

**SAFETY FIRST**

# **CANADIAN NATIONAL RAILWAYS**

**ATLANTIC REGION—ISLAND DIVISION**

**TIME**

**63**

**TABLE**

**TAKING EFFECT AT 12.01 A. M. SUNDAY, NOVEMBER 27, 1949**

**GOVERNED BY ATLANTIC STANDARD TIME**

**Check the days of the week with care**

**For the Information and Government of Employees Only**

THE SUPERIOR DIRECTION IS EAST OR SOUTH, AND EASTWARD OR SOUTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE (INFERIOR) DIRECTION.

**Destroy all Former Time Tables.**

THE COMPANY'S RULES ARE PRINTED SEPARATELY IN BOOK FORM. EVERY EMPLOYEE WHOSE DUTIES ARE CONNECTED WITH THE MOVEMENT OF TRAINS, MUST HAVE A COPY OF THE OPERATING RULES AND THE CURRENT TIME TABLE ACCESSIBLE WHEN ON DUTY.

**Read Special Rules and Instructions Carefully, Important Changes Have Been Made**

**W. E. ROBINSON,**

Vice-President and General Manager,  
Moncton

**R. B. GRAHAM,**

General Superintendent,  
Moncton

**E. A. ROBERTSON,**

General Superintendent Transportation,  
Moncton



## ISLAND DIVISION

PAGE	SUBDIVISION	FROM	TO	MILES
5	Borden	Emerald Jct.	Borden Pier	12.74
6	Elmira	Harmony Jct.	Elmira	9.95
7	Georgetown	Mt. Stewart Jct.	Georgetown	24.07
4	Kensington	Charlottetown	Summerside	47.48
7	Lake Verde	Lake Verde Jct.	Maple Hill	9.95
7	Montague	Montague Jct.	Montague	6.56
8	Murray Harbor	Charlottetown	Murray Harbor	47.66
6	Souris	Royalty Jct.	Souris	55.03
5	Tignish	Summerside	Tignish	67.81
		Alberton Wye	Alberton Station	0.28
8	Vernon	Lake Verde	Vernon	4.59
		Total		286.12

Despatching Office. Charlottetown—Telegraph Call "R"

M. A. HOWATT, Chief Train Despatcher

A. D. McLennan  
E. E. Jardine  
F. B. Proude

} Train Despatchers

C. B. Matheson  
E. I. Jay  
N. A. Nicholson  
J. H. Cameron

Relieving  
Despatchers

C. T. MONTGOMERY,  
Superintendent,  
Charlottetown, P.E.I.

H. E. MOORE,  
Master Mechanic,  
Charlottetown, P.E.I.

## MEDICAL OFFICERS

Dr. K. E. Dowd, Chief Medical Officer ..... Montreal, Que.  
 \* Dr. R. J. Brown, Regional Medical Officer ..... Moncton, N. B.  
 \* Dr. W. J. P. MacMillan ..... Charlottetown, P. E. I.  
 Dr. I. J. Yeo ..... Charlottetown, P. E. I.  
 \*Dr. J. C. Simpson ..... Summerside, P. E. I.  
 Dr. A. R. Grant ..... Summerside, P. E. I.

\* Equipped to make vision, color sense and hearing examinations. Applicants requiring such examinations will only be referred to this Medical Officer in absence of Rule Instructors.

## STANDARD WATCH INSPECTORS

W. W. Wellner ..... Charlottetown, P. E. I.  
 Harold R. Crockett ..... Summerside, P. E. I.

## PERSONAL INJURIES

INJURIES TO PERSONS OTHER THAN PASSENGERS  
AND RAILWAY EMPLOYEES

1. In assisting in providing medical relief for persons injured, the Railway has in view humanitarian considerations and desire for the general welfare of the service, but any such action is not to be regarded as an admission or evidence of liability.

2. In performance of this humanitarian duty in cases of injury to persons other than passengers or employees while upon the Railway premises, the assistance is to be limited to rendering first aid only. First aid means such medical and surgical services as are known to relieve the immediate danger or suffering of the injured person, and to make it safe and comfortable for such person to be removed from the Railway premises. Under no circumstances should it mean the performance of surgical operations or elaborate surgical dressings such as setting fractures, etc. The further disposal of the injured person must rest with the Transportation Officer on duty. This Officer is usually the Chief Despatcher of the Division.

3. The employees of the Railway immediately handling the case should make every effort to see that the injured person is given in charge of friends or the Municipal Authorities.

4. Where the injuries are of such a character as to require hospital treatment, this should be arranged for by friends or the Municipal Authorities.

5. Where it is impossible to reach friends or Municipal Authorities such as in cases occurring in the night or in rural districts, the Chief Transportation Officer on duty may arrange for the injured person to be taken by train to the nearest general hospital. At the same time all concerned, including the Hospital Authorities, should be advised of the circumstances under which application for admission is being made and particulars of this should appear on the casualty report.

6. The instructions of the Transportation Officer should be given in writing, or by telegraph, if necessary, so that a copy may accompany the medical accounts, for first aid or such other medical services as may be authorized, for the information of our Chief Medical Officer, and the Auditor.

7. Employees of the Railway, whether authorized to do so or not, when calling for the services of a physician should notify said physician that the call is for first aid only, and will not include services rendered subsequent to the first aid dressing on the Railway premises or adjacent thereto.

8. The services of a Railway Physician must be requisitioned when practicable.

9. In cases of accident proving immediately fatal, the Coroner of the District should be notified at earliest possible convenience.

10. If persons are killed in train operation the trainmen who are aware of the circumstances may remove the bodies from the Railway right of way and transport same to the nearest station, if possible within the same municipality where the Coroner should be notified immediately.

11. If a body is found on or near the right of way by sectionmen or train crew, it is permissible to make an examination of the body to ascertain if any signs of life are present, and if so, immediate first aid should be given and the nearest available doctor called, or, if able to be moved safely, the patient taken to his office. If the person is dead and no delay in traffic will be caused, a guard should be left with the body until the Coroner is notified and instructions obtained by him as to disposal. This applies particularly to cases where there may be a question of foul play, poisoning, etc.



## FAIR WEATHER EQUATED TONNAGE RATING

WEST OR NORTH						BETWEEN	EAST OR SOUTH					
Car	Engine Capacities						Engine Capacities	Car				
factor	Diesel		Steam				Steam		Diesel		factor	
	13%	22%	21%	25%	32%		32%	25%	21%	22%		13%
3		650	480	580	743	Charlottetown & Royalty Jct.	1167	912	754	960	3	
3		620	480	580	743	Royalty Jct. & Emerald Jct.	686	536	450	620	3	
3		800	600	725	907	Emerald Jct. & Summerside	829	675	575	760	3	
3		720	525	650	800	Summerside & Tignish	943	735	620	760	3	
3		960	620	735	943	Emerald Jct. & Borden	858	670	585	720	3	
3		800	700	755		Harmony Jct. & Elmira		800	710	800	3	
3		720	585	675		Souris & Mt. Stewart Jct.		650	510	720	3	
3		720	585	675	858	Mt. Stewart Jct. & Royalty Jct.	1000	850	700	920	3	
3		720	585	675		Georgetown & Montague Jct.		800	710	830	3	
3		780	620	735		Montague Jct. & Mt. Stewart Jct.		695	585	750	3	
3		950	800	970		Montague & Montague Jct.		860	735	950	3	
3		850	600	750		Lake Verde & Mt. Stewart Jct.		750	600	850	3	
3	350	620	545	675		Murray Harbor & Lake Verde		695	585	620	350	3
3	400	720	620	736		Lake Verde & Charlottetown		735	620	720	400	3
3	460	820	725	860		Vernon & Lake Verde		970	815	920	520	3



