

DESTROY FORMER TIME TABLES

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# Prince Edward Island Railway

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## *Time Table No. 102*

*and Special Rules  
For the Use of Employes Only*

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**TO TAKE EFFECT AT 5.25 A. M., ON  
Thursday, 7th May, 1914**

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*NOTE CAREFULLY the Additions to,  
and Alterations in, the*

## **RULES AND INSTRUCTIONS**

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**Trains are Run by Atlantic Standard Time**

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*F. P. GUTELIUS,*

General Manager Government Railways,  
MONCTON, N. B.

*F. B. BRADY,*

General Superintendent Gov't Railways,  
MONCTON, N. B.

*H. McEWEN,*

Superintendent,  
CHARLOTTETOWN, P. E. I.

WESTBOUND TRAINS						Miles from Charlottetown	Telegraph Offices	Charlottetown & Summerside		Telegraph Calls	EASTBOUND TRAINS				
READ DOWN								READ UP							
5 Mixed Daily except Sunday	7 Mixed Daily except Sunday	9 Passgr Daily except Sunday	3 Mixed Daily except Sunday	1 Pas'ng'r Daily except Sunday	11 Mixed Daily except Sunday			10 Pas'ng'r Daily except Sunday	4 Mixed Daily except Sunday		6 Mixed Daily except Sunday	12 Mixed Daily except Sunday	2 Pas'n Daily except Sunday		
A. M.	P. M.	P. M.	P. M.	A. M.	A. M.						A. M.	A. M.	P. M.	P. M.	P. M.
	5.00	<b>3.00</b>	3.30	7.35	6.50		D.	Dp. Charlottetown... Ar R.			9.30	11.30	<b>2.45</b>	5.40	10.15
	* 5.07	* 3.06	* 3.36	* 7.40	* 6.57	2.		..... St. Dunstan's.....			* 9.24	* 11.25	* 2.38	* 5.33	* 10.09
	* 5.14	* 3.12	* 3.43	* 7.45	* 7.03	4.		..... Sherwood.....			* 9.18	* 11.19	* 2.30	* 5.26	* 10.03
	<b>5.20</b>	3.15	3.48	7.50	7.08	5.3	D.	..... Royalty Junction ... J.			9.14	11.15	2.25	<b>5.20</b>	10.00
	* 5.24		* 3.52	* 7.53		6.5		..... Winsloe.....				* 11.11	* 2.21		* 9.56
	* 5.37		* 4.04	* 8.02		9.9		..... Milton.....				* 11.01	* 2.05		* 9.45
	* 5.41		* 4.08	* 8.05		11.		..... Loyalist.....				* 10.58	* 1.59		* 9.42
	* 5.50		* 4.16	* 8.12		13.4		..... Colville.....				* 10.51	* 1.46		* 9.35
	6.05		4.27	8.20		16.2	D.	..... North Wiltshire.....	O.R.			10.42	1.32		9.27
	6.15		4.42	8.30		19.9	D.	..... Hunter River.....	U.N.			10.30	1.15		9.16
	* 6.26		* 4.51	* 8.38		22.6		..... Clyde.....				* 10.22	* 1.02		* 9.09
	6.33		4.57	8.44		24.4		..... Fredericton.....				10.16	12.52		9.04
	* 6.42		* 5.05	* 8.50		26.6		..... Elliott's.....				* 10.09	* 12.40		* 8.58
	6.50		5.12	8.55		28.6	D.	..... Bradalbane.....	B.N.			10.03	12.30		8.52
7.10	<b>7.00</b>		5.21	9.02		31.	D.	..... Emerald Junction.....	N.Y.			9.56	12.20		<b>8.45</b>
7.24			5.34	9.11		34.4	D.	..... Freetown.....	F.N.			9.45	12.02		8.34
* 7.39			* 5.48	* 9.21		37.9		..... Kelvin.....				* 9.34	* 11.44		* 8.23
A 7.47 D 7.55			5.56	<b>9.27</b>		39.9	D.	..... Kensington.....	K.			<b>9.27</b>	11.35		8.17
* 8.02			* 6.02	* 9.32		41.7		..... Clermont.....				* 9.21	* 11.28		* 8.10
* 8.13			* 6.11	* 9.38		43.9		..... New Annan.....				* 9.13	* 11.18		* 8.02
* 8.19			* 6.18	* 9.42		45.4		..... Traveller's Rest.....				* 9.09	* 11.11		* 7.58
<b>8.30</b>			<b>6.30</b>	<b>9.50</b>		48.2	D.	Arr. Summerside. Dep. A.				<b>9.00</b>	<b>11.00</b>		<b>7.50</b>
A. M.	P. M.	P. M.	P. M.	A. M.	A. M.						A. M.	A. M.	A. M.	P. M.	P. M.
Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday						Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday
5	7	9	3	1	11						10	4	6	12	2

WESTBOUND TRAINS				Miles from Emerald Junction	Telegraph Offices	Cape Traverse Branch		Telegraph Calls	EASTBOUND TRAINS				
READ DOWN						READ UP							
23 Pas'ng'r Daily except Sunday		7 Mixed Daily except Sunday				8 Mixed Daily except Sunday			24 Pas'ng'r Daily except Sunday				
	P. M.	P. M.							A. M.	P. M.			
	<b>8.55</b>	7.10		4.1	D.	Dp. Emerald Junct... Ar N.Y.			7.00	<b>8.45</b>			
	9.07	7.26		7.6		..... Kinkora.....			6.40	8.33			
	9.18	7.41		11.8	D.	..... Albany.....			6.20	8.22			
	9.30	<b>8.00</b>				..... Ar. Cape Traverse .. Dep C.A.			6.00	<b>8.10</b>			
	P. M.	P. M.							A. M.	P. M.			
	Daily except Sunday	Daily except Sunday							Daily except Sunday	Daily except Sunday			
	23	7							8	24			

Unless otherwise specially ordered Nos. 1 and 4 Trains must cross at Kensington, and Nos. 7 and 24 Trains must cross at Cape Traverse

\* Indicates that trains stop only when signalled or when they have passengers or freight to take on or leave off.  
Unless otherwise specially ordered Nos 2 and 3 Trains must cross at Summerside

Despatching Office, Charlottetown.  
Telegraph Call, "R."

