 to 9.4	All Trains 30

Heaviest car permitted gross weight 142,000 lbs.

Engines are not permitted to operate inside of gates on tracks to Imperial Oil Company's premises in Lewisporte yard.

TIME TABLE NO. 14—OCTOBER 26th., 1969

WESTWARD TRAINS		Miles from Shoal Harbour	Yard Limits	BONAVISTA SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS	
	THIRD CLASS				Newfoundland Time				FOURTH CLASS
	205 Mixed Tuesday Thursday Saturday				Stations			206 Mixed	
	0705	0.0	↓ 0.7	JCT. WITH CLARENVILLE SUB. Z				S 1700	
	S 0810	18.0		18.0 LETHBRIDGE	BY	11		S 1600	
	F 0835	30.1		12.1 SOUTHERN BAY		12		F 1530	
	S 0850	34.3		4.2 PRINCETON	CS	12		S 1520	
	S 0935	53.0	52.6 } 53.3 }	18.7 TRINITY JCT. YZ		11		S 1430	
	S 0955	59.3		6.3 PORT REXTON	RX	8		S 1407	
	S 1050	77.7		18.4 CATALINA	C	10		S 1327	
	S 1120	87.9	87.1 ↑	10.2 BONAVISTA YZ	BO	Yard		S 1259	
	205	Rule 41 applicable Special Instruction No. 2 applicable						Tuesday Thursday Saturday	206

BONAVISTA SUBDIVISION FOOTNOTES

ADDITIONAL FLAG STOPS

Name	Points Face	Mileage	Car Capacity	
Brickyard	E	4.1	4	All trains
Georges Brook	W	5.3	2	All trains
Morleys	EW	12.9	10	All trains
New Country	W	25.1	4	All trains
Bailey	W	55.8	7	All trains

No. 206 may leave Bonavista without clearance.

MAXIMUM SPEED

Mileage	Miles per Hour All Trains
0.0 to 50.0	25
50.0 to 57.6	20
57.6 to 87.9	25

PERMANENT SLOW ORDERS

0.3 Bridge	5
2.9 to 4.1 Sidehill	5
54.9 to 55.2 Rockwall	5

Engines are not permitted to operate over Bridge 315 feet west of station Bonavista.

Heaviest engine permitted to operate—800 class.

Heaviest car permitted—gross weight 100,000 lbs, except Cars 14292 and 14293—Gross weight permitted 136,000 lbs.

STEPHENVILLE SUBDIVISION FOOTNOTES

MAXIMUM SPEED

Mileage	Miles per Hour All Trains
0.0 to 7.8	25

Heaviest car permitted gross weight 142,000 lbs.

All train movements over road crossings at mileage 3.7, 5.1, 6.8, 7.6 and 7.65 must be protected by flagman.

TIME TABLE NO. 14—OCTOBER 26th., 1969

WESTWARD TRAINS		Miles from Brigus Jct.	Yard Limits	CARBONEAR SUBDIVISION			Office Signals	Siding Car Capacity	EASTWARD TRAINS		
	THIRD CLASS			Newfoundland Time					FOURTH CLASS		
	211 Mixed Tuesday Thursday Saturday			Stations					212 Mixed		
	S0835	0.0	↓ 0.8	Jct. with St. John's Sub. BRIGUS JCT. RYZ 11.2				18	S1320		
	F0910	11.2		BRIGUS 6.1					F1247		
	S0935	17.3		CLARKES BEACH 5.1			CB	9	S1230		
	S1000	22.4		BAY ROBERTS 1.8			RY	21	S1210		
	S1010	24.2		SPANIARDS BAY 8.3			FN	8	S1150		
	S1030	32.5		HARBOUR GRACE 6.0			WS	12	S1130		
	S1050	38.5	37.9 ↑	CARBONEAR YZ			AW	Yard	S1110		
	211	Rule 41 applicable Special Instruction No. 2 applicable								Tuesday Thursday Saturday 212	

CARBONEAR SUBDIVISION FOOTNOTES

ADDITIONAL FLAG STOPS

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

Heaviest engine permitted to operate beyond yard limit sign, Brigus Jct.—800 class.

Heaviest car permitted—gross weight 100,000 lbs, except Cars 14292 and 14293—Gross Weight permitted 142,000lbs.

