

## THE RAILWAY & SHIPPING WORLD,

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The Official Organ of  
The Canadian Freight Association.  
The Canadian Roadmasters' Association.  
The Canadian Ticket Agents' Association.

PUBLICATION OFFICE,  
33 MELINDA STREET, TORONTO, CANADA.  
Bell Telephone, Main 3201.

SUBSCRIPTION PRICE, postage prepaid to Canada &  
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TORONTO, CANADA, MAY, 1902.

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ANNUAL MEETING at Washington, D.C., Oct. 20,  
1902.

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NEXT MEETING, at Detroit, Mich., probably in Jan. or  
Feb., 1903.

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toria, B.C., J. J. Martin; Vancouver, B.C., L. M.  
Head; Quebec, J. Lemieux.

NEXT ANNUAL MEETING of the Grand Council in Mont-  
real, Jan. 1903.

### Niagara Frontier Summer Rate Com- mittee.

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NEXT MEETING, at New York, probably in Jan., 1903.

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five minutes. An inferior train must keep at  
least 10 minutes off the time of a superior  
train moving in the same direction. The  
foregoing principles govern the movements  
of regular trains, and by their observance  
conductors and engineers are enabled to  
make their way over the road.

Train orders are issued when it is of ad-  
vantage to readjust the relations of regular  
trains and also to govern the movement of  
extra trains which are being continually run.  
As it is of the utmost importance that train  
orders should be understood alike by all who  
receive them the most stringent rules have  
been adopted to govern their issuance, trans-  
mission, delivery, and execution. There are  
15 forms of train orders which are issued for  
the following purposes:—

Form A.—Fixing meeting points for op-  
posing trains.

Form B.—Directing a train to pass or run  
ahead of another train.

Form C.—Giving a train the right to track  
over an opposing train.

Form D.—Giving regular trains the right  
to track over a designated train.

Form D. (a)—Line clear order.

Form E.—Time orders.

Form F.—For sections.

Form G.—Extra trains.

Form H.—Work extras.

Form J.—Holding order.

Form J. (a)—Specifying the speed of a  
train.

Form J. (b)—Directing an operator to  
clear his train order signal for a train for  
which he has no orders and which will not  
otherwise stop.

Form K.—Annulling a regular train.

Form L.—Annulling an order or a part of  
an order.

Form P.—Superseding an order or a part  
of an order.

The train dispatcher is the only person  
authorized to issue and sign train orders  
which are transmitted by telegraph and  
numbered consecutively each day beginning  
with no. 1 at midnight. Each order is re-  
peated by the receiving operator to the train  
dispatcher. Train orders are of two classes  
designated by the number of the form used  
and the color of the paper upon which they  
are written. The "31" train order is  
written upon white paper, is used to restrict  
the superiority of a train and must be ac-  
knowledged by the conductor. The "19"  
train order is written upon pink paper and  
can be used for any purpose except to re-  
strict the superiority of a train and does not  
require the signature of the conductor. The  
requirements as to the "19" order are some-  
what less exacting, as it is to be used only for  
inferior purposes. Trains must be stopped  
for "31" orders but "19" orders may be de-  
livered while trains are in motion. It is the  
duty of the train dispatcher to anticipate the  
necessity for train orders and have them  
ready for delivery immediately on arrival of  
trains.

In formulating its code the C.P.R. has  
amended some of the rules in the standard  
code and has made additional rules. For  
instance train dispatchers are forbidden to  
send combination train orders unless every  
movement in the order directly affects the  
train first named in the order. While this  
rule may cause a greater number of orders,  
it prevents the issue of orders so long and  
covering so many movements as to be com-  
plicated and difficult to understand. The rules  
governing the change of time tables has been  
amended so as to preclude the possibility of two  
trains being run on one schedule, when a  
change of time tables is made at midnight.  
The rule governing work trains is amended  
so as to keep extra trains from entering a  
work train's limits until authorized by the  
train dispatcher. The Co. very wisely  
commenced introducing its new code in in-