



# The Times

April 2008

A journal of transport timetable history and analysis

FOLDER A No. 28 NOVEMBER 14TH, 1928  
SUBJECT TO CHANGE WITHOUT NOTICE

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**CANADIAN  
NATIONAL  
RAILWAYS**

IN CONNECTION WITH  
GRAND TRUNK RAILWAY SYSTEM

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NATIONAL  
RAILWAYS**

IN CONNECTION WITH  
GRAND TRUNK RAILWAY SYSTEM



## "The National"

Toronto and Winnipeg, Edmonton, Jasper National Park, Prince Rupert, Vancouver.

All-steel equipment including Standard and Tourist Sleeping Cars; Compartment Observation Library Buffet Car, RADIO EQUIPPED; Dining Car, Colonist Car, with lunch counter service and Coaches.

SCHEDULES:  
Condensed Table No. 2 Detailed Table No. 90

## Canada's DeLuxe Trains "The Continental Limited"

Montreal and Winnipeg, Edmonton, Jasper National Park, Prince Rupert, Vancouver.

All-steel equipment including Standard and Tourist Sleeping Cars; Compartment Observation Library Buffet Car, RADIO EQUIPPED; Dining Car, Colonist Car and Coaches.

SCHEDULES:  
Condensed Table No. 1 Detailed Tables Nos. 12-16

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**Inside: World's longest timetabled train journey?  
The 138— a lost bus route at Epping  
When our PM caught *The Continental***

RRP \$2.95  
Incl. GST

# The Times

Journal of the Australian Association of Time Table Collectors Inc. (A0043673H)

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

April 2008

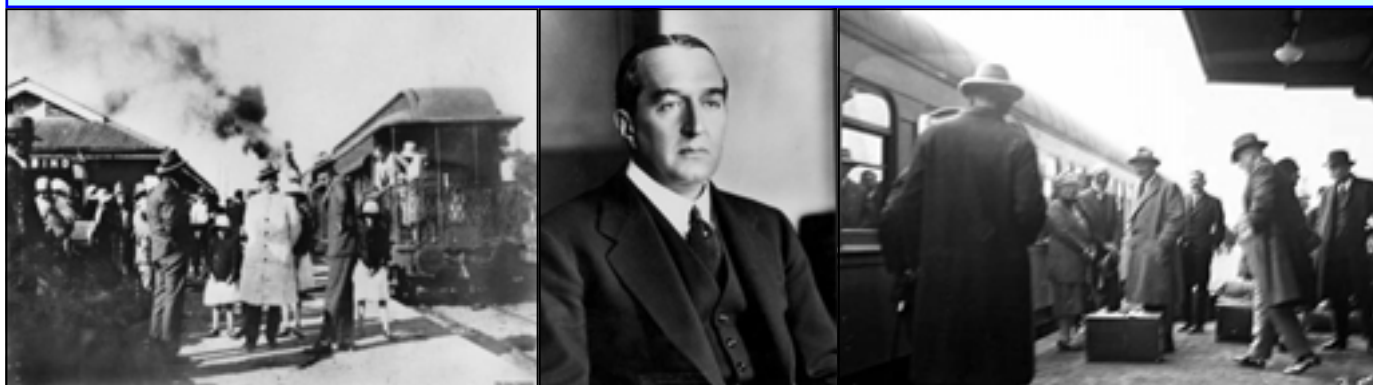
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### On the front cover

The Australian Prime Minister Stanley Melbourne Bruce (below- he hated that "Stanley") attended a conference in London in 1926. He returned to Australia by way of Canada, travelling across the continent in a special car attached to Canadian National Railways trains. CN was eager to please and provided among other things, a current Public Time Table for Stanley to while away the hours out on the prairie. Like many of Bruce's papers, this timetable eventually found its way into the National Archives of Australia in Canberra, where our Victor Isaacs uncovered it recently. Victor discovered many other unusual timetable treasures at NAA and, in a future issue of The Times, will describe them and how you can use the NAA to find your own.



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AATTC's home page: <http://www.aatc.org.au> has colour PDF versions of The Times

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# Longest timetabled train journey in the world?

**GEOFF LAMBERT** found an unusual passenger timetable in a bookstore at Christmas—just a fortnight before its freight equivalent was created.

| MOSCOW — PEKING (— HANOI)  |       |       |       |                        |       |       |           |
|----------------------------|-------|-------|-------|------------------------|-------|-------|-----------|
| (via Naushki — Ulan-Bator) |       |       |       |                        |       |       |           |
| Train No. 8/7—2/1—4/3      |       |       |       |                        |       |       |           |
| Train No.                  | Arr.  | Dep.  | Km    | Route                  | Arr.  | Dep.  | Train No. |
| Moscow Time                |       |       |       |                        |       |       |           |
| 8                          | —     | 17.25 | 0     | Moscow (Yaroslavskaya) | 17.30 | —     | 7         |
|                            | 21.32 | 21.42 | 282   | Yaroslavl              | 12.31 | 12.41 |           |
|                            | 16.13 | 16.28 | 1130  | Perm                   | 18.34 | 18.49 |           |
|                            | 22.14 | 22.29 | 1706  | Sverdlovsk             | 12.43 | 12.58 |           |
|                            | 19.28 | 19.43 | 3343  | Novosibirsk            | 15.55 | 16.10 |           |
|                            | 8.20  | 8.35  | 3992  | Krasnoyarsk            | 3.46  | 4.01  |           |
|                            | 3.52  | 4.04  | 5191  | Irkutsk                | 8.21  | 8.34  |           |
|                            | 11.48 | 12.05 | 5535  | Ulan-Ude               | 0.34  | 0.49  |           |
|                            | 17.10 | 18.50 | 5902  | Naushki                | 17.46 | 19.38 |           |
| Ulan-Bator Time            |       |       |       |                        |       |       |           |
| 2                          | 0.30  | 1.45  | 5925  | Süchbaator             | 21.00 | 22.10 |           |
|                            | 9.30  | 10.00 | 6304  | Ulan-Bator             | 13.00 | 13.40 |           |
|                            | 21.40 | 22.48 | 7013  | Dzamyin-Cüd            | 23.40 | 0.40  |           |
| Peking Time                |       |       |       |                        |       |       |           |
| 4                          | 23.13 | 1.43  | 7023  | Erlian                 | 20.50 | 23.15 |           |
|                            | 15.29 | 17.40 | 7865  | Peking                 | 11.10 | 7.25  |           |
|                            | 7.51  | 8.07  | 10430 | Nanning                | 20.11 | 20.34 |           |
|                            | 11.43 | 13.26 | 10636 | Pingsiang              | 14.55 | 16.35 |           |
| Hanoi Time                 |       |       |       |                        |       |       |           |
| M2                         | 13.09 | 14.10 | 10661 | Dong Dang              | 12.27 | 13.12 | M1        |
|                            | 20.00 | —     | 10828 | Hanoi                  | —     | 6.40  |           |

| MOSCOW — PEKING (— HANOI) |       |       |       |                        |       |       |           |
|---------------------------|-------|-------|-------|------------------------|-------|-------|-----------|
| (via Zabaikalsk)          |       |       |       |                        |       |       |           |
| Train No. 18/17—20/19     |       |       |       |                        |       |       |           |
| Train No.                 | Arr.  | Dep.  | Km    | Route                  | Arr.  | Dep.  | Train No. |
| Moscow Time               |       |       |       |                        |       |       |           |
| 18                        | —     | 20.40 | 0     | Moscow (Yaroslavskaya) | 19.20 | —     | 17        |
|                           | 0.47  | 0.57  | 282   | Yaroslavl              | 13.58 | 14.08 |           |
|                           | 19.39 | 19.54 | 1130  | Perm                   | 20.07 | 20.26 |           |
|                           | 22.09 | 22.24 | 3343  | Novosibirsk            | 17.50 | 18.05 |           |
|                           | 10.48 | 11.03 | 3992  | Krasnoyarsk            | 5.12  | 5.27  |           |
|                           | 6.33  | 6.48  | 5191  | Irkutsk                | 9.31  | 9.46  |           |
|                           | 14.37 | 14.57 | 5535  | Ulan-Ude               | 1.44  | 1.59  |           |
|                           | 0.35  | 0.50  | 6092  | Chita                  | 15.35 | 15.55 |           |
|                           | 11.46 | 14.06 | 6666  | Zabaikalsk             | 2.26  | 4.46  |           |
| Peking Time               |       |       |       |                        |       |       |           |
| 20                        | 19.31 | 21.17 | 6678  | Machuria               | 5.21  | 7.01  |           |
|                           | 12.49 | 13.04 | 7613  | Kharbin                | 13.26 | 13.41 |           |
|                           | 20.19 | 20.32 | 8160  | Shenyang               | 5.58  | 6.13  |           |
| 5                         | 6.40  | 17.40 | 9001  | Peking                 | 11.10 | 19.40 | 19        |
|                           | 7.51  | 8.07  | 11566 | Nanning                | 20.11 | 20.34 |           |
|                           | 11.43 | 13.26 | 11786 | Pingsiang              | 14.55 | 16.35 |           |
| Hanoi Time                |       |       |       |                        |       |       |           |
| M2                        | 13.09 | 14.10 | 11800 | Dong Dang              | 12.27 | 13.12 | M1        |
|                           | 20.00 | —     | 11967 | Hanoi                  | —     | 6.40  |           |

Note: The train runs once a week the year round. Departure from Moscow on 5 and arrival in Peking on 5; departure from Peking on 6 and arrival in Moscow on 5. In the train there are first-class sleeping-cars with two- and four-berth compartments and second-class cars with four-berth compartments. The train runs with through cars Moscow — Pvoingyang (p. 54) and Moscow — Bain-Tumen (p. 19). Foreign railway cars run on the Peking — Hanoi line. SZD dining-car runs on the Moscow — Zabaikalsk — Moscow line.

Time en route: Moscow — Peking 6 days 05 hrs 00 min; Peking — Moscow 6 days 02 hrs 50 min.

Here for your delectation is a double-page spread from the Soviet Railways 1977 "Guide of International Passenger Routes", discovered in a Benalla bookshop at Christmas 2007.

Its pages 50-51 show the timetables for a train journey from Moscow to Hanoi, via Naushki/Peking and via Zabaikalsk/Peking- the former a journey of 10,828 km, the latter a journey of 11,967 km.

You can see all the ugly details for yourself including the probability that one had to change trains somewhere (Beijing, at least) because not all of the journey was done on one gauge.

There are two possible routes in this table. Both use the Trans-Siberian line. The first, and the shorter, runs out of the USSR and into Mongolia, thence to Beijing. The alternative is to stay on the Trans Siberian as

far as Zabalkalsk and then turn south.

Is the latter journey the longest train journey ever presented in a single timetable?

### History repeats itself?

Quite coincidentally, while the above article was being drafted, news arrived of the longest freight train journey in the world, recently established between Beijing and Hamburg, described as follows:

### 15 days trip, faster than a ship...

A Deutsche Bahn AG freight train left Beijing on January 9, 2008; it crossed Mongolia, Russia, Bielorrussia, and Poland, and arrived fifteen days later, on January 24, 2008 in Hamburg port in Germany.

