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Debbie Bevins, Phyllis Turrell, and Christine Brunke, Associate Editors
E-mail taxi.magazine1992@yahoo.ca. On the web at http://behindthewheel.blogspot.com
The spirit of Christmas is the spirit of giving.

The people who must leave Syria because of the civil war need our help. They have lost everything—homes, jobs, relatives, necessities of life. Thousands have been killed by bombs dropped by both sides. It is nothing short of criminal.

The Government of Canada is doing the right thing by accepting 25,000 of these people by the end of February 2016. Some of them will be housed temporarily on Canadian Forces Bases, including CFB Kingston.

You can make a difference for these people by donating to the International Red Cross and to the United Way Kingston. Another agency involved is Kingston Immigrant Partnership, which assists immigrants with housing, language services and other needed help.

Please show how big your heart is by giving.
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Hope and Help

for friends and families of alcoholics

Al-Anon & Alateen

We won’t tell you what to do, but we will share our source of strength, hope and help.

Please call 613-384-2134 or go to http://al-anon.alateen.on.ca

We can help!

Al-Anon Family Groups is not affiliated with any other group or organization.
Loyalist District 31 has approved the content of this advertisement.
Report of November 18, 2015 Taxi Commission Meeting

Present were: John Pyke, Chair; Commissioners Ric Bresee (Loyalist Township); Liz Schell; Charles Lapointe, Courtney Mahoney, and Dave Lessard. Regrets from Charles Lapointe.

To assist them were Dave Kennedy, Inspector; Dana Kennedy, Clerk; and Michael Hickey.

From the Industry were: Omar Saqqad, Ian Bayne, Doug Cox, Mark Greenwood, Peter Bedore, Kevin Murphy, Mark Greenwood, Steve Marskell, and Roy Ambury.

Fair Subcommittee

Ms. Mahoney reported the fare subcommittee had recommended increasing fares by 30 cents on the drop and nothing on the time and distance charges, with implementation from January 4 until January 8. The Commission passed the recommendation.

Advertising on Taxis

The Commission passed a by-law to the effect that advertising will be allowed, subject to the conditions of the Highway Traffic Act and the approval of the Taxi Inspector. Anyone who is not satisfied with the decision of the Inspector may appeal it to the Commission.

Survivor Clause

Mr. Pyke said that Michael Hickey, the lawyer for the City, has a draft of the proposed by-Law and will bring it back in December if there is a meeting.

Commission Members for 2016

Mr. Ambury asked for list of names of members of the Commission for 2016. Councillor Schell said the names were in the minutes of the November 17 Council Meeting. Mr. Ambury was unable to find the names in the report. Mr. Bresee said he would represent Loyalist Township.

Uber

The Commissioners talked about Uber for a while, and Mr. Bresee moved that the Commission set up an Advisory Task Force. The composition of the Task Force listed in the Whig did not agree with my recollection, but as far as I know there will be two members of the Commission, two representatives of the Industry, three citizens, and three ex-officio members. Meeting dates are TBA.

Mr. Bresee said that we have to ensure the safety of passengers; that Uber is unstoppable and the Commission has to find a way to licence all drivers of for-hire vehicles, and that the Commission should write to Kingston Police and the OPP with reference to Uber and the HTA.
Mr. Pyke and Mr. Bresee asked the members of the Kingston Taxi Industry to wait until the process is complete, rather than confronting Uber drivers.

Mr. Greenwood said that we needed a level playing field, and added that Intact Insurance had told him that they were not insuring Uber drivers.

A person with experience in insurance said that the Commission should not now increase fares, that he had already reported some drivers to Aviva Insurance Company. He added that provincial laws were under consideration that would require the licensing of for-hire drivers (like Uber).

Next Meeting

The next meeting was set for December 16, 2015

To my fellow Kingston Taxi Drivers (by Peter B.)

