CANADIAN PACIFIC RAILWAY

ONTARIO DISTRICT

TIME 45 TABLE

TAKING EFFECT AT 12.01 A.M. SUNDAY, JUNE 5th, 1921

GOVERNED BY EASTERN STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

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

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

ALFRED PRICE,
GENERAL MANAGER.

H. C. GROUT,
GENERAL SUPERINTENDENT.

W. M. NEAL,
ASST. GENERAL SUPERINTENDENT.

TRENTON DIVISION

	Miles
Smith's Falls to Trenton (not including Smith's Falls)	102.7
Trenton to Leaside (not including Leaside)	103.8
Glen Tay to Havelock	93.7
Havelock to Agincourt	88.0
Burketon to Bobcaygeon	38.7
Drancel to Port McNicoll	88.3
Kingston to Renfrew (not including Renfrew)	103.6
Godfrey to Glen Dower	4.0
	622.8

H. J. HUMPHREY, Superintendent, Toronto.

C. H. TOWLE, Asst. Superintendent, Smith's Falls.

W. J. STINSON, Asst. Superintendent, Toronto.

Dispatching Office at Toronto; Telegraph Call, K.

H. B. STEVENS, Chief Train Dispatcher.
J. G. McHENRY, Night Chief Dispatcher.

Train Dispatchers: T. M. PIZER, G. R. BACKUS, J. A. ROCHE, C. S. MATHIESON, H. R. BUTTERILL, O. A. BRACKEN, J. V. McGINTY, C. A. STINSON, J. R. HEARD, R. E. TAYLOR.

LONDON DIVISION

	Miles
Obico to London	105.0
London to Windsor	111.2
Main St. to Goderich	113.2
Woodstock to St. Thomas	33.6
Ingersoll to Port Burwell	33.4
Linwood to Listowel	16.2
Ingersoll North to St. Marys	25.0
	437.6

R. McKILLOP, Superintendent, London.

R. G. EDWARDS, Asst. Superintendent, London.

G. M. BAILLIE, Asst. Superintendent, Windsor.

Dispatching Office at London; Telegraph Call, N.

J. H. TODD, Chief Train Dispatcher.

Train Dispatchers: A. E. CHAPMAN, C. M. PRUNER, F. H. STENTON, W. J. MOORE, R. McDONALD, W. H. RATH, H. M. WALCOTT, G. W. MILLER, J. M. POWELL, D. McINTYRE.

BRUCE DIVISION

	Miles
Saugeen to Walkerton	37.6
Bolton to Owen Sound	94.9
Streetsville Jct. to Melville	31.8
Cataract to Elora	27.3
Fraxa to Teeswater	67.9
Mount Forest Tank to Mount Forest	1.2
Wingham Jct. to Wingham	4.5
West Toronto to MacTier	126.9
Ypres to Camp Borden	4.5
Portswitch to Coldwater	1.3
	397.9

F. M. RUTTER, Superintendent Toronto.

E. J. MELROSE, Asst. Superintendent, Toronto.

Dispatching Office at Toronto; Telegraph Call, C.

J. W. WANSBROUGH, Chief Train Dispatcher.

Train Dispatchers: W. H. IVORY, D. G. CARNEGIE, S. J. ARMSTRONG, C. V. YOUNG, W. A. KILLINGSWORTH, J. B. CROSSETT, W. J. FINLEY, P. L. PATTISON, D. A. SMITH,

TORONTO TERMINALS DIVISION

	Miles
Leaside to West Toronto	5.9
Leaside to Toronto	5.3
Toronto to Canpa	12.2
Toronto to Hamilton	40.0
	63.4

R. W. SCOTT, Superintendent, West Toronto

A. AITKEN, Asst. Superintendent, West Toronto

MEDICAL OFFICERS

NAME	RESIDENCE
DR. H. A. BEATTY, Chief Medical Officer	52 Howland Ave., Toronto
DR. W. A. GRAY	Smiths Falls
DR. R. M. FERGUSSON	Smiths Falls
DR. J. A. ANDERSON	Smiths Falls
DR. W. J. MEIGHAN	Perth
DR. H. C. KINDRED	Tweed
DR. W. A. McCARTHY	Kingston
DR. N. J. GEDDES	Verona
DR. J. J. ROBERTSON	Belleville
DR. B. J. HAZLEWOOD	Bowmanville
DR. F. J. RUNDLE	Oshawa
DR. W. W. McKINLEY	Port Hope
DR. T. S. FARNCOMBE	Trenton
DR. C. F. McGILLIVRAY	Whitby
DR. E. D. FARQUHARSON	Agincourt
DR. D. N. CARMICHAEL	Peterboro
DR. G. S. CAMERON	Peterboro
DR. J. J. HAMILTON	Bethany
DR. A. D. McARTHUR	Burketon
DR. D. W. CLARK	Pontypool
DR. H. O. BOYD	Bobcaygeon
DR. F. BLANCHARD	Lindsay
DR. EMMERSON BULL	Lambton
DR. T. J. BOWIE	Streetsville
DR. R. K. ANDERSON	Milton
DR. G. B. CARBERT	Guelph Junction
DR. J. LINDSAY	Guelph
DR. JAS. MOORE	Listowel
DR. P. L. TYE	Milverton
DR. A. T. EMMERSON	Goderich
DR. J. H. RADFORD	Galt
DR. H. F. MacKENDRICK	Galt
DR. E. S. HICKS	Brantford
DR. WARD WOOLNER	Ayr
DR. JOHN A. MITCHELL	Drumbo
DR. A. McLAY	Woodstock
DR. R. H. GREEN	Embro
DR. C. C. CORNISH	Ingersoll
DR. F. O. LAWRENCE	St. Thomas
DR. C. F. SMITH	St. Marys
DR. J. B. REID	Tillsonburg
DR. H. A. JOHNSTON	Port Burwell
DR. W. A. THOMSON	London
DR. W. J. STEVENSON	London
DR. J. C. LINDSAY	London
DR. W. H. WOODS	Caradoc
DR. W. L. McILWRAITH	Thamesville
DR. R. N. FRASER	Thamesville
DR. T. H. McCOLL	Tilbury
DR. J. P. RUTHERFORD	Chatham
DR. R. V. BRAY	Chatham
DR. C. L. FULLER	Windsor
DR. W. J. CHARLTON	Weston
DR. P. D. McLEAN	Woodbridge
DR. G. D. McLEAN	Woodbridge
DR. J. GRAHAM	Bolton
DR. S. ALLISON	Mono Road
DR. T. H. HENRY	Orangeville
DR. JAMES McWILLIAM	Dundalk
DR. ANGUS EGO	Markdale
DR. T. McCULLOUGH	Chateworth
DR. W. G. DOW	Owen Sound
DR. R. HOWEY	Owen Sound
DR. D. B. JAMIESON	Durham
DR. J. J. FRASER	Walkerton
DR. A. FAREWELL	Walkerton
DR. D. L. HEGGIE	Brampton
DR. ALLAN GIBSON	Hillsburg
DR. A. GROVES	Fergus
DR. W. ROBERTSON	Elora
DR. G. L. CAMPBELL	Grand Valley
DR. G. L. MacDOUGALL	Harriston
DR. W. W. READ	Wingham
DR. M. H. GILLIES	Teeswater
DR. A. F. REYNAR	Palgrave
DR. J. D. CUNNINGHAM	Alliston
DR. W. F. M. ADAMS	Craighurst
DR. J. A. HARVIE	Coldwater
DR. H. H. HARVIE	Coldwater
DR. A. M. BURGES	Bala
DR. W. C. GILCHRIST	Orillia
DR. W. GILPIN	Brechin
DR. J. D. McPHEE	Victoria Harbor, Port McNicoll
DR. H. S. GRIFFIN	Hamilton
DR. F. L. THOMSON	North Toronto
DR. W. T. BURNS	Parkdale
DR. F. R. SCOTT	Parkdale
DR. G. W. CLENDENNAN	West Toronto

TIME TABLE No. 45. JUNE 5th, 1921

PORT McNICOLL SUBDIVISION

WESTBOUND TRAINS INFERIOR DIRECTION												EASTBOUND TRAINS SUPERIOR DIRECTION											
SECOND CLASS		FIRST CLASS										FIRST CLASS				SECOND CLASS		THIRD CLASS					
621 Mixed ∫ Daily ex. Sun.	622 Mixed ∫ Daily ex. Sun.	725 Pagr. ∫ Daily ex. Sun.	723 Pagr. ∫ Daily ex. Sun.	605 Pagr. ∫ Daily ex. Sun.	Miles from Dranoel	Telegraph and Telephone Offices	STATIONS		Telegraph Calls	724 Pagr. a Daily ex. Sun.	726 Pagr. a Daily ex. Sun.	606 Pagr. a Daily ex. Sun.	622 Mixed a Daily ex. Sun.	621 Mixed a Daily ex. Sun.	92 Freight a Daily	94 Freight a Daily	96 Freight a Daily
P.M.				A.M.								P.M.	A.M.		P.M.	P.M.	A.M.
7.43				s10.05	.0	D N	DRANOEL..YKW		G B			s 5.45	6.20		12.30	8.30	4.30
.48				s10.10	2.2		BETHANY	4.1	B N			f 5.38	f6.12		12.15	8.15	4.15
f7.58				f10.18	6.3		FLEETWOOD	4.4				f 5.30	f6.00		P.M. 11.55	7.58	3.55
f8.08				f10.27	10.7		* REA'S	2.3				f 5.23	f5.47				
s8.14				f10.32	13.0		HILLHEAD	3.8				f 5.17	f5.40		11.30	7.30	3.30
	A.M.	P.M.	A.M.							A.M.	P.M.			P.M.			
8.23	4.18	8.09	11.51	s10.40	16.8	Staff System Adjustée	LINDSAY JCT. Jct. with Bobcaygeon S.D.	1.3		7.40	3.43	s 5.10	s5.30	9.00	11.15	7.15	3.15
8	4.25	8.13	11.55	s10.45	18.1	D N	LINDSAY...RW	3.9	D A	7.35	3.40	s 5.05	5.25	8.55	11.10	7.10	3.10
P.M.	A.M.	P.M.	A.M.							A.M.	P.M.		A.M.	P.M.			
				10.54	22.0		JOFFRE	.8				4.56			10.54	6.55	2.54
				f10.56	22.8		* CAMBRAI	4.4				f 4.54					
				s11.08	27.2	D N	GRASSHILL. CW	2.6	G H			s 4.45			10.25	6.30	2.25
				f11.13	29.8		HARTLEY	5.2				f 4.40			10.00	6.05	2.00
				f11.23	35.0		BALSAM LAKE	3.9				f 4.30			9.42	5.45	1.42
				f11.31	38.9		ELDON	5.5	D E			s 4.23			9.25	5.30	1.25
				f11.41	44.4		TALBOT.....W	2.8				f 4.14			9.00	5.05	1.00
				s11.48	47.2		BRECHIN	4.2	B R			s 4.08			8.45	4.55	12.45
				f11.58	51.4		* SCHEPELER	1.6				f 3.58					
				P.M. 12.02	53.0		ELLESMERE	2.8				3.55			8.20	4.30	12.20 A.M.
				f12.07	55.8		* UPTERGROVE	2.1				f 3.50					
				12.13	57.9		ATHERLEY	2.7				3.46					
				s12.23	60.6	D N	ORILLIA....W	2.2	O R			s 3.40			7.50	4.05	11.50
				12.28	62.8		TAFTON	5.7				3.35			7.35	3.35	11.35
				s12.39	68.5	D	UHTHOFF	6.2	F O			s 3.25			7.01	3.05	11.10
				s12.50 1.20	74.7	D N	MEDONTE Jct. with MacTier S.D.	1.6	W D			s 3.10 2.58					
				s 1.24	76.3	D	COLDWATER....W	3.1	C O			s 2.55			6.30	2.30	10.30
				f 1.31	79.4		FESSERTON	3.7				f 2.48			6.05	2.05	10.05
				f 1.38	83.1		* FORT ST. IGNACE	1.4				f 2.40					
				f1.41	84.5		TAY	3.8				f 2.38			5.35	1.41	9.35
				1.50 P.M.	88.3	D N	PORT McNICOLL.K		V I			2.30 P.M.			5.00 A.M.	1.00 P.M.	9.00 P.M.
a Daily ex. Sun 621	a Daily ex. Sun 622	a Daily ex. Sun 725	a Daily ex. Sun 723	a Daily ex. Sun 605			*No passing track.			∫ Daily ex. Sun 724	∫ Daily ex. Sun 726	∫ Daily ex. Sun 606	∫ Daily ex. Sun 622	∫ Daily ex. Sun 621	∫ Daily 92	∫ Daily 94	∫ Daily 96

Peterboro Subdivision Train — Bobcaygeon Subdivision Train — Bobcaygeon Subdivision Train — Bobcaygeon Subdivision Train — Bobcaygeon Subdivision Train — Bobcaygeon Subdivision Train — Peterboro Subdivision Train — Bobcaygeon Subdivision Train

To comply with Rule 99 flagmen must go out 12 telegraph poles instead of 10 to equal 500 yards; 28 telegraph poles instead of 24 to equal 1200 yards; 41 telegraph poles instead of 36 to equal 1800 yards.

The upper arm of two-way signal west of crossing with Grand Trunk, mileage 57.9, governs movements on Port Nicoll Subdivision. The lower arm governs movements to C.N. Ry. which branches off to the North.

Trains approaching Swing Bridge interlocker at the Narrows, mileage 58.4, if the distant semaphore is at stop, must come to a full stop at the semaphore and then proceed to the home semaphore and there be governed by the rules governing the operation of interlocked signals.

The Station Limits at Coldwater within the meaning of Special Instruction "E" are defined as follows:

Coldwater "Station Limits" extend from Coldwater to Medonte, on North leg of Wye and Coldwater to Portswitch on South leg of Wye.

From 6 p.m. until 9 a.m. derails and signals at crossing over G. T. spurs at Lindsay are to be set clear for Canadian Pacific trains and against Grand Trunk trains.

Trains enroute from Bobcaygeon Subdivision to Port McNicoll Subdivision at Lindsay Jct. and all eastbound trains may leave Lindsay Jct. without terminal clearance.

KINGSTON SUBDIVISION

NORTHBOUND TRAINS INFERIOR DIRECTION									SOUTHBOUND TRAINS SUPERIOR DIRECTION						
SECOND CLASS	FIRST CLASS								FIRST CLASS				SECOND CLASS		THIRD CLASS
617 Mixed ∫ Daily ex. Sat.	615 Pagr. ∫ Daily ex. Sun	73 Pagr. ∫ Daily ex. Sun.	613 Pagr. ∫ Daily ex. Sun	611 Pagr. ∫ Daily ex. Sun.	Miles from Renfrew	Telegraph Offices	STATIONS	Telegraph Calls	612 Pagr. a Daily ex. Sun.	614 Pagr. a Daily ex. Sun.	74 Pagr. a Daily ex. Sun.	616 Pagr. a Daily ex. Sun	618 Mixed a Daily ex. Sun.	96 Freight a Daily ex. Sun.
P.M.	P.M.	P.M.	A.M.	A.M.					P.M.	P.M.	P.M.	P.M.	A.M.	P.M.
10.15	4.10	3.15	11.45	10 20	103.6	D	KINGSTON.....K	M C	3.10	5.05	5.25	7.45	8.15	
10.25	4.14	3.23	11.49	10 24	102.9		ROUND HOUSE	.7	3.02	4.57	5.17	7.38	8.00	1.10
10.40	4.25	3.33	P.M. 12.01	10.38	97.8		CATARAQUI	5.1	2.50	4.45	5.05	7.27	7.42	12.25
f10.55	f 4.35	3.42	f12.10	f10.48	93.4		GLENVALE	4.4	f 2.40	f4.35	4.55	f7.19	f 7.22	12.10
f11.10	f 4.45	3.50	f 12.18	f10.56	89.5		MURVALE	3.9	f 2.30	f 4.25	4.45	f7.10	f 7.07	P.M. 11.35
s11.27	s 4.56	4.00 P.M.	s 12.30	s11.08	85.0	D	HARROWSMITH..RW Junction with C.N. Ry.	4.5	s 2.18	s 4.13	4.33 P.M.	s7.00	s 6.56	11.08
f11.39	f 5.03		f 12.36	f11.15	82.1		* HARTINGTON	2.9	f 2.11	f 4.06		f6.53	f 6.32	10.20
s11.54	s 5.13		s 12.46	s11.25	78.6	D	VERONA.....W	3.5	s 2.03	s 3.59		s6.44	s 6.20	9.55
A.M. s12.09	s 5.24		s 12.55	f11.35	74.2	D	GODFREY	4.4	s 1.53	s 3.49		s6.33	s 5.55	9.20
f12.19	f 5.30		f 1.00	11.41	71.4		HINCHINBROOKE	2.8	f 1.48	f 3.44		f6.28	f 5.40	
s12.59	5.45 P.M.		1.20 2.00	s11.55 P.M.	65.3	D N	TICHBORNE C Y R Junction with Belleville S.D.	6.1	s 1.35 1.00	s 3.30		6.15 P.M.	s 5.20 4.55	8.45
f 1.11			f 2.10	f12.05	61.5		OCONTO	3.8	f12.50	f 3.20			f 4.42	8.10
1.30 A.M.			2.20 3.10	12.15 P.M.	56.8	D N	SHARBOT LAKE. Y R C W Junction with Havelock S.D.	4.7	12.40 P.M.	3.10 s12.20			4.30 A.M.	7.50
			f 3.20		53.5		* OSO	3.3		f12.07				
			s 3.33		48.1	D	CLARENDON	5.4		P.M. s11.52				7.10
			3.36		46.4		* ROBERTSVILLE	1.7		11.47				6.55
			s 3.42		44.3		MISSISSIPPI	2.1		s11.42				6.45
			s 3.47		42.3		SNOW ROAD	2.0		s11.37				6.35
			f 4.00		36.2		* WILBUR	6.1		f11.24				6.05
			s 4.04		34.4	D	LAVANT	1.8		s11.20				5.55
			s 4.09		32.2		FOLGER	2.2		s11.14				5.40
			f 4.20		27.4		CLYDE FORKS....W	4.8		f11.03				5.15
			s 4.25		25.4		FLOWER	2.0		s10.59				5.00
			f 4.46		16.3		BARRYVALE	9.1		f10.38				4.35
			s 4.52		14.4	D	CALABOGIE	1.9		s10.33				4.15
			f 5.00		10.5		* ASHDOD	3.9		f10.23				3.40
			f 5.13		4.5		* OPEONGO	6.0		f10.10				3.20
			s 5.20		1.3	D	RENFREW JUNCTION	3.2		f10.03				3.10
			5.30 P.M.		.0	D N	RENFREW.....K	1.3		10.00 A.M.				3.00 A.M.
a Daily ex. Sun. 617	a Daily ex. Sun 615	a Daily ex. Sun. 73	a Daily ex. Sun 613	a Daily ex. Sun. 611			*No passing track.		∫ Daily ex. Sun. 612	∫ Daily ex. Sun. 614	∫ Daily ex. Sun. 74	∫ Daily ex. Sun 616	∫ Daily ex. Sun. 618	∫ Daily a Daily ex. Sun. 96

Canadian National Ry. Train — Canadian National Ry. Train

See page 6 for Kingston Subdivision Footnotes.

PORT McNICOLL SUBDIVISION FOOTNOTES—Continued.

Maintenance of way employees will provide manual flagging protection as per rules 49 and 50 on page 17 maintenance of way rules and instructions.

Permanent slow posts are erected at mileage 48.7 and mileage 50. All trains reduce speed to ten (10) miles per hour between these points. Trains must not exceed speed of five (5) miles per hour over Hog Bay trestle, just east of Port McNicoll, and over Swingbridge 58.42, and fifteen (15) miles per hour over Swingbridge 43.9. Lindsay is register point for trains 724, 726, 622, 723, 725 and 621 only.

TIME TABLE No. 45. JUNE 5th, 1921

BELLEVILLE SUBDIVISION

WESTBOUND TRAINS—INFERIOR DIRECTION

Miles from Smiths Falls	Telegraph and Telephone Offices	STATIONS	Telegraph Calls	33 Toronto Passenger ı Daily	29 Perth Pasgr. ı Daily ex. Sun.	37 The York ı Daily ex. Sunday	19 The Canadian ı Daily	35 Toronto Passenger ı Daily ex. Sun.	21 Detroit Passenger ı Daily	23 Hamilton Express ı Daily ex. Sun.
				FIRST CLASS						
.0	DN	.SMITHS FALLS.K	SF	P.M. 11.55	P.M. 9.20	P.M. 1.50	P.M. 12.15	A.M. 11.25	A.M. 1.15	A.M. 12.30
5.7		*..ELMSLEY..... (5.7)	MS	A.M. 12.04	‡9.30	1.59	12.25	11.35	1.25	12.39
11.6	DN	....PERTH.....W (3.9)	HR	s 12.15	s9.45	s 2.09	s 12.35	s 11.45	s 1.35	s 12.50
15.5	DN	...GLEN TAY..YR (Jct. with Havelock S.D)	GY	12.23 A.M.	9.55 P.M.	s 2.18	12.43	s 11.53 A.M.	1.44	12.58 A.M.
21.2		.....ELLIOTT..... (2.8)				2.28	12.51		1.55	
24.0	D	....CHRISTIE LAKE.... (3.7)	HS			s 2.32	f 12.57		2.01	
27.7		*...FELDSPAR..... (2.7)				f 2.38				
30.4		....BOLINGBROKE.... (3.9)				f 2.44	1.05		2.12	
34.3	D	.....CROW LAKE...W (6.5)	KO			s 2.51	§ 1.13		2.18	
40.8	DN	....TICHBORNE...CY (Jct. with Kingston S.D.) (2.0)	A			s 3.05	s 1.27		s 2.30	
42.8		*.....PARHAM..... (4.4)		Havelock Subdivision Train		f 3.10		Havelock Subdivision Train		Havelock Subdivision Train
47.2		.....ECHO..... (5.2)				f 3.18	1.38		2.39	
52.4	DN	.....WILKINSON...W (4.1)	WK			s 3.27	1.46		2.50	
56.5		.....DOCKRILL..... (4.7)				3.34	1.51		2.58	
61.2		.....LENS..... (3.4)				f 3.41	1.56		3.08	
64.6		.....CURRIE..... (3.8)				3.47	2.01		3.13	
68.4	DN	....ROBLINDALE...W (6.1)	VN			s 3.59	2.06		3.19	
74.5		.....KINGSFORD..... (5.0)				f 4.09	2.14		3.27	
79.5	D	.....LONSDALE..... (2.8)	SQ			s 4.17	2.21		3.33	
82.3		.....BINNS..... (4.7)				4.29	2.25		3.36	
87.0	D	...SHANNONVILLE.W (5.3)	SC			f 4.36	2.31		3.42	
92.3	DN	.....BELLEVILLE..... (5.6)	NS			s 4.46	s 2.40		s 3.50	
97.9		.....BAYSIDE..... (4.8)				4.56	2.50		3.59	
102.7	DN	.....TRENTON.....K	ON			5.06 P.M.	2.58 P.M.		4.07 A.M.	
				◊ Daily 33	◊ Daily ex. Sun. 29	◊ Daily ex. Sun. 37	◊ Daily 19	◊ Daily ex. Sun. 35	◊ Daily 21	◊ Daily ex. Sun. 23

DOUBLE TRACK

*No passing track.