No. 211 may leave Brigus Jct. without clearance.

No. 212 may leave Carbonear without clearance.

MAXIMUM SPEED

Mileage	Miles per Hour
0.0 to 38.5	All Trains 25

WESTWARD TRAINS		Miles from White's Road	Yard Limits	STEPHENVILLE SUBDIVISION			Office Signals	Siding Car Capacity	EASTWARD TRAINS		
				Newfoundland Time							
				Stations							
		0.0		WHITE'S ROAD RY 7.8				15			
		7.8	7.6 ↑	STEPHENVILLE YZ				Yard			
		Special Instruction No. 2 applicable Stephenville Subdivision footnotes on page 12 Rule 41 applicable									

MEDICAL OFFICERSWATCH INSPECTORS

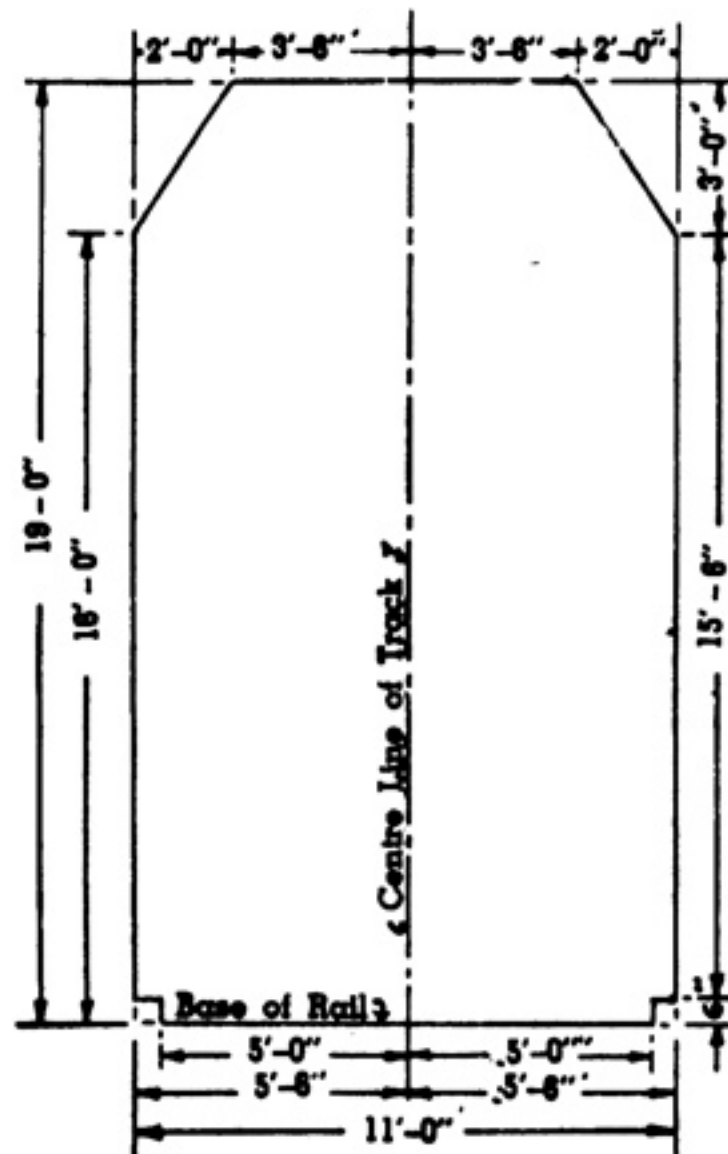
	<u>Telephone (Office)</u>
Dr. P. Vaughan, Chief Medical Officer Montreal	
Dr. R. J. Brown, Regional Medical Officer Moncton	
Dr. K. H. A. Marshall 277 Duckworth St., St. John's	722-2120
Dr. Joseph Crowley O'Mara-Martin Bldg., Rawlins Cross, St. John's ..	726-4531
Dr. Edmund J. Quinlan Cornwall Clinic, 325 Hamilton Ave., St. John's ..	579-0055
Dr. M. G. Coxon Gander	8-3412
Dr. W. L. Pollock Lewisporte	4211
Dr. G. D. Tulk Bishops Falls	6310
Dr. G. H. Warren Corner Brook	634-5242
Dr. K. Lubkiewicz Port aux Basques	695-2073
Dr. D. P. Murphy Stephenville Crossing	646-2553
Dr. D. L. Stewart Eastport	2531
Dr. Gordon W. Thomas St. Anthony	2213