As Uber has now entered its third week in the Kingston market, probably it is time to take a good look at the challenge this new company presents. The Uber service consists of independent contractors picking up passengers in their personal cars through a smart phone app. Uber touts a cashless transaction, faster response, cleaner cars, friendlier service, no tipping and cheaper fares.

The traditional taxi service in Kingston is controlled by the local taxi commission which sets the price and limits the number of plates thus ensuring that each driver can make a decent living. Taxi drivers require full criminal background checks in order to obtain a license to operate. The taxi driver is provided with a car, the gas and proper insurance.

Uber has an inherent competitive advantage. By calling themselves a ride sharing service rather than a taxi company, Uber avoids the regulations that traditional taxi companies must follow with regard to licensing and insurance and doing what is right. The Uber driver relies on their personal auto insurance combined with a commercial umbrella policy that is supposed to cover the driver and the passenger when the driver’s personal auto insurer denies the claim. The claim will be denied because 95% of personal auto insurance policies in Ontario forbid the use of a personal vehicle for commercial purposes. Once the claim is denied, the auto insurer will cancel the driver’s policy making it extremely hard and costly for the driver to find another insurance company. Not only are Uber drivers committing insurance fraud but Uber is encouraging it. As a result Uber can typically offer a lower price to the customer. By avoiding proper insurance they have a great advantage over the traditional taxi company. Another regulation that Uber avoids has do with the good folks of Kingston who require an accessible taxi. Under the current taxi system there are a certain amount cabs that can pick someone up in a wheelchair at the same price. Uber sidesteps this regulation leaving our friends out of luck.

One of the biggest myths about Uber is that driver compensation is higher. Kingston’s taxi compensation is very simple. The driver gets 39% of the fare plus tips. The Uber compensation is misleading. The driver gets 75% of the fare however $1.50 must go to Uber for each fare for their safe ride fee. The driver must also pay 13% HST to the government, the cost of gas, the cost of the vehicle and its maintenance. Uber drivers in Kingston earn less in the end but take more risk. They operate without legally mandated insurance. They get no support. When their car breaks down they and their customer are on their own.

Unlike other cities the taxi industry in Kingston can easily win the battle with Uber. However it is going to take some work from our taxi owners and operators. Currently, Uber is not cheaper here. Uber offers only one way to pay while in a Kingston taxi there are 6. Currently they are not faster and do not serve outside the city. As drivers, we still need to continue improving our service to the customer. Cars must be clean and smoke free. We can educate our customers about our apps. In the end it is the customer who will decide who wins this war.
Confessions of a Former Ride-Share Driver

My name is Roy, and I am a former ride-share driver.

In the 1970’s, long before Uber was a gleam in the eyes of its creators Travis Kalanick and Garrett Camp, I was working at Kingston Spinners. Because the same workers stayed on the same shifts, I drove three other people to and from work. They gave me gas money. I was concerned about the legality and safety of my passengers, so I added to my private use insurance to cover this activity.

This is what ride-sharing is. This is just as legal as carpooling to go to a conference.

Uber is what ride sharing is not. Because Uber matches up random (in the best sense of the word) passengers and random drivers, it is a taxi brokerage. It must be made to act like a taxi brokerage by paying brokerage fees, and its drivers must be made to act like taxi drivers by getting CPIC’s, having vehicles inspected, paying HST, etc. In addition, Uber drivers must be held to the same standards as taxi drivers are. We don’t mind some competition, but price competition is unfair when one sector is regulated, and another sector is free to undercut fares most of the time and to charge up to six times the price at other times. I don’t have room here to specify other defects in Uber.

We need a level playing field. 218 taxis in Kingston are enough 90% of the time. Let’s stop Uber in Kingston. We are a lot faster than big city taxis, and Uber cars are nothing more than unnecessary additions to the number of taxis sitting idle on the sides of Kingston streets a lot of the time.

Uber can be stopped, at least on the local level.

