

LAKE ERIE & NORTHERN RAILWAY

AND

GRAND RIVER RAILWAY

TIME **76** TABLE

Taking Effect at 12.01 a.m.

Sunday, October 28th, 1962

GOVERNED BY EASTERN STANDARD TIME



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OCT 26 1962

RAND McNALLY & CO.
CARTOGRAPHIC COMPILATION

**FOR THE INFORMATION AND GUIDANCE
OF EMPLOYEES ONLY**

W. D. THOMPSON,
MANAGER

A. T. HILTON,
SUPERVISOR OPERATIONS

LAKE ERIE & NORTHERN RAILWAY COMPANY

	Miles
Simcoe to Galt	44.3
West side Spur—West Side Jct. to General Rubber Co. (Freight Line)	1.8
Total	<u>46.1</u>

GRAND RIVER RAILWAY COMPANY

Galt to South Junction with C.N.R.	11.3
Joint Section, C.N.R. South Junction to North Junction	1.7
North Junction, C.N.R., to Waterloo	2.8
Preston to Hespeler	3.2
Kitchener Diamond to Victoria and Edward Sts. (Freight Line)	1.1
Mill St., Kitchener, to Ottawa St., Kitchener (Freight Line)	1.0
Total	<u>21.1</u>

Dispatching Office at Preston; Telegraph Call D.I.

J. A. WHITEFOOT Chief Dispatcher.

R. J. MACAULAY	}	Train Dispatchers.
L. A. VEITEL		
K. J. DAVIDSON		
J. E. TYLER		

INJURIES TO PERSONS OTHER THAN PASSENGERS AND COMPANY'S EMPLOYEES.

1. In assisting in providing medical relief for persons injured, the company has in view humanitarian consideration and desire for the general welfare of the service, but any such action is not to be regarded as an admission or evidence of liability.
2. In performance of this humanitarian duty in cases of injury to persons other than passengers or employees while upon the Company's premises, the assistance is to be limited to rendering first aid only. First aid means such medical and surgical services as are known to relieve the immediate danger or suffering of the injured person, and to make it safe and comfortable for such person to be removed from the Company's premises. Under no circumstances should it mean the performance of surgical operations or elaborate surgical dressings such as setting fractures, etc. The further disposal of the injured person must rest with the Transportation Officer on duty.
3. The employees of the Company immediately handling the case should make every effort to see that the injured person is given in charge of friends or the Municipal Authorities.
4. Where the injuries are of such a character as to require hospital treatment, this should be arranged for by the friends or the Municipal Authorities.
5. Where it is impossible to reach friends or Municipal Authorities such as in cases occurring in the night or in rural districts, the Transportation Officer on duty may arrange for the injured person to be taken by train to the nearest general hospital. At the same time all concerned, including the Hospital Authorities, should be advised of the circumstances under which application for admission is being made and particulars of this should appear on the casualty report.
6. Employees of the Company, whether authorized to do so or not, when calling for the services of a physician, should notify said physician that the call is for first aid only and will not include services rendered subsequent to the first dressing on the Company's premises or adjacent thereto.

MEDICAL OFFICERS

Dr. G. Earle Wight, O.B.E., Chief of Medical Services,
OFFICE—Room 501 Windsor Station, Montreal

Name	Residence	Telephone
Dr. H. G. Miller	667 Hamilton St., Preston, OL.	3-3321
Dr. R. W. Digby	44 Wellington St., Brantford, PL.	2-1533
Dr. Keith McIntosh	44 Young St., Simcoe, GA.	6-2290

LAKE ERIE & NORTHERN RAILWAY

NORTHWARD TRAINS INFERIOR DIRECTION				Miles from Galt	SIMCOE TO GALT		Telephones Offices	Car Capacity Pass. Tracks	SOUTHWARD TRAINS SUPERIOR DIRECTION				
FOURTH CLASS					STATIONS	FOURTH CLASS							
			61 Freight 1 Daily ex. Sat. and Sun.							60 Freight a Daily ex. Sat. and Sun.			
			P.M. 2.30	43.6	Z	SIMCOE RZ 6.9	P	8	P.M. 12.50				
			2.45	36.7	Z *	WATERFORD ... Z 2.3	P	.....	12.31				
			2.55	34.4		DUNDURN 5.0	P	3	12.24				
			3.05	29.4		OAKLAND 3.2	P	7	12.16				
			3.15	26.2		Mount Pleasant 5.1	P	11	12.10 P.M.				
			3.30	21.1	Z	BRANTFORD ..BZ 3.8	P	27	11.59				
			P.M.	17.3	Z	DUTTON Z 4.0	P	15	A.M.				
				13.3	Z	PARIS Z 6.6	P	34					
				6.7		GLEN MORRIS 5.6	P	37					
				1.1		West Side Jct. 1.1	P	44					
				.0	Z	GALT MAIN ST... 1.1	P						
			a Daily ex. Sat. and Sun. 61			*No Passing Track.			1 Daily ex. Sat. and Sun. 60				

SIMCOE TO GALT FOOTNOTES

Trains may leave Brantford and Galt without terminal clearance.

Train order signal at Paris located on freight shed.

When Agent not on duty, trains may leave Simcoe without terminal clearance, and conductors must report arrival and departure to train dispatchers.

After registering at Brantford and Galt, Conductors of all trains must report arrival and departure to train dispatchers.

At meeting points, Conductors of all trains must report their arrival to Train Dispatcher, except when there is an Agent or Operator on duty.

Automatic crossing signals are equipped with pilot lights which display a YELLOW aspect to Enginemen when they are operating. The absence of this light is an indication that signals are inoperative, in which case the train must STOP and proceed over crossing only under flag protection.

Trains must not exceed ten miles per hour:

- * Over Argyle St., Simcoe, mileage 43.6.
- * Over Townsend St., Simcoe, mileage 42.93.
- * Over Mt. Pleasant Rd., Brantford, mileage 22.2.
- * Over Grand River Ave., Brantford, mileage 20.3.
- * Over St. Paul's Ave., Brantford, mileage 20.26.
- * Over Morrell St., Brantford, mileage 20.0.
- * Over all public crossings at grade within the City Limits of Galt, not covered by other speed restrictions.
- * Until crossing fully occupied.

Trains must not exceed three miles per hour over Main St. Galt until crossing fully occupied.

Trains must not exceed twenty miles per hour over public crossing at grade at McAllister, mileage 25.7, until crossing fully occupied.

Trains must not exceed twenty-five miles per hour over Public Crossing at Grade, Highway No. 24, Mileage 1.1, Galt, until crossing fully occupied.

All switching operations on Slingsby's siding over Chesnut Ave., Brantford, must be preceded by Flagman on the ground.

All movement over Newport Street, Brantford, on B. & H. Spur must be preceded by a flagman.

Movements on South Team Track over Victoria St., Simcoe yard must be made under flag protection.

All movements over Victoria St. crossing, Simcoe Yard, must be brought to a stop at the stop sign and must not obstruct the crossing in less than 20 seconds after protection is known to be operating or until flag protection has been provided.

Trains must not exceed ten miles per hour over that portion of track leading from main line switch to interchange with N.Y.C. Ry. at Waterford, and over the industrial spur, Brantford, formerly Brantford and Hamilton Railway.

All trains must stop before proceeding over road crossing in Paris Yard south of C.N. Ry. subway.

The sounding of the regulation crossing whistle signal 14(L) is prohibited for public crossings at grades within the limits of the City of Galt between mileage 1.00 L.E. & N. Ry. and mileage 1.55 Waterloo Sub., G. R. Ry.

Southward trains must stop before passing over Concession St., Galt.

All movements over Main St., Galt and over Concession St., Galt, must be preceded by a flagman.