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

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

NOTE:—SEE GENERAL INSTRUCTIONS (FORM 696)

Terminal or yard	Location	Structure or obstruction
ST. JOHN'S SUBDIVISION		
St. John's	No. 1 main track	Station platform umbrella roof
BISHOPS FALLS SUBDIVISION		
Bishops Falls	Yard	Sandtower
PORT AUX BASQUES SUBDIVISION		
Port aux Basques	North End New Transfer Shed ..	Pipeline

CLEARANCE DIAGRAM

Maximum Width: 11 Feet.

Maximum Height from Deck of Car:—

14 Feet 10 Ins. for 7 Feet in centre.

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

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

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

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

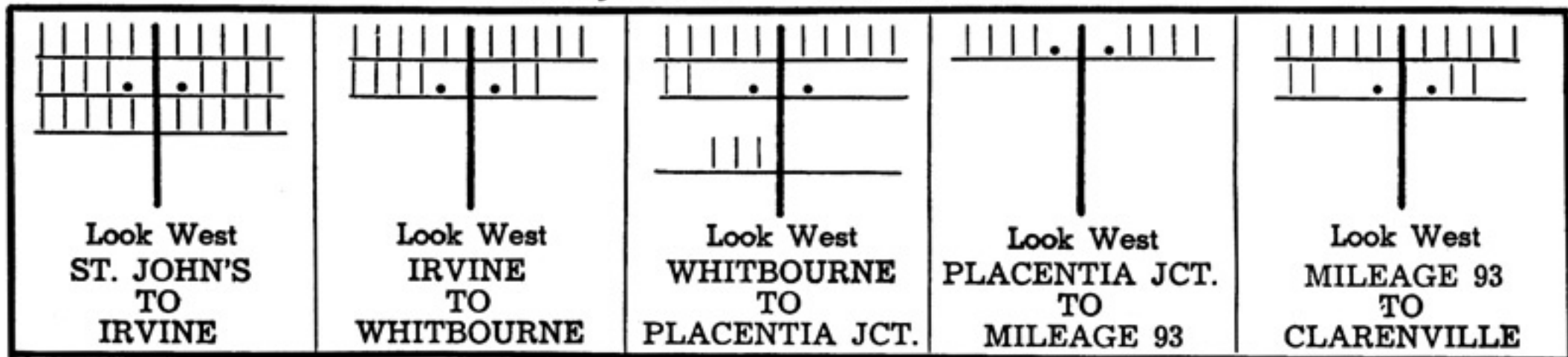
When two or more diesel units with dissimilar ratings are operated as multiple units under the control of one engineman, the rating will be determined by multiplying the smaller rating by the number of units in multiple. When 1200 H.P. units are in multiple with 875 H.P. units, the 1200 H.P. unit must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