A 10,000-kilometre (6,215-mile) test trip for the Transport & Logistics subsidiary of Deutsche Bahn AG, the German rail operator. Now that the company showed it is

able to operate a train between China and Germany, Deutsche Bahn officials will evaluate whether or not an intercontinental rail link could be successful.

In these days of overburdened, frustrating transportation systems and drop-of-a-hat delays, it's a headline to stun and gladden the heart: On the maiden voyage of the new cross-continental direct rail service between China and Germany, the first trainful of freight containers made it to their destination in Hamburg five days ahead of schedule. A journey that still would have been something of a logistical triumph if it had taken the expected 20 days was completed in 15. With some practice, railway officials say they may eventually be able to knock that down to 10.

It wasn't a stunt. With more and more of the world's goods being manufactured in

the Far East every year, getting the stuff to the rich-nation consumers who want it is a growing issue. Especially for relatively inexpensive but bulky goods like furniture and toys, transportation can make up a significant chunk of the final retail price.

Until now, the usual route from Chinese factory to German store shelf has been by sea, in big steel containers piled on an immense ship, wending its way through three oceans for a month or more. Goods that are compact enough and valuable enough can get there by air in 10 or 11 hours, but that's prohibitively expensive for most things. Trucking the stuff is theoretically possible but very hard: the roads out there in the vastness of central Asia are not exactly interstates lined with Exxon stations and Cracker Barrels and Motel 6's every thirty miles, and even if they were, you still need a driver or two for each truckload of goods, which runs up labor costs. Direct rail service promises to be both faster and cheaper than using either ships or trucks, and obviously much cheaper than planes.

But hardly snag-free, which is why it is only now being attempted in earnest. Close readers will notice that the first sentence of this post doesn't say that a train made it all

the way from China to Germany by way of Mongolia, Russia, Belarus and Poland — just that the freight did.

For arcane reasons half-lost in the murk of the Industrial Revolution, Russian railroads are built with their rails about 3½ inches farther apart than the standard gauge used in most of Europe, the United States and China. The locomotives and flatcars that run on one gauge can't generally use the other. So one train can't make the whole trip.

Instead, the 49 freight containers full of electronics, shoes and apparel dispatched from Beijing had to be laboriously switched from a standard-gauge to a Russian-gauge train when they reached the China-Mongolia border (Mongolia uses the Russian system), and then again to standard-gauge equipment when it crossed from Belarus into Poland (which mainly uses the European standard).

Adjusting the whole route's rails to a single gauge would be an enormous undertaking, though it's happened before: Invading German troops converted the tracks in occupied areas during each World War, only to have returning Soviet troops convert them back again. A similar break-of-

gauge problem in the United States was solved in just 36 hours in 1886 by lining the entire rail network of the American South with tens of thousands of track workers and having them all heave one rail three inches closer to the other and spike it down again.

There were other hassles, too — border crossing paperwork, incompatible signal systems, even a rule in Germany that limits the maximum length of a freight train to about 2,300 feet, 1,000 feet shorter than in the countries to the east, meaning that the load had to be split into two shorter trains for the final leg of the trip.

Still, the hassles weren't as bad as expected, a sign that the new cooperative effort among the six countries and their national railways may be strong enough to get routine, reasonably dependable service in place by next year, as planned. Then all they'll need is a catchier name for the train, like the Wabash Cannonball or the Chattanooga Choo Choo. Nominations welcome.



# Route 138: A lost bus route at Epping

Jim O'Neil

When I started collecting timetables, in the fifties, there were still a number of bus services which could be provided by one man and one bus. One of these was the route 138, running alongside the main northern line between Beecroft and Eastwood Stations, via Epping Station and Dence Park. When I first came across it, its proprietor was A.J. Griffith, who had recently revived the service and he owned two buses. His spare bus was hired for a week or so to W. Threlfall who operated the routes 52 and 192, which is where I first learned of it.

My first timetable (see below and next page) commenced 11th September 1961 and was printed on blue cardboard and could be folded in three, so that you could put it in your pocket. On the one side he had the details of the service, his address and phone number, and the time of the journey. The remaining two thirds of this side had two advertisements, one for hiring his buses and another for a holiday camp in the Blue Mountains, for which you could hire his buses at special rates. On the other side was the timetable. On Mondays to

Fridays the bus ran in the peak hours and in the morning off-peak. There was no service between 12.09 and 3.18 p.m. The bus ended and started again in the middle of the route, at Epping station, which was the closest point on the run to his home address at Willoughby Street Epping. He must have kept his bus at home, or else somewhere close by. On Saturdays there was service only in the morning.

Buses divert to Epping P.S., taking pupils from the Eastwood direction to and from the school (marked S), but not to and from the northern part of the route. Only one of the buses which terminated at Epping Station was marked E to show that it did, the 5.40 from Eastwood. Other services which ended their run at Epping were not so marked. The bus from Beecroft at 8.33 only ran via Dence Park on school holidays (marked H.) There was a swimming pool at Dence Park, to which children would want to go, but in term time they would be travelling north from Dence Park to Epping P.S. at 9.04 a.m. The 8.45 bus was too late for students travelling to schools further away. Evening buses, and

the last one on Saturday, are marked M, to show that they ran to Muriel Avenue and to Dence Park only if required. If we look at the map (see page X) we can see that both timing points lay to the east of the main route up Essex Road, (Stanley Street does not now run through to Abuklea Road and it may not have been trafficable for a bus in 1961) and the driver could easily skip them if he had no passengers on the bus for them. But how did he know whether he was required to pick up passengers for the station on Saturday mornings if he didn't go there to find out? The first Saturday service is also interesting, in that there is a gap of an hour and a half, from 7.58 to 9.25 a.m., before the bus leaves again. One service was run for office workers on Saturdays (and the relatively late starts on all days show that the customers were office workers going to town, not factory workers) while shoppers didn't go out much before half-past nine.

The route 138 was sold to Hornsby Bus Group in 1973, and my second timetable (see page 7) was issued by them on 11/2/80 – at least I am pretty sure that is

|  |  |  |
|--|--|--|
| <p><b>BUSES<br/>FOR HIRE</b></p> <p>★</p> <p>★ PICNICS</p> <p>★ TOURS</p> <p>★ PARTIES</p> <p>★ PHONE</p> <p>★ WM 1546</p> <p><small>H. P. Campbell Print, Epping (WM1389)</small></p> | <p><b>"GWANDALAN"</b></p> <p><b>Christian Holiday Centre</b></p> <p><b>WENTWORTH FALLS</b></p> <p>•</p> <p>Proprietors:</p> <p>LES. and BETTY RODGERS</p> <p>Phone: WF 123</p> <p>•</p> <p><b>Bus Transport for your Week-</b></p> <p><b>End Camp at Special</b></p> <p><b>Rates</b></p> <p>Phone: WM 1546</p> | <p><b>ROUTE 138. PRICE 2d.</b></p> <p><b>TIME-TABLE</b></p> <p>•</p> <p><b>Eastwood Station</b></p> <p>to</p> <p><b>Beecroft Station</b></p> <p>via</p> <p><b>DENCE PARK &amp; EPPING Stn.</b></p> <p>Time of Journey, 24 minutes,<br/>Commencing 11th September, 1961</p> <p>•</p> <p>Proprietor -<br/>A. J. GRIFFITH,<br/>15 Willoughby St.,<br/>Epping.</p> <p>Phone WM 1546.</p> |
|--|--|--|

| MONDAYS TO FRIDAYS                   |                               |                            |  |  |                                       |                                       |  |  |                            |                               |                                      |
|--------------------------------------|-------------------------------|----------------------------|--|--|---------------------------------------|---------------------------------------|--|--|----------------------------|-------------------------------|--------------------------------------|
| Depart<br>A.S.<br>Eastw'd<br>Station | Arr & dep<br>Muriel<br>Avenue | Arr & dep<br>Dence<br>Park | Arr & dep<br>A.S.<br>Epping<br>Station | Arr & dep<br>Chelten-<br>ham&Bee-<br>croft rds | Arrive<br>A.S.<br>Beecroft<br>Station | Depart<br>A.S.<br>Beecroft<br>Station | Arr & dep<br>Chelten-<br>ham&Bee-<br>croft rds | Arr & dep<br>A.S.<br>Epping<br>Station | Arr & dep<br>Dence<br>Park | Arr & dep<br>Muriel<br>Avenue | Arrive<br>A.S.<br>Eastw'd<br>Station |
| A.M.                                 | A.M.                          | A.M.                       | A.M.                                   | A.M.   | A.M.                                  | A.M.                                  | A.M.   | A.M.                                   | A.M.                       | A.M.                          | A.M.                                 |
| 7.05                                 | 7.11                          | 7.14                       | 7.16                                   | 7.23   | 7.28                                  | 7.36                                  | 7.40   | 7.45                                   | 7.48                       | 7.51                          | 7.53                                 |
| R8.07                                | 8.14                          | 8.17                       | 8.21                                   | 8.26   | 8.32                                  | 8.32                                  | 8.38   | 8.43                                   | H8.45                      | 8.47                          | 8.54                                 |
| RH8.55                               | 9.01                          | 9.04                       | 9.19                                   | 9.15   | 9.30                                  | 9.34                                  | 9.28   | 9.33                                   | 9.36                       | 9.39                          | 9.46                                 |
| 9.47                                 | 9.54                          | 9.57                       | 10.01                                  | 10.06  | 10.11                                 | 10.24                                 | 10.28  | 10.33                                  | 10.36                      | 10.39                         | 10.46                                |
| 10.55                                | 11.02                         | 11.05                      | 11.09                                  | 11.14  | 11.19                                 | 11.34                                 | 11.28  | 11.33                                  | 11.36                      | 11.39                         | 11.46                                |
| P.M.                                 | P.M.                          | P.M.                       | P.M.                                   | P.M.   | P.M.                                  | P.M.                                  | P.M.   | P.M.                                   | P.M.                       | P.M.                          | P.M.                                 |
| 11.55a-m.                            | 12.02                         | 12.05                      | 12.09                                  | —  | —                                     | —                                     | —  | —                                      | —                          | —                             | —                                    |
| —                                    | —                             | —                          | R3.18                                  | 3.23   | 3.31                                  | R 3.32                                | 3.38   | 3.44                                   | 3.48                       | 3.52                          | 4.00                                 |
| 4.02                                 | 4.08                          | 4.11                       | 4.15                                   | 4.20   | 4.25                                  | 4.26                                  | 4.30   | M4.35                                  | M4.38                      | M4.41                         | 4.48                                 |
| 4.49                                 | M4.55                         | M4.58                      | 5.02                                   | 5.07   | 5.12                                  | 5.13                                  | 5.17   | M5.22                                  | M5.25                      | M5.28                         | 5.35                                 |
| E5.40                                | ME5.46                        | ME5.49                     | 5.52                                   | —  | —                                     | —                                     | —  | M5.59                                  | M6.02                      | M6.05                         | 6.12                                 |
| 6.15                                 | M6.21                         | —                          | 6.28                                   | —  | —                                     | —                                     | —  | —                                      | —                          | —                             | —                                    |
| SATURDAYS                            |                               |                            |  |  |                                       |                                       |  |  |                            |                               |                                      |
| A.M.                                 | A.M.                          | A.M.                       | A.M.                                   | A.M.   | A.M.                                  | A.M.                                  | A.M.   | A.M.                                   | A.M.                       | A.M.                          | A.M.                                 |
| 9.25                                 | 9.32                          | 9.35                       | 9.39                                   | 9.43   | 9.49                                  | 9.54                                  | 9.58   | 10.03                                  | 10.06                      | 10.09                         | 10.15                                |
| 10.25                                | 10.32                         | 10.35                      | 10.39                                  | 10.43  | 10.49                                 | 10.54                                 | 10.58  | 11.03                                  | 11.06                      | 11.09                         | 11.15                                |
| 11.25                                | 11.32                         | 11.35                      | 11.39                                  | 11.43  | 11.49                                 | 11.54                                 | 11.58  | 12.03                                  | 12.06                      | 12.09                         | 12.15                                |
| P.M.                                 | P.M.                          | P.M.                       | P.M.                                   | P.M.   | P.M.                                  | —                                     | —  | P.M.                                   | P.M.                       | P.M.                          | P.M.                                 |
| 12.25                                | M12.32                        | M12.35                     | 12.39                                  | —  | —                                     | —                                     | —  | —                                      | —                          | —                             | —                                    |