West side spur, Galt, switching operation only. Employees must not ride on top or sides of cars when switching on this spur.

See page 4 for additional footnotes

SIMCOE TO GALT FOOTNOTES—Continued

- (a) Diesel Unit DS-6 must not exceed 20 m.p.h. over Grand River Bridge on west side industrial spur at Galt.
 - (b) Diesel Units DS-8 and DRS-12 must not exceed 5 m.p.h. over Grand River Bridge on west side industrial spur at Galt.
- All movements over Grand Ave., Galt, must be made under flag protection.

Cars must not be left closer than 25 feet to the street line on team track at Glen Morris, Mileage 6.7 LE & N. Ry.

Trainmen must not walk between shed and track when placing grain cars for Paris Flour Mill account open pit.

Galt Yard Limits include all tracks between Yard Limit Boards located at Mileage 4.8, Waterloo Sub. and Mileage 1.6 LE & N Ry.

The following switches leading to siding extensions are to be left set for movement from siding to main track:—

- South end of Siding at Paris, Mileage 13.13 L.E. & N.
- North end of Siding at Brantford, Mileage 20.8 L.E. & N.
- South end of Siding at Simcoe, Mileage 43.7 L.E. & N.

When switches in this position, yellow light and target will so indicate.

Car capacity based on forty (40) ft. box cars.

Car capacity of Sidings other than Passing Tracks, Galt—Hespeler Road to lead into Goldie's North Works — 23 cars; Glen Morris team track — 15 cars; Paris Storage Tracks — 87 cars; Oak Park, Mile 14.86—35 cars; Dutton—Telephone City Gravel Co. Private siding track—11 cars; Brantford Yard—22 cars. Two tracks north of Samuelson St.—36 cars.

Maximum Speed Unless Otherwise Restricted

	Miles Per Hour
Passenger Trains	35

RAILWAY CROSSINGS AT GRADE

With C.N.R. at Mileage 0.7 Interlocked automatic. Trains must not exceed ten miles per hour when they are approaching the diamond and are within 1000 feet of the home signal.

With C. N. R., Burford S.D., east of Market St. Bridge, Brantford, on old B. & H. Ry. industrial spur. Interlocked. Signals and derails normal when set for C.N.R. trains. L.E. & N. Ry. trainmen will operate signals for L.E. & N. Ry. movement and restore to normal position after their train has cleared. Stop signals to be displayed against C. N. Ry. trains one minute before L.E. & N. Ry. trains pass over the crossing.

With C. N. R. at Mileage 21.2 Interlocked. (Automatic) Trains must not exceed fifteen miles per hour when approaching and when within 500 feet of the governing home signal.

With T. H. & B. Ry. at Mileage 21.3 Interlocked (Automatic). Trains must not exceed fifteen miles per hour when approaching and when within 500 feet of the governing home signal.

With C.N.R. at Mileage 44.3 not interlocked. STOP Boards on both railways. All trains must come to full stop. C. N. R. trains have right to track.

Overhead clearance-see page 13 for special instructions

NORTHWARD TRAINS INFERIOR DIRECTION				GRAND RIVER RAILWAY				SOUTHWARD TRAINS SUPERIOR DIRECTION					
FOURTH CLASS				Miles from Galt	WATERLOO SUBDIVISION	Telephone Offices	Car Capacity Pass. Tracks	FOURTH CLASS					
	53 Freight 1 Daily ex. Sat. and Sun.	51 Freight 1 Daily ex. Sun.						50 Freight a Daily ex. Sun.	52 Freight a Daily ex. Sat. and Sun.				
				.0	GALT - Main St.	P							
				1.2	GALT RZ X	P							
				1.5	HESPELER ROAD X								
				3.6	GUELPH STREET X	P	17						
	P.M.	A.M.		4.3	JOSEPH STREET (Junction Hespeler S.D.)	P							
	3.30	6.30		4.7	Z PRESTON KZ	P	12	1.10	10.00				
				5.9	HAGEY P	P							
				9.9	PARKWAY P	P	28						
				11.3	Joint Section SOUTH JCT. (Junction C.N.R.) ...	P							
				13.0	NORTH JCT. (Junction C.N.R.) ...								
	4.05	7.05		13.2	*KITCHENER R	P		12.40	9.30				
	P.M.	A.M.		13.6	KITCHENER DIAMOND P	P		P.M.	P.M.				
				15.8	Z WATERLOO P	P							
	a Daily ex. Sat. and Sun.	a Daily ex. Sun.						1 Daily ex. Sun.	1 Daily ex. Sat. and Sun.				
	53	51						50	52				

★ No Passing Track.

WATERLOO SUBDIVISION FOOTNOTES

Train movements over Dundas and Beverly Street on the C.P.R. Downtown Spur, Galt, must be preceded by flagman. Movements must not exceed ten miles per hour over Dundas and Beverly Street, on the C.P.R. downtown Spur, Galt. Trains must not exceed six miles per hour over Spur Line from C.P.R. Junction to C.P.R. Station and must STOP before passing over Dundas St. unless gates are seen to be down.

Cars must not be left within 25 feet of street line, Dundas Street, Galt.

On interchange tracks between Grand River and C.P.R., C.P.R. trains have right over Grand River trains.

Trains must not exceed six miles per hour approaching and within the limits of the Interlocking plant at Beverly St., Galt. All movements over Main St. and Kerr St., Galt, must be preceded by a flagman.

All movements over Dundas St. and Samuelson St., Galt, on C.P.R. Wye, must be preceded by a flagman.

All movements over Mill St., mileage 12.2, and Ottawa St., mileage 12.1 on the joint section must be protected by a member of the crew.

When it is necessary to operate southward trains against the current of traffic on northward tracks, all trains must stop within Eighty feet of Eagle St. Preston, before movement is made over the crossing.

Trains are restricted to twenty miles per hour on curve, mileage 7.7 and mileage 8.0.

Trains must not exceed ten miles per hour passing through curve 200 feet south of Queen St. Station, Kitchener.

Trains must not exceed ten miles per hour—

- * Over Samuelson St. Galt, mileage 0.8.
- * Over Hespeler Road Crossing, Galt, mileage 1.5.
- * Over Bishop, Union, Montrose, Guelph, Laurel, Wellington and Eagle Sts., Preston.
- * Over Kent Ave., Courtland Ave., Madison Ave., Mill St., West Ave., Victoria St. South, Glasgow St., and Union Blvd. Kitchener.
- * Trains must not exceed five miles per hour over John St., Park St., Allen St. and William St., Waterloo.
- * Trains must not exceed twenty-five miles per hour over public crossing at grade over Highway No. 8, mileage 8.73.
- * Trains must not exceed three miles per hour over Queen St., Kitchener and Main St., Galt.
- * Until crossing fully occupied.

Trains must not exceed five miles per hour on Caroline St., Waterloo.

All movements over Queen St. crossing, Kitchener, Mileage 13.28, and over Mill St. crossing, Kitchener, Mileage 0.11, and Courtland Ave. crossing, Mileage 0.50, on the Mill to Ottawa St. freight line, must be brought to a stop at the stop sign and must not obstruct the crossing in less than 20 seconds after protection is known to be operating or until flag protection has been provided.

Trains must stop before passing over Caroline St. and Erb St. Waterloo, and movements over both of these crossings to be protected by a flagman.

The sounding of the regulation crossing whistle signal 14(L) is prohibited for public crossings at grade within the limits of the City of Galt between mileage 1.55 Waterloo Sub. and 1.00 L.E. & N. Ry., also within the limits of the City of Kitchener between mileage 12.0 and mileage 14.72. Regulation crossing whistle signal 14(L) must be sounded for all public crossings at grade south of mileage 12.0, including Freeport Sanitorium crossing.