DIAGRAM SHOWING LOCATION OF DISPATCHERS' PHONE WIRES

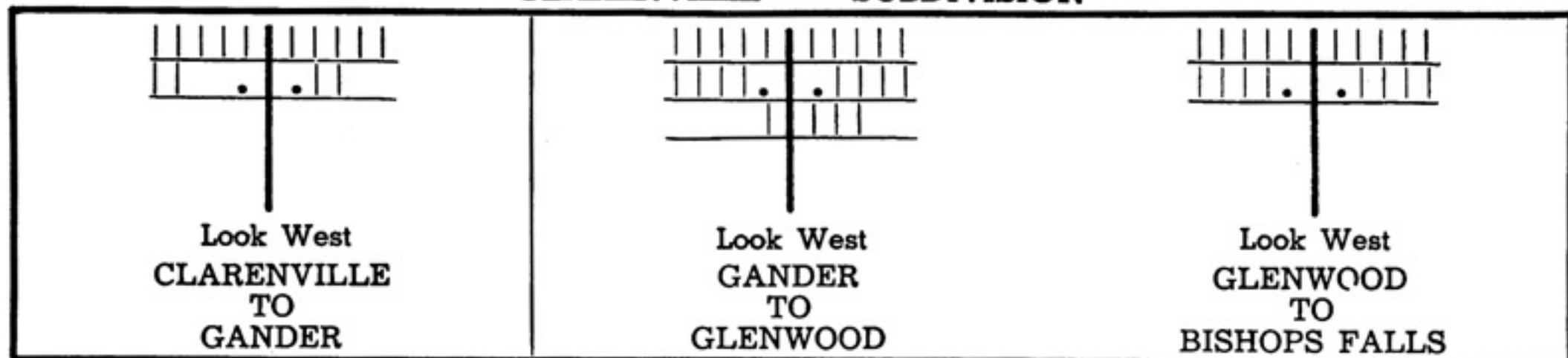
FACE DIRECTION NAMED—COUNT CROSSARMS FROM TOP DOWN

. . Dispatchers' Phone Wires

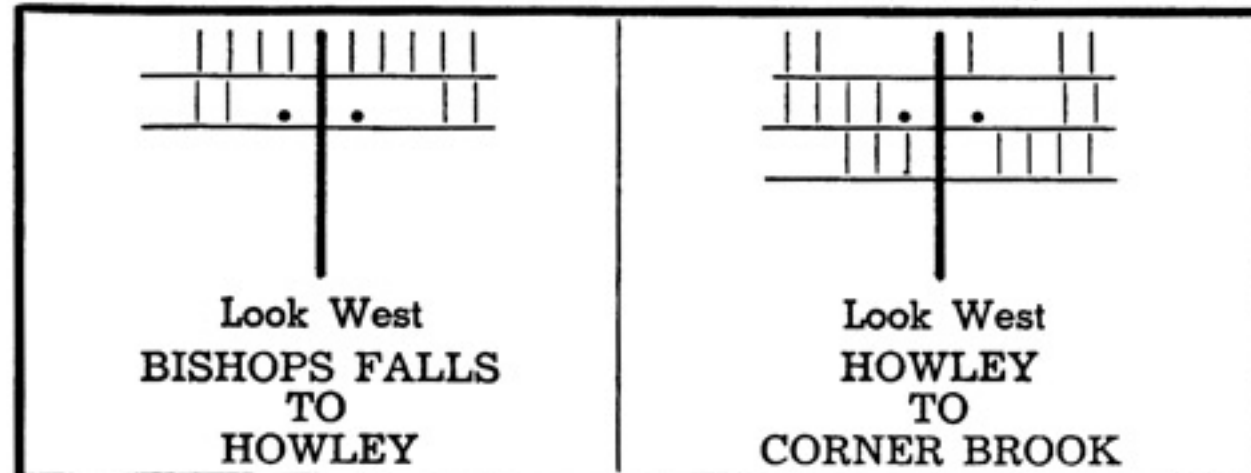
ST. JOHN'S SUBDIVISION



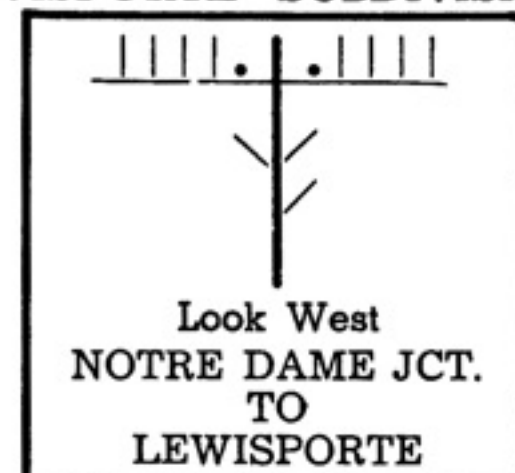
CLARENVILLE SUBDIVISION



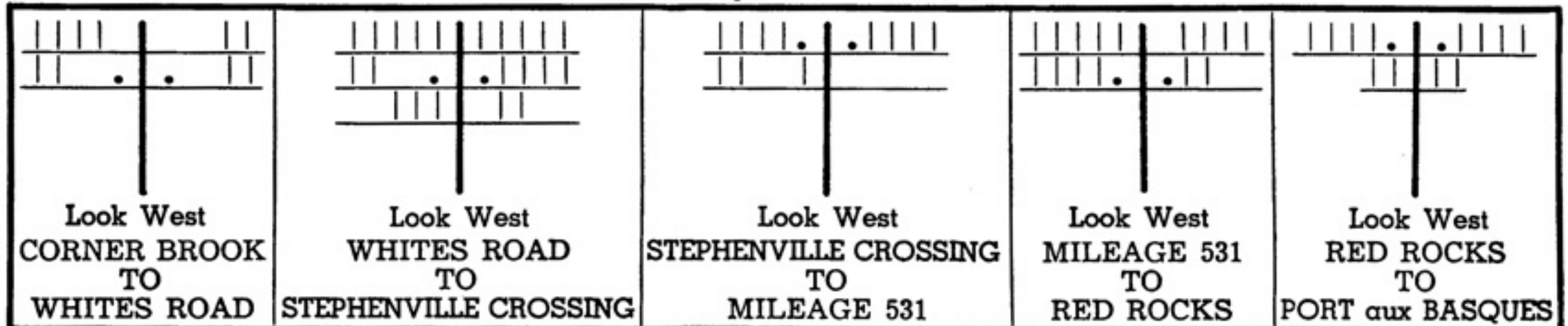
BISHOPS FALLS SUBDIVISION



LEWISPORTE SUBDIVISION



PORT AUX BASQUES SUBDIVISION



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

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

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

VESSEL SERVICE

1969

Local Times Shown — Daylight or Standard — Whichever is in effect.

GULF SERVICE

PORT AUX BASQUES — NORTH SYDNEY

DAILY	DAILY		DAILY	DAILY
M.V. LEIF EIRIKSSON or Substitute	M.V. WILLIAM CARSON or Substitute		M.V. WILLIAM CARSON or Substitute	M.V. LEIF EIRIKSSON or Substitute
2330 hours N.T.	1130 hours N.T.	Lv.: Port aux Basques	0630 hours N.T.	1830 hours N.T.
0630 hours A.T.	1730 hours A.T.	Ar.: North Sydney	2330 hours A.T.	1130 hours A.T.
		Ar.: Port aux Basques		
		Lv.: North Sydney		

SOUTH COAST SERVICE — M.V. "PETITE FORTE"

M.V. "PETITE FORTE": Effective May 10 — Leaves Port aux Basques 0030 hours (1230 a.m.) every Saturday.

Effective May 14 — Leaves Terrenceville 1200 hours (noon) every Tuesday.

