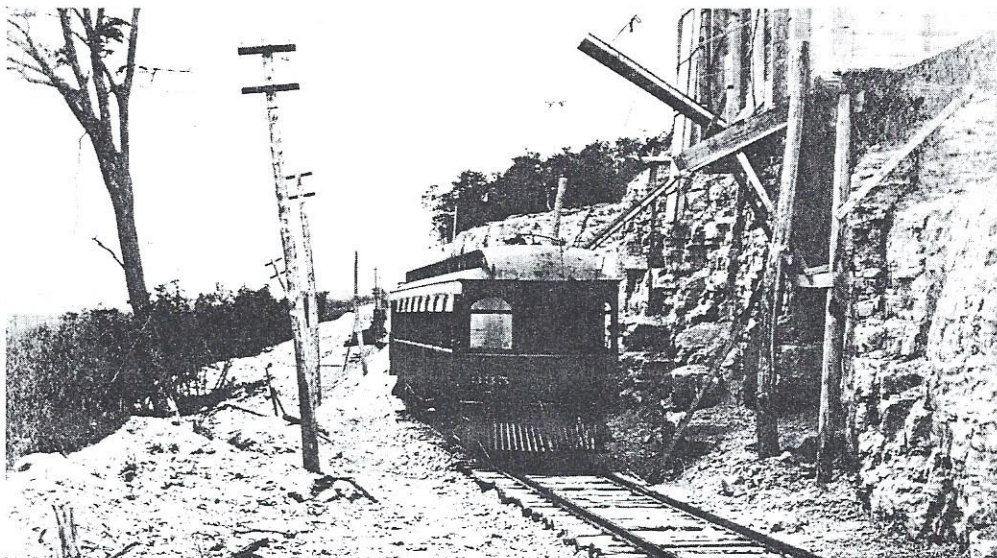

BRANTFORD & HAMILTON ELECTRIC RY.



75. Car 335 (later 235) passing the ballast quarry on the Mountain, 1908.

An interurban line west out of Hamilton was first projected in 1896 when the Hamilton Chedoke & Ancaster was incorporated to build a short line up the Mountain. No work was done, but a government subsidy was said to have been arranged, guaranteeing \$15,000 when the line reached Ancaster and the same amount when it reached Alberton.

Despite this, no work was done and about 1900 the line came under the control of Haines Bros. of New York, who were were putting together a Niagara-Hamilton-Brantford interurban line.

Haines Bros. changed the name to Hamilton Ancaster & Brantford, and by 1904 most of the right-of-way had been acquired or arranged for, and the first construction contracts were about to be let. However, at this time Haines Bros. encountered financial problems on their American interurban properties, and soon lost interest in the Hamilton line and the Niagara St. Catha-

rines & Toronto which they also had controlled.

COMPETITION

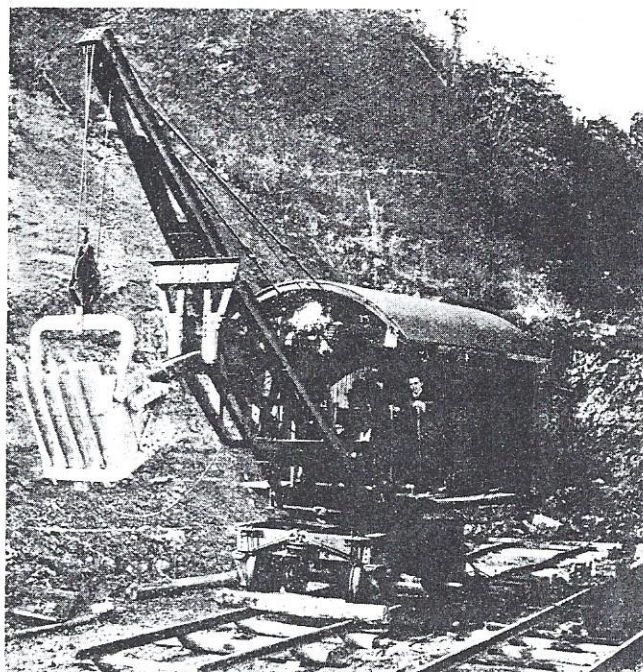
In the same year, the Brantford & Hamilton Electric Railway was incorporated by the Von Echa Co. of Pennsylvania which also owned the Grand Valley Ry. and the Woodstock Thames Valley & Ingersoll, and were attempting to put together a London-Hamilton interurban. A very small amount of work was done between March 16 and 19, 1905 near Hamilton by the Haines Bros. management in order to meet a legal obligation by a token start on construction.

The Von Echa Co., in the person of its Canadian representative, S. Ritter Ickes was also in evidence and a series of conflicting press notices between September 1904 and June 1905 indicated little more than the fact that both parties wanted to build the line but seemed unable to make a firm commitment.

By mid-July both promoters had some of the necessary permits, but were evidently in financial difficulties, and after a rather confusing series of negotiations, both promoters had left the scene. The Von Echa concern was in deep water owing to some questionable dealings by Ickes, and it lost control of the B. & H. which changed hands twice until it became the property of the "Cataract" in 1907.

CONSTRUCTION STARTS

Grading operations began on July 27, 1906 and a high standard of construction was employed. It had its own entrance to Hamilton on back streets. After a short distance the track left the street and followed a ledge cut in the face of Hamilton Mountain on a long continuous $2\frac{1}{2}\%$ grade which was one of the outstanding engineering accomplishments on any Canadian interurban. The summit two miles west of Ancaster (almost seven miles from the bottom of the grade) was more than 500 feet higher than the Terminal Station. Half-way up the grade was the station for the Golf Club and Sanitarium to which holiday and weekend traffic was at first quite heavy. Beyond here it ran out onto the face of the Mountain, giving a panoramic view of the city below. It then entered a deep rock cut before reaching the top of the grade. Some difficulty was encountered with rock slides on this section, causing the opening date to be postponed. It is interesting to note that an electrically powered "steam"-shovel mounted on a sin-



gle railway truck was used in excavation work, an idea that was later used on Queenston Hydro plant work.

