

# The Times

Journal of the Australian Association of Time Table Collectors

RRP \$2.50

Print Publication No: 349069/00070, (ISSN 0813-6327)

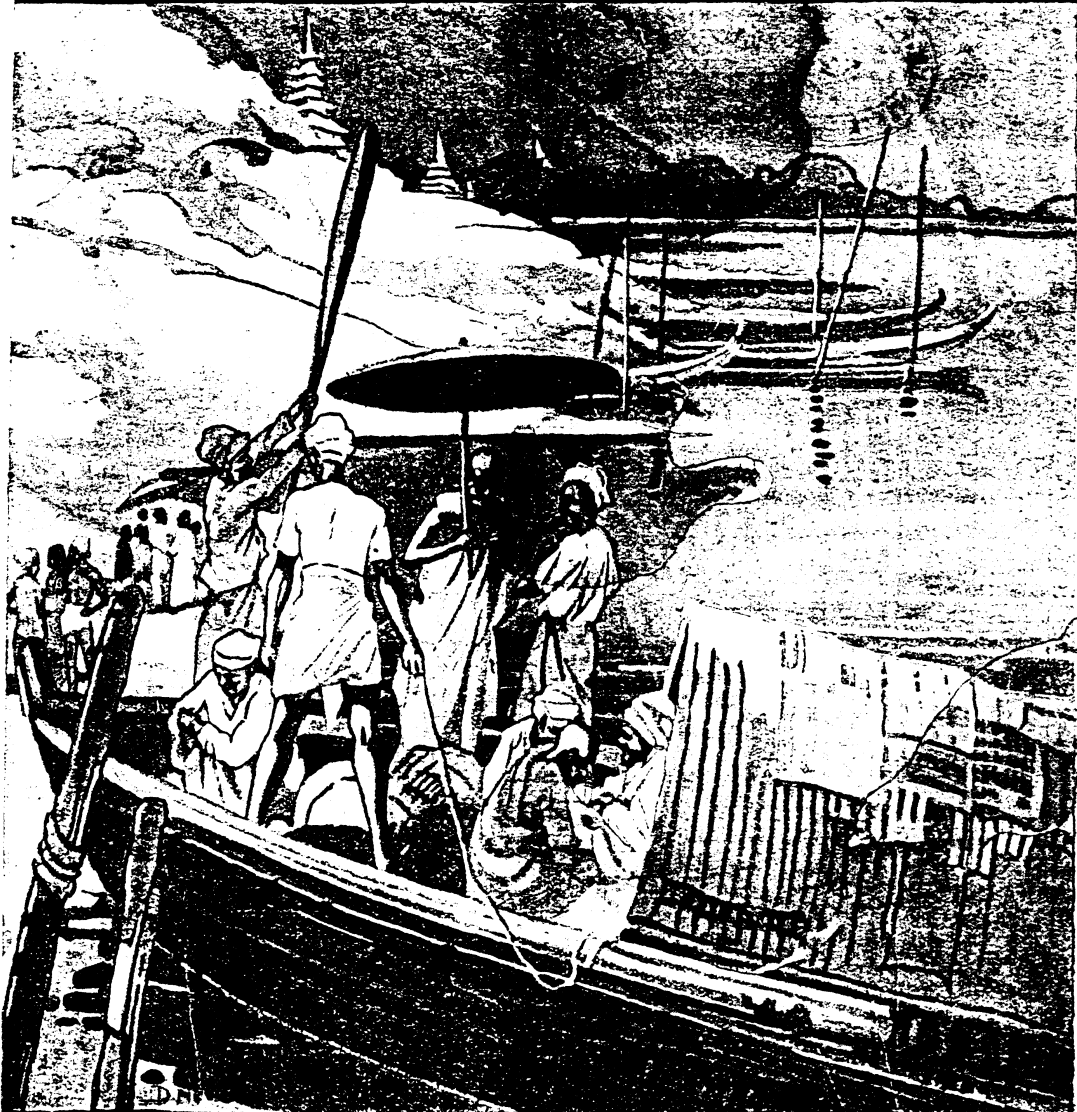
September, 2000

Issue No. 198 (Vol. 17 No.9)

Price 4 annas.

July 1941.

## BURMA RAILWAYS



## TIME TABLE

BURMA RAILWAYS GENERAL OFFICES,  
Montgomery Street, Rangoon.

W. H. CHANCE, V.D., M. Inst. T.,  
*Chief Railway Commissioner*

E. I. MILNE,  
*Traffic Manager.*

# The Times

BURMA RAILWAYS, JULY 1941: THE AUTOBIOGRAPHY OF A TIMETABLE	3
CANADIAN PACIFIC RAILWAY: LAGGAN SUBDIVISION IN 1965	9
A SMALL BUS ROUTE IN THE CAMPSIE AREA	12
RAILWAY TIMETABLES OF TASMANIA	15
GRAPHIC INSIGHT	16

<b>About The Times</b>	The Times is published monthly by the Australian Association of Time Table Collectors (AATTC) as our journal, covering historic and general items. Current news items are published in our other journal, <i>Table Talk</i> .
<b>The Times on-line</b>	AATTC's home page: <a href="http://www.aatc.org.au">http://www.aatc.org.au</a>
<b>Editor</b>	Geoff Lambert
<b>Editorial assistance</b>	Victor Isaacs
<b>Contacting the Editor</b>	The Times welcomes articles and mail and will be pleased to receive yours. Please send articles and letters to Geoff Lambert, 179 Sydney Rd FAIRLIGHT NSW 2094 Email: G.Lambert@unsw.edu.au Phone 61 2 9949 3521; Fax 61 2 9948 7862
<b>How to submit copy</b>	Submit paper manuscripts or word-processor files (MS Word preferred) on disk or via e-mail. Illustrations should be submitted as clean sharp photocopies on white paper or scanned GIF format images with at least 300dpi resolution on disk or via e-mail.
<b>Editorial deadlines</b>	Contributions should reach the editor by the first day of the month preceding the date of publication.
<b>Subscriptions</b>	Membership of AATTC is \$30 and includes subscriptions to both <i>The Times</i> and <i>Table Talk</i> . Individual copies of both journals are available at \$2.50 per copy from the Railfan Shop in Melbourne and the ARHS bookshop in Sydney.
<b>Reproduction</b>	Material appearing in <i>The Times</i> or <i>Table Talk</i> may be reproduced in other publications, provided acknowledgment is made of the author and includes the words "The Times, journal of the Australian Association of Time Table Collectors". A copy of the publication which includes the reference must be sent to the editor.
<b>Disclaimer</b>	Opinions expressed in <i>The Times</i> are not necessarily those of the Association or its members. We welcome a broad range of views on timetabling matters.

## AATTC Who's who

<b>President</b>	Chris Brownbill	37 Grange Rd BLACKBURN SOUTH Vic 3130	(03)9803-2880
<b>Vice-President</b>	Graham Duffin	P.O. Box 74, Brisbane Roma St. Qld 4003	(07) 3275-1833
<b>Secretary</b>	Glen Cumming	19 Peace St GLEN IRIS Vic 3146	(03) 9885-8546
<b>Treasurer</b>	Duncan MacAuslan	1a Cheltenham St ROZELLE NSW 2039	(02) 9555 2667
<b>Auctioneer</b>	Mark Peterson	43 Granault Pde CORIO Vic 3214	(03) 5275-5384
<b>Distribution Officer</b>	Victor Isaacs	PO Box E383 KINGSTON ACT 2604	(02) 6257-1742
<b>Editor, The Times</b>	Geoff Lambert	179 Sydney Rd FAIRLIGHT 2094	(02) 9949 3521
<b>Editor, Table Talk</b>	Albert Isaacs	Unit 5, Whitehall, 22 Burwood Rd HAWTHORN Vic 3122	(03) 9819-5080
<b>Membership Officer</b>	Stephen Ward	184 Karingal Drive FRANKSTON Vic 3190	(03) 9789-2263
<b>Production Manager</b>	Graeme Cleak	PO Box 315 NUNAWADING Vic 3131	(03) 9877-4130
<b>Promotions Officer</b>	Bruce Cook		
<b>Committee member</b>	Derek Cheng	34 Orchard Rd BEECROFT NSW 2109	(02) 9614-1918, 0416-182970
<b>Adelaide Convenor</b>	Robert Field	136 Old Mt Barker Rd STIRLING SA 5152	(08) 8339-2065
<b>Brisbane Convenor</b>	Dennis McLean	53 Barge St ARANA HILLS Qld 4054	(07) 3351-6496
<b>Canberra Convenor</b>	Ian Cooper	GPO Box 1533 CANBERRA ACT 2601	(02) 6254-2431
<b>Melbourne Convenor</b>	Albert Isaacs	Unit 5, Whitehall, 22 Burwood Rd HAWTHORN Vic 3122	(03) 9819-5080
<b>Sydney Convenor</b>	Robert Henderson	16 Cowrang Ave TERREY HILLS NSW 2084	(02) 9486-3828

# Burma Railways July 1941: The autobiography of a timetable

Written with the assistance of **VICTOR ISAACS**

I am a public timetable of the Burma Railways from the colonial period. I was nearly strangled at birth, but miraculously survived. I hardly ever served my intended purpose, but now fulfil a quite different function.

I was born in July 1941 at what appeared to be the height of British colonial influence in Burma, but how wrong this was! I show attributes of this influence. Yet when I was only seven months old in January 1942 the Japanese invaded Burma. I was no longer wanted and no longer of use to anyone. I lay forgotten in the debris of an up-country Burmese station office. But the British returned. In early 1945 they reconquered Burma. A British soldier found me. I knew I was no longer of use in the chaos of the Burmese Railways which had to be rebuilt. So I was glad when the soldier took me home with him as a souvenir. Later I migrated with him across the world to Canberra. Recently I had a little adventure when I was copied to give pleasure to an AATTC member!