Arr. denotes arrive. Dep. denotes depart. A.S. denotes authorised stand.  
R denotes additional running time allowed.  
S denotes omnibus will operate via Epping Public School.  
E denotes omnibus will terminate at Epping Station.  
H denotes omnibus will operate via Dence Park during School Holidays only.  
M denotes omnibus will operate via Dence Park or Muriel Ave, only if required.

**NO SERVICE SUNDAYS, HOLIDAYS, GOOD FRIDAY AND CHRISTMAS DAY.**

the date printed in the upper right hand corner. I hope that some trace of it will come out when the timetable is reproduced. The Hornsby Bus Group was a larger concern than A.J. Griffith, but the smaller outfit produced the better looking timetable. The bus route has been extended north to Pennant Hills, to serve the High School and the larger shopping centre there. Timing points have changed Cheltenham Stn has replaced Cheltenham and Beecroft Roads, but as the journey from Beecroft to Epping still takes ten minutes, I suspect the buses did not divert the long block to the station. South of Epping we find "Dense Park" (my spell-checker approves) and "Muriel Ave", with both spellings used in both parts of the timetable. So far as I am aware, they are both erroneous.

A second bus has been added, but on school days only (marked S), leaving Pennant Hills at 7.20, Eastwood at 7.50 and Beecroft for the High School (marked X) at 8.12. The corresponding afternoon service

did run in school holidays. It also provided service for shoppers, leaving from the west side of Yarrara Rd. on school days, to run north, then west to the High School, then east again and south to Beecroft, taking a quarter of an hour instead of the normal five minutes. The buses for Epping P.S. are now marked O, to indicate they run via Oxford Street - the bus must have made a loop to the north of the school. Also on school days only is the diversion marked N, via Norma Crescent and Kethel Street, both of which are north of Cheltenham Station (Norma Crescent is not on the 1960's map, but runs west from Cheltenham Rd one block north of Chorley Av, looping west and south to join the latter road at its mid-point.) There is no corresponding afternoon bus from Beecroft to Norma Cres. Was there a school special, not listed in the timetable, or did the students walk, either from Beecroft P.S. or from the train at Cheltenham Station or even from the bus on Beecroft Road? Finally, the last bus is marked D over O once

it has left Epping Station, meaning "drops only, but does not pick up". Since the bus must pass Pennant Hills Station to return to its depot just south of Hornsby, this would hardly enable to driver to finish his shift much earlier once the last passenger had left the bus. Did this mean he didn't have to worry about keeping time?

The route 138 was a small bus service: there was a narrow built up ribbon along Beecroft Road and a more compact area to the south east of Epping Station, as we can see on the map. This area was bound by the railway line to the west and by Terry Creek to the east. Neither part of the route gave scope for further development of housing, and with increasing use of cars it became less profitable. The Hornsby group abandoned it sometime in the eighties. Beecroft Road is now served by buses from the Hills District to Macquarie Centre, but there is no longer any scope for a local bus service in this area.

RUTE 138 PENNANT HILLS TO ... 11/2/04.

WORSEY BUS GROUP 477-1958 NO SERVICE SA. SUN ON PUBLIC HOLIDAYS

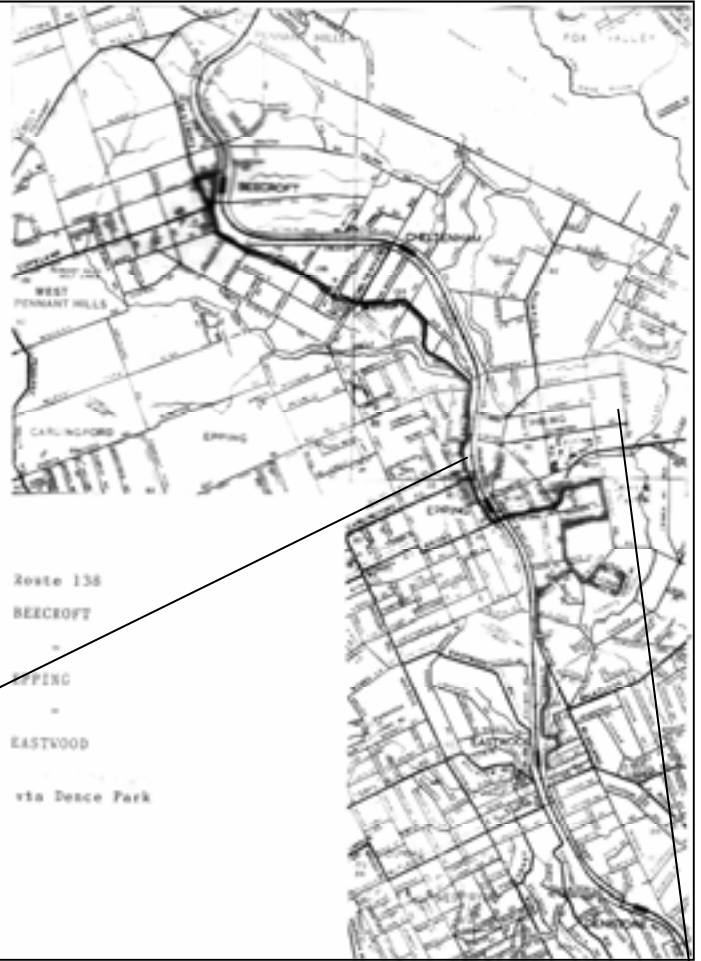
| DEP<br>PENNANT<br>HILLS | BEECROFT<br>STN  | CHILT<br>STN     | EPPING<br>STN    | DENSE PY.<br>EPPING | MURIAL<br>AVE    | ARR.<br>EASTWOOD<br>STN |
|-------------------------|------------------|------------------|------------------|---------------------|------------------|-------------------------|
| 7.00                    | 7.05             | 7.10             | 7.15             | 7.17                | 7.20             | 7.20                    |
| <del>87.20</del>        | <del>87.25</del> | <del>87.29</del> | <del>87.34</del> | <del>87.37</del>    | <del>87.40</del> | <del>87.46</del>        |
| 8.05                    | 8.10             | 8.15             | 8.20             | 8.22                | 8.25             | 8.30                    |
| 9.45                    | 9.50             | 9.55             | 10.00            | 10.02               | 10.05            | 10.12                   |
| 10.45                   | 10.50            | 10.55            | 11.00            | 11.02               | 11.05            | 11.12                   |
| 11.45                   | 11.50            | 11.55            | 12.00            | 12.02               | 12.05            | 12.12                   |

| WX   |      |      |       |      |      |      |
|------|------|------|-------|------|------|------|
| 3.30 | 3.45 | 3.50 | 03.55 | 4.02 | 4.05 | 4.12 |
| 4.45 | 4.50 | 4.55 | 5.00  | 5.02 | 5.05 | 5.12 |
|      |      |      | 5.30  | 5.32 | 5.35 | 5.42 |

| DEP<br>EASTWOOD<br>STN | MURIAL<br>AVE    | DENSE<br>PY.     | EPPING<br>STN    | CHILT<br>STN     | BEE-<br>CROFT<br>STN | ARR.<br>PENNANT<br>HILLS |
|------------------------|------------------|------------------|------------------|------------------|----------------------|--------------------------|
| 7.30                   | 7.37             | 7.40             | 7.45             | 7.50             | 7.55                 | 8.05                     |
| <del>87.50</del>       | <del>87.57</del> | <del>88.00</del> | <del>88.03</del> | <del>88.08</del> | <del>88.12</del>     | <del>88.17</del>         |
| 8.35                   | 8.42             | 08.45            | 9.00             | 9.05             | 9.17                 | 9.23                     |
| 10.15                  | 10.22            | 10.25            | 10.30            | 10.35            | 10.40                | 10.44                    |
| 11.15                  | 11.22            | 11.25            | 11.30            | 11.35            | 11.40                | 11.44                    |
| 12.15                  | 12.22            | 12.25            | 12.30            | 12.35            | 12.40                | 12.44                    |

|      |      |      |      |       |       |       |
|------|------|------|------|-------|-------|-------|
| 4.15 | 4.22 | 4.25 | 4.30 | 4.35  | 4.40  | 4.44  |
| 5.15 | 5.22 | 5.25 | 5.30 |       |       |       |
| 5.50 | 5.57 | 6.00 | 6.03 | 06.07 | 06.11 | 06.16 |

- S= SCHOOL DAYS ONLY
- O= VIA OXFORD ST SCHOOL DAYS ONLY
- N= VIA NORMA CRES+KETHEL STS SCHOOL DAYS ONLY
- D= DROPS ONLY BUT DOES NOT PICK UP
- C=
- X= VIA PENNANT HILLS HIGH SCHOOL
- W= DEP WESTERN SIDE OF YARRARA RD. SCHOOL DAYS ONLY



# Canadian National Railways Public Timetable November 1926

VICTOR ISAACS

The first and most well-known transcontinental railway in Canada is the Canadian Pacific. The first major railway in Canada, however, was the Grand Trunk which connected major eastern cities. The other major railway now is Canadian National (CN).

In the early 1920s, CN had the reputation of being second-rate compared to Canadian Pacific. This is hardly surprising, because CN was an amalgamation, under federal government ownership, of a number of failed railways.

In the early twentieth century, Canadian Pacific was making a mint as the only Canadian transcontinental railway, and as the only major railway in the booming Canadian West. Canada was then attracting huge numbers of migrants and expanding at an enormous rate. The future of Canada seemed unlimited. The Canadian Northern Railway built a series of lines tapping the wheat traffic of the prairies. There was general agreement that a second transcontinental railway was warranted. When both the Canadian Northern and the Grand Trunk proposed transcontinental railways, the federal government couldn't resist either proposal. The result was that within a couple of years in the early 1910s Canada went from one to three transcontinental railways. However the Great War commenced in 1914 and Canada's enormous boom suddenly ceased. So, transcontinental railways two and three went bung.