EASTBOUND TRAINS—SUPERIOR DIRECTION

STATIONS	24 Montreal Express ◊ Daily ex. Sun.	22 Montreal Passenger ◊ Daily	34 Ottawa Passenger ◊ Daily	30 Montreal Pasgr. ◊ Daily ex. Sun.	20 The Canadian ◊ Daily	36 Montreal Passenger ◊ Daily ex. Sun.	38 The Rideau ◊ Daily ex. Sun.	40 Draft ◊ Daily ex. Sun.	86 Freight ◊ Daily	88 Freight ◊ Daily	90 Freight ◊ Daily	92 Freight ◊ Daily	94 Freight ◊ Daily
	FIRST CLASS								THIRD CLASS				
.SMITHS FALLS.K	A.M. 4.05	A.M. 4.55	A.M. 5.20	A.M. 6.20	P.M. 2.50	P.M. 4.10	P.M. 7.10		A.M. 9.20	P.M. 3.30	P.M. 2.40	P.M. 10.00	A.M. 2.30
*..ELMSLEY.....	3.55	4.45	5.10	f 6.10	2.40	4.00	6.59		9.00	3.10	2.20	9.35	2.10
....PERTH.....W	s 3.45	s 4.35	s 4.59	6.00 A.M.	s 2.30	s 3.50	s 6.49	P.M. 10.30	8.40	2.30	2.05	9.15	1.50
...GLEN TAY..YR	3.37 A.M.	4.27	4.49 A.M.		2.18	s 3.40 P.M.	s 6.38	10.20 P.M.	8.25	2.05	1.50	9.00	1.37
.....ELLIOTT.....		4.18			2.08		6.27		8.05	1.50	1.35	8.40	1.20
....CHRISTIE LAKE....		4.13			f 2.02		s 6.22		7.55	1.40	1.25	8.30	1.10
*...FELDSPAR.....							f 6.16						
....BOLINGBROKE....		4.04			1.49		f 6.09		7.35	1.25	1.05	8.10	12.50
.....CROW LAKE...W		3.59			§ 1.42		s 6.02		7.20	1.13	12.35	7.55	12.35
....TICHBORNE...CY		s 3.47			s 1.27		s 5.51		7.00	12.10 P.M.	12.10 P.M.	7.30	12.10 A.M.
*.....PARHAM.....	Havelock Subdivision Train		Havelock Subdivision Train			Havelock Subdivision Train	f 5.44						
.....ECHO.....		3.33			1.19		f 5.37		6.30	11.30	11.55	7.00	11.45
.....WILKINSON...W		3.22			1.12		s 5.28		6.10	11.10	11.40	6.45	11.30
.....DOCKRILL.....		3.14			1.07		5.19		5.50	10.35	11.15	6.25	11.10
.....LENS.....		3.08			1.01		f 5.12		5.30	10.10	11.00	6.10	10.55
.....CURRIE.....		3.03			12.56		5.04		5.15	9.50	10.45	5.55	10.40
....ROBLINDALE...W		§ 2.58			12.51		s 4.57		5.00	9.30	10.30	5.40	10.25
.....KINGSFORD.....		2.50			12.43		f 4.42		4.30	8.55	10.05	5.15	10.00
.....LONSDALE.....		2.42			12.36		s 4.33		4.10	8.30	9.45	37 4.33 38 4.17	9.40
.....BINNS.....		2.38			12.32		4.29		4.00	8.10	9.35	3.55	9.30
...SHANNONVILLE.W		2.30			12.25		f 4.20		3.42	7.40	9.15	3.35	9.10
.....BELLEVILLE.....		s 2.18			s 12.15		s 4.09		3.10	7.00	8.45	3.10	8.40
.....BAYSIDE.....		2.07			12.05 P.M.		3.57		2.50	6.20	8.25	2.50	8.20
.....TRENTON.....K		2.00 A.M.			11.58 A.M.		3.48 P.M.		2.30 A.M.	6.00 A.M.	8.00 A.M.	2.00 P.M.	8.00 P.M.
	◊ Daily ex. Sun. 24	◊ Daily 22	◊ Daily 34	◊ Daily ex. Sun. 30	◊ Daily 20	◊ Daily ex. Sun 36	◊ Daily ex. Sun. 38	◊ Daily ex. Sun. 40	◊ Daily 86	◊ Daily 88	◊ Daily 90	◊ Daily 92	◊ Daily 94

Railway Crossing at Grade with Grand Trunk Ry., mileage 92.44, not interlocked.

Operator Glen Tay will register all eastbound first class trains except when green signals are displayed by any section thereof in which case conductor must register.

Belleville S.D. trains must not enter on to Havelock S.D. at Glen Tay unless the switches and signals are seen and known to be clear. See Special Instructions governing movement of trains by Automatic Block Signals on page 17.

No. 903 Newport Detroit Freight	leaves Smiths Falls	4.00 a.m.,	Arrives Trenton	12.30 p.m
No. 905 Montreal Ontario Freight	" " "	10.00 a.m.,	" Trenton	5.00 p.m.
No. 909 Montreal Toronto Freight	" " "	10.30 a.m.,	" Trenton	5.30 p.m.
No. 901 (Chicago Bullet) Import Interstate Freight	" " "	1.30 p.m.,	" Trenton	8.00 p.m.
No. 910 Ontario Montreal Merchandise Freight	" Trenton	8.00 a.m.,	Arrives Smiths Falls	3.40 p.m.
No. 904 Interstate Provision Freight	" "	11.30 a.m.,	" " "	7.30 p.m.
No. 906 New Brunswick Freight	" "	1.00 p.m.,	" " "	9.30 p.m.
No. 902 Export and Interstate Freight	" "	8.30 p.m.,	" " "	5.15 a.m.

Engines using interchange tracks at Belleville must not run more than fifty feet from main line Frog.

Passenger trains will not exceed forty miles per hour over Bay Bridge road crossing one mile west of Belleville.

§No. 22 leaving Toronto Monday night will be flag stop at Roblindale.

§Nos. 19 and 20 will be flag stop at Crow Lake for passengers to and from Montreal or Toronto.

To comply with Rule 99 flagmen must go out 12 telegraph poles instead of 10 to equal 500 yards; 28 telegraph poles instead of 24 to equal 1200 yards; 41 telegraph poles instead of 36 to equal 1800 yards.

Maintenance of way employees will provide manual flagging protection as per rules 49 and 50 on page 17 maintenance of way rules and instructions.

See special instructions page 18 in connection with movement of trains over "Joint Section" Belleville.

TIME TABLE No. 45. JUNE 5th, 1921

OSHAWA SUBDIVISION

WESTBOUND TRAINS—INFERIOR DIRECTION

	SECOND CLASS	FIRST CLASS							
	621	37	35	19	601	603	21	23	33
	Peterboro Mixed ↓ Daily ex. Mon.	The York ↓ Daily ex. Sun.	Toronto Pscr. ↓ Daily	The Canadian ↓ Daily	Tweed Pscr. ↓ Daily ex. Sun.	Trenton Pscr. ↓ Daily ex. Sun.	Detroit Pscr. ↓ Daily	Hamilton Exp. ↓ Daily ex. Sun.	Toronto Pssgr. ↓ Daily
		P.M. 5.11		P.M. 3.06		A.M. 6.30	A.M. 4.15		
		5.19		3.14		f 6.38	4.24		
		s 5.29		§3.22		s 6.48	4.32		
		5.33		3.26		6.53	4.36		
		s 5.41		§3.34		s 7.03	4.44		
		5.46		3.38		7.08	4.48		
		s 5.52		3.43		s 7.15	4.53		
		5.58		3.48		7.21	4.58		
	Peterboro Subdivision Train	s 6.04		s 3.54	Peterboro Subdivision Train	s 7.29	f 5.04	Peterboro Subdivision Train	Peterboro Subdivision Train
		s6.15	Peterboro Subdivision Train	s 4.04		s 7.40	f 5.15		
		6.24		4.13		f 7.48	5.23		
		f 6.33		4.20		s 7.57	5.31		
		6.39		4 26		f 8.04	5.37		
		s 6.43		4.29		s 8.09	5.42		
		s 6.53		s4.40		s 8.20	s 5.50		
		7.02		4.50		f 8.28	5.59		
		s 7.14		s 5.00		s 8.40	s 6.07		
		s 7.26		s 5.10		s 8.50	s 6.17		
		f 7.35		5.20		f 9.00	6.26		
		f 7.45		5.30		s 9.10	6.38		
	A.M. s 12.10	s8.00	P.M. s5 55	§ 5 44	A.M. s 9.47	s 9 25	f 6.54	A.M. f6.30	A.M. 6.07
					f 9.54				
			f 6.06		f 10.00				f 6.17
	s 12 30	s 8.20	s 6 09	s 5.55	s 10.04	s 9.43	7.06	6 40	f 6.21
	A.M.							A.M.	
		f 8.31	s 6 18	s 6.05	s 10.13	s 9.52	s 7.16		s 6.31
		8.45 P.M.	6.30 P.M.	6.15 P.M.	10.25 A.M.	10.05 A.M.	7.30 A.M.		6.45 A.M.
	a Daily ex. Mon. 621	a Daily ex. Sun. 37	a Daily 35	a Daily 19	a Daily ex. Sun. 601	a Daily ex. Sun. 603	a Daily 21	a Daily ex. Sun 23	a Daily 33

Miles from Trenton	Telegraph and Telephone Offices	STATIONS	Telegraph Calls
.0	D N	.....TRENTON.....K	O N
4.4		4.4 .....SMITHFIELD.....	
9.9	D	5.5 .....BRIGHTON.....	H N
12.4		2.5 .....BAMFORD.....	
18.0	D N	5.6 .....COLBORNE....W	C B
20.9		2.9 .....FLAVELLE.....	
24.8	D	3.9 .....GRAFTON.....	F A
28.6		3.8 .....SPICER.....	
32.4	D N	3.8 .....COBOURG.....W	B U
38.7	D N	6.3 .....PORT HOPE.....	H O
44.8		6.1 .....WESLEYVILLE.....	
49.5	D N	4.7 ....NEWTONVILLE..CW	N E
53.6		4.1 .....LOVEKIN.....	
56.0	D	2.4 *....NEWCASTLE.....	C W
61.8	D N	5.8 .....BOWMANVILLE...W	M A
66.7		4.9 .....DARLINGTON.....	
71.7	D N	5.0 .....OSHAWA.....	H W
76.3	D N	4.6 .....WHITBY.....W	U O
81.3		5.0 .....AUDLEY.....	
87.5		6.2 .....CHERRYWOOD.....	C Y
92.3		4.8 *....SCARBORO.....	
96.3	D N	4.0 .AGINCOURT. RW (Jct. with Peterboro S.D.)	G N
99.6		* DOUBLE TRACK 3.3 ..WEXFORD.....	
101.9		2.3 .DONLANDS.....	
103.8	D N	1.9 ..LEASIDE.....R (Jct. with No. Toronto S.D.)	D O
		3.3 System Absolute between Leaside and Don	
107.1	D N	* Double Track .....DON.....	D N
107.9		.8 *.PARLIAMENT ST.	
109.1	D N	1.2 .....TORONTO.....K	U N
		*No passing track.	

EASTBOUND TRAINS—SUPERIOR DIRECTION

	FIRST CLASS									SECOND CLASS	THIRD CLASS				
	20	36	38	602	604	24	34	22		622	76	78	80	82	84
	The Canadian a Daily	Montreal Pscr. a Daily	The Rideau a Daily ex. Sun.	Tweed Pscr. a Daily ex. Sun.	Trenton Pscr. a Daily ex. Mon.	Montreal Exp. a Daily ex. Sat.	Ottawa Pscr. a Daily	Montreal Pscr. a Daily		Peterboro Mixed a Daily ex. Sun.	Freight a Daily	Freight a Daily	Freight a Daily	Freight a Daily	Freight a Daily
	A.M. 11.50		P.M. 3.42		P.M. 11.15			A.M. 1.50			A.M. 8.10	P.M. 4.45	P.M. 2.30	P.M. 8.30	A.M. 4.05
	11.43		3.32		f11.06			1.43			7.45	4.20	2.05	8.10	3.42
	§ 11.35		s 3.22		s10.58			1.36			7.30	4.00	1.45	7.50	3.27
	11.31		f 3.14		f10.50			1.33			7.22	3.45	1.25	7.40	3.20
	§ 11.24		s 3.05		s10.40			1.25			7.03	193.34 382.55	1.05	7.15	3.05
	11.20		2.58		10.34			1.21			6.30	2.30	12.50	7.00	2.55
	11.15		f 2.52		s10.28			1.15			6.20	2.15	12.40	6.50	2.46
	11.10		2.46		10.22			1.10			6.10	2.00	12.30	6.40	2.37
	s 11.05		s 2.40		s10.15			f 1.04			6.00	1.45	12.20	6.30	2.28
	s 10.54	Peterboro Subdivision Train	s 2.29	Peterboro Subdivision Train	s 9.59	Peterboro Subdivision Train	Peterboro Subdivision Train	§ 12.53		Peterboro Subdivision Train	5.40	1.00	12.05	6.15	2.13
	10.47		2.19		f 9.49			12.46			5.23	12.35	P.M. 11.50	5.45	2.00
	10.40		f 2.11		s 9.41			12.40			5.00	12.15	11.35	5.25	1.45
	10.32		2.04		9.32			12.34			4.40	P.M. 11.45	11.10	5.00	1.28
	10.28		s 2.00		s 9.27			12.30							
	s 10.18		s 1.50		s 9.16			s 12.20			4.20	11.15	10.50	4.40	1.13
	10.08		1.40		f 9.06			12.10			4.05	10.35	10.35	4.05	1.00
	s10.01		s 1.32		8.57 s 8.47			s 12.03			3.50	10.01	10.20	3.50	12.47
	s 9.51		s 1.22		s 8.33			A.M. f 11.54			3.35	8.50	9.51	3.35	12.35
	9.44		f 1.12		f 8.25			11.47			3 20	8.10	9.27	3.20	12.20
	9.37		f 1.02		s 8.15			11.40			3.05	7.50	9.10	3.05	12.05 A.M.
	9.25	A.M. s 9.47	s 12.50	P.M. s5.55	s8.00	P.M. 10.08	P.M. 11.03	11.29		A.M. s 1.00	2.40	7.20	8.40	2.40	11.29
				f 5.42											
		f 9.33		f 5.38											
	9.10	s 9.30	s 12.36	s 5.35	s 7.43	9.52 P.M.	f 10.47	11.11		s 12.40 A.M.	2.00 A.M.	6.30 A.M.	8.00 A.M.	2.00 P.M.	10 25 P.M.
	Don s 9.00	s 9.17	f 12.25	s 5.22	s 7.31		s 10.35	s 11.00							
	8.50 A.M.	9.05 A.M.	12.15 P.M.	5.10 P.M.	7.20 P.M.		10.25 P.M.	10.50 P.M.							
	↓ Daily 20	↓ Daily 36	↓ Daily ex. Sun. 38	↓ Daily ex. Sun. 602	↓ Daily ex. Sun. 604	↓ Daily ex. Sat. 24	↓ Daily 34	↓ Daily 22		↓ Daily ex. Sun. 622	↓ Daily 76	↓ Daily 78	Daily 80	↓ Daily 82	↓ Daily 84

Railway Crossing at Grade with Grand Trunk Ry. at Berkeley St., Toronto, not interlocked.
Permanent Slow Order affecting all trains.—No train or engine will exceed a speed of 4 miles per hour passing over Yonge Street or Bay Street crossings on Esplanade.
Operator Leaside will register all first class trains except when green signals are displayed by any section thereof in which case conductor must register.
Operators Agincourt will operate crossover switches for all first class trains and will register all first class trains except when green signals are displayed by any section thereof, in which case conductor must register.
No. 903 Newport Detroit Freight.....leaves Trenton 1.30 p.m.; arrives West Toronto 10.30 p.m.
No. 905 Montreal Ontario Freight..... " " 6.00 p.m.; " " 2.45 a.m.
No. 909 Montreal Toronto Freight..... " " 6.30 p.m.; " Leaside 3.00 a.m.
No. 90[illegible] Freight (Chi[illegible] equal [illegible]) " " 9.00 p.m.; " West Toronto 5.30 a.m.
§Nos [illegible] stop[illegible] employees [illegible] and Brighton on Sundays. § No. 19 flag stop at Agincourt to let off passengers for No. 602
No. [illegible] y employees [illegible] ne and Brighton except Sunday for passengers to and from Toronto and Smiths Falls or beyond.
No. [illegible] will stop on [illegible] ssengers or to pick up passengers for Trenton or East.

Trains between Leaside and Toronto and between Leaside and Toronto (Yonge St.) will be governed by Toronto Terminals Division Time Table, pages 8 and 9.
No. 904 Interstate Provision Freight leaves West Toronto 1.30 a.m., arrives Trenton 10.00 a.m.
No. 906 New Brunswick " " " 3.00 a.m., " " 11.30 a.m.
No. 902 Export and Interstate " " " 10.30 a.m., " " 7.00 p.m.
No. 910 Ontario and Montreal Mdse. Frt. leaves " " " 10.30 p.m., " " 6.00 a.m.
Oshawa S.D. trains must not enter on to Peterboro S.D. tracks at Agincourt unless the switches and signals are seen and known to be clear. See Special Instructions governing movement of trains at Agincourt by Automatic Block Signals on page 17.
To comply with rule 99 flagmen must go out 12 telegraph poles instead of 10 to equal 500 yards, 28 telegraph poles instead of 24 to equal 1200 yards and 41 telegraph poles instead of 36 to equal 1800 yards.
Maintenance of way employees will provide manual flagging protection as per rules 49 and 50 on page 17 maintenance of way rules and instructions.

TIME TABLE No. 45. JUNE 5th, 1921

WESTBOUND TRAINS—INFERIOR DIRECTION						Miles from Glen Tay	Telegraph and Telephone Offices	HAVELOCK SUBDIVISION	Telegraph Calls	EASTBOUND TRAINS—SUPERIOR DIRECTION								
FIRST CLASS										FIRST CLASS					THIRD CLASS			
		35 Toronto Pagr. ! Daily ex. Sunday	601 Tweed Local ! Daily ex. Sunday	23 Hamilton Express ! Daily ex. Sunday	33 Toronto Express ! Daily			STATIONS		24 Montreal Express a Daily ex. Sunday	34 Ottawa Pagr. a Daily	36 Montreal Pagr. a Daily ex. Sunday	602 Tweed Local a Daily ex. Sunday		72 Freight a Daily	74 Freight a Daily	76 Freight a Daily	78 Freight a Daily
.....	.....	A.M. s 11.53	.....	A.M. 12.58	A.M. 12.23	.0	DN	.....GLEN TAY.....YR	GY	A.M. 3.37	A.M. 4.49	P.M. s 3.40	.....	.....	A.M. 7.20	P.M. 1.00	P.M. 2.45	P.M. 9.05
.....	.....	f 11.59	.....	1.04	12.29	3.7	.....	.....BATHURST.....	RF	3.32	4.42	f 3.32	.....	.....	7.00	12.35	2.25	8.50
.....	.....	P.M. s 12.12	.....	1.18	12.43	7.5	D	.....MABERLEY.....	BY	3.22	4.31	s 3.22	.....	.....	6.35	12.12	1.55	8.25
.....	.....	12.21	.....	1.28	12.53	6.3 17.5	.....	.....UNGAVA.....	.....	3.13	4.21	3.14	.....	.....	6.20	P.M. 11.20	1.30	8.05
.....	.....	s 12.32	.....	s 1.44	s 1.10	3.9 21.4	DN	.....SHARBOT LAKE..YW	BI	s 3.05	s 4.10 4.00	s 3.05	.....	.....	6.00	11.00	1.10	7.50
.....	.....	12.41	.....	1.54	1.20	Jct. with Kingston S.D. 5.9 27.3	.....	.....OLDEN.....	.....	2.52	3.52	2.51	.....	.....	5.40	10.32	12.41	7.32
.....	.....	s 12.49	.....	1.59	1.25	3.2 30.5	D	.....MOUNTAIN GROVE.....	GF	2.47	3.45	s 2.45	.....	.....	5.25	10.20	12.10	7.20
.....	.....	s 12.59	.....	2.07	1.33	5.7 36.2	D	.....ARDENDALE.....W	NE	2.39	3.36	s 2.35	.....	.....	5.10	10.05	P.M. 11.40	7.00
.....	.....	1.07	.....	2.14	1.39	5.0 41.2	.....	.....KENEBEC.....	.....	2.30	3.27	2.28	.....	.....	4.55	9.53	11.20	6.45
.....	.....	s 1.16	.....	2.22	1.47	5.1 46.3	DN	.....KALADAR.....	KR	2.22	3.18	s 2.20	.....	.....	4.40	9.38	11.00	6.28
.....	.....	1.22	.....	2.28	1.53	4.1 50.4	.....	.....ADDINGTON.....	.....	2.13	3.09	2.12	.....	.....	4.20	9.20	10.40	6.13
.....	.....	1.28	.....	2.35	2.05	4.6 55.0	.....	.....HUNGERFORD.....	SI	2.05	3.02	2.05	.....	.....	4.05	9.07	10.20	5.55
.....	.....	s 1.33	.....	.....	.....	2.3 57.3	D	* .....SULPHIDE.....	SU	.....	.....	s 2.00	.....	.....	.....	.....	.....	.....
.....	.....	1.36	.....	2.40	2.13	1.5 58.8	.....	.....BOGART.....	.....	1.56	2.55	1.56	.....	.....	3.50	8.55	10.00	5.35
.....	.....	s 1.50	A.M. 5.30	s 2.46	s 2.25	3.7 62.5	DN	.....TWEED .....YW	FE	s 1.49	s 2.46	s 1.50	P.M. 10.20	.....	3.35	8.40	9.45	5.20
.....	.....	2.02	5.38	3.01	2.37	3.9 66.4	.....	.....BULLER.....	.....	1.37	2.37	1.37	10.13	.....	23 3.01 23 2.25	8.18	9.30	5.10
.....	.....	s 2.12	s 5.47	3.11	2.47	5.3 71.7	D	.....IVANHOE.....	VA	1.30	2.26	s 1.30	s 10.05	.....	2.05	8.05	9.15	4.55
.....	.....	2.20	5.55	3.18	2.53	4.5 76.2	.....	.....PETERSON.....	.....	1.21	2.18	1.23	9.57	.....	1.21	7.53	9.00	4.40
.....	.....	s 2.29	s 6.05	3.26	3.00	4.2 80.4	DN	.....BONARLAW.....W	CG	1.15	2.11	s 1.15	s 9.50	.....	1.00	7.40	8.45	4.25
.....	.....	2.37	f 6.13	3.35	3.08	5.0 85.4	.....	.....TIFFIN.....	.....	1.07	2.02	1.03	f 9.40	.....	12.38	7.25	8.30	4.05
.....	.....	f 2.44	f 6.20	3.43	3.15	4.3 89.7	.....	.....BLAIRTON.....	.....	1.00	1.55	f 12.57	f 9.33	.....	12.20	7.15	8.15	3.45
.....	.....	2.50 P.M.	6.30 A.M.	3.50 A.M.	3.23 A.M.	4.0 93.7	DN	.....HAVELOCK.....K	S	12.54 A.M.	1.48 A.M.	12.50 P.M.	9.25 P.M.	.....	12.01 A.M.	7.00 A.M.	8.00 A.M.	3.30 P.M.
		a Daily ex. Sunday 35	a Daily ex. Sunday 601	a Daily ex. Sunday 23	a Daily 33			*No passing track.		! Daily ex. Sunday 24	! Daily 34	! Daily ex. Sunday 36	! Daily ex. Sunday 602		! Daily 72	! Daily 74	! Daily 76	! Daily 78

Railway Crossing at Grade with Kingston Subdivision at Sharbot Lake, not interlocked.

Railway Crossing at Grade with Canadian National Railway at Bonarlaw, not interlocked.

Trains must not exceed a speed of 10 miles per hour over first public crossing east of Sharbot Lake.

Operator Glen Tay will register all east bound first class trains except when green signals are displayed by any section thereof in which case conductor must register.

On Semaphore at the crossing with the Canadian National Railway at Bonarlaw the upper arm governs Canadian Pacific trains and the lower arm Canadian National trains. Between the hours of 7 p.m. and 7 a.m. normal position of the semaphores will be clear for Canadian Pacific trains and against C.N.R. trains.

Havelock S.D. trains must not enter on to Belleville S.D. at Glen Tay, unless the switches and signals are seen and known to be right. See Special Instructions for Automatic Block Signals on page 17.

Trains must not exceed ten miles per hour over Victoria St., Tweed, and all switching movements over this crossing must be done under flag protection.

Havelock subdivision trains must not enter on to Kingston subdivision at Sharbot Lake unless the switches and signals are seen and known to be right. See Special Instructions governing movement of Trains by Automatic Block Signals, page 17.

To comply with Rule 99, flagmen must go out 12 telegraph poles instead of 10 to equal 500 yards, 28 telegraph poles instead of 24 to equal 1200 yards, and 41 telegraph poles instead of 36 to equal 1800 yards.

Maintenance of way employees will provide manual flagging protection as per rules 49 and 50 on page 17 maintenance of way rules and instructions.

KINGSTON SUBDIVISION FOOTNOTES

Railway Crossing at Grade with G.T.R. Branch Electric Railway, Montreal St. mileage 102.1 and G.T.R. mileage 101.6 and 102.5 at Kingston.

" " " " G.T.R. at Renfrew Junction.

" " " " C.N.R. at Mileage 85.3.

Passenger trains must not exceed a speed of 40 miles per hour over any portion of Kingston Subdivision.

The arms of semaphore at G.T.R. diamond mileage 102.5 when in a diagonal position will indicate "proceed" to C.P.R. and C.N.R. trains and the arm in a perpendicular position will indicate "proceed" to G.T.R. trains.

Mileage 103.3 to 103.4 is operated as a Joint Section, under the following instructions:—

The signal located on the north side of Cabin mileage 103.3 governs G.T.R. westbound movement, and the signal located on the east side of Cabin governs C.P.R. and C.N.R. southbound movements. Normal position of both signals "STOP." Day signalman only.