G. A. HUGHES,  
J. J. TRAINOR,  
R. McEWEN, } Train Despatchers.

WESTBOUND TRAINS				EASTBOUND TRAINS				
READ DOWN				READ UP				
3 Pas'ng'r Daily except Sunday	1 Mixed Daily except Sunday	Miles from Summerside	Telegraph Offices	Summerside and Tignish		Telegraph Calls	14 Pas'nr Daily except Sunday	2 Mixed Daily except Sunday
				STATIONS			A. M.	P. M.
	P. M.	P. M.					A. M.	P. M.
	<b>8.00</b>	<b>12.10</b>		D.	Dp Summerside	Ar A.	<b>8.45</b>	<b>5.15</b>
	* 8.05	* 12.17	1.9		1.9 .....St. Eleanor's.....		* 8.40	* 5.08
	8.14	12.30	5.1	D.	3.2 ..... Miscouche.....	M.	8.31	4.55
	* 8.24	* 12.43	8.7		3.6 .....St. Nicholas.....		* 8.21	* 4.40
	8.32	12.57	11.7	D.	3. .....Wellington.....	W.	8.14	4.28
	8.45	1.17	16.4		4.7 .....Richmond.....		8.00	4.09
	8.52	1.29	19.3		2.9 .....Northam.....		7.54	3.57
	8.58	1.39	21.8	D.	2.5 .....Port Hill.....	H.	7.48	3.46
	9.02	1.47	23.5		1.7 .....Ellerslie.....		7.44	3.39
	* 9.08	* 1.57	25.8		2.3 .....McNeill's Mill.....		* 7.39	* 3.30
	9.14	2.07	27.9		2.1 .....Conway.....		7.34	3.21
	* 9.23	* 2.22	31.2		3.3 .....Portage.....		* 7.26	* 3.08
	* 9.30	* 2.33	33.9		2.7 .....West Devon.....		* 7.20	* 2.57
	9.38	<b>2.45</b>	36.8		2.9 .....Coleman.....		7.13	<b>2.45</b>
	9.47	3.00	40.1	D.	3.3 .....O'Leary.....	S.	7.04	* 2.30
	* 9.51	* 3.08	41.8		1.7 .....Howlan.....		* 6.59	* 2.21
	* 9.54	* 3.14	43.3		1.5 .....Duvar.....		* 6.54	* 2.14
	10.00	3.24	45.8	D.	2.5 .....Bloomfield.....	N.G.	6.46	2.04
	* 10.06	* 3.34	48.		2.2 .....Piusville.....		* 6.39	* 1.54
	10.15	3.47	51.2		3.2 .....Elmsdale.....		6.30	1.41
	10.25	A 4.02 D 4.07	54.9	D.	3.7 .....Alberton.....	B.	6.19	D 1.25 A 1.15
	* 10.35	* 4.22	58.7		3.8 .....Alma.....		* 6.09	* 12.58
	10.41	4.32	61.	D.	2.3 .....St. Louis.....	Q.	6.03	12.48
	* 10.47	* 4.41	63.2		2.2 .....De Blois.....		* 5.57	* 12.39
	* 10.53	* 4.59	65.4		2.2 .....Harper's.....		* 5.51	* 12.30
	11.00	5.00	67.9	D.	2.5 Ar..... Tignish.....	Dp N. I.	5.45	12.20
	P. M.	P. M.					A. M.	P. M.
	Daily except Sunday	Daily except Sunday					Daily except Sunday	Daily except Sunday
	3	1					4	2

\* Indicates that Trains stop only when signalled or when they have passengers or freight to take or leave off.  
Unless otherwise specially ordered, Nos. 2 and 3 Trains must cross at Summerside.  
Nos. 1 and 2 Trains will stop at Mill River Siding to take on and set off cars.

EASTBOUND TRAINS								WESTBOUND TRAINS								
READ DOWN								READ UP								
21 Mixed	7 Mixed	3 Mixed	9 Pas'ng'r	1 Pas'ng'r	11 Mixed	Miles from Charlottetown	Telegraph Offices	Charlottetown and Souris		Telegraph Calls	10 Pas'ng'r	4 Mixed	6 Mixed	12 Mixed	2 Pas'ng'r	22 Mixed
Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday			STATIONS			Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday
A. M.	P. M.	P. M.	P. M.	A. M.	A. M.						A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
	5.00	3.30	<b>3.00</b>	7.35	6.50			D. Dep. Charlottetown. Arr	R.		9.30	11.30	<b>2.45</b>	5.40	10.15	
	* 5.07	* 3.36	* 3.06	* 7.40	* 6.57	2.		.....St. Dunstan's .....			* 9.24	* 11.25	* 2.38	* 5.33	* 10.09	
	* 5.14	* 3.43	* 3.12	* 7.45	* 7.03	4.		.....Sherwood .....			* 9.18	* 11.19	* 2.30	* 5.26	* 10.03	
	<b>5.20</b>	3.48	3.15	7.50	7.08	5.3		<sup>1.3</sup> .....Royalty Junction...	J.		9.14	11.15	2.25	<b>5.20</b>	10.00	
			* 3.18	* 7.11	* 7.11	6.		.....Brackley Point .....			* 9.12			* 5.16		
			* 3.22	* 7.17	* 7.17	7.3		<sup>1.3</sup> .....Union .....			* 9.09			* 5.11		
			3.26	7.23	7.23	9.		<sup>1.7</sup> .....York .....			9.05			5.04		
			* 3.34	* 7.34	* 7.34	11.3		<sup>2.3</sup> .....Suffolk .....			* 8.59			* 4.54		
			3.42	7.44	7.44	13.6		<sup>2.3</sup> D. ....Bedford .....	H N		8.53			4.45		
			3.51	7.56	7.56	16.5		<sup>2.9</sup> .....Tracadie .....			8.45			4.34		
			* 3.59	* 8.08	* 8.08	18.8		<sup>2.3</sup> .....Scotchfort .....			* 8.38			* 4.24		
			<b>4.10</b>	<b>A 8.25</b>	<b>D 8.35</b>	22.		<sup>3.2</sup> D. Mt. Stewart Junction	D.		<b>D 8.30</b>			<b>D 4.10</b>		
			* 4.14	* 8.42	* 8.42	23.7		<sup>1.</sup> .....St. Andrew's .....			* 8.23			* 3.52		
			* 4.20	* 8.51	* 8.51	25.8		<sup>2.1</sup> .....Douglas .....			* 8.17			* 3.43		
			* 4.27	* 9.01	* 9.01	28.3		<sup>2.5</sup> .....Dundee .....			* 8.09			* 3.33		
			* 4.32	* 9.07	* 9.07	29.9		<sup>1.6</sup> .....Lot 40.....			* 8.03			* 3.26		
			4.36	9.12	9.12	31.3		<sup>1.4</sup> D. ....Morell.....	R.E.		7.58			3.20		
			* 4.41	* 9.19	* 9.19	33.1		<sup>1.8</sup> .....Marie .....			* 7.53			* 3.13		
			* 4.48	* 9.29	* 9.29	35.5		<sup>2.4</sup> .....Midgell.....			* 7.45			* 3.04		
			4.57	9.41	9.41	38.6		<sup>3.1</sup> D. ....St. Peters.....	O.S.		7.36			2.51		
			* 5.03	* 9.49	* 9.49	40.6		<sup>2.</sup> .....Five Houses .....			* 7.30			* 2.43		
			* 5.08	* 9.56	* 9.56	42.4		<sup>1.8</sup> .....Ashton.....			* 7.25			* 2.35		
			* 5.17	* 10.10	* 10.10	45.7		<sup>3.3</sup> .....Selkirk .....			* 7.15			* 2.22		
			* 5.23	* 10.18	* 10.18	47.8		<sup>2.1</sup> .....St. Charles .....			* 7.09			* 2.12		
			5.30	10.28	10.28	50.		<sup>2.2</sup> D. ....Bear River.....	D.C.		7.03			2.03		
			* 5.37	* 10.38	* 10.38	52.4		<sup>2.4</sup> .....New Zealand .....			* 6.56			* 1.54		
6.03			5.45	10.50	10.50	55.2		<sup>2.9</sup> .....Harmony Jct.....			6.49			1.43		6.33
<b>6.20</b>			<b>6.00</b>	11.10	11.10	60.		<sup>4.8</sup> D. Arr. SOURIS ... Dep.	N.E.		<b>6.35</b>			1.25		<b>6.15</b>
A. M.	P. M.	P. M.	P. M.	A. M.	A. M.						A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday						Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday
21	7	3	9	1	11						10	4	6	12	2	22