The Broward County Sun Sentinel in Florida reported that commissioners passed a sweeping new law regulating app-based ride services such as Uber, despite the company's threat to leave town.

After the law passed, Uber spokesman Bill Gibbons said, "We cannot operate in Broward County if such onerous regulations are enforced…"

The new regulations legalize services including Uber and Lyft, whose drivers use their personal vehicles. But the law left intact tough provisions for Uber, including:

- Enhanced background check standards to require fingerprinting. This requirement eliminated a "significant" number of Uber drivers when Columbus, Ohio, implemented the rule. Any driver who applies for a license will be allowed to carry passengers under a temporary two-week license until the background check is complete.
- Scrapped a requirement for liability insurance for drivers, but required drivers to follow state law, which requires 24-hour commercial insurance.
- Upgraded vehicle inspection standards for all cars for hire, including Uber and cabs.
- Raised the standards for drivers, excluding those with serious criminal backgrounds or poor driver histories.
- Stripped the county's Consumer Protection Board of some of its authority to grant chauffeur registrations to drivers who were rejected by county staff.
- Uber was allowed to undercut cab fares and continue surge rates, and field unlimited cars.

My hope is that proposed Provincial legislation can accomplish something similar.

Goodbye, Ron Hynes, “The Man of a Thousand Songs”

Ron Hynes (December 7, 1950 – November 19, 2015) was born in St. John’s, Newfoundland. His song Sonny’s Dream has been recorded many times and was named the 41st greatest Canadian song in 2005 by the CBC. His career has been recognized at the East Coast Music Awards, MusicNL Awards and by Juno Award nominations.

In July 2012, Ron Hynes was diagnosed with throat cancer. On August 11, 2012, in his last performance before cancer treatment, Hynes performed to a sold-out crowd in St. John’s. In the fall of 2013, he was in remission and back on tour, including a Vinyl Cafe tour broadcast on CBC Radio. Every time I hear Sonny’s Dream, I will think of this musical genius. RIP.
Some “Facts” About Uber

DISCLAIMER: I make absolutely no claims with regard to the accuracy of what follows. The following information was provided by an operations manager from Uber. For another take on Uber, see Page 5 and 6, above.

About 40 guests and about 5 UBER staff (some of whom who appeared student temps) were present at the Uber organization meeting at the Delta Hotel on November 4, 2015.

The fact that Keith denied access to CKWS TV was suspicious. The session dealt exclusively with Uber-X, which is the use of private vehicles to carry people for money.

Some of the “information” presented was:

