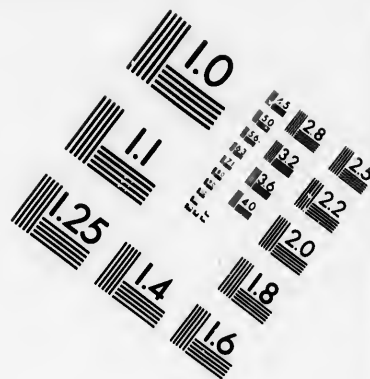
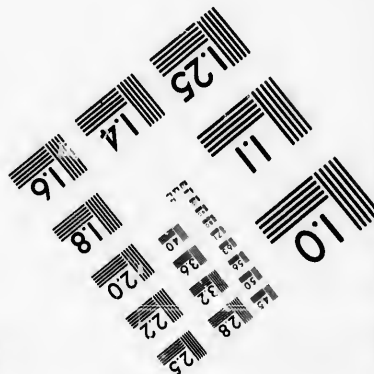




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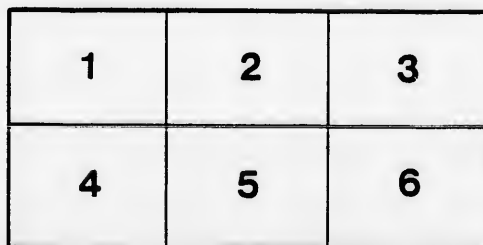
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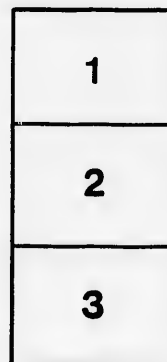
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Wm. K. Raper, Auditor

[1]
GREAT WESTERN RAILWAY
OF CANADA.

No.



35.

PRIVATE

TIME-TABLE

AND

Special Instructions,

FOR THE

EXCLUSIVE USE AND GUIDANCE

OF THE

CONDUCTORS, ENGINEMEN, &C.

To come into operation at 5.05 A. M. on Monday, October 1,
1860.

Station Masters or persons in charge of Stations at which Express Trains do not stop, will be most careful to ascertain by personal inspection before each train is due, that switches are locked and the main track clear for its passage.

To prevent loss of time, Passenger Train Conductors are to make the stops at Stations as short as possible, and when Trains are late, the full time allowed at Refreshment Rooms is not to be taken. Enginemen are to start their Trains immediately on receiving Signal from the Conductor.

A Train is not to start on a journey from any Station at which another Train of the same class is over due, except, when Instructions in the Time Table give right of Road to the Train which is beginning its journey, or when a passing arrangement can be made by telegraph.

Enginemen of all Trains are to use the whole time given for running, excepting that which may necessarily be taken for doing the work at Stations, or for getting into side tracks to pass other Trains.

The attention of Enginemen and Conductors is directed to Rules relative to approaching at NIGHT Stations at which there are not Night SWITCHMEN—especially those Stations or Side Tracks at which Trains should be met and passed.

Every Officer and Employee of the Company must make himself perfectly acquainted with this Time Table.

The Clocks in Hamilton Station General Waiting Room and London Telegraph Office, show the time by which trains are to run; Conductors will allow five minutes at all passing places, for variation in watches, but must not run upon this allowance.

The thick black lines in connection with Time Table notes show where Trains are to pass each other, and Conductors will not pass these appointed Meeting Stations with their Trains, except upon properly authenticated written telegraph messages; but, as a General Rule, Freight and Mixed Trains when they cannot make their proper passing places on time, shall keep out of the way of Passenger Trains.

AS A PRECAUTION, all Conductors, just before leaving Telegraph Stations, shall ascertain from the Station Master, or person in charge of Station, whether there are any orders or arrangements affecting the running of their Trains.

Previous Time-Tables to be Destroyed.