WESTWARD TRAINS INFERIOR DIRECTION										EASTWARD TRAINS SUPERIOR DIRECTION													
Third Class						First Class		Miles from Charlottetown	Symbols	KENSINGTON Subdivision	Stations	Switch Open	Car Capacity		First Class		Third Class					2.16 Mixed Tues. Thurs. Sat.	
53 Mixed Daily ex. Sun.	55 Mixed Mon. Wed. Fri.	219 Freight Tues. Thurs. Sat.	521 Freight Daily ex. Sun.	208 Mixed Daily ex. Sun.	2.15 Mixed Tues. Thurs. Sat.	51 Pass'gr. Tues. Thurs. Sat.	39 Pass'gr. Daily ex. Sun.						52 Pass'gr. Tues. Thurs. Sat.	40 Pass'gr. Daily ex. Sun.	206 Mixed Daily ex. Sun.	56 Mixed Mon. Wed. Fri.	220 Freight Tues. Thurs. Sat.	*522 Freight Daily ex. Sun.	54 Mixed Daily ex. Sun.	207 Mixed Daily ex. Sun.			
P.M.	P.M.	P.M. 54	A.M.		A.M.	P.M.	A.M.						Sidings	Other Tracks	A.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M. 219		P.M.
L 3.30	L 2.30	L 1.15	L 9.00		L 7.30	L 2.30	L 7.00	0.21	K CWY	CHARLOTTETOWN	Jct. with Murray Hbr. Sub 1.91				A 10.20	A 6.10	A 10.00	A 11.00	A 11.20	A 12.25	A 1.10	.....	A 5.30
f 3.34	f 2.37				f 7.37	f 2.35	f 7.04	1.91		ST. DUNSTANS	3.35	E		2	f 10.10	f 6.00	f 9.50	f 10.48	.....	.....	f 12.58	.....	f 5.20
s 3.43	A 2.50 P.M.	A 1.35 P.M.	9.17		A 7.50 A.M.	A 2.45 P.M.	s 7.13	5.08 5.26	RY	Jct. with Souris Subdiv. ROYALTY JCT.			18	11	L 10.02 A.M.	s 5.50	s 9.42	L 10.40 A.M.	L 11.03 A.M.	12.05 P.M.	s 12.50	.....	L 5.10 P.M.
										1.29													
f 3.45			9.22				f 7.15	6.56		WINSLOE	2.75			14	.....	f 5.45	f 9.37	.....	.....	11.58	f 12.48	.....	
f 3.50			9.30				f 7.20	9.30		MILTON	3.50			25	.....	f 5.38	f 9.30	.....	.....	11.50	f 12.40	.....	
f 3.57			9.40				f 7.27	12.80		COLVILLE	2.78	W	11	9	.....	f 5.30	f 9.21	.....	.....	11.41	f 12.31	.....	
s 4.05			9.55				s 7.35	15.58		NORTH WILTSHIRE	3.69		15	18	.....	s 5.23	s 9.15	.....	.....	11.33	s 12.23	.....	
s 4.14	To Souris Subdivision	To Souris Subdivision	10.15	From Borden Subdivision	To Souris Subdivision	To Souris Subdivision	s 7.44	19.27	W	HUNTER RIVER	4.43		20	13	.....	s 5.13	s 8.58	From Souris Subdivision	From Souris Subdivision	11.18	s 12.10 P.M.	To Borden Subdivision	From Souris Subdivision
s 4.26			10.28				s 7.55	23.70		FREDERICTON	2.31		17	14	.....	s 6.02	s 8.39			11.05	s 11.56		
f 4.30			10.34				f 8.00	26.01		ELLIOTTS	1.98	E		23	.....	f 4.55	f 8.32			10.54	f 11.50		
s 4.34 40			10.38	A.M. 206			s 8.04 206	27.99		BRADALBANE	2.37	T	17	8	.....	s 4.50 53	s 8.27 39.208			10.50	s 11.45		
A 4.40			A 10.45 A.M.	L 8.25			A 8.10 A.M.	30.38 80.57	RWY	EMERALD JCT. Jct. with Borden Subdiv.	3.42	T	17	92	.....	L 4.45 P.M.	L 8.20 A 8.03			L 10.45 A.M.	s 11.30	P.M. A 4.10	
L 5.00																							
s 5.12				s 8.40				33.78		FREETOWN	5.22	T	13	19	.....		s 7.53	.....	.....	From Borden Subdivision	s 11.15	s 3.50	
s 5.25				s 9.03				39.00		KENSINGTON	4.06	T	30	52	.....		s 7.40	.....	.....		s 10.55	s 3.30	
f 5.35				f 9.20				43.06		NEW ANNAN	4.30		17		.....		f 7.24	.....	.....		f 10.40	f 2.57	
A 5.50 P.M.				A 9.40 A.M.				47.36	K CWY	SUMMERSIDE		T		Yard	.....		L 7.15 A.M.	.....	.....		L 10.30 A.M.	L 2.45 P.M.	
Daily ex. Sun.	Mon. Wed. Fri.	Tues. Thurs. Sat.	Daily ex. Sun.	Daily ex. Sun.	Tues. Thurs. Sat.	Tues. Thurs. Sat.	Daily ex. Sun.								Tues. Thurs. Sat.	Daily ex. Sun.	Daily ex. Sun.	Mon. Wed. Fri.	Tues. Thurs. Sat.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Tues. Thurs. Sat.
53	55	219	521	208	2.15	51	39								52	40	206	56	220	*522	54	207	2.16

### Kensington Subdivision Foot Notes

Rule 42 is applicable on the Kensington Subdivision between Emerald Jct. and Summerside only. All trains and engines must not exceed a speed of five (5) miles per hour passing over Highway Crossing at east end of Water Street, Summerside; and, in addition to this, during the hours Crossing is not protected by the Crossing Watchman, all trains and engines must come to a full stop immediately before passing over the Crossing. (B.O. 72229) The watchman's hours of duty are from 9.30 a. m. to 5.30 p. m. daily except Sunday. All trains must receive a Terminal Clearance, Form B, before leaving Emerald Jct. No. 522 must receive a Terminal Clearance, Form B, before leaving Royalty Jct.

## SPEED RESTRICTIONS

		MILES PER HOUR		
		Passenger	Freight & Mixed	Auxiliary
Between.	Mileage			
0.0	and 13.0	40	30	20
"	" 13.00 and 47.36	35	30	20

### PERMANENT SLOW ORDERS

Grafton St. Crossing, Charlottetown, Mileage 0.32 .....	10 Miles per Hour
No Engine, Car or Train shall pass over St. Peter's Road Crossing, Mileage 0.32, at a speed greater than ten (10) miles per hour .....	(B.O. 72906).
Bridge at Mileage 9.3 and 19.7 .....	20 Miles per Hour
Water St. Crossing, Summerside, Mile 47.26 .....	(B.O. 72229) 5 Miles per Hour

### ADDITIONAL FLAG STOPS

Place	Mileage	Trains
Sherwood.....	3.90	
Loyalist .....	10.36	All except No. 39.
Clyde .....	21.98	
Kelvin .....	37.05	
Clermont .....	40.38	All regular trains.
Travellers Rest .....	44.59	

## ENGINE AND CAR RESTRICTIONS

Heaviest car permitted ..... gross weight 169,000 lbs.  
Heaviest engine permitted to operate ..... G17a Class

LOCATION OF YARD LIMIT BOARDS  
DISTANCE IN FEET FROM STATION

Charlottetown	6964	feet West	
Royalty Jc.	2096	feet east,	7138 feet West
Hunter Rier	3433	feet east,	2957 feet West
Bradalbane	2536	feet east,	3069 feet West
Emerald Jt.	3139	feet east,	3988 feet West
Kensington	2963	feet east,	4391 feet West
Summersid	5088	feet east,	

## INDUSTRIAL TRACKS KENSINGTON SUBDIV

Name	Pts.	face Mileage	Car Cap'y
Canada Packers	E	0.23	7
Horne	W	0.45	5
American Can Co.	E	0.64	5
Dept. of Reconstruction	E	0.66	4
Schurman	E	0.71	7
Arnfast	E	0.83	4
Oil Tanks		0.95	51
Brit.-American Superine Oils	W	1.00	9
Matthew-Wells	W	1.13	6
Full	E	19.14	6
McGulgan & Boyle	W	19.30	5
Clyde	E	21.63	3
L. S. Seaman	W	27.99	2
Baldwin	W	35.42	5
Kelvin	W	37.10	4
Kensington Dairying Co-op.	E	38.66	10
C. C. Baker	W	38.68	3
McNeill	W	39.00	2
Clermont	E	40.83	6
Travellers Rest	E	44.50	6
Frontenac Oil	W	46.54	3
Imperial Oil Co.	E	46.73	6
Canadian Oil & Bris.-Am. Oil	E	46.75	11
Irving Oil Co.	W	46.87	1
Schurman	E	47.10	8