- Uber is active in Toronto, Montreal, Quebec City, Calgary, Edmonton, Kitchener Waterloo, Hamilton and London. It is active in 360 cities in 60 countries. 75% of Americans can access it.
- An Uber driver accepted for driving in Kingston can drive anywhere in Ontario.
- The process consists of: requesting the pick-up, the ride, and, if the customer wishes, rating the driver. The driver may also rate the customer. Every driver starts with a rating of 5 stars, and tries to keep the rating as high as possible. The average for drivers as a whole is 4.65.
- No cash is involved unless the customer wishes to give the driver a tip in cash. Fares are charged to customers’ credit cards at the end of the trip, based on a drop fee of $3.00, $0.25 per minute and $1.10 per km. The minimum fare is $4.00. Fares will vary with the route taken, but the GPS will guide the driver. The intent is to undercut the cab fares a bit. When demand is very high, surge pricing can increase fares by as much as 500% ($4.00 fare could become a $24.00 fare).
- The driver gets 75% of fares electronically in their bank account once a week, Uber takes 25% for its costs and profits. Transactions that turn out to be fraudulent are paid by Uber.
- Drivers work when and where they wish.
- A map of the Kingston showing where potential customers who opened the app was covered solidly by dots, even some in the middle of the channel between Kingston and Wolfe Island.
- Drivers have basic information about passengers, and passengers have basic information about drivers, but no personal data is exchanged.
- The driver is responsible for his own insurance, and Uber provides some kind of third-party insurance. Uber is starting to work with Intact Insurance. In case of an accident, normal procedures would be followed.
- If a customer is unpleasant, the driver can explain his side of the story. Drivers and passengers are both rated, and these ratings are displayed for the other person. Drivers do not have to pick up low-rated customers.
- Uber supports requirements, and wants to be part of the system.
- If an Uber driver gets a ticket for operating a taxi without a licence, Uber will fight it in court (driver may or may not have to be in court). Uber tries to push off trial date until there are about 100 cases, and asks for the court to deal with all of them at once.
- Uber will give a referral bonus of $100 for attracting a new driver, and of $5 for a new customer.
- To become an Uber driver, the applicant must be 21 years of age or older, the holder of Class G licence, the owner of a 4-door vehicle not older than a 2005 (soon to be 2006). Four documents are needed: Driver’s Licence, Proof of Work Eligibility (Passport, SIN Card, etc.), Vehicle Registration, and Proof of Insurance. A background check may be made online or in person. If you are approved, you can download the app.
- HST is only applicable if the person earns more than $30,000 per year.
- The fare from Kingston to Ottawa would be $250.
- He was not allowed to state when Uber would start in Kingston, but said it would be this year.
A Visit from St. Nicholas  (by Clement Moore)

'Twas the night before Christmas, when all 
tho' the house
Not a creature was stirring, not even a mouse; 
The stockings were hung by the chimney with 
care,
In hopes that St. Nicholas soon would be 
there;
The children were nestled all snug in their 
beds,
While visions of sugar plums danc'd in their 
heads,
And Mama in her 'kerchief, and I in my cap, 
Had just settled our brains for a long winter's 
nap —
When out on the lawn there arose such a 
crash,
I sprang from the bed to see what was the 
matter.
Away to the window I flew like a flash,
Tore open the shutters, and threw up the sash.
The moon on the breast of the new fallen 
snow,
Gave the luster of mid-day to objects below;
When, what to my wondering eyes should 
appear,
But a miniature sleigh, and eight tiny reindeer,
With a little old driver, so lively and quick, 
I knew in a moment it must be St. Nick.
More rapid than eagles his coursers they came, 
And he whistled, and shouted, and call'd them 
by name:
"Now! Dasher, now! Dancer, now! Prancer 
and Vixen,
"On! Comet, on! Cupid, on! Donder and 
Blitzen;
"To the top of the porch! To the top of the wall! 
"Now dash away! Dash away! Dash away all!"
As dry leaves that before the wild hurricane fly, 
When they meet with an obstacle, mount to 
the sky;
So up to the house-top the coursers they flew, 
With the sleigh full of toys — and St. Nicholas' 
too:

And then in a twinkling, I heard on the roof 
The prancing and pawing of each little hoof. 
As I drew in my head, and was turning around, 
Down the chimneys St. Nicholas came with a 
bound:
He was dress'd all in fur, from his head to his 
foot,
And his clothes were all tarnish'd with ashes 
and soot;
A bundle of toys was flung on his back, 
And he look'd like a peddler just opening his 
pack:
His eyes — how they twinkled! His dimples: 
how merry, 
His cheeks were like roses, his nose like a 
cherry;
His droll little mouth was drawn up like a bow, 
And the beard of his chin was as white as the 
snow; 
The stump of a pipe he held tight in his teeth, 
And the smoke it encircled his head like a 
wreath.
He had a broad face, and a little round belly 
That shook when he laugh'd, like a bowl full of 
jelly:
He was chubby and plump, a right jolly old elf, 
And I laugh'd when I saw him in spite of 
myself;
A wink of his eye and a twist of his head 
Soon gave me to know I had nothing to dread. 
He spoke not a word, but went straight to his 
work, 
And fill'd all the stockings; then turn'd with a 
eross, 
And laying his finger aside of his nose 
And giving a nod, up the chimney he rose. 
He sprung to his sleigh, to his team gave a 
whistle, 
And away they all flew, like the down of a 
thistle: 
But I heard him exclaim, ere he drove out of 
sight —
Happy Christmas to all, and to all a good night.
Are your books up to date?