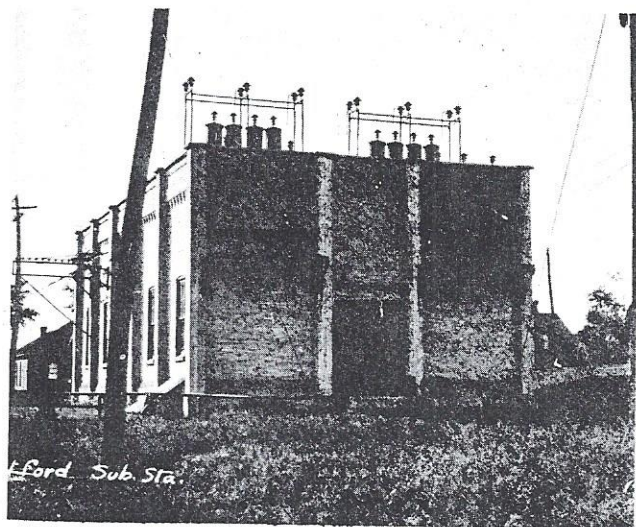
Once the top of the long grade had been reached, there were only five curves in the 19 miles between Ancaster and Brantford, and one tangent was eight miles long. 80-lb. rail was used, with the usual Hamilton double overhead wires, hung from spans throughout. The eastbound wire kept to the main track at sidings, while the westbound wire went through all the sidings which were equipped with spring switches, eliminating delays at meets.

600-kw. substations were east of Ancaster, at Langford (closed 1925) and at Murray St., Brantford. Each building had two 300-kw. machines, with space for a third if necessary in future. Power was received from DeCew Falls at 40,000 volts.

The six cars, the finest and fastest on the D. P. & T. system, were built by the G. C. Kuhlman firm of Cleveland, though the name of the J. G. Brill Co. of Philadelphia (which owned the Kuhlman plant) appeared inside the cars. Their designed speed was 50 M.P.H. Non-stop test runs made the $22\frac{1}{2}$ miles in as little as 37 minutes.



78. Car 335 nearing the top of the grade, 1908.

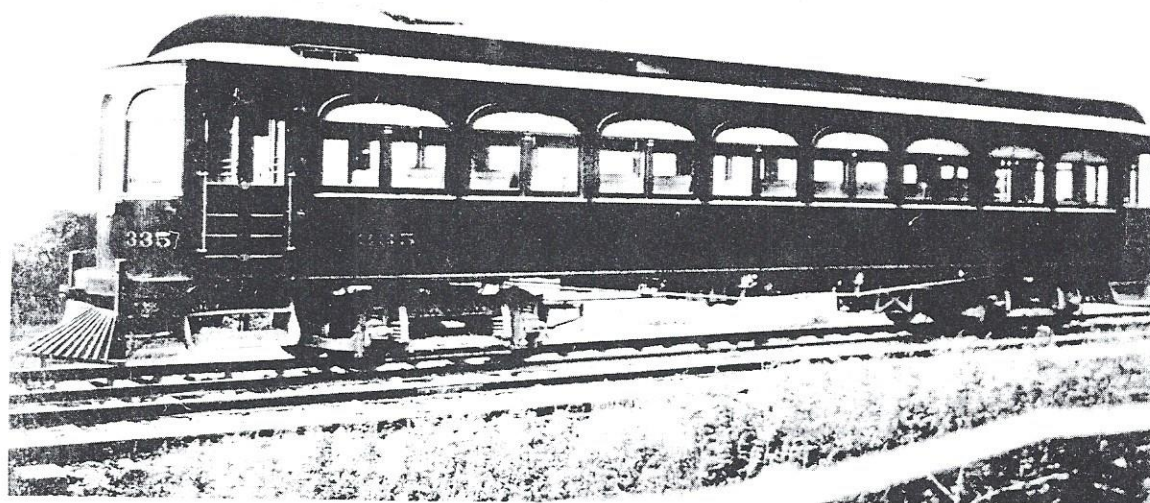


79. Brantford substation, 1919.

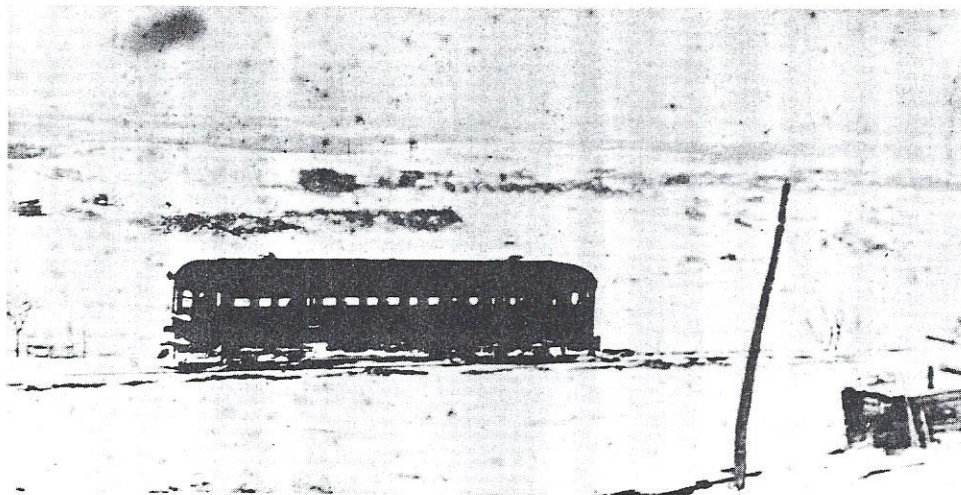
The line was opened for service as far as Ancaster on December 21, 1907, and to Brantford on May 23, 1908. The cars at first ran only to Alfred St., Brantford, as there was a delay in establishing a crossing over the Tillsonburg branch of the Grand Trunk. Cars began running through to Market St. on November 3, 1908. The entrance to Brantford was entirely on private right-of-way beside the derelict Grand River Navigation canal, and a small wooden station was erected at the foot of Market St. Total cost of the line was reported to be more than \$800,000.

One of the most serious accidents occurred on July 5, 1912 a mile east of Cainsville when work car 399, towing two flat cars eastbound, collided with express car 120 killing the latter's conductor. The cause proved to be "lap orders" where 399 had been instructed to meet at Langford while those issued to 120 called for the meet to be at Cainsville. The inquest revealed that the dispatcher had yielded to a request from 399's crew that the meet location be changed from Cainsville to Langford so that they could get home sooner; unfortunately the change was not passed on to 120's crew, with fatal consequences.