[2]

Distance		STATIONS.	1	2	3	4	5	6	7	8	9
Intermed.	N. Fall.		Accom.	Mixed	Freit.	Day Ex.	Freit.	Accom.	Freit.	Em'gt.	Nt. Ex.
			A. M.			A. M.	P. M.	P. M.		P. M.	P. M.
		N. FALLS, { N.Y.C.	6.00			10.00		3.30			10 15
		{ G.W.R.	6.30			10.30	2.45	4.15		6.10	10.40
9½	9½	Thorold	6.50			10.48	3.25	4.35		6.48	10.57
2	11½	St. Catharines.	6.58			10.55	3.40	4.45		7.01	11.05
5½	17	Jordan	7.14½				4.05	5.00			
5	22	Beamsville	7.27½				4.40	5.12		7.50	
4½	26½	Grimsby	7.37			11.28½	5.00	5.23		8.20	
5	31½	Ontario	7.47½				5.20	5.33			A. M.
		{ ar.	8.15			11.55	6.13	6.00		9.30	12.16
11½	43½	HAMILTON { dep.	8.30		9.20	12.10	6.55	6.12	8.00	10.00	12.20
1½	44½	Burlington J'n.	8.37		9.28	12.15	7.03	6.20	8.05	10.08	12.27
4	48½	Dundas	8.52		10.00	12.30½		6.35			
3½	52	Flamboro'	9.02½		10.20			6.45			
2½	54½	Copetown	9.13½		10.40	12.50	8.05	6.56	9.10	11.10	1.00
4½	59	Lynden	9.23½		11.05			7.06			
3½	62½	Harrisburg.	9.34		11.30	1.08½	8.40	7.23	9.40	11.40	1.20½
		{ P. M.			12.20	1.30	9.30	7.50	10.25	12.30	1.45
9½	72½	Paris	9.59								
7	79½	Princeton	10.20		12.55	1.46½	9.55	8.10	10.57	1.35	2.01½
2	81½	Arnolds			1.10	1.51½				2.00	2.07½
5½	86½	Eastwood	10.43½		2.12		10.25	8.31	A. M.		
4½	91	Woodstock.	10.54		2.32	2.12	10.50	8.42	12.00	2.57	2.33
5	96	Beachville	11.06		2.52			8.53			
4½	100½	Ingersoll.	11.19		3.15	2.33	11.35	9.05	1.20	3.43	2.52
9½	109½	Edwardsburgh.	11.42½		4.00		12.40	9.27			3.09½
3	112½	Waubuno	P. M.		4.20				2.10		
6½	119½	LONDON { ar.	12.05	A. M.	4.50	3.15	1.25	9.50	2.45	5.00	3.35
		{ dep.		8.00		3.25	2.00			5.25	3.40
10½	129½	Komoka		8.45		3.54	2.50			6.10	4.00
5	134½	Mt. Brydges		9.08		4.07½					
5	139½	Longwood		9.30		4.22½	3.30			6.50	
4½	144	Ekfrid Centre.		9.50							
5	149	Glencoe		10.15							
6½	155½	Newbury		10.40		4.56	4.35			7.48	4.47½
4½	159½	Bothwell		11.05		5.07½					
8½	168½	Thamesville		11.45		5.28½	5.52			8.45	
6	174½	Lewisville		P. M.							
3	177½	Vesburgh									
6	183½	Chatham		12.45		5.57	7.00			9.45	5.39
14½	198	Baptiste Creek		1.40			7.45				
5	203	Stoney Point.		2.00							
9	212	Belle River		2.35		6.56½	8.30			11.25	6.30
9	221	Tecumseh		3.10						11.55	
8	229	WINDSOR, arrive		3.45		7.30	10.00			12.30	7.00

Suspension Bridge (N.F.) to Hamilton, London, Windsor, &c.

INSTRUCTIONS.—Going West.

† Passing but not stopping Stations, providing corresponding Train has arrived.

‡ Flag Stations.—Stop when there are Passengers at, or for.