Junction with Hespeler S.D. at Joseph St., Mileage 4.3—Interlocked, controlled by Train Dispatcher. Trains between mileage 4.3 and mileage 4.7 will be governed by signal indications which supersede timetable superiority and take the place of train orders. See SPECIAL INSTRUCTIONS Page 7.

Conductors of northward trains meeting southward trains at Preston, must not register until the southward train has arrived and registered.

Train order signal located on roof of Car Shop, Preston.

Trains may leave Waterloo without terminal clearance.

When Agent not on duty trains may leave Kitchener without terminal clearance.

Employees must not ride on top or sides of cars or stand between cars and buildings at Clare's old and new sidings, Preston.

Electric Lines engines must not switch beyond warning signs at West and East ends of Wye tracks in Galt C.P.R. Yard to avoid fouling block signal circuit on C.P.R. main track.

Derailed at South end of the two tracks north of Samuelson St., Galt, Mileage 0.87 Grand River Railway, Waterloo S.D., must be kept set in derailling position whether or not there are cars on the track and only removed for switching movements.

Caution must be exercised by all employees when working in Galt Transfer.

Galt Yard limits include all tracks between Yard Limit Boards located at Mileage 4.8, Waterloo Sub. and Mileage 1.6, L.E. & N. Ry.

PASSING TRACK — PRESTON — North of station, Mileage 4.7, Grand River Railway, Waterloo S.D.

Waterloo Yard Limits extend to Yard Limit Board located at Mileage 8.0

Extra caution to be exercised when placing or lifting 50 foot box cars in sidings with curvature in track.

Automatic crossing signals are equipped with pilot lights which display a YELLOW aspect to Enginemen when they are operating. The absence of this light is an indication that signals are inoperative, in which case train must stop and proceed over crossing only under flag protection. On double track at Beverly Street, Galt, Mileage 0.5, pilot light is installed on the Signal House to the East of the crossing, which will govern movement on both Northward and Southward tracks. At Hespeler Road, Mileage 1.5, crossing signal to the west of the crossing is equipped with pilot light which governs movement on both Southward and Northward tracks. Automatic protection at Mill St., Kitchener on C.N.R. joint section not equipped with pilot light.

Switch leading to siding extension south end of siding at Preston, Mileage 4.7, Waterloo Sub. is to be left set for movement from siding to main track. When in this position, yellow light and target will so indicate.

- (a) Diesel Unit DS-6 must not exceed 20 m.p.h. over Grand River Bridge on west side industrial spur at Galt.
- (b) Diesel Units DS-8 must not exceed 30 m.p.h. over Bridge 4.7 Waterloo Subdivision and 5 m.p.h. over Grand River Bridge on west side industrial spur at Galt.
- (c) Diesel Unit DRS-12 must not exceed 30 m.p.h. over Bridges 11.3, 11.8 and 12.0 Waterloo Subdivision, and 25 m.p.h. over Bridge 4.7 Waterloo Subdivision, and 5 m.p.h. over Grand River Bridge on west side industrial spur at Galt.

MAXIMUM SPEED UNLESS OTHERWISE RESTRICTED	Miles Per Hour
Passenger Trains	35
All trains between South Jct. and North Jct. Restricted Speed not exceeding	10

WATERLOO SUBDIVISION FOOTNOTES

RAILWAY CROSSINGS AT GRADE

With C.N.R. at Beverly St., Galt, mileage 0.5. Interlocked (Automatic).

With C.N.R. at mileage 2.05 interlocked.

With C.N.R. mileage 13.46 not interlocked. STOP Boards on both railways. All trains must come to a full stop. C.N.R. trains have right to track.

With C.N.R. freight spur, Kitchener Yard at Lang Tanning Company's sidings as follows: Bark Siding, Joseph Street Siding, Hide House Siding and Charles Street Siding, not interlocked. All trains must come to a full stop. C.N.R. trains have right to track.

OVERHEAD CLEARANCE—See page 14 for Special Instructions

SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS OVER JOINT SECTION

Between South Jct., mileage 11.3, and North Jct., mileage 13.0, G.R.R. trains operate over the Waterloo Sub. of the C.N.R. Spring switches at South Jct. and North Jct. are normal when lined for C.N.R. movements and must be left lined in the normal position after being used by G.R.R. crews. The joint section is within the C.N.R. Kitchener yard limits and all movements are governed by the following Special Instructions.

Exclusive rights are given to the trains and engines of the respective Railways between designated times, which are specified by bulletin. If movements do not clear the joint section before the expiration of the designated times, the C.N.R. Agent must be notified immediately. Conductors will call the Dispatcher on entering and leaving the joint section.

PROTECTION OF IMPASSABLE OR SLOW TRACK

1. (a) Before undertaking any work which may render the main track unsafe for movements at normal speed, or if rendered unsafe from any cause, trackmen, bridgemen, or other employees must provide protection by sending out a flagman with flagman's signals in each direction at least 2000 yards from the defective or working point.
 - (b) After going out the required distance, flagman must take up a position where there will be a clear view of him from an approaching train of, if possible, 500 yards, first placing torpedoes not more than 100 nor less than 50 yards apart to cause two explosions at least 200 yards beyond such a position.
 - (c) Flagman must not return until recalled or relieved.
 - (d) If necessary to go beyond the required distance, flagman will leave the torpedoes at the required distance, but under such conditions must also place torpedoes at the point at which an approaching train is flagged.
 - (e) On the approach of a train, flagman must display stop signals, using lighted fuses at night or in obscure weather.
 - (f) Trains stopped by a flagman will be governed by his instructions, and on reaching the defective or working point will there be governed by instructions of the foreman in charge.
 - (g) Flagman must each be equipped for day time with:
 - A red flag on a staff,
 - At least eight torpedoes and
 - Seven red fuses; and
 For night time and when weather or other Conditions obscure day signals,
 - A red light,
 - A white light,
 - A supply of matches,
 - At least eight torpedoes and
 - Seven red fuses.
2. On Subdivisions or portions thereof specified in the time table or special instructions, Instruction 1 may be modified as follows:
 - (a) By day place a red flag and, in addition, by night a red light between the rails 200 yards in each direction from the defective or working point, and place torpedoes on each rail to cause one explosion 200 yards beyond the red signals, also:
 - (b) By day place a yellow over red flag and in addition, by night, a yellow light and a red light at least 2000 yards in each direction from the defective or working point to the right of the track as seen from an approaching train, and place torpedoes not more than 100 nor less than 50 yards apart to cause two explosions 200 yards beyond these signals.
 - (c) Trains approaching the signals prescribed by clause (b) must stop, replace the torpedoes and proceed to the red signal prescribed by clause (a) prepared to stop and there be governed by instructions or signal of the flagman, but must not proceed until the red signal has been removed in the clear view of the engineman.

NOTE: The red signal must not be removed except as authorized by the foreman in charge.

 - (d) When weather or other conditions obscure day signals night signals must be used in addition.
3. When Example (1) in Form Y train order protection has been provided and foreman so advised, Instructions 1 and 2 may be modified as follows:—

EXCEPTION: The form of protection provided by Example (1) of Form Y train order must not be used for limits in excess of one mile.

 - (a) By day place a red flag and, in addition, by night a red light between the rails 200 yards in each direction from from the working point which may be at any location within the limits stated in the train order, also:
 - (b) By day place a yellow flag and, in addition, by night, a yellow light at least 2000 yards in each direction from the limits stated in the train order to the right of the track as seen from an approaching train, where there is a clear view of the signal of, if possible, 500 yards.
 - (c) A train holding Example (1) of Form Y train order must approach the signals prescribed by clause (a) prepared to stop and there be governed by instructions or signal of the flagman, but must not proceed until the red signal has been removed in clear view of the engineman.