HST remittances, payroll, etc., using Simple Accounting. I meet your deadlines and my rates are reasonable (flat rate). Get organized—stay organized.

Way behind? I don’t mind!

**Call Linda for a quote: 613-359-6136**

If you *have* a plate and wish to lease it out to a dependable driver, please call Garry Little at 613-572-5679 or send an email to osvsales2014@gmail.com. Thank you.
<table>
<thead>
<tr>
<th>Across</th>
<th>Down</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Vain</td>
<td>1. Chief god of Memphis</td>
</tr>
<tr>
<td>6. Stamp</td>
<td>2. Use a straight edge</td>
</tr>
<tr>
<td>10. End of a movie, for the producer</td>
<td>3. Unglazed pot</td>
</tr>
<tr>
<td>14. OK city</td>
<td>4. People referenced in EULA</td>
</tr>
<tr>
<td>15. What a skeet shooter says</td>
<td>5. Fops with fobs?</td>
</tr>
<tr>
<td>16. One of a drove of leporids</td>
<td>6. Glittered</td>
</tr>
<tr>
<td>17. Kind of key</td>
<td>7. Second-largest reserve currency</td>
</tr>
<tr>
<td>18. Saudi</td>
<td>8. Shrine in Lone Star State</td>
</tr>
<tr>
<td>19. Via Appia, e.g.</td>
<td>9. First law degree</td>
</tr>
<tr>
<td>20. Got a call</td>
<td>10. Injury to upper 22A, from sudden stop</td>
</tr>
<tr>
<td>22. Backbone</td>
<td>11. 10:3, e.g.</td>
</tr>
<tr>
<td>23. Fabric from larvae</td>
<td>12. “…while English people ____.”</td>
</tr>
<tr>
<td>29. Lampreys</td>
<td>22. Word before sweet or truck</td>
</tr>
<tr>
<td>31. Actress Thurman</td>
<td>25. Magna ___ laude</td>
</tr>
<tr>
<td>32. La - ____ (Debussy’s 1905 work)</td>
<td>26. Tsps and tbsp</td>
</tr>
<tr>
<td>33. Observed</td>
<td>27. Verb for bakers and butterflies</td>
</tr>
<tr>
<td>34. Accident</td>
<td>28. Mexican miss</td>
</tr>
<tr>
<td>38. Makes lace</td>
<td>30. Lies by omission, to hide something</td>
</tr>
<tr>
<td>40. US equivalent to Transport Canada</td>
<td>35. Indistinct</td>
</tr>
<tr>
<td>42. Kind of military parachute jump</td>
<td>36. Baseball family</td>
</tr>
<tr>
<td>43. Filament and anther together</td>
<td>37. Sports or wading ____</td>
</tr>
<tr>
<td>46. Impresses</td>
<td>39. More polluted</td>
</tr>
<tr>
<td>49. Place for petting</td>
<td>41. Accept</td>
</tr>
<tr>
<td>50. Mouths, anatomically</td>
<td>44. Creator of Perry, Paul, and Della</td>
</tr>
<tr>
<td>51. Seattle ____ (Triple Crown winner 1977)</td>
<td>45. No in Edinburgh</td>
</tr>
<tr>
<td>52. ____ Brynner</td>
<td>47. Join metal by melting</td>
</tr>
<tr>
<td>53. Messes up</td>
<td>48. Rustles</td>
</tr>
<tr>
<td>57. ____ Kazan</td>
<td>53. Last Supper city</td>
</tr>
<tr>
<td>59. Harper’s hindrance in November</td>
<td>54. Formerly Standard Oil, now part of BP</td>
</tr>
<tr>
<td>60. Metaphorical and actual measuring device</td>
<td>55. Mexican snack</td>
</tr>
<tr>
<td>65. Places on a plane figure</td>
<td>56. Source of many refugees to Canada</td>
</tr>
<tr>
<td>66. Willie who jumped to freedom</td>
<td>58. At an angle</td>
</tr>
<tr>
<td>67. ____ on (Be pivotal to)</td>
<td>61. Scenes make them</td>
</tr>
<tr>
<td>68. Pain’s companion</td>
<td>62. William _____, playwright 1913-73</td>
</tr>
<tr>
<td>69. Film about Romney</td>
<td>63. United Church of Canada youth group</td>
</tr>
<tr>
<td>70. Marbles in Duveen Gallery of Brit. Museum</td>
<td>64. Knows, in Aberdeen</td>
</tr>
<tr>
<td>71. Koh-i-____ (105 carat diamond in Crown of Queen Elizabeth’s mother while Queen</td>
<td>66. Body who can overrule Taxi Commission</td>
</tr>
<tr>
<td>72. Part of CFB</td>
<td></td>
</tr>
</tbody>
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Crazy Crossword Number One Hundred Seventy-nine

