

Canadian Rail

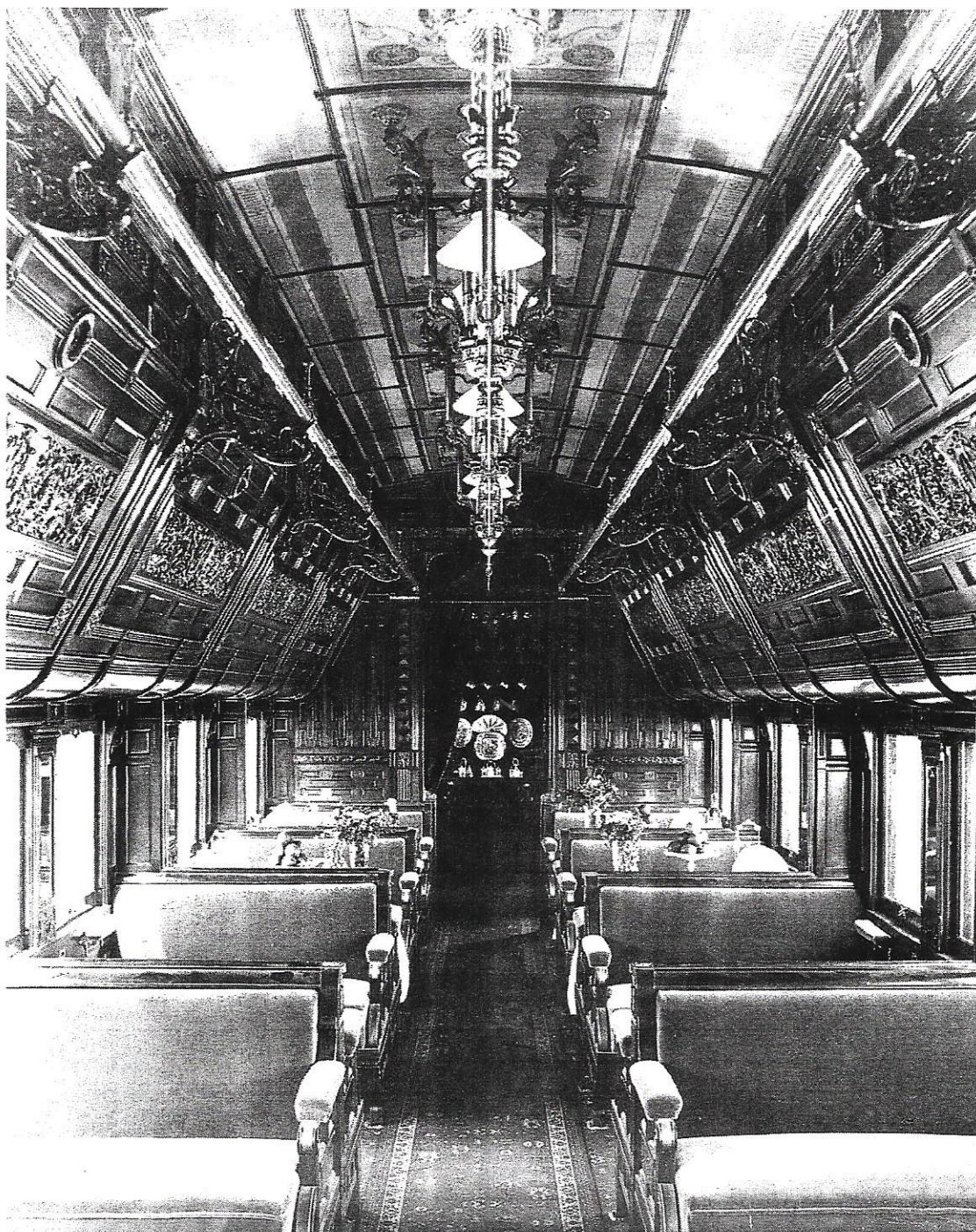
THE MAGAZINE OF CANADA'S RAILWAY HISTORY

SANDFORD FLEMING
& THE ICR

No. 483



JULY - AUGUST 2001



1876 -- THE INTERCOLONIAL -- 2001

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FRONT COVER: When the Intercolonial Railway of Canada opened its through line from central Canada to Halifax, Nova Scotia in 1876, the passengers had a choice of several different types of accommodation. Most sumptuous and elaborate was the first class sleeping car exemplified by sleeper "Restigouche", of which this is an interior view. Notice the elaborately carved woodwork, the fancy oil lamps, the plush seats, the decorated ceiling and the beautiful carpet; all typical of the later Victorian era. At the end of the car is a small but adequate buffet, and each section has its own table on which food could be served. The "Restigouche" was like a hotel on wheels during the trip of more than 24 hours to Halifax. Additional photos of this car appear on page 123.

Photo courtesy of the New Brunswick Museum.

BELOW: An Intercolonial Railway 0-4-0 switcher of about 1876 vintage poses at an unknown location not long after the line was opened for its entire length. A photo of a similar locomotive appears at the bottom of page 122. Photo given by John Loye to Donald F. Angus.

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Membership Dues for 2001:

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Canadian Rail is continually in need of news, stories,, historical data, photos, maps and other material. Please send all contributions to the editor: Fred F. Angus, 3021 Trafalgar Avenue, Montreal, P.Q. H3Y 1H3, e-mail angus82@aei.ca . No payment can be made for contributions, but the contributor will be given credit for material submitted. Material will be returned to the contributor if requested. Remember "Knowledge is of little value unless it is shared with others".

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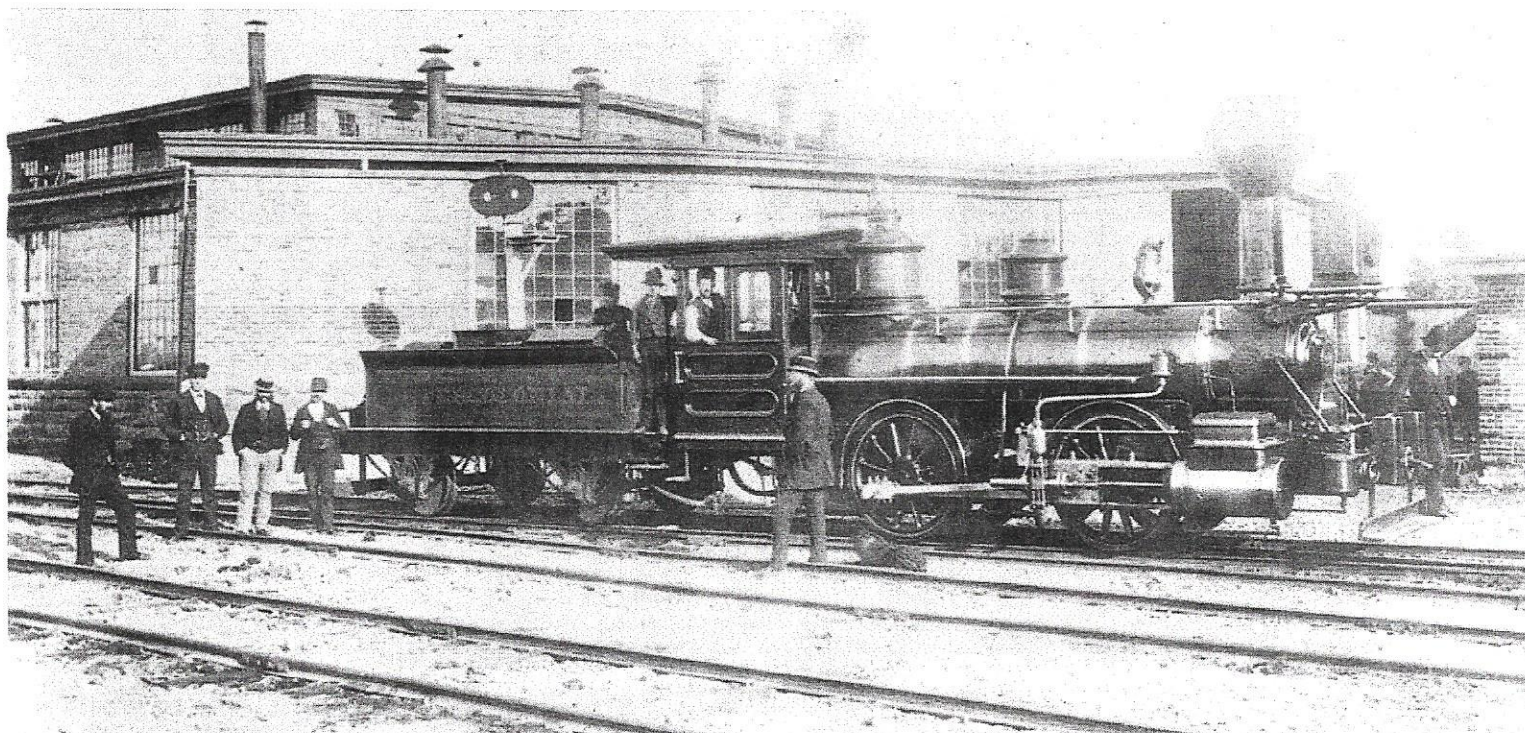
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The Intercolonial - 1876

July 1 2001 marks the 125th anniversary of the completion of the Intercolonial Railway between the Maritime provinces and the rest of Canada. This project, which had been planned as far back as 1832, and which had been promised in the British North America Act of 1867, was fulfilled at last. Curiously, this anniversary is almost forgotten today. Countless articles, and numerous books, deal with the construction of the Canadian Pacific Railway, and most railway enthusiasts in Canada can tell you that the last spike on the CPR was driven at Craigellachie B.C. on November 7, 1885. But how many know that the Intercolonial was completed on July 1, 1876, and how many can say where the last spike on the ICR was driven? Yet the completion of the ICR was of importance second only to the CPR (if indeed it was second) and its construction was mandated by no less an authority than the B.N.A. Act which created the Dominion of Canada.

The first proposal for a railway to connect the colonies in the east with Lower Canada was made in the early 1830s, before railways even existed in Canada. The plan was to build a railway from St. Andrews New Brunswick to Quebec City. Plans were drawn and surveys made, but then the Ashburton treaty of 1842 gave much of the intervening territory to the state of Maine and ended the project for the time being. By 1849 the scheme was revived, and plans were made for a longer line from Halifax via Moncton (then called The Bend), to the St. Lawrence valley and thence to Quebec City, entirely on British territory. Despite the constant shortage of money, some work was done. In Canada the Grand Trunk was built, and an extension to Riviere du Loup was completed in 1860. Also in 1860 Saint John New Brunswick was connected by rail to Moncton, and several lines were operating in Nova Scotia. In 1865 Sandford Fleming prepared a detailed report of several possible routes for the ICR. However there was no through route by the time of Confederation in 1867. The importance of this connection was not lost on the Fathers of Confederation, for section 145 of the BNA Act declared that it was the duty of the new federal government to begin construction within six months of Confederation and to continue "without Intermission, and the Completion thereof with all practicable Speed".

Work then went ahead as contracts were let and construction proceeded. However progress was slow and several contracts overran their deadlines while some were taken over by the Department of Public Works. In 1873 Saint John and Moncton were connected to Halifax, and in 1874 the entire project was transferred to the Department of Public Works. Soon thereafter the track gauge was changed from 5

feet 6 inches to standard, so the remaining portions were built as standard gauge from the start. The last two years of construction were the worst of all as engineers and workers braved the rugged terrain of northern New Brunswick and Quebec. Such structures as the bridges across the Restigouche and the Miramichi were major construction projects in themselves, but so well were they built that they are still in use today, with newer and heavier superstructures. One by one the contracts were completed and by early 1876 the only major gap was in the Matabia

Valley of Quebec. Soon this gap too was closed, evidently with little or no ceremony, and on July 1 1876, exactly nine years after Confederation, the Intercolonial was opened for its entire length.

To commemorate this significant but unheralded anniversary we are devoting an entire issue of Canadian Rail to the Intercolonial of 1876, and to Sandford Fleming, its Engineer-In-Chief. We will reproduce illustrations of some of the major bridges and other structures on the ICR as well as a selection of documents, advertisements and other material of the era. Many of these illustrations are from Fleming's 1876 history of the Intercolonial. After a century and a quarter this is still the best account of the construction. Jay Underwood's article on Fleming is very well researched and casts a new light on one of the major participants in the Intercolonial saga. In addition we will also reproduce a series of very rare photos, some previously unpublished, of locomotives and passenger cars with which the ICR began service. These photos were taken in 1876, about the time of the opening of the line, and were likely ordered by the railway itself. They were kindly supplied by the New Brunswick Museum and they show in considerable detail the choices of passenger accommodation available to the traveller to the Maritimes a century and a quarter ago.

INTERCOLONIAL RAILWAY.

