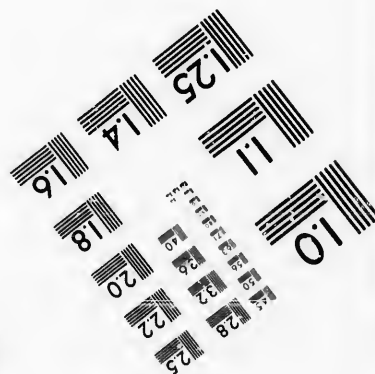
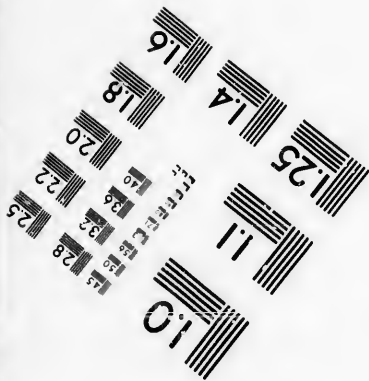
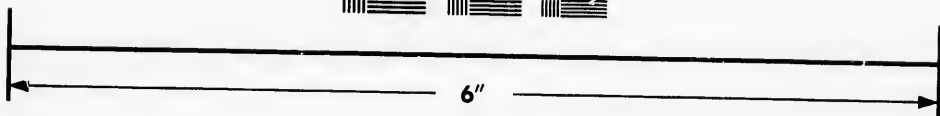
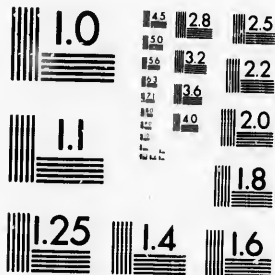


**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

**CIHM/ICMH
Microfiche
Series.**

**CIHM/ICMH
Collection de
microfiches.**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

© 1986

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- | | |
|--|--|
| <input type="checkbox"/> Coloured covers/
Couverture de couleur | <input type="checkbox"/> Coloured pages/
Pages de couleur |
| <input type="checkbox"/> Covers damaged/
Couverture endommagée | <input type="checkbox"/> Pages damaged/
Pages endommagées |
| <input type="checkbox"/> Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée | <input type="checkbox"/> Pages restored and/or laminated/
Pages restaurées et/ou pelliculées |
| <input type="checkbox"/> Cover title missing/
Le titre de couverture manque | <input checked="" type="checkbox"/> Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées |
| <input type="checkbox"/> Coloured maps/
Cartes géographiques en couleur | <input type="checkbox"/> Pages detached/
Pages détachées |
| <input type="checkbox"/> Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire) | <input checked="" type="checkbox"/> Showthrough/
Transparence |
| <input type="checkbox"/> Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur | <input type="checkbox"/> Quality of print varies/
Qualité inégale de l'impression |
| <input type="checkbox"/> Bound with other material/
Relié avec d'autres documents | <input type="checkbox"/> Includes supplementary material/
Comprend du matériel supplémentaire |
| <input type="checkbox"/> Tight binding may cause shadows or distortion
along interior margin/
La reliure serrée peut causer de l'ombre ou de la
distorsion le long de la marge intérieure | <input type="checkbox"/> Only edition available/
Seule édition disponible |
| <input type="checkbox"/> Blank leaves added during restoration may
appear within the text. Whenever possible, these
have been omitted from filming/
Il se peut que certaines pages blanches ajoutées
lors d'une restauration apparaissent dans le texte,
mais, lorsque cela était possible, ces pages n'ont
pas été filmées. | <input type="checkbox"/> Pages wholly or partially obscured by errata
slips, tissues, etc., have been refilmed to
ensure the best possible image/
Les pages totalement ou partiellement
obscurcies par un feuillet d'errata, une pelure,
etc., ont été filmées à nouveau de façon à
obtenir la meilleure image possible. |
| <input type="checkbox"/> Additional comments:/
Commentaires supplémentaires: | |

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The copy filmed here has been reproduced thanks to the generosity of:

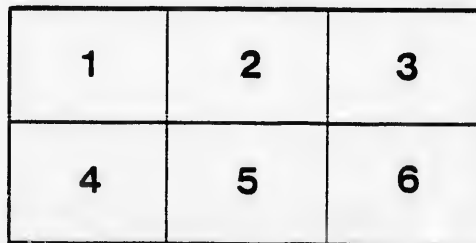
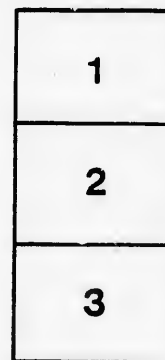
D.B. Weldon Library
University of Western Ontario
(Regional History Room)

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol \rightarrow (meaning "CONTINUED"), or the symbol ∇ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

D.B. Weldon Library
University of Western Ontario
(Regional History Room)

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole \rightarrow signifie "A SUIVRE", le symbole ∇ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

e
étails
s du
modifier
r une
Image

s

rrata
to

pelure,
n à



32X

GRAND TRUNK RAILWAY OF CANADA,

GREAT WESTERN DIVISION.

No. 5.

TIME TABLES

No. 5.

AND SPECIAL INSTRUCTIONS

FOR THE EXCLUSIVE

USE AND GUIDANCE OF EMPLOYEES.

PREVIOUS TIME TABLES TO BE DESTROYED.

 *To take effect on Monday, November 19th, 1883, at 12.35 a. m.*

NOTICE.--The Rules and Regulations are printed separately in book form. **NO EXCUSE** from any Employe connected with the running of trains for not having a **RULE BOOK IN HIS POSSESSION AT ALL TIMES WHEN ON DUTY WILL BE ACCEPTED.** Copies can be obtained from Heads of Departments.

All Rules in Company's Regulation Books conflicting with Instructions printed from time to time in this Time Card are cancelled.

Note Change Numbering and Names of Trains.

Trains run by Eastern time.

FOR SPECIAL RULES SEE NOTES INSIDE.

MAIN LINE EAST—SU'S. BRIDGE TO LONDON.