When signalman on duty, all trains and engines of G.T.R., C.P.R. and C.N.R. southbound must stop before passing signal, and proceed only on receiving flag signal from signalman. Signalman must precede and flag each southbound movement over the joint section.

When signalman not on duty G.T.R. Cabin signal will indicate "Proceed" and C.P.R. and C.N.R. Cabin signal will indicate "Stop" and be so left for uninterrupted movement of G.T.R. trains and engines.

When C.P.R. and C.N.R. trains are required to be moved over the joint section during the absence of signalman, such movements must be made under flag protection, and rear of such trains must also be protected against G.T.R. trains, by leaving flagman at the entrance to the joint section.

New semaphore standing on right side of track, 500 feet to the north of Canadian National Junction switches at south end of Harrowsmith Yard, governs southbound trains on C.P.R. track approaching Junction.

Semaphore standing on right hand side of track, 500 feet to the south of C.N.R. Junction switches at south end of Harrowsmith Yard, governs northbound trains on C.P.R. track approaching Junction. Semaphores stand normally at "Proceed."

Kingston subdivision trains must not enter on to Havelock subdivision at Sharbot Lake unless switches and signals are seen and known to be right. See Special Instructions governing movement of Trains at Sharbot Lake by Automatic Block Signals, on page 17.

Between Kingston and Tichborne maintenance of way employees will provide manual flagging protection as per rules 49 and 50 on page 17 maintenance way rules and instructions.

Between Tichborne and Renfrew maintenance of way employees will provide unattended flag protection as per rules 51 and 52 on page 18 maintenance of way rules and instructions.

TIME TABLE No. 45, JUNE 5th, 1921

PETERBORO SUBDIVISION

WESTBOUND TRAINS—INFERIOR DIRECTION

Second Class 621 Peterboro Mixed ‡ Daily ex. Sun.	First Class 35 Toronto Pagr. ‡ Daily	605 Port McNicoll Pagr. ‡ Daily ex. Sun.	601 Tweed Pagr. ‡ Daily ex. Sun.	23 Hamilton Express ‡ Daily ex. Sun.	33 Toronto Pagr. ‡ Daily	Miles from Havelock	Telegraph and Telephone Offices	STATIONS	Telegraph Calls
.....	P.M. 3.00	.....	A.M. 6.40	A.M. 4 00	A.M. 3.33	.0	D N	....HAVELOCK.....K	S
								6.1	
.....	s3.10	.....	s 6.51	f 4.10	§3.43	6.1	D	.....NORWOOD.....	N D
								2.9	
.....	3.15	.....	f 6.58	4.15	3.48	9.0	....	.....ASPHODEL.....	....
								5.5	
.....	s3.27	.....	s7.09	4.23	3.56	14.5	D	.....INDIAN RIVER.....	R V
								4.9	
.....	3.35	.....	7.18	4.30	4.03	19.4	....	.....OTONABEE.....	....
								3.6	
	P.M.								
.....	3.41	A.M.	7.25	4.36	4.09	23.0	T	.....BOTULF.....	....
								1.3	
.....	6.50	s3.44 3.50	9.35	s 7.35	s 4.43	s4.16	24.3	D N	....PETERBORO..KRW	B O
								6.1	
.....	f 7.05	4.00	f9.47	f 7.46	4.53	4.27	30.4	....	.....KENDRY.....	....
								2.9	
.....	f 7.13	s4.05	s9.53	s 7.52	4.58	4.31	33.3	D	.....CAVAN.....	N A
								3.7	
.....	7.25	4.12	10.01	7.59	5.06	4.40	37.0	....	.....TAPLEY.....	....
								1.7	
.....	7.32	f4.16	10.05	f 8.02	5.09	4.43	38.7	D N	....DRANOEL...YRW	G B
	P.M.		A.M.					Jct. with Port McNicoll S.D.	
								2.8	
.....	Via Port McNicoll and Bobcaygeon Subdivision	f4.21	.....	s 8.08	5.15	4.50	41.5	....	.....MANVERS.....	....
								3.9	
.....	s4.32	.....	s 8.16	5.21	4.58	45.4	D	.....PONTYPOOL.....	T Y
	P.M.							8.9	
.....	10.00	s4.50	s 8.31	5.33	5.10	54.3	D N	.....BURKETON...YR	K N
								Jct. with Bobcaygeon S.D.	
								3.9	
.....	.....	.....	f 8.39	.....	....	58.2	....	*.....BRADY.....	....
								5.4	
.....	f 10.23	s5.10	s 8.50	5.46	f5.24	63.6	D N	.....MYRTLE.....W	M U
								3.7	
.....	10.43	5.17	f 8.57	5.53	5.31	67.3	....	.....DAGMAR.....	....
								1.5	
.....	.....	f5.20	f 9.02	.....	....	68.8	....	*...GLEN MAJOR.....	....
								3.7	
.....	f11.28	s5.27	s 9.11	6.02	5.41	72.5	D	.....CLAREMONT.....	R M
								3.6	
.....	.....	.....	f 9.19	.....	....	76.1	....	*...ATHA ROAD.....	....
								3.9	
.....	f 11.45	s5.40	s 9.29	6.12	5.51	80.0	D	.....LOCUST HILL.....	G R
								4.4	
.....	11.58	5.47	9.38	6.20	6.00	84.4	....	.....SHERRING.....	....
								1.5	
.....	.....	.....	f 9.43	.....	....	85.9	....	*BROWN'S CORNERS	....
	A.M.							2.1	
.....	s 12.10	s5.55	s9.47	f 6.30	6.07	88.0	D N	....AGINCOURT...W.R	G N
								9.8	
.....	12.40	.....	.....	6.45	....	..	....	TORONTO (YONGE ST.)	....
	A.M.			A.M.				12.8	
.....	.....	6.30	.....	10.25	6.45	....	....	.....TORONTO.....	....
		P.M.		A.M.	A.M.				
	a Daily ex. Mon.	a Daily	a Daily ex. Sun	a Daily ex. Sun.	a Daily			*No passing track.	
	621	35	605	601	23	33			

Port McNicoll Subdivision Train

EASTBOUND TRAINS—SUPERIOR DIRECTION

First Class 36 Montreal Pagr. a Daily	606 Port McNicoll Pagr. a Daily ex. Sun.	602 Tweed Pagr. a Daily ex. Sun.	24 Montreal Express a Daily ex. Sun.	34 Ottawa Pagr. a Daily	Second Class 622 Peterboro Mixed a Daily ex. Sun.	Third Class 96 Freight a Daily	92 Freight a Daily	74 Freight a Daily	94 Freight a Daily
P.M. 12.42	.....	P.M. 9.10	A.M. 12.45	A.M. 1.38	.....	A.M. 8.15	P.M. 4.05	P.M. 6.00	A.M. 12.20
									A.M.
s 12.31	.....	s8.59	f12.31	§ 1.25	.....	7.45	3.35	5.35	11.55
12.24	.....	f8.51	12.25	1.21	.....	7.30	3.15	5.20	11.40
s 12.16	.....	s8.41	12.18	1.14	.....	7.09	2.50	4.55	11.20
12.08	.....	8.31	12.10	1.07	.....	6.35	2.20	4.35	10.55
12.02	P.M.	8.24	12.05	1.02	A.M.	6.20	2.00	4.20	10.35
P.M.									
s 11.59 11.52	6.15	s8.20 8.10	s12.03 A.M.	s 1.00	7.20	5.58	1.50	3.44	10.25
11.39	f6.03	f7.57	11.45	12.44	f 6.50	5.20	1.20	3.15	9.55
s 11.34	s5.57	s7.51	11.40	12.40	s 6.42	4.58	1.05	2.50	9.40
11.24	5.50	7.45	11.35	12.34	6.31	4.50	12.50	2.30	9.25
f 11.21	5.45	f7.42	11.32	12.31	6.25	4.43	12.40	2.15	9.15
	P.M.				A.M.	A.M.	P.M.		P.M.
f 11.16	.....	s7.37	11.28	12.27	Via Bobcaygeon and Port McNicoll Subdivision			1.50	
s 11.10	.....	s7.30	11.22	12.21		.....	.....	1.20	.....
s 10.56 10.51		s7.15 7.10	11.08	12.08 A.M.	A.M. 2.55	.....	.....	12.30	.....
.....		f6.57	.....	.....	.....	.....	.....	.....	.....
s 10.37		s6.45	10.50	s11.50	s 2.25	.....	.....	P.M. 11.40	.....
10.26		f6.36	10.43	11.36	2.06	.....	.....	11.10	.....
f 10.24		f6.33	.....	.....	.....	.....	.....	.....	.....
s 10.19		s6.25	10.34	11.28	1.52	.....	.....	10.40	.....
.....		f6.16	.....	.....	.....	.....	.....	.....	.....
s 10.04	.....	s6.09	10.20	11.16	1.28	.....	.....	10.04	.....
9.54	.....	6.01	10.13	11.08	1.15	.....	.....	9.38	.....
.....	.....	f5.59	.....	.....	.....	.....	.....	.....	.....
s 9.47	.....	s5.55	10.08	11.03	s 1.00	.....	.....	9.10	.....
			9.45	.....	12.30	.....	.....	A.M.	.....
9.05 A.M.	.....	5.10 P.M.	P.M.	10.25 P.M.	A.M.	.....	.....	.....	.....
‡ Daily	‡ Daily ex. Sun.	‡ Daily. ex. Sun	‡ Daily ex. Sat.	‡ Daily	‡ Daily ex. Sun.	‡ Daily	‡ Daily	‡ Daily	‡ Daily
36	606	602	24	34	622	96	92	74	94

Port McNicoll Subdivision Train

Railway Crossing at Grade with Peterboro Electric Ry., east of Peterboro Station, not interlocked.
" " " G.T.R. (Northern Division), west of Peterboro Station, not interlocked.

Permanent Slow Order. Trains must not exceed a speed of 20 miles per hour in crossing over Trent Valley Canal Bridge, mileage 23.4, also switch at Drancel, and a speed of 10 miles per hour through City Limits, Peterboro.

Operators Drancel and Burketon will register all Peterboro Subdivision first class trains, except when green signals are displayed by any section thereof, in which case conductor must register. Operators Agincourt will operate crossover switches for all first class trains and will register all first class trains except when green signals are displayed by any section thereof, in which case conductor must register. Trains between Leaside and Toronto and Leaside and Toronto (Yonge St.) will be governed by Toronto Terminals Time Tables pages 8 and 9. Trains between Agincourt and Leaside will be governed by Oshawa Subdivision Time Table, page 5.

Peterboro S.D. trains must not enter on to Oshawa S.D. at Agincourt unless the switches and signals are seen and known to be right. See Special Instructions for Automatic Block Signals on page 17.

To comply with Rule 99, Flagmen must go out 12 telegraph poles instead of 10 to equal 500 yards, 28 telegraph poles instead of 24 to equal 1200 yards, and 41 telegraph poles instead of 36 to equal 1800 yards.

Maintenance of way employees will provide manual flagging protection as per rules 49 and 50 on page 17 maintenance of way rules and instructions.

Nos. 33 and 34 will stop on[illegible] at Norwood, Sunday only.

BOBCAYGEON SUBDIVISION

NORTHBOUND TRAINS—INFERIOR DIRECTION

Second Class 727 Mixed ‡ Daily ex. Sun.	622 Mixed ‡ Daily ex. Sun.	First Class 725 Pagr. ‡ Daily ex. Sun.	723 Pagr. ‡ Daily ex. Sun.	Miles from Burketon	Telegraph Offices	STATIONS	Telegraph Calls
.....	A.M. 3.05	P.M. 7.20	A.M. 11.00	.0	D N	.....BURKETON.YKC	K N
						5.9	
.....	s 3.30	s 7.30	s11.10	5.9	D	.....NESTLETON.....	N S
						2.4	
.....	f 3.36	f 7.36	f11.16	8.3	....	*....SCUGOG.....	....
						.9	
.....	.....	7.38	f11.19	9.2	....	*ST. CHRISTOPHER	....
						2.4	
.....	s 3.55	s 7.43	s11.24	11.6	D	.....JANETVILLE.....	J N
						3.2	
.....	f 4.02	f 7.53	f11.34	14.8	....	*.....CLABO.....	....
						2.6	
.....	f 4.09	f 8.01	f11.42	17.4	....	*.....OPS.....	....
						3.8	
.....	s 4.18	s 8.09	s11.51	21.2	....	....LINDSAY JCT.....	....
						Jct. with Pt. McNicoll S.D.	

SOUTHBOUND TRAINS—SUPERIOR DIRECTION

First Class 724 Pagr. a Daily ex. Sun.	726 Pagr. a Daily ex. Sun.	Second Class 728 Mixed a Daily ex. Sun.	621 Mixed a Daily ex. Sun.
A.M. 8.25	P.M. 4.35	.....	P.M. 10.00
s 8.13	s 4.18	.....	s 9.45
f 8.08	f 4.12	.....	f 9.35
8.06	f 4.10	.....	.....
s 8.01	s 4.04	.....	s 9.25
f 7.55	f 3.57	.....	f 9.16
f 7.49	f 3.52	.....	f 9.10
s 7.40	s 3.43	.....	s 9.00

STAFF SYSTEM ABSOLUTE

PORT McNICOLL SUBDIVISION

NORTHBOUND TRAINS—INFERIOR DIRECTION

Second Class 727 Mixed ‡ Daily ex. Sun.	622 Mixed ‡ Daily ex. Sun.	First Class 725 Pagr. ‡ Daily ex. Sun.	723 Pagr. ‡ Daily ex. Sun.	Miles from Burketon	Telegraph Offices	STATIONS	Telegraph Calls
P.M. 12.10	4.25	s 8.13	s11.55	22.5	D N	LINDSAY..RW	D A
	A.M.		A.M.			4.3	
f12.23		f 8.28	.....	26.8	....	*....BYRNELL.....	....
						4.0	
f12.35		f 8.40	.....	30.8	D	.....DUNSFORD.....	D S
						3.9	
f12.46		f 8.50	.....	34.7	....	*..ANCONA POINT.....	....
						1.3	
f12.53		f 8.52	.....	36.0	....	*..BIRCH POINT	....
						1.0	
f12.56		f 8.55	.....	37.0	....	*.. KENSTONE	....
						1.7	
1.00 P.M.		9.00 P.M.	.....	38.7	D	...BOBCAYGEON..K	B G
a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.			*No passing track.	
727	622	725	723				

SOUTHBOUND TRAINS—SUPERIOR DIRECTION

First Class 724 Pagr. a Daily ex. Sun.	726 Pagr. a Daily ex. Sun.	Second Class 728 Mixed a Daily ex. Sun.	621 Mixed a Daily ex. Sun.
s 7.35	3.40	P.M. 3.30	8.55
	P.M.		P.M.
f 7.22	.....	f 3.20	
f 7.10	.....	f 3.08	
f 6.59	.....	f 2.59	
f 6.52	.....	f 2.53	
f 6.49	.....	f 2.49	
6.45 A.M.	.....	2.45 P.M.	
‡ Daily ex. Sun.	‡ Daily ex. Sun.	‡ Daily ex. Sun.	‡ Daily ex. Sun.
724	726	728	621

Port McNicoll Subdivision Train

Eastbound trains may leave Lindsay Jct. without receiving terminal clearance.

Swing Bridge over Little Bob River at Bobcaygeon.

Maintenance of way employees will provide manual flagging protection as per rules 49 and 50 on page 17 maintenance of way rules and instructions.

TIME TABLE No. 45. JUNE 5th, 1921

WESTBOUND TRAINS—INFERIOR DIRECTION

FIRST CLASS

	635 The Michigan ‡ Daily ex. Sun.	3 Vancouver Express ‡Daily	9 Trans-Canada Limited ‡ Daily	37 The York ‡ Daily ex. Sun.	27 Soo Pagr. ‡ Daily	35 Montreal Pagr. ‡ Daily	19 The Canadian ‡ Daily	707 Owen Sd. Pagr. ‡ Daily ex. Sun.	639 Goderich Pagr. ‡ Daily ex. Sun.	755 Teeswater Pagr. ‡ Daily ex. Sun.	641 Guelph Jct. Pagr. ‡ Daily ex. Sun.	633 Detroit Pagr. ‡ Daily	601 Tweed Pagr. ‡ Daily ex. Sun.	603 Trenton Pagr. ‡ Daily ex. Sun.	25 Local Pagr. ‡ Daily ex. Sun.	21 Detroit Pagr. ‡ Daily	637 Goderich Pagr. ‡ Daily ex. Sun.	753 Teeswater Pagr. ‡ Daily ex. Sun.	629 London Pagr. ‡ Daily ex. Sun.	23 Hamilton Express ‡ Daily ex. Sun.	33 Ottawa Pagr. ‡ Daily
				P.M. s 8.20		P.M. s 6.09	P.M. 5.55						A.M. s 10.04	A.M. s 9.43		A.M. 7.06					A.M. f 6.21
				f 8.31		s 6.18	s 6.05						s 10.13	s 9.52		s 7.16					s 6.31
	P.M.	P.M.	P.M.		P.M.			P.M.	P.M.		P.M.	P.M.			A.M.		A.M.		A.M.		
UNION STATION TERMINALS	11.40	10.00	9.00	8.45 P.M.	7.00	6.30 P.M.	s 6.15 6.45	5.20	5.10		4.40	3.20	10.25 A.M.	10.05 A.M.	9.20	s 7.30 8.00	7.40		7.00		6.45 A.M.
	s 11.50	s 10.10	s 9.10		s 7.10		s 6.55	s 5.30	s 5.20	P.M.	s 4.50	s 3.30			s 9.30	s 8.10	s 7.50	A.M.	s 7.10	A.M.	
	A.M. s 12.01	s 10.20	s 9.20 P.M.		s 7.20		s 7.05	s 5.40	s 5.30	s 5.05	s 5.00	s 3.40			s 9.40 A.M.	s 8.20	s 7.58	7.35	s 7.20	7.10	
	12.04	P.M.			P.M.		7.09	P.M.	5.34	s 5.09	f 5.03	3.44				8.24	8.03	s 7.39	7.24	7.13	
											f 5.04							f 7.40			
	f 12.09						7.14		5.39	s 5.14	f 5.08	3.50				8.29	8.08	s 7.44	§ 7.29	7.18	
	A.M.						P.M.		P.M.	P.M.	P.M.	P.M.				A.M.	A.M.	A.M.	A.M.		
																				7.25	
																				7.35 A.M.	
	a Daily ex. Mon. 635	a Daily 3	a Daily 9	a Daily ex. Sun. 37	a Daily 27	a Daily 35	a Daily 19	a Daily ex. Sun. 707	a Daily ex. Sun. 639	a Daily ex. Sun. 755	a Daily ex. Sun. 641	a Daily 633	a Daily ex. Sun. 601	a Daily ex. Sun. 603	a Daily ex. Sun. 25	a Daily 21	a Daily ex. Sun. 637	a Daily ex. Sun. 753	a Daily ex. Sun. 629	a Daily ex. Sun. 23	a Daily 33

TORONTO TERMINALS

Miles from Trenton	Telegraph and Telephone Offices		STATIONS		Telegraph Calls
			Jct. with North Toronto S.D		
103.8	DN		LEASIDE		DO
			3.3		
			Staff System Absolute between Leaside and Don.		
107.1	DN	DOUBLE TRACK	*DON	R	DN
			0.8		
107.9			*PARLIAMENT ST.		
			1.2		
0	DN	DOUBLE TRACK	TORONTO	K	UN
			9		
9			BATHURST ST.		
			.3		
1 2			TECUMSEH ST.		
			1.1		
2 3	DN		PARKDALE	R	
			2.2		
4 5	DN		WEST TORONTO	KCW	JU
			1.9		
6 4			LAMBTON		
			.5		
6 9			*GOLF CLUB		
			1.8		
8 7	DN		ISLINGTON		NS
			.9		
9 6		STAFF SYSTEM ABSOLUTE	OBICO		
			Jct. with Galt S.D.		
			2.6		
12 2	DN		CANPA		MO
Miles from Toronto					

WESTBOUND TRAINS—INFERIOR DIRECTION

THIRD CLASS	SECOND CLASS	FIRST CLASS																			
	621 Peterboro Mixed ‡ Daily ex. Mon.							755 Teeswater Pagr. ‡ Daily ex. Sun.	705 Owen Sd. Passenger ‡ Daily ex. Sun.	753 Teeswater Passenger ‡ Daily ex. Sun.	23 Hamilton Express ‡ Daily ex. Sun.	Miles from Leaside	Telegraph and Telephone Offices									
	A.M. 12.30										A.M. 6.40	.0	DN	Double Track	LEASIDE	DO					
															2.3						
	12.40							P.M. 4.45	A.M. 8.10	A.M. 7.15	s 6 45 7.00	2.3	DN		TORONTO (YONGE St.)	NR					
															3.6						
	A.M.							5.00 P.M.	8.25 A.M.	7.25 A.M.	7.10 A.M.	5.9	DN		WEST TORONTO	JU					
	a Daily ex. Mon. 621							a Daily ex. Sun. 755	aDaily ex. Sun. 705	aDaily ex. Sun. 753	aDaily ex. Sun. 23										

TORONTO TERMINALS

STATIONS	Telegraph Calls
LEASIDE	DO
TORONTO (YONGE St.) R	NR
WEST TORONTO KCW	JU

EASTBOUND TRAINS—SUPERIOR DIRECTION

FIRST CLASS				SECOND CLASS
754 Teeswater Pagr. a Daily ex. Sun.	708 Owen Sd. Pagr. aDaily ex. Sun.	756 Teeswater Pagr. aDaily ex. Sun.	24 Montreal Express aDaily ex. Sat.	622 Peterboro Mixed a Daily ex. Sun.
			P.M. 9.52	A.M. 12.40
P.M. 12.20	P.M. 8.20	P.M. 8.45	s 9.45 9.30	12.30
P.M. 11.59	8.00	8.25	9.10	A.M.
A.M.	P.M.	P.M.	P.M.	
‡ Daily ex. Sun. 754	‡ Daily ex. Sun. 708	‡ Daily ex. Sun. 756	‡ Daily ex. Sat. 24	‡ Daily ex. Sun. 622

Railway Crossing at Grade with G.T.R. at Mileage 5.0, not interlocked.

Westbound trains from Don to Toronto must receive Terminal Clearance Form "B" from operator Don, showing what trains or sections of trains are overdue.

Operators at Don will register first class trains, except when green signals are displayed by any section thereof, in which case conductor must register.

When displaying green signals eastbound trains will sound whistle signal 14K to all trains met on double track between Parliament St. and Don and receive answer 14.O.

Eastbound trains from Hamilton S.D. to Galt S.D. at Obico may leave Obico without receiving terminal clearance. Westbound trains may leave Parliament St. without receiving terminal clearance.

Passenger Trains must not exceed a speed of one mile in two minutes, and Freight Trains one mile in three minutes between West Toronto and Bathurst St., and will keep sharp lookout for position of switches.

Bruce Division Train Dispatchers will issue train orders between Bathurst Street and Obico, Obico and Canpa, Hamilton Jct. and Main Street. Dispatching office at Toronto. Telegraph Call. "C".

Trenton Division Train Dispatchers will issue train orders between Leaside and West Toronto via Toronto (Yonge Street) and between Leaside and Bay Street. Dispatching office at Toronto. Telegraph Call "K".

Operator Parkdale will register all trains. Operators West Toronto will register Trains 23, 24 and Galt Subdivision first class trains.

Trains between Bathurst Street and Toronto will be governed by Toronto Union Station Time Table.

Staff system absolute between Tecumseh Street tower and Front Street tower on King Street lead.

See Special Instructions governing movement of trains by Automatic Block Signals on page 17.

To comply with Rule 99 between Leaside and Toronto, via Don, Tecumseh St. and West Toronto, Leaside and West Toronto, via Toronto (Yonge St.), flagman must go out:—12 telegraph poles instead of 10 to equal 500 yards, 28 telegraph poles instead of 24 to equal 1200 yards, 41 telegraph poles instead of 36 to equal 1800 yards.

Between West Toronto and Obico and between Obico and Canpa flagman must go out:—15 telegraph poles instead of 10 to equal 500 yards, 35 telegraph poles instead of 24 to equal 1200 yards, 52 telegraph poles instead of 36 to equal 1800 yards.

Maintenance of way employees will provide manual flag protection as per rules 49 and 50 on page 17 maintenance of way rules and instructions.

HAMILTON SUBDIVISION FOOTNOTES

Canadian Pacific Ry. trains running between Bathurst St. and Hamilton Jct. will be governed by the rules of the Grand Trunk Ry. Between Main St. and Hamilton, and between Main St. and Aberdeen Yard, all trains and engines will be governed by the rules and regulations issued by the T.H. & B. Ry. for the operation of Hamilton Terminals, and employees must have a copy of T.H. & B. current time table.