\*Indicates that Trains stop only when signalled, or when they have passengers or freight to take on or leave off.

Unless otherwise specially ordered Nos. nine (9) and twelve (12) Trains and Nos. (10) and (11) trains must cross at Mount. Stewart Junction and Nos. 10 and 21 Trains must cross at Souris.

Unless otherwise specially ordered Nos. 10 and 14 trains and Nos. 9 and 13 Trains must connect at Mount Stewart Junction.

EASTBOUND TRAINS			Miles from Charlottetown	Telegraph Offices	Murray Harbor	Telegraph Calls	WESTBOUND TRAINS	
READ DOWN					Branch		READ UP	
	17 Mixed Daily except Saturday and Sunday	19 Pas'ng'r Saturday Only			STATIONS		18 Mixed Daily except Saturday and Sunday	20 Pas'ng'r Saturday Only
	P. M.	P. M.			A. M.	A. M.		
	3.10	3.10		D. Dp. Charlottetown Ar. R.		10.00	9.45	
	* 3.20	* 3.17	1.6	1.6 .....Southport.....		* 9.53	* 9.37	
	* 3.29	* 3.23	3.7	2.1 .....Bunbury.....		* 9.45	* 9.31	
	3.36	3.27	5.1	1.4 .....Mount Herbert.....		9.40	9.27	
	3.46	3.34	7.4	2.3 .....Hazelbrook.....		9.31	9.21	
	3.52	3.38	8.9	1.5 .....Mount Albion.....		9.25	9.17	
	* 4.01	* 3.45	11.1	2.2 .....Village Green.....		* 9.15	* 9.11	
	4.10	3.51	13.3	2.2 .....Lake Verde.....		9.05	9.05	
	* 4.20	* 3.58	15.3	2. .....Millview (Loop).....		* 8.57	* 8.58	
	4.26	4.03	17.	1.7 .....Vernon.....	N A	8.50	8.53	
	* 4.33	* 4.08	15.3	1.7 .....Millview.....		* 8.44	* 8.48	
	4.43	4.15	13.3	2. .....Lake Verde.....		8.36	8.41	
	* 4.51	* 4.21	15.3	2. .....Hermitage.....		* 8.28	* 8.35	
	4.57	4.25	16.6	1.3 .....Vernon River.....	V R	8.23	8.31	
	* 5.05	* 4.31	18.6	2. .....Glencoe.....		* 8.15	* 8.25	
	5.12	4.36	20.3	1.7 .....Uigg.....		8.09	8.20	
	5.23	4.43	23.	2.7 .....Grandview.....	U K	7.59	8.13	
	5.34	4.51	25.8	2.8 .....Fodhla.....		7.49	8.05	
	* 5.42	* 4.57	27.8	2. .....Surrey.....		* 7.41	* 7.59	
	5.57	5.08	31.7	3.9 .....Melville.....		7.26	7.48	
	6.06	5.14	33.9	2.2 .....Belle River.....		7.18	7.42	
	6.16	5.21	36.3	2.4 .....Wood Island.....		7.10	7.35	
	* 6.22	* 5.26	37.9	1.6 .....Iris.....		* 7.05	* 7.30	
	* 6.30	* 5.32	39.9	2. .....Hopefield.....		* 6.58	* 7.24	
	6.45	5.43	43.7	3.8 .....Murray River.....	G O	6.44	7.13	
	* 6.52	* 5.48	45.5	1.8 .....Wilmot.....		* 6.38	* 7.07	
	7.00	5.55	47.8	2.3 .....Ar. Murray Harbor Dp.....	M H	6.30	7.00	
	P. M.	P. M.				A. M.	A. M.	
	Daily except Saturday and Sunday	Saturday Only				Daily except Saturday and Sunday	Saturday Only	
	17	19				18	20	

\*Indicates that Trains stop only when signalled, or when they have passengers or freight to take on or leave off.

Immediately before crossing the swing bridge at Hillsboro River, all trains and engines must come to a full stop for three minutes to ascertain that the drawbridge is closed and in order for passing. No engine must go on the Hillsboro River Bridge when the draw is open.