The Canadian National was an amalgamation of these failed railways (Grand Trunk, Grand Trunk Pacific, National Transcontinental, Canadian Northern) plus other eastern railways which had long been in federal government ownership (Intercolonial Railway, Prince Edward Island Railway).

It took a while for the amalgamation to work. CN inherited two transcontinental lines both of which were roundabout. By building a relatively short cut-off between Longlac and Nakina in western Ontario in 1923 they made these into one direct route.

The CN public timetable for November 1926 records CN as the amalgamation was taking effect and as prosperous times seemed to have returned.

The timetable used for the writing of this article has an interesting provenance. It was originally in the possession of Australian Prime Minister S. M. Bruce. In 1927

he returned from a conference in London via North America travelling on the CN. The timetable was presented to him by CN and was apparently used in planning his travel. Lord Bruce's personal papers are now in the possession of the National Archives of Australia including this prize artefact. Indeed, National Archives has scanned it and placed it on their website (unfortunately too small to read, but large enough to get the feel of the document).

Pride of place must go to CN's transcontinental service. The problem for Canadian railways was that there are two cities of first-rate importance in the east, neither of which could be ignored. CN thus commenced one of their transcontinental trains (the Continental Limited) from Montréal and the other (the National) from Toronto. I cannot fully follow the working. The summary transcontinental table indicates that the National terminated at Winnipeg, but the detailed transcontinental timetable shows it continuing to Edmonton. The advertisement on the front cover says it goes all the way to Vancouver. Anyway this would not have concerned our Prime Minister. National Archives of Australia's file of his travel arrangements shows that CN offered him a private carriage and this would have been transferred from one train to the other. If you look at the map above the summary transcontinental table (our middle pages), there are handwritten crosses within circles next to Toronto and Vancouver. Clearly these were inked in by a member of the Prime Minister's staff to show his departure and arrival stations.

The equipment on both transcontinental trains varied from basic (colonist cars and coaches) to luxurious including observation cars, library buffet cars and dining cars. [The editor has calculated that a minimum of 17 sets of cars were necessary to maintain these services and has inked in the location of each at 10:15 p.m.]

Fleeing from Canada in winter for Florida is always an important consideration. The back cover advertisement made sure that CN received some of this traffic (our page 9, top left).

There are a number of interesting features in the timetable. The Grand Trunk Railway owned considerable mileage in the United States. After it passed to federal government ownership, the US lines continued as a subsidiary retaining the title of Grand Trunk. These lines are included in full.

The substantial French speaking population of Canada was recognised, but only in respect of timetables of services in the province of Québec. Elsewhere, in 1926 they just had to manage as best they could with English in the timetable.

The interests of both major Canadian railways have extended beyond the rail. Both were major hotel owners. The list of CN's hotels shows that many opened only in summer.

Both major railways were major steamship owners. The advertisement indicates that their shipping interests were widespread, including services to Australia. Later CN shipping was restricted to services from eastern Canada to the Caribbean, whereas, CP's shipping remained widespread.

CN was also the originator of the Canadian Broadcasting Corporation. This was originally devised as a means of providing entertainment on the very long transcontinental journeys. As the advertisement said, CN Radio was "for the purpose of KEEPING PASSENGERS IN TOUCH WITH EVENTS OF THE DAY and OF GIVING THEM ENTERTAINMENT DURING THE TRIP".

As well as its steam routes, CN owned some electric interurban lines.

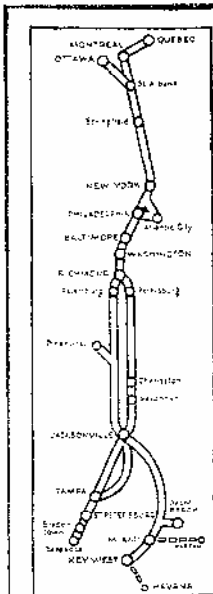
How do you fit a new schedule into an established pattern in a timetable book? Well, CN did it by using fractions. Look at the amusingly numbered Table 37½.

A long running feature of Canadian politics was demands by prairie wheat farmers for a shorter route to the markets of Europe, bypassing the supposedly greedy east. Hence they demanded a railway to Hudson Bay and a port there. Table 176 shows the first portion of the Hudson Bay Railway, with just two trains a month. Note the unusual station names!

Services were often sparse, especially on the prairies— but also sometimes in the East— see Table 37½ as an example. Unfortunately, I couldn't find an example bringing the wonderfully named Moose Jaw and Medicine Hat.

However between major cities services were generous. Table 86 shows six trains a day between Montréal and Toronto. The Canadian Pacific provided an equally good service. However, just a few years later the Depression forced both companies to pro-





## Quebec, Montreal and Ottawa TO Washington and Florida DAILY SERVICE TO WASHINGTON

Via Canadian National Railways Montreal to St. Johns.  
Central Vermont Railway St. Johns to Windsor.  
Boston and Maine R.R. Windsor to Springfield.  
New York, New Haven and Hartford R.R. Springfield to New York.  
Pennsylvania R.R. New York to Washington.

| No. 20<br>The<br>Washingtonian |   | No. 21<br>The<br>Montrealer |                |
|--------------------------------|---|-----------------------------|----------------|
| 7 20 p.m.                      | Lv. Quebec, Que. (Palais Station)         | C.N. Ry.                    | Ar. 2 30 p.m.  |
| 8 15 p.m.                      | Lv. Montreal, Que. (Bonaventure Station)  | C.V. Ry.                    | Ar. 8 05 a.m.  |
| 9 04 p.m.                      | Lv. St. Johns                             | "                           | Ar. 7 15 a.m.  |
| 10 10 p.m.                     | Ar. St. Albans, Vt.                       | "                           | Lv. 6 12 a.m.  |
| 5 30 p.m.                      | Lv. Ottawa, Ont.                          | C.N. Ry.                    | Ar. 11 55 a.m. |
| 9 55 p.m.                      | Ar. St. Albans, Vt.                       | C.V. Ry.                    | Lv. 6 20 a.m.  |
| 10 10 p.m.                     | Lv. St. Albans, Vt.                       | C.V. Ry.                    | Ar. 2 55 a.m.  |
| 1 34 a.m.                      | Lv. White River Jct.                      | "                           | Ar. 11 00 p.m. |
| 5 09 a.m.                      | Ar. Springfield, Mass.                    | B. & M.R.R.                 | Lv. 10 04 p.m. |
| 5 37 a.m.                      | Ar. Hartford, Conn.                       | "                           | Lv. 9 35 p.m.  |
| 6 33 a.m.                      | Ar. New Haven                             | "                           | Lv. 8 00 p.m.  |
| 7 06 a.m.                      | Ar. Bridgeport                            | "                           | Lv. 5 40 p.m.  |
| 5 46 a.m.                      | Lv. New York, N.Y. (Pennsylvania Station) | Penn. R.R.                  | Ar. 2 30 p.m.  |
| 10 15 a.m.                     | Lv. New York, N.Y.                        | "                           | Ar. 7 45 p.m.  |
| 1 22 p.m.                      | Ar. Atlantic City, N.J.                   | "                           | Lv. 7 10 p.m.  |
| 9 05 a.m.                      | Lv. New York, N.Y. (Pennsylvania Station) | Penn. R.R.                  | Lv. 6 26 p.m.  |
| 9 25 a.m.                      | Ar. Newark, N.J.                          | "                           | Lv. 5 46 p.m.  |
| 10 25 a.m.                     | Ar. Trenton                               | "                           | Lv. 5 36 p.m.  |
| 11 02 a.m.                     | Ar. North Philadelphia, Pa.               | "                           | Lv. 4 54 p.m.  |
| 11 12 a.m.                     | Ar. West Philadelphia                     | "                           | Lv. 3 25 p.m.  |
| 11 49 a.m.                     | Ar. Wilmington, Del.                      | "                           | Lv. 2 30 p.m.  |
| 1 15 p.m.                      | Ar. Baltimore, Md.                        | "                           |                |
| 2 15 p.m.                      | Ar. Washington, D.C. (Union Station)      | "                           |                |

### EQUIPMENT

| No. 20—THE WASHINGTONIAN | No. 21—THE MONTREALER                   |
|--------------------------|---|
| Montreal and Washington  | Sleeping Car (D.R.) Mon., Wed. and Fri. |
| Montreal and Washington  | Empire Car (D.R.) Mon., Tue. and Sat.   |
| Montreal and Washington  | Empire Car (D.R.) Tue., Thu. and Sat.   |
| Montreal and New York    | Factor Car                              |
| Quebec and Washington    | Dining Car                              |
| Quebec to Ottawa         | Factor Car                              |
|                          | New Haven and St. Petersburg and Miami  |

## THROUGH SLEEPING CAR SERVICE QUEBEC, MONTREAL AND FLORIDA (Commencing

TRI-WEEKLY TO MIAMI

Via Richmond, Fredericksburg & Potomac R.R. Washington to Richmond, Va.  
Washington Southern Ry. Richmond to Jacksonville, Fla.  
Atlantic Coast Line R.R. Jacksonville to West Palm Beach and Miami.  
Florida East Coast Ry. Jacksonville to West Palm Beach and Miami.  
Sleeeping Car (D.R.) Quebec-Montreal to West Palm Beach and Miami  
Southbound—Tue., Thurs. and Sat. Northbound—Sun. through Sat.

| Station         | Southbound                  | Northbound                  |
|-----------------|-----------------------------|-----------------------------|
| Quebec          | Lv. 11 20 p.m. (Su, Tu, Th) | Ar. 2 30 p.m. (Th, Su, Tu)  |
| Montreal        | Lv. 8 15 p.m. (Su, Tu, Th)  | Ar. 8 05 a.m. (Th, Su, Tu)  |
| Washington      | Ar. 2 15 p.m. (Su, We, Fr)  | Lv. 2 30 p.m. (We, Sa, Mo)  |
| Washington      | Lv. 3 15 p.m. (Su, We, Fr)  | Ar. 5 50 a.m. (We, Sa, Mo)  |
| Richmond        | Ar. 6 25 p.m. (Su, We, Fr)  | Lv. 3 22 a.m. (We, Sa, Mo)  |
| Florence        | Ar. 3 30 a.m. (Mo, Th, Sa)  | Lv. 12 06 p.m. (Tu, Fr, Su) |
| Charleston      | Ar. 6 25 a.m. (Mo, Th, Sa)  | Lv. 8 00 a.m. (Tu, Fr, Su)  |
| Savannah        | Ar. 2 10 p.m. (Mo, Th, Sa)  | Lv. 12 01 a.m. (Tu, Fr, Su) |
| Jacksonville    | Ar. 9 50 a.m. (Mo, Th, Sa)  | Lv. 11 20 p.m. (Mo, Th, Sa) |
| Jacksonville    | Ar. 2 10 p.m. (Mo, Th, Sa)  | Lv. 5 52 p.m. (Mo, Th, Sa)  |
| St. Augustine   | Ar. 5 45 p.m. (Mo, Th, Sa)  | Lv. 9 45 p.m. (Mo, Th, Sa)  |
| Daytona Beach   | Ar. 1 50 p.m. (Mo, Th, Sa)  | Lv. 9 40 p.m. (Mo, Th, Sa)  |
| West Palm Beach | Ar. 1 45 a.m. (Tu, Fr, Su)  | Lv. 9 40 p.m. (Mo, Th, Sa)  |
| Miami           | Ar. 12 45 a.m. (Tu, Fr, Su) |                             |

On Sundays E.C. Montreal 10 45 a.m. Ar. Quebec 10 45 p.m. Southbound Sleepers via S.A.L. will not operate via Jacksonville but operate via Gross-Galwin Cut-off. Sleeping Cars from New York and Washington on this train are handled by special train service. Gross to Jacksonville. On Sundays Lv. Atlantic City 4 05 p.m. Ar. New York 7 05 p.m. Lv. Montreal 9 50 a.m. Ar. Ottawa 12 20 noon. Sleepers may be occupied until 6 00 a.m. on Sundays Lv. Ottawa 3 30 p.m. Ar. Montreal 6 30 p.m. Alwayse Newark Park Place, passengers change at Venetian Transfer. Southbound stop at West Savannah. Northbound at Savannah Union Station.

