

| NEWCASTLE<br>SUBDIVISION     |  |        |      |                          |  |   |
|------------------------------|--|--------|------|--------------------------|--|---|
| METHOD OF CONTROL            | W<br>↓                                 | E<br>↑ | MILE | SIDINGS CAPACITY IN FEET | TGBO LIMITS  | RTC STANDBY CHANNELS<br><br>HOT BOX AND DRAGGING<br>EQUIPMENT DETECTORS   |
| 0.0<br>↑<br>OCS<br>↓<br>61.5 | CATAMOUNT<br>(Jct with Springhill sub) |        | 0,0  | 4150                     | 0,0<br>↑<br><br><br><br><br><br><br><br><br><br><br><br><br>↓<br>173,2 | C 22<br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><b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## NEWCASTLE SUBDIVISION FOOTNOTES

## 1.0 SPECIAL APPLICATIONS

1.1 Rule 105 (c) applicable on subdivision tracks, spurs and other tracks.

1.2 Rule 14 (I)(iv) Anti-whistle applicable at :  
 - mile 109.40      - mile 109.75      - mile 172.24  
 - mile 172.50      - mile 172.62      - mile 172.79

1.3 Rule 14 (I) applicable at the private crossing at grade mile 14.6.

1.4 Rule 103.1 (f) Rusty Rail applicable at :  
 - mile 75.38 track BN75  
 - mile 121.69 siding Petit Rocher

## 1.5 Switches

The following switches may be left lined and locked in reverse position :

- Loggieville spur at mile 61.95
- West switch track NC41 at mile 66.44
- West switch track B131 at mile 110.7
- Track CC01 at mile 172.87

## 1.6 Locomotive tie-up track

Campbellton . . . . . tracks CC21, CC22, CC23  
 Bathurst. . . . . track B136  
 Miramichi . . . . . track NC51

## 1.7 Hand Brakes

Double the the hand brake requirement on equipment at the following locations:

- track X065 at mile 33.4      - siding Bartibog
- track B200 à Nepisiguit      - siding Petit Rocher
- siding and tracks CB55 and CB56 at Irvco
- track CB30 at Charlo

In addition of applying the required number of hand brakes as indicated in GOI item 7.12, 3 additional hand brakes must be applied on equipment on track NC41 at Miramichi.

Hand Brakes need not be applied on equipment on tracks NC14 to NC17 at Miramichi.

When equipment is left less than 20 feet from bumping post on track CC64 at Campbellton, hand brakes must be applied at the end closer to bumping post

## 2.0 EQUIPMENT RESTRICTIONS

- 2.1 Heaviest car permitted . . . . . 268,000 lbs  
on spurs . . . . . 263,000 lbs

Movements handling cars in excess of 263,000 lbs should avoid breaking and accelerating on the following bridges :

- |          |          |          |          |
|----------|----------|----------|----------|
| - 56.00  | - 62.20  | - 63.00  | - 63.70  |
| - 115.80 | - 116.50 | - 119.10 | - 139.90 |
| - 141.50 | - 142.60 | - 148.10 |          |

## 3.0 SPEEDS

### 3.1

| MILE   | Mph       |           |
|--|-----------|-----------|
|  | Psg       | Frt       |
| <b>Zone 0.0 to 60.5</b>  | <b>60</b> | <b>40</b> |
| <b>Zone 60.5 to 68.1</b>   | <b>40</b> | <b>40</b> |
| 61.5 to 66.5   | 20        | 20        |
| 66.3 within 400 feet of crossing<br>until crossing occupied                                      | 10        | 10        |
| 66.5 to 66.7   | 20        | 20        |
| <b>Zone 68.1 à 173.2</b>   | <b>60</b> | <b>40</b> |
| 106.4 to 106.8   | 20        | 20        |
| 108.0 to 111.0   | 20        | 20        |
| 109.15 eastward, until crossing<br>occupied when there is<br>equipment on tracks B156<br>or B157 | 10        | 10        |
| 111.5 to 113.8   | 50        |           |
| 116.5  | 55        |           |
| 123.5 eastward, until crossing<br>occupied   | 20        | 20        |
| 131.5 to 132.0   | 30        | 30        |
| 138.64 eastward, until crossing<br>occupied  | 50        |           |
| 140.0 to 143.1   | 55        |           |
| 146.5 until crossing occupied  | 20        | 20        |
| 165.1 to 165.4   | 10        | 10        |
| 171.8 to 173.2   | 20        | 20        |
| 172.1 to 173.2 until crossing occupied   | 10        | 10        |
| <b>*Not marked by speed signs</b>  |           |           |