I was a beautiful baby. I had full

colour covers (our cover, too) - they became soiled during my years in hiding during the Japanese era. I am big - 106 pages plus covers. And I'll warrant you have never seen another public timetable with so much extra interesting information!

The evocation of a past British era starts right on my front cover, where the names of my oh-so-British sounding parents are given: the Chief Railways Commissioner, W H Chance, VD (not what you think, you wicked person! - it stands for Victoria Decoration) and the Traffic Manager, E I Milne.

My timetables show reasonable services on all lines. But these are mainly strictly local trains or mixed trains. The only superior trains are my daily Mail and Express trains from Rangoon to Mandalay (pages 4&5) and a Mail from Rangoon to Prome. I have suburban trains in the Rangoon area, including to the well named place called Insein. I know the timetables are a bit confusing for long journeys, so I also have

summary timetables covering the whole system (page 8).

It is my general information that I am proudest of, because it is so comprehensive and evocative of a past age. I start with, of all unlikely things, a general description of Burma, the scenery of my beautiful native country, its festivals, arts, fauna, climate and history. Then comes a choice bit: my history of the Burma Railways, including illustrations of steam locomotives. I then have descriptions of the special Tourist Saloons which rich passengers could hire. I even have diagrams of them! (page 4).

I provide information about refreshments (page 7), clearly showing the Burmese environment with use of terms such as Tiffin and Chota Hazri. Note the different prices for first and second class passengers. Third class passengers are ignored altogether here - they would only buy from the station vendors. But Fido could get a lunch for 4 annas.

I include masses of rules and regulations for the passengers to obey. My fares are interesting. Second class in no less than three times more than third class, and first class twice the cost of second, is six times more than third!

My advertisements, too, are evocative of the time of the Empire days of my birth. Some are for merchants from India. But, I have kept my best illustration for you Australians to last (left). Have you ever seen anything so strange as my advertisement partially in Burmese for Tooth's Lager? What a beauty! .

So, although I hardly ever performed my expected function, I now am happy I can keep timetable fans amused.

အဖျော်ဆုံးအကောင်းဆုံး

ခွိုင်လုံးအကြိုက်

**TOOTH'S KB LAGER**

အရက်ဆိုင်တိုင်းမှာရနိုင်ပါသည်။

Obtainable at all Stores and Dealers.

# TRAIN TIMINGS.

RANGOON TO MANDALAY.

Miles from Rangoon.	Stations.	109	43	5	33	45	35	29	1	3	31	
		Local to TTN.	Local to PWW.	Mixed to MDY.	Mixed to MTBN.	Local to PTZ.	Mixed to MPLN.	Local to PTZ.	Mail to MDY.	Express to MDY.	Mixed to MTBN.	
		H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	
	<b>Rangoon*</b> ... d	6 32			8 10	10 20	12 04	35		16 0	22 0	22 30
1	Pazundaung ... ..	6 38			8 16	10 26	12 7	14 42				
5	Thingangyun ... ..	6 50			8 28	10 38	12 20	14 55			22	44
7	Togyauyngale ... ..	6 57					12 27	15 2				
11	Tewaunggyi ... ..	7 6					12 36	15 11				
16	Ledaunggan ... ..	7 16					12 46	15 21				
23	Dabein ... ..	7 29		9 8			13 0	15 34			23	19
27	Kawche ... ..	7 39					13 10	15 44				
30	Tongyi ... ..	7 47		9 27			13 19	15 52			23	36
34	Kyauktan ... ..	7 56		9 38			13 29	16 1			23	46
38	Tawa ... ..	8 5		9 48			13 39	16 10			23	56
43	Payathonzu ... ..	8 15				13 50	16 20					
47	<b>Pegu J.*</b> (Change here for Thongwa and Moulmein branches). a	8 23		10 7	11 56	13 58	16 28		17 16	23 24	0 15	
	d	8 33		10 22	12 17	14 18	17 10	16 40	17 24	23 34	0 32	
52	Shwehle ... ..	To		10 37	14 30	16 54						
53/5	(Zineganine) ... ..	Thaton										
57	Payagyi ... ..	see		10 52	14 41	17 7						
59	Payagale ... ..	page		11 1	14 48	17 14						
61	Kyatkon ... ..	79		11 9	14 54	17 20						
65	Pyinbongyi ... ..			11 21	15 3	17 29						
71	Kadok ... ..			11 38	15 16	17 42						
76	Paungdawthi ... ..			11 52	15 27	17 53						
81	Daiku ... ..			9 0	12 7	13 44	15 39	18 5	18 24	19 17	0 38	
81/17	(Da-Yai-Hme) ... ..			9 3	13 47					19 20		
82/12-13	(Sin-Su-Khan) ... ..			9 7	13 51					19 24		
85/22	(Kama-Pha-Yone) ... ..			9 15	13 59					19 32		
	a	Local		9 22	12 23	14 6	15 51	18 17	18 40	19 39	0 54	
88	<b>Pyuntaza*</b> ... ..											
90	Ngadatkyi ... ..	d	5 0	7 0	9 37	12 35		16 20		19 10	1 9	
91/8	(Pha-oung) ... ..		5 7	7 8	9 44	12 44		16 27				
93	<b>Nyaunglebin J.</b> (Change here for Madauk) a	5 12		7 15	9 49	12 52		16 32		19 21	1 20	
	d	5 17		7 18	9 59	13 0		16 37		19 25	1 23	
94/22-23	(Yweithlagon) ... ..		5 22		9 59			16 42				
95/16-17	(Kaukkwe) ... ..		5 25		10 2			16 45				
98	Tawwi ... ..		5 32	7 29	10 9	13 14		16 52				
98/19-20	(Hteintabin) ... ..		5 37		10 14			16 57				
99/21/22	Kaleinkhin) ... ..		5 42		10 19			17 2				
102	Peinzalok ... ..		5 48	7 40	10 25	13 27		17 8				
105/9	(Babugon) ... ..		5 58		10 35			17 18				
106	Thatagon ... ..		6 2	7 51	10 39	13 40		17 22				
109	Kyauktaga ... ..		6 11	7 59	10 48	13 54		17 31				
112	Yindaikkon ... ..		6 19	8 7	10 56	14 3		17 39				
114	Penewegon ... ..		6 28	8 15	11 15	14 15		17 58				
119	Tawgywe-In ... ..		8 26	11 26	14 29			18 9				
121/8	(Gonde) ... ..				11 32			18 15				
124	Kanyutkwin ... ..		A1	8 37	11 35	14 45		18 22				
129	Nyaungbintha ... ..		Local	8 48	11 50	14 59		18 33				
132	Zaha ... ..				11 59			18 42				
134	Pyu ... ..		6 30	9 13	12 16	15 27		18 59	20 41	2 39		
139	Zeyawadi ... ..		6 40	9 23	12 26	15 40		19 9				
139/24	(Linyankhin) ... ..		6 46		12 32			19 15				
141/16-17	(Obogon) ... ..		6 52		12 38			19 21				
143	Nyaungchidauk ... ..		6 58	9 34	12 44	15 54		19 27				
146	Sibintha ... ..		7 5		12 51			19 34				
147/22	(Magyidin-In) ... ..		7 12		12 58			19 41				
149	Kywebwe ... ..		7 18	9 50	13 4	16 12		19 47				
150/17-18	(Swelechaung) ... ..		7 24		13 9			19 53				
153	Banbwegon ... ..		7 30	9 59	13 16	16 23		19 59				
155/15	(Kyauktalin) ... ..		7 39		13 25			20 8				
158	Oktwin ... ..		7 46	10 11	13 32	16 40		20 15				
162	Thaungdainggon ... ..		7 55	10 20	13 41	16 51		20 24				
163/20	(Kaboung) ... ..		8 1		13 47			20 30				
166	<b>Toungoo*</b> ... ..		a	8 10	10 31	13 56	17 5	20 39	21 44	3 39		
	d			10 50		17 23			21 59	3 50		



Agents—Mastink & Co., Ltd., Phone No. 405, Rangoon.

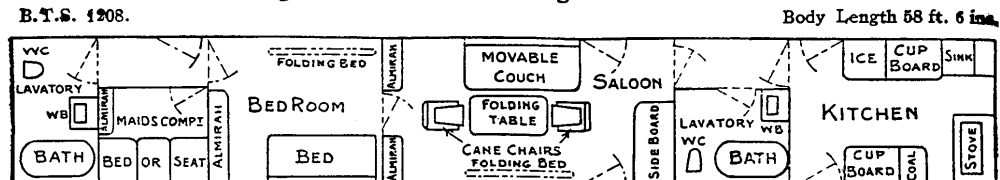
AUSTRALIA IN 4 DAYS.

\*Refreshment Room.

\*\* Through carriages are attached to No. 1 Up Mail train for Shwemyaung (Kalaw) and Maymyo and to No. 3 Up Express train for Kyaukpadaung.

Note.—Only third class accommodation is available on Nos. C1 Up, C3 Up, A1 Up, A3 Up, A5 & A7 Up local trains.

Diagrams of First Class Bogie Tourist Saloons.



Note.—B.T.S. 1208 cannot be crossed over the Henzada Ferry.

RANGOON TO MANDALAY—concluded.