EASTBOUND TRAINS				Miles from Mt Stewart Junction	Telegraph Offices	Mount Stewart Montague and Georgetown		Telegraph Calls	WESTBOUND TRAINS			
READ DOWN						READ UP						
	13 Pas'ng'r	15 Mixed				STATIONS	14 Pas'ng'r		16 Mixed			
	Daily except Sunday	Daily except Sunday		Daily except Sunday	Daily except Sunday		Daily except Sunday					
	P. M.	A. M.			D	Dp. Mt. Stewart Jct. Ar.	D.	A. M.	P. M.			
	4.15	8.40				<sup>2.6</sup> ..... Pisquid .....		8.20	3.50			
	* 4.22	* 8.50	2.6			<sup>4.6</sup> ..... Peake's .....		* 8.11	* 3.41			
	4.35	9.08	7.2			<sup>2</sup> ..... St. Teresa .....		7.57	3.24			
	* 4.40	* 9.16	9.2			<sup>2.9</sup> ..... 48 Road .....		* 7.51	* 3.16			
	* 4.47	* 9.27	12.1			<sup>1.6</sup> ..... Perth .....		* 7.43	* 3.06			
	* 4.52	* 9.34	13.7			<sup>4.5</sup> ..... Cardigan .....	D. I.	* 7.39	* 3.00			
	5.04	9.50	18.2	D		<sup>1.2</sup> ..... Montague Jct.....		7.26	2.43			
	5.07	9.55	19.4			<sup>1</sup> ..... <sup>2.3</sup> ..... Roseneath .....		7.23	2.39			
	* 5.10	* 9.59	20.4			<sup>1.3</sup> ..... Brudenell .....		* 7.20	* 2.35			
	* 5.17	* 10.08	22.7			<sup>1.6</sup> ..... Robertson .....		* 7.13	* 2.26			
	* 5.21	* 10.13	24			<sup>1.3</sup> ..... Montague .....	M S	* 7.09	* 2.21			
	5.25	10.20	25.6	D		<sup>1.6</sup> ..... Robertson .....		7.04	D 2.15 A 2.05			
	* 5.30	* 10.25	24			<sup>1.3</sup> ..... Brudenell .....		* 6.59	* 2.00			
	* 5.34	* 10.30	22.7			<sup>2.3</sup> ..... Roseneath .....		* 6.55	* 1.55			
	* 5.41	* 10.38	20.4			<sup>1</sup> ..... <sup>2.2</sup> ..... Montague Jct.....		* 6.48	* 1.47			
	5.45	10.42	19.4			<sup>2.8</sup> ..... Emmerson .....		6.44	1.43			
	* 5.51	* 10.50	21.6			Ar... Georgetown... Dp	G.	* 6.38	* 1.35			
	6.00	11.00	24.4	D				6.30	1.25			
	P. M.	A. M.						A. M.	P. M.			
	Daily except Sunday	Daily except Sunday						Daily except Sunday	Daily except Sunday			
	13	15						14	16			

Unless otherwise specially ordered, Nos. 13 and 16 Trains must cross at Mount Stewart Junction. Nos. 9 and 13 Trains and Nos. 10 and 14 Trains must connect at Mount Stewart Junction.

\*Indicates that Trains stop only when signalled, or when they have passengers or freight to take on or leave off.

EASTBOUND TRAINS				Miles from Elmira	Telegraph Offices	Elmira & Souris		Telegraph Calls	WESTBOUND TRAINS			
READ DOWN						READ UP						
	9 Pas'ng'r	11 Mixed	21 Mixed			STATIONS	10 Pas'ng'r		12 Mixed	22 Mixed		
	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday		Daily except Sunday	Daily except Sunday				
	P. M.	A. M.	A. M.			Dp..... ELMIRA Ar.....	M C	A. M.	P. M.	P. M.		
			5.25			<sup>1.6</sup> ..... Munn's Road .....				7.10		
			* 5.30	1.6		<sup>3.4</sup> ..... Baltic .....				* 7.05		
			5.43	5		<sup>2.1</sup> ..... Fountain Head .....				6.51		
			* 5.52	7.1		<sup>1.5</sup> ..... Connaught .....				* 6.43		
			* 5.58	8.6		<sup>1.3</sup> ..... Harmony Jct.....				* 6.38		
	5.45	10.50	6.03	9.9		<sup>4.8</sup> ..... Ar..... SOURIS..... Dp	N E	6.49	1.43	6.33		
	6.00	11.10	6.20	14.7	D			6.35	1.25	6.15		
	P. M.	A. M.	A. M.					A. M.	P. M.	P. M.		
	Daily except Sunday	Daily except Sunday	Daily except Sunday					Daily except Sunday	Daily except Sunday	Daily except Sunday		
	9	11	21					10	12	22		

\*Indicates that trains stop only when signalled or when they have passengers or freight to take on or leave off.

Unless otherwise specially ordered No. 10 train and No. 21 train must cross at Souris

# Rules and Regulations for the Running of Trains

## NOTE CAREFULLY THE ADDITIONS TO AND ALTERATIONS IN

1. Trains are of two kinds Regular and Irregular.
2. Regular trains are those contained in the Time Table.
3. Irregular Trains consist of Special Trains and working Trains.
4. Regular Trains, when delayed, do not become irregular, unless by Special rule or order from the Superintendent.
5. Regular Trains are of two classes. The first class includes Passenger Trains, the second class includes Mixed Trains.
6. No trains must leave a station where another train of the same class is due to arrive except when instructions in the Time Table give it Right of Track, or when a Crossing Order is received in writing or by Telegraph from the Superintendent, through the Train Despatcher.
7. Passenger Trains have the Right of Track over Mixed Trains unless otherwise stated. If Mixed Trains are behind time at stations where they should cross Passenger Trains, Conductor and Enginemen of Passenger Train will wait five minutes beyond the starting time named in the Time Table, then proceed, and the train must continue to run five minutes behind time until the delayed train is crossed or Special order is received from the Superintendent.
8. Mixed Trains which cannot make their regular crossing and passing Stations on time must, unless otherwise stated, keep clear of passenger trains, and be on a siding ten minutes (10) before the Passenger Trains are due.
9. Full faced figures in Time Table show where trains are to be crossed or passed. Conductors and enginemen by referring to corresponding figures on the same line of Time Table will see what trains are to be crossed or passed.
10. Special Trains are those running on special orders, and must be understood to include light engines and must be run, between Stations by the time allowed in the Time Table to trains of a similar class, and they must be shunted on sidings Ten (10) Minutes before any regular train is due.
11. Working trains are those working between two points, and they may or may not be signalled.
12. Working and Irregular Trains must be on the siding and out of the way full Ten (10) minutes before any of the Regular Trains are due.
13. Except as herein provided the first train reaching a Crossing Station must await the arrival of the opposing train, or until instructions are received to proceed, and trains of a like class will proceed to their time table crossing points with each other, unless otherwise specially ordered.
14. No Extra Engine or Special Train shall leave or pass a Station unless it has time to arrive at the next siding at least ten (10) Minutes before the time fixed by the Time Table for the departure from there of a train coming in the opposite direction, and every Station Master is hereby authorized and required to stop any and every such Engine or train which is leaving or passing his Station within these prescribed limits, and to satisfy himself that the Conductor and enginemen are properly instructed, or that it is safe for them to proceed before allowing them to do so.