Southbound—Friday, December 10th

Northbound—Monday, December 14th

## TRI-WEEKLY TO ST. PETERSBURG

Via Richmond, Fredericksburg & Potomac R.R. Washington to Richmond, Va.  
Washington Southern Ry. Richmond to St. Petersburg, Fla.  
Seaboard Air Line Ry. Richmond to St. Petersburg, Fla.

| Station         | Southbound                  | Northbound                  |
|-----------------|-----------------------------|-----------------------------|
| Quebec          | Lv. 11 20 p.m. (Su, Tu, Th) | Ar. 2 30 p.m. (Th, Su, Tu)  |
| Montreal        | Lv. 8 15 p.m. (Su, Tu, Th)  | Ar. 8 05 a.m. (Th, Su, Tu)  |
| Washington      | Ar. 2 15 p.m. (Su, We, Fr)  | Lv. 2 30 p.m. (We, Sa, Mo)  |
| Washington      | Lv. 3 15 p.m. (Su, We, Fr)  | Ar. 5 50 a.m. (We, Sa, Mo)  |
| Richmond        | Ar. 6 25 p.m. (Su, We, Fr)  | Lv. 3 22 a.m. (We, Sa, Mo)  |
| Florence        | Ar. 3 30 a.m. (Mo, Th, Sa)  | Lv. 12 06 p.m. (Tu, Fr, Su) |
| Charleston      | Ar. 6 25 a.m. (Mo, Th, Sa)  | Lv. 8 00 a.m. (Tu, Fr, Su)  |
| Savannah        | Ar. 2 10 p.m. (Mo, Th, Sa)  | Lv. 12 01 a.m. (Tu, Fr, Su) |
| Jacksonville    | Ar. 9 50 a.m. (Mo, Th, Sa)  | Lv. 11 20 p.m. (Mo, Th, Sa) |
| Jacksonville    | Ar. 2 10 p.m. (Mo, Th, Sa)  | Lv. 5 52 p.m. (Mo, Th, Sa)  |
| St. Augustine   | Ar. 5 45 p.m. (Mo, Th, Sa)  | Lv. 9 45 p.m. (Mo, Th, Sa)  |
| Daytona Beach   | Ar. 1 50 p.m. (Mo, Th, Sa)  | Lv. 9 40 p.m. (Mo, Th, Sa)  |
| West Palm Beach | Ar. 1 45 a.m. (Tu, Fr, Su)  | Lv. 9 40 p.m. (Mo, Th, Sa)  |
| Miami           | Ar. 12 45 a.m. (Tu, Fr, Su) |                             |

On Sundays E.C. Montreal 10 45 a.m. Ar. Quebec 10 45 p.m. Southbound Sleepers via S.A.L. will not operate via Jacksonville but operate via Gross-Galwin Cut-off. Sleeping Cars from New York and Washington on this train are handled by special train service. Gross to Jacksonville. On Sundays Lv. Atlantic City 4 05 p.m. Ar. New York 7 05 p.m. Lv. Montreal 9 50 a.m. Ar. Ottawa 12 20 noon. Sleepers may be occupied until 6 00 a.m. on Sundays Lv. Ottawa 3 30 p.m. Ar. Montreal 6 30 p.m. Alwayse Newark Park Place, passengers change at Venetian Transfer. Southbound stop at West Savannah. Northbound at Savannah Union Station.

vide a combined "Pool" service between the major eastern cities.

Canada is an interesting amalgam of British, French and American influences, but the railways, including timetables, are very definitely American in style.



## NEW GLASGOW AND THORBURN

| 217    | Miles | TABLE No. 37 1/2<br>Atlantic Time | 218    |
|--------|-------|-----------------------------------|--------|
| A.M.   |       | Lv New Glasgow                    | P.M.   |
| ↑ 6.30 | 0.0   | N.S. 29, 33, 34                   | ↑ 4.40 |
| .....  | 1.0   | Parkdale                          | .....  |
| .....  | 3.6   | Coalburn                          | .....  |
| .....  | 5.2   | Monroe's Crag                     | .....  |
| .....  | 5.8   | Ar. Thorburn, N.S.                | Lv     |
| ↑ 6.50 |       |                                   | ↑ 4.15 |
| A.M.   |       |                                   | P.M.   |

## THE PAS AND PIKWITONE!—(Hudson Bay Ry.)

| Mixed 2nd & 4th Pri | Miles | TABLE 176<br>(Central Time) | Mixed 2nd & 4th Mon |
|---------------------|-------|-----------------------------|---------------------|
| A.M.                |       |                             | NOON                |
| 7.00                | 0.0   | Lv The Pas 175              | 12.00               |
| 9.30                | 42.0  | Mile 42                     | .....               |
| 12.15               | 82.0  | Ar Road to Herb Lake        | 7.00                |
| 1.00                | 137.0 | Lv Gold Mines               | 7.00                |
| 5.00                | 187.0 | Ar Mile 137                 | 2.00                |
| 10.00               | 186.0 | Lv Thicket                  | 10.00               |
| 7.00                | 214.0 | Ar Pikwitone!               | 8.00                |
| 9.00                |       |                             |                     |
| A.M.                |       |                             | A.M.                |
| 2nd & 4th Sat       |       |                             | 2nd & 4th Sun       |

## CANADIAN NATIONAL RAILWAYS

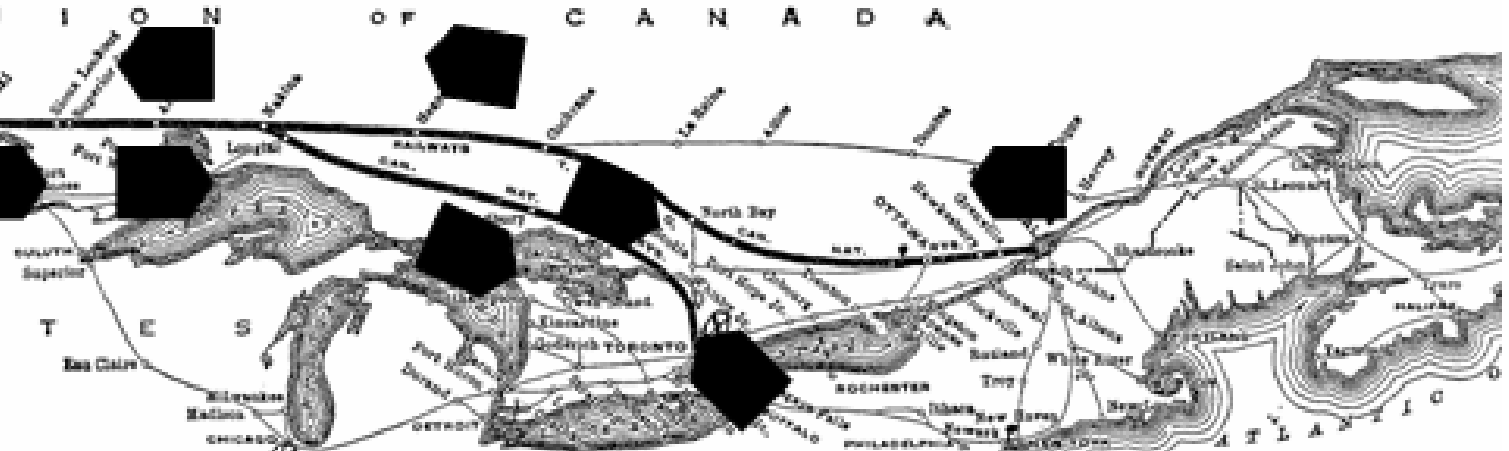
# RADIO

Coast to Coast

THE CANADIAN NATIONAL RAILWAYS WERE THE FIRST, AND STILL ARE, the only Railway System in THE WORLD to adopt radio as a part of the regular service of transportation. ALL the TRANSCONTINENTAL TRAINS of The Canadian National Railways are equipped with radio receiving sets—headphones and loud speakers. These sets are operated for the purpose of KEEPING PASSENGERS IN TOUCH WITH THE EVENTS OF THE DAY and OF GIVING THEM ENTERTAINMENT DURING THE TRIP. WORLD NEWS AND ENJOYABLE CONCERTS FROM MANY OF THE IMPORTANT CITIES IN CANADA AND THE UNITED STATES ARE RECEIVED DAILY through these instruments WHILE THE TRAINS ARE IN MOTION.

TRAVEL CANADIAN NATIONAL—GRAND TRUNK RAILWAYS AND KEEP ABREAST OF THE TIMES.