NOTE: The red signal must not be removed except as authorized by the foreman in charge.

In radio equipped territory when Example (2) of Form Y train order protection has been provided and foreman so advised Instructions 1 and 2 may be modified as follows:

 - (d) Limits may exceed one mile.
 - (e) By day place a red flag and, in addition, by night a red light, 200 yards in each direction from the limits stated in the train order to the right of the track as seen from an approaching train, also:

See page 7 for Special Instructions Continued

SPECIAL INSTRUCTIONS—Continued

- (f) By day place a yellow flag and, in addition, by night a yellow light at least 2000 yards in each direction from the limits stated in the train order to the right of the track as seen from an approaching train, where there is a clear view of the signal of, if possible, 500 yards.
- (g) A train holding Example (2) of Form Y train order must not proceed beyond the signals prescribed in clause (e) until instructions have been received from the foreman named in the order, either by means of radio communication or personal contact.
- (h) When weather or other conditions obscure day signals night signals must be used in addition.
4. When the nature of the defect does not require stop to be made, and after speed restriction has been placed by train order and the foreman so advised, Instructions 1 and 2 may be modified as follows:
- (a) By day place a yellow flag and, in addition, by night a yellow light at least 2000 yards in each direction from the defective point to the right of the track as seen from an approaching train, also:
- (b) By day place a green flag and, in addition, by night a green light in each direction immediately beyond the defective point.
- (c) Trains must reduce speed to comply with requirements of the train order, and must not increase speed until the entire train has passed the green signal.
- (d) When weather or other conditions obscure day signals night signals must be used in addition.
5. On subdivisions or portions thereof specified in the time table or special instructions, when the main track is found to be unsafe for movements at normal speed but safe for speed of ten miles per hour or more, Instruction 2 may be modified as follows:
- (a) By day place a yellow flag and, in addition, by night a yellow light 200 yards in each direction from the defective point to the right of the track as seen from an approaching train, also:
- (b) By day place a yellow over red flag and, in addition, by night a yellow light and a red light at least 2000 yards in each direction from the defective point to the right of the track as seen from an approaching train, and place torpedoes not more than 100 nor less than 50 yards apart to cause two explosions 200 yards beyond these signals, also:
- (c) By day place a green flag and, in addition, by night a green light in each direction immediately beyond the defective point.
- (d) Trains must stop and replace torpedoes on each side of the defective point, and must reduce speed to ten miles per hour before passing the yellow signal and must not increase speed until the entire train has passed the green signal.
- (e) When weather or other conditions obscure day signals night signals must be used in addition.
- (f) The foreman must report the condition to the train dispatcher as soon as practicable, and when advised that speed restriction has been placed by train order must mark the defective point as prescribed by Instruction 4.
- (g) Where the use of torpedoes is required, duplicates should be placed on the opposite rail to explode simultaneously.

OPERATION WITHIN YARD LIMITS

RESTRICTED SPEED — A speed that will permit stopping within one-half the range of vision.

Within yard limits the main track may be used clearing the time of first and second class trains at the next station where time is shown. Protection against third class, fourth class, extra trains and engines is not required.

Third class, fourth class, extra trains and engines must move within the yard limits at restricted speed unless the main track is known to be clear.

NOTE: Where automatic block signal system rules are in effect, "known to be clear" includes when track is known to be clear by signal indication.

Yellow lights must be displayed on yard limit signs from sunset to sunrise.

Except in automatic block signal system territory, approach signs will be placed one mile from yard limit signs.

By night, or in foggy or stormy weather, a red light must be placed on unattended cars or dead engines obstructing the main track within yard limits.

TRACK SWITCHES

Except where switchtenders are stationed, conductors are responsible for the position of switches manually operated by them and members of their crews. Employees are not relieved of responsibility in properly handling switches. Switches must at all times be secured and those on main track, when not in use, must be kept locked.

After a switch has been turned the points must be examined and the target or light observed to know that the switch is properly lined.

Switches must be left in normal position after having been used.

A main track switch must not be left open unless in charge of a member of the crew or a switchtender.

When a train or engine is standing on any track waiting for a train the engine crew and trainmen must, when practicable, see that the switches at the front of the engine are properly lined.

A train or engine must not foul a track until switches connected with the movement are properly lined, or in the case of spring switches the conflicting route is seen to be clear.

When waiting to cross from one track to another and during the approach or passage of a train or engine on tracks involved, all switches connected with the movement must be secured in normal position. Switches must not be restored to normal position until a movement is completed or clear of the track involved.

Trainmen of a train occupying the main track at a meeting or passing point will, when practicable, open the switch for the approaching train and protect it until relieved by a trainman of the other train or by a switchtender.

When a train or engine is closely approaching or passing over a switch, employees must keep not less than twenty feet from the switch stand, and on single track must, in addition when practicable, stand on the opposite side of track.

Unless otherwise provided, the position of switches at junction points is normal when set for the main traffic subdivision, and at ends of double track when set for trains leaving single track for double track.

When a train or engine turns out from the main track at any point, the switch must not be restored to its normal position until the train or engine has cleared the fouling point.

See page 8 for Special Instructions Continued

SPECIAL INSTRUCTIONS—Continued

If it is known or suspected that the points, or any parts of a switch are damaged or broken, the switch must be protected, section foreman notified, and report made to the proper authority from the first available point of communication.

Lights need not be maintained on main track switches in single track automatic block signal system territory equipped with the color light type of signal, when the switch is located not more than two hundred feet in advance of the signal protecting the block in which it is located.

Spring switches may be trailed through when set in normal position at a speed not exceeding twenty miles per hour until the leading wheels have passed through, after which normal speed may be resumed.

When a trailing movement is stopped before passing entirely through the switch the movement must not be reversed nor slack taken until the switch has been properly set by hand.

Trains or engines moving in the facing point direction finding the fixed signal protecting a spring switch at stop must examine the points, and if not properly closed and cannot be closed by hand, they must be spiked in the proper position before being used. After movement over switch has been made spike must be removed and superintendent notified immediately. If in automatic block signal system territory and switch points are found in proper position train will be governed by indication of signal.

Trains or engines must stop and examine main track spring switches before making facing point movements over them unless receiving a signal indication permitting them to proceed.

Ash pans must not be cleaned, sand used nor water allowed to run over any part of a spring switch.

WESTWARD TRAINS INFERIOR DIRECTION	Miles from Hespeler	HESPELER SUBDIVISION	Offices Telephone	EASTWARD TRAINS SUPERIOR DIRECTION
		STATIONS		
NO REGULAR SERVICE	.0	HESPELER	P	NO REGULAR SERVICE
	0.5	FORBES		
	3.1	PATTINSON'S Y		
	3.2	JOSEPH ST. (Junction Waterloo S.D.) Z	P	

HESPELER SUBDIVISION FOOTNOTES

Junction with Northward track, Mileage 4.3 Waterloo S.D. — Interlocked, controlled by Train Dispatcher. Trains will be governed by Waterloo S.D. timetable page 4 and Footnotes page 5. See SPECIAL INSTRUCTIONS page 10.

Diesel Units must not exceed 20 m.p.h. account light rail.

At Hespeler, Conductors of all trains must report arrival and departure to train dispatchers.

Stamped and Enamelled Ltd. lower siding. Three cars must be used as reachers when switching this siding, and air must be coupled to all cars. Extra caution to be exercised account restricted doorway clearance.

The sounding of the regulation crossing whistle signal 14 (L) is prohibited for public crossings at grade within the limits of the Town of Hespeler between mileage 0.00 and mileage 0.80.

All tracks will be considered within yard limits.

Maximum Speed Unless Otherwise Restricted —	<u>Miles Per Hour</u>
Passenger Trains	35

RAILWAY CROSSINGS AT GRADE

With C.N.R. Mileage 0.5 Interlocked automatic. Trains must not exceed ten miles per hour approaching home signals and passing through this interlocking.