- No. 1 ACCOMMODATION pass following Trains bound East: at St. Catharines No. 7 Cattle; at Hamilton No. 8 Freight; at Burlington Junction Train from Toronto; at Dundas No. 2 Accommodation; at Paris No. 1 Freight; at Beachville No. 4 Freight; if late approaching London keep clear of all Express Trains.
- No. 2 MIXED pass following Trains bound East: at Newbury No. 8 Express; at Baptiste Creek No. 5 Mixed; at Tecumseh No. 7 Cattle; if late approaching Windsor keep clear of all Express Trains.
- No. 3 FREIGHT pass following Trains bound East: at Lynden No. 1 Freight; at Princeton No. 4 Freight; at Arnolds No. 3 Express and No. 4 Express West; at Edwardsburg No. 6 Accommodation; if late approaching London keep clear of all ordinary Trains.
- No. 4 EXPRESS pass following Trains bound East: at St. Catharines No. 2 Accommodation; at Grimsby No. 8 Freight; at Burlington Junction Train from Toronto; at Dundas No. 1 Freight; at Paris No. 4 Freight; at Princeton No. 3 Express; at Arnolds No. 3 Freight West; at Newbury No. 5 Mixed; at Chatham No. 7 Cattle; at Belle River No. 8 Freight; if late approaching Windsor keep clear of No. 9 Express East.
- No. 5 FREIGHT pass following Trains bound East: at Jordan No. 3 Express; at Ontario No. 6 Accommodation West; at Hamilton No. 6 Accommodation; at Ingersoll No. 7 Cattle and No. 9 Express; at London No. 8 Freight; at Newbury No. 9 Express West; at Belle River No. 3 Express; if late approaching Windsor keep clear of all ordinary Trains.
- No. 6 ACCOMMODATION pass following Trains bound East: at Thorold No. 3 Express; at Ontario No. 5 Freight West; at Burlington Junction Train from Toronto; at Dundas No. 6 Accommodation; if late approaching London keep clear of No. 9 Express East and No. 9 Express West.
- No. 7 FREIGHT pass following Trains bound East: at Woodstock No. 9 Express and No. 7 Cattle; at Waubesa No. 8 Freight; if late approaching London keep clear of all ordinary Trains.
- No. 8 EMIGRANT pass following Trains bound East: at Beamsville No. 6 Accommodation; at Paris No. 9 Express; at Princeton No. 7 Cattle; at Arnolds No. 9 Express West; at Ingersoll No. 3 Express; at Tecumseh No. 5 Mixed; if late approaching Windsor keep clear of all ordinary Trains.
- No. 9 EXPRESS pass following Trains bound East: at Harrisburg No. 9 Express; at Princeton No. 7 Cattle; at Arnolds No. 8 Emigrant West; at Edwardsburg No. 8 Freight; at Newbury No. 5 Freight West; if late approaching Windsor keep clear of No. 3 Express East.

LONDON TO SARNIA.

Distances.		STATIONS.	1	
Inter-	From		Freight	Mixed
mediate	Komoka			
		LONDON.....	A. M. 3.45	P. M. 3.30
10½		Komoka,	4.30	4.10
10½	10½	Strathroy	5.15	4.40
6	16½	Currie Road	5.40	4.55
7½	23½	Watford,	6.10	5.25
8	31½	Wanstead,	6.45	5.50
9½	41½	Mandaamin,	7.25	6.15
10	51½	SARNIA,	8.15	6.40

No. 1 Freight if late approaching Sarnia keep clear of No. 1 Mixed East.

HARRISBURG to GUELPH, &c.