Miles from Rangoon.	Stations.		3	117	49	47	43	25	99	5	i
			Express.	Local.	Local.	Local.	Local.	Local.	Local.	Local.	Mixed.
			H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.
166	Toungoo*	a.	3 39				10 31			17 5	21 44
		d.	3 56			6 0	10 50	14 16		17 23	21 59
172	Kyedaw	...	...			6 13	11 3	14 29		17 39	...
176	Kyungon	...	...			6 23	11 13	14 39		17 51	...
181	Nangyun	...	...			6 36	11 26	14 52		18 5	...
183	Yedashe	...	...			6 44	11 34	15 0		18 15	...
187	Kongyi	...	...			6 55	11 45	15 11		18 27	...
192	Swa	...	...			7 6	11 56	15 21		18 44	...
196	Thagaya	...	...			7 17	12 7			18 59	...
201	Myohla	...	...			7 30	12 20			19 15	...
207	Yeni	...	...			7 42	12 32			19 30	...
210	Thawati	...	...			7 52	12 42			19 41	...
214	Htein-in	...	...			8 3	12 53			19 53	...
217	Ela	...	...			8 12	13 2			20 3	...
219	Pyiwin	...	...			8 20	13 10			20 12	...
225	Pyinmana J.* (Change here for Kyaukpadaung Branch)	a.	5 53			8 33	13 23			20 27	24 0
		d.	5 8			8 45	13 50	16 55	20 49	0 18	
230	Ywadaw	...	...			8 58	14 3	17 8	21 4		
235	Kyidaunggan	...	...			9 10	14 15	17 20	21 21		
241	Pyokkwe	...	...			9 22	14 27	17 32	21 38		
244	Sinbyugyun	...	...			9 31	14 36	17 41	21 49		
247	Shwemyo	...	...			9 40	14 45	17 50	21 59		
251	Sinthe	...	...			9 51	14 56	18 1	22 13		
254	Tatkon	...	...			9 59	15 8	18 9	22 24		
258	Magyibin	...	...			10 9	15 18	18 19	22 37		
262	Nyaunglun	...	...			10 19	15 28	18 29	22 56		
268	Hnggetthaik	...	...			10 33	15 42	18 43	23 13		
271	Ingon	...	...			10 42	15 51	18 52	23 24		
275	Yamethin*	a.	7 47			10 52	16 1	19 2	23 36		2 3
		d.	7 55	11 20	19 35	16 35			0 26	2 6	
279	Ingyingan	...	...	11 30	19 49	16 44			0 39		
282	Shweda	...	...	11 40	20 3	16 55			0 51		
288	Pyawbwe	...	8 26	11 58	20 31	17 6			1 15	2 37	
293	Shanywa	...	...	12 16	20 48				1 35		
299	Nyaungyan	...	8 50	12 34	21 5				1 52		
302	Nwato	...	...	12 43	21 23				2 2		
306	Thazi J.* (Change here for Myingyan and S. S. S. Branches.)	a.	9 7	12 53	21 36				2 12	3 16	
		d.	9 30	13 30					4 0	3 38	
311	Ywapale	...	...	13 42					4 13		
316	Hanza	...	9 51	13 55					4 27		
319	Dahattaw	...	...	14 5					4 39		
322	Thedaw	...	10 9	14 16					4 50		
326	Kinbau	...	...	14 26					5 1		
329	Samon	...	...	14 36					5 12		
333	Odokkon	...	...	14 46					5 23		
336	Thabyedaung	...	...	14 57					5 34		
342	Kume Road	...	10 51	12 10	15 21				5 59		
347	Myittha	...	11 6	12 24	15 35				6 15		
353	Minzu	...	11 21	12 38	15 49				6 31		
355/10	(Taungdwinywa)...	...	...	12 46	...				...		
359	Kyaukse	...	11 39	13 3	16 5				6 52	5 22	
362/6-7	(Kyauogywa)	...	...	13 10	...				...		
364	Beliu	...	...	13 14	16 24				7 9		
366/13	(Singainggyi)	...	...	13 22	...				7 34		
369	Singaing	...	...	13 28	16 37				...		
371/14	(Nyaungbingyi)	...	...	13 35	...				...		
374	Paleik J. (Change here for Myoika and Myingyan)	...	...	13 42	16 50	115 Local	8 46	14 58	119 Local	7 54	
376/5	(Myobingyi)	...	...	13 48	...				...		
377	Myitnge	...	12 24	13 52	17 5	5 40	9 0	15 11	19 12	8 5	
381	Tagundaing	...	...	14 11	17 15	5 49	9 10	15 26	19 21	8 16	
383	Myohaung	...	...	14 9	17 24	5 56	9 18	15 38	19 28	8 26	
384	Shanzu	...	12 44	14 13	17 30	6 0	9 25	15 46	19 32	8 35	6 23
386	Mandalay* (Change here for Lashio Branch, Sagaing and stations above.)	a.	12 50	14 18	17 37	6 5	9 31	15 52	19 37	8 42	6 30

"QUALITY SHOES AT POPULAR PRICES"  
**STOUT**

\* Refreshment Room.

\*\*Through carriages are attached to No. 1 Up Mail train for Shwenyaung (Kalaw) and Maymyo and to No. 3 Up Express for train Kyaukpadaung.

LASHIO BRANCH.

Miles from Rangoon.	Stations.	101	105	425	Height above sea level.	Miles from Lashio.	Stations.	102	106	Height above sea level.
		Mixed to Lashio connects Mail from Rangoon.	Mixed connects Express from Rangoon.	Mixed to Hsipaw				Mixed to Mandalay.	Mixed to Mandalay.	
		H. M.	H. M.	H. M.	Ft.			H. M.	H. M.	Ft.
386	<b>Mandalay*</b> ... d.	7 10	14 5		...		<b>Lashio</b> ... d.	23 10		2573
384	Shanzu ... "	7 18	14 14		...		Namyao ... "	0 20		2417
383	Myohaung ... "	7 24	14 21		...	13	Manpwe ... "	1 0		2329
393	Tonbo ... "	7 47	14 44		289	17	Konnyaung ... "	...		2194
396	Sedaw ... "	8 4	15 10		334	20	Mansam Falls ... "	1 30		1846
405	Zibingyi ... "	8 59	16 5		1884	24	Se-En ... "	2 15		1428
						32	Ta Hapalai ... "	2 53		1400
411	Thondaung ... "	9 32	16 40		2725	40		3 33		
415	Ani-Sakan ... "	9 51	17 4		*3091		<b>Hsipaw*</b> ... {			
423	<b>Maymyo*</b> ... {	10 16	17 29		3506	51	... {			1398
							... {			
428	Pwekaww ... "	10 34		5 50	3506	57	Bawgyo ... "	3 45	8 0	1338
434	Wetwun ... "	10 57		6 9	3306	65	Loikaw ... "	4 5	8 20	2023
438	Sinlanzu ... "	11 25		6 39	2798	71	Kyaukme ... "	4 40	9 18	2506
444	Hsum Hsai ... "	11 43		6 39	2689	79	Sakantha ... "	5 24	9 56	2821
449	Onmaka ... "	12 3		7 24	2460	89	Nawngpeng ... "	6 2	10 37	3072
456	Nawngkhio ... "	12 19		7 41	2481	95	Pang Pao ... "	6 46	11 17	2453
463	Gokteik Viaduct ... "	12 52		8 21	2750	98	Gokteik Viaduct ... "	7 12	11 43	2159
466	Pang Pao ... "	13 32		9 6	2159	105	Nawngkhio ... "	7 47	12 18	2750
472	Nawngpeng ... "	13 51		9 26	2453	212	Onmaka ... "	8 32	13 5	2481
482	Sakantha ... "	14 19		10 1	3072	117	Hsum Hsai ... "	9 3	13 35	2460
490	Kyaukme ... "	14 50		10 43	2821	123	Sinlanzu ... "	9 31	13 55	2689
		15 25		11 18	2506	127	Wetwun ... "	9 57	14 22	2798
496	Loikaw ... "			11 40	2023	133	Pwekaww ... "	10 23	14 50	3306
504	Bawgyo ... "	15 47		12 12	1338	138	<b>Maymyo*</b> ... {	11 8	15 30	3506
		16 16		12 12	1338		... {	11 30	15 52	
510	<b>Hsipaw*</b> ... {	16 32		12 30	1398	146	Ani-Sakan ... "	12 15	16 35	3091
						150	Thondaung ... "	12 47	17 5	2725
521	Ta-Hapalai ... "	16 52			1400	156	Zibingvi* ... "	13 15	17 28	1884
529	Se-En ... "	17 28			1428			13 52	18 5	
537	Mansam Falls ... "	18 0			1846	165	Sedaw ... {	15 4	19 12	334
541	Konnyaung ... "	18 32			2194		... {			
544	Manpwe ... "	18 47			2329	168	Tonbo ... "	15 17	19 20	289
548	Namyao ... "	19 20			2417	178	Myohaung ... "	15 34	19 30	
561	<b>Lashio</b> ... "	19 40			2417	179	Shanzu ... "	16 6	19 55	
		20 30			2573	181	<b>Mandalay*</b> ... a.	16 13	20 3	
								16 20	20 10	

\*\* Through carriage to Rangoon.

HENZADA-KYANGIN BRANCH.