SECOND CLASS.—WESTBOUND.							STATIONS.	FIRST CLASS.—WESTBOUND.											
39	37	35	31	23	1	11		33	3	5	7	9	11	15					
Hamilton Freight	Way Freight	Way Freight	N. Falls Freight	Freight	From Niagara Falls	From Windsor		Telegraph Office	D. Day	N. Night	Chic'go Exp.	V. G. & B. Acc.	St. Louis Exp.	Pacific Exp.	Ma'l.	Kincardine Account	Stim'bt Exp.		
	P.M.	A.M.	P.M.	P.M.	MILES	MILES				A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.			
	12.45		11.35	1.55		D Sus. Bridge (N.Y.C.) D				1.10	7.15	0.15	1.05	3.40		10.30			
	*12.55		*11.45	*2.05	2%	Dep. Niagara Falls. Dep	239%	D	N	1.35	7.25	9.25	1.30	3.50		*11.00			
	1.30		12.12	3.27	9%	St. Davids.....	236%			*1.39	*7.30	*9.29	*1.35	*3.55		*11.05			
	1.40		12.12	3.27	9%	Merritt.....	230	D	N	1.51	7.45	9.39	1.49	4.10		11.18			
	2.55		*12.30	3.35	11%	St. Catharines.....	218	D	N	1.55	7.52	9.43	1.55	4.16		11.28			
	3.15		*12.40	*3.05	17%	Jordan.....	212%	D		*2.05	8.04	*9.51	*2.05	4.27		*11.32			
	3.35		*12.55	*3.25	23	Beausville.....	206%			*2.14	8.15	*10.00	*2.14	4.39		*11.42			
	3.55		*1.18	*3.45	27%	Grimaby.....	202%	D	N	*2.21	8.25	*10.05	*2.20	4.48		*11.49			
	4.15		*1.30	*4.05	33	Winona.....	197%	D		*2.29	8.36	*10.18	*2.30	4.59		*11.57			
	*4.35		*1.45	*4.25	37%	Stoney Creek.....	192%			2.40	8.46	*10.29	*2.39	*5.09		*12.05			
	5.05		3.10	4.50	43%	Arr. J. Hamilton. ↓ Arr.	185%	D	N	2.55	9.05	10.40	2.50	5.20		A.M. 12.30			
	P.M. 9.15		A.M. 6.30	3.20	6.15	43%	Dep. J. Hamilton. ↓ Dep	185%	D	N	3.00	7.50	9.30	3.00	5.30	P.M. 4.05	12.30		
					45%	Junction Cut.....	184	D	N										
	*9.40		A.M. 6.45	*3.45	6.45	49%	Dundas.....	179%	D	N	*3.18	8.10	9.45	*10.59	*3.18	5.44	4.22	12.46	
	*10.00		7.55	*4.05	7.55	53	Copetown.....	174%	D	N	*3.24	8.24	10.01	*11.09	*3.28	5.54	4.35	*1.00	
	*10.18		A.M. 8.15	*4.22	7.50	59%	Lynden.....	170%		*3.32	8.35	10.12	*11.17	*3.37	6.05	4.49	*1.10		
	10.30		0.00	4.35	6.05	62%	Arr. J. Harrisburg ↓ Arr	167	D	N	3.40	8.45	10.20	3.44	6.15	4.55	1.18		
	11.00		9.35	5.20	8.24	62%	Dep. J. Harrisburg ↓ Dep	167	D	N	3.44	10.30	*11.23	3.49	8.20		1.27		
			9.45		84%	St. George.....	163%	D				10.34		8.23					
	*11.23		*10.07	*5.45	*6.48	67%	Dumfries.....	162		*3.52	*10.40	*11.30	*4.00	*8.26		*1.36			
	11.45		A.M. 8.10	A.M. 6.10	9.00	72%	Paris.....	157%	D	N	4.02	10.52	11.40	4.11	8.40		1.47		
	12.15		A.M. 8.20	*6.33	*9.25	79%	Princeton.....	150%	D	N	*4.18	11.10	*11.52	*4.24	C.55		*2.01		
	12.45		P.M. 8.35		81%	Gobles.....	149					11.15		7.00					
	*1.17		*1.00	*8.47	9.45	84%	Governor's Road.....	145%		4.25	*11.22	*12.01	*4.32	*7.05		*2.11			
	*1.26		1.09	*6.54	*9.58	86%	Eastwood.....	143	D	*4.29	11.29	*12.06	*4.38	7.10		*2.19			
	1.50		A.M. 9.00	*7.09	10.25	91	Woodstock.....	138%	D	N	4.38	11.42	19	4.45	7.22		2.28		
	*2.18		9.25	*7.35	*10.42	95%	Beachville.....	138%		*4.47	11.52	14	4.55	7.35		*2.37			
	A.M. 2.35		A.M. 9.35	7.50	10.57	100%	Ingersoll.....	129%	D	N	4.58	12.03	12.34	5.05	7.47		2.45		
	3.00		*3.50	*6.00	*11.10	104%	Patton's Siding.....	126%		*5.02	*12.13	*12.42	*5.14	*7.57		2.54			
	*3.17		A.M. 9.45	*6.20	*11.29	109%	Dorchester.....	119%	D	N	5.13	12.24	*12.51	*5.25	8.10		*3.04		
	*3.29		*4.50	*8.30	11.40	118%	Waubuno.....	116%		*5.17	12.31	12.58	*5.32	8.18		*3.12			
					118%	London East.....	111%	D	N		12.40			8.30					
	3.50		5.15	6.50	12.20	119%	Arr. J. London. ↓ Arr.	110	D	N	5.30	12.45	1.10	5.45	8.35		3.25		
	A.M.		P.M.	A.M.	A.M.					A.M.	P.M.	P.M.	P.M.	P.M.	A.M.		A.M.		
	39	37	35	31	23					1	33	3	5	7	9	11	15		

1 Nos. 1, 7, 15 and 23 Sundays included. No. 1 except Mondays. No. 15 except Saturdays. On Sunday mornings No. 1 will make the stops of No. 15. * Do not stop.

MAIN LINE EAST—LONDON TO SUS. BRIDGE.