145. Inasmuch as the Provinces of Canada, Nova Scotia, and New Brunswick have joined in a Declaration that the Construction of the Intercolonial Railway is essential to the Consolidation of the Union of British North America, and to the Assent thereto of Nova Scotia and New Brunswick, and have consequently agreed that Provision should be made for its immediate Construction by the Government of Canada: Therefore, in order to give effect to that Agreement, it shall be the Duty of the Government and Parliament of Canada to provide for the Commencement within Six Months after the Union, of a Railway connecting the River St. Lawrence with City of Halifax in Nova Scotia, and for the Construction thereof without Intermission, and the Completion thereof with all practicable Speed.

Section 145 of the British North America Act as printed in 1867. This act was entitled "An Act for the Union of Canada, Nova Scotia, and New Brunswick, and the Government thereof". It was passed by the British Parliament on March 29 1867 and went into effect on July 1, thereby creating the Dominion of Canada. The importance of the Intercolonial Railway is emphasized by the fact that section 145 required the new Dominion to complete the line as fast as possible. Note that the word "Speed" is capitalized. How many people know about section 145 today?



ANNO TRICESIMO ET TRICESIMO-PRIMO

VICTORIÆ REGINÆ.

CAP. XVI.

An Act for authorizing a Guarantee of Interest on a Loan to be raised by *Canada* towards the Construction of a Railway connecting *Quebec* and *Halifax*.

[12th April, 1867.]

WHEREAS the construction of a Railway connecting the Port of *Rivière du Loup*, in the Province of *Quebec*, with the line of railway leading from the city of *Halifax*, in the Province of *Nova Scotia*, at or near the town of *Truro*, in a line, and on conditions approved by one of Her Majesty's Principal Secretaries of State, would conduce to the welfare of *Canada* and promote the interest of the British Empire:

And whereas it would greatly facilitate the construction of that railway (in this Act referred to as the railway) if payment of interest on part of the money required to be raised for the same were guaranteed under the authority of Parliament:

Be it therefore enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament Assembled, and by the authority of the same as follows:

1. Subject to the provisions of this Act, the Commissioners of Her Majesty's Treasury may guarantee, in such manner and form as they think fit, payment of interest at a rate not exceeding four per centum per annum on any principal money not exceeding the sum of three million pounds sterling, to be raised by way of loan by the Government of *Canada* for the purpose of the construction of the railway; and the Commissioners of Her Majesty's Treasury may from time to time cause to be issued out of the consolidated fund of the United Kingdom, or the growing produce thereof, any money required for giving effect to such guarantee.

The first act relating to Canada passed by the British Parliament after the B.N.A. Act was this one guaranteeing interest on a loan for the construction of the Intercolonial.

REPORT

ON THE

INTERCOLONIAL RAILWAY

EXPLORATORY SURVEY.

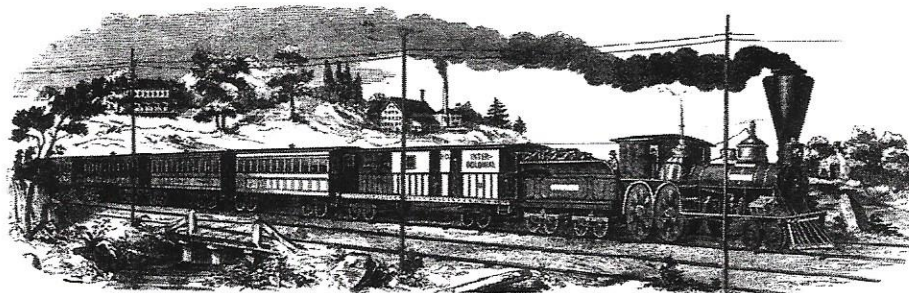
MADE UNDER INSTRUCTIONS FROM THE CANADIAN GOVERNMENT IN THE YEAR 1864.

By SANDFORD FLEMING,
CIVIL ENGINEER.

QUEBEC:
PRINTED BY G. E. DESBARATS,
1865.

Much work had been done on surveying alternative routes for the Intercolonial. These were summed up in this report published in 1865 by Sandford Fleming.

THE DOMINION GUIDE.



THE INTERCOLONIAL RAILWAY.

This important undertaking is progressing as rapidly as possible and already connects the Eastern Provinces with the leading American lines.

By 1873 work was progressing well as seen in this news item in the "Dominion Guide". Connection between the railways of New Brunswick and those of Maine had been established at Vanceboro in 1871, affording an all-rail route to central Canada via Portland. However the Intercolonial would be entirely through Canada, and would be just as short.

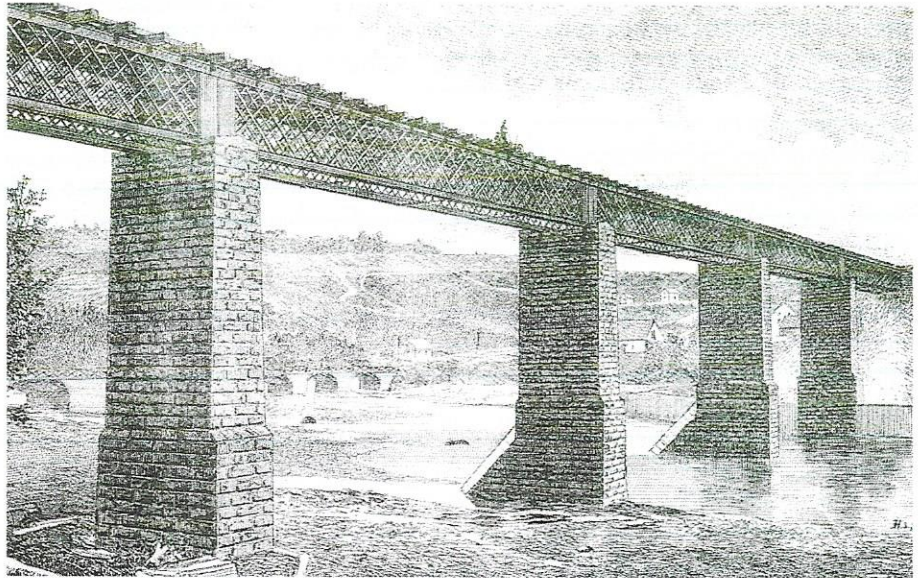
Some of the Prominent Structures on the I.C.R. Line

Illustrations from Sandford Fleming's 1876 History of the Intercolonial

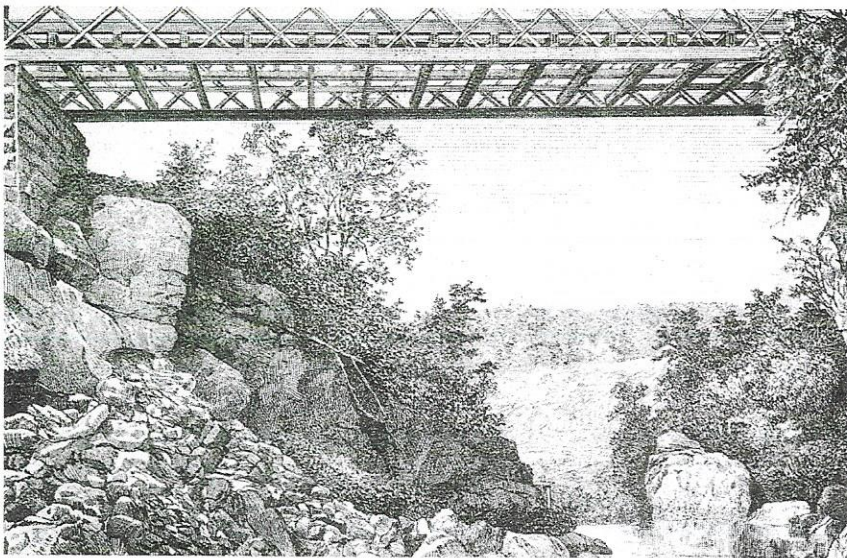
Sandford Fleming was very much concerned with the bridges on the ICR. He was adamant in his insistence that they be of iron rather than wood. This caused considerable delay to the project while the iron-vs.-wood arguments were heard. Eventually he got his way, and all but three bridges were iron.

Fleming was not as particular about other structures such as cuttings, and even stations. As late as the 1950s some of Fleming's cuttings were causing difficulty with snow plowing, as they were too narrow.

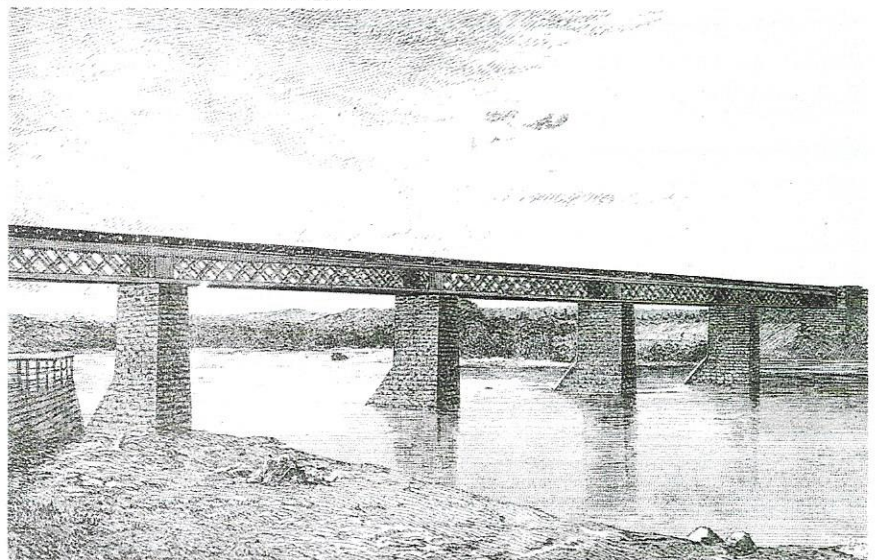
As would be expected, many of the illustrations in his book were of bridges.



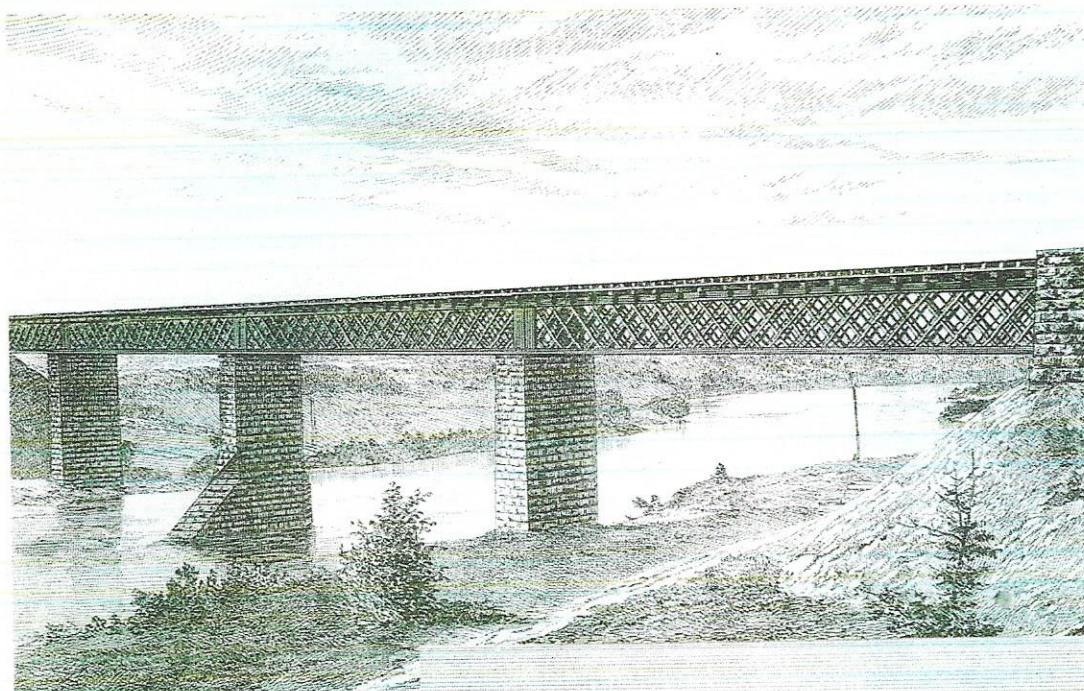
The bridge at Trois Pistoles. It was completed in 1873.



Bridge at Bic. Completed in the autumn of 1872.