Miles from Rangoon.	Stations.	27	29	Miles from Kyangin.	Stations.	28	30
		Local Mixed	Local Mixed			Local Mixed	Local Mixed
		H. M.	H. M.			H. M.	H. M.
110	<b>Henzada J.*</b> ... d.	6 30	15 40		<b>Kyangin</b> ... d.	6 35	13 35
113	Tagwa ... "	6 45	15 53	5	Myanaung ... "	6 55	13 57
117	Payagon ... "	7 3	16 8	10	Sanni-Gyaung ... "	7 9	14 13
120	Ywa-Tha ... "	7 16	16 18	13	Tegyigon ... "	7 21	14 28
123	Danbi ... "	7 39	16 38	16	Okshitkon ... "	7 33	14 42
126	Myogwin ... "	7 53	16 49	21	Inbin ... "	7 57	15 11
128	Tabingon ... "	8 7	17 1	24	Ka-Nyinngu ... "	8 10	15 25
133	Ingabu ... "	8 25	17 16	29	Tugyi ... "	8 31	15 46
136	Zaungdan ... "	8 39	17 28	36	Mezaligon ... "	8 55	16 10
139	Mezaligodi ... "	9 0	17 44	39	Zaungdan ... "	9 8	16 26
145	Tugyi ... "	9 24	18 6	42	Ingabu ... "	9 20	16 40
150	Ka-Nyinngu ... "	9 42	18 22	46	Tabingon ... "	9 36	17 5
154	Inbin ... "	10 6	18 43	49	Myogwin ... "	9 47	17 17
158	Okshitkon ... "	10 25	18 58	52	Danbi ... "	10 7	17 40
161	Tegyigon ... "	10 40	19 13	55	Ywa-Tha ... "	10 20	17 54
165	Sanni-Gyaung ... "	10 53	19 24	58	Payagon ... "	10 35	18 10
169	Myanaung ... "	11 13	19 45	61	Tagwa ... "	10 49	18 26
174	<b>Kyangin</b> ... a.	11 30	20 0	65	<b>Henzada J.*</b> ... a.	11 0	18 38

\*Refreshment Rooms.

PRICES OF MEALS IN REFRESHMENT ROOMS.

Items.	PASSENGERS.		Items.	PASSENGERS.	
	First Class.	Second Class.		First Class.	Second Class.
Chota Hazri (pot of Tea or Coffee, 2 slices of toast, butter, jam or marmalade) ...	0 8	(a)0 6	Fruit per portion ...	Rs. A. P.	Rs. A. P.
Breakfast ...	*2 0	*1 8	Bread and Butter (2 slices of Bread and 1 oz. Butter) ...	0 2 0	0 2 0
Lunch ...	*2 0	*1 8	Cheese (about 1 oz.) Dutch ...	0 4 0	0 4 0
Afternoon Tea (same as Chota Hazri)	0 8	(a)0 6	Butter (about 1 oz.) ...	0 3 0	0 3 0
Dinner ...	*3 0	*2 0	Jam per portion ...	0 3 0	0 3 0
Porridge per portion ...	0 8	0 6	Bread, Loaf weighing about 1 lb. ...	0 2 9	0 2 0
Fish per portion ...	0 8	0 6	Bread, Loaf weighing about 8 oz. ...	0 3 0	0 3 0
Side Dish (Entree as per Menu) with vegetable and bread ...	1 0	0 12	Tiffin Box, to order ...	0 1 6	0 1 6
Mutton chop with vegetable and bread ...	**1 4	**1 0	Dog's Ration ...	**2 0 0	**1 8 0
Beef Steak with vegetables and bread Joint (as per Menu) ...	**1 0	**0 14	<b>British Soldiers and their Families.</b>		
Pudding per portion (as per Menu)...	0 8	0 6	Tea or Coffee per pint or mug ...	...	0 2 0
Savoury to order (excluding tinned stores) ...	0 8	0 8	<i>Morning Meal up to Noon—</i>		
Curry and Rice (as per Menu) ...	1 0	0 12	1 Plate of Porridge with milk and sugar ...	}	0 10 0
Do for servants only ...	0 8	0 8	2 Eggs or Plate of Curry and Rice ...		
Do (to order) Special ...	1 8	1 4	6 ozs. of Bread with 2 ozs. jam ...		
Soup (as per Menu), per plate ...	0 6	0 4	1 pt. (or mug) of Tea or Coffee with milk and sugar ...		
Chicken (half) Roasted or boiled with vegetables and bread ...	1 4	1 0	<i>Mid-day Meal (between Noon and 3 p.m.)—</i>		
Ham per portion ...	1 0	1 0	1 Plate of Hot Meat with potatoes and 1 vegetable, 4 oz. of Bread, pudding and one bottle mineral water ...	}	0 12 0
Sandwiches—Ham or Chicken, per plate of 2 pieces to order ...	0 8	0 8	<i>Evening Meal after 5 p.m.—</i>		
Sandwiches—Other kinds—Beef, Mutton or Cheese, per plate of 2 pieces to order ...	0 6	0 6	1 pt. (or mug) of Tea or Coffee with milk and sugar ...	}	0 8 0
Tea or Coffee, per cup ...	...	0 2	6 ozs. of Bread with Cheese, or Butter and two eggs ...		
Do do per pot ...	0 4	0 4	Boiling water, per gallon ...	...	0 4 0
Eggs, Boiled, each ...	0 2	0 2	<b>Special Tariff for Soldiers.</b>		
Do Poached or Fried, or Omelette, each ...	0 3	0 3	Soldiers and their families may also obtain 2nd class meals at Refreshment Rooms at the 2nd class Railway rates which can be had on application from the Manager.		
Bacon and 2 Fried or Poached Eggs	0 12	0 12	Children under 12 years are charged half price for meals.		
Ham and 2 Fried or Poached Eggs	1 4	1 4			

\* Children under 12 years of age, half price.

\*\*Previous notice required.

(a) This rate refers when Chota Hazri or Afternoon Tea is taken inside the Refreshment Rooms. First class rate will be charged when same is served in the compartment.

**Thazi-Kalaw Section**—Chota Hazri supplied in Chota Hazri Box. ... **Rs. -/12/-**  
do do do with 2 eggs ... **Rs. 1/-**

Full board meals can be supplied to passengers when residing at the Railway Rest Rooms at an all in-charge of Rs. 4-8-0 per day, tickets for which may be purchased at the stations concerned.

Price list of wines, beer, spirits and minerals is on view in all Refreshment Rooms.

N.B.—PRICES SUBJECT to alteration without notice.

**“SARSATONE”**  
(WITH GOLD)  
**THE BEST BLOOD and THE IDEAL NERVE PURIFIER and TONIC.**  
EXCHANGE THIS COUPON FOR A FREE SAMPLE.  
From, **BURMA CHEMICAL CORPORATION LIMITED,**  
284, Mogul Street, Rangoon.

### SUMMARISED TIME TABLE.

#### RANGOON-MANDALAY.

(with connections to Kyaukpadaung, Myingyan, Kalaw, Maymyo, Katha, Bhamo, Myitkyina and YE-U.)