FIRST CLASS.—EASTBOUND.										STATIONS.	SECOND CLASS.—EASTBOUND.										
18	16	14	12	10	8	6	4	2	From		From	Telegraph	26	34	36	38	40	50	64		
New York Exp.	B. & T. Accom.	Accom.	St. Louis Exp.	Kincardine Accom.	Day Exp.	Atlanta Exp.	Mall.	Lim'd Exp.	From Niagara Falls		Windsoe.	Cliff.	Thro' Freight	Hamilton Freight	Way Freight	Toronto Freight	Way Freight	Freight	Ref'gtr.		
A.M. 4.00		P.M. 11.10	P.M. 7.35		P.M. 7.15	P.M. 8.16	11.16	8.05	MILES	A	Susp. Bridge... A										
8.50		11.00	7.25		7.05	8.05	11.10	8.00		A	Niag. Falls... A	22 1/2	D	N	12.45			11.50			
*3.44		*10.55	*7.20		*8.59	*3.00	*11.03	*7.55	2 1/2		St. David's	22 1/2						11.39			
*3.29		10.41	*7.10		8.40	*2.49	10.47	*7.45	9 1/2		Merriton	220	D					11.05			
3.25		10.38	*7.08		8.41	2.45	10.39	*7.41	11 1/2		St. Catharines	218	D	N	12.05			10.52			
*3.15		*10.38	*8.59		8.28	*2.38	10.28	*7.34	17 1/2		Jordan	213 1/2	D	N				9.10			
*3.05		10.12	*8.51		8.17	*2.27	10.19	*7.29	28		Beamsville	206 1/2						8.45			
*2.58		10.03	*8.45		8.08	2.20	10.08	*7.20	27 1/2		Grimaby	202 1/2	D	N				8.25			
*2.50		9.52	*8.37		8.07	*2.19	9.55	*7.13	32		Winona	197 1/2	D					7.57			
2.40		*8.38	*8.30		*5.48	*2.05	*8.43	*7.05	37 1/2		Stoney Creek	192 1/2						*7.35			
2.20		8.25	8.20		5.35	1.55	8.20	8.55	43 1/2	Dep.	Hamilton... Dep	185 1/2	D	N	9.40			7.10			
		P.M. 7.10	9.15	5.10	P.M. 11.10	5.35	1.50	9.15	6.30	48 1/2	Arr.	Hamilton... Arr	185 1/2	D	N	7.40	P.M. 2.30	P.M. 7.40			
										45 1/2	Junction Cut	184	D	N				12.00		5.05	1.35
*1.58	6.55	9.00	*8.01	10.59	5.09	1.37	9.00	*8.41	49 1/2		Dundas	179 1/2	D	N	*7.15	12.05	7.15	*11.47		4.50	*1.20
*1.48	6.40	8.48	*5.54	10.48	4.58	1.28	8.48	*8.34	55		Copetown	174 1/2	D	N	8.55	1.03	10.54	*11.32		4.25	*1.00
*1.38	8.29	8.38	*5.48	10.38	4.48	1.18	8.35	*8.28	59 1/2		Lynden	170 1/2			*8.40	12.46	10.58	*11.20		4.05	*12.35
1.32	6.20	8.29	*5.44	10.30	4.40	1.13	8.29	*5.23	62 1/2	Dep.	Harrisburg... Dep	167	D	N	6.25	12.35	5.20	11.10		3.50	12.25
1.27		8.24			4.35	1.10	8.24		69 1/2	Arr.	Harrisburg... Arr	167	D	N	8.05	12.00	5.05	11.00		3.39	12.15
					4.30		8.10		64 1/2		St. George	165 1/2	D					11.50			
*1.19		*8.11	*5.38		*4.20	*1.02	*8.12	*6.17	67 1/2		Dumfries	162			5.45	11.30	4.50	*10.42		3.25	*11.57
1.10		8.01	5.30		4.11	12.53	8.02	*6.10	72 1/2		Paris	157 1/2	D	N	5.30	10.55	4.35	10.27		3.19	*11.45
12.55		7.48	*8.20		3.55	12.40	7.48	*8.00	79 1/2		Princeton	153 1/2	D	N	*4.50	9.55	3.18	*10.02		2.53	*11.21
		7.41					7.40		81 1/2		Gables	148									
*12.47		*7.35	*6.14		*8.43	*12.31	*7.32	*5.52	84 1/2		Governor's Road	145 1/2			4.25	9.35	2.57	9.45		2.38	*11.08
*12.42		7.30	*5.10		3.38	12.27	7.28	*5.49	95 1/2		Eastwood	143	D		*4.08	9.27	2.48	*9.37		2.38	*11.00
12.35		7.22	5.03		3.29	12.18	7.18	*5.42	91		Woodstock	138 1/2	D	N	3.50	10.10	2.30	9.22		2.20	10.45
*12.20		7.09	*4.58		3.15	*12.10	7.08	*5.34	95 1/2		Beachville	133 1/2			*3.30	8.38	1.18	*8.05		1.45	*10.10
12.20		7.00	4.48		3.05	12.03	8.59	*5.28	100 1/2		Ingersoll	129 1/2	D	N	3.15	10.10	1.00	8.50		1.34	*9.57
*12.10		*8.50	*4.41		*2.55	*11.55	*8.49	*5.21	104 1/2		Patton's Sliding	125 1/2			3.00	7.38	1.12	8.35		1.28	*9.45
12.00		8.37	*4.32		2.42	*11.47	8.40	*5.13	109 1/2		Dorchester	119 1/2	D	N	*2.20	7.11	11.08	8.12		1.09	*9.30
*11.54		*8.31	*4.28		*2.38	*11.40	*8.34	*5.07	115 1/2		Waubesa	115 1/2			*2.05	*0.55	*10.50	*7.47		1.00	*9.20
11.45		8.20			2.25		8.28		118 1/2		London East	111 1/2	D	N							
11.40		8.15	4.15		2.20	11.30	8.20	4.55	119 1/2	Dep.	London... Dep	110	D	N	1.40	6.30	10.35	7.25		12.00	9.00
		P.M. 7.10	P.M. 4.15		P.M. 11.30	P.M. 4.15	P.M. 8.20	P.M. 4.55											NOON	P.M. 8.00	
18	16	14	12	10	8	6	4	2													

†Nos. 2, 6, 36 and 61 Sundays included. *Do not stop.

MAIN LINE WEST—LONDON TO WINDSOR.

SECOND CLASS.—WESTBOUND.										STATIONS.	FIRST CLASS.—WESTBOUND.									
551	97	271	25	21	191	17														
Sarnia Freight	Sarnia Mixed.	Thro'h Freight	Thro'h Freight	Thro'h Freight	Thro'h Freight	West End Mixed.														
P.M.	A.M.					A.M.	From Windsor.	Telegraph C.O. Exp.	1		3	5	7	13	15	21	23	551		
8.45	7.00					6.45	110	D N	5.35	2.15	1.25	6.05	6.55	A.M.	A.M.	P.M.	P.M.			
						7.00	123	D	5.48	2.24	1.31	*6.13	7.10	*8.45	8.48	*2.38	*4.03			
						7.20	129	D N	*5.52	2.35	*1.40	*6.24	7.24	*8.55	7.02	1.50	6.12			
						7.40	134		*6.01	2.44	*1.47	*6.30	7.35	*9.05						
						8.02	140	D	*6.13	2.58	*1.58	*6.40	7.53	*9.15						
						8.12	142		8.17	3.03	1.59	6.45	6.00	*4.30						
						8.21	145		*8.21	3.09	*2.04	*6.50	6.07	*4.28						
							149	D N	8.30	3.17	*2.10	*6.58	6.20	*4.35						
							152		*8.35	*8.23	*2.14	*7.08	*8.29	*4.40						
							156	D	8.40	3.30	*2.19	*7.08	8.37	*4.45						
							161	D N	6.50	3.43	*2.27	*7.18	8.52	*4.54						
							168	D	7.04	4.01	*2.38	*7.29	9.15	*5.11						
							174		*7.14	4.16	*2.47	*7.38	9.33	*5.22						
							178		*7.20	*4.27	*2.52	*7.44	*6.44	*5.28						
							183	D N	7.30	4.40	3.00	7.55	10.00	6.38						
							188	D N	7.45	4.45	3.05	8.00	A.M. 6.30	6.45						
							197	D	*8.06	5.14	*3.23	*8.24	6.50	*8.06						
							203		*8.16	3.25	*3.31	*8.35	7.04	*8.12						
							207		*8.21	5.33	*3.39	*8.41	7.11	*8.22						
							212	D N	*8.30	5.44	*3.43	*8.51	7.22	*8.32						
							221	D	*8.43	6.00	*3.55	*9.08	7.43	*8.47						
							228	D N	8.55	6.16	4.06	9.20	8.00	7.00						
							229		9.00	6.20		9.25	8.05	7.05						
							59													

*Do not stop. †Nos. 1, 7, 19, 27, 55 and 53 Sundays included. No. 1 except Mondays. No. 15 on West End Monday mornings but not Sunday mornings. See page No. 11 for time of L. H. & B. trains between London and Hyde Park.