OVERHEAD CLEARANCE

See page 14 for Special Instructions

SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS BY FIXED SIGNALS HESPELER AND WATERLOO SUBDIVISIONS

The movement of trains between Signals 31 Hespeler Subdivision and Signals 43 and 46, Waterloo Subdivision, is governed by Signal Indications which supersede Time Table superiority and take the place of train orders.

Two Unit Color Light Signal 46 located 200 feet south of Preston Station governs the movement of southward Waterloo Subdivision and eastward Hespeler Subdivision trains. The top unit governs trains to the Waterloo Subdivision and the bottom unit governs trains to the Hespeler Subdivision.

Color Light Signal 43 located just north of Joseph Street governs the movement of northward Waterloo Subdivision trains.

Color Light Signal 31 located north of Joseph Street governs the movement of westward Hespeler Subdivision trains over the northward Waterloo Subdivision main track.

Color Light Signal 45-A located at Bridge governs the movement of northward Waterloo Subdivision and westward Hespeler Subdivision trains over single track between Bridge and Preston Station.

Signal 45-B located to the left of Waterloo Subdivision southward main track and opposite Signal 45-A, governs reverse movements on southward track through Electric Switch Machine. Before making such reverse movement, Conductor must call Dispatcher from phone on relay case at that point and then be governed by signal indication displayed.

When Signals 31, 43, 45-A or 46 indicate STOP, trains will communicate with Train Dispatcher, and upon receiving advice that there is no conflicting train movement, may proceed under full control to the next signal expecting to find the track occupied, a broken rail or other obstruction in the block.

A Switch Machine located just south of Bridge is interlocked with signals and operated by Train Dispatcher. Trains must not exceed 10 M.P.H. over this Switch.

Electric Switch Machine at Speed River Bridge must not be thrown by hand, unless authorized by Dispatcher. Dispatcher's phone is located at Electric Switch Machine.

Electric Switch Machine must NOT be thrown by hand for any train or switching movement, unless inoperative. Dispatcher to be notified of this condition and be governed by his instructions.

If necessary to operate the interlocked switch located just south of Bridge, Preston, by hand, remove hand crank from box located on end of ties; remove small cover from top of switch mechanism; push slide covering hole to one side and insert crank. Turn crank as far as possible even after the switch points are tightly closed against stock rail to ensure that switch points are locked and leave crank in switch mechanism until train movement has passed over switch. After switch has again been set in normal position restore hand crank in box, push slide to cover hole, replace cover and advise Train Dispatcher.

Trains between Joseph St. and Bridge, Mileage 4.3 to 4.6 Waterloo Subdivision, must not exceed Ten (10) miles per hour.

Cars placed in River Siding must be clear and within the insulated joints (painted yellow). Cars must not be permitted to bridge the insulated joints in this siding.

Switching operations on Southward Main Track into Daisy Manufacturing Company, Clare's old siding, Buffalo Sled siding and Clare's new siding, must be protected by train crews, as there is no automatic signal protection for these sidings. Before any Reverse or Northward switching movement is made back through Electric Switch Machine, Dispatcher must be notified and be governed by signal indication received. Train crews that set off caboose or cars into these sidings must notify Dispatcher of their intentions and be governed by his instructions.

Conductors of all Freight Trains, including Work Trains (Line Car and other Work Equipment) must call Dispatcher from Guelph Street phone before making a Northward movement through this territory. This includes freight crews doing any switching or setting off cars in River Siding. Freight Conductor to advise Dispatcher if they are following behind another train which has just preceded his train to Joseph Street unless otherwise instructed by Dispatcher.

Before any movement by Track Motors, Lorries, Hand Cars, etc., is made through this C.T.C. Signal Plant in either direction permission must be received from Dispatcher, and they must call the Dispatcher after they have cleared this signal plant at Joseph Street or Preston.

Switch leading from Main Track to Shop Track is controlled by Electric Lock operated by Dispatcher. When necessary to use this switch, call Dispatcher from phone located on pole adjacent and be governed by his instructions.

AUTOMATIC INTERLOCKING

When an automatic interlocking is out of order, trains or engines must be brought to a stop before reaching the HOME signal and not proceed until trainman has proceeded to the crossing and complied with the following instructions:

Box marked SWITCHES located on Instrument case at crossing is locked with a switch lock.

Unlock box and if lights marked with name of crossing road are lighted and no train is seen approaching on the crossing road, trainmen will OPEN knife switch and give proceed hand signal to his train. If lights marked with name of crossing road are not lighted, trainman will assure himself that no train is approaching on the crossing road before opening knife switch. After engine of train has reached the crossing, trainman will CLOSE knife switch and lock box.

At automatic interlockings where push buttons are provided on home signals to enable a return movement to be made over crossing when switching, trainmen will unlock box and press button. If home signal does not clear, trainmen will comply with instructions in preceding paragraph and flag train over crossing.

INTERLOCKING SIGNALS

Interlocking home signals have two or more lights in a vertical line, and those of the semaphore type have, in addition, a square end blade.

Normally the upper arm or light governs the main route; the second arm or light governs one or more diverging routes, and the lower arm or light governs to any available route at slow speed, prepared to stop.

Dwarf signals may be of the colour light or semaphore type, and govern to any available route at slow speed, prepared to STOP.

Interlocking signals used as block signals will be equipped with number plates.

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

WHISTLE FAILURES

In the event of engine whistle failure occurring while train is enroute, engineman will proceed to first repair point, running with caution approaching and passing public road crossings and stations. At first repair point repairs must be made.

Train dispatcher must be advised of failure from first open telephone office.

Air brakes must be in service and automatic brake used when handling or switching passenger equipment occupied by passengers or when coupling to passenger equipment occupied by passengers.

Engine or cars being attached to passenger equipment occupied by passengers or passenger equipment occupied by passengers being coupled to other equipment must be brought to a stop from six to ten feet from the equipment to which they are to be coupled. Upon the proper signal, coupling must be made carefully to avoid shock.

AUTOMATIC HIGHWAY CROSSING SIGNALS

When a train or engine passes over any public crossing at grade protected by automatic signals or automatic gates and does not move beyond the end of the circuit it will be necessary before making a reverse movement over the same crossing, for a member of the crew to flag the crossing.

SPRING SWITCHES

Switches equipped with a spring are indicated by a white sign with the letters "SS" in black. Such switches may be trailed through when set in normal position, at a speed not exceeding twenty miles per hour until the leading wheels have passed through the switch, after which maximum speed may be resumed.

The switch light will show green when switch is set in normal position and red when in reverse position.

Trains or engines trailing through spring switches and stopping before entire train has passed over same, MUST NOT reverse movement or take slack until the switch has been set in reverse position by hand, otherwise wheels will straddle switch points.

Trains moving in the facing direction finding the fixed signal adjacent to such switches at STOP must examine switch points, and if points are not properly closed and cannot be closed by hand, they must be spiked in the proper position before train passes over them, and after having passed, the spike must be removed, and Section Foreman and Superintendent notified immediately. If in automatic signal territory, and switch points are found in proper position, train will be governed by rules and special instructions.

If a fixed signal governing a trailing movement through a spring switch indicates STOP, the switch must be operated by the HAND THROW LEVER, and after the movement has been completed, returned to normal position in the same manner.

NOTE:—Care must be taken when using the hand throw lever and wheels are holding points open, as the spring is under compression and the lever may move quickly to opposite position.

Sand must not be used while ENGINE is moving over switches.

Spring switches are located at the following points:—End of double track. Galt; South of Speed River Bridge, Preston; South Jct. and North Jct. Waterloo S.D.