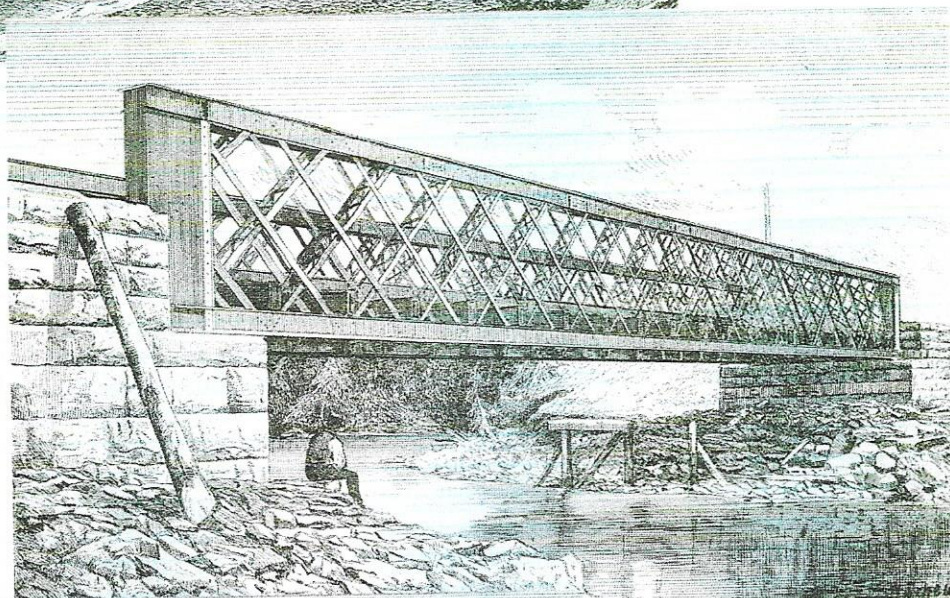


The Rimouski bridge. Completed at the end of 1872.

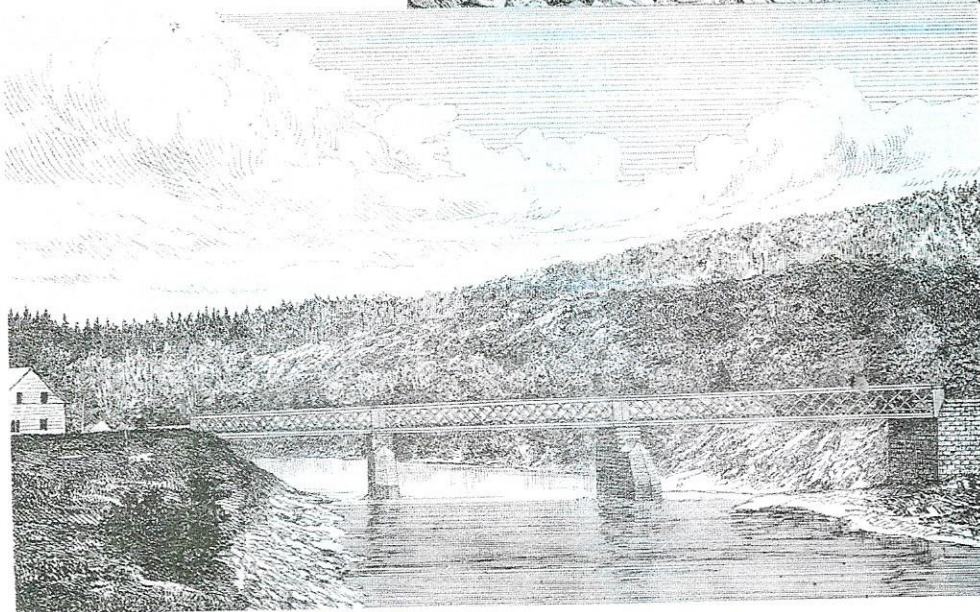


LEFT: The bridge at Grand Métis which was completed late in 1874.

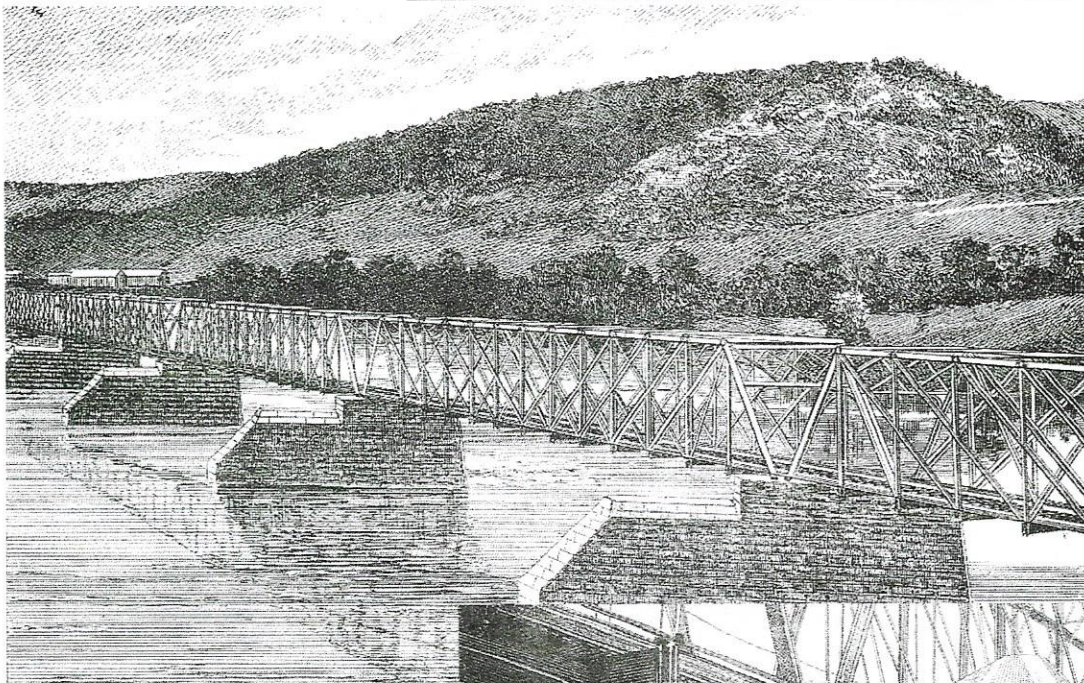
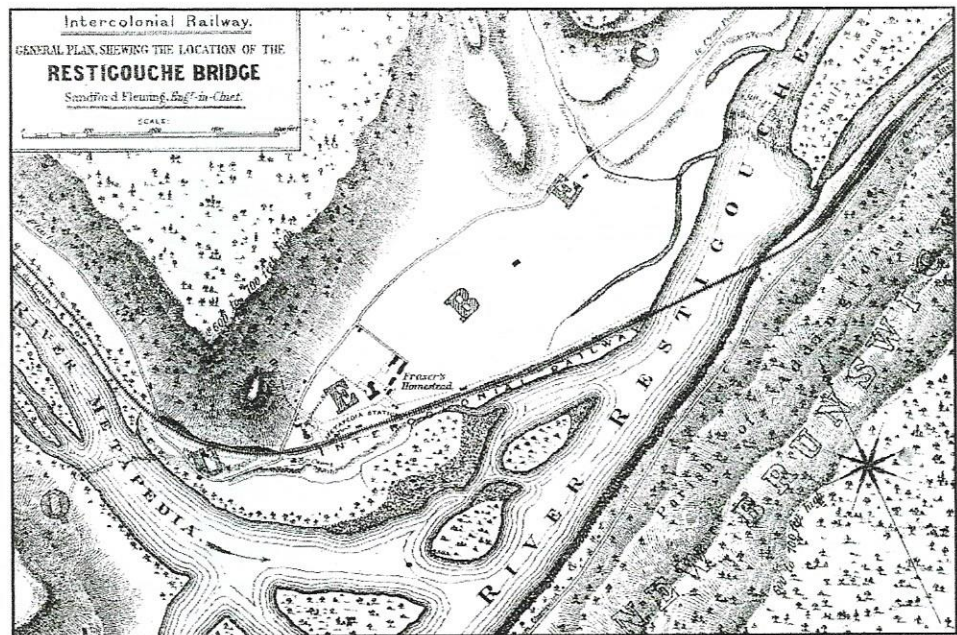
RIGHT: The bridge at Amqui which was not finished until the summer of 1875.



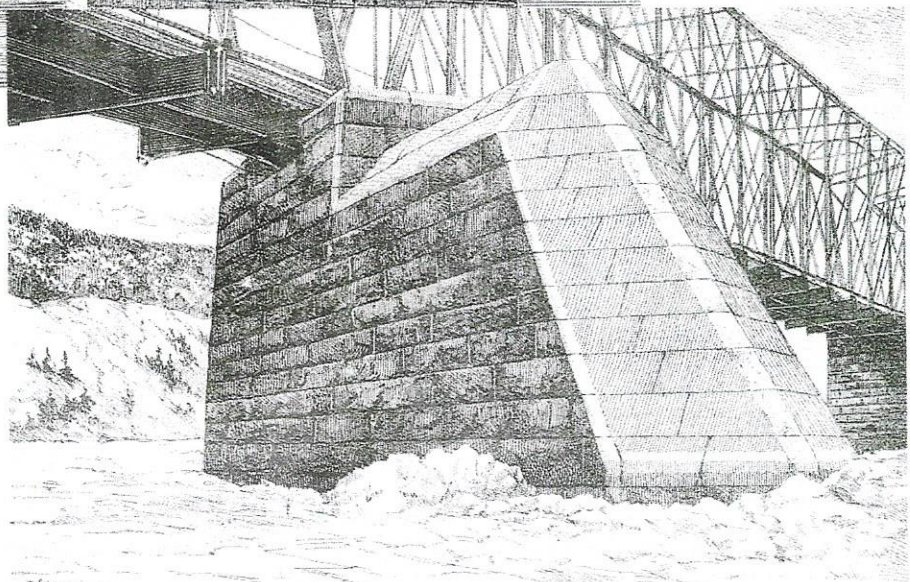
LEFT: The first crossing of the Metapedia River at Causapscal. Bridge completed in 1875.



RIGHT AND BELOW: The long bridge across the Restigouche, leading from Quebec to New Brunswick. Note the extra-wide piers (still in use today) to break up the ice. Work began on this structure in the summer of 1870 and it was completed by Christmas 1875. In later days a road bridge was built on the upstream side of the piers, but this has now gone.



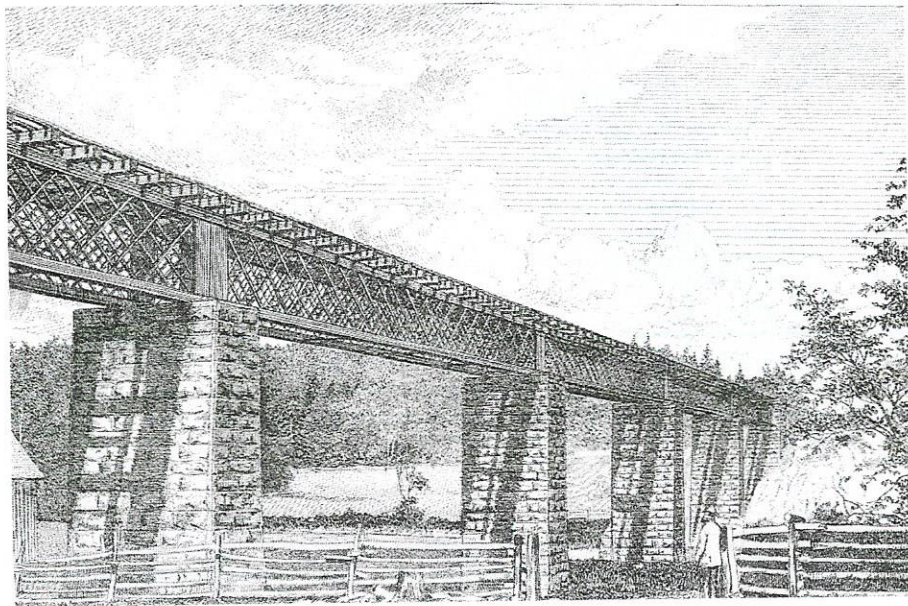
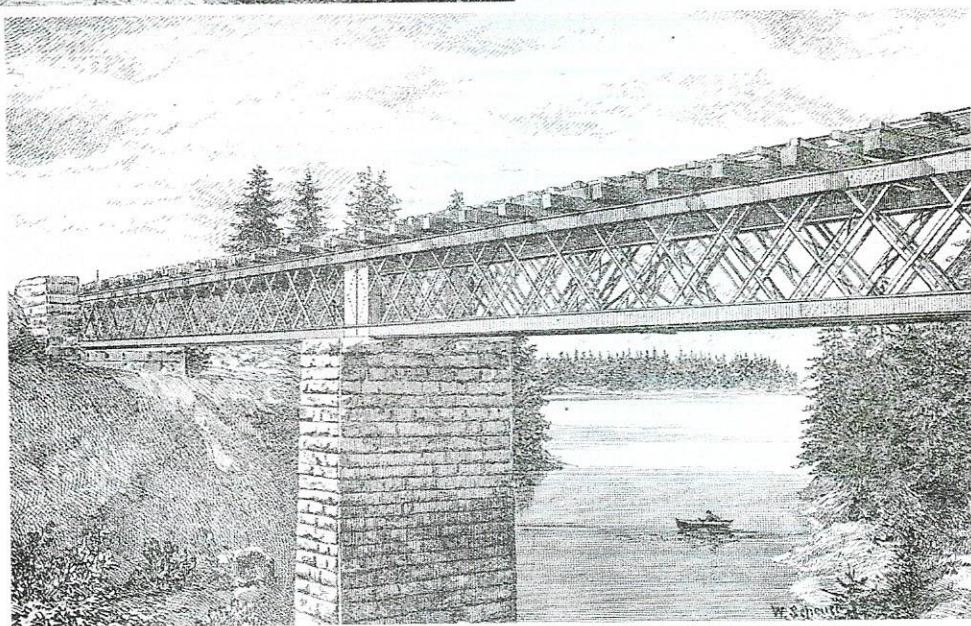
RIGHT: A winter view of one of the massive piers of the Restigouche bridge.