IMPORTANT.—Rule No. 339 is now cancelled. Sarnia Branch trains have same rights as Main Line trains when running between London and Komoka.

LOOP LINE—GLENCOE TO FORT ERIE.

First Class.—Eastbound.				STATIONS.	Second Class.—Eastbound.										
0	5	4	3	From Fort Erie	From Glencoe	Telegraph Office	10	12	14	20	28	30	32	62	65
Accom.	Accom.	Accom.	Express	MILES.	MILES.	—Day —Night	Way Freight	Mixed.	Local Freight	Thru Freight	Thru Freight	Buffalo Freight	Thru Freight	Thru Freight	Thru Freight
							P.M.			P.M.	P.M.	A.M.	P.M.	A.M.	A.M.
				145	145	D N	1.35			7-15		6.35		10.25	6.30
				138	138	D	1.07			6.50		6.05		10.15	6.55
				132	132	D	12.40			6.30		4.43		9.57	6.33
				128 1/2	128 1/2	D N	12.25			8.20		4.30		9.45	5.22
				128 1/2	128 1/2	D N		P.M.	P.M.			A.M.	P.M.		
				128	128	D		6.10	9.15			2.45		3.50	
				125	125	D		6.08	9.10		9.15	2.40	4.25	3.43	9.40
				90	90	D		4.57	9.02		6.00	2.28	4.13	3.28	9.30
				120 1/2	120 1/2	D		4.45	8.45		5.40	2.10	3.55	3.10	9.15
				115 1/2	115 1/2	D		4.25	8.25		5.25	1.40	3.30	2.40	8.55
				111 1/2	111 1/2	N		4.19					1.10	2.18	8.30
				106	106	D		4.00	7.59		4.55	1.10	2.55	2.00	8.25
				103 1/2	103 1/2	D		3.55	7.53		4.50	1.05	2.50	2.00	8.25
				41 1/2	41 1/2	Arr.		3.35	7.30		4.25	12.35	2.25	1.40	8.00
				48	48	Dep.		3.35	7.30		4.25	12.35	2.25	1.40	8.00
				83 1/2	83 1/2	D		3.00	6.45		3.25	11.50	1.00	1.05	7.50
				83 1/2	83 1/2	D N		2.34	6.07		2.50	11.25	1.17	12.20	6.48
				77 1/2	77 1/2	D N		2.14	5.50		2.25	11.10	1.05	11.53	6.30
				73	73	D N		2.00	5.00		1.45	10.52	1.05	11.30	6.15
				68 1/2	68 1/2	D		1.45	4.25		11.15	10.38	1.20	10.50	8.00
				68 1/2	68 1/2	D		1.30	4.00		12.40	10.32	1.15	10.30	7.45
				66 1/2	66 1/2	D		1.10	3.00		12.15	10.05	1.00	9.59	7.20
				63	63	D N		1.00	3.08		11.45	9.45	1.13	9.44	7.10
				61 1/2	61 1/2	D		12.55	12.00		12.15			9.14	4.45
				68	68	D		11.50	1.55		11.15	10.20	11.17	10.60	9.38
				85	85	D N		11.50	1.15		10.38	8.18	10.50	9.38	12.17
				92 1/2	92 1/2	D		11.30	12.18		10.14	8.00	10.33	9.17	12.00
				51 1/2	51 1/2	D		11.24	12.05		10.08	7.55	10.28	8.09	11.51
				97 1/2	97 1/2	D N		11.10	11.50		9.50	7.40	10.15	7.50	11.40
				117 1/2	117 1/2	Arr.					0.35	7.10	0.80	6.50	
				122 1/2	122 1/2	D					0.30	6.55	0.15	6.31	
				122 1/2	122 1/2	D					0.15	6.50	0.10	6.27	
				125 1/2	125 1/2	D					0.04	0.35	0.50	6.15	
				15 1/2	15 1/2	D N					8.50	0.23	8.45	6.00	
				132 1/2	132 1/2	D					8.40	0.15	8.35	5.50	
				134	134	D					8.32	0.08	8.28	5.40	
				139 1/2	139 1/2	D					8.05	0.05	8.00	5.15	
				145	145	Dep.					7.40	5.25	7.45	4.55	

* Nos. 20, 30 and 32 SUNDAY INCLUDED. No. 28 will carry passengers between St. Thomas and Cayuga.

* Do not stop.

† No side tracks.

TORONTO LINE—TORONTO TO HAMILTON.

2nd Class—Westbound.				STATIONS.	FIRST CLASS.—WESTBOUND.													
27	25	23	From Toronto.		From Hamilton.	Telegraph Office.	1	3	5	7	9	11	13	15	17	19	21	
Way Freight	News-paper.	Freight	MILES		D.	Day N. Night	Accom.	Express	Accom.	Express	Mail.	Detroit Exp.	Accom.	Accom.	Accom.	Accom.	Accom.	
	5.20			39	D	N	7.35	9.15	1.10	3.55	6.30	11.00	6.40	10.55	3.35	4.15	5.25	
				37½	D	N	7.40	9.20	1.15	3.59	6.35	11.05	6.45	11.00	3.30	4.20	5.30	
				36									6.49	11.05	2.35	4.25	5.35	
				34½									6.52	11.10	2.40	4.30	5.40	
				33¼									6.55	11.14	2.44	4.34	5.44	
				32	D		7.51	9.30	1.26	4.08	6.45	11.17	7.00	11.20	2.50	4.40	5.50	
				29½	D		8.05	9.40	1.42	4.20	7.00	11.26						
				27½			8.12	9.45	1.50	4.26	7.07	11.33						
				27	D	N	8.23	9.57	2.00	4.36	7.20	11.42						
				25½			8.33	10.05	2.09	4.43	7.30	11.50						
				25	D		8.47	10.14	2.25	4.57	7.47	12.01						
				24			8.55	10.19	2.32	5.02	7.55	12.06						
				23½	D	N				5.07		12.10						
				23	D	N	9.05	10.25	2.40	5.10	8.05	12.15						

At Railroad Crossing near Queen's Wharf, O.T.R. Trains have preference over those of T., G. & B. Railway
 * Do not stop. † Nos. 5 and 23 Sundays included. No. 5 will not make intermediate stops No. 23 Sundays, not Mondays
 † Flag Stations. †† No side tracks

TORONTO LINE—HAMILTON TO TORONTO.