On receipt of clearance at Hamilton, Aberdeen, and Hamilton Jct., extra trains have the right to use the right-hand track between Hamilton Jct. and Main St., but must keep clear of regular trains.

No train or engine, except first class train, will enter double track at Main St. for movement on eastbound track to Hamilton Jct. without first having obtained a terminal clearance from the operator at Hamilton or the operator at Aberdeen.

All trains must stop and receive hand signal from Diamond flagman before passing over the crossing of the Queen's wharf spur with G.T.R. joint section at Cabin E.

To comply with Rule 99 between Hamilton Jct. and Main St. flagman must go out:—11 telegraph poles instead of 10 to equal 500 yards, 31 telegraph poles instead of 24 to equal 1200 yards, 47 telegraph poles instead of 36 to equal 1800 yards.

Hamilton S.D. trains must not enter on to the Toronto Terminals Sub. or Galt S.D. tracks at Obico unless switches and signals are seen and known to be right.

TIME TABLE No. 45. JUNE 5th, 1921

TORONTO TERMINALS — EASTBOUND TRAINS—SUPERIOR DIRECTION

FIRST CLASS

Stations	Telegraph Calls	642 Guelph Jct. Pagr. a Daily ex. Sun.	28 Soo Pagr. a Daily	20 The Canadian a Daily	10 Trans. Canada Limited a Daily	36 Montreal Pagr. a Daily	638 Goderich Pagr. a Daily ex. Sun.	706 Owen Sd. Pagr. a Daily ex. Sun.	630 London Pagr. a Daily ex. Sun.	754 Tessewater Pagr. a Daily ex. Sun.	38 The Rideau a Daily ex. Sun	4 Toronto Express a Daily	634 Toronto Pagr a Daily	602 Tweed Pagr. a Daily ex. Sun.	640 Goderich Pagr. a Daily ex. Sun.	26 Local Pagr. a Daily ex. Sun.	604 Trenton Pagr. a Daily ex. Sun.	632 London Pagr. a Daily ex. Sun.	756 Tessewater Pagr. a Daily ex. Sun.	24 Montreal Express a Daily ex. Sat.	34 Ottawa Pagr. a Daily	22 Montreal Pagr. a Daily
Jct. with North Toronto S.D.				A.M.		A.M.					P.M.			P.M.			P.M.				P.M.	P.M.
LEASIDE	DO			9.10		s 9.30					s 12.36			s 5.35			s 7.43				f 10.47	11.11
3.3																						
Staff System Absolute between Leaside and Don.																						
*DON R	DN			s 9.00		s 9.17					f 12.25			s 5.22			s 7.31				s 10.35	s 11.00
0.8																						
*PARLIAMENT ST. (DOUBLE TRACK)																						
1.2																						
		A.M.	A.M.		A.M.		A.M.	A.M.	A.M.			P.M.	P.M.		P.M.	P.M.		P.M.				
TORONTO K (DOUBLE TRACK)	UN	7.20	8.10	8.50	9.00	9.05	10.25	11.35	11.50		12.15	4.00	4.45	5.10	6.30	6.45	7.20	8.30			10.25	10.50
				s 8.30		A.M.					P.M.			P.M.			P.M.				P.M.	s 10.20
.9																						
BATHURST ST. (DOUBLE TRACK)																						
.3																						
TECUMSEH ST. (DOUBLE TRACK)																						
1.1																						
PARKDALE R (DOUBLE TRACK)	FA	s 7.10	s 8.00	s 8.20	s 8.51		s 10.15	s 11.25	s 11.40			s 3.50	s 4.35		s 6.20	s 6.35		s 8.20				s 10.10
2.2										A.M.									P.M.	P.M.		
WEST TORONTO KCW (DOUBLE TRACK)	JU	s 7.00	s 7.50	s 8.10	s 8.42		s 10.07	s 11.15	s 11.25	11.59		s 3.40	s 4.25		s 6.10	s 6.25		s 8.10	s 8.25	9.10		s 10.01
1.9			A.M.		A.M.			A.M.				P.M.				P.M.						
LAMBTON (DOUBLE TRACK)		f 6.54		8.05			10.02		11.19	f 11.55			4.20		s 6.06			8.05	f 8.21	9.06		9.56
5																						
*GOLF CLUB (DOUBLE TRACK)		f 6.51								f 11.53												
1.8																						
ISLINGTON N S (DOUBLE TRACK)		s 6.47		8.00			9.58		11.15	s 11.49			4.16		s 6.00			§ 8.00	s 8.15	9.02		9.52
		A.M.		A.M.			A.M.		A.M.	A.M.			P.M.		P.M.			P.M.	P.M.			P.M.
.9																				9.00		
OBICO (STAFF SYSTEM ABSOLUTE)																						
Jct. with Galt S.D.																						
2.6																				8.53		
CANPA.	MO																			P.M.		
		Daily ex. Sun. 642	Daily 28	Daily 20	Daily 10	Daily 36	Daily ex. Sun. 638	Daily ex. Sun. 706	Daily ex. Sun. 630	Daily ex. Sun. 754	Daily ex. Sun. 38	Daily 4	Daily 634	Daily ex. Sun. 602	Daily ex. Sun. 640	Daily ex. Sun. 26	Daily ex. Sun. 604	Daily ex. Sun. 632	Daily ex. Sun. 756	Daily ex. Sat. 24	Daily 34	Daily 22

*No passing track.

Union Station Terminals

WESTBOUND TRAINS—INFERIOR DIRECTION

FIRST CLASS

	781 Hamilton Pagr. Daily	821 New York Express Daily	650 Guelph Pagr. Daily ex. Sun.	801 New York Express Daily	761 Hamilton Pagr. Daily ex. Sun.	648 Guelph Pagr. Daily ex. Sun.	741 Buffalo Express Daily	646 Guelph Jct. Pagr. Daily ex. Sun.	721 Buffalo Express Daily	701 Buffalo Express Daily ex. Sun.	23 Hamilton Express Daily ex. Sun.	644 Guelph Pagr. Daily ex. Sun.
Union Station Terminals	P.M.	P.M.		P.M.	P.M.		P.M.		A.M.	A.M.		
	11.10	7.15		5.00	3.15		1.00		9.15	7.50		
	11.13	7.18		5.03	3.18		1.03		9.18	7.53		
	G.T. Ry.	G.T. Ry.	H. & G. S.D. Train	G.T. Ry.	G.T. Ry.	H. & G. S.D. Train	G.T. Ry.	H. & G. S.D. Train	G.T. Ry.	G.T. Ry.	G.T. Ry. As No. 823	H. & G. S.D. Train
	A.M. 12.16	8.20	P.M. 7.49	6.05	4.21	P.M. 4.10	2.06	A.M. 11.02	10.20	8.55	A.M. 8.18	A.M. 8.05
	12.19	8.23	7.55	6.08	4.24	4.15	2.09	11.05	10.23	8.58	8.21	8.10
T. H. & B. Terminals	12.23 A.M.	8.28 P.M.	8.00 P.M.	6.13 P.M.	4.28 P.M.	4.20 P.M.	2.13 P.M.	11.10 A.M.	10.28 A.M.	9.03 A.M.	8.25 A.M.	8.15 A.M.
	Daily 781	Daily 821	Daily ex. Sun. 650	Daily 801	Daily ex. Sun. 761	Daily ex. Sun. 648	Daily 741	Daily ex. Sun. 646	Daily 721	Daily ex. Sun. 701	Daily ex. Sun. 23	Daily ex. Sun. 644

HAMILTON SUBDIVISION

Miles from Toronto	Telegraph Offices	Stations	Telegraph Calls
.0	DN	TORONTO K	UN
.9		.9 BATHURST ST.	
		VIA GRAND TRUNK RY.	
37.3	DN	.7 HAMILTON JCT.	
38.8		1.5 MAIN ST. W	
39.0		.2 TUNNEL JCT.	
40.0	DN	1.0 HAMILTON K	H
		*No passing track.	

EASTBOUND TRAINS—SUPERIOR DIRECTION

FIRST CLASS

Stations	712 New York Express a Daily	643 Guelph Jct Pagr. a Daily ex. Sun.	732 Hamilton Pagr. a Daily ex. Sun.	752 New York Express a Daily	645 Guelph Pagr. a Daily ex. Sun.	772 Buffalo Express a Daily ex. Sun.	647 Guelph Pagr. a Daily ex. Sun.	792 Buffalo Express a Daily	649 Guelph Pagr. a Daily ex. Sun.	812 Hamilton Pagr. a Daily	24 Montreal Express a Daily ex. Sat.	832 Buffalo Express a Daily
Union Station Terminals	A.M		A.M.	A.M.		P.M.		P.M.		P.M.		P.M.
	8.28		9.48	11.48		1.46		5.38		8.48		9.43
	8.25		9.45	11.45		1.43		5.35		8.45		9.40
	G.T. Ry.	H. & G. S.D. Train	G.T. Ry.	G.T. Ry.	H. & G. S.D. Train	G.T. Ry.	H. & G. S.D. Train	G.T. Ry.	H. & G. S.D. Train	G.T. Ry.	G.T. Ry. As No. 824	G.T. Ry.
	7.22	A.M. 7.28	8.42	10.42	A.M. 11.02	12.40	P.M. 4.10	4.32	P.M. 6.48	7.42	P.M. 8.07	8.37
	7.19	7.24	8.39	10.39	10.55	12.37	4.05	4.29	6.44	7.39	8.04	8.34
T. H. & B. Terminals	7.15 A.M.	7.20 A.M.	8.35 A.M.	10.35 A.M.	10.50 A.M.	12.33 P.M.	4.00 P.M.	4.25 P.M.	6.40 P.M.	7.35 P.M.	8.00 P.M.	8.30 P.M.
	Daily 712	Daily ex. Sun. 643	Daily ex. Sun. 732	Daily 752	Daily ex. Sun. 645	Daily ex. Sun. 772	Daily ex. Sun. 647	Daily 792	Daily ex. Sun. 649	Daily 812	Daily ex. Sat. 24	Daily 832

TIME TABLE No 45. JUNE 5th, 1921

WESTBOUND TRAINS—INFERIOR DIRECTION

Stations	Miles from Toronto	Telegraph and Telephone Offices	Telegraph Calls	635 The Michigan Pngr. ‡ Daily ex. Sun.	19 The Canadian ‡ Daily	639 Goderich Pngr. ‡ Daily ex. Sun.	641 Guelph Jct. Pngr. ‡ Daily ex. Sun.	755 Tecumseh Pngr. ‡ Daily ex. Sun.	633 Detroit Pngr. ‡ Daily	21 Detroit Pngr. ‡ Daily	637 Goderich Pngr. ‡ Daily ex. Sun.	753 Tecumseh Pngr. ‡ Daily ex. Sun	629 London Pngr. ‡Daily ex. Sun.
				FIRST CLASS									
				P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.
TORONTO TERMINALS				11.40	6.45	5.10	4.40		3.20	8.00	7.40		7.00
								4.45				7.15	
				A.M.									
				f12.09	7.14	5.39	f5.08	s 5.14	3.50	8.29	8.08	s7.44	§ 7.29
				f12.20	7.21	5.46	s5.21	s 5.29	§3.59	8.36	8.15	s7.58	f 7.36
				12.26	7.26	5.51	s5.26	s 5.35	4.05	8.41	8.20	f8.06	f 7.42
							f5.33	f 5.43				s8.13	
				s12.35	7.31	s 5.59	s5.37	5.45	§4.12	8.46	8.27	s8.15	s 7.50
								P.M.				A.M.	
							f5.44						f 7.56
				f12.45	7.39	6.07	f5.49		4.22	8.54	8.36		f 8.01
				s12.55	7.45	s 6.15	s5.57		s4.32	9.02	f8.43		s 8.10
				1.02	7.51	6.21	f6.04		4.39	9.09	8.50		f 8.17
							f6.10				8.56		f 8.25
				s 1.15	s8.00	6.26	6.15		s 4.50	s 9.18	9.00		s 8.30
						P.M.	P.M.				A.M.		
													f 8.35
				f1.27	8.09				s5.00	9.27			s 8.41
				1.40	8.18				5.11	9.36			f 8.53
				s1.53	s8.27				s5.25	s 9.46			s 9.07
				2.00	8.37				5.31	9.55			9.15
				2.05	8.43				5.36	9.59			f9.20
				s 2.14	8.51				s5.45	§10.08			s 9.28
													f 9.36
				f 2.25	9.00				s5.55	10.17			s9.40
				2.32	9.05				f6.02	10.22			f 9.48
				f 2.37	9.09				s6.09	10.26			s 9.53
				2.45	9.15				6.17	10.33			10.00
				s 2.52	s9.19				s6.25	s 10.36			s10.05
				2.54	9.21				6.27	10.37			10.07
				3.05	9.30				s6.40	10.46			s10.20
				f 3.15	9.37				s 6.52	10.54			s10.30
				3.21	9.42				6.58	10.59			10.35
				3.28	9.49				7.05	11.05			f10.41
													f10.45
				3.35	9.55				7.10	11.10			f10.50
				3.40	10.00				7.15	11.15			10.55
				A.M.	P.M.				P.M.	A.M.			A.M.
				a Daily sx Mon.	a Daily	a Daily ex. Sun.	a Daily ex. Sun	a Daily ex. Sun.	a Daily	a Daily	a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.
				635	19	636	641	755	633	21	637	753	629

Hamilton-Goderich Subdivision Train

Orangeville Subdivision Train

Hamilton-Goderich Subdivision Train

Orangeville and Teeswater Subdivision Train

GALT SUBDIVISION

Stations	Telegraph Calls
TORONTO.....	U N
TORONTO (Yonge St.)	
WEST TORONTO..CW	J U
4.2	
.....ISLINGTON... X	N S
4.9	
.....OBICO..... Jct. with Hamilton S.D.	
1.3	
* .....SUMMERVILLE.....	
1.7	
* .....DIXIE.....	
1.6	
.....COOKSVILLE....X	C V
3.1	
.....ERINDALE....X	D A
3.0	
* ....STREETSVILLE..X	
2.9	
STREETSVILLE JCT.YXKW Jct. with Orangeville S.D.	J C
3.5	
* .....LISGAR.....	
2.9	
.....HORNBY.....X	
4.5	
.....MILTON.....X	M I
3.9	
.....CHRISTIE....X	
2.0	
* ..CAMPBELLVILLE....	C B
1.2	
GUELPH JCT...YXKCW Jct. with H. & G. S.D.	G U
2.8	
*.....McRAE.....	
1.9	
.....PUSLINCH.....	M S
7.1	
.....KILLEAN.....	S
5.2	
.....GALT.....YCW	G
3.1	
.....ORR'S LAKE.....	
2.4	
.....DUMFRIES.....	
4.9	
.....AYR.....YCW	A Y
5.0	
*.....WOLVERTON.....	W V
1.7	
.....DRUMBO.....	D
4.2	
.....BLANDFORD.....	
3.1	
.....INNERKIP.....	K
5.4	
.....COAKLEY.....	
4.8	
.....WOODSTOCK.KCW Jct. with St. Thomas S.D.	W
5	
.....JELLICOE.....	
6.6	
.....ZORRA..... Jct. with St. Marys S.D.	C D
6.1	
.....THAMESFORD...W	R S
3.6	
.....NISSOURI.....	
4.5	
.....CRUMLIN.....	
* .....ASYLUM.....	
1.1	
.....QUEBEC ST...KCW	N O
0.5	
DOUBLE TRACK ..ADELAIDE ST.....	
1.0	
DOUBLE TRACK .....LONDON..... K	D O

DOUBLE TRACK

*No passing track.

EASTBOUND TRAINS—SUPERIOR DIRECTION

Stations	642 Guelph Jct. Pngr. a Daily ex. Sun.	20 The Canadian a Daily	638 Goderich Pngr. a Daily ex. Sun.	630 London Pngr. a Daily ex. Sun.	754 Tecumseh Pngr. a Daily ex. Sun.	634 Toronto Pngr. a Daily	640 Goderich Pngr. a Daily ex. Sun.	756 Tecumseh Pngr. a Daily ex. Sun.	632 London Pngr. a Daily ex. Sun.	22 Montreal Pngr. aDaily	902 Export and Interstate Freight a Daily	904 Export and Interstate Freight a Daily	78 Midse. Freight a Daily	72 Freight a Daily	74 Freight a Daily	76 Freight a Daily
	FIRST CLASS										THIRD CLASS		FOURTH CLASS			
TORONTO	A.M. 7.20	A. M. 8.30	A.M. 10.25	A.M. 11.50	P.M.	P.M. 4.45	P.M. 6.30	P.M.	P.M. 8.30	P.M. 10.20						
TORONTO (Yonge St.)					12.20			8.45			A.M.	P.M.				
WEST TORONTO											8.45	11.30				
ISLINGTON	s6.47	8.00	9.58	11.15	s11.49	4.16	s 6.00	s 8.15	§ 8.00	9.52	8.30	11.15	A.M. 4.50	P.M. 2.25	P.M. 6.30	A.M. 4.30
OBICO																
SUMMERVILLE	f6.41															
DIXIE	f6.36				f11.42		f 5.53									
COOKSVILLE	s6.31	§7.53	9.51	f 11.06	s11.37	4.09	s 5.48	s 8.06	§ 7.46	9.45	7.53	10.55	4.35	2.05	6.10	4.05
ERINDALE	s6.25	7.48	9.47	11.02	s11.32	4.05	s 5.42	f 8.00	§ 7.40	9.41	7.15	10.42	4.20	1.50	5.55	3.50
STREETSVILLE	s6.18															
STREETSVILLE JCT.	s6.15	§ 7.42	9.42	s 10.57	11.25	f 3.59	s5.35	7.52	s 7.34	§ 9.36	6.55	10.30	4.10	1.35	5.35	3.30
					A.M.			P.M.								
LISGAR	f6.08						f 5.24									
HORNBY	f6.03	7.33	9.35	f 10.46		3.50	s 5.18		f 7.23	9.29	6.35	10.10	3.47	1.15	5.05	3.10
MILTON	s5.55	§ 7.26	s 9.30	s 10.37		s 3.43	s 5.08		s 7.14	§ 9.23	6.20	9.55	3.35	1.00	4.47	2.50
CHRISTIE	f5.48	7.19	9.24	f 10.29		3.35	f 5.00		f 7.07	9.16	6.08	9.42	3.25	12.48	4.30	2.30
CAMPBELLVILLE	f5.43			f 10.23			s 4.53		f 7.01							
GUELPH JCT.	5.40 A.M.	s 7.12	9.18 A.M.	s 10.20		s 3.28	4.50 P.M.		s 6.58	9.10	5.55	9.10	3.15	12.35	4.20	2.10
McRAE				f 10.12												
PUSLINCH		7.02		s 10.08		f 3.18			s 6.43	9.02	5.10	8.40	2.40	12.05 P.M.	3.50	1.27
KILLEAN		6.51		f 9.56		3.08			f 6.30	8.54	4.45	8.18	2.15	11.40	3.25	12.50
GALT		s 6.42		s 9.46 9.32		s3.00			s 6.18 6.07	s 8.46	4.25	7.30	1.53	11.10	3.00	12.25
ORR'S LAKE		6.31		9.25		2.53			6.00	8.37	4.10	7.15	1.38	10.50	2.30	12.05 A.M.
DUMFRIES		6.26		f 9.20		2.48			f 5.55	8.33	4.05	7.05	1.28	10.40	2.20	11.55
AYR		§ 6.19		s 9.12		s 2.40			s5.45	§8.26	3.45	6.45	1.08	10.08	2.00	11.30
WOLVERTON				f 9.03					f 5.35							
DRUMBO		6.09		s 9.00		f 2.30			s 5.32	8.17	3.27	6.20	12.48	9.40	1.40	11.00
BLANDFORD		6.02		f 8.50		2.23			f 5.24	8.11	3.15	6.02	12.35	9.10	1.27	10.45
INNERKIP		5.57		s 8.44		f 2.18			s 5.18	8.07	3.05	5.40	12.25	8.44	1.15	10.35
COAKLEY		5.49		8.34		2.10			5.04	8.00	2.45	5.26	12.05	8.10	12.55	10.15
WOODSTOCK		s 5.47		s 8.28		s 2.08			s 4.56	s 7.57	2.20	5.22	12.01 A.M.	8.00	12.50	10.10
JELLICOE		5.43		8.22		2.06			4.50	7.54	2.10	5.12		7.40	12.40	9.50
ZORRA		5.35		s 8.12		1.58			s4.40	7.46	1.50	4.40		7.20	12.20	9.30
THAMESFORD		5.26		s 7.56		f 1.49			s 4.24	7.38	1.30	4.10		7.00	12.01 P.M.	8.45
NISSOURI		5.20		7.50		1.44			4.18	7.34	1.13	3.55		6.45	11.45	8.30
CRUMLIN		5.13		f 7.44		1.37			f 4.12	7.28	12.55	3.40		6.30	11.30	8.10
ASYLUM				f 7.39												
QUEBEC ST.		5.05		f 7.35		1.30			f 4.05	7.20	12.30 A.M.	3.15 P.M.		6.00 A.M.	11.10 A.M.	7.45 P.M.
ADELAIDE ST.																
LONDON		5.00 A.M.		7.30 A.M.		1.25 P.M.			4.00 P.M.	7.15 P.M.						
	‡ Daily ex. Sun.	‡ Daily	‡ Daily ex. Sun.	‡ Daily ex. Sun.	‡ Daily ex. Sun.	‡ Daily	‡ Daily ex. Sun	‡ Daily ex. Sun.	‡ Daily ex. Sun.	‡ Daily	‡ Daily	‡ Daily	‡ Daily	‡ Daily	‡ Daily	‡ Daily
	642	20	638	630	754	634	640	756	632	22	902	904	78	72	74	76

Hamilton-Goderich Subdivision Train

Orangeville Subdivision Train

Hamilton-Goderich Subdivision Train

Orangeville and Teeswater Subdivision Train

St. Thomas Subdivision Train

TORONTO TERMINA

See page 11 for Galt Subdivision Footnotes.

TIME TABLE No. 45. JUNE 5th, 1921

WESTBOUND TRAINS—INFERIOR DIRECTION

SECOND CLASS			FIRST CLASS				Miles from London	Telegraph and Telephone Offices	WINDSOR SUBDIVISION — STATIONS	Telegraph Calls
7 P.M.R. Passenger / l Daily ex. Sun.	671 Chatham Mixed / l Daily ex. Sun.	5 P.M.R. Passenger / l Daily ex. Sun.	19 The Canadian / l Daily	633 Detroit Passenger / l Daily	21 Detroit Passenger / l Daily	635 The Michigan / l Daily ex. Mon.				
.....	A.M. 8.00	.....	P.M. 10.10	P.M. 7.25	A.M. 11.25	A.M. 3.50	.0	D N	.....LONDON.....K	D O
.....	f 8.12	.....	10.17	f 7.32	11.32	3.59	3.9 / 3.9	T	.....HYDE PARK.....	....
.....	f 8.22	.....	10.22	f 7.38	11.36	4.05	6.9 / 3.0	T	.....LOBO.....	....
.....	s 8.34	.....	10.27	s 7.46	11.41	f 4.13	10.5 / 3.6	D	.....KOMOKA.....	K M
.....	s 8.47	.....	10.33	s 7.53	11.47	f 4.24	15.1 / 4.6	D N	.....CARADOC.....W	C A
.....	8.59	.....	10.38	7.59	11.52	4.31	19.1 / 4.0	T	.....LONGWOOD.....	....
.....	s 9.15	.....	10.45	s 8.09	11.59	f 4.41	25.7 / 6.6	D	.....APPIN.....	N A
.....	s 9.27	.....	10.51	s 8.17	P.M. 12.05	f 4.48	30.2 / 4.5	D	.....GLENCOE.....	C N
.....	s 9.44	.....	11.01	f 8.29	12.14	f 5.00	37.3 / 7.1	D	.....NEWBURY.....	N Y
.....	s 9.55	.....	11.07	s 8.37	12.21	f 5.08	41.9 / 4.6	D N	.....BOTHWELL....W	W H
.....	s 10.12	.....	11.17	s 8.49	12.30	f 5.20	49.3 / 7.4	D	.....THAMESVILLE.....	V S
.....	s 10.29	.....	11.23	s 8.58	12.36	f 5.28	54.7 / 5.4	D	.....KENT BRIDGE.....	K E
.....	s 10.41	.....	11.28	f 9.04	12.41	f 5.35	58.1 / 3.4	T	.....ARKWOOD.....	....
P.M.	10.53	A.M.	11.34	9.12	12.47	5.45	63.2 / 5.1	....	.....EASTEND...WYC	....
7.35	10.55	10.25	11.35	9.14	12.48	5.46	63.8 / .6	....	*..CHATHAM JCT.....	....
7.40	s 11.00	10.30	s 11.41	s 9.22	s 12.53	s 5.55	64.2 / .4	D N	.....CHATHAM ..KW	H A
P.M.	A.M.	A.M.	11.43	9.25	12.55	5.58	65.2 / 1.0	....	.....WESTEND.....	....
.....	.....	.....	11.51	f 9.33	1.02	6.06	70.9 / 5.7	T	.....RINGOLD.....	....
.....	.....	.....	11.59	f 9.41	1.09	f 6.15	76.0 / 5.1	D	.....JEANETTE.....	J N
.....	.....	.....	A.M. 12.05	s 9.49	f 1.14	s 6.24	79.9 / 3.9	D N	.....TILBURY.....W	R U
.....	.....	.....	12.12	f 9.59	1.23	f 6.34	85.9 / 6.0	D	.....HAYCROFT.....	H Y
.....	.....	.....	12.18	f 10.06	1.28	f 6.42	90.1 / 4.2	....	.....ST. JOACHIM.....	....
.....	.....	.....	12.24	f 10.13	1.33	s 6.50	94.2 / 4.1	D	....BELLE RIVER ..W	R I
.....	.....	.....	12.34	f 10.25	1.42	s 7.03	101.0 / 6.8	D	.....ELMSTEAD.....	C K
.....	.....	.....	12.44	f 10.38	1.52	f 7.18	108.1 / 7.1	D N	..WALKERVILLE JCT. K	A K
.....	.....	.....	12.48	10.43	1.54	7.22	109.7 / 1.6	D	*....LAKE SHORE.....	S J
.....	.....	.....	.....	.....	.....	.....	111.2 / 1.5	D N	.WINDSOR YARD .KCW	W A
.....	.....	.....	s 12.55 / 1.05	s 10.50 / 11.00	s 2.00 / 2.10	s 7.30 / 7.40	111.5 / 1.8	D N	Ar.WINDSOR (M.C.R.).R	D I
.....	.....	.....	1.15	11.10	2.20	7.50	115.7	....	...DETROIT (M.C.R.)...	....
.....	.....	.....	A.M.	P.M.	P.M.	A.M. 8.40	115.7 / .0	D N	..DETROIT (Fort St)..B	K X
a Daily ex. Sun. 7	a Daily ex. Sun. 671	a Daily ex. Sun. 5	a Daily 19	a Daily 633	a Daily 21	a Daily ex. Mon. 635			*No passing track.	