Port aux Basques	119 Francois	203 Gaultois	245 Jersey Harbour	308 English Hr. East
33	9	3	17	5
33 La Poile	128 Rencontre West	206 Hermitage	262 English Hr. West	313 Grand LaPierre
10	24	7	8	3
43 Grand Bruit	152 McCallum	213 Stone Valley	270 Belleoram	316 Terrenceville
30	5	(Hermitage Bay)	10	
73 *Burgeo	157 Pushthrough	11	280 Pools Cove	
11	20	224 Pass Island	12	
84 *Ramea	177 x St. Alban's	19	292 Rencontre East	
15	6	243 *Harbour Breton	16	
99 Grey River	183 x Milltown	2		
20	20			

NOTE: Vessels will call St. Jacques (266) when passengers or freight offering.

* Vessels to remain a minimum of one hour each port of call of Ramea, Burgeo, and Harbour Breton.

x Vessel to remain a minimum of one half hour each call at ports St. Albans and Milltown.

TIME TABLE NO. 14—OCTOBER 26th., 1969

SOUTH COAST SERVICE — ARGENTIA TO PORT AUX BASQUES

M.V. "HOPEDALE — M.V. "TAVERNER" OR SUBSTITUTE

FROM ARGENTIA:

M.V. "HOPEDALE": 2100 Hours (9:00 p.m.) Effective May 6th and Every Second Tuesday Thereafter.

M.V. "TAVERNER": 2100 Hours (9:00 p.m.) Effective May 13th, and Every Second Tuesday Thereafter.

FROM PORT AUX BASQUES:

M.V. "TAVERNER": 0030 Hours (12:30 a.m.) Effective May 7th, and Every Second Wednesday Thereafter.

M.V. "HOPEDALE": 0030 Hours (12:30 a.m.) Effective May 14th, and Every Second Wednesday Thereafter.