# THE NATIONAL

No. 3-1. TORONTO TO VANCOUVER

TABLE No. 2

No. 2-4. VANCOUVER TO TORONTO

| Miles  | Station           | Time     | Hours | Minutes | E.T. | Su | M  | Tu | W  | Th | Fr | Sa |
|--------|-------------------|----------|-------|---------|------|----|----|----|----|----|----|----|
| 0.0    | Lv Toronto, Ont.  | 2 30 PM  | 00    | 00      |      | Su | M  | Tu | W  | Th | Fr | Sa |
| 149.0  | Ar Parry Sound    | 2 00 AM  | 5     | 00      |      | M  | Tu | W  | Th | Fr | Sa | Su |
| 267.3  | Ar Sudbury        | 6 15 AM  | 9     | 15      |      |    |    |    |    |    |    |    |
| 276.0  | Lv Sudbury        | 5 20 AM  |       |         |      |    |    |    |    |    |    |    |
| 276.0  | Ar Capreol        | 6 25 AM  | 9     | 25      |      |    |    |    |    |    |    |    |
| 424.3  | Lv Capreol        | 6 35 AM  |       |         |      |    |    |    |    |    |    |    |
| 424.3  | Ar Foleyet        | 11 10 AM | 14    | 10      |      |    |    |    |    |    |    |    |
| 572.4  | Ar Hornepayne     | 3 40 PM  | 18    | 40      |      |    |    |    |    |    |    |    |
| 572.4  | Ar Longlac        | 7 00 PM  | 22    | 00      |      |    |    |    |    |    |    |    |
| 573.1  | Ar Port Arthur    | 2 45 AM  |       |         |      |    |    |    |    |    |    |    |
| 702.5  | Ar Nakina         | 7 50 PM  | 22    | 50      |      |    |    |    |    |    |    |    |
| 814.8  | Ar Armstrong      | 11 15 PM | 26    | 15      |      |    |    |    |    |    |    |    |
| 853.9  | Ar Sioux Lookout  | 2 20 AM  | 30    | 20      | C.T. |    |    |    |    |    |    |    |
| 1077.1 | Ar Redditt        | 6 15 AM  | 34    | 15      |      |    |    |    |    |    |    |    |
| 1206.0 | Ar Winnipeg, Man. | 10 00 AM | 38    | 00      | C.T. |    |    |    |    |    |    |    |

| Miles  | Station             | Time     | Hours | Minutes | P.T. | Su | M  | Tu | W  | Th | Fr | Sa |
|--------|---------------------|----------|-------|---------|------|----|----|----|----|----|----|----|
| 0.0    | Lv Seattle, Wash.   | 5 00 PM  |       |         |      | Su | M  | Tu | W  | Th | Fr | Sa |
| 483.5  | Lv Seattle, Wash.   | 9 00 AM  |       |         |      | Su | M  | Tu | W  | Th | Fr | Sa |
| 535.1  | Lv Victoria, B.C.   | 2 15 PM  |       |         |      |    |    |    |    |    |    |    |
| 0.0    | Lv Vancouver, B.C.  | 9 50 PM  | 00    | 00      | P.T. | Su | M  | Tu | W  | Th | Fr | Sa |
| 483.5  | Lv Mount Robson     | 6 04 PM  | 20    | 14      |      | M  | Tu | W  | Th | Fr | Sa | Su |
| 535.1  | Lv Jasper, Alta.    | 9 45 PM  | 22    | 55      | M.T. |    |    |    |    |    |    |    |
| 769.2  | Lv Pr. Rupert, B.C. | 11 30 AM | 11    | 30      | P.T. |    |    |    |    |    |    |    |
| 1095.0 | Lv Edmonton, Alta.  | 8 00 PM  | 8     | 00      |      |    |    |    |    |    |    |    |
| 1565.3 | Lv Saskatoon, Sask. | 7 10 AM  | 7     | 10      | M.T. | Tu | W  | Th | Fr | Sa | Su | M  |
| 1565.3 | Ar Winnipeg, Man.   | 4 30 PM  | 9     | 05      | C.T. | W  | Th | Fr | Sa | Su | M  | Tu |
| 1565.3 | Lv Winnipeg, Man.   | 4 30 PM  | 00    | 00      |      | W  | Th | Fr | Sa | Su | M  | Tu |
| 1694.2 | Lv Redditt, Ont.    | 8 15 PM  | 3     | 45      |      |    |    |    |    |    |    |    |
| 1817.4 | Lv Sioux Lookout    | 11 59 PM | 7     | 29      |      | Th | Fr | Sa | Su | M  | Tu | W  |
| 1956.5 | Lv Armstrong        | 5 05 AM  | 11    | 35      | E.T. |    |    |    |    |    |    |    |
| 2068.8 | Lv Nakina           | 8 30 AM  | 15    | 00      |      |    |    |    |    |    |    |    |
| 2068.8 | Ar Port Arthur      | 1 35 AM  |       |         |      |    |    |    |    |    |    |    |
| 2098.2 | Lv Longlac          | 9 25 AM  | 15    | 55      |      | Th | Fr | Sa | Su | M  | Tu | W  |
| 2198.9 | Lv Hornepayne       | 12 30 PM | 19    | 00      |      |    |    |    |    |    |    |    |
| 2347.0 | Lv Foleyet          | 5 02 PM  | 23    | 32      |      |    |    |    |    |    |    |    |
| 2495.3 | Ar Capreol          | 9 35 PM  | 28    | 05      |      |    |    |    |    |    |    |    |
| 2504.0 | Lv Capreol          | 9 45 PM  |       |         |      |    |    |    |    |    |    |    |
| 2504.0 | Ar Sudbury          | 10 40 PM | 29    | 10      |      |    |    |    |    |    |    |    |
| 2622.3 | Ar Parry Sound      | 9 55 PM  |       |         |      |    |    |    |    |    |    |    |
| 2771.3 | Ar Toronto, Ont.    | 7 10 AM  | 32    | 40      |      | Fr | Sa | Su | M  | Tu | W  | Th |
| 2771.3 | Ar Montreal, Que.   | 5 00 PM  | 37    | 40      | E.T. | Fr | Sa | Su | M  | Tu | W  | Th |
| 2771.3 | Ar Hamilton, Ont.   | 9 12 AM  |       |         |      |    |    |    |    |    |    |    |
| 2771.3 | Ar London, Ont.     | 11 05 AM |       |         |      |    |    |    |    |    |    |    |
| 2835.2 | Ar Detroit, Mich.   | 1 45 PM  |       |         |      |    |    |    |    |    |    |    |
| 2925.4 | Ar Buffalo, N.Y.    | 11 50 AM |       |         | E.T. | Fr | Sa | Su | M  | Tu | W  | Th |

**EQUIPMENT—"THE NATIONAL" TRAIN No. 3**

- Colonist Car (Lunch Counter Service)..... Toronto to Winnipeg.
- First Class Coach..... Toronto to Winnipeg.
- Tourist Sleeper..... Toronto to Winnipeg.
- Diner..... Toronto to Winnipeg.
- Standard Sleeper (e)..... Toronto to Sudbury.
- Standard Sleeper..... Toronto to Winnipeg.
- Compartment-Observation Library-Buffer Car (Radio Equipped)..... Toronto to Winnipeg.
- Standard Sleeper (g)..... Longlac to Port Arthur (on No. 79 from Longlac)

**EQUIPMENT—"THE NATIONAL" TRAIN No. 4**

- Colonist Car (Lunch Counter Service)..... Winnipeg to Toronto.
- First Class Coach..... Winnipeg to Toronto.
- Tourist Sleeper..... Winnipeg to Toronto.
- Diner..... Winnipeg to Toronto.
- Standard Sleeper..... Winnipeg to Toronto.
- Compartment-Observation Library-Buffer Car (Radio Equipped)..... Winnipeg to Toronto.
- Standard Sleeper (g)..... Port Arthur to Longlac (on No. 80 from Port Arthur)
- Standard Sleeper (e)..... Sudbury to Toronto.

For Equipment of Trains Nos. 1 and 2 West of Winnipeg—See under Table No. 1.  
 For Equipment of Trains Nos. 3 and 4 West of Winnipeg—See Table No. 17.

FOR DETAILS OF INTERMEDIATE SERVICE—SEE TABLES 90-91 AND 14 TO 17.

**REFERENCE MARKS**

†Daily except Sat. ‡Daily except Sun. §Daily except Mon. □For Canadian National Steamships connections, Vancouver-Prince Rupert-Stewart—See Table No. 153.  
 a On Sundays leaves 9.15 a.m. b On Sundays arrives 7.50 p.m. c On Sundays leaves Boston 10.15 a.m. d On Sundays leave 5.22 p.m.  
 e Toronto-Sudbury Sleepers will be parked at Sudbury until 7.30 a.m. f Longlac-Port Arthur Sleepers will be parked at Port Arthur until 7.30 a.m. and from 10.00 p.m.  
 g On Sundays leaves 11.00 a.m. h On Sundays leaves 10.00 a.m. i On Sundays leave 8.00 a.m. j On Sundays arrive 4.40 p.m. k On Sundays leave 1.00 p.m.  
 A.T. Atlantic Time. E.T. Eastern Time. C.T. Central Time. M.T. Mountain Time. P.T. Pacific Time.

**OPTIONAL ROUTE ARRANGEMENTS**

The Canadian National Railways provide without extra charge a wide choice of routes between Winnipeg and West, and Toronto, Ottawa, Montreal and East, permitting passengers to travel over the Short Line via Nakina and Longlac "Cut Off" or via Port Arthur; or via Cochrane, North Bay and Toronto; or via Cochrane, North Bay and Ottawa.

Change in Routing will be made by Exchange of Tickets, Eastbound at Winnipeg, Westbound at Montreal, Ottawa or Toronto.



TABLE No. 17

EQUIPMENT OF TRAINS—TABLES 12-16

Nos. 1 and 2—The Continental Limited—Montreal and Vancouver.

Colonist Car ..... Montreal and Vancouver.  
 First Class Coach ..... Montreal and Vancouver.  
 Tourist Sleeper ..... Montreal and Vancouver.  
 Diner ..... Montreal and Vancouver.  
 Standard Sleeper ..... Montreal and Vancouver.  
 Standard Sleeper ..... Montreal and Regina (on Nos. 5 and 6 Winnipeg-Regina).  
 Standard Sleeper ..... Ottawa and North Bay.  
 Standard Sleeper ..... Toronto and Cochrane (on No. 47 Toronto to North Bay).  
 Standard Sleeper ..... Winnipeg and Vancouver.  
 Compartment-Observation-Library-  
 Buffet Car (Radio Equipped) Montreal and Vancouver.

Nos. 3 and 4—Winnipeg—Edmonton

Standard Sleeper ..... Winnipeg—Edmonton.  
 Buffet-Parlor Car ..... Winnipeg—Melville.  
 Buffet-Parlor-Observation Car ..... Saskatoon—Edmonton.

Nos. 5 and 6—Edmonton—Prince Rupert

Standard Sleeper ..... Edmonton—Prince Rupert (on No. 1 Edmonton to Jasper).  
 Cafe-Parlor-Observation Car ..... Edmonton—Prince Rupert.

Nos. 47, 147 and 52—  
 Montreal and Ottawa  
 Coaches ..... Montreal and Ottawa.  
 Buffet Parlor Car ..... Montreal and Ottawa.

Nos. 48, 50, 51, 53,  
 and 153—Montreal and Ottawa.  
 Coaches ..... Montreal and Ottawa.  
 Obser-Parlor Buffet  
 Cars ..... Montreal and Ottawa.