EASTBOUND TRAINS—SUPERIOR DIRECTION

FIRST CLASS				SECOND CLASS				THIRD CLASS		FOURTH CLASS
20 The Canadian / a Daily	634 Toronto Passenger / a Daily	22 Montreal Passenger / a Daily		636 Mixed / a Daily ex. Mon.	6 P.M.R. Passenger / a Daily ex. Sun.	672 London Mixed / a Daily. ex. Sun.	8 P.M.R. Passenger / a Daily ex. Sun.	904 Export and Interstate Freight / a Daily	902 Interstate Provision Freight / a Daily	74 Freight / a Daily
A.M. 4.50	P.M. 1.15	P.M. 7.05	.....	A.M. 5.40	.....	P.M. 6.30	.....	P.M. 1.45	P.M. 11.30	A.M. 6.30
4.44	f 1 09	6.59	.....	5.25	.....	f 6.15	.....	1.09	11.14	6.15
4.38	f 1.04	6.50	.....	5.15	.....	f 6.01	.....	12.40	11.02	6.05
4.31	s 12.57	6.45	.....	5.05	.....	s 5.47	.....	12.25	10.48	5.50
4.24	f 12.49	6.38	.....	20—635 4.44 / 4.14	.....	s 5.32	.....	12.10	10.33	5.35
4.19	12.42	6.32	.....	3.55	.....	5.17	.....	P.M. 11.52	10.05	5.20
4.11	s 12.34	6.23	.....	3.40	.....	f 5.00	.....	11.25	9.42	5.00
4.04	s 12.26	6.17	.....	3.25	.....	f 4.47	.....	11.10	9.25	4.48
3.54	s 12.14	6.08	.....	3.03	.....	f 4.25	.....	10.50	9.00	4.23
3.48	s 12.02	6.01	.....	2.40	.....	s 4.10	.....	10.36	8.37	3.48
3.38	P.M. s 11.49	5.51	.....	2.20	.....	s 3.45	.....	10.12	8.04	3.10
3.30	s 11.39	5.44	.....	2.05	.....	s 3.30	.....	9.40	7.48	2.50
3.25	f 11.31	5.39	.....	1.55	.....	s 3.18	.....	9.25	7.35	2.40
3.19	11.23	5.32	.....	1.40	A.M.	3.03	P.M.	9.10	7.20	2.25
3.18	11.22	5.31	.....	1.35	9.22	3.01	5.17	9.07	7.07	2.10
s 3.17	s 11.18	s 5.30	.....	1.30 / 12.35	9.20	3.00	5.15	9.05	7.05	2.05
3.09	11.10	5.24	.....	12.30	A.M.	P.M.	P.M.	9.00	7.00	2.00
3.02	f 11.02	5.16	.....	f 12.22	.....	.....	.....	8.40	6.45	1.40
2.55	f 10.54	5.10	.....	f 12.15	.....	.....	.....	8.20	6.30	1.25
2.50	s 10.47	s 5.05	.....	s 12.05	.....	.....	.....	8.08	6.15	1.15
2.42	f 10.37	4.57	.....	A.M. f 11.50	.....	.....	.....	7.50	5.58	12.55
2.36	f 10.30	4.52	.....	f 11.42	.....	.....	.....	7.37	5.47	12.40
2.31	f 10.23	4.47	.....	f 11.35	.....	.....	.....	7.25	5.35	12.24
2.21	f 10.12	4.38	.....	f 11.25	.....	.....	.....	7.03	5.15	A.M. 11.55
2.10	f 10.00	4.29	.....	s 11.10	.....	.....	.....	6.30	4.55	11.35
2.06	f 9.57	4.26	.....	11.05	.....	.....	.....	6.15	4.42	11.25
.....	.....	.....	.....	.....	.....	.....	.....	6.00	4.30	11.10
s 2.00 / 1.40	s 9.50 / 9.40	s 4.20 / 4.10	.....	s 11.00 / 10.50	.....	.....	.....	A.M.	P.M.	P.M.
1.30	9.30	4.00	.....	.....	.....	.....	.....	.....	.....	.....
A.M.	A.M.	P.M.	.....	9.50	.....	.....	.....	.....	.....	.....
l Daily 20	l Daily 634	l Daily 22		P.M. l Daily ex. Sun. 636	l Daily ex. Sun. 6	l Daily ex. Sun. 672	l Daily ex. Sun. 8	l Daily 904	l Daily 902	l Daily 74

Westbound Pere Marquette trains may leave Chatham Jct. without receiving terminal clearance.

Trains will not exceed a speed of 10 miles per hour passing Queen St., Chatham.

Operators will register first class trains and Nos. 904 and 902 at Walkerville Jct., except when green signals are displayed by any section thereof, in which case conductor must register.

Trains of Essex Terminal Railway will not proceed against the current of traffic on main track between Windsor, M.C.R., Interchange and Lake Shore, on the time of the C.P.R. regular trains without first obtaining from Windsor Yard Office a clearance showing that all overdue regular trains have arrived and departed.

Nos. 635 and 636 will use Essex Terminal and M.C.R. tracks between Lake Shore and C.P.R. Slip Dock, Windsor.

No. 901 Import Interstate Mdse. Lv. London 3.30 p.m., Ar. Windsor 11.30 p.m.

No. 903 Newport Detroit Freight Lv. London 10.00 a.m., Ar. Windsor 6.30 p.m.

Trains between Windsor M.C.R. and Detroit M.C.R. are operated on M.C.R. tracks and controlled by M.C. Ry.

No. 636 will not handle any freight Detroit to Chatham.

Maintenance of way employees will provide manual flagging protection as per rules 49 and 50 on page 17 maintenance of way rules and instructions.

Windsor Subdivision. To comply with Rule No. 99, between London and Glencoe flagman must go out

13 telegraph poles instead of 10 to equal 500 yards
30 " " " " 24 " " 1200 "
45 " " " " 36 " " 1800 "

GALT SUBDIVISION FOOTNOTES

Trains between Obice and Bathurst St. and between West Toronto and Toronto (Yonge Street) will be governed by Toronto Terminals Division time table, pages 8 and 9. Trains between Bathurst St. and Toronto will be governed by Union Station Terminals time table.

Switch leading into van siding at Guelph Jct. must be left lined up for van siding showing red light.

See page 17 for Special Instructions regarding Automatic Block Signals between Parkdale and Streetsville Jct. and between Guelph Jct. and Woodstock.

To comply with Rule 99, between Puslinch and Killean flagman must go out

11 telegraph poles instead of 10 to equal 500 yards.
27 " " " " 24 " " 1200 "
40 " " " " 36 " " 1800 "

Between Streetsville Jct. and mile 31 and between Killean and London

13 telegraph poles instead of 10 to equal 500 yards.
30 " " " " 24 " " 1200 "
45 " " " " 36 " " 1800 "

Maintenance of way employees will provide manual flagging protection as per rules 49 and 50 on page 17 maintenance of way rules and instructions.

Trains will not exceed a speed of 10 miles per hour passing over first public crossing east of Galt station and first public crossing west of Drumbo.

Eastbound passenger trains must occupy 9 minutes and other Eastbound trains 15 minutes between Permanent Slow Post, mileage 38 and Milton.

Eastbound passenger trains must occupy 4 minutes and other Eastbound trains 9 minutes between Permanent Slow Post, mileage 60, and west switch Galt.

Eastbound trains must run at a uniform rate of speed over above mentioned territories and if delayed between these points speed must not be increased in order to recover time lost.

§ No. 629 will stop at Islington to pick up passengers or points west of Streetsville Jct.

§ No. 632 will stop at Erindale, Cooksville and Islington to let off passengers from points west of Guelph Jct.

§ No. 633 will stop on flag at Cooksville and Streetsville Jct. to pick up passengers for points Puslinch and west, and at Cooksville on Saturday and Sunday.

§ No. 20 will stop on flag at Ayr for passengers for Guelph Jct. and Toronto.

§ No. 20 will stop on flag at Milton and Cooksville Sunday.

§ No. 20 will stop at Streetsville Jct. to let off passengers from Guelph, Galt and points west. Also to pick up passengers on Sunday.

§ No. 21 stop at Ayr to let off passengers from east of Toronto.

§ No. 22 will stop at Ayr, Milton and Streetsville Jct. on Sunday to pick up passengers.

East bound trains may pass Adelaide St. London, without receiving terminal clearance as required by rules.

Operators will register Galt Subdivision trains at Streetsville Jct., and first class trains at Quebec St., and first class eastbound trains at Guelph Jct., except when green signals are displayed by any section thereof, in which case conductor must register.

No. 905
Montreal Mdse. Lv. West Toronto 4.00 am, Ar. London 1.25 pm

No. 901 Import Interstate (Chicago Bullet) } " " " " 6.30 am, " " 2.30 pm

Toronto London } " " " " 9.00 pm, " " 7.00 am

St. Thomas " " " " 10.30 pm " St. Thomas 8.00 am

No. 903 Newport Detroit Freight } " " " " 11.30 pm, " " 8.30 am

TIME TABLE No. 45. JUNE 5th, 1921

ST. THOMAS SUBDIVISION

WESTBOUND TRAINS INFERIOR DIRECTION — FIRST CLASS				Miles from Woodstock	Telegraph and Telephone Offices	STATIONS	Telegraph Calls	EASTBOUND TRAINS SUPERIOR DIRECTION — FIRST CLASS		FOURTH CLASS	
		657 Pasgr. / Daily ex. Sun.	655 Pasgr. / Daily ex. Sun.					656 Pasgr. a Daily ex. Sun.	658 Pasgr. a Daily ex. Sun.	80 Freight a Daily ex. Sun.	78 Freight a Daily
		P.M. 6.35	A.M. 10.40	.0	D N	WOODSTOCK..KCW	W	A.M. 8.20	P.M. 4.35	A.M. 11.15	P.M. 11.40
						4.2					
		s 6.47	s 10.55	4.2	D	BEACHVILLE	B V	s 8.05	s 4.20	10.55	11.20
						4.7					
		s 7.00	s 11.10	8.9	D	INGERSOLL ...KW (Jct. with Port Burwell S.D.)	I G	s 7.53	s 4.08	10.15	11.00
						5.2					
		s 7.14	s 11.27	14.1	D	PUTNAM	M A	s 7.38	s 3.53	9.35	10.20
						4.7					
		s 7.26	s 11.40	18.8	D	HARRIETSVILLE	H	s 7.26	s 3.41	9.00	10.05
						3.0					
		f 7.32	f 11.47	21.8		*GLADSTONE CROSSING		f 7.20	f 3.35		
						3.0					
		s 7.38	s 11.55	24.8	D	BELMONT.....W	B	s 7.14	s 3.28	8.35	9.40
			P.M.			3.1					
		f 7.48	f 12.05	27.9		*O'DELL		f 7.05	f 3.18		
						4.1					
		7.58	12.15	32.0		WABASH TRANSFER		6.55	3.10	8.10	9.10
						1.6					
		8.05 P.M.	12.20 P.M.	33.6	D N	ST. THOMAS..KCW	S A	6.50 A.M.	3.05 P.M.	8.00 A.M.	9.00 P.M.
		a Daily ex. Sun. 657	a Daily ex. Sun. 655			*No passing track.		/ Daily ex. Sun. 656	/ Daily ex. Sun. 658	/ Daily ex. Sun. 80	/ Daily 78

Railway Crossing at Grade with Michigan Central just east of the station in M.C.R. Yard, St. Thomas. Trains will not exceed a speed of 6 miles per hour passing over Thames St., Ingersoll, between the hours of 7.00 p.m. and 7.30 a.m. daily except Sunday and full twenty-four hours on Sunday. All switching movements to be flagged during hours gates are not in operation.

Maintenance of way employees will provide unattended flag protection as per rules 51 and 52 on page 18 maintenance of way rules and instructions.

ST. MARYS SUBDIVISION

WESTBOUND TRAINS INFERIOR DIRECTION — SECOND CLASS				Miles from Ingersoll North	Telegraph and Telephone Offices	STATIONS	Telegraph Calls	EASTBOUND TRAINS SUPERIOR DIRECTION — SECOND CLASS			
		665 Mixed / Daily ex. Sun.	663 Mixed / Daily ex. Sun.					664 Mixed a Daily ex. Sun.	666 Mixed a Daily ex. Sun.		
		P.M. 6.25	A.M. 10.00	.0	D	INGERSOLL NORTH. ...KW	G R	A.M. 8.50	P.M. 5.00		
						4.3					
		s 6.35 6.50	s 10.15 10.40	4.3	D	ZORRA ...K (Jct. with Galt S.D.)	C D	8.40 s 8.08	4.45 s 4.20		
						5.0					
		s 7.05	s 11.00	9 3	D	EMBRO	B M	s 7.55	s 4.05		
						2.8					
		f 7.15	f 11.15	12.1		*BENNINGTON		f 7.45	f 3.45		
						1.4					
		f 7.25	f 11.25	13.5		*McCONKEY		f 7.35	f 3.37		
						2.8					
		s 7.35	s 11.40	16.3	D	LAKESIDE	K I	s 7.25	s 3.27		
						2.8					
		f 7.45	f 11.55	19.1		*UNIONDALE		f 7.13	f 3.15		
			P.M.			4.6					
		f 8.00	f 12.10	23.7		*LIND		f 7.00	f 3.00		
						1.3					
		8.05 P.M.	12.20 P.M.	25.0	D	ST. MARYS ..... KCW	M R	6.55 A.M.	2.55 P.M.		
		a Daily ex. Sun. 665	a Daily ex. Sun. 663			*No passing track.		/ Daily ex. Sun. 664	/ Daily ex. Sun. 666		

Engines must not pass over Thames Street, Ingersoll North, unless preceded by flagman, and not exceed a speed of 6 miles per hour between Thames Street and packing house.

Maintenance of way employees will provide unattended flag protection as per rules 51 and 52 on page 18 maintenance of way rules and instructions.

PORT BURWELL SUBDIVISION

NORTHBOUND TRAINS INFERIOR DIRECTION — SECOND CLASS	FIRST CLASS	Miles from Ingersoll	Telegraph and Telephone Offices	STATIONS	Telegraph Calls	SOUTHBOUND TRAINS SUPERIOR DIRECTION — FIRST CLASS	SECOND CLASS
661 Mixed / Daily ex. Sun.	659 Passenger / Daily ex. Sun.					662 Passenger a Daily ex. Sun.	660 Mixed a Daily ex. Sun.
P.M. 1.55	A.M. 6.10	33.4	D N	PORT BURWELL....KCW	B W	P.M. 8.40	P.M. 1 30
				2.1			
s 2.05	s 6.18	31.3	D	VIENNA	V I	s 8.35	s 1.20
				2.8			
f 2.13	f 6.25	28.5		*KINGLAKE		f 8.26	f 1.10
				2.9			
s 2.23	s 6.33	25.6	D	STRAFFORDVILLE	S F	s 8.17	s 1.00
				3.7			
f 2.33	f 6.43	21.9		EDEN		f 8.07	f 12.45
				3.9			
		18.0		*LOOP LINE TRANSFER			
				2.6			
s 2.53	s 7.00	15.4	D N	TILLSONBURG .... YCW	N G	s 7.51	s 12.23
				3.1			
f 3.10	f 7.10	12.3		OSTRANDER		f 7.43	f 12.10
				4.6			P.M.
s 3.25	s 7.22	7.7	D	MOUNT ELGIN	M O	s 7.33	s 11.55
				3.2			
f 3.40	f 7.30	4.5		SALFORD		f 7.25	f 11.35
				4.5			
3.55 P.M.	7.40 A.M.	.0	D	INGERSOLL.....KW	I G	7.15 P.M.	11.20 A.M.
a Daily ex. Sun. 661	a Daily ex. Sun. 659			*No passing track.		/ Daily ex. Sun. 662	/ Daily ex. Sun. 660

Permanent Slow Post affecting southbound trains.—Passenger trains will not exceed a speed of 20 miles per hour and freight trains 15 miles per hour between this slow post and south end of bridge at mileage 24.0, and all trains 10 miles per hour passing over Queen St., Tillsonburg. Large engines must not exceed a speed of 6 miles per hour around the wye at Tillsonburg.

See footnote on St. Thomas Subdivision time-table regarding Thames St. Crossing, Ingersoll.

Maintenance of way employees will provide unattended flag protection as per rules 51 and 52 on page 18 maintenance of way rules and instructions.

LISTOWEL SUBDIVISION

WESTBOUND TRAINS INFERIOR DIRECTION — SECOND CLASS		Miles from Linwood	Telegraph Offices	STATIONS	Telegraph Calls	EASTBOUND TRAINS SUPERIOR DIRECTION — SECOND CLASS	
653 Mixed / Daily ex. Sun.	651 Mixed / Daily ex. Sun.					652 Mixed a Daily ex. Sun.	654 Mixed a Daily ex. Sun.
P.M. 8.15	A.M. 10.55	.0	D	LINWOOD.....YKW	W O	A.M. 7.40	P.M. 3.05
				4.4			
f 8.29	f 11.10	4.4		DORKING		f 7.28	f 2.50
				4.7			
f 8.44	f 11.25	9.1		TRALEE		f 7.15	f 2.35
				7.1			
9 00 P.M.	11.45 A.M.	16.2	D	LISTOWEL ..... YKCW	S R	7.00 A.M.	2.15 P.M.
a Daily ex. Sun. 653	a Daily ex. Sun. 651					/ Daily ex. Sun. 652	/ Daily ex. Sun. 654

Railway Crossing at Grade with Grand Trunk Factory Siding just north of station in Listowel Yard, not interlocked.

Maintenance of way employees will provide unattended flag protection as per rules 51 and 52 on page 18 maintenance of way rules and instructions.

HAMILTON-GODERICH SUBDIVISION

WESTBOUND TRAINS INFERIOR DIRECTION — FIRST CLASS						Miles from Hamilton Jct.	Telegraph and Telephone Offices	STATIONS	Telegraph Calls	EASTBOUND TRAINS SUPERIOR DIRECTION — FIRST CLASS						THIRD CLASS
649 Pagr. ℓ Daily ex. Sun.	639 Pagr. ℓ Daily ex. Sun.	647 Pagr. ℓ Daily ex. Sun.	645 Pagr. ℓ Daily ex. Sun.	637 Pagr. ℓ Daily ex. Sun.	643 Pagr. ℓ Daily ex. Sun.					644 Pagr. a Daily ex. Sun.	638 Pagr. a Daily ex. Sun.	646 Pagr. a Daily ex. Sun.	648 Pagr. a Daily ex. Sun.	640 Pagr. a Daily ex. Sun.	650 Pagr. a Daily ex. Sun.	84 Freight a Daily ex. Sun.
P.M. 6.40		P.M. 4.00	A.M. 10.50		A.M. s 7.20			DOUBLE TRACK: HAMILTON KCWY		A.M. 8.15		A.M. 11.10	P.M. 4.20		P.M. 8.00	
								3.6								
s 6.48	Galt Subdivision Trains	s4.10	s11.02	Galt Subdivision Trains	s 7.28	.0	D N	*HAMILTON JCT. R	S U	s 8.05	Galt Subdivision Train	s11.02	s4.10	Galt Subdivision Train	s 7.49	
								5.0								
f 7.03		s 4.23	s 11.13		s 7.41	5.0	....	*WATERDOWN So.	....	s 7.53		s 10.49	s 3.58		s 7.37	
								5								
f 7.05		4.26	f 11.17		7.50	5.5	D	.WATERDOWN No..	W D	17.50		f 10.47	f 3.55		f 7.33	
								2.2								
f 7.10		f 4.31	f 11.23		f 7.57	7.7	....	*...MILL GROVE...	....	f 7.42		f 10.42	f 3.49		f 7.24	
								3.3								
17.16		f 4.37	s 11.30		s 8.05	11.0	D	.... FLAMBORO.....	R O	s 7.35		s 10.36	3.43		s7.16	
								5.4								
s 7.28	P.M. 6.31	s 4.47	a 11.40	A.M. s 9.19	8.15	16.4	D N	GUELPH JCT. YKCW (Jct. with Galt S.D.)	G U	7.20	A.M. 9.13	10.25	3.30	P.M. s 4.48	7.05	P.M. 2.15
7.05		5.05	11.45		A.M.					s 7.05		A.M.	s 3.15		s 6.45	
								3.8								
f 8.15	6.38	s 5.15	f 11.53	s 9.27	.....	20.2	D	.....MOFFAT.....	MO	f 6.57	s 9.04	.....	f 3.07	s 4.38	f6.38	1.45
			P.M.					3.0								
f 8.23	6.43	f 5.24	f 12.01	f 9.34	.....	23.2	....	.....CORWHIN.....	....	f 6.50	f 8.58	.....	f 3.00	§ 4.31	f 6.30	1.30
								3.9								
f 8.31	6.52	f 5.32	f 12.09	f 9.42	.....	27.1	....	.....ARKELL.....	....	f 6.42	f 8.50	.....	f 2.52	4.23	f 6.22	.....
								2.5								
f 8.38	f 7.00	f 5.40	f 12.16	f 9.47	.....	29.6	....	*..SPEEDWELL.....	....	f 6.35	f 8.45	.....	f 2.45	f 4.16	f 6.15	.....
								2.0								
8.45	s 7.10	5.50	12.25	s 9.55	.....	31.6	D N	...GUELPH..YKCW	H U	6.30	s 8.40	.....	2.40	s 4.08	6.10	1.00
								6.1								
P.M.	s 7.25	P.M.	P.M.	s 10.07	.....	37.7	D	.....ARISS.....	W N	A.M.	s 8.25	.....	P.M.	s 3.52	P.M.	P.M. 11.59
								6.0								
.....	f 7.36	.....	.....	s 10.18	.....	43.7	D	*..W. MONTROSE.	W M	.....	s 8.14	.....	.....	s 3.40	.....	11.40
								3.9								
.....	s 7.45	.....	.....	s 10.28	.....	47.6	D	.....ELMIRA....W	M E	.....	s 8.06	.....	.....	s 3.31	.....	11.25
								4.1								
.....	s 7.55	.....	.....	s 10.38	.....	51.7	D	...WALLENSTEIN...	S W	.....	s 7.57	.....	.....	s 3.23	.....	11.10
								4.9								
.....	s 8.08	.....	.....	s10.50	.....	56.6	D	...LINWOOD..YKW (Jct. with Listowel S.D.)	W O	.....	s 7.48	.....	.....	s 3.13	.....	10.50
								5.6								
.....	s 8.19	.....	.....	s 11.01	.....	62.2	D	.....MILLBANK.....	B D	.....	s 7.33	.....	.....	s 3.00	.....	10.10
								4.2								
.....	s 8.27	.....	.....	s 11.11	.....	66.4	D	....MILVERTON....	V N	.....	s 7.24	.....	.....	s 2.50	.....	9.50
								8.7								
.....	s 8.43	.....	.....	s 11.27	.....	75.1	D	..W. MONKTON..W	K S	.....	s 7.09	.....	.....	s 2.34	.....	9.20
								6.2								
.....	f 8.56	.....	.....	f 11.39	.....	81.3	....	.....McNAUGHT.....	....	.....	f 6.58	.....	.....	f 2.24	.....	9.00
								6.4								
.....	s 9.07	.....	.....	s 11.51	.....	87.7	D	.....WALTON.....	W A	.....	s 6.47	.....	.....	s 2.13	.....	8.40
				P.M.				7.6								
.....	s 9.19	.....	.....	s 12.03	.....	95.3	D	.....BLYTH.....W	B Y	.....	s 6.35	.....	.....	s 2.01	.....	8.15
								5.9								
.....	s 9.31	.....	.....	s 12.14	.....	101.2	D	.....AUBURN.....	B U	.....	s 6.24	.....	.....	s 1.50	.....	7.45
								5.0								
.....	s 9.42	.....	.....	f 12.24	.....	106.2	D	.....McGAW.....	M C	.....	s 6.14	.....	.....	s 1.40	.....	7.25
								3.9								
.....	f 9.50	.....	.....	f 12.31	.....	110.1	....	*....MENESET....	....	.....	f 6.05	.....	.....	f 1.30	.....	....
								1.7								
.....	9.55	.....	.....	12.35	.....	111.8	D	..GODERICH..CW	R G O	.....	6.00	.....	.....	1.25	.....	7.00
	P.M.			P.M.							A.M.			P.M.		A.M.
a Daily ex. Sun. 649	a Daily ex. Sun. 639	a Daily ex. Sun. 647	a Daily ex. Sun. 645	a Daily ex. Sun. 637	a Daily ex. Sun. 643			*.No passing track.		ℓ Daily ex. Sun 644	ℓ Daily ex. Sun. 638	ℓ Daily ex. Sun. 646	ℓ Daily ex. Sun. 648	ℓ Daily ex. Sun. 640	ℓ Daily ex. Sun. 650	ℓ Daily ex. Sun. 84

Railway Crossing at Grade with Grand Trunk Spur Line at Goldie Mill, Guelph, not interlocked.