WESTWARD — Inferior Direction						TIGNISH Subdivision			EASTWARD — Superior Direction			
Third Class			Miles from Summerside	Symbols	Switch Opens	Stations	Train Order or Telephone Office	Car Capacity		Third Class		
53 Mixed Daily ex. Sun.	211 Mixed Mon. Wed. Fri.	Sidings						Other Tracks	54 Mixed Daily ex. Sun.		212 Mixed Tues. Thurs. Sat.	
P. M.	P. M.									A.M.		P.M.
L 6.15	L 12.01			K CWY		SUMMERSIDE	T		Yard	A 10.00		A 1.50
f 6.20	f 12.08	1.92			W	ST. ELEANORS			5	f 9.47		f 1.37
s 6.29	s 12.20	2.31		Y		MISCOUCHE	T	20	26	s 9.38		s 1.25
s 6.45	s 12.45	5.13				WELLINGTON	T	20	7	s 9.20		s 12.50
s 6.56	s 1.00	11.69				RICHMOND		7		s 9.00		s 12.23
s 7.04	s 1.12	16.34				NORTHAM		19		s 8.50		s 12.09
7.06	1.15	19.27				VALLEY		29		8.47		12.06
s 7.12	s 1.30	20.15				PORT HILL	T	14		s 8.42		s 12.01
		21.77										P.M.
s 7.16	s 1.40			W		ELLERSLIE	T	14		s 8.35		s 11.45
s 7.26	s 2.00	23.45				CONWAY			3	s 8.25		s 11.25
s 7.33	s 2.15	27.87		Y	E	PORTAGE		17		s 8.17		s 11.10
s 7.45	s 2.35	31.17				COLEMAN		20		s 8.03		s 10.45
s 7.55	s 3.00	36.79				O'LEARY	T	16	15	s 7.55		s 10.25
s 8.18	s 3.30	40.06				BLOOMFIELD	T	18		s 7.35		s 9.57
f 8.23	f 3.40	44.46		W		PIUSVILLE		9		f 7.28		f 9.47
s 8.33	s 3.55	45.80				ELMSDALE		10		s 7.18		s 9.35
		47.98				ALBERTON WYE						
s 8.47	s 4.20	51.13				ALBERTON	T	20		s 7.05		s 9.20
		54.55				ALBERTON WYE						
f 8.57	f 4.40	54.83		WY		ALMA		8		f 6.55		f 9.03
s 9.03	s 4.50	58.68				ST. LOUIS	T	13		s 6.49		s 8.55
f 9.12	f 5.00	60.92				DEBLOIS			5	f 6.44		f 8.43
A 9.30	A 5.30	63.25				TIGNISH	T	10	46	L 6.30		L 8.30
P. M.	P. M.	66.1		W						A.M.		A.M.
		67.81		BCY								
Daily ex. Sun.	Mon. Wed. Fri.					Rule 42 Applicable				Daily ex. Sun.		Tues. Thurs. Sat.
53	211									54		212

## TIGNISH SUBDIVISION FOOTNOTES

Rule 27 (7th paragraph) is applicable on the Tignish Subdivision.

Yard limit boards are located at Summerside, 15150 feet West of Station, and at Tignish 3964 feet East of Station.

## SPEED RESTRICTIONS

## PERMANENT SLOW ORDERS

Second Street Crossing, Mile 0.43 (B.O. 63575) 10 M.P.H.  
 Market Street North, Mile 0.50 (B.O. 64123) 10 M.P.H.  
 Bridge at Mileage 15.6 20 M.P.H.  
 Between East and West Switches, Alberton 10 M.P.H.  
 Public Road Crossing Alberton Station Mile 0.28 10 M.P.H.  
 Public Road Crossing at St. Louis, Mileage 60.89 (B.O. 67396) 10 M.P.H.

## ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate G16a Class  
 Heaviest car permitted gross weight 136,000 lbs.

WESTWARD—Inferior Direction				Miles from Jct. switch Emerald Jct.	Symbols	BORDEN Subdivision	Train Order or Telephone Office	Car Capacity		EASTWARD—Superior Direction			
Third Class		First Class						Sidings	Other Tracks	First Class		Third Class	
207 Mixed Daily ex. Sun.	521 Freight Daily ex. Sun.		39 Pass'gr Daily ex. Sun.							40 Pass'gr. Daily ex. Sun.		208 Mixed Daily ex. Sun.	522 Freight Daily ex. Sun.
P.M. 40	A.M.		A.M. 208	0.21	R	EMERALD JCT			P. M.		A.M.	A.M.	
L 4.50	L 11.15		L 8.20	0.00	WY	Jct. with Kens'ton Sub.	T		A 4.30		A 8.00	A 10.35	
s 5.00	11.30		s 8.29	3.80		KINKORA	T	19	s 4.20		s 7.45	10.20	
s 5.13	11.40		s 8.37	7.38		3.58 ALBANY	T	22	s 4.13		s 7.30	10.07	
f 5.27	11.50		f 8.42	10.29		2.91 CARLETON		14	f 4.04		f 7.15	9.54	
A 5.35	P.M. A 12.05		A 8.50	11.79	B CW	1.50 BORDEN	T		L 4.00		L 7.10	L 9.50	
P.M.	P.M.		A.M.	12.59		0.80 FERRY DOCK			P. M.		A.M.	A.M.	
Daily ex. Sun.	Daily ex. Sun.		Daily ex. Sun.			Rule No. 42 Applicable			Daily ex. Sun.		Daily ex. Sun.	Daily ex. Sun.	
207	521		39						40		208	522	

## BORDEN SUBDIVISION FOOTNOTES

Yard limit boards are located at Emerald Jct. 3013 feet West of Station, and at Borden 10043 feet east of Station.  
 Engines when switching cars on or off the ferry at Borden are not permitted to operate on the outer section of ferry landing or the one known as the apron. Sufficient idlers must be used to prevent this when switching the boat.

## INDUSTRIAL TRACKS

Name	Points face	Mileage	Car Capacity
Newton	W	2.29	4
P. L. Morris	W	3.90	4
Dawson	E	7.16	2
A. B. Fisher	W	10.38	2

## SPEED RESTRICTIONS

Passenger 40 miles per hour  
 Mixed and Freight 30 miles per hour  
 Auxillary 20 miles per hour

Engines and cars must not be operated at a speed of more than five miles per hour on the transfer Apron at Borden.

## PERMANENT SLOW ORDERS

Bridge on Emerald Jct. Wye 10 M.P.H.  
 Bridge at Mileage 4.5 20 M.P.H.

## ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate G17a Class  
 Heaviest car permitted Gross weight 169,000 lbs.

## TIGNISH SUBDIVISION FOOTNOTES

## INDUSTRIAL TRACKS

Name	Points face	Mileage	Car Capacity
Holman	W	0.19	9
Read & McFarlane	W	0.39	6
Palmer & Williams	E	0.89	4
Linkletter	E & W	2.31	4
Curran & Briggs	E	2.31	46
Gillis	W	5.24	3
St. Nicholas	E	8.65	3
Gaudet & Arsenault	W	16.41	5
McNeill	E	25.74	5
West Devon	E	33.99	5
Imperial Oil	E	39.89	1
O'Leary Farmers Co-Op.	W	40.14	3
Mill River	E	42.08	2
Duvar	E	43.21	4
Farmers' Co-op. Ass'n.	W	45.90	3
McColl-Fontenac	W	54.43	1
Imperial Oil	W	54.57	3
Harper	W	64.45	3

## ADDITIONAL FLAG STOPS FOR REGULAR TRAINS

Place	Mileage
St. Nicholas	8.71
McNeill	25.79
West Devon	33.92
Howlan	41.73
Duvar	43.28
Harper	65.36



Rule 27 (7th paragraph) is applicable on the Souris and Elmira Subdivision.  
All trains may leave Harmony Jct. without Terminal Clearance.  
No. 52 will wait at Souris until No. 63 arrives.



