

THE Railway and Shipping World

With which is incorporated The Western World. Established 1890.

Devoted to Steam & Electric Railway, Shipping, Express, Telegraph & Telephone Interests.

Entered according to Act of the Parliament of Canada, in the year 1902, by Acton Burrows, at the Department of Agriculture.

OLD SERIES, NO. 133.
NEW SERIES, NO. 51.

TORONTO, CANADA, MAY, 1902.

10 CENTS A COPY.
\$1 A YEAR.

The C.P.R.'s New Train Rules.

The new code of train rules which were put in effect on the Pacific division of the C.P.R., on Mar. 1, on the Western division on May 1, and will become effective on the balance of that Co.'s lines on June 15, is based on the code of rules formulated by the American Railway Association, and generally known as "The Standard Code of Train Rules," which is recognized as the most approved practice. In addition to the rules the C.P.R. code contains a series of definitions, which explain so many of the terms which are used in railway service that they are given here complete:

TRAIN.—An engine, or more than one engine coupled, with or without cars, displaying markers, the movement of which on the main track has been authorized by time-table or train orders.

REGULAR TRAIN.—A time-table train. It may consist of sections.

SECTION.—One of two or more trains running under the same schedule, displaying green signals or for which green signals are displayed.

EXTRA TRAIN.—A train not authorized by the time-table.

SUPERIOR TRAIN.—A train having right to track over another train.

A train may be made superior to another train either by train order or by schedule.

Train order is superior to schedule.

SUPERIOR DIRECTION.—As specified in the time-table. The direction in which regular trains are superior to trains of the same class in the opposite (inferior) direction.

TIME-TABLE.—The authority for the movement of regular trains subject to the rules. It contains the classified schedules of trains, with special instructions relating thereto.

SCHEDULE.—That part of a time-table which prescribes the direction, class, number, and movement of a regular train.

MAIN TRACK.—A track upon which trains are operated by time-table or train orders.

SINGLE TRACK.—A main track upon which trains are operated in both directions.

DOUBLE TRACK.—Two main tracks upon one of which the current of traffic is in a specified direction, and upon the other in the opposite direction.

SIDING.—A track auxiliary to the main track for meeting or passing trains.

YARD.—Tracks within defined limits over which movements not authorized by time-table or by train orders may be made, subject to prescribed signals and regulations.

Yard limits are defined by yard limit signals and regulations or by yard limit boards.

YARD ENGINE.—An engine assigned to yard service, and working within yard limits.

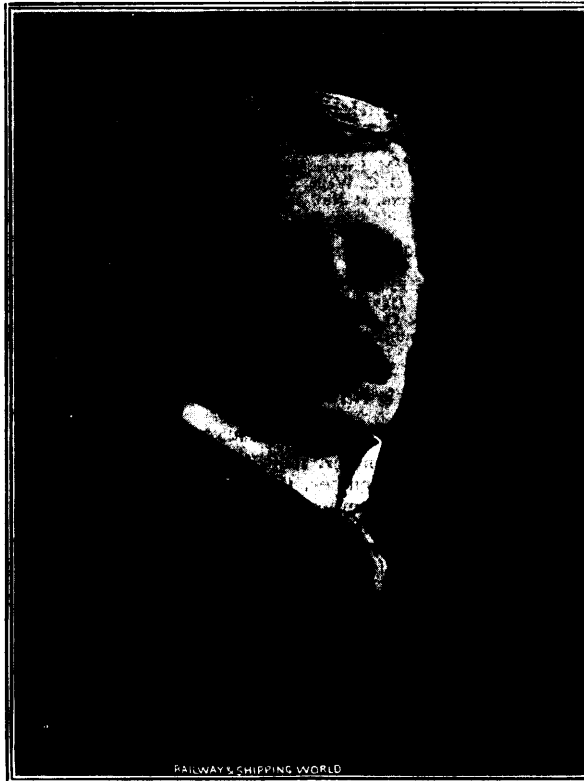
STATION.—The place, designated on the time table, at which there is a train order office or a siding, or at which the train stops to receive or discharge traffic.

FIXED SIGNAL.—A signal of fixed location, having two or more indications, affecting the movement of a train.

PILOT.—A person assigned to a train when the engineer or conductor, or both, is or are not fully acquainted with the physical char-

movement is watched day and night by the operators at every telegraph office, and the time every train passes each telegraph office is promptly telegraphed to the train dispatcher, who enters the time on a record known as the train register, which is kept constantly before him. At each station there is a special form of fixed signal known as the train order signal, which is displayed to stop trains by direction of the train dispatcher, who is thus enabled to control the movements of trains and to communicate with them when desired.

The movements of regular trains are governed by the time table, and so long as they all keep on time do not need any assistance to help them over the road. When, however, they become late the train dispatcher's assistance is often required. In addition to the regular trains, many extra trains are run which are dependent entirely upon the orders issued by the train dispatcher for their right to proceed. The fundamental principle of single track practice in this country is that an inferior train must keep out of the way of a superior train, and the entire structure of these rules is based upon that idea. Trains of the first class are superior to those of the second; trains of the second class are superior to those of the third and so on. Extra trains are inferior to all regular trains. The terms passenger and freight are descriptive and do not refer to class. First class trains may be either passenger or freight, according to their importance. The class of a regular train is determined by the management when its schedule is established, and is shown upon the time table; usually passenger trains are first class, fast trains are second class, and slow freight trains are third class. All regular trains are numbered and are officially known only by their numbers. The fanciful names which are sometimes given to trains have no place in the classification. All regular trains in one direction have odd numbers, and in the opposite direction even numbers. Extra trains are designated by the numbers of their engines and the direction in which they are moving. All trains in one direction are superior to trains of the same class in the opposite direction. Regular trains hold their right to track for 12 hours. A train must not start until a signal to do so is given by the conductor. At meeting points on single track between trains of the same class, the inferior train must clear the main track before the scheduled leaving time of the superior train, and at meeting points between trains of different classes, the inferior train must clear the schedule time of a superior train at least



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acteristics or running rules of the road, or portions of the road, over which the train is to be moved.

There are 137 train rules relating to standard time, time tables, visible signals, audible signals, train signals, use of signals, classification of trains, movement of trains, and in addition 15 forms of train orders with rules for the movement of trains by train orders. These rules and the forms of train orders must be thoroughly understood by every conductor and engineer in road service.

When a train starts out on the road its