15. The Superintendent's signature must be upon every paper or order relating to the movement of trains. Verbal orders must not be acted on. This does not apply to shunting at stations.
16. Trains must not leave any station before the time given in the Time Table.
17. All trains going in the same direction will keep at least ten minutes apart; and will approach each Station very carefully, Conductors having their trains under full control, at a safe distance from the Station and be sure that all is clear.
18. Special trains must always be run upon the assumption that another train may be delayed and out of place; such trains must approach all stations, tanks blind curves, and bad places very carefully. The responsibility of collision will rest upon Conductor and Engine Driver of Special Train.
19. Loss of time by Trains at Stations should be avoided as far as it is possible to do so. To this end, trains should never arrive at any station before the time given in Time Table. When the time of arrival is not given, the train should reach the Station upon the time given for its departure, and leave as quickly as possible thereafter.
20. Should a train lose time so as to render it likely to get on the time of another train running in the same direction, the conductor must send a man back with the proper danger signals to stop the train following, and advise its officials of the position of the train ahead. If the train thus advised is of a superior class, the delayed train will take the nearest siding, and let the superior train pass, and the conductors of both trains shall advise the Superintendent of the fact from the nearest telegraph station. This does not relieve any conductor from protecting his train so as to insure safety.
21. All Regular Trains detained on the main line at stations or elsewhere, out of their own time, must also take this precaution. The officers of all such trains must always assume that at any time a Special Train may come along.
22. Regular trains must not leave any telegraph station until the Conductor receives a "clearance order" from the station master.
23. Special Trains must stop at all telegraph stations unless otherwise ordered, and they must not leave any telegraph station at which they stop until the Conductor receives a "clearance order" from the station master.
24. In every case where a train has an order to cross or pass another train, it must stop at the crossing or passing place, and the Conductor or Engine Driver must ascertain that the train they are crossing or passing is the train named in the order.
25. Trains which, at crossing stations, have to take the siding must do so from the end opposite to that from which the opposing train is coming. When this cannot be done and when found necessary for the train to back into the siding, signals must first be sent out and the approaching train stopped before proceeding to take the siding. On these points there is to be no discretion.
26. Trains of a like class, running in the same direction, must not pass each other unless upon receipt of special instructions from the superintendent, through the train despatcher. When special trains are running by special or telegraphic orders ahead of, or on the time of a regular train, the Conductor must see that the men in charge of all trains and the staff at stations, are notified accordingly.
27. When an extra engine or a special train is to follow and have right of track over all other trains, a red flag by day, and a red light, in addition to the head and tail lights, by night must be shown in front of the engine, and in rear of preceding train and this red signal will absolutely stop all trains going in the contrary direction, until the train or engine for which the red signal was carried has arrived. When a train is to follow, not having right of track, but keeping out of the way of all regular trains, a white flag by day and a white light in addition to the usual lights, by night, must be shown in front of the engine and in the rear of the preceding train, and the conductor must notify each station master as well as the conductor and engine driver of all trains who are to regard the red or



white signal as the case may be, that a train is following, whether by day or night. Green signals, carried in a like manner, denote that an extra engine or special train will come in the opposite direction, but will keep clear of all regular trains. Conductors must notify Station Masters as well as the conductors and engine drivers of all trains that his train is carrying a green signal for special trains coming in the opposite direction.

28. Conductors of trains carrying signals must record the signals in the Train Register Books. At Stations where no train register is kept, conductors will register with each other verbally.

29. It will be the duty of Conductors to examine Train Register Books at Junctions, terminal and other stations where they are kept, and to see that all trains due have arrived. If they have not arrived they will call the attention of the Station Master to the fact and wait orders.

30. An engine driver in charge of an extra or special engine has the same responsibilities as the conductor of a special train and will be governed by the same rules. He must not run at night without having the proper headlight and red tail lamp exhibited.

31. Enginemen of all trains are to use the whole time allowed for running excepting that which may be required doing the work at stations or for crossing other trains; and they must endeavor, as far as possible, to keep up a uniform rate of speed up and down grades. They must have full control over all trains when going down grades. Conductors must see that brakes are applied to the cars, when going down grades, so as to steady the train and keep her under proper control. The brakes should never be applied so as to heat or slip the wheels, but should be frequently changed from one car to another. Trainmen must be watchful and discover quickly when wheels are off the track, and if a wheel is allowed to run in that way for any distance it will be considered an evidence of carelessness. All trains must pass slowly and cautiously through side tracks at a speed not exceeding eight miles a hour.

32. The speed of trains when approaching bridges must be reduced so that they will pass over the same under full control.

33. Enginemen must be careful to have the ash-pan dampers of their engines closed while passing over all bridges.

34. Conductors and enginemen will be held equally responsible for the violation of any of the rules governing the safety of their trains, and they must take every precaution for the protection of their trains, even if not provided for by the rules

35. When a snow plough is connected with any train, the speed must not exceed fifteen miles per hour.

36. When backing a train there must be a man specially stationed on the rear part of it to give warning and prevent accident.

37. All trains and engines approaching the crossings at Charlottetown, Summerside, Kensington, Georgetown and Souris must do so very cautiously and slowly. Enginemen must always keep the engine bell ringing until the crossings are passed. All trains approaching Summerside from the west must come to a stand opposite the oil tank, and proceed to the station at a speed not exceeding six (6) miles per hour. Trains going west must not exceed a speed of six (6) miles per hour between Summerside and Market Street. All trains are to stop before crossing any switch at or about Alberton Station Y. Under all circumstances trainmen and enginemen must see that the switch is right before attempting to cross over it.

38. Except in cases of emergency the whistle of locomotives is not to be used within the limits of the City of Charlottetown with one exception—All locomotives approaching the crossing at Grafton street East, going west from Charlottetown, must continue to sound the whistle. Instead of the whistle

the bell of the locomotive must be set ringing and continue so from Charlottetown station to the first road crossing west of St. Peter's Road (Heard's) and from that crossing to Charlottetown station in the opposite direction. When a train is stopped by a semaphore and it is not lowered promptly, the forward brakeman of inward trains, and the rear brakeman of outward trains, will proceed to the station and inform the station master. And if it is found that the train has been unnecessarily held at the semaphore the fact must be reported to the Superintendent by the conductor and the Engineman.

39. When a train stops at a station or tank where there are no semaphores, or when it stops outside of a semaphore the rear brakeman must take red and torpedo signals in his hand, and watch the track in rear, and be prepared to run back whenever there is the least suspicion of danger. Should the stoppage be longer than usual, he must go back and protect the train, as directed in Rule No. 40.