Enginemen must know that switch points are properly set for their trains.

SPECIAL INSTRUCTIONS L. E. & N. AND GRAND RIVER RAILWAYS

A—The figures in this Time Table are not to excuse or authorize the non-observance of statutory or other by-laws as to speed at special places.

B—Conductors, and Enginemen, especially those in passenger service, are cautioned not to run their trains at an excessive rate of speed, particularly on descending grades, around sharp curves, or through junction stations and large yards; safety to passengers and property is of the greatest consideration.

C—GAUNTLET TRACK MILEAGE 0.78—WATERLOO S.D. The movement of trains over Gauntlet track, over Crossover and C.P.R. Junction Switch, Mileage 0.78, Waterloo Subdivision, is governed by Interlocking Signals, Nos. 077, 078 and 08.

Signal No. 08 and upper unit of Signal No. 077 govern the movements over Gauntlet track. The lower unit of Signal No. 077 governs the movement of northward trains over Crossover and C.P.R. Junction Switch and Signal No. 078 located at clearance point of C.P.R. Junction Switch governs the train movements from C.P.R. Spur to southward Main Track.

Switch Indicator is provided at North Switch of Crossover for movements from southward to northward main track and movements must not be made unless clear indication is received.

If any of the above signals indicate STOP, the cause will be due to one of the following conditions:

- (a) Train advancing on circuit.
- (b) Train standing on circuit.
- (c) Signals out of order.

If train is advancing on circuit, it must be allowed to pass over and clear the Gauntlet track.

If a train is found standing on circuit, there must be complete understanding between Trainmen and Enginemen of both trains before either train is advanced on hand signal.

If no train is advancing or standing on circuit the signals are out of order and movements must be made under flag protection.

To clear Signal No. 078 strap keys are provided in telephone box. Operating proper strap key will clear signal if track is unoccupied and Junction Switch in normal position.

Should train not proceed after clearing this signal, proper strap key should be operated to restore signals for main track operation.

The strap keys in telephone box are designated accordingly.

No train movements shall be made over Spur to or from C.P.R. Station without first notifying Dispatchers.

D—Freight and mixed trains are limited to speed of thirty miles per hour, and are not to make any one mile in less than one minute and forty-two seconds.

E—All trains will approach and pass through the following yards: — Simcoe, Waterford, Brantford, Dutton, Paris, Galt, Preston, Hespeler, Kitchener and Waterloo, prepared to stop unless the main track is seen or known to be clear. This does not confer right to the use of main tracks without protection as required by the General Train and Interlocking Rules.

F—The following additional signs opposite certain Stations indicate:—

- B. Bulletin and Registering Point.
- K. Comparison Clock. Registering and Bulletin Point.
- R. Registering Point.
- X. Cross over.
- Y. Wye.

Z. Yard Limit Boards. On both sides of station name indicates yard limits boards on both sides of station. When preceding station name, board is located east or south of that station. When following station name, board is located west or north of station.

G—For greater safety at meeting and passing points as well as junctions, trains pulling into the siding must when possible pull in with the rear end entirely clear; then if necessary stop and wait for trainman who has closed the switch at the rear end of the train, instead of stopping with the rear car foul of the main track waiting for trainman, then pulling into clear. The switch must not be closed until the train is into clear.

H—Where timetable, footnotes require that switching over certain public crossings at grade be protected by a member of the crew these instructions include the movements of engines either before, during or after the switching movements take place.

J—Conductors will call Dispatcher before leaving for West Side Spur, Galt, and before leaving West Side Spur to enter main line.

THE CLEARANCE AT THE FOLLOWING STRUCTURES IS LESS THAN SIX FEET FROM THE NEAREST RAIL AND NO EMPLOYEE MUST RIDE ON THE SIDE OF CARS OR ENGINES NEXT THERETO WHILE PASSING SAME:

LAKE ERIE AND NORTHERN RAILWAY

GALT	West Side Spur — Freight cars over 46 feet long; 10 feet 2 inches outside width over grab handles, cannot pass over bridge.
“	Concession St., Muir Coal Co. (coal shed).
“	West Side Spur (bridge).
“	“ “ “ Goldie-McCulloch Co. (buildings). Engines must not enter buildings.
“	“ “ “ Shurly-Dietrich-Atkins Co. Ltd. (buildings).
“	“ “ “ Sheldons Ltd. (buildings and fences).
“	“ “ “ General Rubber Co. (buildings).
“	P. W. Gardiner & Son (buildings) and (lumber piles).
BLUE LAKE (Mil. 10.88)	C.N.R. overhead bridge, overhead clearance 20 ft. 8 in. (Trainmen must not ride on top of cars passing under same.)
PARIS	C.N.R. Subway overhead clearance 21 ft. 1 in. (Trainmen must not ride on top of cars passing under same.)
“	Shed Track (freight shed, coal shed).
“	Governors Road south of Paris (bridge).
OAK PARK (Mil. 15.24)	Flintkote Canada Ltd. Both loading ramps.
BRANTFORD	Hussman Refr. Co. (building).
“	S. C. Johnson & Sons Ltd. (buildings, fence and platform).
“	Robbins & Myers Ltd., overhead poles and exhaust flume.
“	Slingsby & Co. (coal pile—not the required side clearance, no employee must ride the sides of cars or engines passing this coal pile).
“	(Shed Platform—Car Barns—Colborne St. Bridge—not the required top or side clearance, no employee must ride on top or side of cars or engines passing under bridge).
“	Colborne St. Bridge overhead clearance 17 ft. 1 in. (Trainmen must not ride on top of cars passing under same).
“	(Bridge over Grand River). Not the required side clearance. Employees must not ride sides of cars passing over this bridge.
MARKET ST. BRIDGE	Overhead clearance fourteen feet eight inches. Employees must not ride on top or side of cars or engines when switching on old B. & H. tracks.
FAIRCHILD (Mil. 24.22)	Overhead bridge, overhead clearance 21 ft. 11 in. (Trainmen must not ride on top of cars passing under same.)
WATERFORD	Bridge over New York Central tracks overhead clearance 22 ft. 3 in. (Trainmen must not ride on top of cars passing under same).
“	(Shed and platform).
SIMCOE (Mil. 42.5)	Overhead bridge, overhead clearance 21 ft. 8 in. (Trainmen must not ride on top of cars passing under same).
“ (Mil. 42.62)	C.N.R. overhead bridge, overhead clearance 19 ft. 8 in. Trainmen must not ride on top of cars passing under same).
SIMCOE	(Shed, platform, cattle chute and coal bins).
“	Brook Woolen Mill (buildings and poles).

**THE CLEARANCE AT THE FOLLOWING STRUCTURES IS LESS THAN SIX FEET FROM THE NEAREST RAIL
AND NO EMPLOYEE MUST RIDE ON THE SIDE OF CARS OR ENGINES NEXT THERETO
WHILE PASSING SAME:**