WESTWARD—Inferior Direction					Miles from Jct. Switch Mt. Stewart Jct.	Symbols	GEORGETOWN SUBDIVISION				EASTWARD—Superior Direction				NORTHWARD— Inferior Direction				LAKE VERDE SUBDIVISION				SOUTHWARD— Superior Direction				
Third Class							Stations	Train Order or Telephone Office	Switch Opens	Car Capacity		Third Class				Third Class	Miles from Jct. Switch Lake Verde Jct.	Symbols	Stations	Train Order or Telephone Office	Telephone Calls	Switch Opens	Car Cap'y		Third Class		
	222 Freight Mon. Wed. Fri.		*58 Mixed Daily Ex. Sun.							Sidings	Other Tracks	*221 Freight Mon. Wed. Fri.	*59 Mixed Tues. Thurs. Sat.	*57 Mixed Mon. Wed. Fri.												222 Freight Mon. Wed. Fri.	
			A.M.			BC WY	GEORGETOWN 3.08	T			94			P. M. A 5.45	P. M. A 6.00											A.M.	
			L 7.00	24.07			EMMERSON 1.74							f 5.30	f 5.45												
			f 7.10	20.99			MONTAGUE JCT. 1.12							s 5.26	s 5.41												
			s 7.15	19.25		Y																					
MONTAGUE SUBDIVISION			f 7.18	20.37			ROSENEATH 2.30							f 5.23	f 5.38												
			f 7.23	22.67			BRUDENELL 1.28	W			1			f 5.17	f 5.32												
			f 7.26	23.95			ROBERTSON 1.63							f 5.14	f 5.29												
			s 7.35	25.58			MONTAGUE 1.63	T			21 23			s 5.10	s 5.25												
			f 7.40	23.95			ROBERTSON 1.28							f 4.58	f 5.13												
			f 7.44	22.67			BRUDENELL 2.30	W			1			f 4.55	f 5.10												
			f 7.50	20.37			ROSENEATH 1.12							f 4.49	f 5.04												
From Lake Verde Subdivision			s 7.55	19.25			MONTAGUE JCT. 1.10							s 4.46	s 5.01												
			s 8.02	18.15		W	CARDIGAN 4.24	T			10			s 4.43	s 4.58												
			f 8.15	13.91			PERTH 1.70		E		5			f 4.28	f 4.43												
			f 8.20	12.21			48 ROAD 2.85				9			f 4.24	f 4.39												
			f 8.29	9.36			ST. TERESA 2.29				7			f 4.14	f 4.29												
			s 8.36	7.07			PEAKES 4.45				7			s 4.05	s 4.20												
			f 8.55	2.62			PISQUID 1.20		E		5			f 3.51	f 4.06												
			L 12.15	9.00	1.42		MAPLE HILL Jct. with Lake Verde S. D. 1.36	P						A. M. A 10.05	3.48	4.03											
			A 12.25			B WY	MT. STEWART JCT. Jct. with Souris Subdiv.	T			14			L 10.00	L 3.45	L 4.00											
			P. M.											A. M.	P. M.	P. M.											
	Mon. Wed. Fri.	Daily Ex. Sun.				Rule 42 Applicable						Mon. Wed. Fri.	Tues. Thurs. Sat.	Mon. Wed. Fri.													
	222	*58										*221	*59	*57													

LAKE VERDE SUBDIVISION FOOTNOTES

Speed of all trains between Lake Verde Jct. and Maple Hill must not exceed twenty (20) miles per hour.

Speed of all trains over trestle Pisquid River, Lake Verde Subdivision, must not exceed ten (10) miles per hour.

Trains may leave Lake Verde Jct. and Maple Hill without a Terminal Clearance. Rule 27 (7th paragraph) applicable.

ENGINE AND CAR RESTRICTIONS

Heaviest Engine permitted .....G16a Class

Heaviest Car permitted .....Gross weight 136,000 lbs.

GEORGETOWN SUBDIVISION FOOTNOTES			
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## GEORGETOWN SUBDIVISION FOOTNOTES

Unless otherwise instructed no train must move from the Lake Verde Subdivision to the Georgetown Subdivision until the Conductor has communicated with Train Despatcher or Operator Mt. Stewart Jct. by telephone from Maple Hill and received authority to proceed; and the conductor of every train moving from the Georgetown Subdivision to the Lake Verde Subdivision must report by telephone from Maple Hill to the Train Despatcher or Operator Mt. Stewart Jct. the time his train arrived at Maple Hill.

Unless otherwise arranged by train order, No. 221 will wait at Mt. Stewart Jct. until No. 58 arrives.

Trains may leave Maple Hill and Montague Jct. without a Terminal Clearance.

No. 57 and No. 59 may leave Montague without a Terminal Clearance.

Rule 27 (7th paragraph) is applicable on the Georgetown and Montague Subdivisions.

Yard limit boards located at Georgetown 6280 feet west of Station and at Mt. Stewart Jct. 950 feet east of Station.

## SPEED RESTRICTIONS

## GEORGETOWN SUBDIVISION

Passenger ..... 30 Miles per Hour  
Mixed and Freight ..... 30 Miles per Hour  
Auxiliary ..... 20 Miles per Hour

## MONTAGUE SUBDIVISION

All Trains ..... 20 Miles per Hour

## LAKE VERDE SUBDIVISION FOOTNOTES

Speed of all trains between Lake Verde Jct. and Maple Hill must not exceed twenty (20) miles per hour.

Speed of all trains over trestle Pisquid River, Lake Verde Subdivision, must not exceed ten (10) miles per hour.

Trains may leave Lake Verde Jct. and Maple Hill without a Terminal Clearance.

Rule 27 (7th paragraph) applicable.

## ENGINE AND CAR RESTRICTIONS

Heaviest Engine permitted ..... G16a Class

Heaviest Car permitted ..... Gross weight 136,000 lbs.

## GEORGETOWN SUBDIVISION FOOTNOTES

## INDUSTRIAL TRACKS

Name	Points face	Mileage	Car Capacity
Clarke	E	0.38	4

## ENGINE AND CAR RESTRICTIONS

## (INCLUDING MONTAGUE SUBDIVISION)

Heaviest Engine permitted ..... G16a Class

Heaviest Car permitted ..... Gross weight 136,000 lbs.



## NORTHWARD—Inferior Direction

## Third Class

*221 Freight Mon. Wed. Fri.	*210 Mixed Mon. Wed. Thurs. Fri.	66 Pass'gr. Tues. and Sat.
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Miles from Jct.  
Switch Ch'town

Symbols

Murray Harbor  
Subdivision

## Stations

Train Order or  
Telephone Office

Telephone Calls

Switch Opens

Car  
Capacity  
Siding  
Other Tracks

## SOUTHWARD—Superior Direction

## Third Class

209 Mixed Mon. Wed. Thurs. Fri.	65 Pass'gr. Tues. and Sat.	*222 Freight Mon. Wed. Fri.
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P.M.	P.M.		
A 6.50	A 5.55		
f 6.38	f 5.47		
s 6.33	s 5.42		
f 6.11	f 5.30		
f 6.05	f 5.25		
s 6.00	s 5.20		
s 5.52	s 5.13		
s 5.43	s 5.06		
f 5.29	f 4.55		
s 5.21	s 4.50		
s 5.10	s 4.43		
s 5.00	s 4.36		
f 4.54	f 4.31		
s 4.47	s 4.25		
f 4.37	f 4.18		
		A 11.40	

## MURRAY HARBOR SUBDIVISION FOOTNOTES

## INDUSTRIAL TRACKS

Name	Points face	Mileage	Car Capac'y
G. M. Richards	N	0.10	6
Lavitt Potato Co.	N	0.36	4
Vernon River Co-op. Ass'n.	S	16.53	3
Island Construction Co.	N	27.72	10

Drawbridge over Hillsboro River between Charlottetown and Southport. (Not inter-locked).

Rule 27 (7th. paragraph) is applicable on the Murray Harbor and Vernon Subdivisions. Trains may leave Lake Verde, Lake Verde Jct. and Mount Herbert without a Terminal Clearance.

Unless otherwise arranged by train order No. 222 will wait at Mount Herbert until No. 210 and No. 221 arrive.

Unless otherwise instructed no train must move from the Lake Verde Subdivision to the Murray Harbor Subdivision or vice versa before the Conductor has reported by telephone from Lake Verde Jct. to the Train Despatcher and if necessary receives authority to proceed.

In order to ascertain if all First and Second Class Trains have arrived and left Charlottetown, every train moving from the Murray Harbor Subdivision to the Kensington Subdivision by way of Charlottetown Wye must first be stopped at the place where the Bridge tender is located at North end of Hillsboro Bridge and the Conductor communicate with Train Despatcher by telephone.

Yard limit boards are located at Charlottetown 5024 feet south of Station, Lake Verde 1527 feet south and 1889 feet north of Station, Murray Harbor 4711 feet north of Station and at Lake Verde on the Vernon Subdivision 1239 feet from the Station.