Argentia 31	159 Burin 15	334 Pools Cove 10	438 St. Albans 20
31 Arnolds Cove 9	174 St. Lawrence 13	344 Belloram 8	458 Pushthrough 5
40 Woody Island 14	187 Lawn 46	352 English Hr. West 17	463 McCallum 24
54 Davis Cove 26	233 Fortune 5	369 Jersey Harbour 2	487 Rencontre West 9
80 South East Bight 13	238 Grand Bank 27	371 Harbour Breton 19	496 Francois 20
93 Monkstown 16	265 Point Enragee 21	390 Pass Island 11	516 Grey River 15
109 Petit Forte 12	286 Little Bay East 12	401 Stone Valley (Hermitage Bay) 7	531 Ramea 11
121 Baine Harbour (Outward only) 10	298 Terrenceville 3	408 Hermitage 3	542 Burgeo 30
131 Flat Island (Port Elizabeth) 14	301 Grand LaPierre 5	411 Gaultois 21	572 Grand Bruit 10
145 Marystown 14	306 English Hr. East 16	432 Milltown 6	582 LaPoile 33
	322 Rencontre East 12		615 Port aux Basques

NOTE: Vessels not to leave Terrenceville before 1200 hours (noon) Fridays enroute Port aux Basques.

Vessels will call Bay L'Argent (284), St. Jacques (348), when freight or passengers offering.

Vessels to remain a minimum of one half hour each call at ports Ramea, Burgeo & Harbour Breton.

Vessels to remain a minimum of one half hour each call at ports St. Albans and Milltown.

ST. JOHN'S—GOOSE BAY S.S. "CABOT STRAIT" OR SUBSTITUTE

From St. John's:- 1200 hours (noon) Oct. 31; Nov. 14-22 FINAL.

From Goose Bay:- 2359 hours (11:59 p.m. Goose Bay Time). Nov. 7-22 FINAL.

St. John's 45	441 Belle Isle 27	550 Georges Cove 2	616 Black Tickle 5
45 Bay Roberts 15	468 Battle Harbour 9	552 Fishing Ships Harbour 12	621 Spotted Islands 55
60 Carbonear 175	477 St Marys Harbour 8	564 Square Island 12	676 Cartwright 20
235 Twillingate 33	485 Fox Harbour (St. Lewis) 34	576 Snug Harbour 24	696 Packs Harbour 69
268 Lewisporte 138	519 Port Hope Simpson 22	600 Frenchmans Island 12	765 Rigolet 75
406 St. Anthony 35	541 Williams Harbour 9	612 Batteau 4	840 North West River 25
			865 Goose Bay

NOTE: Goose Bay Time one half hour behind Newfoundland Time.

Vessel will call White Point (465) when freight and passengers offering, weather permitting.

TIME TABLE NO. 14—OCTOBER 26th., 1969

GREEN BAY—WHITE BAY SERVICE: S.S. "BAR HAVEN" OR SUBSTITUTE

LEAVE LEWISPORTE: 2100 hours (9:00 p.m.) every Thursday commencing May 1st to Close of Navigation.

Lewisporte 33	143 Beaumont 7	232 LaScie 12	349 Sops Arm (Outward Only) 6
33 Twillingate 30	150 Little Bay Islands 11	244 Woodstock 14	355 Jacksons Arm 40
63 Cottrells Cove (Outward Only) 12	161 Harrys Harbour 18	258 Horse Island 17	395 Great Harbour Deep 16
75 Leading Ticks 10	179 Kings Point (Outward Only) 11	275 Mings Bight (Outward Only) 14	411 Williamsport 16
85 Triton West 4	190 Middle Arm 4	289 Baie Verte 14	427 Hooping Harbour 10
89 Brighton 9	194 Burlington (Outward Only) 9	303 Fleur De Lys (Outward Only) 22	437 Canada Harbour 3
98 Port Anson (Outward Only) 8	203 Nippers Harbour 9	325 Seal cove (Outward Only) 14	440 Englee 16
106 Lushes Bight 16	212 Snooks Arm 20	339 Westport (Outward Only) 10	456 Conche (Outward Only) 16
122 Springdale 21			472 Croque

NOTE: Vessel will return from Jackson's Arm to Baie Verte (46) and continue ports to Lewisporte.

Vessel will call at Moreton's Harbour (23), Pelley's Island (88), and Pacquet (246) when passengers or freight offering.

LEWISPORTE TO CORNER BROOK SERVICE — S.S. "SPRINGDALE" OR SUBSTITUTE.