GRAND RIVER RAILWAY

GALT	.....	C.P.R. Subway overhead clearance 20 ft. 6 in. (Trainmen must not ride on top of cars passing under same).
"	.....	Slee Lumber Co. (fence and coal sheds).
"	.....	Royal Metal Mfg. Co.—Cars exceeding 212,000 lbs. must not be handled over coal bunker. Speed over coal bunker must not exceed ten (10) miles per hour.
PRESTON	.....	(Freight shed and platform).
"	.....	Canadian Office and School Furniture Co. (poles and lumber piles).
"	.....	Eastern Steel Products (buildings and lumber piles).
"	.....	Butler Machines (poles, pipes and buildings).
"	.....	Clare Bros. Foundry sidings and (buildings).
"	.....	Geo. Pattinson Co. (coal bins, boiler house, coal piles and platform). Overhead clearance boiler house 10 feet.
"	.....	Canadian Buffalo Sled Co. (lumber piles).
"	.....	Clare Bros. Ltd. (buildings and lumber piles).
"	.....	Daisy Mfg. Co. (lumber piles and building, not the required top or side clearance. Trainmen when switching Clare's old siding, must not under any circumstances, enter new building of the Daisy Mfg. Company erected over the King Street end of this siding. Engines must not enter building, and when placing cars, the air must be coupled and the air brake operative on cars placed within building.
"	.....	S. J. Cherry & Sons Ltd. (fence and buildings).
HESPELER	.....	Silknit Limited (buildings, fence, overhead bridge and gates) coal sheds, platforms at doors on shipping siding.
"	.....	Stamped & Enamelware Ltd. (buildings, poles and gates). Trainmen must not ride on top or sides of cars being handled under buildings.
KITCHENER	.....	Kent Ave. Siding (Cedar Grove) (buildings and lumber piles).
"	.....	Kitchener Coal Co. (sheds).
"	.....	John A. Lang & Sons, (platform, coal pile and litter carrier).
"	.....	Geo. Bramm (coal sheds).
"	.....	(Freight shed and platform—track No. 6, auto platform).
"	.....	Lang Tanning Co. (buildings and gates), Hide House Door and Platform.
"	.....	Bergen Electric (buildings and veranda on house).
"	.....	Kaufman Rubber Co. (buildings, not the required top or side clearance—no employee must ride on top or sides of cars into this building—engines must not enter). Brake masts on 40-ft. cars will not clear beam and building.
"	(Mil. 14.4)	(C.N.R. overhead bridge, overhead clearance 18 ft. 6 in., no employees must ride top of cars or engine passing under this bridge).
"	.....	Dominion Tire Co. (overhead bridge, canopies, buildings and platform). Employees must not ride on the tops or sides of cars while operating under bridge, canopies at or around buildings and platforms.
"	.....	General Springs Products Ltd. Doorway on siding, Ottawa St. plant.
WATERLOO	.....	Bauers Ltd. (buildings).
"	.....	De Luxe Upholstering Co. Ltd., (buildings).
"	.....	Carling Breweries Ltd. (buildings and Hydro Pole).
"	.....	J. E. Seagram & Sons (gates, buildings and hydrant).
"	.....	Canada Barrel & Kegs Ltd. (lumber piles, loading platform and buildings).
"	.....	Globe Furniture Co. (lumber piles and buildings).
"	.....	(Shed, platform and cattle chute).
"	.....	Sunshine Mfg. Co. (gates, platform and buildings). Employees must not ride top or sides of cars into these buildings.
"	.....	Plywood Supply Co. Ltd. (platform and buildings).
"	.....	Sidewalk railing. Caroline St.

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

Time Per Mile			Miles Per Hour			Time Per Mile			Miles Per Hour			Time Per Mile			Miles Per Hour		
Min.	0 Sec.	60.00	Min.	38 Sec.	36.73	Min.	16 Sec.	26.47	Min.	54 Sec.	20.69	Min.	32 Sec.	16.98	Min.	32 Sec.	16.98
1	1	59.02	1	39	36.36	2	17	26.28	2	55	20.57	3	33	16.90			
1	2	58.06	1	40	36.00	2	18	26.09	2	56	20.45	3	34	16.82			
1	3	57.14	1	41	35.64	2	19	25.90	2	57	20.34	3	35	16.74			
1	4	56.25	1	42	35.29	2	20	25.71	2	58	20.22	3	36	16.67			
1	5	55.38	1	43	34.95	2	21	25.53	2	59	20.11	3	37	16.59			
1	6	54.55	1	44	34.62	2	22	25.35	3	0	20.00	3	38	16.51			
1	7	53.73	1	45	34.29	2	23	25.17	3	1	19.89	3	39	16.44			
1	8	52.94	1	46	33.96	2	24	25.00	3	2	19.78	3	40	16.36			
1	9	52.17	1	47	33.64	2	25	24.83	3	3	19.67	3	41	16.29			
1	10	51.43	1	48	33.33	2	26	24.66	3	4	19.57	3	42	16.22			
1	11	50.70	1	49	33.03	2	27	24.49	3	5	19.46	3	43	16.14			
1	12	50.00	1	50	32.73	2	28	24.32	3	6	19.35	3	44	16.07			
1	13	49.31	1	51	32.43	2	29	24.16	3	7	19.25	3	45	16.00			
1	14	48.65	1	52	32.14	2	30	24.00	3	8	19.15	3	46	15.93			
1	15	48.00	1	53	31.86	2	31	23.84	3	9	19.05	3	47	15.86			
1	16	47.37	1	54	31.58	2	32	23.68	3	10	18.95	3	48	15.79			
1	17	46.75	1	55	31.30	2	33	23.53	3	11	18.85	3	49	15.72			
1	18	46.15	1	56	31.03	2	34	23.38	3	12	18.75	3	50	15.65			
1	19	45.57	1	57	30.77	2	35	23.23	3	13	18.65	3	51	15.58			
1	20	45.00	1	58	30.51	2	36	23.08	3	14	18.56	3	52	15.52			
1	21	44.44	1	59	30.25	2	37	22.93	3	15	18.46	3	53	15.45			
1	22	43.90	2	0	30.00	2	38	22.78	3	16	18.37	3	54	15.38			
1	23	43.37	2	1	29.75	2	39	22.64	3	17	18.27	3	55	15.32			
1	24	42.86	2	2	29.51	2	40	22.50	3	18	18.18	3	56	15.25			
1	25	42.35	2	3	29.27	2	41	22.36	3	19	18.09	3	57	15.19			
1	26	41.86	2	4	29.03	2	42	22.22	3	20	18.00	3	58	15.13			
1	27	41.38	2	5	28.80	2	43	22.08	3	21	17.91	3	59	15.06			
1	28	40.91	2	6	28.57	2	44	21.95	3	22	17.82	4	0	15.00			
1	29	40.45	2	7	28.35	2	45	21.82	3	23	17.73	4	17	14.00			
1	30	40.00	2	8	28.12	2	46	21.69	3	24	17.65	4	38	13.00			
1	31	39.56	2	9	27.91	2	47	21.56	3	25	17.56	5	0	12.00			
1	32	39.13	2	10	27.69	2	48	21.43	3	26	17.48	5	27	11.00			
1	33	38.71	2	11	27.48	2	49	21.30	3	27	17.39	6	0	10.00			
1	34	38.30	2	12	27.27	2	50	21.18	3	28	17.31	6	40	9.00			
1	35	37.89	2	13	27.07	2	51	21.05	3	29	17.22	7	30	8.00			
1	36	37.50	2	14	26.87	2	52	20.93	3	30	17.14	8	34	7.00			
1	37	37.11	2	15	26.67	2	53	20.81	3	31	17.06	10	0	6.00			
												12	0	5.00			

DIAGRAM SHOWING LOCATION OF TRAIN TELEPHONE WIRES—L.E.&N.—G.R.R. FACE IN DIRECTION NAMED—COUNT CROSSARMS FROM THE TOP DOWN