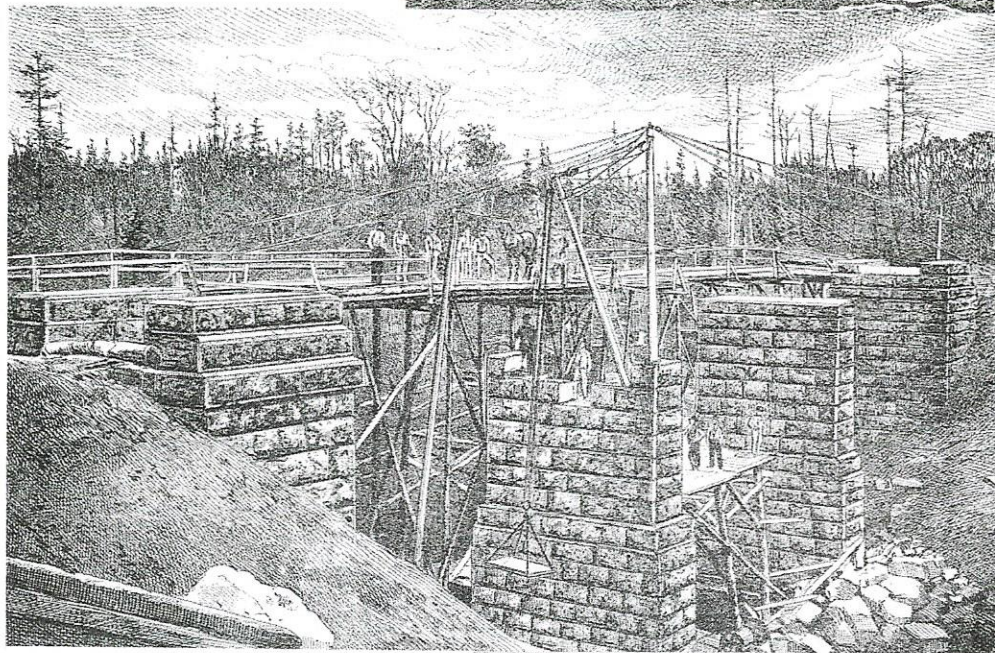
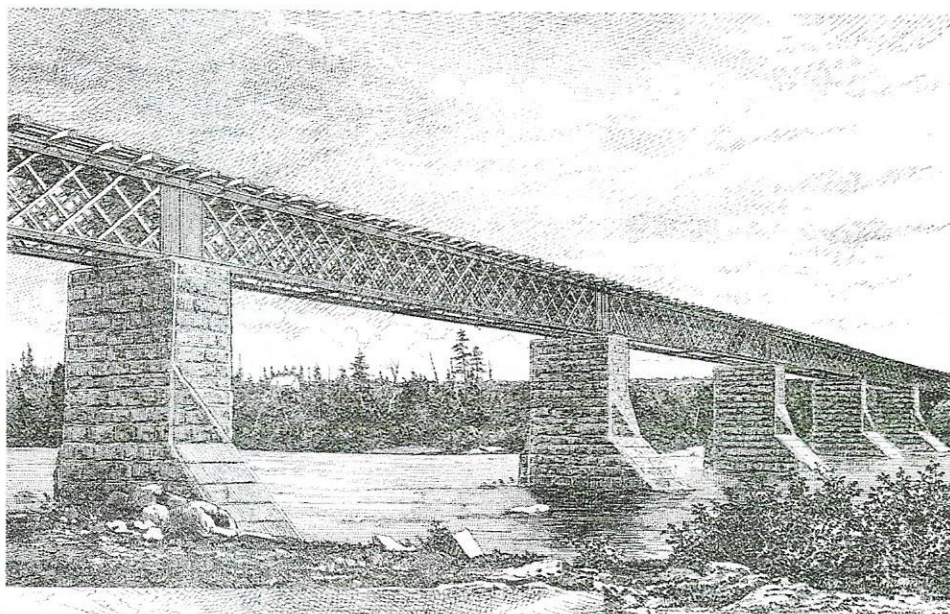
LEFT: The Morrissey tunnel, one of the few on the line. After numerous delays, it was completed in 1874.

RIGHT: The New Mills bridge, one of nine on Division "L". It was completed in 1874.



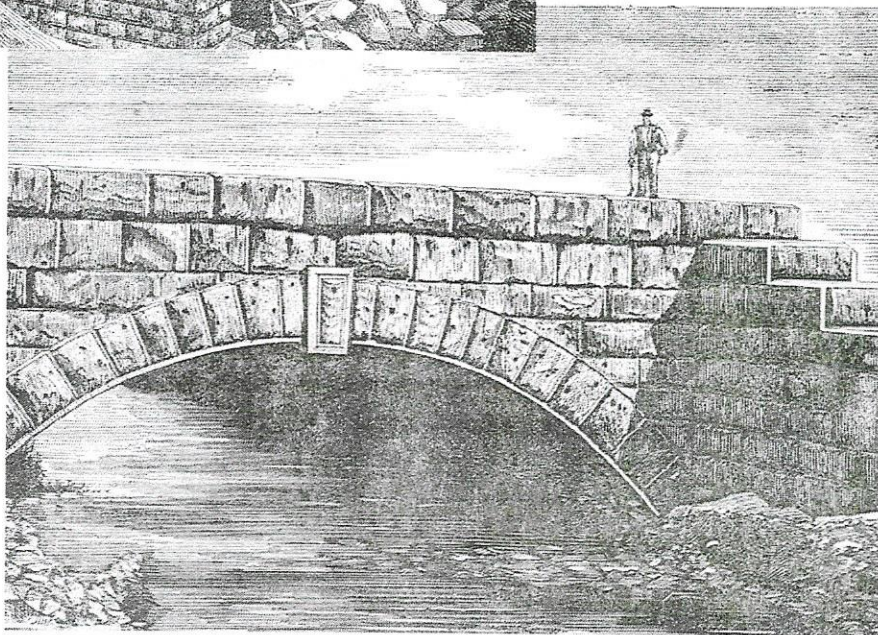
LEFT: The Bridge at Tete-A-Gauche, near Bathurst, completed in 1874.

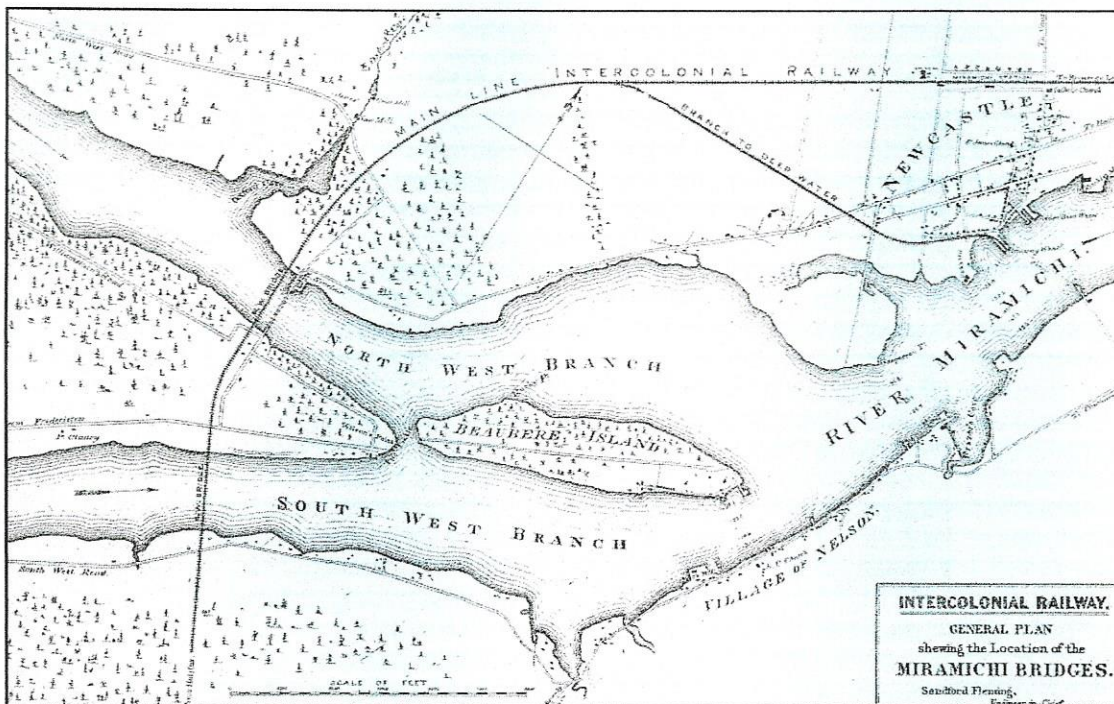
RIGHT: *The Nipissiguit bridge, built between 1870 and 1874.*



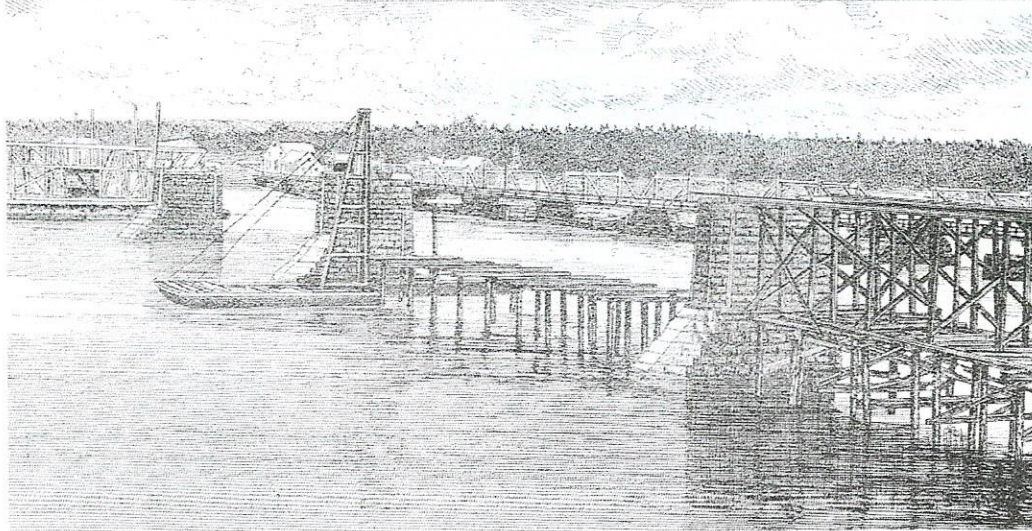
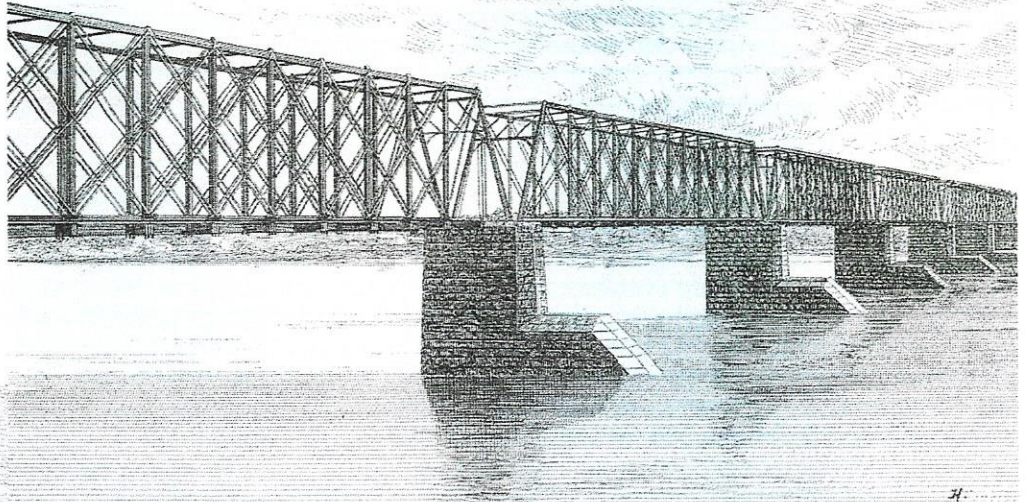
LEFT: *A view of the Red Pine Brook bridge under construction. It was finally completed on December 10, 1874.*