Solution to Crazy Crossword One Hundred Seventy-eight

ROCSISMSIMAMS
EPICSTOPDONOR
MENUSATEINTRO
ONETYOUGHCOKIE
RUMBEEYTUTHOB
APACEDIRTYSEVE
ASPNUBORES
SMOKEANDMIRRORS
toresoudoe
IRISTBSPURGES
RAFFEELRUNOOP
SINGLEHANDEDLY
OSCARMOWSVIIIREEVEANNEIVAN
ASSETNESTLANG

11 ~ News from Behind the Wheel ~ December 2015 ~ 11
'Twas the night before Christmas, when all through the ship
Not a circuit was buzzing, not one microchip;
The phasers were hung in the armoury securely, In hope that no alien would get up that early.
The crewmen were nestled all sung in their bunks
(Except for the few who were partying drunks)
And Picard in his nightshirt, and Bev in her lace;
Had just settled down for a neat face to face...
When out in the hall there arose such a racket,
That we leapt from our beds, pulling on pant and jacket.
Away to the lifts we all shot like a gun,
Leapt into the turbos and shouted "Deck One!"
The bridge red-alert lights, which flashed through the din,
Gave a lustre of Hades to objects within.
When, what on the viewscreen, our eyes should behold,
But a weird kind of sleigh, and some guy who looked old.
But the glint in his eyes was so strange and askew,
That we knew in a moment it had to be Q.
His sleigh grew much larger as closer he came.
Then he zapped on the bridge and addressed us by name:
"It's Riker, It's Data, It's Worf and Jean-Luc!
It's Geordi, and Wesley, the genetic fluke!
To the top of the bridge, to the top of the hall!
Now float away! Float away!
Float away all!"
As leaves in the autumn are whisked off the street,
So the floor of the bridge came away from our feet,
And up to the ceiling, our bodies they flew,
As the captain called out, "what the Hell is this, Q?!"
The prankster just laughed and expanded his grin,
And, snapping his fingers, he vanished again.
As we took in our plight, and were looking around,
The spell was removed, and we crashed to the ground.
Then Q, dressed in fur from his head to his toe,
Appeared once again, to continue the show.
"That's enough!" cried the captain, "You'll stop this at once!"
And Riker said, "Worf, take aim at this dunce!"
"I'm deeply offended, Jean-Luc" replied Q,
"I just wanted to celebrate Christmas with you."
As we scoffed at his words, he produced a large sack.
He dumped out the contents and took a step back.
"I've brought gifts," he said, "just to show I'm sincere.
There's something delightful for everyone here."
He sat on the floor, and dug into the pile,
And handed out gifts with his most charming smile:
"For Counsellor Troi, there's no need to explain. Here's Tylenol-Beta for all of your pain.
For Worf I've some mints, as his breath's not too great
And for Geordi LaForge, an inflatable date."
For Wesley, some hormones, and Clearasil-plus;
For Data, a joke book, for Riker a truss.
For Beverly Crusher, there's sleek lingerie,
And for Jean-Luc, the thrill of just seeing her that way."
And he sprang to his feet with that grin on his face
And, clapping his hands, disappeared into space.
But we heard him exclaim as he dwindled from sight, "Merry Christmas to all, and to all a good flight!"
### DEPARTURES