Distance in Miles from Rangoon.	Fares from Rangoon.			6 Up Mixed.	3 Up Express.	1 Up Mail.	Read Down.	Stations	Read Up.	4 Down Mail.	2 Down Express.	6 Down Mixed.	Remarks.
	1st Class	2nd Class	3rd Class										
	Rs. A. P.	Rs. A. P.	Rs. A. P.	H. M.	H. M.	H. M.			H. M.	H. M.	H. M.	H. M.	
47	6 6 0	3 3 3	0 14 9	8 10 22	0 16 0	10 16 0	Dep. Rangoon*	...	Arr. 8 30	12 55	6 24		Refreshment Rooms. No Dining Car on trains. Passengers should ascertain meal arrangements at starting stations.
				10 22 23	34 17 24	17 24	Arr. Pegu*	...	Dep. 7 31	11 24	3 55		
88	17 14 9	5 15 6	1 11 6	12 23 0	54 18 40	18 40	Arr. Pyuntaza*	...	Dep. 5 37	9 55	1 35		(a) Through carriage 1st, 2nd & 3rd class between Rangoon & Kyaukpadaung.
				12 35 1	9 19 10	19 10	Dep. Pyuntaza*	...	Arr. 5 22	9 35	1 20		
166	22 2 6	11 1 3	3 4 0	17 5 3	39 21 44	21 44	Arr. Toungoo*	...	Dep. 2 48	6 57	21 10		(a) Through carriage 1st, 2nd & 3rd class between Rangoon & Kyaukpadaung.
				17 23 3	56 21 59	21 59	Dep. Toungoo*	...	Arr. 2 28	6 37	20 44		
225	28 14 6	14 7 3	4 6 6	20 27 5	5 24 0	24 0	Arr. Pyinmana*	...	Dep. 0 30	4 30	17 19		(a) Through carriage 1st, 2nd & 3rd class between Rangoon & Kyaukpadaung.
225					6 20		Dep. Pyinmana*	...	Arr. 20 42		16 35		
292	36 11 3	18 5 9	5 11 9		10 34		Arr. Taungdwingyi*	...	Dep. 16 24		11 10		(b) Private bus service, which carries Railway parcels, runs between Kyaukpadaung and Yenangaung and Kyaukpadaung and Chauk
					10 52		Dep. Taungdwingyi*	...	Arr. 16 10		10 37		
363	43 8 0	21 12 0	6 12 6		15 27		Arr. Kyaukpadaung (b)	...	Dep. 11 23		5 12		(b) Private bus service, which carries Railway parcels, runs between Kyaukpadaung and Yenangaung and Kyaukpadaung and Chauk
225				20 49 6	8 0 18	18	Dep. Pyinmana*	...	Arr. 0 11	4 8	16 48		
275	34 10 3	17 5 3	5 6 0	23 36 7	47 2 3	2 3	Arr. Yaziethin*	...	Dep. 22 27	2 31	14 4		(c) Through carriages 1st, 2nd and 3rd class between Rangoon and Shwenyaung.
				0 26 7	55 2 6	2 6	Dep. Yaziethin*	...	Arr. 22 23	2 27	13 21		
306				2 12 9	7 3 16	16	Arr. Thazi*	...	Dep. 21 11	1 5	11 24		(c) Through carriages 1st, 2nd and 3rd class between Rangoon and Shwenyaung.
306	38 1 0	19 0 6	5 15 3		4 0	0	Dep. Thazi*	...	Arr. 19 55				
359	47 14 6	23 15 3	7 9 6		9 42		Arr. Kalaw*	...	Dep. 14 22				(d) Through carriage 1st and 2nd class between Rangoon and Lashio.
					10 25		Dep. Kalaw*	...	Arr. 14 0				
404	53 6 0	26 11 0	8 8 3		13 14		Arr. Shwenyaung	...	Dep. 11 6				(d) Through carriage 1st and 2nd class between Rangoon and Lashio.
306				4 10 9	40 4 10	10	Dep. Thazi*	...	Arr. 19 20	0 30	10 28		
320	39 6 0	19 11 0	6 2 6	4 55 10	29 4 55	5 5	Arr. Meiktila	...	Dep. 18 36	23 58	9 46		(d) Through carriage 1st and 2nd class between Rangoon and Lashio.
				5 5 10	35 5 5	5	Dep. Meiktila	...	Arr. 18 26	23 48	9 41		
376	44 10 0	22 5 0	6 15 3	7 54 13	23 7 54	54	Arr. Myingyan	...	Dep. 15 10	20 35	6 25		(d) Through carriage 1st and 2nd class between Rangoon and Lashio.
506				4 0 9	30 3 38	38	Dep. Thazi*	...	Arr. 20 41	0 50	10 56		
386	45 9 0	22 12 6	7 1 6	8 42 12	50 6 30	30	Arr. Mandalay*	...	Dep. 18 0	22 5	6 25		(d) Through carriage 1st and 2nd class between Rangoon and Lashio.
386					14 5 7	10	Dep. Mandalay*	...	Arr. 16 20	20 10			
423	51 8 6	25 12 3	8 1 9		17 29 10	16	Arr. Maymyo*	...	Dep. 12 15	16 35			(d) Through carriage 1st and 2nd class between Rangoon and Lashio.
					10 34		Dep. Maymyo*	...	Arr. 11 30	16 5			
					16 32		Arr. Hsipaw	...	Dep. 3 45	10 0			(d) Through carriage 1st and 2nd class between Rangoon and Lashio.
					16 52		Dep. Hsipaw	...	Arr. 3 33				
561	73 1 6	36 8 9	11 11 3		20 30		Arr. Lashio	...	Dep. 23 10				(d) Through carriage 1st and 2nd class between Rangoon and Lashio.
386					17 5 7	43	Dep. Mandalay*	...	Arr. 10 42	20 20			
445	51 5 0	25 11 0	8 2 0		20 25 11	2	Arr. Shwebo*	...	Dep. 7 3	17 10			(d) Through carriage 1st and 2nd class between Rangoon and Lashio.
					20 55 11	12	Dep. Shwebo*	...	Arr. 6 53				
590	63 6 6	31 11 9	10 3 3		5 40 19	20	Arr. Naba*	...	Dep. 20 33				(d) Through carriage 1st and 2nd class between Rangoon and Lashio.
590					20 15		Dep. Naba*	...	Arr. 5 32				
605	64 10 6	32 5 9	10 6 9		21 18		Arr. Katha	...	Dep. 4 30				(d) Through carriage 1st and 2nd class between Rangoon and Lashio.
					††		Dep. Katha	...	Arr. ...				
590					††		Arr. Bhamo	...	Dep. ...				(d) Through carriage 1st and 2nd class between Rangoon and Lashio.
723	74 7 9	37 4 6	12 1 9		6 13		Dep. Naba*	...	Arr. 19 54				
					14 45		Arr. Myitkyina	...	Dep. 11 15				(d) Through carriage 1st and 2nd class between Rangoon and Lashio.
386					14 30 7	22	Dep. Mandalay*	...	Arr. 16 55				
457	52 5 0	26 3 0	8 4 9		19 37 12	2	Arr. Monywa	...	Dep. 12 8				(d) Through carriage 1st and 2nd class between Rangoon and Lashio.
					12 47		Dep. Monywa	...	Arr. 11 32				
514	57 1 0	28 9 6	9 2 0		16 37		Arr. Ye-U	...	Dep. 7 40				(d) Through carriage 1st and 2nd class between Rangoon and Lashio.
					16 37		Arr. Ye-U	...	Dep. 7 40				

Note.— Summarised Time Table Rangoon to Promé and Bassein Kyangin Branches inside back cover.  
 †† Connects I. F. Steamer. Katha dep. 5-0 a. m.



# Canadian Pacific Railway – Laggan Subdivision in 1965

*How many of us have found our favourite railway working time table lying by the side of the line? Keeping one eye out for grizzly bears as he walked the CPR track, JIM STOKES found a copy of the railway's Laggan Subdivision ETT.*

In the spring and early summer of 1965 I spent four months in western Canada, in the course of which I walked sections of the Canadian Pacific main line through the Rocky Mountains. These walks provided two treasures for my collection. The first is a copy of the working timetable of 26 April 1964 for CPR's Medicine Hat, Calgary, Edmonton and Lethbridge Divisions, which basically covered the main line from Swift Current to Field and all the other lines in Alberta. I picked it up beside the line between Banff and Sawback and it still has scorch marks from being dried out in front of the wood stove at Spray River

youth hostel! I found it on 23 May 1965, which suggests that it was superseded by a new working timetable which came into effect with the new public timetable on 25 April 1965. A comparison of the attached extracts from the two timetables (pages 10 & 11) indicates that passenger trains were running to approximately the same times in both years. However, as will be seen, 967 Freight was running about four hours later than the 1964 timetable on 30 June 1965 and 950 Freight about six hours later.

1965 was an interesting time to be on the CPR. Steam working had finished but most of the steam fa-

cilities were still in place. Unit train operation had not yet begun and most freights were made up of box-cars, some still old wooden vehicles, from systems all over North America, worked by four and five unit combinations of first generation road switchers and main line units. The Canadian was in its prime and I had several trips on it, but for me the most interesting train was the Dominion, which I did not know at the time was in the last months of its illustrious career. For anyone reared on pictures of Selkirks and Royal Hudsons the Dominion was a legendary train even with diesel power. When I first came to Field Hill in early May it

**Canadian Pacific**  
STATION: Calgary CLEARANCE June 30 1965  
TRAIN: No 967  
ORDERS FOR YOUR TRAIN ARE: 996-901-909-912  
430-433-435-441  
THE NEXT TRAIN AHEAD FROM THIS STATION LEFT AT \_\_\_\_\_  
OK AT: 1225 78AT DISPATCHER: Ort OPERATOR: Ort

**Canadian Pacific**  
FORM 19 Y  
TRAIN ORDER NO. 430 JUNE 30 19 65

TO: NO 967 AT: CALGARY

NO 967 ENG 4037  
MEET NO 950 ENG 8678 AT CANMORE

ALL FIRST AND SECOND CLASS TRAINS  
DUF AT SUNALTA BEFORE  
TEN THIRTY 1030 WEDNESDAY JUNE 30TH  
HAVE ARRIVED AND LEFT EXCEPT  
NO 967

~~NO 85 ENG 8714~~  
RUN AHEAD OF NO 967 ENG 4037  
FROM SUNALTA UNTIL OVERTAKEN  
UNLESS OVERTAKEN AT SUNALTA

NO 967 ENG 4037  
MEET NO 950 ENG 8678 AT RADNOR  
INSTEAD OF CANMORE

**Canadian Pacific**  
FORM 19 Y  
TRAIN ORDER NO. 451 JUNE 30 19 65

TO: NO 967 AT: BANFF

NO 4 ENG 8522  
MEET NO 967 ENG 4037 AT CASTLE MOUNTAIN  
NO 4 TAKE SIDING AT CASTLE MOUNTAIN

NO 967  
BANFF ALTA

PLS LET NO 1 BY AT MASSIVE .