RIGHT: *The cut stone culvert over the Kouchibouguac river in 1874, before the railway embankment was built on top of it.*



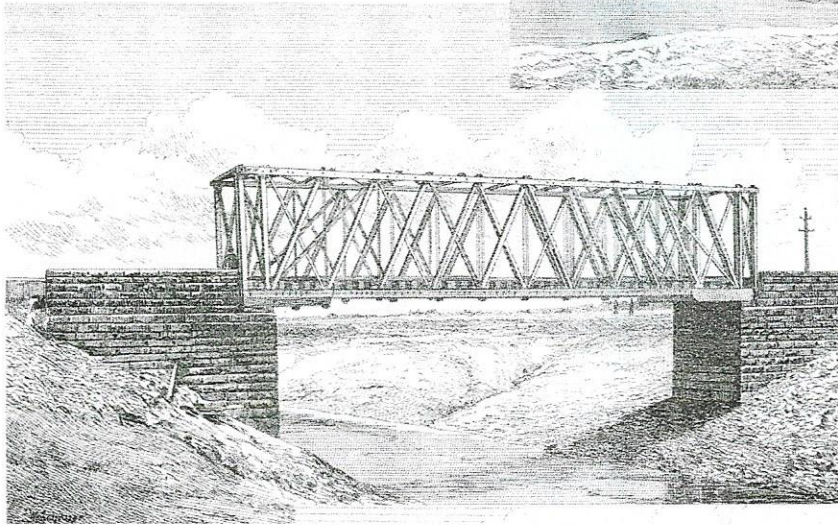
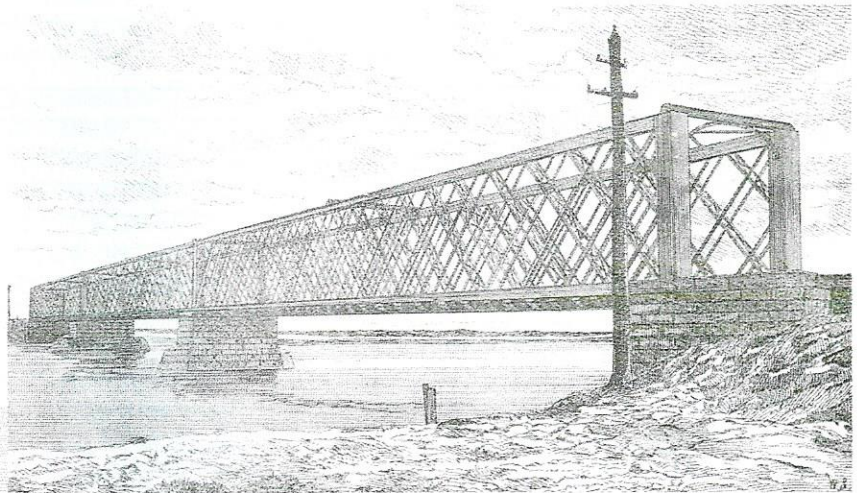


ABOVE AND RIGHT: The bridges across the two branches of the Miramichi river were the most impressive on the entire line. A lengthy article, or even a book, could be written on the vicissitudes of the construction of these two bridges which were comenced in 1870 and opened in an impressive ceremony held on August 26, 1875.



LEFT: A construction view of the North-West bridge across the Miramichi.

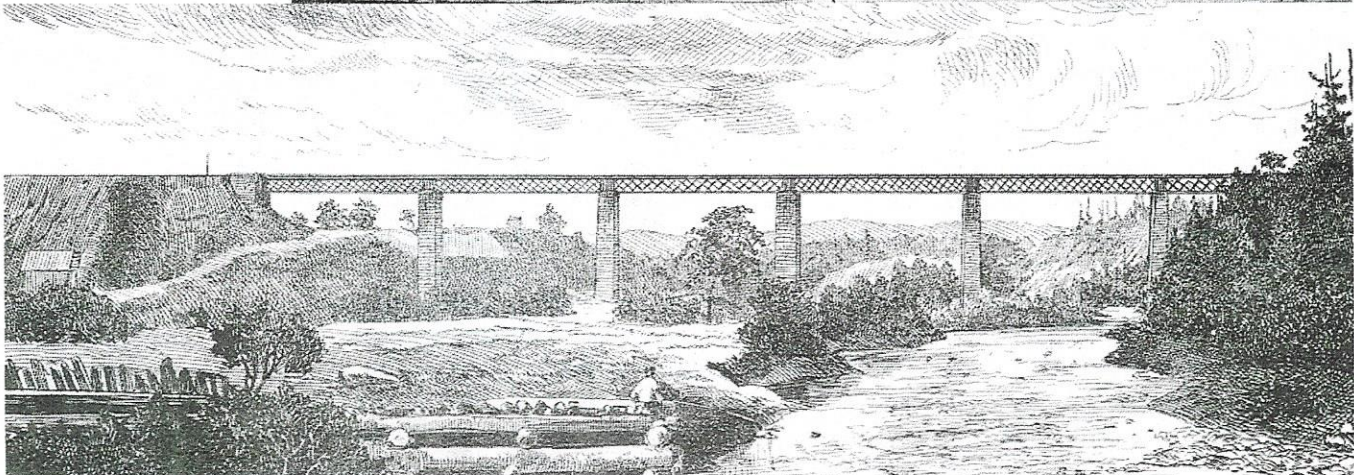
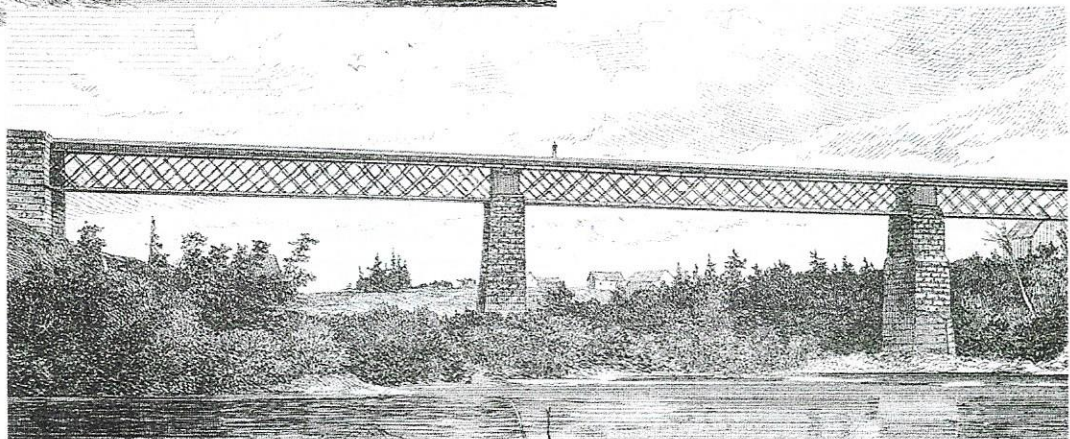
RIGHT: The bridge across the Tantramar river near Sackville. It was completed in the summer of 1871.

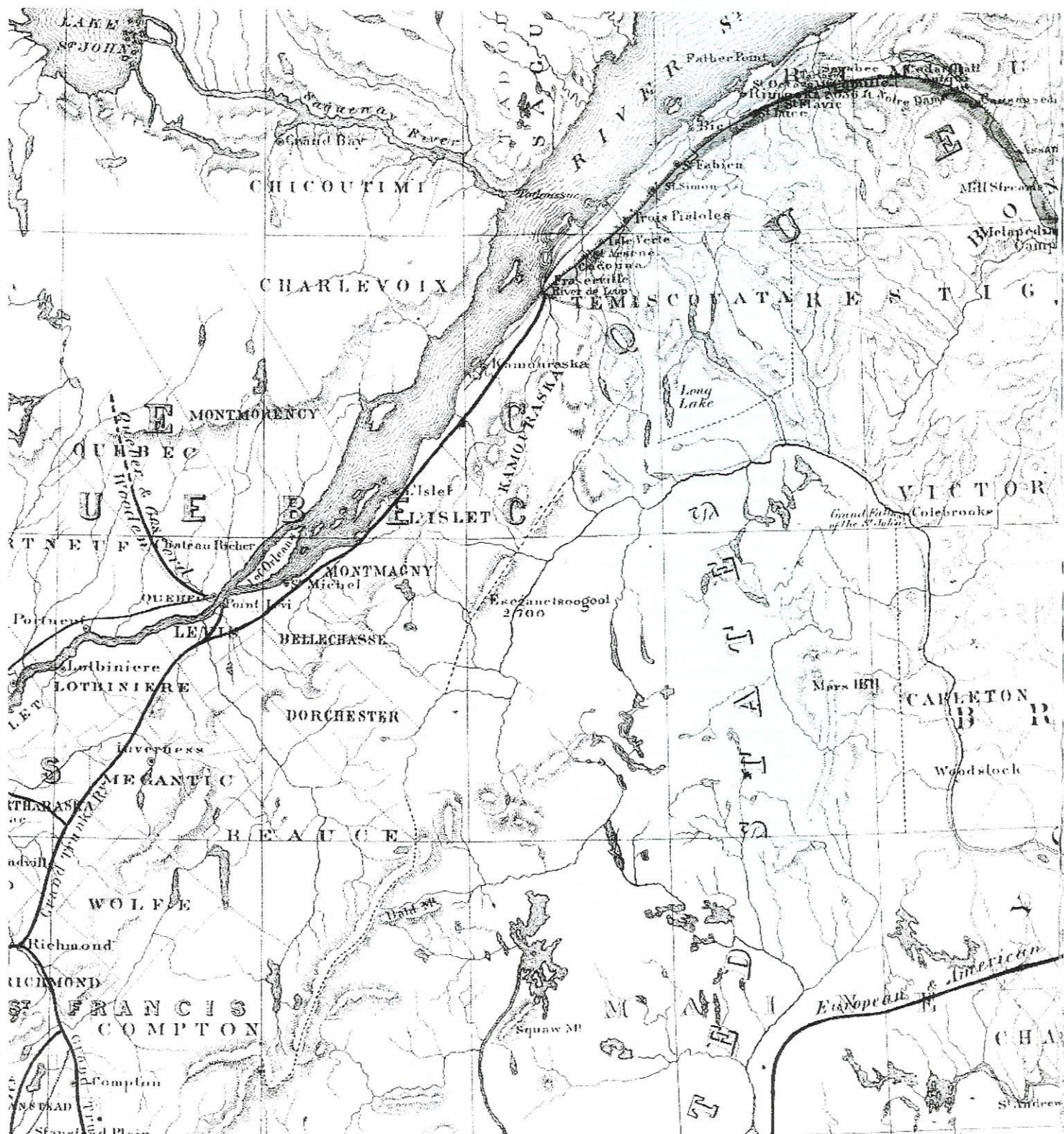


LEFT: One of only three wooden bridges on the line was this one, completed in 1871, which spanned the Missiquash river. This river forms the boundary between New Brunswick and Nova Scotia, so this bridge was in both provinces.

BELOW: This bridge at River Phillip, near the west end of Division "Y", was opened in 1872.