**Train No. | Time | Frequency**
--- | --- | ---
+651 | 5:32 AM | MON TO FRI
655 | 6:45 AM | SAT ONLY
41 | 7:35 AM | MON TO FRI
641 | 8:39 AM | SAT ONLY
43 | 9:22 AM | MON TO SAT
61 | 9:29 AM | X SUN
51 | 10:33 AM | MON TO FRI
643 | 11:04 AM | SAT SUN
45 | 12:34 PM | X TUE, WED, THU
63 | 1:02 PM | DAILY
47 | 2:31 PM | DAILY
55 | 5:17 PM | EXCEPT SATURDAY
67 | 6:21 PM | DAILY
59 | 8:33 PM | DAILY
69 | 9:11 PM | FRI & SUN

**TO OTTAWA Effective October 2014**

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<tr>
<th>Trip No.</th>
<th>Time</th>
<th>Frequency</th>
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<tr>
<td>50</td>
<td>9:08 AM</td>
<td>MON TO SAT</td>
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<tr>
<td>52</td>
<td>11:43 AM</td>
<td>DAILY</td>
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<tr>
<td>40</td>
<td>12:51 PM</td>
<td>X TUE, WED, THU</td>
</tr>
<tr>
<td>64</td>
<td>2:04 PM</td>
<td>DAILY</td>
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<tr>
<td>42</td>
<td>3:24 PM</td>
<td>MON TO FRI</td>
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<tr>
<td>44</td>
<td>4:44 PM</td>
<td>DAILY</td>
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<tr>
<td>66</td>
<td>5:36 PM</td>
<td>DAILY</td>
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<tr>
<td>64</td>
<td>5:52 PM</td>
<td>SUN TO FRI</td>
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<tr>
<td>48/648</td>
<td>9:13/9:15 PM</td>
<td>DAILY</td>
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**TO MONTREAL Effective October 2014**

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<th>Time</th>
<th>Frequency</th>
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</thead>
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<tr>
<td>AC7251</td>
<td>5:40 AM</td>
<td>6:45 AM</td>
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</tr>
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</tr>
<tr>
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<td>8:24 PM</td>
</tr>
</tbody>
</table>

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**Source:** Kingston Airport

Departures & connections are not guaranteed.

**Coach Canada Terminal—613-547-4916**

**VIA Rail Station—1-888-842-7245**

**Norman Rogers Airport—1-888-422-7533**

---

**Trip No. | Type | Time | Frequency**
--- | --- | --- | ---
1503 | PEARSON AIRPORT | 6:30 AM | DAILY |
747 | EXP | 9:50 AM | DAILY |
753 | EXP | 10:35 AM | X TUE & WED |
703 | EXP | 11:30 AM | TUE & WED |
749 | EXP | 12:00 PM | X TUE & WED |
769 | EXP | 12:20 PM | FRI TO SUN |
701/755 | EXP | 12:30/12:35 PM | DAILY |
1505 | PEARSON AIRPORT | 12:30 PM | DAILY |
767 | EXP | 1:35 PM | X TUE & WED |
1507 | PEARSON AIRPORT | 3:00 PM | DAILY |
705 | EXP | 3:00 PM | TUE & WED |
757 | EXP | 3:05 PM | X TUE & WED |
757 | EXP | 3:00 PM | TUE & WED |
759 | EXP | 4:35 PM | DAILY |
761 | EXP | 6:05 PM | X TUE & WED |
707 | EXP | 6:35 PM | TUE & WED |
709 | EXP | 7:05 PM | FRI TO SUN |
771 | EXP | 7:35 PM | DAILY |
763 | EXP | 9:00 PM | MON & THU |
713 | EXP | 9:05 PM | FRI TO SUN |
773 | EXP | 10:05 PM | DAILY |
769 | EXP | 12:20 PM | DAILY |
765 | EXP | 3:20 AM | DAILY |