FIRST CLASS.—EASTBOUND.												From Toronto.	STATIONS.	SECOND CLASS.—EASTBOUND.									
22	20	18	16	14	13	10	8	6	4	2	From Hamilton.			34	38	64	36	38	60				
Accom.	Accom.	Accom.	Accom.	Accom.	Express	Mail	Express	Accom.	Express	Exp.	Miles	Arr.	Toronto	Arr.	Day	Mixed	Freight	Refrig	Way	Freight	Freight		
P.M.	P.M.	P.M.	NOON	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.					D	N	P.M.	A.M.	A.M.	P.M.	P.M.		
6:35	8:15	8:25	12:00	9:00	7:25	7:05	4:25	12:50	10:35	8:40	50	Arr. Toronto	50	50	D	N	11.10	2.20	4.00			8.30	
8:30	8:10	8:30	11:55	8:55	7:20	7:00	4:20	12:45	10:50	8:35	4 1/2	Northern Ry Junction	4 1/2	4 1/2	D	N	11.05	2.15	3.55	10.45	12.10	8.25	
8:15	8:05	8:15	11:50	8:50							3	Queen's Wharf	3	3	D	N	11.05	2.15	3.55	10.45	12.10	8.25	
8:10	8:00	8:10	11:45	8:45							4 1/2	High Park	4 1/2	4 1/2									
8:05	4:58	8:08	11:41	8:41							5 1/2	The Humber	5 1/2	5 1/2									
8:00	4:50	8:00	11:35	8:35	7:10	6:45	4:08	12:30	10:20	8:21	7	Mimico	7	D			10.48	1.57	3.35	10.23	11.50	8.08	
											13 1/2	Port Credit	13 1/2	D			10.32	1.35	3.11	9.40	11.27	7.45	
					8:55	8:24	4:50	12:08	10:05	7:57	16 1/2	Clarkson's	16 1/2	D			10.24	1.24	3.00	9.15	11.15	7.38	
					8:47	8:10	4:40	11:57	9:57	7:45	21 1/2	Oakville	21 1/2	D	N	10.10	1.08	2.43	8.53	10.55	12.20	7.20	
					8:40	8:04	4:30	11:48	9:50	7:35	26 1/2	Bronte	26 1/2					9.58	12.51	9.27	10.23	10.40	6.45
					8:27	8:50	4:10	11:31	9:40	7:19	32	Burlington	32	D				9.40	12.30	2.05	7.51	10.15	8.30
					8:23	8:44	4:12	11:24	9:34	7:11	35	Waterdown	35	D				9.31	12.20	1.53	7.39	9.47	8.25
											37 1/2	Junction Cut	37 1/2	D	N			12.10	1.45				6.15
					8:15	8:35	4:05	11:15	9:25	7:00	50	Dep. Hamilton	50	D	N						7.20	9.30	

At Railroad Crossing near Queen's Wharf, G. T. R. Trains have preference over those of T. G. & B. Railway. † No Side Tracks. ‡ Nos. 8, 35 and 64 Sundays included. No. 38 runs Sundays not Mondays. † Flag Stations. * Depot stop.

SARNIA BRANCH.

TO PT. EDWARD—West.						STATIONS.	TO KOMOKA—East.																		
2nd Class.		FIRST CLASS.					FIRST CLASS.					SECOND CLASS.													
59	57	55	53	51	From Komoka.		50	52	54	56	58	60	62	64	66	From Pt. Edward.	50	52	54	56	58	60	62	64	66
M.P.M.	M.P.M.	M.P.M.	M.P.M.	M.P.M.	MILES.		MILES.	MILES.	MILES.	MILES.	MILES.	MILES.	MILES.	MILES.	MILES.	MILES.	MILES.	MILES.	MILES.	MILES.	MILES.	MILES.	MILES.	MILES.	MILES.
9:40	7:45	8:12	2:50	7:02		Depart.....Komoka.....Arrive	54	D	N	4:35	9:35	1:40	8:55	4:45	11:25	13:45	8:15	9:40							
*10:20	8:30	8:31	3:10	7:25	10%Nurthroy.....	43½	D	N	*4:17	9:15	1:18	8:28	4:10	*10:52	*12:15	*7:40	*0:00							
*10:45	8:45	8:45	3:23	7:38	15%Kerwor.....	37½	D	N	*4:07	9:00	1:02	8:10	3:30	*10:35	*11:55	*7:21	*8:35							
*11:12	10:15	6:58	3:40	7:55	28%	.....Watford.....	30%	D	N	*3:50	8:45	12:45	7:53	1:58	10:15	*11:35	10:00	8:07						
*11:45	10:4	7:15	3:57	8:11	31%	.....Wanstead.....	22½	D	N	*3:45	8:28	12:27	7:32	1:05	*9:50	*11:11	*9:17	*7:35						
12:00	11:00	7:24	4:05	8:20	35%	.....Wyoming.....	18½	D	N	*3:39	8:20	12:20	7:24	12:45	*9:30	*11:00	*8:04	*8:50						
12:04	12:25	7:28	4:08	8:23	36%	.....Petrolia Junction.....	17½	D	N	*3:38	*8:18	*12:15	*7:20	*11:45	*9:35	*10:57	*8:00	*8:48						
*12:18	12:45	7:37	4:20	8:31	41%	.....Mandanmin.....	12½	D	N	*3:29	8:05	12:05	7:07	11:30	*9:20	*10:42	*5:40	*8:27						
1:00	8:15	7:55	4:40	8:50	51	.....Sarnia.....	3	D	N	3:15	7:45	11:45	8:45	11:00	8:50	10:10	5:05	5:50						
1:15	3:30	8:05	4:50	9:00	54	Arrive.....Point Edward.....Depart		D	N	3:05	7:35	11:35	8:35	9:00	8:25	9:55	4:50	5:35							

Nos. 50, 54, 55 and 59 run on Sundays.

No. 59 Sundays not Saturdays.

*Do not stop.

PETROLIA BRANCH.

To Petrolia—South.						STATIONS.	To Wyoming—North.					
FIRST CLASS.					From Wyoming.		FIRST CLASS.					
7	5	3	1	MILES.	2		4	6	8			
M.P.M.	M.P.M.	M.P.M.	M.P.M.	MILES.	M.P.M.		M.P.M.	M.P.M.	M.P.M.			
7:30	4:15	12:25	8:25		Dep.....Wyoming.....Arr.	5½	D	N	8:15	12:15	4:00	7:15
7:35	4:20	12:30	8:30	½	.....Petrolia Junction.....	4½	D	N	8:10	12:10	3:55	7:10
7:55	4:45	12:55	8:55	5½	Arr.....Petrolia.....Dep.		D	N	7:50	11:45	3:30	9:45

Petrolia Branch Trains will keep sharp look out between Petrolia Junction and Wyoming for Sarnia Branch Trains which may be late.

LONDON, HURON & BRUCE BRANCH.