40. Whenever, from any cause, a train is stopped on the line between stations the rear brakeman must at once (without waiting to be told to do so) run back with red and torpedo signals. He must at least go back nine hundred (900) yards or twenty (20) telegraph poles and he must place on the rail at a distance of six hundred (600) yards or fourteen (14) telegraph poles one (1) torpedo signal, and on arrival at the end of the above mentioned distance of nine hundred (900) yards he must place two (2) torpedo signals on the rail. If, on arriving at that point, he finds that the view of the track in the direction of an approaching train is obscured by curves, or by sheds or otherwise he must continue to go back, placing torpedo signals on the rails every two hundred (200) yards (or four (4) telegraph poles) until he reaches a point where his danger signal can be seen one fourth ( $\frac{1}{4}$ ) of a mile by an approaching train. When in this position he must place two (2) torpedo signals on the rail and he must remain there until a train arrives or until he is recalled by four (4) whistles of his own engine. If no train has arrived when he is so recalled, he must leave the three (3) furthest away torpedoes on the rail to warn any following train, and he must carefully collect all the rest as he returns.

41. Whenever a train explodes one or more torpedoes, and no other signal is given, the engine driver will understand that a flagman has been out, and immediately bring his train under control and proceed cautiously, looking out for signals, until he reaches the place of obstruction or the next telegraph station.

42. At stations where semaphore signals are provided, station masters must be very particular in seeing that they are at all times in perfect working order; and that the danger signals are shown directly a train stops at, or passes their station. They must also be exhibited when shunting is going on, or when the main line is in any way obstructed. When the line is clear for the passage of trains, the semaphore arm will not be exhibited; and at night a green light will be shown. This will cancel all orders previously given under this head.

NOTE.—In foggy weather and during snow storms do not rely too much on the distant Semaphore, but send out Torpedoes and other danger signals a further distance.

43. When a train stops at a station where there are semaphores, it is the duty of the switchman to at once protect the train by putting the semaphores at danger. If there is no switchman, then the station master, the conductor, or a brakeman of the train must at once put the semaphores at danger. The conductor, brakeman and engineman of the train must see that this rule is observed, and must assist the station master in doing so.

44. When a train is detained on the line between stations under circumstances which make it necessary that it should be protected in front, the Engine Driver shall be responsible as well as the Conductor, for seeing that this is done. One of the brakemen or the fireman must be sent forward with red and torpedo signals.

45. Conductors and enginemen will be careful always to carry the signals required by the regulations and to see that the tail lights are placed in proper position at sunset, and properly inspected at every station.

46. Conductors of trains, Enginemen and Track Foremen are also held responsible and must be very particular in having their signals in good order, and ready for immediate use.

47. Danger signals, ready for instant use, must be kept at the rear end of the rear car of each train, and the Conductor must see that a brakeman is always in readiness to run back with them. In all cases it shall be the duty of the Conductor to see that his train is protected.

48. Station Masters, Enginemen, Conductors, Brakemen, trackmen, and all others concerned, are especially enjoined always to keep a good lookout for signals, and promptly attend to same.

49. Station Masters are required, and must be very particular in enforcing the rule with regard to one train following another. They must have their Signals, Red Lamps, Red Flags and complement of Torpedoes, in good order and ready for use at a moment's notice.

50. Station Masters at all stations will put up a Red signal when a train passes in either direction, and keep it up ten minutes after a train has left, to stop trains following.

51. Trackmen must note the time of one train following another, and if within the limits of the rule, they must stop the train following and notify the Conductor and Engine Driver.

52. Before starting from a terminal station, or from any station where the train has been disconnected, the Conductor must see that the alarm line is connected throughout the train and with the gong in the engine, and he must ascertain that it is in proper working order by pulling the line at the rear end of the train until the gong rings. The Engine Driver will be held responsible for the gong being in working order, and for having the alarm line connected with it. The alarm line must not be removed or disconnected until the train has been brought to a full stop.

53. The Conductor of any passenger train must, when one mile from every station, at which it is to cross a train either by Time Table arrangement, or by telegraphic order, give one long and two short blasts of the air whistle signal; the engine driver will immediately answer by two short blasts of the steam whistle and make a running test of the brakes according to the air brake rule.

54. Conductors are held responsible for the movement of trains and must work them strictly in accordance with the rules and regulations. In all cases of doubt or difficulty they are to consult the Engine Driver. — safety to be the first consideration. Both are required to see that their watches are correct with the Atlantic Standard Time, and to compare with Conductors and Engine Drivers of other trains on meeting, also with clocks at stations, and they must report to the Superintendent all differences of time.

55. The Regulator Clock in the Despatchers' Office, Charlottetown, is the Atlantic Standard Time by which Conductors and Enginemen must regulate their watches and run their trains. Before starting on each occasion, both Conductors and Enginemen must compare their watches and also see that they exactly agree with the clock. No watch must be used that does not keep good time. Operators must be in their offices at 9 a. m. to receive the standard time of the road, and will allow no other business to interfere with their so doing.

56. Conductors will be held responsible for the proper adjustment of the switches used by them and their trainmen, except where switchmen are stationed.

Whoever opens a switch shall remain at it until it is closed, unless relieved by some competent employee.

When there is more than one train to use a switch, it must not be left open unless one of the trainmen of the following train is at the switch and takes charge of it.

57. Engines must not stand near public road crossings except when absolutely necessary.

58. Whenever a train is detained more than five minutes at any public road crossing, it must be divided and a suitable passageway left between the cars for the accommodation of the public.

59. If a train parts while in motion, trainmen must use great care to prevent the detached parts from coming into collision. Enginemen must give the signal as provided in Rule No. 107, and keep the front part of the train in motion until the detached portion is stopped.

The front portion will have the right to go back, regardless of all trains, to recover the detached portion, first sending a flagman with danger signals a sufficient distance in advance in the direction in which the train is to be backed, and running with great caution, at a speed to insure absolute safety. All the precautions required by the rules must also be taken to protect the train against opposing trains. The detached portion must not be moved or passed around until the front portion comes back. This rule applies to trains of every class.

When it is known that the detached portion has been stopped, and the whole occurrence is in plain view, no curves or other obstructions intervening, so that signals can be seen from both portions of the train the conductor and enginemen may arrange for the recoupling, using the greatest caution.

60. Each engineman must frequently look to the rear of his own train, so that he may be sure that no cars have become detached, and if the tail light burns dimly or goes out, he must at once inform the conductor of the fact.