Permanent Slow Post mileage 109.5, affecting westbound trains, which must not exceed schedule speed between Meneset and Goderich, and all trains must not exceed a speed of 8 miles per hour mileage 4.1 to 4.5. Eastbound trains must not exceed schedule speed descending 2% grade between Waterdown North and Hamilton Jct., and must strictly observe air brake rules governing the handling of trains on heavy grades.

No train or engine will pass over Eramosa Road Crossing, Guelph, between 12 midnight Saturday and 12 midnight Sunday, until gates are lowered by train or enginemen. No switching movements must be made over Allen's road at Guelph by switch engine or road engine without a man walking ahead of engine or cars to protect crossing.

Operator at Hamilton Jct. will register eastbound first class trains except when green signals are displayed by any section thereof, in which case conductor must register. Trains between Hamilton Jct. and Hamilton will be governed by Tor. Ter. Div. Time Table, p. 9.

Article 27 (A) rules for the operation and inspection of the air brake and air train signal, effective December, 1917, applies on all freight trains running from Waterdown South to Hamilton Jct.

To comply with Rule 99 between Guelph Jct. and Hamilton, Flagmen must go out: 13 telegraph poles instead of 10 to equal 500 yards; 31 telegraph poles instead of 24 to equal 1200 yards; 47 telegraph poles instead of 36 to equal 1800 yards.

Between Hamilton and Guelph maintenance of way employees will provide manual flagging protection as per rules 49 and 50 on page 17 maintenance of way rules and instructions.

Between Guelph and Goderich, maintenance of way employees will provide unattended flag protection as per rules 51 and 52 on page 18 maintenance of way rules and instructions.

No. 640 will stop on flag at Corwhin to pick up passengers for points west of Guelph Jct.

WALKERTON SUBDIVISION

WESTBOUND TRAINS INFERIOR DIRECTION — FIRST CLASS		Miles from Saugeen	Telegraph Offices	STATIONS	Telegraph Calls	EASTBOUND TRAINS SUPERIOR DIRECTION — FIRST CLASS		THIRD CLASS
717 Passenger ℓ Daily ex. Sun.	715 Passenger ℓ Daily ex. Sun.					716 Passenger a Daily ex. Sun.	718 Passenger a Daily ex. Sun.	92 Freight a Daily ex. Sun.
P.M. 9.20	A.M. 11.50	.0	....	.....SAUGEEN.....BW	S U	A.M. 7.55	P.M. 4.35	A.M. 9.50
	P.M.	5.5						
s 9 33	s 12.03	5.5	D	.....PRICEVILLE.....	V I	s 7.40	s 4.20	9.30
		4.5						
f 9.44	f 12.14	9.9	....	*.....GLEN.....	....	f 7.28	f 4.08	9.10
		2.0						
f 9.50	f 12.20	11.9	....	.....McWILLIAMS.....	....	f 7.22	f 4.02	9.05
		4.7						
s 10.03	s 12.33	16.6	D	.....DURHAM.....W	D	s 7.10	s 3.50	8.45
		6.6						
f 10.18	f 12.48	23.2	....	.....ALLAN PARK.....	....	f 6.55	f 3.35	8.10
		4.3						
s 10.30	s 1.00	27.5	D	.....HANOVER.....	H	s 6.45	s 3.25	7.50
		3.6						
f 10 40	f 1.10	31.1	...	*.....MAPLE HILL.....	...	f 6.35	f 3.15	7.20
		6.5						
10.55 P.M.	1.25 P.M.	37 6	D	.....WALKERTON.....K	W	6.20 A.M.	3.00 P.M.	7.00 A.M.
a Daily ex. Sun. 717	a Daily ex. Sun. 715			*No passing track.		ℓ Daily ex. Sun. 716	ℓ Daily ex. Sun. 718	ℓ Daily ex. Sun. 92

Trains must not exceed a speed of 10 miles per hour passing over Durham Road Crossing, Walkerton.

Maintenance of way employees will provide unattended flag protection as per rules 51 and 52 on page 18 maintenance of way rules and instructions.

To comply with Rule 99, Flagmen must go out 25 telegraph poles instead of 24 to equal 1200 yards, and 37 telegraph poles instead of 36 to equal 1800 yards.

ELORA SUBDIVISION

WESTBOUND TRAINS INFERIOR DIRECTION — SECOND CLASS		Miles from Cataract.	Telegraph Offices	STATIONS	Telegraph Calls	EASTBOUND TRAINS SUPERIOR DIRECTION — SECOND CLASS	
747 Mixed ℓ Daily ex. Sun.	745 Mixed ℓ Daily ex. Sun.					746 Mixed a Daily ex. Sun.	748 Mixed a Daily ex. Sun.
P.M. s 7.10	A.M. s 10.20	.0	D	.....CATARACT.....BW	C H	A.M. s 9.25	P.M. s 6.20
		4.5					
s 7.25	s 10.45	4.5	D	.....ERIN.....	N I	s 9.05	s 6.07
		3.7					
s 7.37	s 11.10	8.2	D	.....HILLSBURG.....	K S	s 8.25	s 5.55
		4.5					
s 7.50	s 11.35	12.7	D	.....ORTON.....W	O R	s 8.00	s 5.43
		4.9					
s 8.03	s 11.55	17.6	D	.....BELWOOD.....	B D	s 7.40	s 5.30
	P.M.	2.8					
f 8.11	f 12.04	20.4	....	*.....SPIER.....	....	f 7.20	f 5.22
		4.5					
s 8.21	s 12.25	24.9	D	.....FERGUS.....	R G	s 7.10	s 5.10
		2.4					
8.30 P.M.	12.35 P.M.	27.3	D	.....ELORA.....K	R A	6.45 A.M.	5.00 P.M.
a Daily ex. Sun. 747	a Daily ex. Sun. 745			*No passing track.		ℓ Daily ex. Sun. 746	ℓ Daily ex. Sun. 748

Permanent Slow Post affecting eastbound trains at mileage 0.9. Trains must occupy not less than 3 minutes between this slow post and Cataract.

Maintenance of way employees will provide unattended flag protection as per rules 51 and 52 on page 18 maintenance of way rules and instructions.

To comply with Rule 99, Flagmen must go out 25 telegraph poles instead of 24 to equal 1200 yards, and 37 telegraph poles instead of 36 to equal 1800 yards.

TIME TABLE No. 45. JUNE 5th, 1921.

NORTHBOUND TRAINS INFERIOR DIRECTION							Miles from Bolton	Telegraph Offices	OWEN SOUND SUBDIVISION	Telegraph Calls	SOUTHBOUND TRAINS SUPERIOR DIRECTION				
THIRD CLASS		FIRST CLASS									FIRST CLASS				THIRD CLASS
91 Freight / Daily ex. Sun.	89 Freight / Daily	707 Owen Sound Pagr. / Daily ex. Sun.	755 Teeswater Pagr. / Daily ex. Sun.	705 Owen Sound Pagr. / Daily ex. Sun.	753 Teeswater Pagr. / Daily ex. Sun.				STATIONS		706 Owen Sound Pagr. a Daily ex. Sun.	754 Teeswater Pagr. a Daily ex. Sun.	756 Teeswater Pagr. a Daily ex. Sun.	708 Owen Sound Pagr. a Daily ex. Sun.	88 Freight a Daily ex. Sun.
TORONTO TERMINALS															
.....	.....	P.M. 5.20	.....	.....	.....		.....	.....	.....TORONTO.....	.....	A.M. 11.35	.....	.....	.....	TORONTO TERMINALS
.....	.....	.....	4.45	P.M. 8.10	A.M. 7.15		.....	.....	TORONTO (Yonge St.)	.....	.....	P.M. 12.20	P.M. 8.45	P.M. 8.20	
MacTier Subd.	.....	5.40	5.05	8.30	7.35		.....	.....	..WEST TORONTO..	.....	11.15	11.59	8.25	8.00	MacTier Subd.
									21.6						
.....	.....	s 6.30	.....	s 9.17	.....		.0	D N	.....BOLTON.YRW	B O	s 10.25			s 7.04	.....
									5.9						
.....	.....	s 6.51	.....	s 9.29	.....		5.9	D	....MONO ROAD....	M R	s 10.15			s 6.51	.....
									8.6						
.....	.....	s 7.18	.....	s 9.55	.....		14.5	D	.....CALEDON.....	C R	s 9.55	Orangeville Subdivision Train	Orangeville Subdivision Train	s 6.30	.....
									4.6						
STAFF SYSTEM ABSOLUTE	A.M.	A.M.	P.M.		A.M.							A.M.	P.M.		
	11.20	4.30	s 7.28	s 7.20	s 10.05	s 9.47	19.1	....	.....MELVILLE ...R (Jct. with Orangeville S.D.)	....	s 9.40	s 9.47	s 6.15	s 6.20	.....
									2.8						P.M.
	11.35	4.45	s 7.35 / 7.55	s 7.27 / 7.42	s 10.12 / 10.30	s 9.57 / 10.17	21.9	D N	ORANGEVILLE.KCW	H O	s 9.35 / 9.20	s 9.40 / 9.30	s 6.07 / 5.50	s 6.15 / 6.00	1.00
									4.1						
	A.M.	A.M.		P.M.		A.M.						A.M.	P.M.		
.....	.....	s 8.07	s 7.55	s 10.42	s 10.30		26.0	D	.....FRAXA.....YR (Jct. with Teeswater S.D.)	B U	s 9.08	s 9.20	s 5.40	s 5.50	12.40
									3.2						
.....	.....	f 8.14	.....	f 10.48	.....		29.2	....	*....LAUREL.....	....	f 9.01	.....	.....	f 5.42	12.30
									4.3						
.....	.....	f 8.22	.....	f 10.56	.....		33.5	....	.....CROMBIES.....	....	f 8.53	.....	.....	f 5.34	12.15 P.M.
									4.4						
.....	.....	s 8.34	.....	s 11.07	.....		37.9	D	....SHELBURNE..W	S B	s 8.43	.....	.....	s 5.25	12.00
									3.5						
.....	.....	f 8.42	.....	s 11.14	.....		41.4	....	...MELANCTHON....	....	f 8.33	.....	.....	f 5.13	11.40
									3.8						
.....	Orangeville Subdivision Train	s 8.50	Teeswater Subdivision Train	s 11.21	Teeswater Subdivision Train		45.2	D	....CORBETTON....	C J	s 8.26	.....	.....	s 5.06	11.21
									4.1						
.....	Orangeville Subdivision Train	s 9.00	Teeswater Subdivision Train	s 11.30	Teeswater Subdivision Train		49.3	D	.....DUNDALK.....	K D	s 8.17	.....	.....	s 4.57	10.55
									5.0						
.....	Orangeville Subdivision Train	s 9.10	Teeswater Subdivision Train	s 11.40	Teeswater Subdivision Train		54.3	D	.....PROTON.....	P N	s 8.06	.....	.....	s 4.45	10.30
									2.0						
.....	Orangeville Subdivision Train	s 9.16	Teeswater Subdivision Train	s 11.44	Teeswater Subdivision Train		56.3	....	.....SAUGEEN ..YW (Jct. with Walkerton S.D.)	S U	s 8.02	.....	.....	s 4.40	10.20
									3.4						
.....	Orangeville Subdivision Train	s 9.30	Teeswater Subdivision Train	s 11.52	Teeswater Subdivision Train		59.7	D	....FLESHERTON....	F N	s 7.55	.....	.....	s 4.30	10.00
				P.M.					6.3						
.....	Orangeville Subdivision Train	s 9.45	Teeswater Subdivision Train	s 12.04	Teeswater Subdivision Train		66.0	D	....MARKDALE..W	M K	s 7.42	.....	.....	s 4.18	9.25
									5.3						
.....	Orangeville Subdivision Train	s 9.56	Teeswater Subdivision Train	s 12.15	Teeswater Subdivision Train		71.3	D	....BERKELEY....	D Y	s 7.31	.....	.....	s 4.06	9.00
									4.1						
.....	Orangeville Subdivision Train	s 10.06	Teeswater Subdivision Train	s 12.23	Teeswater Subdivision Train		75.4	D	.HOLLAND CENTRE	S F	s 7.23	.....	.....	s 3.58	8.35
									7.0						
.....	Orangeville Subdivision Train	s 10.21	Teeswater Subdivision Train	s 12.37	Teeswater Subdivision Train		82.4	D	..CHATSWORTH.W	C W	s 7.10	.....	.....	s 3.45	8.05
									5.1						
.....	Orangeville Subdivision Train	f 10.30	Teeswater Subdivision Train	f 12.45	Teeswater Subdivision Train		87.5	....	.....ROCKFORD.....	....	f 7.00	.....	.....	f 3.35	7.35
									7.4						
.....	Orangeville Subdivision Train	10.45 P.M.	Teeswater Subdivision Train	1.00 P.M.	Teeswater Subdivision Train		94.9	D N	.OWEN SOUND...K	O N	6.45 A.M.	.....	.....	3.20 P.M.	7.15 A.M.
	a Daily ex. Sun. 91	a Daily 89	a Daily ex. Sun. 707	a Daily ex. Sun. 755	a Daily ex. Sun. 705	a Daily ex. Sun. 753			*No passing track.		/ Daily ex. Sun. 706	/ Daily ex. Sun. 754	/ Daily ex. Sun. 756	/ Daily ex. Sun. 708	/ Daily ex. Sun. 88

Permanent Slow Post affecting southbound trains at mileage 12.4. Trains will be run at a uniform rate of speed and passenger trains must occupy not less than 8 minutes and freight trains not less than 15 minutes between this slow post and Cardwell Tank. Permanent Slow Post affecting southbound trains at mileage 24.9. Trains must occupy not less than 8 minutes between this slow post and Orangeville.

Operator at Fraxa will register first class trains except when green signals are displayed by any section thereof, in which case conductor must register. Trains between Bolton and West Toronto will be governed by MacTier Sub-division Time Table, page 15. Trains between West Toronto and Toronto (Yonge St.) and between West Toronto and Toronto will be governed by Toronto Terminals Division Time Table, pages 8 and 9. All trains may leave Melville without receiving terminal clearance. Between the hours of 6 p.m. and 8 a.m. trains may leave Fraxa without receiving terminal clearance.

Article 27 (a) Rules for the operation and inspection of the air brake and air train signal effective December, 1917, applies on all freight trains running on Owen Sound Subdivision from mileage twelve (12) to mileage seven point eight (7.8), from mileage twenty-five point three (25.3) to mileage twenty-three (23), from mileage ninety-one point eight (91.8) to mileage ninety-four (94).

Between Melville and Fraxa maintenance of way employees will provide manual flagging protection as per rules 49 and 50 on page 17 maintenance of way rules and instructions.

Between Bolton and Melville and between Fraxa and Owen Sound maintenance of way employees will provide unattended flag protection as per rules 51 and 52 on page 18 maintenance of way rules and instructions.

To comply with Rule 99, flagmen must go out 25 telegraph poles instead of 24 to equal 1200 yards, and 37 telegraph poles instead of 36 to equal 1800 yards.

NORTHBOUND TRAINS INFERIOR DIRECTION						Miles from Streetsville Jct. and Fraxa	Telegraph Offices	ORANGEVILLE and TEESWATER SUBDIVISIONS	Telegraph Calls	SOUTHBOUND TRAINS SUPERIOR DIRECTION			
THIRD CLASS		FIRST CLASS						STATIONS		FIRST CLASS		THIRD CLASS	
91 Freight / Daily ex. Sun.	89 Freight / Daily	755 Pagr. / Daily ex. Sun.	753 Pagr. / Daily ex. Sun.					ORANGEVILLE SUBDIVISION		754 Pagr. a Daily ex. Sun.	756 Pagr. a Daily ex. Sun.	90 Freight a Daily ex. Sun.	
.....	Toronto Terminals	P.M. 4.45	A.M. 7.15					.....TORONTO (YONGE ST.).....	....	P.M 12.20 P.M.	P.M. 8.45	.....	Toronto Terminals
A.M.	A.M.												
7.20	1.50	s 5.45	s 8.20			.0	D N	.....STREETSVILLE JCT...KCW	J C	s 11.20	s 7.50	.....	.....
								2.1					
7.35	2.07	s 5.49	s 8.26			2.1	D	.....MEADOWVALE.....	A D	s 11.14	s 7.45	.....	.....
								2.2					
7.50	2.17	f 5.54	f 8.31			4.3	....	*.....CHURCHVILLE.....	....	f 11.07	f 7.40	.....	.....
								3.2					
8.15	2.35	s 6.05	s 8.41			7.5	D	.....BRAMPTON.....W	B A	s 11.00	s 7.33	.....	.....
								4.7					
8.35	2.50	s 6.16	s 8.51			12.2	....	.....SNELGROVE.....	....	s 10.43	s 7.18	.....	.....
								4.9					
8.55	3.05	s 6.28	s 9.01			17.1	D	.....CHELTENHAM.....	H N	s 10.32	s 7.08	.....	.....
								2.7					
9.09	3.20	s 6.37	s 9.09			19.8	D N	.....INGLEWOOD.....W	D R	s 10.22	s 7.00	.....	.....
								4.2					
10.12	3.40	s 6.50	s 9.20			24.0	D	.....FORKS OF CREDIT.....	R O	s 10.12	s 6.50	.....	.....
								2.6					
10.55	4.05	s 7.07	s 9.32			26.6	D	.....CATARACT.....RW (Jct. with Elora S.D.)	C H	s 10.02	s 6.40 / 6.30	.....	.....
								3.1					
11.10	4.20	s 7.15	s 9.40			29.7	D	.....ALTON.....	N O	s 9.52	s 6.23	.....	.....
								2.1					
11.20	4.30	s 7.20	s 9.47			31.8	....	.....MELVILLE .....R	....	s 9.47	s 6.15	.....	.....
A.M.	A.M.											P.M.	
WESTBOUND TRAINS INFERIOR DIRECTION								TEESWATER SUBDIVISION		EASTBOUND TRAINS SUPERIOR DIRECTION			
.....	.....	s 7.55	s 10.30			.0	D	.....FRAXA .....YR	B U	s 9.20	s 5.40	12.25	.....
								3.7					
.....	.....	f 8.02	f 10.37			3.7	....	.....AMARANTH.....	....	f 9.13	f 5.32	12.10	.....
								2.3					
.....	.....	s 8.07	s 10.43			6.0	....	.....WALDEMAR.....	....	s 9.08	s 5.26	12.01	.....
								2.2				P.M.	
.....	.....	s 8.16	s 10.51			8.2	D	.....GRAND VALLEY.....W	H U	s 9.03	s 5.20	11.50	.....
								11.4					
.....	.....	s 8.38	s 11.14			19.6	D	.....ARTHUR.....	R U	s 8.38	s 4.58	11.14	.....
								6.9					
.....	.....	s 8.51	s 11.28			26.5	....	.....KENILWORTH.....	....	s 8.22	s 4.42	10.35	.....
								6.6					
.....	.....	9.04	11.41			33.1	....	.....MOUNT FOREST TANK ..YW	....	8.09	4.29	10.15	.....
								1.2					
.....	.....	s 9.10	s 11.47			1.2	D	.....MOUNT FOREST.....	M U	s 8.06	s 4.26	10.10	.....
								1.2					
			P.M.					8.6					
.....	.....	s 9.32	s 12.07			41.7	D	.....HARRISTON.....	S H	s 7.42	s 4.02	9.30	.....
								8.4					
.....	.....	s 9.48	s 12.24			50.1	D	.....FORDWICH.....	F D	s 7.23	s 3.43	8.52	.....
								4.0					
.....	.....	s 9.58	s 12.33			54.1	D	.....GORRIE.....W	G O	s 7.13	s 3.33	8.37	.....
								2.0					
.....	.....	s 10.05	s 12.39			56.1	D	.....WROXETER.....	F O	s 7.04	s 3.24	8.27	.....
								6.4					
.....	.....	10.18	12.52			62.5	....	.....WINGHAM JCT.....Y	....	s 6.50	s 3.10	8.12	.....
								4.5					
.....	.....	s 10.30 / 10.40	s 1.04 / 1.10			4.5	D	.....WINGHAM.....W	H W	s 6.40	s 3.00	7.52	.....
								4.5					
.....	.....	f 10.50	f 1.21			62.9	....	.....GLENANNAN.....	....	f 6.25	f 2.45	7.37	.....
								5.0					
.....	.....	11.05 P.M.	1.35 P.M.			67.9	D	.....TEESWATER .....K	W A	6.15 A.M.	2.35 P.M.	7.20 A.M.	.....
a Daily ex. Sun. 91	a Daily 89	a Daily ex. Sun. 755	a Daily ex. Sun. 753					*No passing track.		/ Daily ex. Sun. 754	/ Daily ex. Sun. 756	/ Daily ex. Sun. 90	

Unless authorized by train order, trains other than first class must not leave Wroxeter until the preceding train has arrived at Teeswater, and trains other than first class must not leave Teeswater until preceding train has arrived at Wroxeter. In the event of the failure of Telegraph line, trains may follow 40 minutes after the departure of the preceding train, but must keep clear of preceding train on Wingham Sub-Division.

Time Table trains will register at Wingham Jct. on return trip from Wingham, and extra trains will register at Wingham Jct. in both directions. Trains backing from Glenannan to Wingham must reduce speed to ten miles per hour over all public crossings.

Railway Crossing at Grade with Grand Trunk at Inglewood, not interlocked.

Railway Crossing at Grade with Grand Trunk at Harriston, not interlocked.

Railway Crossing at Grade with Grand Trunk at Pages, 5½ miles west of Mt. Forest, not interlocked.

Between the hours of 6 p.m. and 8 a.m. westbound trains may leave Fraxa without receiving terminal clearance. Eastbound trains may leave Melville without receiving terminal clearance.

Passenger trains southbound will occupy not less than 15 minutes and freight trains not less than 25 minutes in making the run from Cataract to Inglewood.

Freight trains will not exceed a speed of 20 miles per hour on curve mileage 6.2 Teeswater Subdivision.

Operator at Cataract will register first class trains except when green signals are displayed by any section thereof, in which case conductor must register.

Trains between Streetsville Jct. and Oblico will be governed by London Division Time Table, page 10.

Trains between Oblico and Toronto (Yonge St.) will be governed by Toronto Terminal Division Time Table, pages 8 and 9.

Maintenance of way employees will provide unattended flag protection as per rules 51 and 52 on page 18 maintenance of way rules and instructions.