## ENGINE AND CAR RESTRICTIONS

	Heaviest Engine Permitted	Heaviest Car Permitted
Hillsboro Bridge	F1B Class	Gross weight 60,000 lbs.
Southport to Murray Harbor	G16a Class	Gross weight 136,000 lbs.
Lake Verde to Vernon	G16a Class	Gross weight 136,000 lbs.

## SPEED RESTRICTIONS

BETWEEN	AND	Pass'gr	Mixed and Freight	Auxiliary
Charlottetown	Vernon River	20	20	15
Vernon River	Murray River	30	25	20
Murray River	Murray Harbor	25	20	20
Lake Verde	Vernon	25	20	20

## PERMANENT SLOW ORDERS

Speed of all trains over Hillsboro River Bridge—Ten Miles per hour.  
Speed of all trains over curve on South Side of loop at Vernon—Ten Miles per hour.  
Speed of all trains over Public Road Crossing at Uigg. Mileage 20.9—Ten Miles per hour.

VERNON  
SUBDIVISION

s 9.04	s 8.38
f 9.10	f 8.45
s 9.20	s 8.53
f 9.26	f 8.58

12.82  
15.10  
16.80  
15.10

WY

LAKE VERDE 2.23
MILLVIEW 1.70
VERNON 1.70
MILLVIEW

P ---

N

20

4

s 4.30	s 4.12
f 4.23	f 4.05
s 4.18	s 4.00
f 4.06	f 3.52

VERNON  
SUBDIVISION

10.47	s 9.35	s 9.05
10.52	f 9.42	f 9.09
10.58	s 9.55	s 9.15
11.03	s 10.03	s 9.19
A 11.10 A.M.	s 10.14	s 9.25
	f 10.20	f 9.29
	f 10.30	f 9.35
A 10.45 A.M.	A 9.45 A.M.	

12.82  
10.96  
8.73  
7.27  
4.98  
3.61  
1.49  
0.00  
+0.21

WY

LAKE VERDE 2.23
VILLAGE GREEN 1.86
MOUNT ALBION 2.23
HAZELBROOK 1.46
MOUNT HERBERT 2.29
BUNBURY 1.37
SOUTHPORT 2.12
Jct with Kensington Sub 1.49
CHARLOTTETOWN

P ---

S

13

9

s 4.00	s 3.46	11.38
f 3.55	f 3.43	11.33
s 3.48	s 3.37	11.27
s 3.41	s 3.34	11.22
s 3.33	s 3.29	L 11.15 A.M.
f 3.29	f 3.25	
f 3.22	f 3.20	
L 3.15 P.M.	L 3.15 P.M.	

Mon. Wed. Fri.	Mon. Thurs. Fri.	Tues. and Sat.
*221	*210	66

Rule No. 42 Applicable

Mon. Wed. Thurs. Fri.	Tues. and Sat.	Mon. Wed. Fri.
209	65	*222



## SPECIAL INSTRUCTIONS

- 1.—Standard Time will be transmitted between 10.58 a.m. and 11.00 a.m. Eastern Time and between 11.58 a.m. and 12.00 o'clock noon Atlantic Time except Sunday.
- 2.—Engine whistle signal 14 (k) must be sounded by a passenger train displaying green signals for following section, when passing section men, bridge men and other workmen.  
Engine whistle signal 14 (1) is amended to read: two long, one short, and one long (— — — — 0 — — — —) (B.T.C. G.O. 578).
- 3.—At places where the sounding of engine whistle is prohibited, the speed of any train running against the current of traffic must be so reduced that train may be stopped within distance enginemen can see that track is clear.
- 4.—In the application of Rule 91, the restrictions of a train following a train carrying passengers will also apply to a train following a light engine without conductor, and the restrictions on a light engine following any train will also apply to an engine moving with caboose only.—Rule 91, last paragraph.—The interval between FREIGHT TRAINS under the conditions specified is increased to not less than twenty (20) minutes.
- 5.—No car or dead engine shall be left on or obstruct a track used for meeting or passing trains without permission from Superintendent or Assistant Superintendent.
- 6.—No light engine, nor two or more light engines coupled, when the movement is either on single track, or against the current of traffic on double track, shall be run a greater distance than twenty-five miles in any one direction without a conductor.
- 7.—To prevent accidents to passengers alighting from cars standing on bridges adjacent to stations, trainmen will not announce station stops until after train has passed over the structure.
- 8.—Unless otherwise provided, the position of switches at junction points with other subdivisions is normal when set for main traffic subdivision, and unless otherwise provided, the position of switch at the end of double track is normal when set for trains from single to double track.
- 9.—Unless otherwise directed, dead engines handled in trains must be handled with the pilot end ahead, must be placed at least five cars from the train engine, and if more than one dead engine is handled in train, they must be separated by at least five cars, except engines with trailing trucks from which the engine trucks have been removed, in which case they must be hauled with trailing truck leading. Not more than two (2) dead engines may be handled in one train.
- 10.—Pile drivers, steam shovels and hoist cranes, also drag lines loaded on flat cars with booms exceeding thirty five (35) feet in length, must not be moved in trains unless the boom is disconnected, the travel mechanism put out of gear, and engine and boiler blocked to body of car and secured by safety chains, which must also be wired. This will not necessitate the taking off of cable, but ample slack must be allowed in cable to allow for curvature or slack.  
Unless further restricted by special instructions, trains handling such equipment must not exceed 20 miles per hour. Speed must in all cases be regulated to safety limit in rounding curves.  
When possible, at least three cars must be placed between this equipment and the engine handling train.  
Pile drivers, steam shovels, scale test cars, boarding, advertising or other cars occupied by employees or passengers, must be placed immediately ahead of caboose when handled on freight trains, and immediately ahead of passenger equipment when handled on mixed trains, except that when occupied boarding cars are equipped with steel underframes they may be handled in any location in freight or mixed trains.  
Conductors will be held responsible for strict observance of this rule.  
"Exception covering B. & B. cranes only which are to move on Atlantic Region only.—When there is a crane operator in charge and when special idler car with boom support is provided, B. & B. cranes may be moved in trains with booms attached provided that the boom is resting on the support of the idler car and secured to prevent swinging and provided that the propelling gears of the crane are disengaged and locked."
- 11.—Air brakes must be in service while switching occupied passenger equipment, also when switching equipment on or off occupied passenger equipment. Before making a coupling to or between passenger equipment, any of which contains passengers, stop must first be made not less than six and not more than twelve feet from the point where coupling is to be made.  
Air brakes should be applied on auxiliary cranes, hoists, pile drivers, snow plows, spreaders, passenger coaches or other equipment when placed on turn-table, before engine is uncoupled, to ensure full control and safe handling.
- 12.—It is forbidden to handle freight cars in main line passenger trains, unless such freight cars are equipped with air brakes, communicating signals, steel or steel tired wheels, and trucks designed for use in passenger train service; PROVIDED, however, that it shall be permissible to use such freight cars in passenger service when baggage cars, or freight cars specially equipped as aforesaid, become disabled or unfit for use while in transit, and such cars only are available to receive the baggage or freight, as the case may be, to avoid unnecessary delay in forwarding the same. In this event, cars must not be loaded beyond their marked capacity, and the speed of the train must not exceed thirty-five (35) miles an hour.  
No branch line passenger train, on which is placed a freight car not equipped as provided in the above paragraph, shall be allowed to exceed the speed, in any one mile, prescribed for mixed trains on that subdivision, and shall not, in any case, exceed thirty-five (35) miles per hour, and such restrictions shall be covered by train order. (B.R.C.—G.O. 571).
- No freight, merchandise or lumber car shall be placed in any passenger train in the rear of any passenger car in which any passenger is carried.
- 13.—A blue flag by day and a blue light by night, required by Rule 26, must be displayed at a height of five feet above the rail level, on a steel frame secured to the rail; day signals to be of rigid material 22" by 23" in size with rounded corners, painted royal blue with a border of white on both sides one and one half inches in width, set at right angles to the track, and located between the switch and the first engine, car or train occupying the track. All switches leading to repair tracks are to be locked with special locks, and keys carried by the foreman in charge of the repair work, or by other responsible party, whose duty it shall be to see that employees and workmen so engaged are warned and are clear from cars or engines before any switching movement is made on such tracks, and also that the switches are locked after the switching movement is completed. (B. R. C.—G. O. 258).
- 14.—Vestibule Doors, Platforms, Curtains, Guard Rails, Side and End Gates, Tail Gates, Chains, and Bars on Equipment handled on Passenger and Mixed Trains.  
IT IS ORDERED:  
1.—That every railway company subject to the legislative authority of the Parliament of Canada operating a railway by steam power shall strictly conform to the following rules and regulations governing the handling of vestibule doors, platforms, curtains, guard rails, side and end gates, tail gates, chains, and bars on equipment handled on passenger and mixed trains, namely:—

(1) \*Through and local trains, double track, right hand operation.—When running, all vestibule doors and platforms are to be kept closed. When standing, those on right hand side only are to be opened, except when necessary to open those on the left hand side to receive or discharge passengers.