### 3.2 Other speeds

- Unless otherwise specified, speed  
on non-main tracks . . . . . 10 mph

**4.0 SPURS AND OTHER TRACKS**

**4.1 LOGGIEVILLE - Mile 61.95**

**Switch**

West switch of track LL52 at mile 7.2 may be left lined and locked in reverse position.

**Hand brakes**

Double the hand brake requirement on equipment on tracks LL41 and LL52.

**Public crossing at grade**

**Mile 7.22** - Movements must be manually protected by a crew member.

**4.2 MIRAMICHI**

**Speed**

Tracks NC26 and NC27 (wye tracks) . . . . . 5 mph

**Restricted clearance**

Due to less than standard track centres, employees must NOT ride the side of moving equipment between tracks NC42 and NC46.

**Private crossing at grade**

**Mile 64.99** - Equipment must not be left within 150 feet of farm crossing

**Public crossings at grade**

**Mile 66.34 Track NC41** - AWD. Stop signs on east side of crossing.

**Mile 0.90 Miramichi wharf spur** - AWD. Stop signs on both sides of crossing. Movements must be manually protected by a crew member.

**Mile 1.06 Miramichi wharf spur** - AWD. Stop signs on both sides of crossing. Movements must be manually protected by a crew member.

**Mile 1.16 Miramichi wharf spur** - Movements must be manually protected by a member of the crew and must not exceed 5 mph until crossing occupied.

**Mile 1.58 Miramichi wharf spur** - Movements must be manually protected by a member of the crew and must not exceed 5 mph until crossing occupied.

**4.3 BATHURST INDUSTRIAL - Mile 108.33**

**Public crossings at grade**

**Mile 0.43** - AWD. Stop signs on both sides of crossing.

**Mile 1.60** - AWD. Movements must be manually protected by a member of the crew unless warning devices have been operating for at least 20 seconds.

**4.4 IRVCO - (via siding)**

Permission must be obtained from Brunswick Mining and Smelting Corporation security guard at 506-522-7073 before operating beyond wye and he must be advised when movement has left premises.

**Switch**

Switch of track CB49 at mile 1.6 may be left lined and locked in reverse position.

**Equipment restrictions**

Awnings of locomotives must be lowered before operating along side M.D. Young Terminal Building at Belledune wharf.

Locomotives are prohibited on track CB66.

Engine bell must be rung when approaching private crossing at grade at west end of the rotary dump of the smelter until crossing occupied.

**Tracks CB58, CB59, CB60**

Movements must operate prepared to stop before an orange chain or a stop sign. If required to operate beyond stop sign on these tracks, permission must be obtained from security guard at 506-522-7073 who will ensure that chain and stop sign are removed.

**Public crossing at grade**

**Mile 2.15** - AWD. Movements must be manually protected by a crew member.

**Track CB53 N.B. Power - Mile 1.10**

Permission must be obtained from N.B. Power before operating on this track.

**4.5 DALHOUSIE - Mile 164.21**

**Switch**

Switch of track CA20 at mile 5.3 may be left lined and locked in reverse position.

**Speeds**

| Mile   | mph |
|--|-----|
| 0.0 to 1.4 . . . . .                             | 15  |
| 1.4 to 5.0 . . . . .                             | 25  |
| 4.1 - from 300 feet of crossing until occupied . | 10  |
| 5.0 to 6.1 . . . . .                             | 10  |

**4.6 CAMPBELLTON YARD**

**Switches**

Switch of tracks CC02 to CC06 may be left lined and locked in reverse position.

**5.0 SPECIAL DANGEROUS COMMODITIES**

**5.1 SPEEDS**

| Mile                     | mph |
|--------------------------|-----|
| 107.0 to 108.0 . . . . . | 35  |
| 111.0 to 114.0 . . . . . | 35  |

**5.2 Eastward movements must be inspected at mile 26.6.**