**To Ottawa Effective October 2014**

<table>
<thead>
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<th>Flight No.</th>
<th>Time</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>7551</td>
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<tr>
<td>7553</td>
<td>EXP</td>
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</tr>
<tr>
<td>7557</td>
<td>LOCAL</td>
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<tr>
<td>EXP</td>
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<td>DAILY</td>
</tr>
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**To Montreal Effective October 2014**

<table>
<thead>
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<th>Time</th>
<th>Frequency</th>
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<tbody>
<tr>
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<tr>
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<tr>
<td>722</td>
<td>EXP</td>
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<tr>
<td>702</td>
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<tr>
<td>754</td>
<td>EXP</td>
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<td>724</td>
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<tr>
<td>704</td>
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<tr>
<td>714</td>
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<tr>
<td>706</td>
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<tr>
<td>718</td>
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<tr>
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<tr>
<td>762</td>
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<tr>
<td>782</td>
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<tr>
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### Arrivals Eff. Oct. 27, 2014

<table>
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<tbody>
<tr>
<td>41</td>
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</tr>
<tr>
<td>641</td>
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<td>8:36 AM</td>
<td>SAT ONLY</td>
</tr>
<tr>
<td>50/60</td>
<td>TORONTO</td>
<td>9:04 AM</td>
<td>X SUN</td>
</tr>
<tr>
<td>43</td>
<td>OTTAWA</td>
<td>9:19 AM</td>
<td>X SUN</td>
</tr>
<tr>
<td>61</td>
<td>MONTREAL</td>
<td>9:26 AM</td>
<td>X SUN</td>
</tr>
<tr>
<td>51</td>
<td>OTTAWA</td>
<td>10:29 AM</td>
<td>X SAT &amp; SUN</td>
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<tr>
<td>643</td>
<td>OTTAWA</td>
<td>11:01 AM</td>
<td>SAT &amp; SUN</td>
</tr>
<tr>
<td>52/62</td>
<td>TORONTO</td>
<td>11:39 AM</td>
<td>DAILY</td>
</tr>
<tr>
<td>45</td>
<td>OTTAWA</td>
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<td>X TUE, WED, THU</td>
</tr>
<tr>
<td>40</td>
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<td>12:49 PM</td>
<td>X TUE, WED, THU</td>
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<tr>
<td>63</td>
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<td>64</td>
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<tr>
<td>42</td>
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<td>55</td>
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<td>SUN-FRI</td>
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<td>66</td>
<td>TORONTO</td>
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<tr>
<td>46</td>
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<tr>
<td>650</td>
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<td>59</td>
<td>OTTAWA</td>
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<td>FRI &amp; SUN</td>
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<td>48</td>
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#### These Arrival Times Are Not Guaranteed and Are Subject to Change at Any Time

### Air Canada Arrivals

**Daily Flights—effective Oct. 25, 2015**

From Lester B. Pearson Intl. Airport in Toronto to Norman Rogers Airport in Kingston

<table>
<thead>
<tr>
<th>Flight</th>
<th>Leaves Toronto</th>
<th>Arrives Kingston</th>
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<tr>
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</tr>
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<td>AC7262</td>
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*Source: Kingston Airport*