To comply with Rule 99, flagmen must go out 25 telegraph poles instead of 24 to equal 1200 yards, 37 telegraph poles instead of 36 to equal 1800 yards

TIME TABLE No. 45. JUNE 5th, 1921

MACTIER SUBDIVISION FOOTNOTES

Railway Crossing at Grade with City and Suburban Railway, ¼ mile north of West Toronto, not interlocked.
Permanent Slow Posts.—Trains must not exceed a speed of 20 miles per hour passing over bridge, mileage 54.4.
Operators at Bolton will register first class trains except when green signals are displayed by any section thereof, in which case conductor must register.
The Station Limits at Coldwater within the meaning of Special Instruction "E" are defined as follows:
Coldwater "Station Limits" extend from Coldwater to Medonte on north leg of Wye, and from Coldwater to Portswitch on south leg of Wye.
Trains between West Toronto and Toronto and between West Toronto and Toronto (Yonge St.) will be governed by Toronto Terminals Division Time Table, page 8 and 9.
§No. 4 will stop at flag at Tottenham Sundays.
beyond, and will stop at Bala to let off passengers from Toronto, and will stop at Bolton, Midhurst and Medonte for sleeping car passengers for points west of Sudbury.
No. 9 will stop at Allston for sleeping car passengers for points west of Fort William.
No. 954 Merchandise and Stock—Leave MacTier 11.00 a.m., arrive West Toronto 9.00 p.m.
See page 17 for Special Instructions regarding Automatic Block Signals between West Toronto and Bolton.
To comply with Rule 99, Flagmen must go out 12 telegraph poles instead of 10 to equal 1200 yards.
" " " " 24 " " 1200 "
" " " " 36 " " 1800 "
" " " " 41 " " 2000 "
Maintenance of way employes will provide manual flagging protection as per rules 49 and 50 on page 17 maintenance of way rules and instructions.

NORTHBOUND TRAINS—INFERIOR DIRECTION

THIRD CLASS		FIRST CLASS						Miles from West Toronto	Telegraph and Telephone Offices	MACTIER SUBDIVISION STATIONS	Telegraph Calls
	953	3	9	27	707	25	705				
	O. & M. Freight	Vancouver Express	Trans-Canada Limited	Soo Pagr.	Owen S'd. Pagr.	Sudbury Pagr.	Owen S'd. Pagr.				
	ı Daily	ı Daily	ı Daily	ı Daily	ı Daily ex. Sun.	ı Daily ex. Sun.	ı Daily ex. Sun.				
TORONTO TERMINALS	.....	P.M. 10.00	P.M. 9.00	P.M. 7.00	P.M. 5.20	A.M. 9.20	.....	.....	DN	.....TORONTO.....K	UN
	.....	.....	.....	.....	.....	.....	A.M. 8.10	.....	DN	TORONTO (Yonge St.)	....
	A.M. 12.30	s10.20	s 9.20	s 7.20	s 5.40	s 9.40	s 8.30	.0	DN	WEST TORONTO KCW	JU
										3.0	
.....	12.48	10.28	9.27	7.27	5.46	9.46	8.36	3.0	....	.....TREMOF.....	....
										.8	
.....	12.50	10.29	9.28	7.29	s 5.48	s 9.48	s 8.38	3.8	D	*.....WESTON.....	NG
										4.2	
.....	1.03	10.36	9.35	7.37	f5.57	f 9.55	f 8.46	8.0	....	.....EMERY.....	....
										4.0	
.....	1.18	10.46	9.42	7.45	s 6.07	s10.05	s8.55	11.8	DN	...WOODBRIDGE..W	WE
										2.3	
.....	.....	.....	.....	.....	f 6.12	f10.10	.....	14.1	....	*.....ELDER.....	....
										2.6	
.....	1.38	10.58	9.52	7.57	s 6.19	s10.15	s 9.05	16.7	D	.....KLEINBURG.....	KG
										4.9	
.....	2.15	§11.09	10.03	s 8.10	s 6.30 P.M.	s10.26	s 9.15 A.M.	21.6	DN	.....BOLTON..YRW Jct. with Owen Sound S.D.	BO
										4.4	
.....	2.35	11.17	10.11	f8.21	.....	f10.38	.....	26.0	....	.....HUMBER.....	MU
										2.8	
.....	.....	.....	.....	f 8.27	.....	f10.44	.....	28.8	....	*...CEDAR MILLS.....	....
										2.5	
.....	3.00	11.28	10.19	f 8.33	.....	f10.50	.....	31.3	....	.....PALGRAVE....W	PG
										4.1	
.....	3.15	11.35	10.26	s 8.41	.....	s11.00	.....	35.4	D	.....TOTTENHAM.....	NH
										3.5	
.....	3.30	11.42	10.33	f 8.49	.....	s11.10	.....	38.9	D	.....BEETON.....	NE
										6.2	
.....	3.50	s11.52	§10.44	s 9.03	.....	s11.25	.....	45.1	DN	.....ALLISTON....W	SK
		A.M.								6.7	
.....	4.20	12.03	10.55	f 9.16	.....	f11.38	.....	51.8	....	.....BAXTER.....	RB
										1.0	
.....	.....	.....	.....	.....	.....	f11.40	.....	52.8	....	*.....YPRES.....Y	YA
										6.1	
.....	4.50	12.15	11.06	f 9.31	.....	s11.52	.....	58.9	D	.....ESSA.....	OA
						P.M.				4.5	
.....	5.20	12.23	11.14	9.41	.....	f12.02	.....	63.4	....	.....MAC.....W	MA
										3.8	
.....	5.50	§12.30	11.20	f 9.49	.....	s12.12	.....	67.2	DN	.....MIDHURST....C	MH
										6.7	
.....	6.37	12.41	11.31	f10.01	.....	s12.26	.....	73.9	D	....CRAIGHURST....	GS
										7.8	
.....	7.10	12.58	11.47	f10.18	.....	s12.43	.....	81.7	D	.....CARLEY.....W	RH
										5.4	
.....	7.30	1.08	11.56	f10.28	.....	s12.54	.....	87.1	D	.....EADY.....	DE
										3.1	
.....	.....	.....	.....	.....	.....	.....	.....	90.2	....	.....PORTSWITCH.....	....
			A.M.							1.1	
.....	7.50	§ 1.14	12.02	s10.36	.....	s1.00 1.10	.....	91.3	DN	.....MEDONTE..... Jct. with Pt. McNinoll S.D.	WD
										3.9	
.....	8.10	1.23	12.11	f10.46	.....	s 1.24	.....	95.2	D	.....LOVERING.....	VR
										7.9	
.....	8.40	1.35	12.24	f11.01	.....	f 1.41	.....	103.1	....	.....BUCKSKIN....W	UK
										.7	
.....	.....	.....	.....	f11.03	.....	f 1.43	.....	103.8	....	*...SEVERN FALLS...	....
										6.5	
.....	9.10	1.47	12.35	f11.17	.....	f1.56	.....	110.3	....	.....DARLING.....	FS
										4.6	
.....	9.35	§ 1.56	12.46	s11.30	.....	s2.10	.....	114.9	DN	.....BALA.....	Q
										4.3	
.....	9.55	2.05	12.55	f11.39	.....	f 2.20	.....	119.2	....	.....RODERICK.....	RO
										7.7	
.....	10.30 A.M.	2.20 A.M.	1.10 A.M.	11.55 P.M.	.....	2.35 P.M.	.....	126.9	DN	.....MACTIER....K	KA
	ı Daily	ı Daily	ı Daily	ı Daily	ı Daily ex. Sun.	ı Daily ex. Sun.	ı Daily ex. Sun.			*No passing track.	
	953	3	9	27	707	25	705				

Owen Sound Subdivision Train

SOUTHBOUND TRAINS—SUPERIOR DIRECTION

FIRST CLASS								FOURTH CLASS				
28	10	706	4	26	708			80	82	84	86	
Soo Pagr.	Trans-Canada Limited	Owen S'd. Pagr.	Toronto Express	Sudbury Pagr.	Owen S'd. Pagr.			Freight	Freight	Freight	Freight	
ı Daily	ı Daily	ı Daily ex. Sun.	ı Daily	ı Daily ex. Sun.	ı Daily ex. Sun.			ı Daily	ı Daily	ı Daily	ı Daily	
A.M. 8.10	A.M. 9.00	A.M. 11.35	P.M. 4.00	P.M. 6.45	.....			.....	.....	.....	.....	TORONTO TERMINALS
.....	.....	.....	.....	.....	P.M. 8.20			.....	.....	.....	.....	
s 7.50	s 8.42	s11.15	s 3.40	s 6.25	s 8.00			A.M. 10.00	P.M. 2.00	P.M. 9.55	A.M. 2.35	
7.42	8.36	11.06	3.31	6.13	7.50			9.46	1.43	9.27	2.17	
s 7.40	8.34	s11.05	3.30	s 6.11	s 7.48			9.22	1.41	9.17	2.15	
f 7.32	8.28	10.54	3.23	f5.57	7.37			9.10	1.29	9.07	2.05	
s 7.25	8.22	s10.45	3.17	s 5.49	s 7.26			8.55	1.17	8.57	1.53	
f 7.17	.....	.....	.....	f 5.41	.....			.....	.....	.....	.....	
s 7.12	8.14	s10.35	3.08	s 5.36	s 7.15			8.35	1.04	8.45	1.38	
s 7.00	8.06	s10.26 A.M.	3.01	s 5.26	s 7.04 P.M.			8.06	12.51	8.33	1.05	
f 6.48	7.59	.....	2.54	f 5.16	.....			7.45	12.38	8.21	12.50	
f 6.40	.....	.....	.....	f 5.10	.....			.....	.....	.....	.....	
f 6.31	7.51	.....	2.46	f 5.05	.....			7.25	12.25	7.55	12.35	
s 6.20	7.44	.....	§ 2.38	s 4.57	.....			7.05	12.05	7.35	12.10	
s 6.10	7.38	.....	2.32	s 4.48	.....			6.45	P.M. 11.45	7.15	A.M. 11.42	
s5.56	7.27	.....	s 2.21	s 4.36	.....			5.56	11.25	6.50	11.15	
f 5.40	7.15	.....	2.09	f 4.22	.....			5.18	10.28	6.25	10.55	
.....	.....	.....	.....	f 4.20	.....			.....	.....	.....	.....	
f 5.29	7.03	.....	1.57	s 4.09	.....			4.50	10.00	6.00	10.10	
5.20	6.55	.....	1.50	f 4.00	.....			4.15	9.40	5.40	9.41	
f 5.13	6.48	.....	§ 1.42	s 3.52	.....			3.55	9.20	5.20	9.15	
f 5.01	6.37	.....	1.31	s 3.39	.....			3.30	8.55	4.55	8.50	
f 4.47	6.24	.....	1.18	s 3.25	.....			3.05	8.30	4.30	8.30	
f 4.35	6.14	.....	1.08	s 3.15	.....			2.45	8.10	4.10	8.05	
.....	.....	.....	.....	.....	.....			.....	.....	.....	.....	
s 4.25	6.07	.....	s1.00	s 3.08 s 2.58	.....			2.25	7.50	3.50	7.45	
f 4.12	5.57	.....	12.50	s 2.46	.....			2.00	7.25	3.25	7.15	
f 3.58	5.44	.....	12.37	f2.32	.....			1.35	7.00	2.32	6.50	
f 3.56	5.42	.....	12.35	f 2.30	.....			.....	.....	.....	.....	
f 3.44	5.31	.....	12.24	f 2.19	.....			1.05	6.30	1.56	6.25	
s 3.35	5.22	.....	s12.14	s2.10	.....			12.46	6.10	1.30	6.00	
f 3.23	5.13	.....	12.05	f 2.00	.....			12.23	5.55	1.10	5.40	
3.10 A.M.	5.00 A.M.	.....	P.M. 11.50 A.M.	1.45 P.M.	.....			12.01 A.M.	5.30 A.M.	12.45 P.M.	5.15 P.M.	
ı Daily	ı Daily	ı Daily ex. Sun.	ı Daily	ı Daily ex. Sun.	ı Daily ex. Sun.			ı Daily	ı Daily	ı Daily	ı Daily	
28	10	706	4	26	708			80	82	84	86	

Owen Sound Subdivision Train

INSTRUCTIONS AS TO CONNECTIONS BETWEEN PASSENGER TRAINS.

GENERAL NOTE.

Trains will not, unless otherwise directed, wait for delayed connecting trains, as instructed herein, unless there are passengers on such delayed trains for them, and unless by so waiting connection will be made with such delayed train.

In all cases, however, where the incoming train is due to arrive previous to the time the outgoing train is due to leave a margin of 5 minutes will be allowed when necessary to ensure connection.

ANY JUNCTION POINT.

Train No. 1, making close connection with China-Japan steamship, shall wait, unless otherwise instructed, at any junction point for passengers, for such steamer, who may be on trains scheduled to connect with Train No. 1 at such junction point.

WINDSOR.

No. 19 M.C.R. will wait for Can. Pac. No. 19.
No. 20 Can. Pac. will wait for M.C.R. No. 20.
No. 634 will wait 30 minutes for M.C.R. No. 36.

WOODSTOCK.

No. 630 will wait 30 minutes for No. 656.
No. 655 will wait 1 hour for No. 21.
No. 657 will wait 1 hour for No. 633.

ZORRA.

No. 630 will wait 30 minutes for No. 664.
No. 665 will wait connection with No. 633.
No. 663 will wait connection with No. 629.

GALT.

No. 630 will wait 5 minutes for connection with Grand River Ry.
No. 633 will wait 5 minutes for connection with Grand River Ry.
No. 634 will wait 5 minutes for connection with Grand River Ry.
No. 632 will wait 10 minutes for connection with Grand River Ry.
Nos. 20 and 21 will wait 5 minutes for connection with Grand River Ry.

GUELPH JUNCTION.

No. 644 will wait 30 minutes for connection with No. 20.
No. 646 will wait for connection with No. 630 and No. 638.
No. 648 will wait for connection with No. 634.
No. 633 will wait 15 minutes for Nos. 647 and 640.
No. 649 will wait connection with No. 19.
No. 650 will wait connection with No. 632.
No. 21 will wait 10 minutes for connection with No. 638.
No. 637 will wait twenty minutes for connection with No. 21 for passengers from east of Toronto.

INGERSOLL.

No. 660 will wait connection with No. 655.
No. 658 will wait connection with No. 661.
No. 662 will wait connection with No. 657.
No. 656 will wait connection with No. 659.

LINWOOD.

No. 638 will wait 30 minutes for connection with No. 652.
No. 640 will wait 30 minutes for connection with No. 654.
No. 651 will wait connection with No. 637.
No. 653 will wait connection with No. 639.

MEDONTE.

No. 605 will wait 1 hour for connection with No. 25.
No. 606 will wait 1 hour for connection with No. 26.
No. 25 will wait 30 minutes for connection with No. 605.
No. 26 will wait 30 minutes for connection with No. 606.

BOLTON.

No. 25 will wait 5 minutes for connection with No. 706.

TORONTO.

Nos. 19, 20 and 22 will run through when they are not more than two hours late. When more than two hours late a train will be started on time.
When No. 21 is two hours or more late, No. 629 will be held and run on the time of No. 21.
No. 20 will wait 10 minutes for connection with No. 28.
No. 20 will wait 10 minutes for connection with No. 712.
No. 36 will wait 10 minutes for connection with No. 712.
No. 36 will wait 10 minutes for connection with No. 20.
No. 701 will wait 5 minutes for connection with No. 21.
No. 19 will wait 15 minutes for connection with No. 35.
No. 22 will wait 15 minutes for connection with No. 832.
No. 34 will wait 15 minutes for connection with No. 832, and 20 minutes for connection with No. 22.
No. 25 will wait 15 minutes for connection with No. 712.
No. 821 will wait 15 minutes for connection with Nos. 19 and 26
No. 3 will wait 10 minutes for connection with No. 832.
No. 721 will wait 10 minutes for connection with No. 10

WEST TORONTO.

Nos. 21 and 637 will wait 5 minutes for connection with No. 28.
No. 633 will wait 15 minutes for connection with No. 4.
No. 3 will wait 15 minutes for connection with No. 22.

AGINCOURT.

No. 602 will wait 15 minutes for connection with No. 19.

BURKETON.

No. 723 will wait connection with No. 36.
No. 35 will wait 15 minutes for connection with No. 726.
No. 601 will wait 15 minutes for connection with No. 724.
No. 725 will wait connection with No. 602.

SHARBOT LAKE.

No. 613 will wait 20 minutes for connection with No. 36.
No. 618 will wait 30 minutes for connection with No. 34.
No. 35 will wait 5 minutes for connection with No. 614.

TICHBORNE.

No. 38 will wait 15 minutes for connection with 615.
No. 616 will wait connection with No. 38.
No. 612 will wait 30 minuces for connection with No. 19.
No. 613 will wait 30 minutes for connection with Nos. 19 and 20.
No. 19 will wait 5 minutes for connection with Nos. 611 and 612.
No. 614 will wait connection with No. 37.

DRANOEL.

No. 621 will wait 30 minutes for connection with No. 602.

SPECIAL INSTRUCTIONS GOVERNING THE MOVEMENT OF TRAINS BY AUTOMATIC BLOCK SIGNALS.

1. The movement of trains between Parkdale and Streetsville Jct. and between West Toronto and Bolton and between Guelph Jct. and Woodstock and at Glen Tay, Agincourt and Sharbot Lake, will be controlled by automatic block signals of three positions, upper quadrant semaphore type, the three positions being—Horizontal, 45 degrees above horizontal, and 90 degrees above horizontal.

The indications given: Arm horizontal "Stop". When in this position a red light is displayed at night. Arm 45 degrees above horizontal "Caution", proceed prepared to stop at next signal. When in this position, a yellow light is displayed at night. Arm 90 degrees above horizontal, "Proceed". When in this position a green light is displayed at night.

2. The tracks are divided into blocks and the signals governing eastbound or southbound trains have even numbers, and those governing westbound or northbound trains have odd numbers, and are on poles located at the entrance to each block, generally on right hand side of track approaching the signal.

PARKDALE TO STREETSVILLE JCT.

3. Signals stand normally at stop, are permissive and have an arm with pointed end and a lunar white marker light six feet below and on opposite side of pole from signal light excepting signals Nos. 45 and 46 at West Toronto Interlocker.

4. On double track when a train finds a permissive signal indicating "stop" it must stop before reaching the signal and not more than 200 feet from it. It may then proceed at once, with caution, expecting to find the block occupied, a car foul, a switch open, a broken rail or other obstruction in the block.

5. Signals 45 and 46, at West Toronto Interlocker, have an arm with a square end, and when at stop must not be passed except by authority of signalman on duty. Signal 45 has two arms. The upper arm governs movements to Galt Subdivision and the lower arm governs movements to MacTier Subdivision.

Signals 32 and 26 are on bracket poles outside third track.

Signals 51 and 59 are on bracket poles on left hand side of track, outside eastbound main track.

6. At Obico the upper arm of signal 95 governs westbound trains on Galt Subdivision and the lower arm governs trains to Canpa. Signal 94 governs trains from Canpa eastbound on Galt Subdivision. A train must not pass these signals until switches are set for train movement.

Signal 208 at Streetsville is located outside siding and has bracket and marker.

WEST TORONTO TO BOLTON

7. Signals stand normally at stop.

Signals are permissive and have an arm with a pointed end and a lunar white marker light six feet below and on opposite side of pole from signal light, excepting signals 02 at West Toronto Interlocker and Signals 05 and 06 at St. Clair Ave. Interlocker.

8. Signals 02, 05, 06 have arm with square end and no marker light and when at stop must not be passed without authority from signalman on duty. Trains accepting hand signal from signalman against stop fixed signal must proceed with caution to the next signal prepared to find the block occupied, a car foul, a switch open, a broken rail or other obstruction in the block.

9. Between West Toronto and Bolton, MacTier Subdivision, when a train finds a permissive signal indicating "stop", it must stop before reaching the signal and not more than 200 feet from it. It may proceed when signal is cleared. If not immediately cleared, a flagman shall advance in the direction of train movement for five minutes, after which the train may proceed under full control to next signal expecting to find the block occupied, a car foul, a switch open, a broken rail or other obstruction in the block. Should the signal change from stop position before the expiration of the five minutes, the train may proceed and be governed by the signal indication given.

10. When trains are to meet, by train order arrangement, the train which is to take the passing track must stop if it finds the signal protecting the block at stop, and after stopping may then proceed with caution to the passing track without being preceded by flagman.

11. At Bolton Signal 215 has two arms, the upper arm governs trains to MacTier, the lower arm governs trains to Owen Sound. Signal 216 governs trains from MacTier. Signal 214 governs trains from Owen Sound. A train must not pass these signals until switches are set for train movement.

GUELPH JCT. TO WOODSTOCK

12. Signal 383 governs westbound trains approaching Guelph Jct.

13. At Guelph Jct. signal 391 has two arms, the upper arm governs Westbound trains to Galt Subdivision, the lower arm governs trains to Guelph. Signal 392 governs Eastbound trains from Guelph. Signal 394 governs Eastbound trains on Galt Subdivision and is located outside siding to south of track governed and is equipped with bracket and marker. Trains must not pass these signals until switches are set for train movement.

14. West end Guelph Jct. to East end Coakley. Signals are absolute permissive block, viz. absolute for opposing movements between passing tracks and permissive for following movements. Signals stand normally "proceed" except the Home Signals Drumbo Interlocker. The leaving signals both Eastbound and Westbound at passing tracks are absolute.

15. An absolute block signal has an arm with square end, the lunar white marker light being six feet below on same side of pole as the signal light. When a train finds an absolute block signal of this kind indicating "stop", it must stop before reaching it and not more than 200 feet from it. If not immediately cleared it must stay until authorized to proceed by train dispatcher or if unable to communciate with train dispatcher it may proceed only under flag protection to the next signal, expecting to find the block occupied, a car foul, a switch open, a broken rail or other obstruction in the block.

16. Other signals between Guelph Jct. and Woodstock are permissive, excepting Home Signals at Drumbo and Woodstock Interlockers.

17. A Permissive block signal has an arm with a pointed end, the lunar white marker being six feet below and on opposite side of pole from signal light. On the single track between Guelph Jct. and Woodstock, when a train finds permissive signal indicating "stop" it must stop before reaching the signal and not more than 200 feet from it. If not immediately cleared it may proceed under full control to the next signal, expecting to find the block occupied, a car foul, a switch open, a broken rail or other obstruction in the block.

18. At Drumbo and Woodstock Interlockers, Home Signals are also block signals and have two arms. The upper arm governs movement to main track. The lower arm governs movements to any available route within the limits of the interlocking plant including the main track at low speed.

19. When a train accepts lower arm for main track movement it must proceed with caution to next signal prepared to find the block occupied, a switch open, a broken rail or other obstruction in the block.

Signal 880, East end Jellicoe, stands normally at stop, is located outside siding and has bracket and marker.

TRENTON DIVISION

20. At Agincourt, Signal 964 has two arms; the upper arm governs trains to Trenton and the lower arm governs trains to Havelock.

Signal 963 is bracket pole with two doll posts, the arm on South doll post governs trains from Trenton and the arm on the North doll post governs trains from Havelock. Train must not pass these signals until switches are set for train movement.

21. At Glen Tay, Signal 155 has two arms; the upper arm governs trains to Havelock and the lower arm governs trains to Trenton. Signal 156 is a bracket pole with two doll posts, the arm on South doll post governs trains from Trenton and the arm on North doll post governs trains from Havelock. Train must not pass these signals until switches are set for train movement.

22. At Sharbot Lake, signal 215 is bracket pole with two doll posts, signal 215A governs trains westbound, Havelock subdivision, signal 215B governs trains southbound, Kingston subdivision. Signal 216 is a bracket pole with two doll posts, signal 216A governs trains eastbound, Havelock subdivision, signal 216B governs trains northbound, Kingston subdivision. These signals operate only in two positions, viz.: horizontal and 45 degrees above horizontal. A train must not pass these signals until switches are set for train movement.

23. Conductors must report by wire to Superintendent, from first telegraph station, all delays caused by signals, giving the number of signal and cause, if known. Engineers must use Form SM-1 to report delays at signals, except delays on account of train ahead. Track foreman and other employees will also report promptly by wire any defect noticed in signals, wires or other appurtenances of the signal system.

Trackmen must not make any change in the track which will interfere with the signal system without notifying the Signal Maintainer, and, except in case of emergency, receiving his consent.

If necessary to clean ash pan on main track in block signal limits, the ashes and cinders must immediately be removed by fireman if no one else is available for the purpose, in order to prevent damage by fire to trunking which covers signal wires.

SPECIAL INSTRUCTIONS

MACTIER SUBDIVISION

1. Medonte Interlocker:

On MacTier Subdivision, the northbound home signal has two arms; the upper arm governs trains to MacTier and the lower arm governs train to Orillia. The southbound home signal has two arms; the upper arm governs trains to Toronto, the lower arm governs trains to Coldwater.