To Wingham, North.				To London, South.					
2ND CLASS.	1ST CLASS.		From Lond ¹	STATIONS.	From Wngm	Telegraph Offices.	1ST CLASS.	2ND CLASS.	
75	73	71	Miles.		Miles.	D-Day, N-Night	70	72	74
Freight	Mail.	Express					Express	Mail.	Freight
A.M. 5.50	P.M. 4.30	A.M. 7.45		Dep. London	Arr. 74	D N	A.M. 10.30	P.M. 5.50	P.M. 5.35
0.05	4.30	7.55	1/4	Hyde Park Junction	69 1/2	D	10.32	5.43	5.20
6.23	4.37		7 1/2	Etterick	66 1/2		10 14		
6.40	4.43	8.14	11 1/2	Hiderton	62 1/2		10 07	5.30	4.45
7.02	4.59	8.33	15 1/2	Brecon	58 1/2	D	0 57	5.20	4.05
7.26	5.11	8.32	20 1/2	Clandeboye	53 1/2		0 48	5.11	3.40
7.59	5.25	8.49	26 1/2	Centralla	47 1/2	D	0 37	4.59	3.10
5.20				Arr. Exeter	Dep. 43 1/2	D	9.28	4.50	2.45
9.28	5.30	0.56	31 1/2	Exeter	Arr. 43 1/2				2.00
0.52	5.50	9.13	37	Hensall	37	0	9.13	4.30	1.30
10.00	5.55	0.17	39 1/2	Kippen	31 1/2		0.08	4.30	1.37
10.20	0.05	0.29	43 1/2	Brucefield	30 1/2		6.50	4.31	1.11
10.50				Clinton	Dep. 24	D	8.45	4.05	12.45
11.30	6.30	0.43		Clinton	Arr. 24		4.00	12.35	
12.00	6.50	10.07	56 1/2	Londesborough	17 1/2	D	8.14	3.32	12.00
12.16	6.50	10.16	60 1/2	Blyth	13 1/2	D	8.05	3.23	11.42
12.49	7.16	10.31	67 1/2	Belgrave	6 1/2		7.49	3.00	11.21
1.10	7.27	10.55	73	Arr. Wingham Jun.	Dep. 1	D	7.35	2.57	11.00
1.30				Wingham	Dep. 74				10.30

L. H. & B. Trains must keep clear of a¹ Main Line and Sarnia Branch. Trains between Hyde Park and London.

WELLAND RAILWAY AND ALLANBURG BRANCH.

To Welland Juno.-South.										To Merritt Juno.-North.									
Grand Trunk Railway Trains.										Grand Trunk Railway Trains.									
SECOND CLASS.										SECOND CLASS.									
27	19	13	11	10	From N. Falls	STATIONS.				From Welland Juno.	Telegraph Offices.	9	12	14	28	32			
Thro Freight	Thro Freight	Local Freight	Mixed	Way Freight	MILES.					MILES.	D-Day, N-Night	Way Freight	Mixed	Local Freight	Thro Freight	Thro Freight			
A.M. 12.35	A.M. 9.20	A.M. 6.45	A.M. 6.00			Dep. Niagara Falls	Arr. 17 1/2	D	N										
*12.40	*0.24	*6.50	6.05			Clifton Junction	16 1/2						6.30	*10.25	*3.55	*5.00			
*12.50	*0.36	*7.00	6.18			Stamford	13 1/2						6.10	*10.15	*3.44	*4.50			
						Arr. Allanburg Junction	8	D	N				5.50	9.55	*3.23	*4.30			
						Dep. Merritt Juno	Arr. 14 1/2	D	N										
						Thorold	12						*9.08						
						Allanburg	9 1/2						*6.56						
						Dep. Allanburg Junction	Arr. 8	0	N				6.51						
1.10	6.55	7.18	6.28	11.30	9 1/2	Port Robinson	6 1/2	D					8.40	5.43	9.46	3.16	4.23		
*1.30	*10.20	*7.39	6.55	11.56	14 1/2	Welland	2 1/2						6.20	5.27	*9.32	*3.31	*4.07		
1.40	10.30	7.50	0.05	12.20	17 1/2	Arr. Welland Juno.	Dep. 8	D	N				6.10	5.15	9.20	2.50	3.55		

Welland Railway Trains have Right of Road over G. T. R. Trains between Merritt Junction and Welland Junction when going in either direction and G. T. R. Trains when running between those points, will be governed by Welland Railway Time Table as regards Trains of that Company. Conductors must obtain current issue of Welland Railway Time Table.

† Nos. 19, 27 and 32 Sundays included. †† No Side Tracks. * Do not stop

LONDON & PORT STANLEY BRANCH.

To Pt. Stanley-South.										To London-North.									
SECOND CLASS.										FIRST CLASS.									
66	62	7	5	3	1	From London.	STATIONS.				From Pt. Stanley	Telegraph Offices.	2	4	6	8			
Freight	Freight	Freight	Accom.	Mail.	Accom.	MILES.					MILES.	D-Day, N-Night	Accom.	Mail.	Accom.	Freight			
P.M. 10.30	1.50	A.M. 6.25	P.M. 6.45	P.M. 3.55	A.M. 9.00		Dep. London	Arr. 23 1/2	D	N			6.05	1.50	5.35	6.35			
	*2.05	*8.45	7.03	3.08	9.13	5 1/2	Westminster	18 1/2					7.52	1.30	5.22	*8.13			
*10.57	*2.21	*9.00	7.12	3.17	9.22	9 1/2	Glanworth	14 1/2					7.43	1.31	5.13	5.55			
	*2.32	*9.05	7.20	3.25	9.32	13 1/2	Yarmouth	10 1/2					7.35	1.24	5.05	*5.30			
11.15	2.40	9.25	7.25	3.30	9.40	15 1/2	St. Thomas	8 1/2	D	N			7.30	1.20	5.00	5.30			
							Dep. White's	4 1/2					7.23	1.05	4.55				
							Port Stanley	0					7.10	12.55	4.45				
													7.00	12.45	4.35				

At Railroad Crossing, St. Thomas, Passenger Trains on the Port Stanley Road have preference over those on the Canada Southern and G. T. R. Loop Line. †† No Side Tracks. * Do not stop

W. G. & B.--MAIN LINE.

To Harrisburg-South.										STATIONS.	To Southampton-North.										
SECOND CLASS.				FIRST CLASS.							From Southampton.	FIRST CLASS.					SECOND CLASS.				
7	19	17	3	1	15	13	11	9	Exp.			10	12	14	2	4	16	18	20	8	
Mixed.	Freight	Mixed	Exp.	Exp.	Accom.	Accom.	Accom.	Exp.	MIL.			From Harrisburg.	Telegraph Office.	10	12	14	2	4	16	18	20	8
										D. Southampton	128%	D	4.00	P.M. 11.10							
										Port Egin	124%	D	3.49	11.00							
										Turners	118%	D	3.23	10.47							
										Palesley	111%	D	32.00	10.27							
										Pinkerton	106%	D	2.37	10.12							
										Cargill	103%	D	2.33	10.09							
										Dunkeld	101	D	2.27	10.03							
										Waterton	96%	D	2.17	9.52							
										Mildmay	90%	D	2.01	9.37							
										Clifford	81%	D	1.41	9.17							
										Harriston	75	D	1.25	9.00							
										Palmerston	69%	D N	1.10	8.45							
										Moorefield	62%	D	12.08	8.10							
										Drayton	58%	D	11.55	7.58							
										Goldstone	54%	D	11.42	7.45							
										Aims	49%	D	11.27	7.31							
										Fergus	43	D	11.07	7.13							
										Etern	40%	D	10.55	7.03							
										Super	32%	D	10.35	6.45							
										Geulph	27%	D N	10.20	6.30							
										Geulph Crossing		D	10.00	6.15							
										Hospeler	19%	D	9.44	5.55							
										Preston	16	D	9.37	5.45							
										Galt	11%	D	9.30	5.35							
										Branchton	6%	D	9.04	5.15							
										A. Harrisburg	128%	D N	6.50	5.00							

At Railroad Crossing Near Harriston, G. T. Trains have preference over those of the T. G. & B. Flag Stations. * Do not stop.