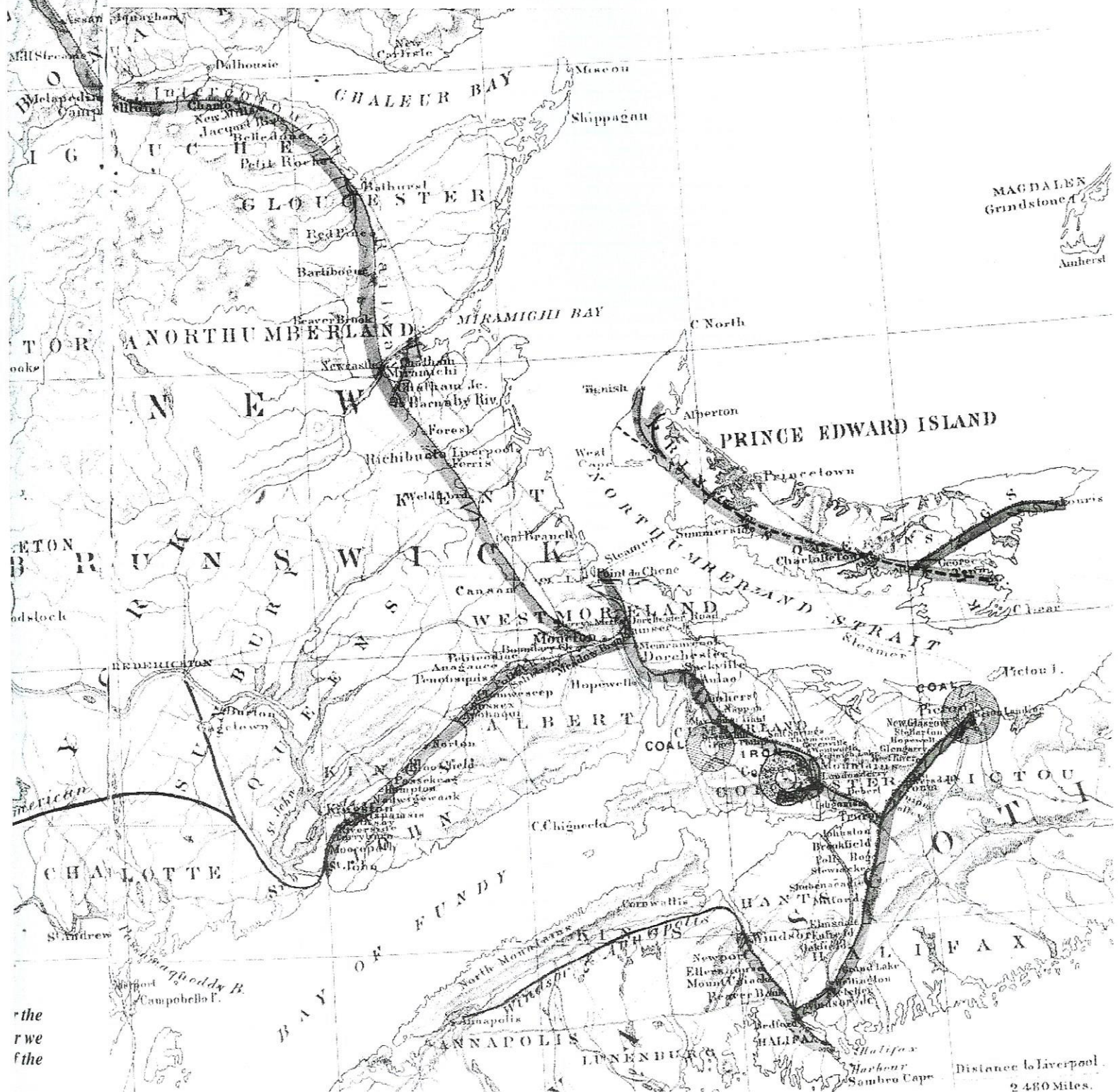
BELOW: The highest point on the ICR between Metapedia and Halifax is at Folly Lake, Nova Scotia, 607 feet above sea level. This bridge across the Folly Valley was completed in 1872. From here east the line goes on to Truro and Halifax.





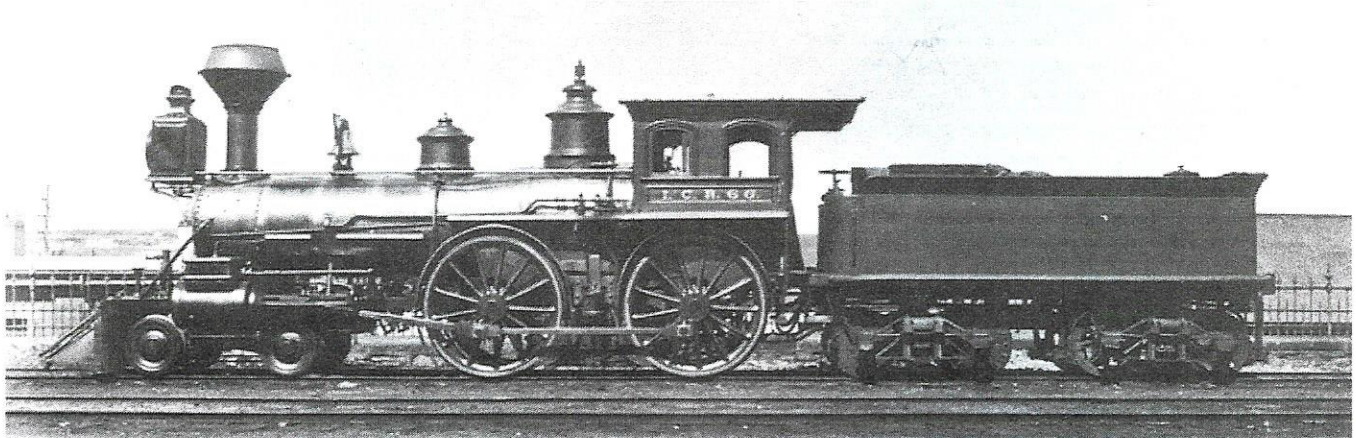
This map of the Intercolonial Railway was copied from a timetable folder dated November 20 1876, only five months after the line opened. The folder is in very poor condition, as the paper is brittle and fragile, and some pieces are missing. However we have attempted to reproduce the map, as well as the timetables on pages 128 and 129, to show the route and schedules of the Intercolonial as it was when it was new.

Map of the Intercolonial Railway in 1876

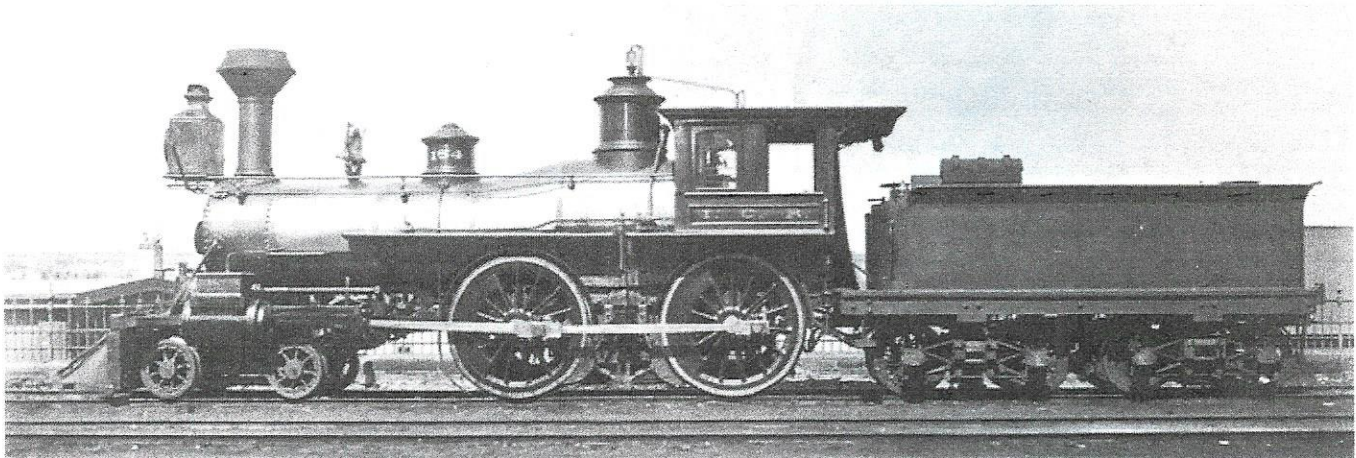


Intercolonial Locomotives and Passenger Cars of 1876

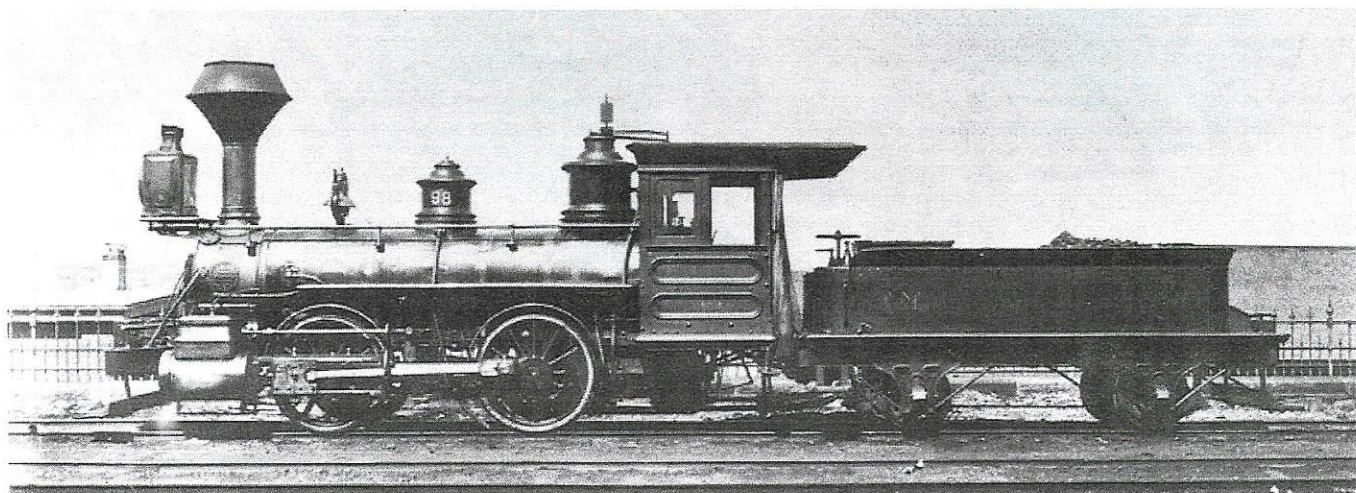
The following photographs of Intercolonial rolling stock are from an album containing original prints made in 1876 and annotated by hand. They were likely commissioned by the railway at the time of the opening of the entire route from Quebec to Halifax. They show very clearly three types of locomotives as well as five types of passenger cars, ranging from the elegant sleeper "Restigouche" and the parlour car "Acadia" to the more spartan Emigrant sleeper 504. Sadly, no freight cars were shown. All photos on pages 122 to 127 inclusive are courtesy of the New Brunswick Museum.



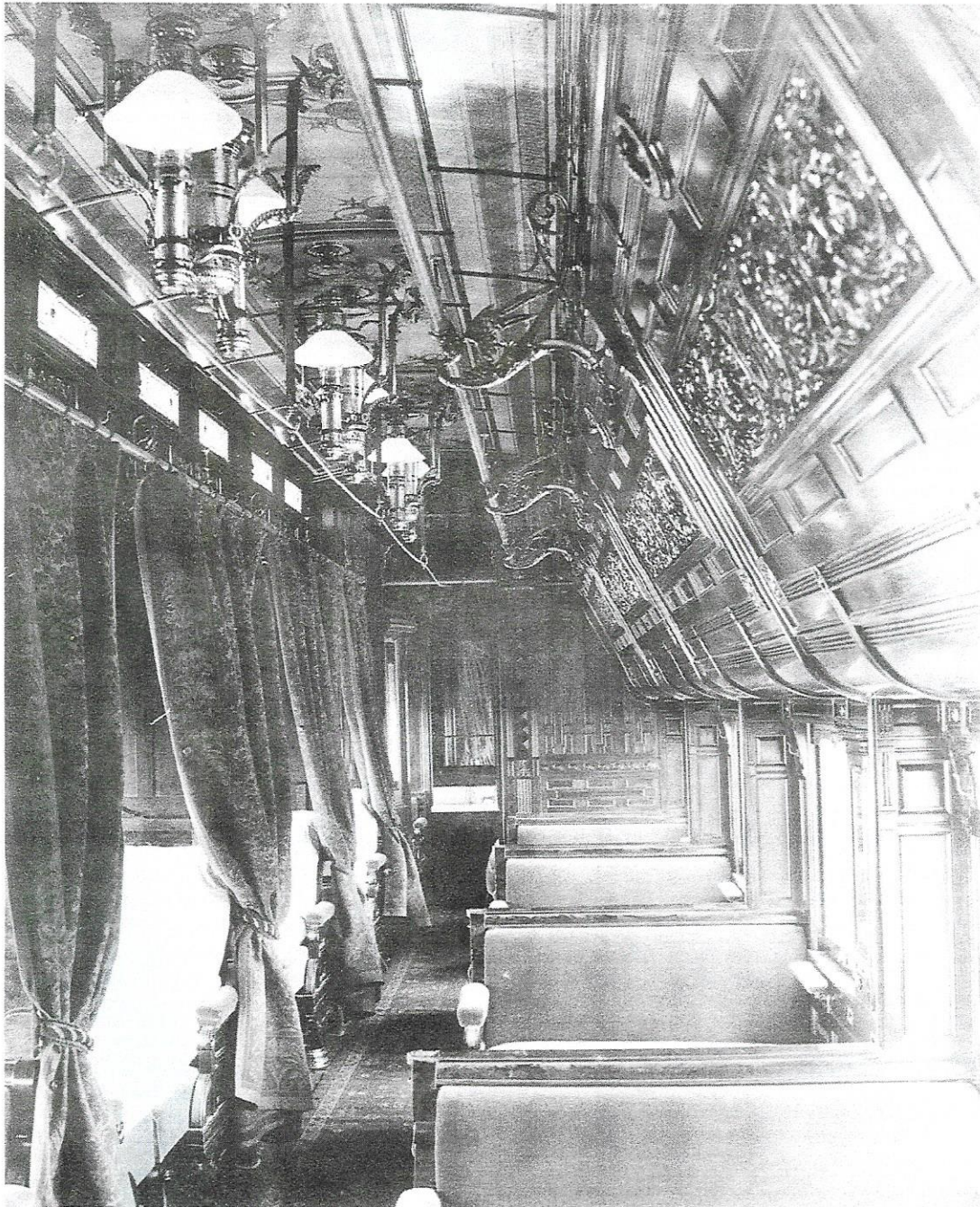
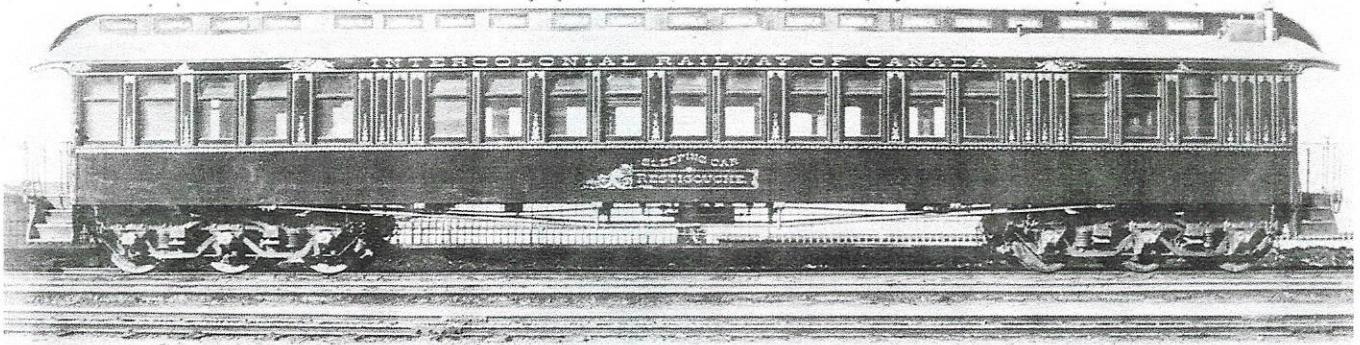
4-4-0 passenger locomotive number 66.