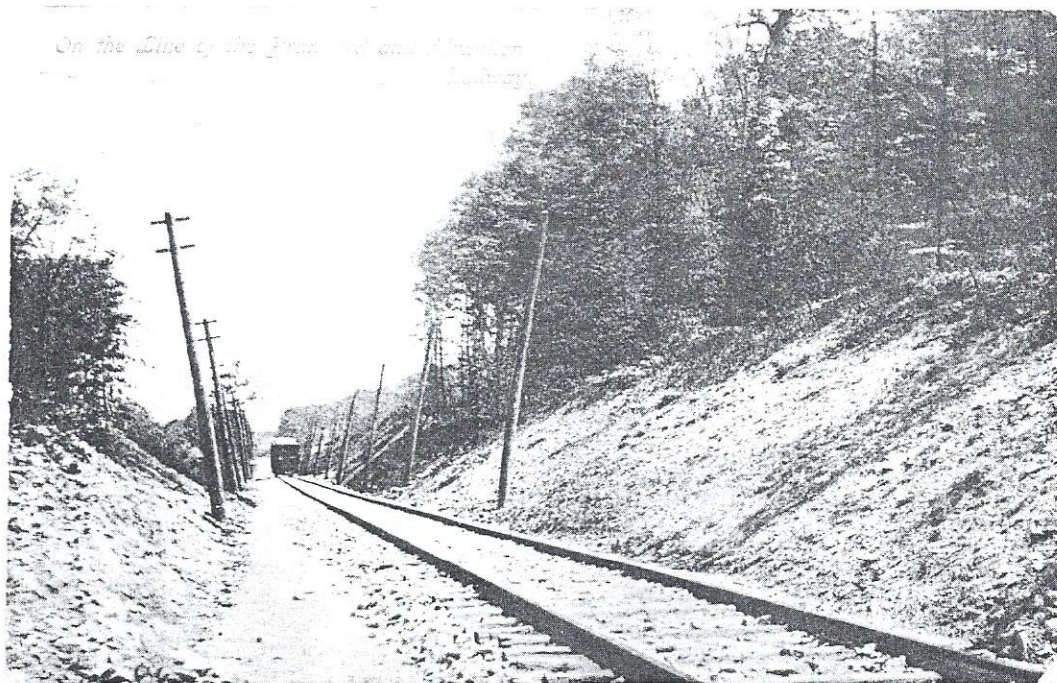
Between 1911 and 1916 the D.P.&T. was contemplating the building of a line under the B. & H. charter between Langford and Galt, but despite several public statements that work was about to start, nothing was done. This represented a rather strange situation, since when the project was being launched, one of the D.P.&T. "Five Johns", John Patterson, was at the same time promoting an independent Hamilton-Galt inter-urban by another route. Just how serious the D.P. & T. intentions were, is open to question.



80. Car 335 at Garth St. siding, Hamilton, when very new. Note wooden pilot.



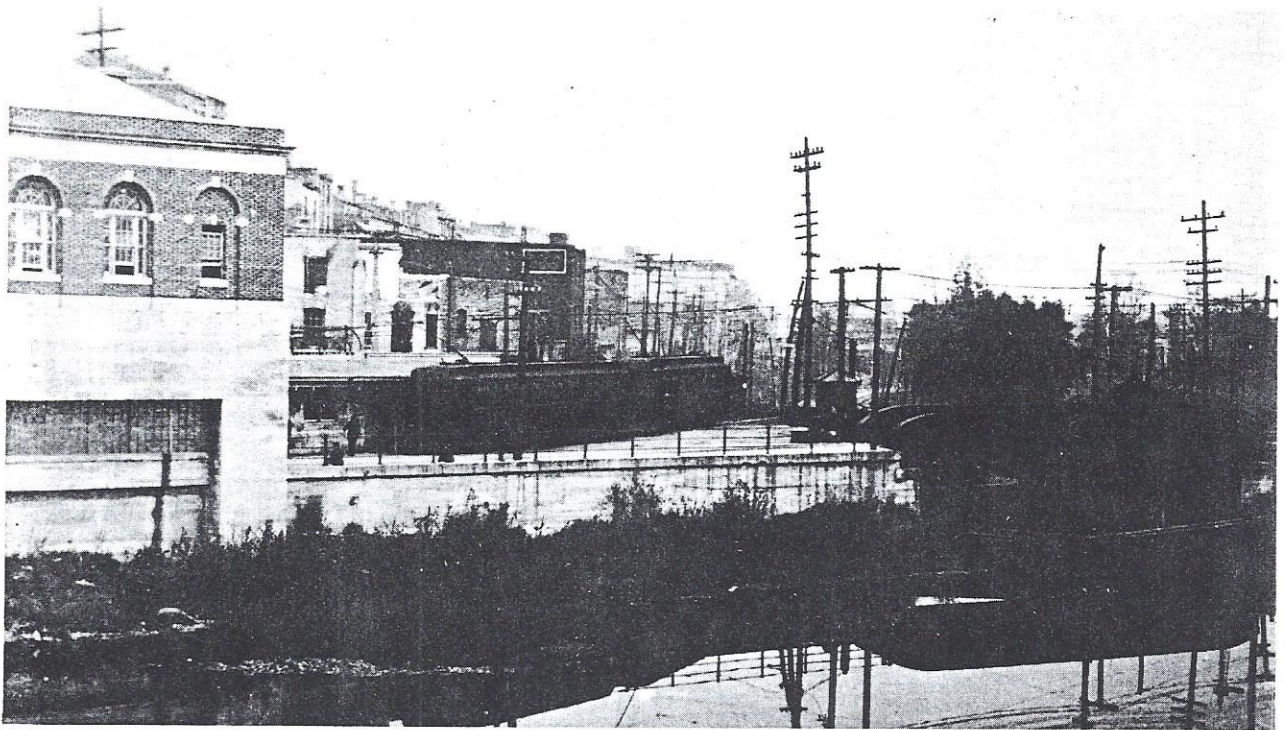
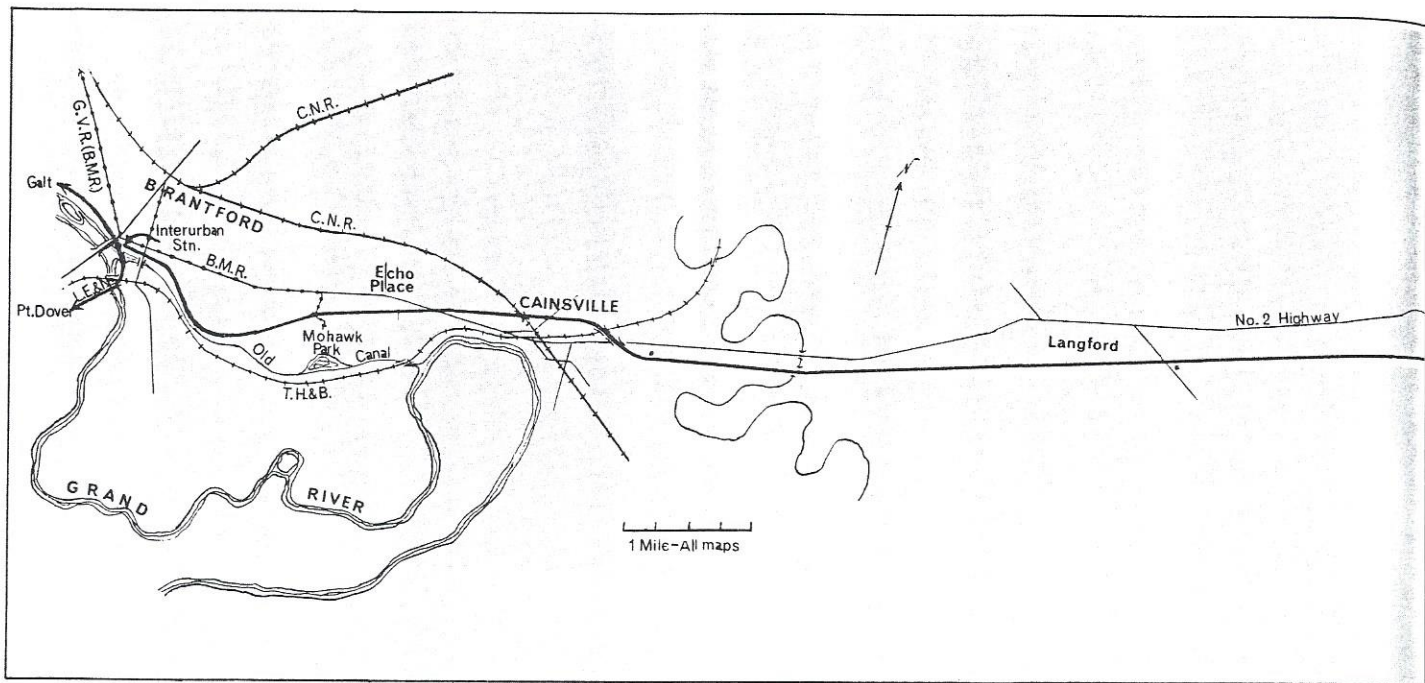
81. Eastbound at Ancaster. Taken by the Manager, E.P. Coleman, in 1910.