At Railroad Crossing, Fergus, G. T. Trains have preference over those of C. V. R.

W. G. & B.—SOUTH EXTENSION.

To Palmerston-South.									STATIONS.	To Kincairdine-North.								
Second Class.		First Class.								From Palmerston MILES	First Class							Second Class
8	13	4	2	72	70	11	9	From Kincairdine			10	12	71	73	1	3	14	7
Mixed.	Mixed.	Exp.	Exp.	Exp.	Mail.	Accom.	Exp.	MILES			Accom.	Exp.	Exp.	Mail.	Exp.	Exp.	Mixed.	Mixed.
	P.M.			P.M.	A.M.	A.M.	A.M.			P.M.	P.M.	P.M.	P.M.		P.M.	P.M.		
	4.30			1.45	6.10	9.35	4.45		Dep..... Kincairdine..... Arr	66½	D	4.15	11.30	12.05	8.50		4.35	
	5.00			2.05	6.30	9.54	5.02	8¼	..... Ripley.....	58½	D	3.54	11.12	11.45	8.30		4.55
	6.00			2.25	6.50	10.15	5.19	16¼	..... Lucknow.....	50	D	3.32	10.53	11.25	8.10		5.10
	8.30			2.40	7.08	10.30	5.38	23	..... Whitechurch.....	42½	D	3.12	10.37	11.08	7.51		5.25
	9.50				7.25			28	..... Wingham.....	38½	D	2.55	10.22	10.50	7.35		5.40
	7.30			2.55	7.30	10.50	5.46	28	Arr..... Wingham..... Dep	38½	D	2.50			7.30		5.55	
	7.35			2.57	7.35	10.55	5.50	29	Dep..... Wingham Junction..... Dep	37½	D	*2.46	*10.19	10.45	7.27		6.10	
	7.50				11.05	6.56	6.22	32¼	..... Bluevale.....	34½	D	2.37	10.11				6.25
	8.35				11.28	8.13	6.39	39	..... Brussels.....	27½	D	2.20	9.54				6.40
	9.05				11.45	8.25	6.44	44½	..... Ethel.....	21½	D	2.08	9.40				6.55
	a9.20				11.57	8.33	6.47	47½	..... Henrys.....	15½	D	1.56	9.31				7.10
	9.55				12.09	8.42	6.51	51½	..... Attwood.....	14½	D	1.44	9.21				7.25
A.M.	10.10	P.M.						57½	..... Listowel.....	9	D	1.31	9.08				7.40
10.50	10.30	6.20	P.M.	12.40				61	..... Gorwans town.....	5½	D	1.22	8.58				7.55
10.02	10.45	8.28	P.M.		12.42	7.03		61	Arr..... Palmerston..... Dep	D	N	1.10	8.45				8.10	
10.20	11.05	8.43	P.M.	1.10		1.00	7.15	66½									8.30	
A.M.	P.M.	P.M.															P.M.	

G. B. & L. E. Division Trains will be guided by G. W. Division Rules and Time Table when running between Harriston and Listowel. *Do not stop.

BRANTFORD & TILSONBURG LINE.

To Tilsonburg—West.								STATIONS.	To Harrisburg—East.									
SECOND CLASS.	FIRST CLASS.								FIRST CLASS.								SECOND CLASS.	
Freight	Accom.	Accom.	Accom.	Accom.	Accom.	Accom.	From Harrisburg		MILKS.	From Tilsonburg Junction.	Telegraph Office	Accom.	Accom.	Accom.	Accom.	Mixed.	Freight	
13	11	9	7	5	3	1	MILES.		MILKS.	D—Day N—Night	2	4	6	8	10	12	16	
P.M. 2.50	A.M. 6.05		P.M. 9.00			P.M. 12.30	42½	Arr. Tilsonburg Junc. Dep.		D		A.M. 6.20		P.M. 8.10	P.M. 12.55	P.M. 9.16	P.M.	
2.40	7.55		6.50			12.25	40K	Dep. } Tilsonburg... Arr		D		6.20		3.20	1.06	P.M. 9.25	4.05	
2.08			8.45					Arr } Do. Old Station... Dep		3½							9.30	P.M.
	7.50 A.M.					12.13	35	Do. Springford...		7½	D		8.30		4.09			4.26
1.50			6.30			12.03	30½	G. B. & L. E. Crossing...		13½	D		8.51		4.24			4.46
1.32			6.17			11.59	28½	Norwich...		14½	D		8.58		4.30			4.50
1.25			6.13			11.47	24½	Hatchley...		15½			0.08		4.42			5.22
1.12			7.50			11.40	21½	Harley...		21½			0.10		4.52			5.40
12.57			7.51			11.33	17½	Surford...		25½	D		0.26		5.03			6.00
12.47			7.43			11.26	14½	Mt. Vernon...		28			0.34		5.12			14
12.35			7.35			11.20	12½	Mt. Pleasant...		30½			0.41		5.20			Freight
12.20			7.27			11.10	8	Dep. } Brantford B. & T... Arr		34½	D	A.M.		P.M.				6.45
11.66		P.M.	7.15	P.M.		11.20		Arr } Brantford B. & T... Dep		34½	D	7.20	0.51	3.35	5.34		A.M.	7.35
11.50		9.15				12.20		Dep. } Brantford, B. & G... Arr		D	N	7.55	10.03	3.05	5.48			9.20
11.35		9.00	7.00	5.55		12.05	10.58	Dep. } "Y" Switch... Arr		35½		6.00	10.07	3.10	6.53			0.30
11.15		08.05	07.05	06.00		12.10	11.03	Dep. } Harrisburg... Arr		42½	D	N	8.20	10.23	3.35	6.10		0.50
11.40		08.55	08.50	08.30		11.45	10.52					A.M.	A.M.	P.M.	P.M.		A.M.	8.10
11.10		08.55	08.50	08.30		11.45	10.52					A.M.	A.M.	P.M.	P.M.		A.M.	8.10
10.45		08.35	6.30	5.00		11.20	10.35					A.M.	A.M.	P.M.	P.M.		A.M.	8.10

If No side tracks. *Flag Stations. *Do not stop.
At Rainald Crossing, Brantford, B. & G. Division Trains have preference over those of the B. & T. Line. At G. B. & L. E. Crossing, G. B. & L. E. Division Trains have preference over those of the B. & T. Line.