NO 967 ENG 4037  
MEET EXTRA 4040 EAST AT LAKE LOUISE

NO 902 ENG 8608  
MEET NO 967 ENG 4037 AT STEPHEN

H A T

**Canadian Pacific**  
FORM 19 Y  
TRAIN ORDER NO. 449 JUNE 30 19 65

NO 967 AT: EKSHAW

NO 2 ENG 1432 WAIT AT  
BANFF UNTIL FIFTEEN TWENTY 1520  
FOR NO 967 ENG 4037

H A T

REPEATED AT: 1358  
MADE Com TIME 1358 OPER: Lang

TIME TABLE No. 81, APRIL 26th, 1964

10

WESTWARD TRAINS—INFERIOR DIRECTION										LAGGAN SUBDIVISION	EASTWARD TRAINS—SUPERIOR DIRECTION						
FOURTH CLASS		SECOND CLASS			FIRST CLASS						FIRST CLASS		THIRD CLASS				
87	85	83	963	967	901	1	7	5				2	4	8	950	954	948
Fr.	Fr.	Fr.	Fr.	Fr.	Fr.	Fr.	Fr.	Fr.	Miles from Calgary	Year	Fr.	Fr.	Fr.	Fr.	Fr.	Fr.	Fr.
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		CG	Daily	Daily	Daily	Daily	Daily	Daily	Daily
14.00	5.30	24.01	21.15	9.00	2.15	13.43	8.40	7.30	0	CG	17.10	19.40	20.55				
14.05	5.35	24.06	21.20	9.05	2.20	13.48	8.45	7.50	4.6	NI	16.50	19.20	20.40	8.35	19.55	2.55	
14.13	5.45	24.14	21.28	9.13	2.27	13.54	8.52	7.57	9.6	84	16.45	19.15	20.35	8.30	19.50	2.50	
14.21	5.55	24.22	21.35	9.20	2.34	14.00	8.58	8.03	14.2	88	16.40	19.08	20.29	8.23	19.43	2.42	
14.28	6.05	24.29	21.41	9.26	2.40	14.05	9.03	8.08	17.9	86	16.34	19.02	20.23	8.16	19.36	2.34	
14.36	6.30	24.37	21.48	9.33	2.47	14.11	9.12	8.17	22.8	UN	16.29	18.56	20.18	8.08	19.30	2.20	
14.44	6.40	24.45	21.56	9.41	2.54	14.18	9.20	8.24	27.8	84	16.23	18.50	20.12	7.53	19.23	2.13	
14.53	6.50	24.54	22.05	9.50	3.03	14.26	9.28	8.32	33.8	ZR	16.17	18.41	20.04	7.46	19.16	2.06	
14.59	7.00	25.00	22.11	9.56	3.09	14.31	9.33	8.37	37.6	87	16.10	18.32	19.57	7.38	19.08	1.58	
15.05	7.25	1.06	22.18	10.03	3.15	14.36	9.41	8.43	41.6	NI	16.05	18.26	19.52	7.32	19.02	1.52	
15.14	7.35	1.15	22.26	10.11	3.23	14.43	9.49	8.50	47.5	Z	16.00	18.20	19.47	7.25	18.56	1.45	
15.22	7.45	1.30	22.33	10.18	3.30	14.48	9.56	8.56	52.1	84	15.53	18.12	19.39	7.17	18.48	1.37	
15.26	7.50	1.35	22.36	10.21	3.33	14.51	9.59	8.59	54.3	110	15.48	18.05	19.34	7.10	18.42	1.30	
15.42	8.15	1.40	22.41	10.26	3.38	14.54	10.05	9.03	57.3	NI	15.45	18.01	19.31	7.07	18.39	1.27	
15.52	8.25	1.50	22.49	10.34	3.46	15.02	10.13	9.11	62.7	SF	15.34	17.47	19.19	6.55	18.27	1.15	
16.00	8.45	2.00	22.56	10.41	3.53	15.08	10.20	9.18	67.1	D	15.28	17.39	19.12	6.48	18.20	1.08	
16.08	8.55	2.09	23.04	10.49	4.00	15.12	10.27	9.25	72.0	Y	15.22	17.30	19.04	6.40	18.13	1.00	
16.16	9.05	2.18	23.12	10.57	4.08	15.17	10.35	9.33	77.2	NI	15.16	17.22	18.57	6.32	18.05	24.52	
16.30	9.15	2.26	23.20	11.05	4.15	15.20	10.42	9.40	81.9	BF	15.10	17.15	18.50	6.25	17.58	24.45	
16.40		2.35	23.29	11.14	4.24	15.26	10.50	10.20	88.1	86	15.00	16.30	18.40	6.15	17.49	24.36	
16.50		2.44	23.36	11.21	4.31	15.31	11.02	10.27	93.0	85	14.44	16.07	18.25	6.08	17.42	24.29	
17.00		2.53	23.44	11.29	4.39	15.36	11.10	10.35	99.0	86	14.37	15.53	18.17	6.00	17.34	24.21	
17.24		3.04	23.55	11.40	4.50	15.44	11.29	10.44	106.7	86	14.28	15.44	18.08	5.50	17.24	24.10	
17.34		3.11	24.01	11.46	4.56	15.48	11.35	10.50	110.7	85	14.23	15.38	18.03	5.44	17.18	24.01	
17.55		3.20	24.10	11.55	5.05	15.54	11.50	11.05	116.6	R	14.15	15.30	17.55	5.35	17.10	23.40	
18.30		3.45	24.30	12.15	5.20	15.58	12.03	11.18	122.2	Z	13.58	15.15	17.39	5.20	16.58	23.25	
18.40		3.55	24.40	12.25	5.30	15.62	12.10	11.25	125.0	Z	13.51	15.08	17.32	4.50	16.38	23.15	
18.50		4.05	24.50	12.35	5.40	15.66	12.17	11.32	127.8	NI	13.44	15.01	17.25	4.40	16.29	23.05	
19.00		4.30	1.00	12.45	5.50	15.69	12.23	11.38	129.8	Z	13.37	14.54	17.18	4.30	16.20	22.55	
19.10		4.40	1.10	12.55	6.00	15.72	12.30	11.45	132.4	Z	13.30	14.47	17.02	4.20	16.10	22.45	
19.25		4.55	1.25	13.10	6.15	15.74	12.45	12.00	136.6	Y	13.18	14.35	16.50	4.00	15.55	22.30	
87	85	83	963	967	901	1	7	5			Daily	Daily	Daily	Daily	Daily	Daily	Daily

FOLLOWING TIMES FOR INFORMATION ONLY

No. 901 leave Alyth 3.55k arrive Field 8.25k.  
 No. 967 leave Alyth 8.30k arrive Field 14.00k.  
 No. 965 leave Alyth 21.50k arrive Field 3.00k.  
 No. 950 leave Field 4.00k arrive Alyth 9.30k.  
 No. 954 leave Field 18.00k arrive Alyth 22.30k.  
 No. 948 leave Field 23.40k arrive Alyth 4.30k.

SEE LAGGAN SUBDIVISION FOOTNOTES AND SPECIAL INSTRUCTIONS, PAGE 11.

TIME TABLE No. 81, APRIL 26th, 1964

11

LAGGAN SUBDIVISION FOOTNOTES AND SPECIAL INSTRUCTIONS

Location	Permissible Speed — miles per hour	
	Passenger Trains	Freight and Mixed Trains
Mileage 0 to 5.0 (on curves)	45	40
" 5.0 to 12.0 (on curves)	45	40
" 12.0 to 16.5 (on curves)	45	40
" 16.5 to 16.9	35	30
" 16.9 to 28.5 (on curves)	45	40
" 28.5 to 29.0	35	30
" 29.0 to 30.0 (on curves)	45	40
" 30.0 to 36.0 (on curves)	50	45
" 36.0 to 51.6 (on curves)	60	45
" 51.6 to 54.0 (on curves)	50	45
" 54.0 to 57.0 (on curves)	45	40
" 57.0 to 61.0 (on curves)	50	45
" 61.0 to 62.0 (on curves)	30	30
" 62.0 to 77.0 (on curves)	50	45
" 77.0 to 79.0 (on curves)	45	40
" 79.0 to 88.0 (on curves)	40	40
" 81.9 to 82.1 Passing Banff station and over public crossing at grade	*20	*20
" 88.0 to 92.3 (on curves)	45	40
" 92.3 to 94.2 (on curves)	45	40
" 94.2 to 104.0 (on curves)	50	45
" 104.0 to 112.0 (on curves)	60	45
" 112.0 to 121.0 (on curves)	40	40
" 121.0 to 122.2 (on curves)	30	30
" 122.2 to 125.0	30	20
" 125.0 to 136.6	25	20

\*Until crossing is fully occupied.

Passenger trains must not exceed a speed of seventy miles per hour between Sunalta and Stephen.

Empty freight cars for west of Lake Louise must be marshalled behind at least fifteen loaded cars from engine on westward freight trains.

Except when weather or other conditions prevent proper running inspection, Trains 901, 948, 950, 954, 965 and 967 need not observe Special Instruction "C" and other freight trains may run eighty miles without stopping for standing train inspection. Special Instruction "C" is amended accordingly.

Automatic Block Signal System between Sunalta and Field.

Interlocked power switch at Sunalta is dual control. Rule 1048 applies.

Block signals 1320, 1296, 1267 and 1305 are stop signals. When the block signal system is in operation observance of Rule 99 by eastward trains between signals 1320 and 1306 and between signals 1296 and 1282 and by westward trains between signals 1267 and 1297 and between signals 1305 and 1319 is not required. Trains finding these signals indicating stop must stay until authorized to proceed. Eastward trains finding it necessary to back out of tunnels mileage 129.1 and mileage 131.3 may do so under protection thus provided.

Yard limits Calgary extend to yard limit sign west of Sunalta.

Mitford is a register station only for those trains operating to and from Jumping Pound Shell Oil Plant Spur and any such other trains as so instructed by the Chief Dispatcher.

Westward trains must obtain clearance at Calgary, and may leave Sunalta without clearance.

Trains between Calgary and Sunalta will be governed by Calgary Terminal Time Table page 9. Times shown at Calgary are for information only.

At Field the times of trains except first class apply at East main track switch where freight trains normally enter and leave south yard.

The switching lead at east end of Exshaw yard must not be used for meeting and passing of trains. Trains must enter and leave the Exshaw siding by use of turnout immediately west of bridge, mileage 57.0. The position of siding switch is normal when set for the switching lead.

Eastward trains holding main track for meets on Westward trains at Cathedral must stop west of clearance sign located approximately 650 feet west of east switch.

Trains standing in sidings at Cochrane and Canmore which are required to cut trains to clear highway crossings mileage 22.63 and mileage 67.05 must ensure cars are clear of yellow insulated joints on each side of the crossings.

Engineman of all trains must have bell ringing when approaching and passing through tunnels mileage 129.1, mileage 131.3 and mileage 133.8. Conductors must see that windows, ventilators and doors are closed and that at least one light is burning in each compartment of each passenger car when approaching and passing through spiral tunnels mileage 129.1 and mileage 131.3.

INSTRUCTIONS GOVERNING OPERATIONS ON GRADES 2% AND OVER

- Retaining valves must be used on 50 percent of the cars on freight trains on descending grades of 2 percent or over if the tonnage is in excess of "A" rating for the ascending grade for the diesel units on which the dynamic brake is in effective operating condition, unless the train is controlled with pressure maintaining brake valve. Otherwise rules 34(a) form 582 and 27 form 583 apply.
- When dynamic brake is available and unit controlling train is equipped with a pressure maintaining brake valve, a stop must be made before descending grades of 2 percent or over, proceeding as soon as brakes are released and train properly charged.
- Brake pipe pressure must be increased to 85 pounds on Westward freight trains consisting of loads, or loads and empties from Stephen to Field.
- Grades of 2 percent or over, points at which a standing brake test must be made in accordance with rule 20, Form 582 and points at which thermal tests must be made if dynamic braking is not being used, or pressure maintaining brake valve is not available, are as follows

SUBDIVISION	DIRECTION	RETAINER GRADES BETWEEN	TERMINAL TEST	THERMAL TEST
Loggan	Westward	Stephen & Field	Stephen	Yoho
Loggan—Shell Oil Spur	Northward	Mile 7.0 to Mile 8.0	Mile 7.0	Mile 4.0
		Mile 4.0 to Mile .0		

SPECIAL INSTRUCTIONS GOVERNING MOVEMENTS ON SHELL OIL SPUR, MILEAGE 27.2

All movements must be made at restricted speed and not in excess of fifteen miles per hour. Switch point derail equipped with switch lamp and target is located at mileage .3 and must be set in derailing position immediately following each movement. Trains must not exceed a speed of five miles per hour at mileage 7.0.