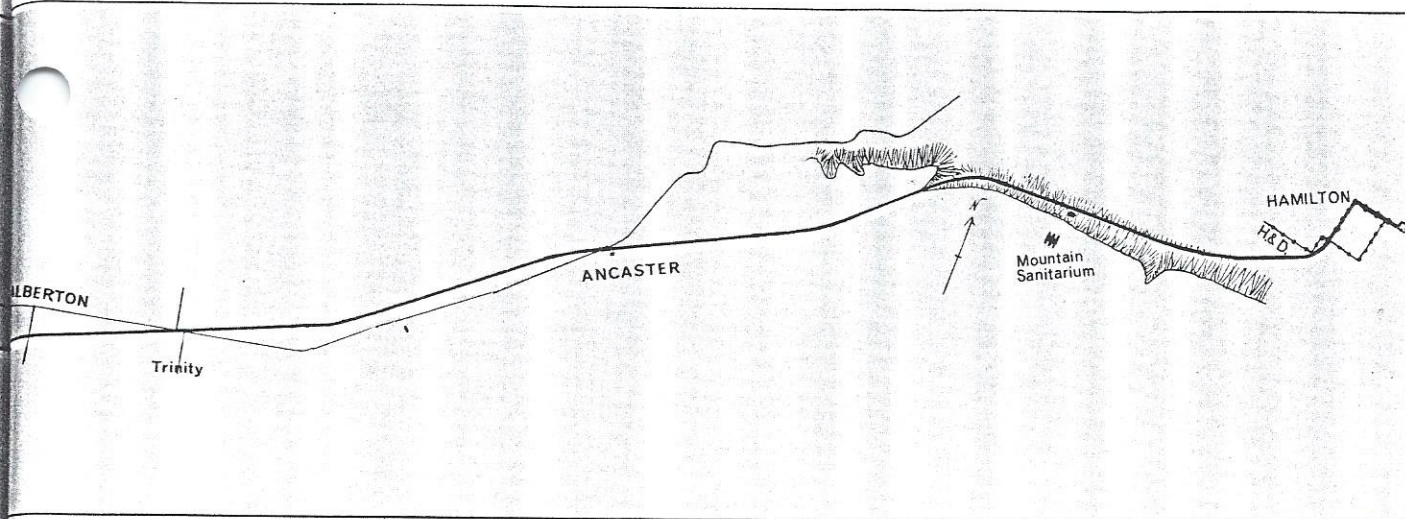
The B. & H. early in its history began issuing interline tickets with the Hamilton Steamboat Co. for through journeys to Toronto. Interline tickets were also issued with the Grand Valley Ry. at Brantford, and later with the Lake Erie & Northern. The latter line was under construction in Brantford in 1915-16 and the B. & H. arranged to use the new L. E. & N. station there. The Hamilton line was extended 1500 feet from Market St. to the Lorne Bridge on December 16, 1916 and the building itself was formally opened on March 12 of the

following year. Since the L. E. & N. was a 1500-volt line, two trolley wires extended through the station and the B. & H. crews had to be careful to choose the correct one. Because of this problem, the B. & H. cars usually did not enter the station proper.

In 1917 the Board of Railway Commissioners ordered interchange between the L. E. & N. and the Grand Trunk in Brantford. There was no satisfactory location on the L. E. & N. line, so the interchange was actually built on the B. & H. a short distance



83. Cars 210 and 220 at the Brantford "union" station, 1920.



from the passenger station. The trolley wire could be energized with either 600- or 1500-volt as necessary. The higher voltage, of course, could not be used when B. & H. cars were on the section, and as the schedule normally called for them to lay over for 35 or 40 minutes each hour, the time available for switching was very

Joint Operation---L. E. & N. Ry. and B. & H. Ry., Brantford, Terminal.

Tracks within Brantford Terminal yard limits are used jointly by B. & H. E. Ry. and L. E. & N. Ry. employees.

Arm in horizontal position or red light displayed is a danger signal and indicates 1500 volts on trolley line within the joint section and B. & H. trains must not proceed until arm is raised or green light displayed.