Distances.		STATIONS.	1	
			Mixed	Mixed
			A. M.	P. M.
....		Harrisburg	9.40	7.30
6	6	Branchton	10.04	7.52
12	6	Galt	10.28	8.10
16	4	Preston	10.38	8.20
19½	3½	Hespeler (late Newhope)	10.50	8.30
27½	8	Guelph	11.15	8.55
		arrive		

[4]

Distance		Going East. STATIONS.	1	2	3	4	5	6	7	8	9
Intermed.	Windsor.		Freit.	Accom.	Day Ex.	Freit.	Mixed.	Accom.	Cattle.	Freit.	Nt Ex.
		WINDSOR, depart			A.M. 8,30		A.M. 11,30 P.M. 12,00		P.M. 2,45	P.M. 5,40	P.M. 7,50
8	8	Tecumseh							3.15+		
9	17	Belle River			8.53+		12,30		3,45	6 45	
9	26	Stoney Point					1,05				
5	31	Baptiste Creek					1.30				
14	45	Chatham			9.50		2,30		5 40	8 26	9,10
6	51	Vosburgh									
3	54	Lewisville									
6	60	Thamesville			10,17		3,35		6,57	9.25	9 38+
8	69	Bothwell			10,38		4,20				
4	73	Newbury			10.48		4.45		7,49	10,33	10,05
6	80	Glencoe					5,20				
5	85	Ekfrid Centie.					5,45				
4	89	Longwood			11,15		6,05		8,40	11,35	
5	94	Mt. Brydges			11,23		6,27			A.M.	
5	99	Komoka			11,35		6,50		9,15	12,10	10,55
10	109	LONDON, { ar. A.M. 11,55 dep. 5,05	A.M. 5,05	A.M. 6,00	P.M. 12,10	A.M. 9,00			9,50	12 45	11,15
6	116	Waubuno						3,45	10,20	1,30	11,20
3	119	Edwardsburgh.	5,50	6,23		9,45		4 06+		2 05	
9	128	Ingersoll	6 35	6 45	12,50	10,35		4,27	11,35	3,00	11,58+
4	133	Beachville	7,10	6,56		11,00		4,38	12,00		12,08+
5	138	Woodstock	7,35	7,07	1,12	11,35		4,50	12 35	4,40	12 18+
4	142	Eastwood	8,00	7,17		12,05		5,00			
5	147	Arnolds	8,30		1,37+	12,35					
2	149	Princeton	8,45	7,33	1,42+	12,50		5,16	1,40	5,40	
7	156	Paris	9.25	7,48	2,00	1,25		5,31	2,30	6,15	12,55
9	166	Harrisburg	10,40	8,12	2,24+	2,15		5,55			11 15+
3	170	Lynden	11 05	8 22		2,54		6,05			
4	174	Copetown	11,30	8,32	2,40	3,15		6,15	3,40	7,25	1,40
2	177	Flamboro'	11,50	8,42		3,35		6,25			
3	180	Dundas	12 15	8,52	2 56	4,00		6,35			
4	184	Burlington J'n.	12,53	9,07	3,09	4,33		6 48	4,25	8,10	2,13
1	185	HAMILTON { ar. 1,00 dep. 9,28	1,00	9.15	3,17	4,40		6 55	4,35	8 15	2,20
11	197	Ontario		9,55	3,30			7,05	4,50	10,00	2,30
5	202	Grimsby		10,07	4,00+			7,33+		10,50	
4	207	Bermsville		10,19				7,45	5,50	11,15	
5	212	Jordan		10,33	4,18+			7,57		11,50	
5	217	St. Catharines		10,50	4,29			8,10	6,50	12,15	
2	219	Thorold		11,04	4,37			8,24	7,20	12,40	3,32
9	229	N. { G.W.R. 11,30 FALLS. N.Y.C. 11,35		11,30	5,00			8,32	8,55	8,15	1,40
				11,35	5,05			9,00			4,00

Windsor to London, Hamilton, Suspension Bridge (N.F.) &c.

INSTRUCTIONS.—Going East.

† Passing but not stopping Stations, providing corresponding Train has arrived.
 ‡ Flag Stations.—Stop when there are Passengers at, or for.