REFERENCE MARKS—TABLES 12-16

- \* Daily. † Daily except Sunday.
  - † Daily except Saturday. ‡ Sunday only.
  - ‡ Daily except Monday.
  - @Monday, Wednesday and Friday. #Tuesday, Thursday and Saturday.
  - ΔStops on signal for passengers to or from points east of Hope.
  - Trains Nos. 17 and 18 leave and arrive C.P.R. Station North Bay.
  - ⊕Postal Mail Box on station platform. ⊞Motor Train; limited baggage accommodation.
  - ▲Refreshment or Lunch Counter.
  - a Will stop on signal on Tuesdays and Thursdays.
  - b On Sundays arrives 11.05 a.m.
  - bb Mondays and Fridays only.
  - c Will stop to let off passengers from points east of Nakina and also at Favel to let off passengers from Indian School at McIntosh.
  - d Will stop for passengers for or from North Bay and beyond.
  - dd Will stop on signal on Tuesdays and Saturdays.
  - e Will stop on flag Wednesday and Saturday only for passengers to or from Pembroke, North Bay and beyond.
  - eeOn Sundays arrives 5.45 p.m.
  - f Flag, stop on signal.
  - g Will stop on signal Mondays and Fridays for passengers.
  - gg On Sundays leaves 11.00 a.m.
  - h Tuesdays and Saturdays only.
  - †† Will stop on signal for passengers to or from North Bay and beyond, also for passengers to or from Ottawa and beyond.
  - †††Will stop on Tuesdays, Thursdays and Saturdays only.
  - f Sunday, Tuesday and Thursday.
  - k Saturdays only.
  - l Sunday, Tuesday and Friday.
  - m Will stop on signal for revenue passengers to or from Pembroke, North Bay and beyond.
  - n Flag stop for passengers for or from points Hearst and east thereof; and for or from points Winnipeg and west thereof.
  - mmMonday, Wednesday and Saturday.
  - p Will stop to let off passengers from Pembroke and east thereof and on Sunday will stop on signal.
  - g On Sundays arrives 8.55 a.m.
  - r Will stop to let off passengers from points west of Cochrane and on Sundays will stop on signal.
  - rrWill stop on Saturdays only.
  - s Will stop on Sundays only.
  - t On Sundays leaves 9.05 a.m.
  - u Will stop on signal for passengers only to and from Winnipeg, Sioux Lookout and beyond.
  - v No. 1 will stop daily between Rivers and Edmonton to let off passengers from East of Nakina, Ont., also Duluth and South. Will stop on flag daily at Minota and Nokomis to discharge passengers from Winnipeg and east, and at Nokomis to pick up passengers for Saskatoon and west.
  - w Will stop on signal on Monday, Wednesday and Friday for passengers.
  - z No. 2 will stop daily between Edmonton and Rivers to pick up passengers for east of Nakina also Duluth and South. Will stop on flag daily at Nokomis to discharge passengers from Saskatoon and west, and at Nokomis and Minota to pick up passengers for Winnipeg and east.
  - z Will stop to pick up passengers for points east of Nakina.
  - z No. 1 will stop to let off passengers and No. 2 will stop on signal to let off or pick up passengers from or to points east or south of Winnipeg.
- Numbers following certain stations refer to tables showing connecting trains.



London Midland & Scottish Railway of Great Britain

Route of the AMERICAN SPECIAL TRAINS between Liverpool (Riverside) and London (Euston) connecting with TRANS-ATLANTIC STEAMERS.  
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|                       |                      |
|-----------------------|----------------------|
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| DOVER—BOULOGNE        | NEW HAVEN—DIEPPE     |
| SOUTHAMPTON—HAVRE     | SOUTHAMPTON—ST. MALO |
| SOUTHAMPTON—CHERBOURG | DOVER—OSTEND         |
| FOLKESTONE—FLUSHING   | GRAVESEND—ROTTERDAM  |

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Longest Daily non-stop in the World.  
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 Through trains to Chester, Shakespeare's Country, Torquay, Plymouth, Lorna Doone Country.

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Londonderry and Lough Swilly Railway

H. HUNT, General Manager, LONDONDERRY.

GREAT SOUTHERN RAILWAYS

Spend Your Holiday at the

IRISH FREE STATE HOLIDAY RESORTS

|                  |             |              |            |
|------------------|-------------|--------------|------------|
| Wicklow (County) | Parknasilla | Kilkee       | Mallaranny |
| Tramore          | Glengariff  | Lisdoonvarna | Achill     |
| Killarney        | Caragh Lake | Galway       | Sligo      |
| Kenmare          | Ballybunion | Connemara    | Bundoran   |

Tourist and 15-Day Excursion Tickets. Inclusive Rail and Hotel Tickets in connection with the Company's Hotels.

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MONTREAL, OTTAWA, TORONTO, HAMILTON, BUFFALO, LONDON, DETROIT, CHICAGO

WESTBOUND—Read Down

TABLE No. 86

EASTBOUND—Read Up

| 17    |       | 21   |      | 53   |      | 15   |       | 25    |       | 109   |       | 9     |               | 35    |       | 15    |       | Miles         |       | Eastern Time |       | 10    |       | 14    |       | 26    |      | 36   |      | 18   |      | 16   |      | 48   |      |      |
|-------|-------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|---------------|-------|-------|-------|-------|---------------|-------|--------------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|
| P.M.  | A.M.  | P.M. | A.M. | P.M. | A.M. | P.M. | A.M.  | P.M.  | A.M.  | P.M.  | A.M.  | P.M.  | A.M.          | P.M.  | A.M.  | P.M.  | A.M.  | P.M.          | A.M.  | P.M.         | A.M.  | P.M.  | A.M.  | P.M.  | A.M.  | P.M.  | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. |      |      |
| 11.00 | 10.00 | 6.40 | 7.30 | 4.30 | 5.20 | 8.10 | 10.05 | 12.30 | 10.00 | 0.0   | 10.00 | 0.0   | 1.0           | 10.00 | 20.80 | 10.49 | 37.65 | Ar Coteau St. | Lv    | 17.35        | 18.00 | 5.00  | 11.00 | 11.00 | 11.00 | 11.00 | 9.30 | 6.55 | 7.00 | 7.30 | 7.30 | 7.30 | 7.30 | 7.30 |      |      |
| 11.55 | 10.30 | 7.15 | 8.15 | 6.15 | 7.05 | 9.05 | 10.57 | 12.50 | 10.30 | 20.80 | 10.49 | 37.65 | Ar Coteau St. | Lv    | 17.35 | 18.00 | 5.00  | 11.00         | 11.00 | 11.00        | 11.00 | 11.00 | 11.00 | 11.00 | 11.00 | 9.30  | 6.55 | 7.00 | 7.30 | 7.30 | 7.30 | 7.30 | 7.30 | 7.30 |      |      |
| 11.55 | 10.52 | 7.30 | 8.30 | 6.30 | 7.20 | 9.20 | 11.12 | 13.05 | 10.52 | 20.80 | 10.49 | 37.65 | Ar Coteau St. | Lv    | 17.35 | 18.00 | 5.00  | 11.00         | 11.00 | 11.00        | 11.00 | 11.00 | 11.00 | 11.00 | 11.00 | 9.30  | 6.55 | 7.00 | 7.30 | 7.30 | 7.30 | 7.30 | 7.30 | 7.30 | 7.30 |      |
| 11.55 | 10.52 | 7.30 | 8.30 | 6.30 | 7.20 | 9.20 | 11.12 | 13.05 | 10.52 | 20.80 | 10.49 | 37.65 | Ar Coteau St. | Lv    | 17.35 | 18.00 | 5.00  | 11.00         | 11.00 | 11.00        | 11.00 | 11.00 | 11.00 | 11.00 | 11.00 | 9.30  | 6.55 | 7.00 | 7.30 | 7.30 | 7.30 | 7.30 | 7.30 | 7.30 | 7.30 | 7.30 |

See Table No. 88 For Service, Toronto-Hamilton-Niagara Falls-Buffalo and Intermediate Stations

| 117  |      | 18.30 |      | 18.05 |      | 13.20 |      | 5.45 |      | 17.12 |      | 1.20 |      | 2.35 |      | 372.75 |      | Lv Hamilton 89 |      | 8    |      | 7.45 |      | 7.22 |      | 3.07 |      | 7.8  |      | 12.07 |      | 16.45 |      | 12   |      | 9.45 |  |
|------|------|-------|------|-------|------|-------|------|------|------|-------|------|------|------|------|------|--------|------|----------------|------|------|------|------|------|------|------|------|------|------|------|-------|------|-------|------|------|------|------|--|
| P.M. | A.M. | P.M.  | A.M. | P.M.  | A.M. | P.M.  | A.M. | P.M. | A.M. | P.M.  | A.M. | P.M. | A.M. | P.M. | A.M. | P.M.   | A.M. | P.M.           | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M. | P.M.  | A.M. | P.M.  | A.M. | P.M. | A.M. | P.M. |  |
| 3.05 | 3.25 | 3.45  | 3.55 | 4.05  | 4.15 | 4.25  | 4.35 | 4.45 | 4.55 | 5.05  | 5.15 | 5.25 | 5.35 | 5.45 | 5.55 | 6.05   | 6.15 | 6.25           | 6.35 | 6.45 | 6.55 | 7.05 | 7.15 | 7.25 | 7.35 | 7.45 | 7.55 | 8.05 | 8.15 | 8.25  | 8.35 | 8.45  | 8.55 | 9.05 | 9.15 | 9.25 |  |
| 3.05 | 3.25 | 3.45  | 3.55 | 4.05  | 4.15 | 4.25  | 4.35 | 4.45 | 4.55 | 5.05  | 5.15 | 5.25 | 5.35 | 5.45 | 5.55 | 6.05   | 6.15 | 6.25           | 6.35 | 6.45 | 6.55 | 7.05 | 7.15 | 7.25 | 7.35 | 7.45 | 7.55 | 8.05 | 8.15 | 8.25  | 8.35 | 8.45  | 8.55 | 9.05 | 9.15 | 9.25 |  |



**CANADIAN NATIONAL ELECTRIC RYS.**

**NIAGARA, ST. CATHARINES & TORONTO RY. DISTRICT**

Electric Lines in Niagara Peninsula

**ST. CATHARINES, THOROLD AND NIAGARA FALLS**

|       |       | Miles |       | TABLE No. 148 |                            | Eastern Time |       |
|-------|-------|-------|-------|---------------|----------------------------|--------------|-------|
| A.M.  | A.M.  | A.M.  | A.M.  | 0             | Lv St. Catharines, Ont. Ar | A.M.         | A.M.  |
| *8.06 | *7.06 | *6.37 | *6.06 | 5.44          | (New Terminal)             | *6.18        | *7.41 |
| and   | 7.16  | 6.47  | 6.16  | 5.54          | Merrittion                 | 6.08         | 7.31  |
| every | 7.21  | 6.52  | 6.21  | 5.59          | Thorold                    | 6.04         | 7.27  |
| hour  | 7.37  | 6.37  | 6.37  | 10.4          | Stamford                   | 7.12         | 8.12  |
| to    | *7.49 | *6.40 | *6.40 | 12.8          | Ar Niagara Falls, Ont. Lv  | *7.00        | *8.00 |
| 12:00 | A.M.  | A.M.  | A.M.  |               |                            | A.M.         | A.M.  |

**THOROLD, WELLAND AND PORT COLBORNE**

|       |        | Miles |       | TABLE No. 149 |                           |       |       |
|-------|--------|-------|-------|---------------|---------------------------|-------|-------|
| A.M.  | A.M.   | A.M.  | A.M.  | 0             | Lv Thorold, Ont. Ar       | A.M.  | A.M.  |
| *7.28 | *7.46  | *8.19 | *7.0  |               | Fonthill                  | 6.58  | 8.02  |
| and   | 7.58   | 6.31  | 11.3  |               | Welland                   | 6.25  | 7.49  |
| every | 8.06   | 6.39  | 14.3  |               | Dainsville                | 6.24  | 7.38  |
| hour  | 8.13   | 6.46  | 17.7  |               | Humberstone               | 6.17  | 7.31  |
| to    | *11:28 | *8.16 | *6.49 | 16.8          | Ar Port Colborne, Ont. Lv | *8.14 | *7.28 |
| 12:00 | P.M.   | A.M.  | A.M.  |               | (C.N.R. Depot)            | A.M.  | A.M.  |