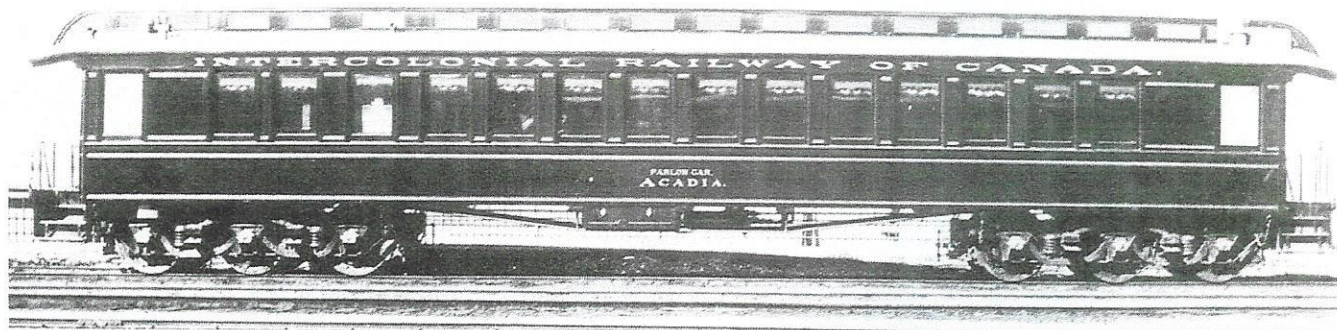
4-4-0 locomotive number 154 for both passenger and freight service.



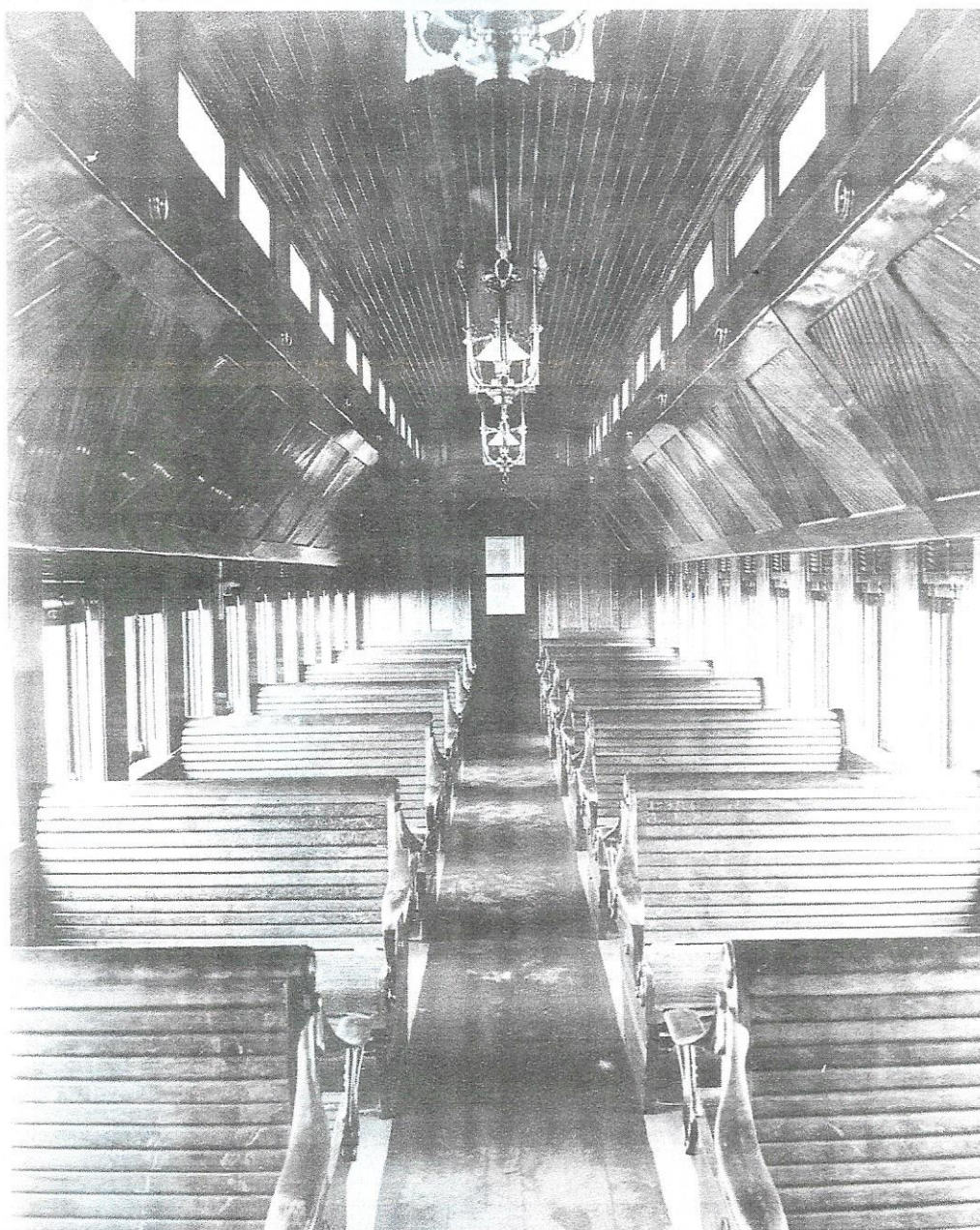
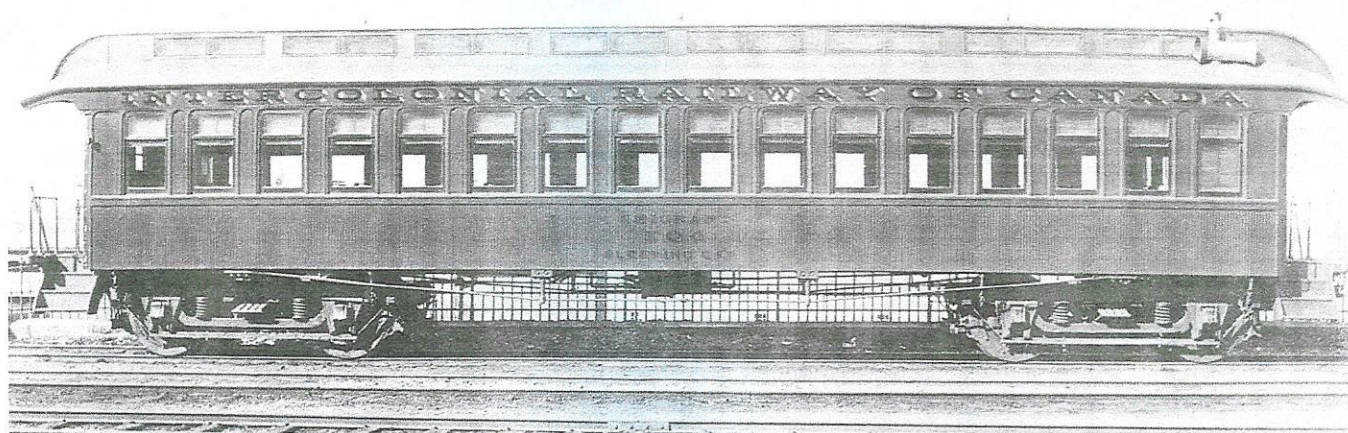
0-4-0 switcher locomotive number 98.



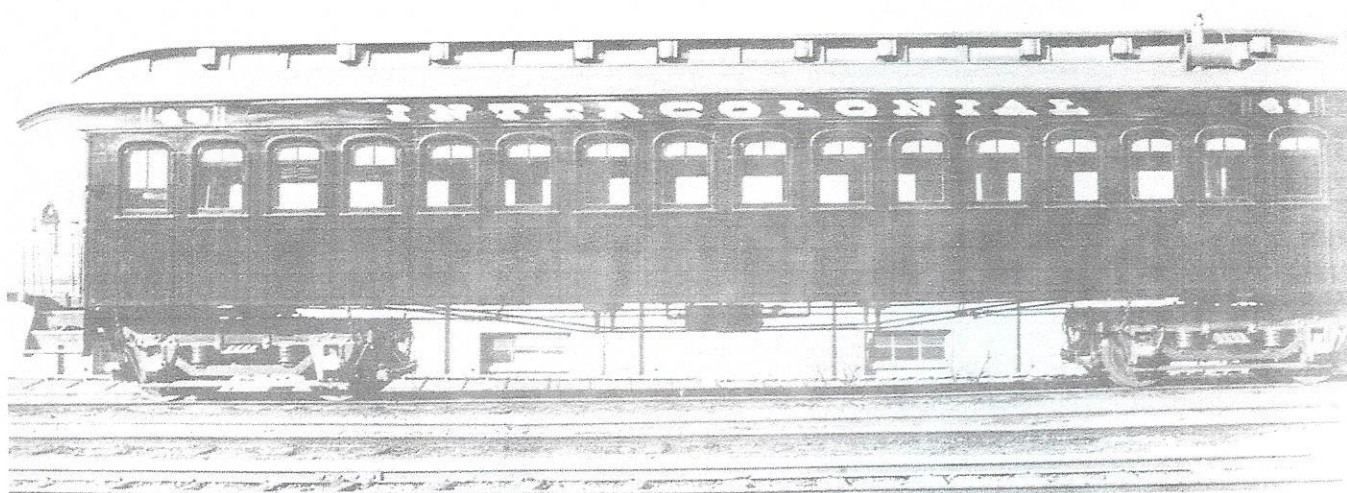
Sleeping Car "Restigouche" showing the berths on one side made up. Another interior view of this car appears on the cover.



Parlor (sic) Car "Acadia". Note the car name on the etched glass at the end of the clerestory.



Emigrant (sic) Sleeping Car 504. Its interior is quite plain compared to the "Restigouche".





On this page and opposite are two first-class coaches of the Intercolonial Railway. Opposite is car 40, complete with plush seats, carpeted floor and painted canvas ceiling. Above is car 50, similarly fitted out; unfortunately there was no exterior view of this car. The inscription on the door of car 50 reads "James Crossen manufacturer, Cobourg, Ont." There is also an Intercolonial Railway notice posted on the end wall.