SPECIAL INSTRUCTIONS GOVERNING MOVEMENTS ON CANMORE MINE SPUR

All movements must be made at restricted speed and not in excess of 10 miles per hour. DRS 24 class units are prohibited from using this spur. Consists of more than one Diesel unit must not be used for switching purposes.

ALSO SEE LAGGAN SUBDIVISION FOOTNOTES PAGE 10.

consisted of three boxcars, three or four head end cars and two passenger cars, often worked by the rather ungainly combination of a road switcher and a main line B unit. All the cars were the Tuscan red steel streamlined stock from the 1930s. By early July as the mountain tourist season got into full swing the Dominion was a massive train behind three main line units, with

dome and observation cars of Canadian stock, older cars re-sheathed in stainless steel and both clerestory and streamlined Tuscan red cars. It also included through sleeping cars from the United States picked up off the Soo Line at Moose Jaw. I was glad that my last rail journey in Canada was on the westbound Dominion from Field to Vancou-

ver on 4 July 1965.

My second treasure is the full set of train orders picked up on 30 June 1965 from Calgary, Exshaw, Banff and Lake Louise by the crew of locomotive 4037 (a GM FP7-A main line unit of CPR class DFA15c) as they worked 967 Freight westward through Laggan Subdivision (page 9). The

TABLES 6 and 7

BROADVIEW—REGINA—MOOSE JAW—SWIFT CURRENT—CALGARY—BANFF—LAKE LOUISE—FIELD

Table 6: Train schedule for Broadview—Regina—Moose Jaw—Swift Current—Calgary—Banff—Lake Louise—Field. Columns include direction (West/Read Down, East/Read Up), train type (The Dominion 3 Daily, The Canadian 1 Daily), miles, and arrival/departure times for various stations.

FIELD—REVELSTOKE—SICAMOUS—KAMLOOPS—NORTH BEND—MISSION—VANCOUVER

Table 7: Train schedule for Field—Revelstoke—Sicamous—Kamloops—North Bend—Mission—Vancouver. Columns include direction (West/Read Down, East/Read Up), train type (The Dominion 3 Daily, The Canadian 1 Daily), miles, and arrival/departure times for various stations.

FOR EXPLANATIONS OF SIGNS — SEE PAGE 3

engineer discarded them almost at my feet as he brought the train down through Cathedral crossing loop. No doubt he was just cleaning up the cab before coming off the train at Field and he would probably be surprised to know that they are still carefully preserved on the other side of the Pacific 35 years

later. Space does not permit reproduction of all the orders, many of which related to track works and speed restrictions. However I have done a montage of those relating to train movements, from which it can be seen that 967 met 950 Freight at Radnor, met the eastbound Canadian at Banff, was

overtaken by the westbound Canadian at Massive, met the eastbound Dominion at Castle Mountain, met Extra 4040 East at Lake Louise and met 902 Freight at Stephen. As there is no further reference to no 85 they must have either overtaken it at Sunalta or were still behind it when it terminated at Banff.

## A small bus route in the Campsie area.

By **JIM O'NEIL**

**R**oute 39 ran between Campsie and Wiley Park, two stations three stops apart on the Bankstown line, via the main road to the north of that line. This road is called George's River Road east of the Cook's River and Punchbowl Road west of it. It was extended from Wiley Park to the Roselands shopping centre to the south, and then further along King George's Road to

Hurstville Station, along route 34, which was also owned by the Cumberland Bus Co. at the time. The first timetable shown (below) is from a booklet of bus services to Hurstville issued by Westfield Shoppingtown, Hurstville.

The route 39 had a basic half-hourly service, taking a bit more than fifty minutes for the trip. The morning short working at 8.37 from Yerrick & Punchbowl Roads to

Wiley Park Station is the only unusual feature. When Highway took over Cumberland's services in the inner south west in 1986, the 39 was diverted from Hurstville and combined with the 92 and 226, to run to Kogarah Hospital. It was split again when the 92 was sold to Pleasure Tours and the 39 (now Campsie-Roselands only) to Canterbury Bus Lines.

Another of Highway's routes, the 46,

CAMPSIE — WILEY PARK — BEVERLY HILLS — HURSTVILLE												
TO HURSTVILLE						FROM HURSTVILLE						
	Depart Campsie Station	Yerrick Road	Wiley Park Station	Roselands	Beverly Hills	Arrive Hurstville	Depart Hurstville	Beverly Hills	Roselands	Wiley Park Station	Yerrick Road	Arrive Campsie
	8.01	8.14	8.22	8.30	8.38	8.48	9.25	9.35	9.45	9.52	10.00	10.13
	—	8.37	8.47	—	—	—	9.53	10.03	10.17	10.25	10.33	10.46
	8.27	8.40	8.47	8.56	9.06	9.16	10.23	10.33	10.47	10.55	11.03	11.16
WEEK	9.00	9.13	9.20	9.28	9.37	9.47	10.53	11.03	11.17	11.25	11.33	11.46
DAYS	9.32	9.45	9.52	10.00	10.09	10.19	11.23	11.33	11.47	11.55	12.03	12.16
	9.55	10.08	10.16	10.25	10.34	10.44	11.53	12.03	12.17	12.25	12.33	12.46
	10.25	10.38	10.46	10.58	11.07	11.17	12.23	12.33	12.47	12.55	1.03	1.16
	10.55	11.08	11.16	11.28	11.37	11.47	12.53	1.03	1.17	1.25	1.33	1.46
	11.25	11.38	11.46	11.58	12.07	12.17	1.23	1.33	1.47	1.55	2.03	2.16
	11.55	12.08	12.16	12.28	12.37	12.47	1.53	2.03	2.17	2.25	2.33	2.46
	12.25	12.38	12.46	12.58	1.07	1.17	2.23	2.33	2.47	2.55	3.02	3.14
	12.55	1.08	1.16	1.28	1.37	1.47	3.00	3.10	3.25	3.31	3.38	3.51
	1.25	1.38	1.46	1.58	2.07	2.17	3.25	3.35	3.50	3.56	4.03	4.16
	1.55	2.08	2.16	2.30	2.40	2.50	3.55	4.05	4.20	4.26	4.33	4.46
	2.25	2.38	2.46	3.00	3.10	3.20	4.07	4.17	4.27	4.33	4.40	—
	2.55	3.08	3.16	3.30	3.40	3.50	4.27	4.37	4.50	4.56	5.03	5.16
	3.17	3.30	3.37	3.45	3.55	4.05	4.55	5.05	5.20	5.26	5.33	5.45
	3.38	3.50	3.58	4.10	4.16	4.25	5.25	5.35	5.45	5.51	5.58	6.10
	3.55	4.08	4.16	4.30	4.40	4.50	5.50	6.00	6.10	6.15	6.20	6.30
	4.25	4.38	4.46	5.00	5.10	5.20						
	4.55	5.08	5.16	5.25	5.35	5.45						
THURSDAY NIGHT	— See Route 34											
SATURDAY MORNING	8.13	8.25	8.32	8.39	8.47	8.57	9.02	9.12	9.20	9.26	9.33	9.46
	8.40	8.52	9.00	9.07	9.14	9.24	9.26	9.36	9.50	9.56	10.03	10.16
	9.07	9.20	9.26	9.35	9.43	9.53	9.55	10.05	10.20	10.26	10.33	10.46
	9.31	9.44	9.50	10.00	10.10	10.20	10.23	10.33	10.50	10.56	11.03	11.16
	10.01	10.14	10.22	10.30	10.40	10.50	10.53	11.03	11.20	11.26	11.33	11.44
	10.31	10.44	10.52	11.00	11.10	11.20	11.23	11.33	11.50	11.56	12.03	12.15
	11.00	11.13	11.21	11.30	11.40	11.50	11.55	12.05	12.15	12.21	12.28	12.40

Fig 1. Westfield Shoppingtown 1980. Route 39 Campsie—Hurstville

was sold to Greenacre Bus Company. This runs to the south of the 39, with two separate route through Belfield to North Belmore. The November 1987 timetable (below left) has a basic half-hourly structure, running alternately by the northern route (Harcourt & Baltimore) and the southern route (Albert & Ninth). Before 8 a.m., there is no service to North Belmore, which is only a block beyond the railway goods line. Instead a loop service is operated, out via Albert and back via Harcourt. In the evenings there is a loop service out via Harcourt (passengers to Campsie had to catch the bus outbound - see the timings in brackets),

but roughly half the buses went on to North Belmore before proceeding to Albert St.

On the 24 August 1991, Canterbury Bus Lines took over the 46 and diverted the 39 through Albert & Baltimore (the junction of the two parts of 46) and then over the northern (Harcourt) variety of the 46. The route 39 along George's River Road was duplicated by other bus routes, running to different railway stations (see the list on the foot of the timetable on page 14, top). The morning loop from Campsie by Ninth & Albert Streets (marked A) and back via Harcourt Street is still found, as

is the evening loop back direct from North Belmore. However, they are much less frequent.

