

DEERFIELD AND ROUNDABOUT RAILWAY

WESTWARD

EASTWARD

SECOND CLASS	FIRST CLASS								Telegraph calls or station abbreviations	Scale miles from Deerfield	Time Table No.	Scale miles from Critchley	Capacity of sidings in 40 scale foot cars	FIRST CLASS					SECOND CLASS	
227	439	425	417	179	157	135	121	113			48			September 24, 2023	146	168	180	194	198	216
Mixed	Owl	Fast Mail-Express	Varsity	Pan American	Deerfield Limited	F. F. V.	Sportsman	Passenger			★ No siding			City of Lake Forest	Deerfield Limited	Rocket	Fast Mail-Express	Passenger	Mixed	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	★ No siding	Daily	Daily	Daily	Daily	Daily	Daily					
	P.M. 9.14	P.M. 8.37	P.M. 8.00	P.M. 3.00	P.M. 1.57	P.M. 12.54	P.M. 12.17	A.M. 11.40	DF	0.00	10.85	Yd.	S P.M. A 1.37	S P.M. A 2.40	S P.M. A 3.43	S P.M. A 4.17	S P.M. A 4.51			
	s 9.17	s 8.40	s 8.03	s 3.03	s 2.00	s 12.57	s 12.20	s 11.43	LF	0.55	10.30		s 1.35	s 2.38	s 3.41	s 4.15	s 4.49			
	9.19	8.42	f 8.05	f 3.05	2.02	f 12.59	f 12.22	f 11.45	KD	2.19	8.66	22	f 1.33	2.36	f 3.39	4.13	f 4.47			
	<i>9.20</i>	<i>8.43</i>	<i>8.06</i>	<i>3.06</i>	<i>2.03</i>	<i>1.00</i>	<i>12.23</i>	<i>11.46</i>	GX	2.94	7.91		<i>1.32</i>	<i>2.35</i>	<i>3.38</i>	<i>4.12</i>	<i>4.46</i>			
P.M. 2.40 168	9.21	8.44	f 8.07	f 3.07	2.04	f 1.01	f 12.24	f 11.47	CH	3.65	7.20	20	f 1.31	²²⁷ 2.34	f 3.37	4.11	f 4.45			
f 2.43	9.23	8.46	f 8.09	f 3.09	²¹⁶ 2.06	f 1.03	f 12.26	f 11.49	WL	5.26	5.59	45	f 1.29	2.32	f 3.35	4.09	f 4.43			
									BB	6.17	4.68									
f 2.46	9.26	8.49	f 8.12	f 3.12	2.09	f 1.06	f 12.29	f 11.52	SV	6.82	4.03	22	f 1.27	2.30	f 3.33	4.07	f 4.41			
<i>2.47</i>	<i>9.27</i>	<i>8.50</i>	<i>8.13</i>	<i>3.13</i>	<i>2.10</i>	<i>1.07</i>	<i>12.30</i>	<i>11.53</i>	GX	7.77	3.08		<i>1.26</i>	<i>2.29</i>	<i>3.32</i>	<i>4.06</i>	<i>4.40</i>			
									EH	8.42	2.43									
A 2.51 s P.M.	A 9.31 s P.M.	A 8.54 s P.M.	A 8.17 s P.M.	A 3.17 s P.M.	A 2.14 s P.M.	A 1.11 s P.M.	A 12.34 s P.M.	A 11.57 s A.M.	RB	9.66	1.19	S1-21 S2-18	1.23 P.M.	2.26 P.M.	3.29 P.M.	s 4.03 P.M.	s 4.37 P.M.	s 1.54 P.M.		
<i>2.52</i>	<i>9.32</i>	<i>8.55</i>	<i>8.18</i>				<i>12.35</i>	<i>11.58</i>	GX	9.92	0.93				<i>4.01</i>	<i>4.35</i>	<i>1.52</i>			
									CA	10.25	0.60									
A 2.56 s P.M.	A 9.36 s P.M.	A 8.59 s P.M.	A 8.22 s P.M.				A 12.39 s P.M.	A 12.02 s P.M.	CR	10.85	0.00	Yd.			<i>3.58</i> P.M.	<i>4.32</i> P.M.	<i>1.49</i> P.M.			

(0.11) 32.8	(0.17) 34.1	(0.17) 34.1	(0.17) 34.1	(0.17) 34.1	(0.17) 34.1	(0.17) 34.1	(0.17) 34.1	(0.17) 34.1 Thru Time Between DF and RB	(0.14)	(0.14)	(0.14)	(0.14)	(0.14)	(0.16) 22.5
..... Average S.M.P.H.										41.4	41.4	41.4	41.4	41.4	

LOWER NUMBER TRAINS ARE SUPERIOR TO HIGHER NUMBER TRAINS OF THE SAME CLASS

Times in italics type are for information only and do not confer authority nor limit authority to occupy the main track.
 Manual block signal system (M.B.S.) in use between Roundabout and Critchley.
 Extra trains between Roundabout and Critchley may be operated without train order authority.

Nos. 113, 121, 227, 417, 425 and 439 will run extra on M.B.S authority from Roundabout to Critchley.
 Nos. 194, 198 and 216 will run extra on M.B.S. authority from Critchley to Roundabout.
 Nos. 157 and 168 must not be delayed sawing freight trains.

Personnel must be conversant with, and will be governed by, the current Deerfield and Roundabout Railway Transportation Rules, Special Instructions and Bulletins.

FOR THE INFORMATION AND GOVERNMENT OF PERSONNEL ONLY