FROM LEWISPORTE: 2100 hours (9:00 p.m.) Oct. 31; Nov. 11-21; Dec. 1-12-22; Jan. 3 FINAL.

Lewisporte 33	181 Croque 8	364 Fox Hr. (St. Lewis) 8	455 West St. Modiste 9
33 Twillingate 90	189 St. Juliens 7	372 St. Marys Hr. 9	464 Lance au Loup 8
123 Roddickton 10	196 Fishot Islands 14	381 Battle Harbour 8	472 Forteau 14
133 Englee 18	210 Main Brook 20	389 Cape St. Charles 22	486 Sandy Cove 8
151 Grey Islands 14	230 St. Anthony 98	411 Henley Harbour 30	494 Flowers Cove 8
165 Conche 16	328 Port Hope Simpson 36	441 Red Bay 14	502 St. Barbe 165
			667 Corner Brook

NOTE: Vessel will call Little Bay Islands (75) outward and inward during fishing season. Nippers Harbour (85), St. Lunaine (242), Griquet (248), Quirpon (260), Raleigh (272), Cooks Harbour (279), Belle Isle (265), White Point (387) and Blanc Sablon (485) when passengers and freight offering and weather permitting.

Vessel will proceed direct from St. Barbe to Corner Brook.

Outward from Corner Brook to Lewisporte vessel will proceed to St. Barbe but will call Woody Point (Bonne Bay) (48), Norris Point (50), Port Saunders (128), Old Port aux Choix (140), Plum Point (Brig Bay) (171), when freight and passengers offering.

TIME TABLE NO. 14—OCTOBER 26th., 1969

ST. JOHN'S TO NAIN SERVICE — M.V. "BONAVISTA" — NONIA OR SUBSTITUTE.

M.V. "BONAVISTA":

From St. John's: 1200 hours (noon) Nov. 12 FINAL TO GOOSE BAY.

From Nain: Nov. 1—23 FINAL FROM GOOSE BAY.

M.V. "NONIA":

From St. John's: 1200 hours (noon) Nov. 1 FINAL TO NAIN.

From Nain: Nov. 12 FINAL FROM NAIN.

St. John's 45	492 Battle Harbour 8	631 Sandy Island 5	981 Rigolet 50
45 Bay Roberts 15	501 St. Marys Harbour 8	636 Batteau 4	1031 Smokey 12
60 Carbonear 50	509 Fox Harbour (St. Lewis) 34	640 Black Tickle 5	1043 Emily Harbour 40
110 Catalina 47	543 Port Hope Simpson 22	645 Spotted Island 11	1083 Cape Harrison 46
157 Valleyfield 79	565 Williams Harbour 9	656 Indian Tickle 22	1129 Makkovik 37
236 Twillingate 33	574 Georges Cove 2	678 Grady 23	1166 Postville 71
269 Lewisporte 138	576 Fishing Ships Hr. 12	701 Cartwright 20	1237 Hopedale 50
407 St. Anthony 35	588 Square Island 12	721 Packs Harbour 69	1287 Davis Inlet 70
442 Belle Isle 20	600 Snug Harbour 7	790 Rigolet 75	1357 Nain
462 Henley Hr. 22	607 Venison Island 16	865 North West River 25	
484 Cape St. Charles 9	623 Frenchmans Island 8	890 Goose Bay 91	