- No. 1 FREIGHT pass following Trains bound West: at Ingersoll No. 2 Accommodation East; at Paris No. 1 Accommodation; at Lynden No. 3 Freight; at Dundas No. 4 Express; if late approaching Hamilton keep clear of all ordinary Trains.
- No. 2 ACCOMMODATION pass following Trains bound West: at Ingersoll No. 1 Freight East; at Dundas No. 1, Accommodation; at Burlington Junction Train for Toronto; at Hamilton No. 5 Freight East; at St. Catharines No. 4 Express.
- No. 3 EXPRESS pass following Trains bound West: at Belle River No. 5 Freight; at Chatham No. 3 Emigrant; at Newbury No. 2 Mixed; at Arnolds No. 3 Freight; at Princeton No. 4 Express; at Harrisburg No. 4 Freight East; at Burlington Junction Train for Toronto; at Jordan No. 5 Freight; at Thorold No. 2 Accommodation; if late approaching Niagara Falls keep clear of No. 9 Express West.
- No. 4 FREIGHT pass following Trains bound West: at Beachville No. 1 Accommodation; at Princeton No. 3 Freight; at Paris No. 4 Express; at Harrisburg No. 3 Express East; if late approaching Hamilton keep clear of all ordinary Trains.
- No. 5 MIXED pass following Trains bound West: at Tecumseh No. 8 Emigrant; at Baptiste Creek No. 2 Mixed; at Newbury No. 4 Express; if late approaching London keep clear of all ordinary trains.
- No. 6 ACCOMMODATION pass following Trains bound West: at Edwardsburg No. 3 Freight; at Dundas No. 5 Accommodation; at Burlington Junction train for Toronto; at Hamilton No. 6 Freight; at Bensenville No. 8 Emigrant; if late approaching Niagara Falls keep clear of No. 9 Express West.
- No. 7 CATTLE pass following Trains bound West: at Tecumseh No. 2 Mixed; at Chatham No. 4 Express; at Ingersoll No. 5 Freight; at Beachville No. 9 Express East; at Woodstock No. 7 Freight; at Princeton No. 8 Emigrant and No. 9 Express; at St. Catharines No. 1 Accommodation; if late approaching Niagara Falls keep clear of No. 4 Express West.
- No. 8 FREIGHT pass following trains bound West: at Belle River No. 4 Express; at Thamesville No. 9 Express East; at London No. 6 Freight; at Waukena No. 7 Freight; at Edwardsburg No. 9 Express; at Ingersoll No. 8 Emigrant; at Hamilton No. 1 Accommodation and No. 2 Accommodation East; at Grimsby No. 4 Express; if late approaching Niagara Falls keep out of the way of all ordinary trains.
- No. 9 EXPRESS pass following Trains bound West: at Thamesville No. 8 Freight East; at Ingersoll No. 6 Freight; at Beachville No. 7 Cattle East; at Woodstock No. 7 Freight; at Paris No. 8 Emigrant; at Harrisburg No. 9 Express; if late approaching Niagara Falls keep clear of No. 4 Express West.

See Instructions for Trains passing Komoka Junction on page 7.

SARNIA TO LONDON.

Distances.		STATIONS.	1		2
Inter-mediate	From Sarnia.		Mixed	Freight	
			A.M.	P.M.	
10	10	SARNIA,	8.30	6.50	
9½	19½	Mandaamin,	8.56	7.35	
8	27½	Wanstead,	9.20	8.10	
7½	34½	Watford,	9.45	8.40	
6	40½	Currie Road,	10.05	9.07	
10½	51½	Strathroy,	10.30	9.30	
10½		Komoka,	11.05	10.15	
		LONDON	11.40	11.00	

See Instructions for Trains passing Komoka Junction on page 7.

No. 1 Mixed has right of Road to London over No. 1 Freight *West.*

GUELPH, &c., to HARRISBURG.

Distances.		STATIONS.		1		2
Inter-mediate	From Guelph			Mixed	Mixed	
				A.M.	P.M.	
8	8	Guelph	depart	6.45	4.20	
11½	3½	Hespeler (late Newhope)	"	7.05	4.42	
15½	4	Preston	"	7.15	4.53	
21½	6	Galt	"	7.25	5.12	
27½	6	Branchton	"	7.43	5.32	
		Harrisburg	arrive	8.00	5.50	

6) TORONTO TO HAMILTON.