(2) \*Through and local trains, double track, left hand operation.—When running, all vestibule doors and platforms are to be kept closed. When standing, those on left hand side only are to be opened, except when necessary to open those on right hand side to receive or discharge passengers.

(3) \*Through and local trains, single track.—When running, all vestibule doors and platforms are to be kept closed.

\*—NOTE.—Through and local trains, when within commutation limits and carrying commutation traffic within such limits, will be regarded as suburban trains, and vestibule doors and platforms will be handled as provided for suburban trains in clauses 4, 5 and 6 hereof.

(4) Suburban trains, double track, right hand operation.—Vestibule doors and platforms on right hand side of train may be kept open. Those on left hand side are to be kept closed, except when necessary to open them to receive or discharge passengers.

(5) Suburban trains, double track, left hand operation.—Vestibule doors and platforms on left hand side of train may be kept open. Those on right hand side are to be kept closed, except when necessary to open them to receive or discharge passengers.

(6) Suburban trains, single track.—All vestibule doors and platforms may be kept open.

(7) Secure vestibule doors and platforms.—When permissible to have vestibule doors and platforms open when running, these must be securely fastened.

(8) Guard rails or side gates.—These appliances will be handled as prescribed for the handling of vestibule doors and platforms.

(9) Vestibule curtains.—These appliances will be kept drawn and securely fastened, except during switching operations.

10. Tail gates, chains, or bars.—The appliance at the rear of the last car on the train must invariably be kept closed and securely fastened, and the appliance at the rear of the last passenger car must also be kept closed and securely fastened when a baggage car, flanger, or caboose is immediately behind it.

2.—That, when vestibule doors and platforms, side gates or guard rails (if required by the said regulations to be kept closed when running) are closed as the train moves away from stopping point and remain closed until nearing the next stopping point, or when trainman is on duty at the opening, it will be considered that the regulations herein approved are being complied with. (B. T. C. —G. O. 600).

14A.—Where passenger equipment is to be cut off en route, or where a train is to be cut at a terminal. Trainmen or Yardmen must see that tail gates, chains, or bars, on all cars involved are properly closed and secured before switching is commenced, whether cars are occupied or not, except at final terminals where it is definitely known that the train is empty.

14B.—General Order No. 707, B. T. C.—Marshalling of Equipment of passenger trains.

(1) There shall be a buffer car between the locomotive and the first coach carrying passengers. In local and mixed train services, a combination baggage or express car with passenger compartment shall be considered a buffer car within the meaning of this rule, if the baggage or express end of such car is next to the locomotive.

(2) No wooden mail, express or baggage car occupied by any employee or other person shall be marshalled between the locomotive and steel equipment, or between other steel units.

(3) All passenger trains shall be marshalled in such a manner that no wooden coaches carrying passengers are placed between cars of steel construction and that all wooden coaches are placed on rear of the trains.

(4) A car or coach with steel underframe shall not be deemed to be a wooden car or coach within the meaning of this Order.

15.—Not more than one engine must be used in placing cars on or removing them from coal chutes. Air brakes must be coupled and working between cars and engine and not more than two cars must be moved up ramp at the same time.

16.—"Back-up" air hose, equipped with air whistle, must be in service on rear platform of all passenger trains moving backwards, and whistle sounded approaching public highway crossings, or where necessary to warn persons crossing or approaching the track.

17.—Stand pipes on double track must be left with spout pointing in the direction of the current of traffic.

18.—In all cases of derailment or accidents to passenger cars lighted with Pintsch or Commercial Acetylene gas, the supply of gas must be shut off, if possible, by closing the stud valves in storage tanks underneath the body of car. Key for this purpose is located in the gauge box underneath the car.

19.—When a train, or engine, passes over any highway crossing protected by automatic signals, or automatic gates, it will be necessary, before making a reverse movement over the crossing, for it to be protected by a member of crew. (B. R. C. G.—O. 493).

20.—At highway crossings where member of crew is required to protect the movement of vehicles over the railway, a hand signal shall be used by day, and a clear white light by night. (B.R.C.G.—O. 484).

Where instructions require that all switching movements over a highway crossing shall be protected by a member of the train crew, these instructions include the movements of the engine over the crossing, either before, during, or after the switching movements take place.

21.—Before moving or coupling on to cars being loaded or unloaded, at freight sheds, team tracks, and other places; or boarding outfit cars, snow plows, flangers, other units of work equipment and dead engines, persons in, on, or about them must be warned, to avoid injury.

22.—In the event of a headlight failure between sunset and sunrise rendering the headlight on an engine of a train inoperative, and occurring while train is en route, the engineman will use a temporary device to substitute the regular headlight when necessary to move the train from the point at which the headlight equipment has broken down or failed, provided the train moves at a speed not exceeding ten (10) miles an hour over any public highway crossing not specially protected by watchman, gates, or automatic signal, until the first station with passing track or siding, as shown in the time table, is reached, where an examination must be made and, if possible, the headlight put in good working condition.

In case repairs cannot be made at the station referred to, the train may proceed to the first repair point, displaying such light as may be available, and provided at such station; passing over all public highway crossings not specially protected by watchman, gates, or automatic signal, at a speed not exceeding twenty (20) miles per hour; provided that, in the event a light cannot be furnished, the engine must be replaced or assisted by an engine displaying a proper light.

While proceeding to the first station and—or repair point, the whistle signal for all highway crossings not protected by watchman, gates, or automatic signal, must be given the second time approaching all such crossings.

Repairs to the equipment must be effected at the first repair point, or the engine replaced. (First repair point is such a place at which the company has the necessary facilities to make ordinary repairs to electrical or other power headlight equipment.) (B. R. C. G.—O. 522).

The engineman must advise despatcher from the first open communicating station when he is proceeding with temporary headlight.



## SPECIAL INSTRUCTIONS

(CONTINUED FROM PAGE 9)

In the event of an engine whistle failure occurring while train is en route, engineman will proceed to first repair point, running with caution approaching and passing public highway crossings and stations; at first repair point repairs must be made.

23.—Rule 93 amended, (Paragraph 5). By night, or in foggy or stormy weather, a red light must be placed on unattended cars or dead engines obstructing main tracks within yard limits. (B. R. C. G.—O. 509).

24.—Rule 98 amended, (Paragraph 3)—At railway crossings at grade, unless otherwise permitted by order of the Board of Transport Commissioners for any specific crossing, the speed of any train must not exceed thirty-five (35) miles per hour until the entire train has passed the crossing. (B. T. C. G.—O. 603).

25.—Rule 99 (Paragraph 5) requires that when the flagman has gone out the necessary distance under the conditions existing, he will place two (2) torpedoes on the rail. It must be further understood that when the flagman goes BEYOND this point, he will leave the two (2) torpedoes at that point as an indication of the location of his train. This does not relieve him from also using torpedoes at the point at which an approaching train is flagged.

26.—Rule 103 amended, (Paragraphs 1 and 2)—When cars are pushed by an engine, (except when shifting and making up trains in yards, where there are no public highway crossings at rail level, or where there are public highway at rail level, which is not adequately protected by gates or otherwise, a man must be stationed on the leading car to warn persons standing on, or crossing, or about to cross, the track. (B. T. C.—G. O. 708).

27.—Whenever it is necessary, after arrival, for a mixed train to back up the passenger cars away from a station platform in order to perform switching, unloading of freight, or other service, a second stop must be made at such platform, before final departure, if there are any passengers to detrain or entrain.

28.—Where public highway crossings are located, trainmen of trains leaving cars on tracks adjacent to main tracks, or occupying sidings, and when separating train to conform to Rule 103 (3rd. paragraph) must, when practicable, see that cars are left standing at least one hundred feet from such highway crossings.

29.—In mixed trains, one or more cars must be handled between postal, express, or passenger cars, and car, or cars, containing oil or gasoline.

30.—Single arm train order signals govern trains in both directions.

31.—Rule four-nought-five is applicable on ALL SINGLE TRACK TERRITORY.