**ST. CATHARINES AND PORT DALHOUSIE**

|       |        | Miles |       | TABLE No. 150 |                            |       |       |
|-------|--------|-------|-------|---------------|----------------------------|-------|-------|
| A.M.  | A.M.   | A.M.  | A.M.  | 0             | Lv St. Catharines, Ont. Ar | A.M.  | A.M.  |
| *8.28 | *7.28  | *6.30 | *6.45 |               | (Geneva and Welland)       | *6.37 | *8.00 |
| and   | 7.46   | 6.19  | 7.0   |               | Barnesdale                 | 6.26  | 7.40  |
| every | 7.58   | 6.01  | 8.46  |               | Lake Shore                 | 6.22  | 7.36  |
| hour  | 8.06   | 6.01  | 8.46  |               | Ar Port Dalhousie, Ont. Lv | *6.15 | *7.30 |
| to    | *11:28 | *8.16 | *6.49 | 16.8          |                            | *8.30 | *1.00 |
| 12:00 | P.M.   | A.M.  | A.M.  |               |                            | A.M.  | A.M.  |

**ST. CATHARINES AND NIAGARA-ON-THE-LAKE**

|       |        | Miles |       | TABLE No. 151 |                            |       |       |
|-------|--------|-------|-------|---------------|----------------------------|-------|-------|
| A.M.  | A.M.   | A.M.  | A.M.  | 0             | Lv St. Catharines, Ont. Ar | A.M.  | A.M.  |
| *8.05 | *7.45  | *7.30 | *6.00 |               | (New Terminal)             | *7.22 |       |
| and   | 8.30   | 6.42  | 6.69  |               | Lake Shore Sliding         | 7.05  |       |
| every | 8.45   | 6.17  | 6.05  |               | McNab                      | 7.02  |       |
| hour  | 8.50   | 6.20  | 6.05  |               | Colemans                   | 6.58  |       |
| to    | *11:40 | *6.05 | mins  | 6.24          | 7.36                       |       |       |
| 12:00 | P.M.   | A.M.  | A.M.  |               | Ar Niagara-on-the-Lake Lv  | *6.45 | *8.15 |

**TORONTO SUBURBAN DISTRICT  
TORONTO-GEORGETOWN-ACTON-GUELPH**

|       |       | Miles |      | TABLE No. 152 |                              | Eastern Time |        |
|-------|-------|-------|------|---------------|------------------------------|--------------|--------|
| A.M.  | A.M.  | A.M.  | A.M. | 0             | Lv Toronto, Ont. Ar          | A.M.         | A.M.   |
| *8.30 | *8.30 | *6.30 |      |               | (St. Clair Ave. & Keele St.) | *8.20        | *11:00 |
| and   | 8.42  | 6.42  | 4.3  |               | Islington                    | 8.09         | 10.48  |
| every | 8.52  | 6.52  | 8.5  |               | Dixie                        | 8.00         | 10.39  |
| 2     | 8.56  | 6.56  | 10.0 |               | Cooksville                   | 7.56         | 10.34  |
| hrs.  | 9.08  | 7.06  | 15.3 |               | Streetville                  | 7.46         | 10.23  |
| to    | 9.10  | 7.10  | 17.3 |               | Meadowvale                   | 7.42         | 10.19  |
| 8.30  | 9.15  | 7.15  | 18.3 |               | Churchville                  | 7.38         | 10.15  |
| P.M.  | 9.18  | 7.18  | 20.4 |               | Edorado Park                 | 7.35         | 10.12  |
| also  | 9.21  | 7.21  | 21.4 |               | Huttonville                  | 7.32         | 10.09  |
| 11:00 | 9.27  | 7.27  | 24.5 |               | Norval                       | 7.27         | 10.03  |
| P.M.  | 9.35  | 7.35  | 28.0 |               | Georgetown                   | 7.19         | 9.57   |
| 9.35  | 7.55  | 8.5   | 7    |               | Acton                        | 6.58         | 9.37   |
| 10.00 | 8.00  | 8.7   | 8    |               | Blue Springs                 | 6.50         | 9.30   |
| 10.10 | 8.10  | 10.42 | 0    |               | Eden Mills                   | 6.39         | 9.19   |
| 10:30 | *8.30 | 49.4  |      |               | Ar Guelph, Ont. Lv           | *6.20        | *9.00  |
| A.M.  | A.M.  | A.M.  | A.M. |               | (C.N.R. Station)             | A.M.         | A.M.   |

FOR STEAM TRAIN SERVICES—Toronto-Guelph, see Tables 116 and 117.

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**COWICHAN BRANCH—  
VANCOUVER ISLAND**

| Motor<br>•351 | Miles | TABLE 208            | Motor<br>•352 |
|---------------|-------|----------------------|---------------|
| A.M.          |       | (Pacific Time)       | P.M.          |
| † 9.00        | 0.0   | Lv Victoria, B.C. Ar | † 4.40        |
| † 9.03        | 1.0   | Alpha Street....     | † 4.37        |
| † 9.05        | 1.6   | Junction.....        | † 4.35        |
| † 9.09        | 3.2   | Blackwood.....       | † 4.31        |
| † 9.22        | 8.2   | Colwood.....         | † 4.18        |
| † 9.29        | 10.3  | Glen Lake.....       | † 4.11        |
| † 9.40        | 14.7  | Metchoin.....        | † 4.00        |
| † 9.48        | 17.8  | Rocky Point....      | † 3.52        |
| † 10.05       | 24.5  | Saseenos.....        | † 3.35        |
| † 10.12       | 26.6  | Milne's Land'g..     | † 3.28        |
| † 10.38       | 36.6  | Sooke Lake.....      | † 3.02        |
| † 10.52       | 42.0  | Lakend.....          | † 2.48        |
| † 11.04       | 46.8  | Shawnigan Beach      | † 2.36        |
| † 11.17       | 50.0  | Kinsol.....          | † 2.23        |
| † 11.12       | 50.4  | Gleneagles.....      | † 2.28        |
| † 11.22       | 53.9  | Lakeshaw.....        | † 2.18        |
| † 11.32       | 57.9  | Deerholme.....       | † 2.08        |
| † 11.47       | 63.7  | Camscot.....         | † 1.53        |
| † 12.01       | 69.3  | Chanlog.....         | † 1.39        |
| † 12.10       | 73.0  | Cowichan Lake.       | † 1.30        |
| † 12.13       | 74.1  | Lakeside.....        | † 1.25        |
| † 12.35       | 83.0  | Ar Youbou, B.C. Lv   | † 1.05        |
| P.M.          |       |                      | P.M.          |



On Vancouver Island



Guelph Interurban

# Letters, etc.

## **1. Route 300.**

In regard to Jim O'Neil's article on Route 300 to Erskineville, I would have to query the statement that it was "the only bus route in the 300 series west of the Illawarra line". It may have the only one completely west of it, but think of 308, 352, 355 and 370, and maybe others.

In later timetables that I have for Route 300 (dated between 1966 and 1974), there were trips shown between Redfern Station (Wilson and Ivy Streets) and Sydney University (City Road) - two to the university in the morning and one return in the afternoon. They were designated Route 900. Running time 4-5 minutes.

By the last timetable there was only one trip to Millers Point in the morning, all others running only between

Central and Erskineville.

## **2. Route 99**

Jim O'Neil has given us a good summary of the timetable history of Route 99, Crows Nest-Greenwich, in the March 2008 issue.

My only comment is about the date on which the route was handed over by North & Western to the STA. The last N&W bus ran on Friday 20 July 1990 and the STA commenced on the following Monday 23rd. The handover coincided with the route rationalization of the remainder of the North & Western network, conducted under the auspices of the Ministry of Transport. As part of those changes, all other routes (except part of Route 85) also received new route numbers at that time.

I have a copy of the standalone STA timetable for Route 265 of 23 July 1990. It shows an almost identical timetable to that on the lower part of page 15 plus the same map.

A group of enthusiasts travelled on the last Route 99 trip from Crows Nest to Greenwich and return to the corner of River Road. From there some walked to Wollstonecraft station to catch a train into the City for that night's AETA meeting.

I can also add to the article by saying that Saturday night services on Route 99 finished on 3 June 1961, weeknight services on 21 January 1968, Saturday afternoon services between 1968 and January 1972 and Saturday morning services between 1979 and July 1982.-

**ROBERT HENDERSON**

[I refer] to Lourie Smit's excellent article "Wagstaff or Wagstaffe?" in February's *The Times*.

Lourie mentions his contact with 131500 regarding the non-inclusion of the Palm Beach - Wagstaff - Ettalong ferry timetable on the 131500 website. The funny thing is, this timetable is not included for the trip planner but it is included on the 131500.com.au

front page, under Find Timetables, then Ferries. So 131500 allows users to access this private ferry timetable but not if they interrogate the trip planner!

131500.com.au is not being consistent. The Cronulla Ferries timetable Bundeena - Cronulla is shown both under Find Timetables, then Ferries and also in the trip planner.

131500 trip planner has other oddities to amuse the armchair traveller (but frustrate the actual traveller). For instance, Central to "Star City Casino Light Rail Station" invokes a variety of CityRail/bus/walk options but none involving the tram.- **DAVID CRANNEY**

I enjoyed your recent article on rail freight in Victoria. When I was over a few years ago I was stuck by the lack of use on many of the VicRail freight lines and also their condition. It also seemed that all the interstate rail freight was now on the standard gauge system. Two other items came to mind concerning the list of reasons mentioned.

1. Freight movement on the VicRail system would by nature be short distance and very susceptible to diversion to truck. The exception would be grain, coal or mineral movements.

2. The gauge difference places the VicRail system at a considerable handicap since long distance rail network is standard gauge.

I was also glad to see that the day train from Auckland to Wellington is still in service. The day I rode it was in a rain storm so would like to ride it again.

I enjoy reading Table Talk and the *Times*, keeps me up to date. Keep up the good work.- **JOHN WILKINS, New Jersey.**

2008 is the 135-year anniversary of Thomas Cook's European timetable and first round the world travel tour. Next month, the AATTC *Times*, will be running a story to commemorate the anniversary. Meanwhile, the *London Times* ran a full article about Cook's 1873 tour, in which it noted that the vacation had cost the partici-

pants only 210 guineas each, or approximately \$600. Of course, inflation has made a similar vacation quite a bit more expensive by 2008. A few pages later, *The Times* included a small article noting that in honour of the 135-year anniversary, the travel agent Thomas Cook was offering 135 lucky people the chance to buy a similar pack-

age deal at 1872 prices. The offer would be given to the first 135 people to apply. Applications should be addressed to Ms Avril Foley, Thomas Cook O/seas Timetable PO Box 227 Thomas Cook Business Park Peterborough Cambs. PE3 8XX UNITED KINGDOM.