Signals to be normally clear for B. & H. Trains and conductors will notify superintendent at once of any delay caused by operation of this section

L. E. & N. Ry. employees operating over joint section will conform to all rules or bulletins issued by B. & H. E. Ry. which may apply and will clear all B. & H. E. Ry. trains by 5 minutes as provided thereby

Signals must never be cleared for L. E. & N. Ry. operation when B. & H. cars occupy main track west of derail

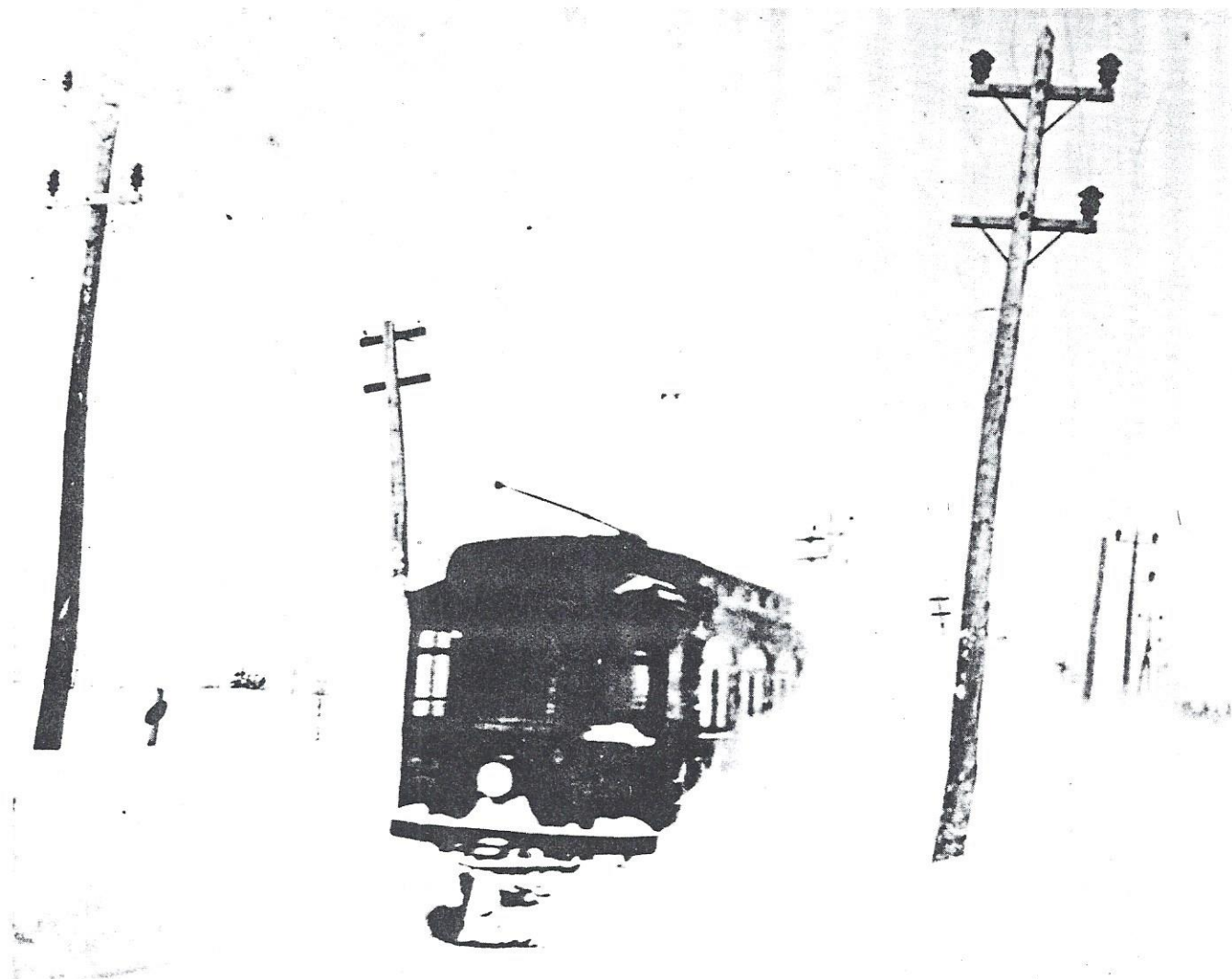
B. & H. crews when requested on arrival at Brantford by L. E. & N. freight crews, will pull back into siding and allow L. E. & N. crews to use interchange track during lay over period at Brantford.

short and resulted in delays to arriving B. & H. cars. Therefore after a few months a spur track was set up so that its wire could be isolated and low-voltage cars laid over in it whenever L. E. & N. switching was under way.

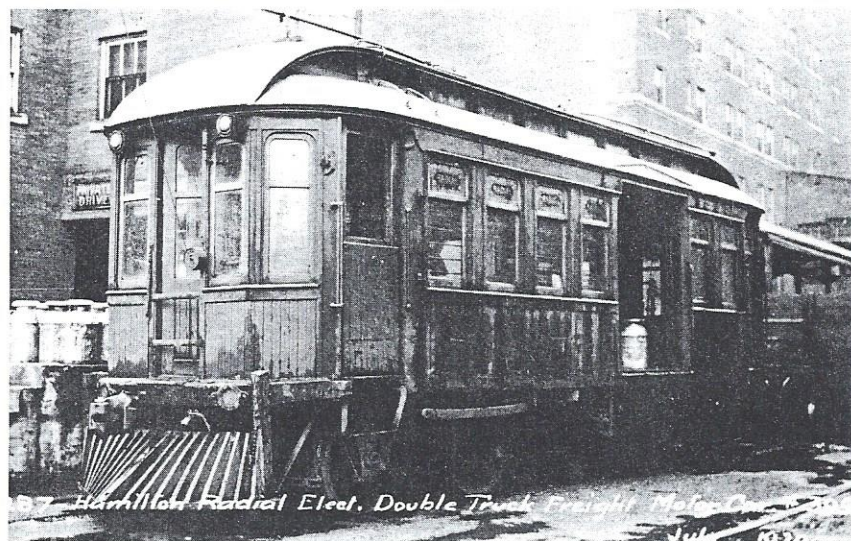
Financial reverses following the War resulted in a freight rate increase of 15% in 1918 and a passenger fare increase in 1919 from 50¢ single, \$1.00 return to 70¢/\$1.35. The value of superior physical plant in reducing expenses is dramatically shown by 1919 statistics in which the B. & H. had an operating ratio of 62% while none of the other Hamilton lines was less than 90%.

About 1921 it was decided that a freight station was required at Brantford. In a surprisingly parsimonious move the station, located at Alfred St., was built around the body of an H. R. E. R. freight trailer, while the platform was flat car 148.

On March 17, 1923 car 210, said to be the fastest on the system, was destroyed by fire when the trolley wire, sagging as the line passed under a C. N. R. underpass at Cainsville, grounded on the heater stove-pipe causing a short-circuit. Parts of this car and two others were incorporated into a new car built in the Hamilton shops and numbered 240.