Intercolonial Schedules of 1876

These 1876 schedules are from the same folder as the map on pages 120 and 121. The folder includes information about passenger and freight service offered by the ICR. Note that C.R. Brydges, formerly of the Grand Trunk, was now General Superintendent of the Government Railways. What is now Matapedia was spelled "Metapediac" (it's also sometimes spelled "Metapedia", making three different spellings!). Newcastle was then called Miramichi, a name to which it has recently reverted.

TIME TABLE

OF THE
Intercolonial
RAILWAY.

WINTER ARRANGEMENT
TO TAKE EFFECT 20th NOVEMBER,
1876.

BETWEEN
HALIFAX, PICTOU,
SHEDIAC, ST. JOHN,
AND
RIVIERE DU LOUP,
MAKING CLOSE CONNECTIONS
FOR ALL POINTS WEST.

PULMAN SLEEPING CARS
ON THROUGH EXPRESS TRAINS.

THROUGH TICKETS
— FOR —
MONTREAL,
Quebec, Ottawa,
— AND THE —
PRINCIPAL CITIES AND TOWNS
— OF —
CANADA AND THE UNITED STATES
— FOR —
CHARLOTTETOWN AND SUMMERSIDE, P. E. I.
— AND —
PORT HOOD AND HAWKESBURY, N. S.
CAN BE OBTAINED FROM
W. H. OLIVE,
INTERCOLONIAL RAILWAY TICKET AGENT,
No. 174 Prince William Street, ST. JOHN.
ALSO AT THE
EXPRESS OFFICE, 209 Hollis Street, HALIFAX,
AND AT
WINDSOR JUNCTION,
SHUBENACADIE, TRURO, NEW GLASGOW, PICTOU, LONDON-
DERRY, AMHERST, SACKVILLE, DORCHESTER, POINT DU CHENE,
SHEDIAC, MONCTON, SUSSEX, SAINT JOHN, MIRAMICHI,
BATHURST, DALHOUSIE, AND CAMPBELLTON.

PASSENGERS
Leaving HALIFAX at 1.30 P.M., and ST. JOHN at 5.00 P.M.,
Arrive at QUEBEC at 7.30 next Evening.

— MAKING —
CLOSE CONNECTIONS WITH GRAND TRUNK RAILWAY
By which they reach Montreal at 6.30 the following
morning.

THE ROUTE TO
RIVIERE DU LOUP, QUEBEC & MONTREAL,
— IS BY THE —
VALLEYS OF THE
RESTIGOUCHE AND METAPEDIAC RIVERS
UNSURPASSED FOR THEIR
MAGNIFICENT SCENERY,
AND BY THE BEAUTIFUL SHORES OF THE
BAY DE CHALEUR AND GULF OF ST. LAWRENCE

BY THIS ROUTE
All Unnecessary Trouble of Customs
AND FREQUENT CHANGE OF CARS ARE AVOIDED.

FIRST CLASS
REFRESHMENT ROOMS
At Moncton, Truro, Campbellton, and Trois Pistoles
AND AMPLE TIME GIVEN FOR REFRESHMENTS.

PASSENGERS
GOING EAST
WILL LEAVE

CHICAGO at 9.00 A. M.
DETROIT at 5.45 P. M.
TORONTO at 7.00 A. M.
OTTAWA at 2.00 P. M.
MONTREAL at 9.45 P. M.
POINT LEVI, opposite Quebec, at 8.00 A. M.

ARRIVING AT

RIVIERE DU LOUP at 2.15 P. M.
CAMPBELLTON at 9.40 P. M.
MIRAMICHI at 2.10 A. M.
MONCTON at 3.00 A. M.
SHEDIAC at 12.57 P. M.
TRURO at 10.53 A. M.
PICTOU at 2.15 P. M.
HALIFAX at 1.30 P. M.
ST. JOHN at 9.30 A. M.

TICKETS FOR SALE AND ALL NECESSARY INFORMATION GIVEN BY
GEO. W. ROBINSON,
FREIGHT AND TICKET AGENT,
177 St. James Street, Montreal.

PASSENGERS
GOING WEST
WILL LEAVE

HALIFAX at 1.30 P.M.
ST. JOHN at 5.00 P.M.
MONCTON at 9.15 P.M.
MIRAMICHI, 12.26 A.M.
BATHURST, 2.13 A.M.
CAMPBELLTON, 5.00 A.M.
ST. FLAVIE, 9.15 A.M.
TROIS PISTOLES, 11.45 A.M.
RIVIERE DU LOUP, 12.45 P.M.

MAKING CLOSE CONNECTIONS
— AND —
WILL ARRIVE AT

QUEBEC at 7.00 P.M.
MONTREAL at 6.30 A.M.
OTTAWA at 4.10 P.M.
TORONTO at 11.15 P.M.
DETROIT at 10.05 A.M.
CHICAGO at 8.00 P.M.

THE INTERCOLONIAL RAILWAY
OFFERS
SUPERIOR FACILITIES
— FOR —
SHIPMENTS
— OF —
FREIGHT
TO OR FROM
THE UPPER PROVINCES
The Gauge being the same as that of the Western R'ys.

TRANSFERS AND BONDING CHARGES
ARE AVOIDED.

QUICK DESPATCH GUARANTEED.

AGENTS:
Messrs. W. D. MATHEWS & CO., Toronto,
G. W. ROBINSON, Montreal.
*These parties are in a position to quote rates and give all
necessary information to intending Shippers.*

GOING WEST.

Halifax and St. John to Riviere DuLoup.

Mls.	STATIONS.	Quebec Express.	Accom.
0	Halifax Lv	1.30 pm	
8	Bedford	1.48 "	
13	Windsor Junction	2.00 "	
21	Wellington	2.17 "	
28	Enfield	2.33 "	
30	Elmsdale	2.38 "	
35	Milford	2.49 "	
39	Shubenacadie	2.58 "	
44	Stewiacke	3.09 "	
53	Brookfield	3.28 "	
61	Truro { Ar	3.45 "	
	..... { Lv	4.00 "	
73	Debert	4.30 "	
78	Londonderry	4.52 "	
90	Wentworth	5.19 "	
96	Greenville	5.32 "	
103	Thomson	5.48 "	
107	Oxford	5.57 "	
110	River Phillip	6.04 "	
121	Spring Hill	6.29 "	
126	Athol	6.40 "	
130	Maccan	6.50 "	
138	Amherst	7.05 "	
144	Aulac	7.17 "	
147	Sackville	7.24 "	
159	Dorchester	7.54 "	
167	Memramcook	8.12 "	
179	Painsec Junction	8.40 "	
187	Moncton Ar	9.00 "	
0	St. John Lv	5.00 pm	
89	Moncton Ar	8.57 "	
187	Moncton Lv	9.15 pm	12.15 pm
195	Berry's Mills	12.32 "	
206	Canaan	1.36 "	
215	Coal Branch	2.15 "	
224	Weldford	10.41 "	2.51 "
235	Ferris	3.35 "	
244	Carleton	4.11 "	
255	Barnaby River	4.55 "	
259	Chatham Junction	12.03 a.m.	5.11 "
265	Miramichi	12.26 "	5.50 "
275	Beaver Brook	6.31 "	
286	Bartibogue	1.20 "	7.16 "
296	Red Pine	7.57 "	
309	Bathurst	2.13 "	9.00 "
321	Petite Roche	9.49 "	
329	Belledune	10.22 "	
338	Jacquet River	3.21 "	11.25 "
347	New Mills	12.01 a.m.	
353	Charlo	12.25 "	
363	Dalhousie	4.20 "	1.05 "
372	Campbellton { Ar	4.40 "	1.40 "
	..... { Lv	5.00 "	2.15 "
385	Metapediac	5.33 "	3.06 "
395	Mill Stream	5.58 "	3.46 "
405	Assametquaghan	6.23 "	4.26 "
420	Causapsal	6.58 "	5.24 "
433	Amqui	7.28 "	6.17 "
441	Cedar Hall	8.01 "	6.47 "
448	Sayabec	8.01 "	7.13 "
458	Tartague	8.48 "	7.50 "
468	St. Octave	9.15 "	8.27 "
477	St. Flavie	9.33 "	9.30 "
485	St. Luce	9.57 "	10.03 "
495	Rimouski	10.23 "	10.44 "
506	Bic	10.45 "	11.40 "
515	St. Fabien	11.05 "	12.17 pm
525	St. Simon	11.25 "	12.58 "
534	Trois Pistoles { Ar	11.45 "	1.35 "
	..... { Lv	12.05 pm	2.40 "
544	Isle Verte	12.21 "	3.13 "
552	St. Arsene	12.27 "	3.26 "
555	Cacouna	12.40 "	3.50 "
561	Riviere DuLoup Ar		
686	Point Levi, (Op. Quebec) ... Lv	7.30 pm	
843	Montreal Ar	6.30 a.m.	
1007	Ottawa	4.10 pm	
1176	Toronto	11.15 "	
1407	Detroit	10.05 a.m.	
1691	Chicago	8.00 pm	

St. John Time | 12:30 Halifax Time.

Quebec Time.

GOING EAST.

Riviere DuLoup to St. John and Halifax.

Ml	STATIONS.	Halifax & St. John Express.	Accom.
0	Chicago	9.00 a.m.	
284	Detroit	5.45 pm	
515	Toronto	7.08 a.m.	
788	Ottawa	2.00 pm	
848	Montreal	9.45 "	
1020	Pt. Levi (Op. Quebec) ... Lv	8.00 a.m.	
0	Riviere DuLoup Lv	2.00 pm	7.00 a.m.
6	Cacouna	2.13 "	7.27 "
9	St. Arsene	2.20 "	7.40 "
17	Isle Verte	2.37 "	8.16 "
27	Trois Pistoles { Ar	3.00 "	9.00 "
	..... { Lv	3.20 "	9.15 "
36	St. Simon	3.40 "	9.50 "
46	St. Fabien	4.03 "	10.50 "
55	Bic	4.24 "	11.30 "
66	Rimouski	4.49 "	12.18 pm
76	St. Luce	5.12 "	1.01 "
84	St. Flavie	5.35 "	1.45 "
93	St. Octave	5.56 "	2.22 "
103	Tartague	6.45 "	3.04 "
113	Sayabec	6.45 "	3.45 "
120	Cedar Hall	7.18 "	4.14 "
128	Amqui	7.48 "	4.47 "
141	Causapsal	8.19 "	5.41 "
156	Assametquaghan	8.44 "	6.43 "
166	Mill Stream	9.08 "	7.24 "
176	Metapediac	9.40 "	8.05 "
189	Campbellton { Ar	10.00 "	9.00 "
	..... { Lv	10.21 "	9.15 a.m.
198	Dalhousie	10.21 "	4.20 "
208	Charlo	11.20 "	5.01 "
214	New Mills	11.20 "	5.26 "
223	Jacquet River	11.20 "	6.03 "
232	Belledune	12.28 a.m.	6.40 "
240	Petite Roche	12.28 a.m.	7.12 "
252	Bathurst	12.28 a.m.	8.10 "
265	Red Pine	1.20 "	9.13 "
275	Bartibogue	1.20 "	10.29 "
286	Beaver Brook	2.10 "	11.20 "
296	Miramichi	2.23 "	11.41 "
302	Chatham Junction	2.23 "	11.55 "
306	Barnaby River	3.40 "	12.33 pm
317	Carleton	3.40 "	1.04 "
326	Ferris	3.40 "	1.44 "
337	Weldford	3.40 "	2.15 "
346	Coal Branch	3.40 "	2.49 "
355	Canaan	3.40 "	3.30 "
366	Berry's Mills	3.40 "	4.00 "
374	Moncton Ar	5.00 "	
0	Moncton Lv	5.45 "	8.45 a.m.
463	St. John Ar	9.30 "	3.15 pm
374	Moncton	5.45 "	
382	Painsec Junction	6.05 "	
394	Memramcook	6.33 "	
402	Dorchester	6.51 "	
414	Sackville	7.21 "	
417	Aulac	7.28 "	
423	Amherst	7.51 "	
431	Maccan	8.09 "	
435	Athol	8.18 "	
440	Spring Hill	8.20 "	
451	River Phillip	8.55 "	
454	Oxford	9.12 "	
458	Thomson	9.29 "	
465	Greenville	9.44 "	
471	Wentworth	10.14 "	
483	Londonderry	10.14 "	
488	Debert	10.55 "	
500	Truro { Ar	11.10 "	
	..... { Lv	11.28 "	
508	Brookfield	11.48 "	
517	Stewiacke	12.00 n.	
522	Shubenacadie	12.09 pm	
526	Milford	12.20 "	
531	Elmsdale	12.24 "	
533	Enfield	12.50 "	
540	Wellington	12.58 "	
548	Windsor Junction	1.10 "	
553	Bedford	1.30 "	
561	Halifax Ar		

St. John Time | 12:30 Halifax Time.

Quebec Time | St. John Time.

Halifax Time.