On Port McNicoll Subdivision, westbound home signal has two arms; the upper arm governs trains to Coldwater and the lower arm governs trains to Toronto. The eastbound home signal has two arms; the upper arm governs trains to Orillia and the lower arm governs trains to MacTier.

TORONTO TERMINALS

2. Tecumseh St., Toronto Interlocker:

Eastbound home signal East of Strachan Ave. has two arms; the upper arm governs eastbound trains to main track and the lower arm governs trains to King Street freight yard. Westbound home signal is located on right hand side of main track opposite tower. The lower arm of two-arm signal west of Bathurst Street Tower operates in three positions and governs the approach to Home signal. Trains from King Street freight shed are governed by signal located on right hand side of track about 200 feet east of Diamond in G.T.R. work track.

3. The Toronto Union Station Time Table and Instructions regarding the working of double track and signals will govern the movement of all trains using their tracks between Bathurst Street and Bay Street.

4. Movements not authorized by time table or train order may be made in the direction of current of traffic between Bathurst Street and Obico, and between Leaside and West Toronto, if signals indicate that the line is clear, and such movement may be made and trains may be run between these points on the time of superior trains in the same direction, provided they are kept ten minutes out of the way of first and second class trains in the same direction, but trains or yard engines must be positive before taking a crossover at any point to use opposite track in the direction of current of traffic that such track has not been singled by train dispatchers.

Unless authorized by train order, eastbound first class trains must not leave Parkdale until the arrival of the preceding train or engine has been received from the signalman at cabin "D." Observe rule 99.

5. Semaphore on north side of westbound track, west of King Street subway, protects westbound trains at Parkdale station, also crossover switches east of station.

See Special Instructions for Automatic Block Signals, for description of signals at Obico.

BERKELEY STREET, TORONTO, INTERLOCKER

6. Eastbound Home Signal is bracket mast located on east line of Berkeley Street. South doll post has two arms; the upper arm governs trains to eastbound main track and the lower arm governs trains to westbound main track against current of traffic.

Yard Foreman must notify signalman at Berkeley Street when the use of westbound track is necessary for him.

SPECIAL INSTRUCTIONS—Continued.

DON INTERLOCKER

7. Westbound Home Signal located east of Queen Street Bridge stands on lefthand side of track and has two arms. The upper arm governs westbound movements to westbound main track, the lower arm governs movements to eastbound main track or to Davies Hog Siding.

BELLEVILLE

8. In Belleville Yard, the normal indication of the crossover switches will be for the movement of Canadian National Railway trains to reach and leave the station platform track, and this most northerly or platform track between the crossovers will be temporarily known as the "Joint Section." As a temporary arrangement, this Joint Section will also be used by Canadian Pacific Railway trains, which will stop clear of the crossover switches used by C.N.R. trains in reaching the Joint Section until the conductor has ascertained from the operator that no C.N.R. trains are due, when they may upon hand signal pass over the Joint Section. All C.P.R. trains are required to keep clear of C.N.R. trains.

All C.N.R. trains must approach the crossover switches under control and not pass onto the Joint Section until it is seen or known to be clear.

The most northerly track both west of the west crossover switch and east of the east crossover switch is C.P.R. exclusive track, also the passing track immediately to the south of the C.P.R. main track and connected therewith east of the Joint Section, and C.N. Ry. engines or trains must not enter or occupy any portion of these tracks.

Similarly C.P.R. engines or trains must not enter or occupy any of the tracks except the Joint Section and the passing track referred to above.

Order of the Board 24692 in connection with trains passing through Belleville, reads as follows:—

"The Gateman to set the switches and signals for all eastbound passenger trains, when the signal is given or it is known that said trains can pull through the joint section or pass Pinnacle Street without making a further stop. In the event of the yard not being clear for these movements, the trains shall stop before passing Front Street unless signal is given or it is known that such trains can pull through the joint section or pass Pinnacle Street without making further stop; the operator to set the east crossover switch for all westbound passenger trains, and until such time as this is done, the trains shall not pass George Street until a signal is given or it is known that said trains can pass George Street without making further stop."

DONLANDS INTERLOCKER

9. Eastbound C.P.R. trains will be governed by upper arm of three-arm home signal located 135ft. west of west switch of crossover. Bottom arm will govern eastbound low speed movement through crossover against current of traffic on westbound track.

Westbound C.P.R. trains will be governed by upper arm of two-arm home signal located 560ft. east of junction switch. Bottom arm will govern low speed movement through crossover against current of traffic on eastbound track.

There is a three position distant signal semi-automatic located 2500ft. from east and west home signals governing approach to same.

Eastbound C.P.R. trains moving on westbound track against current of traffic will be governed by dwarf signal located 300ft. west of east switch of cossover.

Westbound C.P.R. trains moving on eastbound track against current of traffic will be governed by dwarf signal located 994ft. east of west switch of crossover.

Northbound C.N.R. trains will be governed by middle arm of three-arm home signal located 135ft. west of west switch of crossover.

Southbound C.N.R. trains will be governed by upper arm of two-arm home signal located on C.N.R. track 560ft. north of junction switch. Bottom arm governs low speed movement from C.N.R. track through crossover to C.P.R. eastbound track.

TILLSONBURG

10. At Tillsonburg station the C.P.R. Co's track, connecting with the west end of M.C.R. No. 2 south siding extending south to Concession Street, and the Michigan Central Ry. track, extending from this point to the connection with Tillson's spur, near the downtown freight house, will be used jointly by the Canadian Pacific and Michigan Central.

CHATHAM INTERLOCKER CROSSING AND JUNCTION OF PERE MARQUETTE RY.

11. Eastbound distant signal standing 990ft. west of home signal operates from horizontal to 45 degrees above horizontal for protection of joint section between eastbound distant and home signal and when at "Stop" must not be passed except under flag protection.

Eastbound home signal has three arms. The upper arm governs C.P.R. trains to main track, the middle arm governs P.M.R. trains through to P.M. main track, and the bottom arm governs C.P.R. trains to siding east of diamond.

WALKERVILLE JCT. INTERLOCKER CROSSING AND JUNCTION WITH PERE MARQUETTE RY.

12. The eastbound C.P.R home signal has three arms, the top arm operates from horizontal to 90 degrees above horizontal and governs movements along C.P.R. main track to London. The middle arm operates from horizontal to 45 degrees above horizontal and governs movements around the loop to P.M.R. The bottom arm operates from horizontal to 45 degrees above horizontal and governs movements into the C.P.R. passing track east of diamond.

LAKE SHORE INTERLOCKER CROSSING AND JUNCTION WITH ESSEX TERMINAL & LAKE SHORE RYS.

13. Westbound home signal about 500 feet east of diamond in Essex Terminal Ry. track has two arms; the upper arm governs C.P.R. trains to main track, the lower arm governs trains to Essex Terminal track.

HAMILTON JCT. INTERLOCKER

14. Signals are located to the right of track governed.

Home Signal from Hamilton has three arms. Upper arm governs H. & G. Subdivision trains towards Guelph Jct. Middle arm governs Hamilton Subdivision trains towards Toronto, and lower arm serves as a "Calling on arm" and governs trains to any available route within the limits of interlocking plant at low speed.

Home signal from Guelph Jct. has two arms. The upper arm governs H. & G. Subdivision trains towards Hamilton and the lower arm serves as "Calling on arm" and governs trains to any available route within the limits of interlocking plant at low speed.

Home Signal on C.P.R. and G.T.R. joint track from Toronto has three arms. Upper arm governs G.T.R. 16th Dist. trains towards Hamilton, middle arm governs C.P.R. Hamilton Subdivision trains towards Hamilton, and lower arm serves as "Calling on arm" and governs both G.T.R. and C.P.R. trains to any available route within the limits of interlocking plant at low speed.

Dwarf signals are provided for all train movements against current of traffic.

Distant signals Nos. 10, 369 and 378 are three position, permissive, automatic block signals and govern approach to their respective home signals.

A train admitted to any track within home signal limits, automatically locks the route; therefore, if change of route is required, train must move clear of home signal limits.

Except as provided in these instructions interlocking rules govern.

LONDON TERMINALS

15. Semaphore south of main track east of London Station protects switching movements at freight shed yard against eastbound trains.

The double track switch west of Richmond St., London, will be operated by signalman.

Movements not authorized by time table or train order may be made in the direction of the current of traffic on double track between Adelaide St. and George St., London. Such movements may be made on the time of first class or superior trains in the same direction.

All trains must proceed under full control between these points and be prepared to stop if track occupied, and must not exceed speed of 15 miles per hour passing Quebec St. and between Adelaide St. and George St., London.

WINDSOR TERMINALS

16. Speed of yard engines must not exceed ten miles per hour between the east and west yards and will come to a full stop before passing under Sandwich St. Bridge, westbound, unless signalled to proceed.

While handling cars in either direction between east and west yards a yardman must be located at the end of string of cars and one next the engine in order to repeat signals to engineer, and in no case must cars be handled westbound when being pushed by an engine unless the air brake is in operation.

When pushing passenger trains westbound on to boat, a yardman must precede train to boat and be in position to give engineer signals if necessary.

Eastbound engines must not exceed four miles per hour moving around the curve at station until they have obtained a clear view of the main track, when speed limit as per Special Instruction 2 will apply. When yardmen receive orders to go to east yard and to look out for engine coming west, they must in every case advise the engineer.

When road engines are required to move between the shop and station in either direction they will move cautiously between Elliott Street and the shop on back track, keeping sharp look-out expecting to find this track occupied, and will be flagged to and from Elliott Street on main track if necessary.

Engines of the D4 class numbering 400 Series will not clear the Electric Indicator, M.C.R. Yard, Windsor.

All trains operating between Lake Shore Jct. and Windsor M.C.R. depot must proceed with caution and be prepared to stop. Westbound passenger trains, until further advised, must come to a full stop at the switch leading off westbound main track, midway between Lake Shore and M.C.R. Station used by Essex Terminal Freight trains, unless it is seen that the track is clear and no trains or light engines near the switch. At night or in foggy weather every passenger train must come to a full stop before passing this switch, and will then proceed with caution to the first M.C.R. signal.

SPECIAL INSTRUCTIONS GOVERNING THE MOVEMENTS OF TRAINS BY THE ELECTRIC TRAIN STAFF SYSTEM.

1. The Staff System has three functions, as follows:—

1st. Absolute Block; a block in which but one train is permitted at a time.

2nd. Permissive Block; a block in which one or more trains are permitted to follow, observing rules 91 and 99.

3rd. Pusher Block; a block in which a pusher engine is permitted to enter and assist in movement of trains.

2. An Absolute Block is governed by an absolute staff, which is a steel rod turned into rings.

A Permissive Block is governed by a permissive staff, which is either a divisible steel rod, or a steel rod equipped with 11 movable rings.

A Pusher Block is governed by a pusher staff of special design.

3. A train must not enter a block until a staff, or portion of a staff, or a ring, has been delivered to the conductor or engineer, as the case may be by the operator on duty, except as per clause 4.

The staff, or portion of a staff, or ring, gives the train holding it the right to proceed through the block, but in permissive movements trains must be governed by rules 91 and 99.

4. When yard limits extend to a point inside the staff system territory, switching movements may be made within yard limits—engine making switching movements, as well as train holding staff or ring to be governed by rule No. 93 and special instruction "M."

5. When trains are to be moved through a permissive block on a portion of a staff, or a ring, the conductor or engineer, as the case may be, of the first train must see the permissive staff.

The last train moved through the block under a permissive staff must obtain the balance of the staff, or rings.

6. At a staff station where a pusher engine is required to assist a train through a portion of a block, a special pusher attachment will be provided, and the engineer of the pusher engine will receive from the operator a special pusher staff. This special staff gives the engineer of the pusher engine the right to enter a block, and after assisting the train the required distance, return to the staff station, and immediately deliver the special staff to the operator, who must insert it in the holder.

7. When two or more engines coupled are to be moved through a block accompanied by a conductor, the staff, or portion of a staff, or a ring, must be shown to the engineers by the conductor, who will ride on the rear engine. If no conductor, the engineer of the rear engine must obtain and handle the staff, or portion of a staff, or a ring, in the manner prescribed for the conductor. When two trains coupled are to be moved through a block, conductor of rear train must obtain and handle staff or ring.

8. Regular trains entering a block must be registered according to their classification, and will display classification signals, but such signals do not confer any right to track.

9. In the event of a portion of a train being left in a block, the conductor must retain possession of the staff, or portion of a staff, or ring, until all cars in his train are clear of the block.

10. Except where an automatic attachment is installed, the operator must take the staff out of the holder, and deliver it to the conductor whose duty it will be to show it to the engineer, who must not leave a staff station until he has seen the staff. The conductor must retain possession of the staff, or portion of a staff, or ring, until the train has passed through and cleared the block, when he will deliver it to the operator who must insert it in the holder. The staff, or portion of the staff, or ring, must not be transferred from one train to another. At a staff station where an operator is not employed, an automatic attachment will be provided, and when a staff is required for a train to enter a block, it must be obtained from the holder by the conductor, or engineer, as the case may be, of such train, and on arrival of a train at such staff station, or any intermediate staff station, the staff must be deposited in the holder by the conductor or engineer, as the case may be, observing special instructions as to the manner of such operation which are posted at such station.

11. If a passing track, at which operators are not employed, is located in a block, a special unattended passing track attachment will be provided at the staff station, and trains required to meet at the passing track will receive a special staff conferring the right to track only to the passing track, at which point the special staffs must be exchanged. Such exchanged special staffs confer the right to each train to proceed to the staff station at the end of the block. With this special staff a "19" form train order must be issued to the trains, indicating which train shall hold main track at the meeting point.

12. If one block adjoins another block, or if there is an unattended passing track in a block, the staffs will have engraved on them the names of the stations at the ends of the block which they govern, and the conductor or engineer, as the case may be, must know that the properly engraved staff, or portion of a staff, is delivered to him before entering a block.

13. When, owing to the balance of traffic being in one direction, there is an accumulation of staffs at one end of the block, they may be transferred to the other end under the direction of the Chief Train Dispatcher.

When transferring staffs from one instrument to another, an even number of staffs must always be taken. This even number of staffs must not include the staff to be used for the train movement at the time the transfer is being made.

In making such a transfer of staffs, the necessary even number of staffs must be taken from the instrument, the instrument [illegible] tested, after which the staff for the train must be taken out in the regular manner by the operator.

[illegible] of the staff system becoming inoperative, a staff overcarried or lost, or from any cause the system is [illegible] trains through the block must be governed by time table, train orders, and general train rules.

[illegible] obtain terminal clearance before leaving last station of the territory controlled by electric train [illegible]

[illegible]rs, and engineers must make themselves familiar with all rules and instructions governing the [illegible]ff system.

SPECIAL INSTRUCTIONS.

A—At meeting points not fixed by train order at which there is no open telegraph office, and at which they do not stop, second, third and fourth class trains running in sections must give identification tickets (Form 1432) to all extra trains and to all second, third and fourth class trains over which they have the right to track by class or direction. Such latter trains must receive such identification tickets or stop the other train to ascertain its identity. Observe rule 90.

B—Between the hours of 8.00 p.m. and 8.00 a.m. at all open telegraph offices, trains (except first class and passenger extras) must receive a clearance from the operator, even though signal indicates "proceed". If there are no "31" orders on hand for delivery to any train in the direction as indicated by the approaching train, operators are required to have clearance ready so engineer and conductor may secure it while passing at slow speed.

C—Employees must not ride on top of cars passing under overhead bridges or through tunnels or snow sheds at which there is not sufficient clearance.

D—At a safe distance before commencing the descent of steep grades and approaching railway crossings at grade, junctions, drawbridges, and at points where trains are to be met or passed, and where at any other point failure of brakes would be attended with hazard, trainman must be on the rear car of each train within convenient access of conductor's valve, and if train is exceeding authorized speed limit, brakes must be applied by him at once in accordance with rule 6, page 4 Air Brake rules.

E—The outer main track switches of passing tracks will be considered "station limits" and main track may be used inside of such limits by keeping clear of first and second class trains. All trains except first and second class trains must, unless otherwise directed, approach and pass through such limits, prepared to stop unless the main track is seen to be clear. Trains occupying or using main track outside of station limits must be protected unless train orders or schedule confer the right to use main track. Trains or yard engines occupying the main track inside of station limits at terminal points as per Rule D.93, must not where there are two or more main tracks move against the current of traffic, except under protection as prescribed by Rule 99. In all cases during foggy, smoky or stormy weather protection as per Rule 99 must be maintained to ensure absolute safety.

F—Where two main tracks parallel each other and are less than twenty feet centre to centre, whether such tracks are for double or single track operation, employees in every instance, when stepping out of the way of approaching trains, must move to the right of way and not to the other track. Foremen will be personally responsible for educating their men accordingly.

G—Snow plows working on double track when passing trains on the other track must not be run at a speed exceeding ten miles per hour, and points must be lifted and wings closed. Flangers must also be lifted when passing trains on the other track.

H—Trains using crossovers on double track must not be run over switches at a speed exceeding ten miles per hour.

I—Trains handling the auxiliary steam crane must not exceed a speed of thirty-five miles per hour on level track and up grades, and not exceed a speed of twenty miles per hour on down grades.

J—Unless some form of Block Signal is used, or unless otherwise directed all trains must keep at least ten minutes apart except in closing up at stations.

A light engine, or a light loaded freight train (50% of full tonnage or less) must receive a clearance at all open telegraph offices whether signals indicate "Stop" or "Proceed" and will not follow any train unless clearance shows arrival at a station ahead.

If the station from which it is to follow is not an open telegraph office, it may follow in twenty minutes to the first open telegraph office.

A train operating a snow plow must not follow a train, nor must a train follow a snow plow until a report has been received of the arrival of such train at the station ahead, unless the station from which it is to follow is not a telegraph office, in which case it may follow in forty minutes to the next telegraph office unless other advised using extra precaution. This does not refer to the first open telegraph office, but to the first office where an operator can be called.

K—Freight and mixed trains are limited to speed of twenty-five miles per hour, and are not to make any one mile in less than two minutes.

L—The position of switches at junction points with other subdivisions is normal when set for main traffic subdivision. The position of switches at ends of double track is normal when set for trains leaving single track for double track, and against trains leaving double track for single track.

M—All trains will approach and pass through the following yards:—Smiths Falls, Glen Tay, Trenton, Agincourt, West Toronto, Havelock, Sharbot Lake, Peterboro, Parkdale, Quebec St., London, Chatham, Windsor, Windsor Yard, Ingersoll, Woodstock, Guelph, Guelph Jct., Orangeville, Owen Sound and MacTier, prepared to stop unless main track is seen or known to be clear.

N—The following additional signs placed opposite certain stations indicate:—

"K" Comparison Clock, Registering and Bulletin Point.
"B" Bulletin and Registering Point.
"R" Registering Point.
"X" Cross Over.
"Y" Wye.

TABLE SHOWING RATE OF SPEED A TRAIN IS RUNNING WHERE THE TIME OF ONE MILE IS GIVEN

Time Per Mile	Miles Per Hour
1 Min. 0 Sec.	60.00
1 " 1 "	59.02
1 " 2 "	58.06
1 " 3 "	57.14
1 " 4 "	56.25
1 " 5 "	55.38
1 " 6 "	54.55
1 " 7 "	53.73
1 " 8 "	52.94
1 " 9 "	52.17
1 " 10 "	51.43
1 " 11 "	50.70
1 " 12 "	50.00
1 " 13 "	49.31
1 " 14 "	48.65
1 " 15 "	48.00
1 " 16 "	47.37
1 " 17 "	46.75
1 " 18 "	46.15
1 " 19 "	45.57
1 " 20 "	45.00
1 " 21 "	44.44
1 " 22 "	43.90
1 " 23 "	43.37
1 " 24 "	42.86
1 " 25 "	42.35
1 " 26 "	41.86
1 " 27 "	41.38
1 " 28 "	40.91
1 " 29 "	40.45
1 " 30 "	40.00
1 " 31 "	39.56
1 " 32 "	39.13
1 " 33 "	38.71
1 " 34 "	38.30
1 " 35 "	37.89
1 " 36 "	37.50
1 " 37 "	37.11

Time Per Mile	Miles Per Hour
1 Min. 38 Sec.	36.73
1 " 39 "	36.36
1 " 40 "	36.00
1 " 41 "	35.64
1 " 42 "	35.29
1 " 43 "	34.95
1 " 44 "	34.62
1 " 45 "	34.29
1 " 46 "	33.96
1 " 47 "	33.64
1 " 48 "	33.33
1 " 49 "	33.03
1 " 50 "	32.73
1 " 51 "	32.43
1 " 52 "	32.14
1 " 53 "	31.86
1 " 54 "	31.58
1 " 55 "	31.30
1 " 56 "	31.03
1 " 57 "	30.77
1 " 58 "	30.51
1 " 59 "	30.25
2 " 0 "	30.00
2 " 1 "	29.75
2 " 2 "	29.51
2 " 3 "	29.27
2 " 4 "	29.03
2 " 5 "	28.80
2 " 6 "	28.57
2 " 7 "	28.35
2 " 8 "	28.12
2 " 9 "	27.91
2 " 10 "	27.69
2 " 11 "	27.48
2 " 12 "	27.27
2 " 13 "	27.07
2 " 14 "	26.87
2 " 15 "	26.67

Time Per Mile	Miles Per Hour
2 Min. 16 Sec.	26.47
2 " 17 "	26.28
2 " 18 "	26.09
2 " 19 "	25.90
2 " 20 "	25.71
2 " 21 "	25.53
2 " 22 "	25.35
2 " 23 "	25.17
2 " 24 "	25.00
2 " 25 "	24.83
2 " 26 "	24.66
2 " 27 "	24.49
2 " 28 "	24.32
2 " 29 "	24.16
2 " 30 "	24.00
2 " 31 "	23.84
2 " 32 "	23.68
2 " 33 "	23.53
2 " 34 "	23.38
2 " 35 "	23.23
2 " 36 "	23.08
2 " 37 "	22.93
2 " 38 "	22.78
2 " 39 "	22.64
2 " 40 "	22.50
2 " 41 "	22.36
2 " 42 "	22.22
2 " 43 "	22.08
2 " 44 "	21.95
2 " 45 "	21.82
2 " 46 "	21.69
2 " 47 "	21.56
2 " 48 "	21.43
2 " 49 "	21.30
2 " 50 "	21.18
2 " 51 "	21.05
2 " 52 "	20.93
2 " 53 "	20.81

Time Per Mile	Miles Per Hour
2 Min. 54 Sec.	20.69
2 " 55 "	20.57
2 " 56 "	20.45
2 " 57 "	20.34
2 " 58 "	20.22
2 " 59 "	20.11
3 " 0 "	20.00
3 " 1 "	19.89
3 " 2 "	19.78
3 " 3 "	19.67
3 " 4 "	19.57
3 " 5 "	19.46
3 " 6 "	19.35
3 " 7 "	19.25
3 " 8 "	19.15
3 " 9 "	19.05
3 " 10 "	18.95
3 " 11 "	18.85
3 " 12 "	18.75
3 " 13 "	18.65
3 " 14 "	18.56
3 " 15 "	18.46
3 " 16 "	18.37
3 " 17 "	18.27
3 " 18 "	18.18
3 " 19 "	18.09
3 " 20 "	18.00
3 " 21 "	17.91
3 " 22 "	17.82
3 " 23 "	17.73
3 " 24 "	17.65
3 " 25 "	17.56
3 " 26 "	17.48
3 " 27 "	17.39
3 " 28 "	17.31
3 " 29 "	17.22
3 " 30 "	17.14
3 " 31 "	17.06

Time Per Mile	Miles Per Hour
3 Min. 32 Sec.	16.98
3 " 33 "	16.90
3 " 34 "	16.82
3 " 35 "	16.74
3 " 36 "	16.67
3 " 37 "	16.59
3 " 38 "	16.51
3 " 39 "	16.44
3 " 40 "	16.36
3 " 41 "	16.29
3 " 42 "	16.22
3 " 43 "	16.14
3 " 44 "	16.07
3 " 45 "	16.00
3 " 46 "	15.93
3 " 47 "	15.86
3 " 48 "	15.79
3 " 49 "	15.72
3 " 50 "	15.65
3 " 51 "	15.58
3 " 52 "	15.55
3 " 53 "	15.42
3 " 54 "	15.38
3 " 55 "	15.32
3 " 56 "	15.25
3 " 57 "	15.19
3 " 58 "	15.13
3 " 59 "	15.06
4 " 0 "	15.00
4 " 17 "	14.00
4 " 38 "	13.00
5 " 0 "	12.00
5 " 27 "	11.00
6 " 0 "	10.00
6 " 40 "	9.00
7 " 30 "	
8 " 34 "	
10 " 0 "	
12 " 0 "	