84. Car 320 (later 220) leaving Ancaster eastbound. Taken by the Manager; E.P. Coleman, who is said to have shovelled snow onto the track to ensure a spectacular passage.

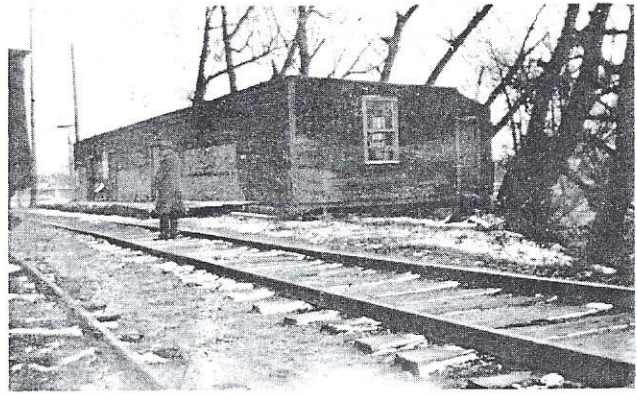


85. Milk car 399, formerly trailer 50.

CONTRACTIONS BEGIN

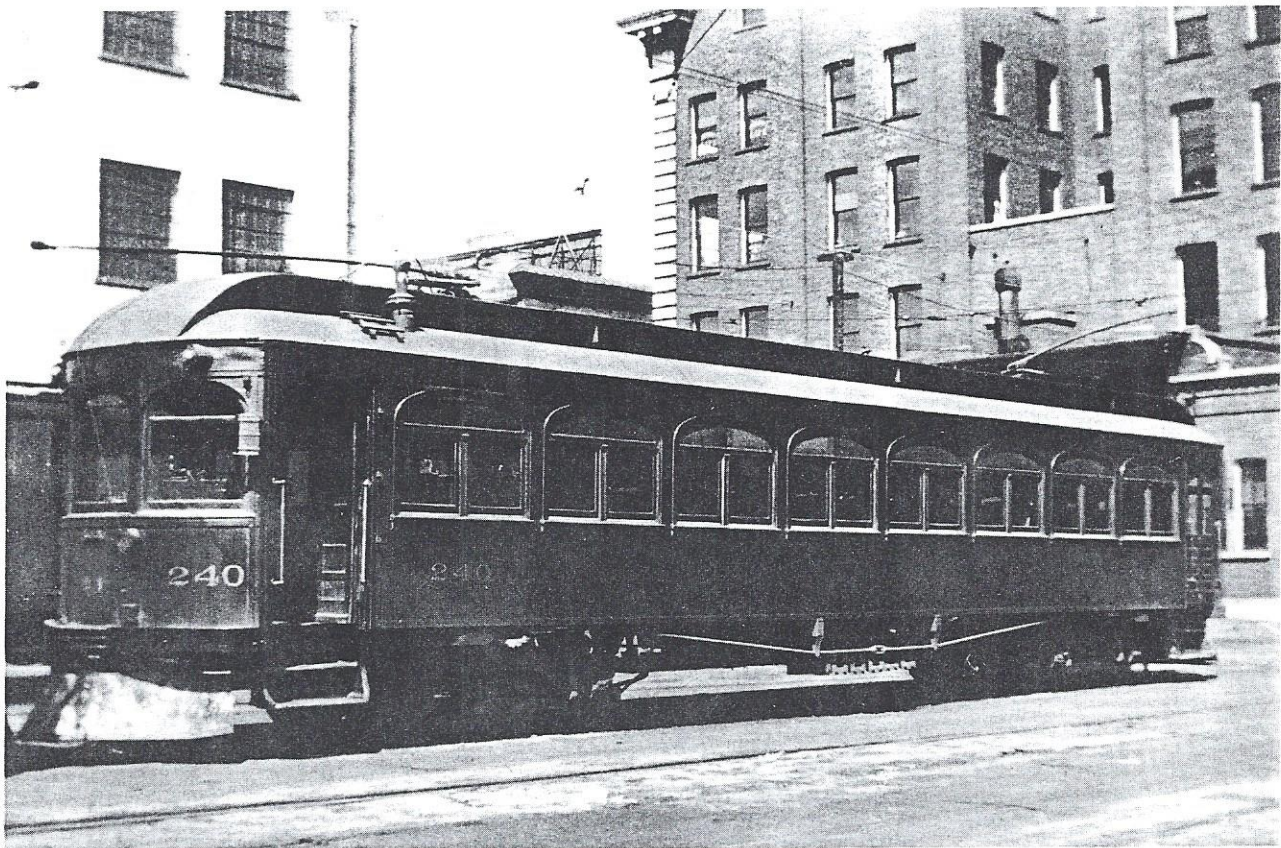
On October 18, 1925 operations of the B. & H. and what remained of the Hamilton Radial were integrated and cars began running through from Burlington to Brantford as a matter of operating convenience. This lasted until the Radial was abandoned on January 5, 1929 when bus trips replaced alternate rail schedules to Brantford, on the pattern of the H. G. & B. Bus fares were somewhat higher than rail fares, after the fashion of the time. By this time, traffic had dropped to less than half the 1920 peak.

The terms of sale of Dominion Power's bus system in 1930 dictated abandonment of the remaining interurban lines. The B. & H. was therefore closed down on June 30, 1931. The last trip was made by car 225 which had made the first trip through to Brantford in 1908.