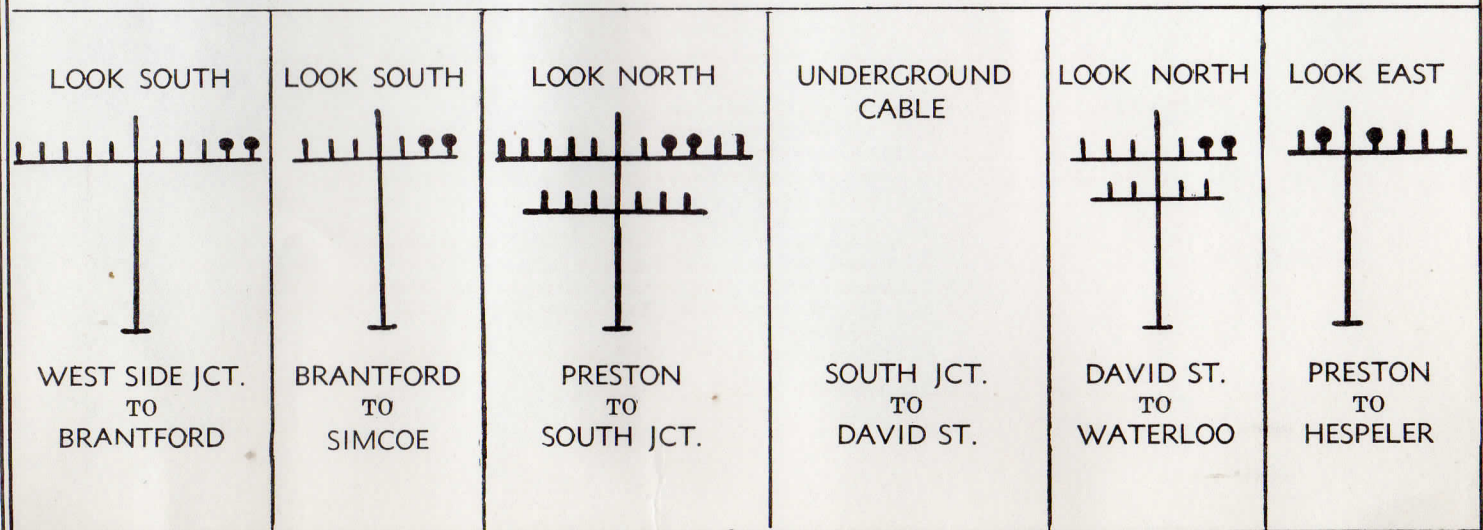


TABLE SHOWING RATE OF SPEED A TRAIN IS RUNNING WHERE
THE TIME OF ONE MILE IS GIVEN

Rate Per Hour	Time Per Mile	Rate Per Hour	Time Per Mile	Rate Per Hour	Time Per Mile	Rate Per Hour	Time Per Mile
10	6.00	11	5.45	12	5.00	13	4.62
11	5.45	12	5.00	13	4.62	14	4.29
12	5.00	13	4.62	14	4.29	15	4.00
13	4.62	14	4.29	15	4.00	16	3.75
14	4.29	15	4.00	16	3.75	17	3.53
15	4.00	16	3.75	17	3.53	18	3.33
16	3.75	17	3.53	18	3.33	19	3.16
17	3.53	18	3.33	19	3.16	20	3.00
18	3.33	19	3.16	20	3.00	21	2.86
19	3.16	20	3.00	21	2.86	22	2.73
20	3.00	21	2.86	22	2.73	23	2.61
21	2.86	22	2.73	23	2.61	24	2.50
22	2.73	23	2.61	24	2.50	25	2.40
23	2.61	24	2.50	25	2.40	26	2.31
24	2.50	25	2.40	26	2.31	27	2.23
25	2.40	26	2.31	27	2.23	28	2.16
26	2.31	27	2.23	28	2.16	29	2.10
27	2.23	28	2.16	29	2.10	30	2.04
28	2.16	29	2.10	30	2.04	31	1.99
29	2.10	30	2.04	31	1.99	32	1.94
30	2.04	31	1.99	32	1.94	33	1.90
31	1.99	32	1.94	33	1.90	34	1.86
32	1.94	33	1.90	34	1.86	35	1.83
33	1.90	34	1.86	35	1.83	36	1.80
34	1.86	35	1.83	36	1.80	37	1.77
35	1.83	36	1.80	37	1.77	38	1.75
36	1.80	37	1.77	38	1.75	39	1.73
37	1.77	38	1.75	39	1.73	40	1.71
38	1.75	39	1.73	40	1.71	41	1.69
39	1.73	40	1.71	41	1.69	42	1.68
40	1.71	41	1.69	42	1.68	43	1.67
41	1.69	42	1.68	43	1.67	44	1.66
42	1.68	43	1.67	44	1.66	45	1.65
43	1.67	44	1.66	45	1.65	46	1.64
44	1.66	45	1.65	46	1.64	47	1.64
45	1.65	46	1.64	47	1.64	48	1.63
46	1.64	47	1.64	48	1.63	49	1.63
47	1.64	48	1.63	49	1.63	50	1.62
48	1.63	49	1.63	50	1.62	51	1.62
49	1.63	50	1.62	51	1.62	52	1.62
50	1.62	51	1.62	52	1.62	53	1.61
51	1.62	52	1.62	53	1.61	54	1.61
52	1.62	53	1.61	54	1.61	55	1.61
53	1.61	54	1.61	55	1.61	56	1.61
54	1.61	55	1.61	56	1.61	57	1.61
55	1.61	56	1.61	57	1.61	58	1.61
56	1.61	57	1.61	58	1.61	59	1.61
57	1.61	58	1.61	59	1.61	60	1.61
58	1.61	59	1.61	60	1.61	61	1.61
59	1.61	60	1.61	61	1.61	62	1.61
60	1.61	61	1.61	62	1.61	63	1.61
61	1.61	62	1.61	63	1.61	64	1.61
62	1.61	63	1.61	64	1.61	65	1.61
63	1.61	64	1.61	65	1.61	66	1.61
64	1.61	65	1.61	66	1.61	67	1.61
65	1.61	66	1.61	67	1.61	68	1.61
66	1.61	67	1.61	68	1.61	69	1.61
67	1.61	68	1.61	69	1.61	70	1.61
68	1.61	69	1.61	70	1.61	71	1.61
69	1.61	70	1.61	71	1.61	72	1.61
70	1.61	71	1.61	72	1.61	73	1.61
71	1.61	72	1.61	73	1.61	74	1.61
72	1.61	73	1.61	74	1.61	75	1.61
73	1.61	74	1.61	75	1.61	76	1.61
74	1.61	75	1.61	76	1.61	77	1.61
75	1.61	76	1.61	77	1.61	78	1.61
76	1.61	77	1.61	78	1.61	79	1.61
77	1.61	78	1.61	79	1.61	80	1.61
78	1.61	79	1.61	80	1.61	81	1.61
79	1.61	80	1.61	81	1.61	82	1.61
80	1.61	81	1.61	82	1.61	83	1.61
81	1.61	82	1.61	83	1.61	84	1.61
82	1.61	83	1.61	84	1.61	85	1.61
83	1.61	84	1.61	85	1.61	86	1.61
84	1.61	85	1.61	86	1.61	87	1.61
85	1.61	86	1.61	87	1.61	88	1.61
86	1.61	87	1.61	88	1.61	89	1.61
87	1.61	88	1.61	89	1.61	90	1.61
88	1.61	89	1.61	90	1.61	91	1.61
89	1.61	90	1.61	91	1.61	92	1.61
90	1.61	91	1.61	92	1.61	93	1.61
91	1.61	92	1.61	93	1.61	94	1.61
92	1.61	93	1.61	94	1.61	95	1.61
93	1.61	94	1.61	95	1.61	96	1.61
94	1.61	95	1.61	96	1.61	97	1.61
95	1.61	96	1.61	97	1.61	98	1.61
96	1.61	97	1.61	98	1.61	99	1.61
97	1.61	98	1.61	99	1.61	100	1.61

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LOOK SOUTH	LOOK NORTH	UNDERCROSS	LOOK NORTH	LOOK SOUTH
BRAYFORD TO BRAYFORD	SOUTH ST TO DAVID ST	SOUTH ST TO DAVID ST	SOUTH ST TO DAVID ST	BRAYFORD TO BRAYFORD