32.—The forward brakeman of Freight and Work Trains must ride on the front portion of train or on engine when train is in motion. This rule also applies to Mixed trains when more than two brakemen are employed.

33.—When self-propelled cars and/or trailers are handled in freight trains they must be located next ahead of the caboose and when handled in passenger trains they must be located on the rear of trains. When trains are being switched in yards self-propelled cars and trailers must be set aside.

34.—Cars moving over public Crossings must be attached to Engine in all cases and the making of flying shunts or dropping cars over Public Crossings is prohibited.

## SPECIAL SPEED RESTRICTIONS

Prior to placing work equipment or dead engines in any train, yardmasters or agents must obtain authority from train despatcher who will issue Form 19 train order calling attention of the crew to the equipment being handled and speed restriction applicable.

Conductors and enginemen, especially those in passenger service, are cautioned not to run their trains at excessive rate of speed, particularly on descending grades, around sharp curves, through junction stations and large yards. Safety to passengers and property is the first consideration. When using crossovers or switches to and from main tracks or sidings, trains must not exceed speed of ten (10) miles per hour, or as much less as may be necessary to insure safety.

Trains handling an Auxiliary Steam Crane must not exceed a speed of twenty (20) miles per hour on Branch Lines where no speed restriction is shown. Speed must in all cases be regulated to safety limit in going around curves. Cranes of eighty tons weight or less when being handled in trains must be placed in the train with the heavy end pointing in the direction which the train will be travelling. Where a speed restriction is prescribed, either by the time table, train order, or bulletin, specified speed must not be exceeded.

Trains handling spreaders must not exceed fifteen (15) miles per hour while spreaders are being worked in ice-cutting, ballasting and other operations. Frequent inspections must be made of the equipment to see that everything is in order.

Santa Fe engines must not exceed speed of thirty (30) miles per hour, or run any one mile in less than two (2) minutes.

The figures shown in this time table do not excuse or authorize the non-observance of any restriction which may be otherwise specified.

Where a speed restriction is prescribed, either by time table, train order, or bulletin, speed restriction must not be exceeded in any one mile.

Unless further restricted by speed restrictions or special instructions, trains handling:

	Miles per hour
Dead Engines and Switch Engines under steam .....	25
Engines from which engine trucks, pony trucks, or side rods have been removed and switch engines being handled dead .....	15
Pile drivers, steam shovels and hoist cranes .....	20
Unless further restricted by speed restrictions or special instructions:	
Engines moving tender first with or without cars other than suburban tank engines equipped with pilot on tender .....	20
Engines without engine trucks or pony trucks (Switch engines) .....	30

## Borden—Cape Tormentine Car Ferry Service

### Passengers, Freight and Automobiles (Subject to Change)

EFFECTIVE MONDAY, SEPTEMBER 26, 1949, TO DECEMBER 31, 1949 INCLUSIVE

Daily Except Sunday

	Train No. 39	Extra Freight	Extra Freight or No. 41
Borden Pier .....	Lv. 9.10 a.m.	1.00 p.m.	4.30 p.m.
Cape Tormentine Pier .....	Ar. 10.05 a.m.	1.55 p.m.	5.25 p.m.
	Extra Freight	Train No. 40	Extra Freight or No. 42
Cape Tormentine Pier .....	Lv. 10.35 a.m.	2.40 p.m.	7.30 p.m.
Borden Pier .....	Ar. 11.30 a.m.	3.35 p.m.	8.25 p.m.

SUNDAY ONLY SERVICE EFFECTIVE NOVEMBER 6 TO SUNDAY, DECEMBER 25, INCLUSIVE, 1949

Borden Pier .....	Lv. 9.10 a.m.	6.45 p.m.
Cape Tormentine Pier .....	Ar. 10.05 a.m.	7.40 p.m.
Cape Tormentine Pier .....	Lv. 10.35 a.m.	8.00 p.m.
Borden Pier .....	Ar. 11.30 a.m.	8.55 p.m.

SUNDAY, MAY 7, 1950, TO MAY 21, INCLUSIVE, 1950.

Borden Pier .....	Lv. 6:45 P.M.
Cape Tormentine Pier .....	Ar. 7:40 P.M.
Cape Tormentine Pier .....	Lv. 8:00 P.M.
Borden Pier .....	Ar. 8:55 P.M.

EFFECTIVE MONDAY, JANUARY 2nd, 1950, TO APRIL 30th, INCLUSIVE, 1950.

DAILY EXCEPT SUNDAY

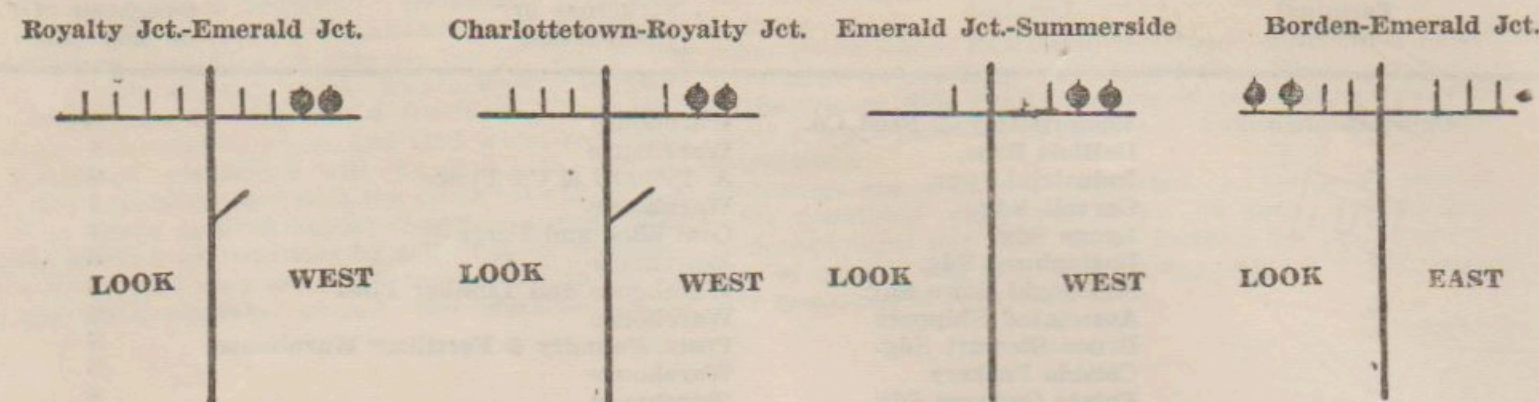
	Train No. 39
Borden Pier .....	Lv. 9.10 a.m.
Cape Tormentine Pier .....	Ar. 10.05 a.m.
	Train No. 40
Cape Tormentine Pier .....	Lv. 2.40 p.m.
Borden Pier .....	Ar. 3.35 p.m.

Heaviest car permitted on M. V. Abegweit between Cape Tormentine and Borden, Gross Weight 210,000 lbs.

Heaviest car permitted on S. S. Prince Edward Island between Cape Tormentine and Borden, Gross Weight 169,000 lbs.



Train Despatchers telephone line wires are indicated by ●● according to position on cross-arm.



### SPECIAL RULES GOVERNING THE HANDLING OF AIR BRAKES

#### TO ALL EMPLOYEES

1. Employees must be thoroughly conversant with the Brake and Signal Equipment and instructions issued in connection therewith, and must report promptly any trouble or defects.

#### RESPONSIBILITY

2. The Engineman and Conductor are responsible for knowing that the prescribed test of train brakes has been made before starting from terminal stations, also from any point where consist of train has been changed or hose uncoupled. Engineman must personally handle brake valve when making all tests.

#### TERMINAL ROAD AND RUNNING TESTS

3. These must be made strictly in accordance with the instructions contained in new form 8914 Issue "A" effective January 1938.

#### DOUBLE HEADING, ASSISTING & PUSHER SERVICE

4. When two or more engines are used in any train all hose must be coupled, and brakes tested and operated from the leading engine. Maximum air pressure must be maintained on all engines, and brake valve cut-out cocks closed on all except the leading engine. In case of the leading engine giving up the train short of the destination of the train, a test of the brakes must be made to see that the same are operative from the engine-man's valve of the engine remaining with the train.

#### OBSERVING AIR GAUGES

5. Air gauges on engines and cabooses must be observed frequently to see that maximum pressure is being maintained.

#### SETTING OUT CARS

6. When cars are set off at any point between terminals auxiliary reservoirs must be bled before the hand brakes are applied.