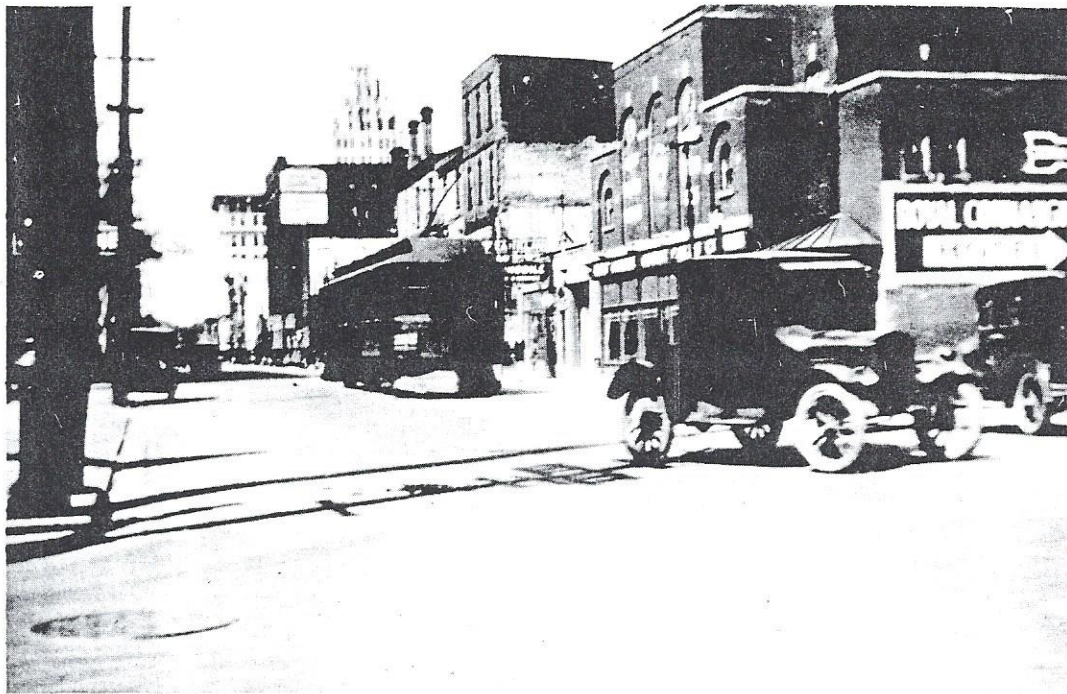


86. The only available photo of the makeshift B. & H. freight shed at Alfred St., Brantford.

The ghost stirred once, however, on February 2, 1932, when car 15 made one round trip to remove portable equipment from the substations. This car had also had the distinction of making the last move on the Hamilton Radial during the dismantling of that line.



87 Car 240 in 1928.



88. Westbound on Main St. just after leaving the Terminal, 1928.

Much of the track was removed in 1932 and the joint section in Brantford was taken over by the L.E.&N. Some of the electrical equipment was sold to Canada Crushed Stone Ltd. for their quarry railway on the mountain top above Dundas, where it is still in use along with two D. P. & T. dump cars.

In one of those "most embarrassing moments", after track removal had started it was realized that freight car 677 had been stranded at Trinity. Eventually it had to be trucked back to Hamilton for scrapping.

SUMMARY

This line carried fewer passengers than the other D. P. & T. railways, but it carried them farther. (The 1912 average fare per passenger was 21.6¢ whereas for all four together it was 9.8¢) However its much higher construction debt absorbed more of the revenues than was the case with the other lines which were built to lower standards at a time of lower costs. Therefore, despite operating ratios below 65% as late as 1920, (the H. G. & B. was then 101%) it was only

moderately profitable at best and in some years not even that. After about 1922 it, like the others, ran at a deficit.

In its first full year, 247,200 passengers were carried. There was a generally upward trend until a peak of 836,100 in 1920 after which the total dropped by almost half. The addition of bus passengers caused it to jump to 864,800 in 1929, but the 1930 figure reported (228,300) would seem to exclude highway passengers.

Freight business was modest; at no time was it more than about 20% of that done by the Grimsby or Radial lines. As with all the interurbans, the "freight" category includes baggage, express, mail and milk.

The B. & H. abandonment was one of the few Canadian interurban abandonments whose wisdom the objective observer might question. The line was endowed with an excellent physical plant and had rapid and traffic-free entrances to both terminal cities. It had a longer-than-normal average passenger journey, and under other management (perhaps with one-man cars) the B. & H. might have been able to continue in existence for another 15 years or more.

WEST BOUND. Read Down.

STATIONS		M.L.S.	1	3	5	7	9	11	13	15	17	19	21	23	25	27	29	31	33	35
*HAMILTON HAMILTON GARTH	Terminal James St. St.	.00 .26 2.01	a.m. 6 30 6 43	7 35 7 37 7 47	8 20 8 22 8 33	9 20 9 22 9 33	10 20 10 22 10 33	11 20 11 22 11 33	p.m. 12 20 12 33	1 20 1 22 1 33	2 20 2 22 2 33	3 20 3 22 3 33	4 20 4 22 4 33	5 20 5 22 5 33	6 20 6 22 6 33	7 20 7 22 7 33	8 20 8 22 8 33	9 20 9 22 9 33	10 20 10 22 10 33	11 20 11 22 11 33
	Sid.	2.01	6 43	7 47	8 33	9 33	10 33	11 33	12 33	1 33	2 33	3 33	4 33	5 33	6 33	7 33	8 33	9 33	10 33	11 33
						4	6	8	10	12	14	16	18	20	22	24	26	28	30	32
STATION 3 ANCASTER	Sid. Sid.	4.17 6.92	6 50 6 55	7 52 7 57	8 40 8 45	9 40 9 45	10 40 10 45	11 40 11 45	12 40 12 45	1 40 1 45	2 40 2 45	3 40 3 45	4 40 4 45	5 39 5 44	6 40 6 45	7 40 7 45	8 40 8 45	9 40 9 45	10 40 10 45	11 40 11 45
ANCASTER SUMMIT	Station Sid.	6.70 8.80	6 56 7 00	7 58 8 03	8 46 8 52	9 46 9 52	10 46 10 52	11 46 11 52	12 46 12 52	1 46 1 52	2 46 2 52	3 46 3 52	4 46 4 52	5 45 5 50	6 46 6 52	7 46 7 52	8 46 8 52	9 46 9 52	10 46 10 52	11 46 11 52
ALBERTON	Sid.	12.16	7 10	8 10	9 00	10 00	11 00	p.m. 12 00	1 00	2 00	3 00	4 00	5 00	5 57	7 00	8 00	9 00	10 00	11 00	12 00
LANGFORD	Sid.	14.43	7 15	8 15	9 05	10 05	11 05	12 05	1 05	2 05	3 05	4 05	5 05	6 01	7 05	8 05	9 05	10 05	11 05	12 05
CAINSVILLE	Sid.	19.53	7 25	8 25	9 15	10 15	11 15	12 15	1 15	2 15	3 15	4 15	5 15	6 18	7 15	8 15	9 15	10 15	11 15	12 15
HOHAWK PARK ALFRED ST.	Sid. Sid.	21.15 22.46	7 29 7 33	8 29 8 33	9 19 9 23	10 19 10 23	11 19 11 23	12 19 12 23	1 19 1 23	2 19 2 23	3 19 3 23	4 19 4 23	5 19 5 23	6 19 6 23	7 19 7 23	8 19 8 23	9 19 9 23	10 19 10 23	11 19 11 23	12 19 12 23
*CRANTFORD	A.	22.91	7 25	8 35	9 25	10 25	11 25	12 25	1 25	2 25	3 25	4 25	5 25	6 25	7 25	8 25	9 25	10 25	11 25	12 25
			1	3	5	7	9	11	13	15	17	19	21	23	25	27	29	31	33	35

Westbound Cars will take the siding at meeting points
unless otherwise directed

EAST BOUND. Read Up.