61. Only men of known careful and sober habits will be employed in any position affecting the movement of trains. The use of intoxicating liquors when on duty is strictly prohibited. Persons known to indulge freely in intoxicating liquors, or to frequent bar-rooms or places where liquor is sold, will not be retained in the railway service. Any employee of the railway who is known to be intoxicated, either when on duty or off duty, will be at once dismissed from the service.

62. The Master Mechanic, Foremen in charge of Engine Houses, Car Foreman, Track Masters, Train Despatchers, Station Masters, Telegraph Operators, Conductors, Engine Drivers, and all other persons who occupy places of trust, must report promptly any violation of the above rule. Any failure to report at once will be severely punished.

63. Where the words "Station Master" occur in these Rules, they shall be understood to mean the person in charge of the station at the time, whether he be Station Master, Assistant Station Master, or Telegraph Operator.

64. All parties concerned should make themselves thoroughly conversant with the General Rules and Regulations of the Road, as well as with the Time Table and Rules and Instructions which may from time to time be issued, and note well the changes; and should they not be fully understood, immediate application should be made to the Superintendent's office for an explanation.

65. On the occasion of an alteration taking place in the running of trains it is the duty of each officer to procure and carry with him at all times a copy of the Time Table that applies to the district in which he is employed.

66. The safety of the trains must always be paramount; in any case of doubt or uncertainty, the course known to be safe must be taken.

67. Every morning Station Masters and trackmen, before they commence work, must ascertain if all trains which are due or have been signalled have passed, and govern themselves accordingly.

## Telegraph Signal

68. This signal is placed on all telegraph stations.

69. Usually it will stand in the position of "all right," which is parallel to the track, and in this position it will show a white or green light by night.

70. When at danger it will show a red board by day, and a red light by night, and it must not be passed.

71. The object of the signal, when at danger is to notify the men in charge of trains that an order in regard to the movement of trains has been received, and they must call for, receive, and if understood acknowledge such order; and that no train or engine must leave or pass while the signal is at danger, unless upon the receipt of a clearance order (Form 226 or 227) upon which the Station Master has written the words "The signal at danger is not for you."

72. When approaching telegraph stations, Conductors and Enginemen must observe the position of the signal, and if at danger they must stop their trains and proceed at once to the telegraph office for orders

73. Switchmen must always observe the position of the signal, and when it is at danger call at telegraph office for orders.

74. At stations where semaphores are provided, when an order is received to detain a train, the Station Master must put the semaphore at danger, and in stormy weather he must also put two torpedoes on the rail. These precautions must be used in addition to the working of the telegraph signal,

75. When an order is received from the Superintendent regarding the movements of any train, or engine, the telegraph operator must first (and before acknowledging the receipt of the order) turn the signal to danger, and see that it is actually in position; second see that the train, which is ordered to be detained, has not passed his station; and third, acknowledge the receipt of the order. The signal must remain at danger until the train for which the orders have been received has arrived, and until "correct" is received from the Train Dispatcher in reply to the Conductor's and Engine Driver's acknowledgment of the orders and until a releasing order has been received.

76. Station Masters and switchmen must not permit engines or trains which they have orders to detain, to leave or to pass while the signal is at danger, but they will permit any train which has a right to leave to do so, having first given the Conductor and Engine Driver a clearance order, either Form 226 or 227, as the case may require, on which clearance order the Station Master has written the word. "The signal at danger is not for you."

77. Station Masters must see that the signal is at all times in perfect working order and that at night the lamp is clean and burns brightly.

78. The absence of a light at night must be regarded as a danger signal, and be obeyed accordingly; and the Conductor and Engine Driver must call the attention of the Station Master to the fact that the lamp is not burning, and they must report the matter at once by letter to the Superintendent.

79. Station Masters must always have near them signals ready for use in any emergency, and they must report every instance where Engine Drivers, Conductors or Trainmen disregard the signal given.

80. The first duty of a Conductor on arriving at a station is to report himself to the Station Master and to ask if there are any orders affecting his train.

☞ This will cancel all orders previously given under this head.

## Train Orders

81. All orders for the movement of trains must be given in writing and on the prescribed forms.

82. All orders shall be given in the name of the Superintendent by Dispatchers appointed for that purpose; no other persons will be allowed to give them.

83. Train Despatchers, when relieving each other, must be careful to transfer to each other all orders and information affecting the movement of trains, and there must be a written transfer made in the order book and signed by both persons. The Despatcher who is to go off duty must remain at his post until the Despatcher who is to relieve him has actually arrived and taken charge.

84. Train Despatchers and all other persons in any manner connected with the movements of trains must bear in mind that safety is more important than despatch. Every effort must be used to give such despatch to trains as is consistent with safety, but anxiety to hasten their movements must not cause any risk to be taken. All rules concerning the sending, receiving, delivering, and acknowledging of orders must be strictly obeyed.

85. Each train order must be written (in ink) in full by the despatcher in a book provided for the purpose at the office of the train dispatcher, and with it recorded the names of those who have signed for the order, and the time and signals which show when and from what offices the order was repeated, and the responses transmitted. These records must be made at once, and never from memory or memoranda. The numbers of trains must be written in full as well as in figures.

86. Before any train is advanced against another which has right of track the train having right of track must first be secured by the acknowledgment of its officials, the Conductor and Engine Driver, or by the acknowledgment of the Station Master (at a station beyond that at which a crossing is being made) to detain for orders the train having right of track; and in all cases where there is an operator on duty at a crossing station, an order must be sent to him and his acknowledgment must be received before the train is advanced.

87. Train orders shall only be used by the train to which they are addressed, and no other train will be allowed to use them. They shall be used only against such trains as are expressly named in the order.

88. Orders shall be sent when practicable to all trains affected by them at one and the same time. All orders shall be written in a clear and legible manner by the receiving operator on manifold paper furnished for that purpose (Form No. 229) and the receiving operator shall write all the copies of an order at once in manifold, as received by wire from the despatcher, and there must be no alterations erasures or interlineations. In order to enable the operator to do this the despatcher who sends the order will, when he raises an office, say "copy," with the number of copies required. Under no circumstances shall an order be recopied, or first written on any other paper, except on the manifold paper provided for that purpose.

89. It is very dangerous to re-copy an order, and it will be an offence punishable by dismissal for any operator to re-copy an order, or to copy it on anything else than on the manifold paper, and all conductors, enginemen and other employes are earnestly requested to promptly report any operator violating this rule.