Afternoon services marked K travel via First and Ninth, partly over each of the southern and northern routes. Most other letters are school services: D is Harcourt St. School, E St. Mel School, F Belmore Boys High and HP is Hampden Park School. B shows a run past Lakemba station, rejoining the route 39 on the south side of Wiley Park station and not using Punchbowl Road at all. Nevertheless a time is shown at Wangee St. The bus did cross Wangee St on Lakemba St, two long blocks south of Wangee and Punchbowl, where all other buses were timed. But the timetable does not mention Punchbowl Road.

In 1995, the 39 was renumbered 451, and then Canterbury sold both its runs to Punchbowl. They in turn took over the northern end of the route 947 (once the 113 - see the August 2000 issue) and combined it with the 451 on the 21 December 1998. The 451 now returned to Hurstville, but this time running along Gloucester Road. On the timetable on page 14 (bottom), we can see that the bus now takes forty one minutes from Campsie to Hurstville, which allows a run to Bauman's Road to be included and still provide an hourly service using two buses. The morning loop via Albert Street back to Campsie is still operated, as is the evening service from Campsie to North Belmore - but it no longer carries passengers back to Campsie. Evening services are now provided on the 451, but not to Campsie or to Bauman's Road - instead they run from Hurstville to Beverly Hills Station via Gloucester Road, a new destination on this service.

**BUS TIMETABLE - ROUTE No. 46  
CAMPSIE STATION - NORTH BELMORE**

GREENACRE BUS COMPANY  
P.O. Box 125, Lakemba 2195 - Telephone: 642 - 4660

FROM CAMPSIE			NOV. 1987	TO CAMPSIE		
DEPART CAMPSIE	HAR-COURT	ALBERT STREET	NORTH BELMORE	ALBERT STREET	HAR-COURT	ARRIVE CAMPSIE
MONDAYS TO FRIDAYS						
<u>Mornings</u>				<u>Mornings</u>		
-	-	6.15	-	6.15	6.19	6.24
6.30	-	6.34	-	6.34	6.38	6.43
6.48	-	6.52	-	6.52	6.56	7.02
7.07	-	7.11	-	7.11	7.15	7.21
7.23	-	7.27	-	7.27	7.32	7.39
7.41	-	7.45	-	7.45	7.50	7.58
-	-	-	-	-	-	-
8.00	-	8.04	8.09	-	8.14	8.19
8.22	8.27	-	8.33	-	8.38	8.45SM
9.05	9.10	-	9.15	9.20	-	9.24
9.24	-	9.30	9.38	-	9.40	9.45
9.54	10.00	-	10.06	10.10	-	10.15
10.24	-	10.30	10.38	-	10.40	10.45
10.54	11.00	-	11.06	11.10	-	11.15
11.24	-	11.30	11.36	-	11.40	11.45
11.54	12.00	-	12.06	12.10	-	12.15
<u>Afternoons</u>				<u>Afternoons</u>		
12.24	-	12.30	12.36	-	12.40	12.45
12.54	1.00	-	1.06	1.10	-	1.15
1.24	-	1.30	1.36	-	1.40	1.45
1.54	2.00	-	2.06	2.10	-	2.15
2.24	-	2.30	2.36	-	2.40	2.45
2.50L	2.54	2.57	-	2.57	(2.54)	3.02SM
-	-	-	3.10S	-	3.15S	3.20
3.10	3.15	-	3.20	-	3.25A	3.37
3.23S	-	3.28S	3.35S	-	-	-
3.38Z	Z	3.45	3.50	-	-	-
4.00	4.05	-	4.10	4.15	(4.05)	4.19
4.20	4.25	4.30	-	4.30	(4.25)	4.34
4.38	4.43	-	4.49X	X4.54	(4.43)	4.59
5.05L	5.10	5.15	-	5.15	(5.10)	5.19
5.22LB	5.27B	5.32B	-	B	(5.27)	5.36
5.40	5.45	-	5.49X	X5.53	(5.45)	5.57
6.00L	6.05	6.09	-	6.09	(6.05)	6.14
6.28	6.33	-	6.37	-	-	-

**EXPLANATORY NOTES**

- L - LOOP SERVICE from Station via Harcourt to Baltimore, returning to Station via Albert Street.
- A - Via 1st Ave, 9th, 7th, 5th, 8th, 6th, 7th, Beamish, Brightn, Moore, Clisold, Beamish, on School days.
- B - Via Clarence, Burwood, Omaha, Baltimore.
- S - Runs on School days only.
- M - To or from St. Wels and Campsie Public Schools.
- X - Terminates Belmore North School stops, then Express to Albert Street (via Lakemba Street non stop) then to Station.
- Z - Via 9th, 2nd, 7th, 1st Aves, Albert and Baltimore Streets. RUNS during school vacation only.

**Fig 2. Route 46, November 1987**



# Railway timetables of Tasmania

*Another installment of The Times' continuing attempt to produce checklists of timetables. Material contributed by GEOFF LAMBERT and JIM STOKES*

For a small railway (651 miles, or 1047 km at its peak), the Tasmanian Government Railways (TGR) produced an awful lot of bumpff, a practice which really got underway in the 1890s, during the tenure of one of its early General Managers, the energetic Frederick Back. Among its "handbooks" were at least 10 editions of the rulebook and 4 of the Appendix to the Working Timetable, the 1949 edition of which ran to 355 pages - 1 page longer than the contemporaneous Appendix of the Queensland Railways, which had a system nearly 11 times as long as the TGR. Included in all this paperwork, were at least 34 working timetables (WTT). There were also an unknown number of public timetables (PTT).

The list to the right contains all the TTs known to AATTC, through personal collections, library holdings or cross-referencing from other publications. An X in the column and row intersection represents the known or surmised existence of a timetable. The WTT list covers the TGR and its successor, the ANR from 1978 and, after that, Tasrail. Most issues, probably all issues, had an exact cover date, but we do not always know it. Sometimes only the month, or occasionally only the year are known. There remain some ambiguities about some of the TGR WTT issues- it is not certain that all were WTT books per se, but may have been some form of amendment only.

We also show what is probably a very abbreviated list of public timetables, including a few that were issued for the Hobart suburban system only. This list was composed in the same way as the WTT list, but with somewhat more emphasis on the current holdings by Australian libraries. Public timetables also appeared in Walch's Tasmanian Almanac from 1873 to 1951 and in Moore's Guide until the late 1970s.

For good measure, we show also some known issues of the WTT by the Emu Bay Railway, whose tables also frequently appeared in the TGR WTT. The TGR WTT also sometimes contained times for the Mt Lyell Mining and Railway Co's WTT.

Date	System PTT	Suburban PTT	System WTT	EBR WTT
1-Jul-1893			X	
16-Aug-1893			X	
Mar-1894	X			
26-Jun-1895			X	
1-Aug-1904			X	
1905			X	
4-May-1914	X			
5-Jun-1916	X			
2-Oct-1916	X		X	
14-May-1917	X			
1-Oct-1917	X			
17-Dec-1918	X			
15-Sep-1919	X			
1-Aug-1921	X			
12-Jul-1922	X		X	
19-Mar-1923	X			
30-Mar-1925			X	
18-Oct-1926			X	
5-Sep-1927	X			
30-Sep-1929			X	
10-Aug-1931			X	
1-Oct-1931			X	
24-Dec-1931	X			
2-Dec-1932	X			
2-Oct-1934			X	
1-Nov-1934	X			
24-Feb-1936	X			
18-Oct-1936			X	
18-Oct-1937			X	
15-Dec-1937	X			
20-Dec-1938	X			
19-Apr-1939			X	
Jul-1941	X			
17-May-1942			X	
1-Mar-1943	X		X	
Aug-1945			X	
27-Sep-1948			X	
29-Sep-1952			X	
1954	X			
6-Dec-1954			X	
Dec-1955	X			
16-Sep-1957	X		X	X
May-1962	X			
Aug-1962			X	
Oct-1963		X		
May-1966				X
20-Jun-1966			X	
Nov-1966	X			
1970		X		
Sep-1970	X			
2-Dec-1970				X
13-Dec-1970			X	
30-Dec-1972		X		
1-Mar-1978	X			
3-Jul-1978			X	
28-Mar-1983			X	
10-Jan-1988			X	
11-Oct-1988			X	
15-Oct-1992			X	
28-Aug-1995			X	
18-Nov-1997			X	
19-Jan-1999			X	
<b>TOTALS</b>	<b>27</b>	<b>3</b>	<b>34</b>	<b>3</b>

# Graphic Insight

**CHRIS BROWNBILL** charts a nation-wide train graph

Graphic Insight this month attempts something ambitious - to illustrate on one graph all main line long distance passenger trains currently operating in Australia.

The graph below shows the published schedule for each long distance passenger train running along the coastal main line from Cairns to Brisbane, Sydney, Melbourne, Adelaide and Perth, as well as the 'short cut' from Sydney to Adelaide, and the inland line from Adelaide to Alice Springs. The times for the trains illustrated here are taken from the public timetables current as at August 2000 of the operators of all the trains: QR Traveltrain, Countrylink and Great Southern Railway.

The horizontal axis shows one week, and the vertical axis represents distance, although the scale on the vertical axis is distorted to assist readability. Trains on the Sydney to Adelaide route are illustrated as dashed lines to distinguish them from those travelling Sydney - Melbourne-Adelaide.

The degree of service intensity either side of Sydney is noticeable with the regular twice daily XPT services north and south of that city. The service to the north of Sydney comprises one daily train to Brisbane and a second to Murwillumbah. At the extremities of the network the frequency drops off somewhat. There are of course, in addition to the trains shown, additional local services centred on Melbourne, Sydney and Perth which for clarity have not been shown.

The range of services on different days of the week - particularly in Queensland and on GSR trains is highlighted here. It is in a representation such as this where connections between trains can most easily be seen - for example on Wednesday mornings between the Eastbound Indian Pacific and Ghan at Adelaide. In traditional timetables, such connections are not immediately evident to many readers.