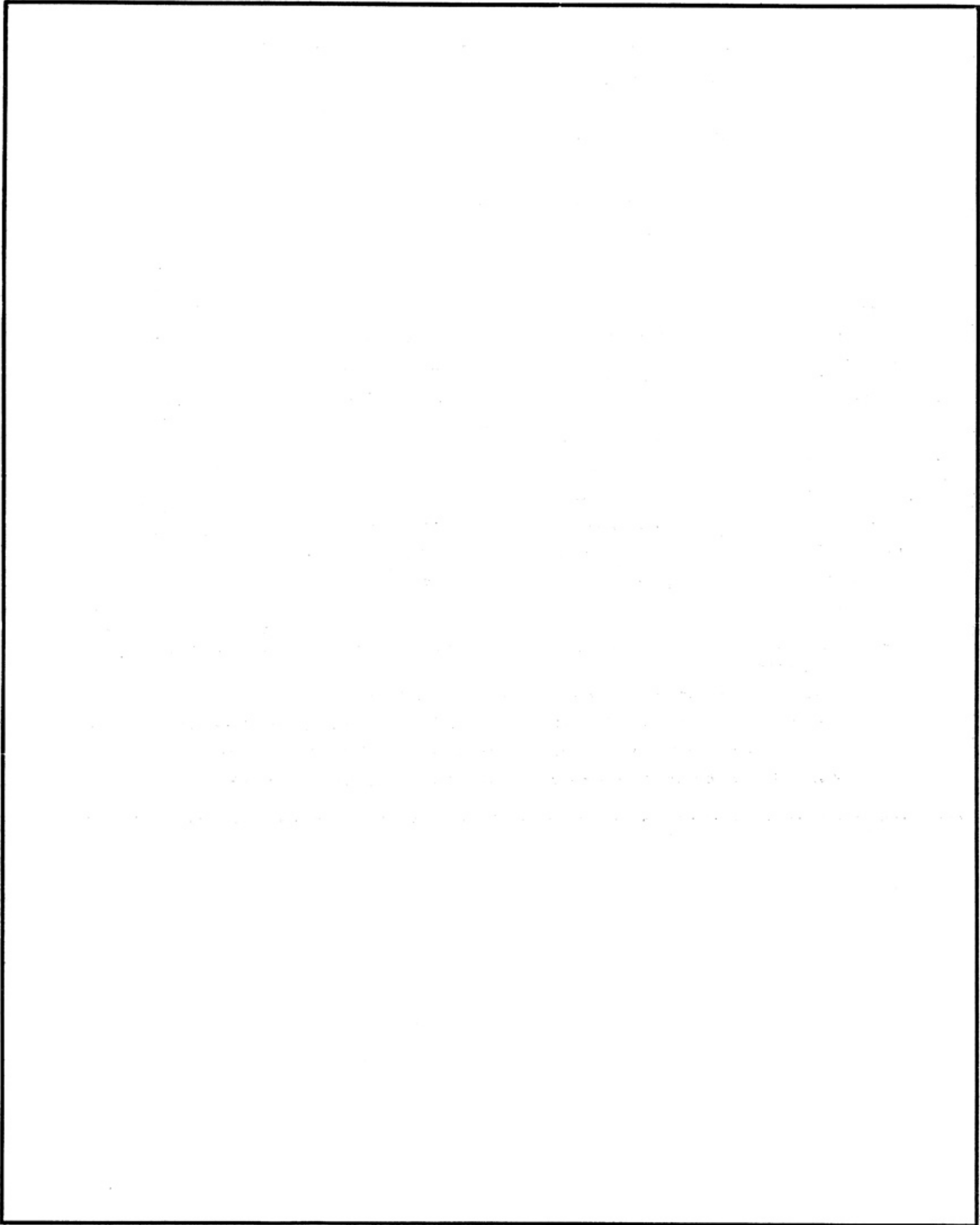
NOTE: Vessel will call at Triton (295), Little Bay Islands (306), Triangle (596), Webbers Cove (627), outward and inward during fishing season.

Vessel will call at Englee (393) outward and inward when passengers offering.

Vessel will call at Sandy Hook (527), Hawkes Hr. (611) and Bolsters Rock (616) when freight and passengers offering.

Vessel will call at North West River outward from Goose Bay to Nain if freight and passengers offering.

Vessel will call White Point (486) when freight and passengers offering, weather conditions permitting.

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

J. L. BRAZIL, Chief Train Dispatcher
 R. BOWERING, Assistant Chief Train Dispatcher

M. C. SNOW, Assistant Chief Train Dispatcher
 P. JAMES DWYER, Assistant Chief Train Dispatcher

Dispatchers

P. J. DWYER,
 W. H. BUTT,
 R. G. PARDY,
 A. HICKS,

C. M. HANNON,
 G. M. DELANEY,
 S. J. BEST,
 J. F. RYAN,

F. G. DOYLE
 L. G. HILL
 P. M. DUKE

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

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

F. J. BRODERICK
 Acting Trainmaster
 Corner Brook

R. F. MacKenzie
 Operations Manager
 North Sydney

G. C. Connors
 Special Assistant to
 Operations Manager.
 North Sydney

E. P. Ronayne
 Asst. Operations Manager
 Port Aux Basques

R. L. Stevenson
 Asst. Operations Manager
 North Sydney.