Distance		Going West.	1	2	3	4
Intermed.	From Toronto.		Accom.	Exp'as.	Accom.	Fret.
			A.M.	A.M.	P.M.	P.M.
		TORONTO.....depart	7,00	10,45	4,45	
1½	1½	Grand Junction*.....	7,06	10,51	4,51	6,40
5¼	7	Mimico.....	7,21		5 06	7,10
6¼	13¼	Port Credit.....	7,36	11,16	5,21	7,40
8	21¼	Oakville.....	7,55	11,36	5,40	8,32
4½	25½	Bronte.....	8,04	11,46½	5,49	8,52
6½	32	Wellington Square.....	8,19	12,00½	6,03	9,20
3	35	Waterdown.....	8,29	P.M.	6,12	9,33
2½	37½	Burlington Junction.....	8,37	12,13	6,20	9,45
1½	39	HAMILTON.....arrive	8,45	12,20	6,30	9,50

No. 1 ACCOMMODATION pass at Burlington Junction No. 1 Accommodation on Main Line West.

No. 2 EXPRESS pass at Burlington Junction No. 4 Express on Main Line West.

No. 3 ACCOMMODATION pass at Mimico No. 2 Freight; at Burlington Junction No. 6 Accommodation on Main Line West.

No. 4 FREIGHT pass at Port Credit No. 4 Accommodation East.

Trains from Grand Junction, if late approaching Hamilton, will keep clear of those of equal class from Hamilton for Grand Junction.

HAMILTON TO TORONTO.

Distance		Going East.	1	2	3	4
Intermed.	From Hamilton.		Accom.	Freit.	Expr's	Accom.
			A.N.	P.M.	P.M.	P.M.
		HAMILTON depart	9,00	2,15	3,00	6,40
1½	1½	Burlington Junction.....	9,06	2,22	3,07	6,45
2½	4	Waterdown.....	9,15	2,35		6,55
3	7	Wellington Square.....	9,22	2,50	3,22½	7,05
6¼	13¼	Bronte.....	9,36	3,15	3,36½	7,20
4½	17½	Oakville.....	9,45	3,37	3,44	7,31
8	25½	Port Credit.....	10,04	4,25	4,02	7,52
6½	32	Mimico.....	10,19	4,54		8,09
5¾	37¾	Grand Junction*.....	10,34	5,30	4,29	8,26
1½	39	TORONTO..... arrive	10,40		4,35	8,35

No. 1 ACCOMMODATION pass at Burlington Junction No. 2 Accommodation on Main Line East.

No. 2 FREIGHT pass at Oakville No. 3 Express East; at Mimico No. 3 Accommodation West.

No. 3 EXPRESS pass at Burlington Junction No. 3 Express on Main Line East; at Oakville No. 2 Freight East.

No. 4 ACCOMMODATION pass at Burlington Junction No. 6 Accommodation on Main Line East; at Port Credit No. 4 Freight West.

Trains from Hamilton, if late approaching Grand Junction, will keep clear of those of equal class from Grand Junction for Hamilton. No. 2 Freight East will be an exception to this general rule, and will have right of road to Grand Junction over No. 4 Freight West.

GRAND JUNCTION.

Trains from Hamilton approaching Grand Junction must be brought to a dead stand before reaching the Switch, and wait for the Switchman's Signal to proceed.

* Between Grand Junction and Union Station run by Union Time Table, and observe its standing and special Rules.

BURLINGTON JUNCTION.

Irregular Trains on main track East must not pass Burlington Junction, to come into Hamilton Station, on the time of departure of a Toronto Train, neither shall irregular Toronto trains West pass the Junction to come into Hamilton Station on the time of any time table train West from Hamilton—the Conductors shall enquire, by telegraph from Junction, whether they can pass to Hamilton.

Trains, from Dundas or Toronto, approaching the Junction, must be brought to a dead stand before reaching the Switch, and wait for the Switchman's Signal to proceed.