SPECIAL RULES.

No. 1.—In Rule 138, page 77, twelfth line from top, the words "of same or inferior class" should appear, and fourth line from bottom, the word *superior* should read *inferior*.

No. 2.—The special attention of Trainmen is called to Rule 143, in Rule Book, relative to the passing of trains across Swing Bridges. This rule is now made applicable to all level Railway crossings as well.

No. 3.—Referring to Rule No. 33 in Rule Book, engines running without trains will have a cipher (0) placed in front of engine number on head-light.

No. 4.—See Rule 157. No one is allowed to ride on shunting engines except yardmen and switchmen, whose duty requires them to do so.

No. 5.—Referring to Rule No. 428 in Rule Book, the words "shut off steam" are cancelled and erased from Rule. The attention of all concerned is called to that portion of Rule No. 30 in Rule Book which reads *one* stroke on engine gong signifies train has broken loose, *two* signifies stop.

No. 6.—All trains running between Wingham Junction and Wingham must approach the latter station cautiously, in expectation of finding the main track occupied between station and semaphore.

No. 7.—Attention is called to Book of Regulations respecting the use of the Automatic Air Brakes.

No. 8.—The following addition has been made to Rule No. 354, with reference to trains using the double track. "And whenever any train may have occasion to use the opposite line for shunting or other purposes, they must in all cases previous to crossing, have the red shade on head light fully shown to protect train."

No. 9.—All engines and trains must carefully observe Rule No. 413, as to crossing certain bridges, and apply the same to other bridges under reconstruction. See special Circulars issued from time to time.

No. 10.—L. H. & B. Trains will run from the Junction to and from the B. & G. Clinton Station under the regulations in force on B. & G. Division as regards the working of trains in

station yards, the track between the points named being considered within the yard limits. Run cautiously especially when backing up, and keep good look out for B. & G. Division Trains.

No. 11.—That portion of the Buffalo & Goderich track between the "Y" switch and the Buffalo & Goderich Station at Brantford is to be considered as being within the Yard limits of that Station, and all trains and engines approaching the Station must use great caution, and not leave the "Y" track to go out on the Buffalo & Goderich Line, until the Line is seen and known to be clear, and the proper "All right" Signals are given by the Buffalo & Goderich Station, Conductors of Brantford & Tilsonburg trains, and Drivers of all light engines, must ascertain from the Stationmaster or Operator in charge, that the line is clear for their departure. Four long, distinct whistles must be given to warn Signalmen of the approach of Brantford & Tilsonburg Line trains, requiring to run into, or out from Buffalo & Goderich Station. The Switch at the Buffalo & Goderich end of the "Y" will be in charge of the Crossing Signalman. The Switch at the Brantford & Tilsonburg end will be worked by the Trainmen.

No. 12.—The track between Harriston Station and the G. B. & L. E. Switch, at the T. G. & B. Crossing, must be considered within the Yard limits of Harriston Station; Trainmen must govern themselves accordingly.

All trains must approach passenger platform at Palmerston carefully, in expectation of finding preceding trains occupying a portion of the Main Line at platform. Keep sharp look out for Durham Branch trains between the Station and the Durham Line Switch. Speed must be reduced while rounding the curve at Minto Gravel Pit, north of Palmerston.

No. 13.—Referring to Rule No. 135. In future the Driver of train engine will be furnished with copy of train orders as well as Driver of pilot engine, and both will be held responsible for the orders being carried out. Conductor must read the orders to both Drivers before handing to them.

SUNDAY TRAINS.

MAIN LINE.—Nos. 1, 7, 13, 15, 19, 23, 27, 59, 2, 6, 20, 26, 30, 32, 50 and 61.

LOOP LINE.—Nos. 19, 27, 20, 30 and 32.

TORONTO LINE.—Nos. 5, 8, 23, 38 and 61. No. 5 will not make intermediate stops on Sundays.

SARNIA BRANCH.—Nos. 50, 55, 59 and 61. but will not make intermediate stops on Sundays.

JOS. HICKSON,
General Manager.

CHAS. STIFF,
Superintendent.

J. E. DAWSON,
Ass't Sup't, London.

W. R. TIFFIN,
Ass't Sup't (W. G. & B. and B. & T. Line), Palmerston.

THROUGH CONNECTIONS.

GOING EAST.

Chicago, C. & G. T.	dep.	3.21 p.m.	7.30 p.m.	Central Time.
Chicago, B. & O.	dep.	8.20 a.m.	8.36 p.m.	" "
Chicago, M. C. R.	dep.	8.51 a.m.	8.51 p.m.	" "
Milwaukee	dep.	8.30 p.m.	9.51 p.m.	" "
St. Louis	dep.	6.40 p.m.	6.40 p.m.	" "
Detroit	dep.	6.36 p.m.	6.25 a.m.	11.56 a.m.
Windsor	dep.	8.20 p.m.	8.10 a.m.	1.30 p.m.
Niagara Falls	arr.	3.50 a.m.	8.00 a.m.	3.05 p.m.
Suspension Bridge	dep.	4.20 a.m.	8.20 a.m.	3.45 p.m.
Montreal	arr.	8.00 p.m.	8.00 p.m.	8.00 a.m.
Buffalo	arr.	5.35 a.m.	9.15 a.m.	5.10 p.m.
New York	arr.	7.00 p.m.	10.00 p.m.	7.30 a.m.
Boston	arr.	9.45 p.m.	9.20 a.m.	2.55 a.m.

GOING WEST.

Montreal	dep.	9.00 a. m.	11.30 p.m.	Eastern Time.
Boston via Albany	dep.	8.30 a.m.	3.00 p.m.	6.00 p.m.
New York	dep.	10.30 a.m.	6.00 p.m.	9.00 p.m.
Buffalo	dep.	9.10 p.m.	12.05 a.m.	8.15 a.m.
Suspension Bridge	arr.	10.05 p.m.	12.40 a.m.	9.00 a.m.
Niagara Falls	dep.	11.00 p.m.	1.35 a.m.	9.25 a.m.
Windsor	arr.	7.00 a.m.	8.55 a.m.	4.05 p.m.
Detroit	arr.	6.30 a.m.	8.25 a.m.	3.25 p.m.
Detroit, M. C. R.	dep.	6.51 a.m.	9.26 a.m.	9.41 p.m.
Detroit, Wabash	dep.	9.10 a.m.	3.30 p.m.	9.40 p.m.
Chicago, C. & G. T.	arr.	7.45 p.m.	8.10 a.m.	" "
Chicago, B. & O.	arr.	7.10 p.m.	8.30 a.m.	" "
Chicago, M. C. R.	arr.	6.41 p.m.	7.31 p.m.	7.51 a.m.
Milwaukee	arr.	6.00 a.m.	8.55 a.m.	" "
St. Louis	arr.	8.55 a.m.	" "	" "