#### STANDING ON GRADES

7. When the engine, either with or without cars, is to be uncoupled from the train on a grade, a sufficient number of hand brakes must first be applied to hold the portion of the train to be left standing. After recoupling, hand brakes must not be released until it is known that the train air brake system is fully recharged.

#### CALLING FOR BRAKES

8. A call for brakes when running must be promptly responded to by each Trainman opening a Conductor's valve and then applying hand brakes.

#### RETAINING VALVES

9. Retaining valves must be used when descending the grades designated in special instructions.

#### OPERATIVE BRAKES

10. All trains must have 100% of brakes operative when leaving terminals, except in cases of emergency, and must not be run with less than 85% at any time. When cars with brakes cut out are moved in trains, not more than two of such cars shall be handled together unless they are at the rear of the train ahead of the caboose.

### HANDLING AND MARSHALLING CARS CONTAINING EXPLOSIVES AND CARS PLACARDED "DANGEROUS" AND "POISON GAS" IN TRAINS

#### GENERAL INSTRUCTIONS:

Cars containing EXPLOSIVES or tank cars placarded DANGEROUS must not be handled in a train which carries passengers, except on lines where there are no regular trains operating in freight service only.

Cars containing EXPLOSIVES must have air and hand brakes in service, and the train and engine crew must be advised in writing of the presence and location in the train of such cars.

Cars containing EXPLOSIVES must not be placed in trains next to dead engines, loaded tank cars, refrigerator cars equipped with automatic refrigeration of the gas-burning type, wooden frame flat or gondola cars, carloads of pipe, lumber, poles, iron, steel or similar lading which by shifting on account of rough handling may break through end of car containing EXPLOSIVES; nor next to cars containing lighted heaters, stoves or lanterns; nor next to cars with live stock or poultry in charge of an attendant.

When cars containing high explosives, oil or gas are handled in the same train, there must be at least ten (10) cars of non-explosive or non-inflammable commodities between the cars of high explosives and the cars of gasoline or oil.

Placarded loaded tank cars must not be placed in trains next to cars containing lighted heaters, stoves or lanterns; nor next to refrigerator cars equipped with automatic refrigeration of the gas-burning type; nor next to gondola or flat cars with lading such as logs, lumber, rails, pipe or similar articles which are liable to shift.

#### ON THROUGH OR LOCAL FREIGHT TRAINS THE FOLLOWING ALSO APPLIES:

Cars containing EXPLOSIVES must be placed in through freight trains near the middle of the train and must not be nearer than the sixteenth car from the engine nor the eleventh car from the caboose, if the length of the train will permit, and when helper power is cut in, must be separated from such helper by at least one car; on local freight trains, they must not be placed nearer than the second car from the engine or caboose; and on through and local trains they must not be placed next to box cars placarded DANGEROUS unless the remainder of the train consists only of such cars.

Placarded loaded tank cars must not be placed in through freight trains nearer than the sixth car from the engine or caboose, and in local freight trains not nearer than the second car from the engine or caboose, when length of train permits; this does not apply when train consists of loaded tank cars only.

#### WHERE ONLY A MIXED TRAIN SERVICE IS OPERATED OR WHERE PASSENGERS ARE CARRIED IN THE CABOOSE OF A FREIGHT TRAIN THE FOLLOWING ALSO APPLIES:

A car containing a shipment of EXPLOSIVES not exceeding 1000 lbs. must be so placed in the train that not less than three freight cars are between it and the car carrying passengers and not less than one freight car between it and the engine hauling the train.

A car containing a shipment of EXPLOSIVES in excess of 1000 lbs. must be so placed in the train that not less than five freight cars are between it and the car carrying passengers and not less than three freight cars between it and the engine hauling the train.

NOTE—Not more than one car of EXPLOSIVES may be handled in a mixed train, or where passengers are carried in the caboose of a freight train.

When practicable to do so, a car containing EXPLOSIVES must be placed between freight cars not bearing DANGEROUS OR POISON GAS placards.

Tank cars placarded DANGEROUS must not be placed next to cars carrying passengers or next to the engine.



Regarding General Rule "N" — Restricted Clearances. Employees are hereby advised that "Tell-Tales" gives warning of close approach to Restricted Overhead Clearances and that where "Tell-Tales" are erected no other advice of such restricted clearances will elsewhere or otherwise be given.

They are hereby forbidden to ride on top of cars at any other point where Restricted Overhead Clearances exist; or on side of cars at any point where Restricted Side Clearances exist; they are warned that where these are marked or indicated by "Restricted Overhead Clearance" or "Restricted Side Clearance" signs, no other advice will elsewhere or otherwise be given, and that when or if these signs are not provided in yards and terminals, the location of the restricted clearances will be shown in special instructions.

They are also hereby advised that the overhead and/or side clearances are or may be restricted on tracks at engine houses, main shops and car shops; they are warned that where restricted clearances exist on such tracks, they will not be marked or indicated by tell tales or restricted clearance signs nor will their location be elsewhere or otherwise given; and they are forbidden to ride on top or sides of cars or engines when on any engine house, main shop or car track whether or not the overhead and/or side clearance is restricted.

## SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
5	12	35	1.42
10	6.	40	1.30
15	4.	45	1.20
20	3.		
25	2.24		
30	2.		

## Restricted Clearances in Yards and Terminals

Subdivision	Terminal or Yard	Location	Structure or Obstruction	Overhead (O) or side (S)
Kensington	Charlottetown	Eastern Hay & Feed Co.	Warehouse	S
"	"	DeBlois Bros.	Warehouse	S
"	"	Industrial Spur	A. Pickard & Co. Fence	S
"	"	Carvell Sdg.	Warehouse	S
"	"	Lyons Sdg.	Coal Shed and Forge	S
"	"	Battenbury Sdg.	Warehouse	S
"	"	McDonald-Rowe Sdg.	Warehouse and Lumber Piles	S
"	"	Associated Shippers	Warehouse	S
"	"	Bruce Stewart Sdg.	Posts, Foundry & Fertilizer Warehouse	S
"	"	Canada Packers	Warehouse	S
"	"	Potato Growers Sdg.	Warehouse	S
"	"	Full Sdg.	Warehouse	S
"	"	Industrial Spur	Engine House	S
"	"	Engine House Tracks	Steam Pipe	O
"	"	Engine House	Entrance to Turn-Table	S
"	"	Railway Wharf Tracks	Warehouses	S
"	"	Power House Coal Tracks	Coal Shed	S
"	"	Coal Shed Track	Shed	S
"	"	No. 2 Freight Track	Stand Pipe	S
"	"	Engine Track	Stand Pipe	S
"	"	Freight Shed Track	Freight Shed	S
"	"	Inside Shed Track	Freight Shed	S
"	"	Express Track	Loading Ramp	S
"	"	No. 1 Track	Umbrella Roof	S
"	"	No. 2 Track	Umbrella Roof	S
"	"	No. 6 Track	Ice House	S
"	"	Stock Pen Siding	Coal Shed & Stock Pen	S
"	"	Can Co. Sdg.	Shed	S
"	"	Oil Sidings	Poles & Fence	S
"	"	Irving Oil	Building	S
"	Summerside	Frontenac Oil	Oil Rack	S
"	"	Stub Storage Sdg.		
"	"	East Yard South Side	Pole Line	S
"	"	Freight Shed Sdg.	Freight Shed	S
"	"	Scale Track	Pole & Scale House	S
"	"	Schurmans	Warehouse	S
"	"	Auto Loading Track	Fence & Ramp	S
"	"	Coaling Track	Pole	S
"	"	West Business Sdg.	Warehouses	S
Tignish	"	Read & McFarlane Sdg.	Warehouses	S
"	"	Holman Sdg.	Warehouses	S
Borden	Borden	Track on pier	Power House	S
"	"	Car Ferries	Boat Structure	O & S
Souris	Souris	Freight Shed Siding	Freight Shed	S
"	"	Coal Track Siding	Coal Shed	S
"	"	Stock Pen Track	Stock Pen	S
"	"	Wharf Spur	Knight Overhead Crossing	O
Elmira	Elmira	Freight Shed Track	Warehouse	S
"	"	Coal Shed Track	Coal Shed	S
Georgetown	Georgetown	Coal Shed Track	Coal Shed	S
Murray Harbor	Murray Harbor	Coal Shed Track	Coal Shed	S
"	Surrey	Island Construction Co.	Loading Platform	S