All Trains from either direction before passing on to the DESJARDIS Canal Bridge, must be brought to a stand, and remain 3 minutes and until Semaphore is lowered or Signal given,—and when crossing this Bridge the rate of speed must NOT exceed THREE MILES an HOUR

KOMOKA JUNCTION.

As a general rule, in the absence of instructions giving right of road to any specified train, Main Line and Sarnia Branch Trains of the same class have equal right of road between London and Komoka.

Conductors of all Main Line Trains bound East will invariably stop at Komoka and enquire the position of Sarnia Trains and inform Enginemen.

Conductors of all Trains from Sarnia are likewise to stop at Komoka and ascertain the position of Main Line Trains.

This rule applies particularly in the present Time-Table to the Night Express East, No. 8 Freight East, and No. 2 Freight from Sarnia.

ENGINEMEN must approach PASSENGER PLATFORMS very cautiously, sounding a low prolonged whistle, especially when one Platform is occupied by another train, and PASSENGERS standing on a narrow INTERMEDIATE PLATFORM.

During night journeys, or in foggy weather, ENGINEMEN are to approach with great caution all Stations or Side Tracks, especially those at which Trains should be met and passed, keeping a good look out for signals, and having their Trains under such control that if necessary they could stop them before reaching the Signal.

When Passenger Train ENGINEMEN do not find Freight trains at their proper passing stations, they shall look out for them at each Station or side track until passed, and have their trains under control so as to stop short of station or siding, if necessary; and at places where trains are being met and passed, Enginemen and Conductors shall bring their trains to a stand, and make sure that they are passing the specified trains. No verbal communications must be delivered or received by Train men while they are on Trains which are in motion.

RAILWAY CROSSINGS AT TORONTO, GUELPH, PARIS & LONDON.—The Semaphores will always show the STOP Signal, and all trains, from either direction, shall come to a stand before passing these crossings, and wait until the signal to proceed is given.

CONDUCTORS must always have the full complement of Brakemen on their Trains.

ENGINEMEN and CONDUCTORS have their attention specially directed to the written notices issued from time to time respecting the movements of the different Construction Trains, and are to keep a good look out for such Trains.

When Conductors open Switches, SWITCHMEN shall see afterwards that Switches have been left locked for main track.

ENGINEMEN, while shunting, or running their Engines in Passenger Station Yards, must not exceed five miles an hour—keep a good look out, and give warning of their movements by a low prolonged whistle; while passing the street crossings in London this rule must be strictly observed.

Special Trains must be run between Stations by time of Trains of the same class in the Time-table, and must be shunted clear of the main track at least 10 minutes before any ordinary train is due to pass.

Heads of Departments will be held responsible for each Employee under their immediate superintendence being furnished with a copy of the Company's Rules and Regulations, for which a receipt on the proper printed form is always to be taken.

PERSONS travelling WITHOUT A PROPER TICKET, or a PASS from an authorised officer of the Company must be charged fare; if they are entitled to a free passage, the money will be refunded by the Managing Director or Assistant Supt., at Hamilton. Passes are valid only for the person mentioned on them. Conductors neglecting to enforce this order, will subject themselves to DISMISSAL.

The following officers of the Company are authorised to sign passes, which must be upon the printed form:

C. J. BRYNDS, <i>Managing Director</i>	G. L. REID, <i>Ch'f Engineer.</i>
T. REYNOLDS, <i>Financial Director.</i>	R. EATON, <i>Loco. Supt.</i>
W. C. STEPHENS, <i>Sec'y.</i>	S. SHARP, <i>Car Supt.</i>
E. S. G. COLFOYS, <i>Assistant Supt. Eastern Division.</i>	JAS. PEACOCK, <i>Assistant Supt. Western Division.</i>
T. BELL, <i>Gen'l Frt. Agent.</i>	J. MOVIEUS, <i>Agent, Buffalo.</i>

All passes must be strictly examined. Trip passes are to be punched and collected with tickets.