90. Operators shall always have carbon sheets inserted between the leaves of the manifold paper in readiness to take three (3) copies at one writing. Never less than three (3) copies of a train order will be required, viz; one (1) copy for the conductor, one (1) copy for the engineman, and one (1) copy to be retained in the office as record. In case two (2) trains get the same order at the same time five (5) copies shall be required and extra sheets of carbon paper must always be kept at hand in readiness to be promptly placed in the book and the whole five (5) copies shall be taken at one and the same writing.

91. Operators will acknowledge receipt of an order by saying "O. K." signing their initials and office call.

92. In addressing an order the abbreviations "C" and "E" may be used for conductor and engineman. The abbreviation "Ack." will be used at the end of an order immediately preceding the signature. "Ack." signifies. "Do you acknowledge receipt of this order? Do you understand? Get my answer before leaving" Operators will use the abbreviation "13" in repeating the order to des-

patcher. "13" signifies "We hereby acknowledge receipt of and we understand, and will execute the same."

93. As soon as a train arrives at a station at which an order awaits it, the conductor and enginemen shall proceed directly to the telegraph office, and very carefully read the order. It shall be the duty of the station master to read aloud the order in their presence, and the conductor and engineman will listen and see that their copies exactly agree therewith. If they fully understand the order, they will write upon the copy to be retained by the operator, "13", signing their names. This prefixed by the understanding, will then be forwarded to the train despatcher, who, if satisfied that all is right, will respond "Correct," signing his initials. This will be recorded by the operator on all copies of the order, which then, and not until then, becomes valid.

94. All persons to whom orders affecting the movement of trains are addressed, must sign the orders themselves personally; each for himself. Any violation of this rule will be punishable by dismissal.

95. All orders for the movement of trains, or for carrying signals, must be repeated back to the train despatcher, when the Conductor's and engine Driver's signatures and understanding have been obtained.

96. When a train order is repeated back, the despatcher himself shall carefully compare it word for word with the original order sent. He must know positively that it is correct before giving "correct" and his initials to it.

97. Station Masters, Conductors, and Engine Drivers must fully execute all orders received by them, unless they are expressly cancelled by the Train Despatcher.

98. On receiving train Orders, the Conductor must read them to the Trainmen and then post them in a place in the car or van where they can be easily seen and read by himself and his men. The Engine Driver must also, in like manner, read his orders to the Fireman, and put them up in the cab. Brakemen and Firemen must know the contents of every order received by the Conductor and Engine Driver, as they will be held responsible in a certain degree, that they are carried out.

99. If Engine Drivers or Conductors change off before the completion of their trips, they must carefully exchange any train orders they may have, and they must know that these are perfectly understood by the persons who take their places. No change of this kind will be allowed without the consent of the Superintendent. Engine Drivers must also have the consent of the Locomotive Foreman.

100. Trainmen must not, after the receipt of orders, go to meals without the consent of the despatcher, and they must give notice of any work they have to do which will cause delay to their trains.

101. Stations masters, their assistants and operators, when relieving each other, must be careful to transfer to each other all orders affecting the movements of trains and whether there are orders or not, there must be a written transfer made and signed by both persons in a book to be kept for the purpose. The person who is to go off duty must remain at his post until the person who is to relieve him has actually arrived and taken charge.

102. Orders for the movement of trains on the line are given from the Despatching Office at Charlottetown.

## Whistle Signals

The following whistle signals supersede those in book of rules No 27:

103. One long blast of the whistle (thus——) is the signal for approaching stations, railroad crossings and junctions.

104. One short blast of the whistle (thus—), is the signal to apply the brakes, stop.

105. Two long blasts of the whistle (thus,—— ——) is the signal to throw off the brakes.

106. Two short blasts of the whistle (thus,—— —) is an answer to any signal, except "train parted."

107. Three long blasts of the whistle, (thus,—— —— ——), to be repeated until answered, is a signal that the train has parted.

108. Three short blasts of the whistle (thus, — — —), when the train is standing (to be repeated until answered), is a signal that the train will back.

109. Four long blasts of the whistle (thus, — — — —) is the signal to call in a flagman.

110. Four short blasts of the whistle (thus, — — — —) is the engineman's call for signals, from switchmen, watchmen, trainmen and others, and for the lowering or raising of semaphores.

111. Five short blasts of the whistle (thus, — — — — —) is the signal to the flagman to go back and protect the rear of the train.

112. One long followed by two short blasts of the whistle (thus, — — —) is a signal to be given by trains on single track, when displaying signals for a following train, to call the attention of trains of the same or inferior class to the signals displayed.

113. Two long, followed by two short blasts of the whistle (thus, — — — —) is the signal for approaching public road crossings, at grade, and to be used by extra trains when approaching and rounding curves.

114. A succession of short blasts of the whistle is an alarm for persons or cattle on the track, and calls the attention of trainmen to danger ahead.

## Air Brake Rules

115. Conductors and Engine Drivers of Trains equipped with air brakes, are responsible for seeing that such are in proper working order, and properly connected throughout the whole train before starting from terminal stations, and from stations at which they have been disconnected.

116. The enginemen of passenger and freight trains leaving a terminal or at any point where the make-up of the train has been changed, must, after starting and before running 1000 feet, apply the air brake sufficiently to know that the train-air-brakes are in good working order.

117. Conductors and enginemen will be held equally responsible to see that the terminal standing test is made on all train air-brakes before leaving a terminal or at any point where the make-up has been changed between the air-brake cars, and the enginemen must be kept advised of the number of air-brake cars cut in and in working order.

## Air Whistle Signals

118. In using the air whistle signal pull directly down on the cord for one full second and allow two full seconds to elapse between each pull.

119. In starting a train the air signal should not be used. The signal to start should always be given by hand or lamp.

120. Two blasts of the air whistle when the train is running, is the signal to stop at once.

121. Two blasts of the air whistle when the train is standing, is the signal to call in the flagman.

122. Three blasts of the air whistle when the train is running, is the signal to stop at the next station, and must be acknowledged by two short blasts of the engine whistle.

123. Three blasts of the air whistle when the train is standing, is the signal to back the train.

124. Four blasts of the air whistle when the train is running, is the signal to reduce speed.

125. Four blasts of the air whistle when the train is standing, is the signal to test brakes.

126. Five blasts of the air whistle is the signal to release brakes or to release a sticking brake while running

127. Six blasts of the air whistle when the train is running is the signal that more steam is required for heating the cars.

128. When one blast of the air whistle is heard while a train is running, the enginemen must immediately ascertain if the train is parted, and if so be governed by rule No. 59.

129. Signals of the same number of sounds shall have the same significance when given by other appliances than bell-cord and air whistle.