			Daily ex. Sun.	Daily ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily ex. Sun.	Daily ex. Sun.
STATIONS		M.L.S.	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36
*HAMILTON	Terminal	22.91	a.m. 7 30	8 45	9 45	10 45	11 45	12 45	1 45	2 45	3 45	4 45	5 45	7 06	7 45	8 45	9 45	10 45	11 45	12 35
HAMILTON	James St.	22.05	7 28	8 43	9 43	10 43	11 43	12 43	1 43	2 43	3 43	4 43	5 43	7 04	7 43	8 43	9 43	10 43	11 43	12 33
CARTH ST.	Sid.	20.90	7 18	8 33	9 33	10 33	11 33	12 33	1 33	2 33	3 33	4 33	5 33	6 54	7 33	8 33	9 33	10 33	11 33	12 25
STATION 3	Sid.	18.74	7 13	8 28	9 28	10 28	11 28	12 28	1 28	2 28	3 28	4 28	5 28	6 49	7 28	8 28	9 28	10 28	11 28	12 18
ANCASTER	Sid.	16.99	7 09	8 21	9 21	10 21	11 21	12 21	1 21	2 21	3 21	4 21	5 21	6 45	7 21	8 21	9 21	10 21	11 21	12 11
ANCASTER	Station	16.21	7 08	8 20	9 20	10 20	11 20	12 20	1 20	2 20	3 20	4 20	5 20	6 44	7 20	8 20	9 20	10 20	11 20	12 10
SUMMIT	Sid.	14.11	7 00	8 15	9 15	10 15	11 15	12 15	1 15	2 15	3 15	4 15	5 15	6 41	7 15	8 15	9 15	10 15	11 15	12 05
ALBERTON	Sid.	10.75	6 55	8 10	9 10	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 54	7 10	8 10	9 10	10 10	11 10	12 00
LANGFORD	Sid.	8.48	6 50	8 05	9 05	10 05	11 05	p.m. 12 05	1 05	2 05	3 05	4 05	5 05	6 30	7 05	8 05	9 05	10 05	11 05	11 55
CAINSVILLE	Sid.	3.38	6 40	7 55	8 55	9 55	10 55	11 55	12 55	1 55	2 55	3 55	4 55	6 18	6 55	7 55	8 55	9 55	10 55	11 45
MOHAWK PARK	Sid.	1.76	6 35	7 50	8 50	9 50	10 50	11 50	12 50	1 50	2 50	3 50	4 50	6 16	6 50	7 50	8 50	9 50	10 50	11 40
ALFRED ST.	Sid.	.45	6 32	7 47	8 47	9 47	10 47	11 47	12 47	1 47	2 47	3 47	4 47	6 12	6 47	7 47	8 47	9 47	10 47	11 37
*BRANTFORD	L.	.00	6 30	7 45	8 45	9 45	10 45	11 45	12 45	1 45	2 45	3 45	4 45	6 10	6 45	7 45	8 45	9 45	10 45	11 35

Westbound Cars will take the siding at meeting points
unless otherwise directed

[illegible]

Hamilton Radial Elec. Ry. 1923
Brantford & Hamilton Elec. Ry.
Hamilton & Dundas Street Ry. No. 28
Hamilton, Grimsby & Beamsville Elec. Ry.

PASS Mr. W. S. Dunsmoor,
ACCOUNT Despatcher.

BETWEEN ALL STATIONS
UNTIL DECEMBER 31ST, 1923
VALID WHEN COUNTERSIGNED BY MYSELF
OR GEO. E. WALLER

{ UNLESS OTHERWISE ORDERED.
{ SUBJECT TO CONDITIONS ON BACK

Geo. E. Waller *Edw. P. Coleman*
GENERAL MANAGER

G 11957
BRANTFORD & HAMILTON
ELECTRIC RAILWAY

HAMILTON
 -to-
ANCASTER
 Good for one continuous trip

BRANTFORD & HAMILTON
ELECTRIC RAILWAY

ANCASTER
 -to-
HAMILTON
 Good for one continuous trip

Geo. E. Walker
 Gen'l Pass't Agent

R 11957

STATIONS	Fare Collected
HAMILTON	3 100
STATION 3	5 105
STATION 5	10 110
STATION 7	15 115
STATION 11	20 120
STATION 13	25 125
TRINITY	30 130
ALBERTON	35 135
STATION 19	40 140
STATION 21	45 145
STATION 23	50 150
STATION 25	55 155
STATION 29	60 160
CAINSVILLE	65 165
ECHO	70 170
BRANTFORD	75 175
HALF FARE	80 180
RETURN	85 185
	90 190
	95 195

BRANTFORD & HAMILTON ELECTRIC RY.

CONDUCTOR'S TRAIN TICKET. This ticket must be punched before it is separated and this half given to passenger. Punch marks must indicate fare paid stations from and to, and date.

NO STOP-OVER ALLOWED

Geo. E. Mallen
Manager

DOMINION POWER & TRANSMISSION CO.
RAILWAY DEPARTMENT
 PASS *Edw. P. Coleman*
 Why Granted *General Manager*
 Between **1920** All Stations
 Expires **Dec. 31st.** 1920
600
Geo. E. Mallen
 GEN'L MGR.

NOT GOOD UNLESS COUNTERSIGNED BY
EDW. P. COLEMAN
 GENERAL MANAGER

ONE FARE
 East End Incline
 FOR USE OF
 MOUNTAIN
 RESIDENTS
 ONLY

DOWN

ONE FARE
 School Ticket
 up to 14 years
 of age
 Good Only
 8 a.m. to 5 p.m.
 School Days

27911

ONE FARE
 EAST END INCLINE
 WENTWORTH INCLINE RAILWAY

354517

ONE FARE
 School Ticket
 up to 14 years
 of age
 Good Only
 8 a.m. to 5 p.m.

28472

**Hamilton Radial
 Electric Ry.**
 GOOD BETWEEN
 HAMILTON &
 SMELTING WORKS
 OR BARTON LINE
 EITHER WAY

BARTON
THURSDAY
APR. 5

HAMILTON STREET RAILWAY
 CONDITIONS ON REVERSE SIDE

EMERGENCY SHORT
 EXTENDED TRIPPER

000158 Re-issued 1
 FOLDED OR MUTILATED
 TRANSFERS NOT VALID

6 a.m.
 7 a.m.
 8 a.m.
 9 a.m.
 10 a.m.
 11 a.m.
 12 n.
 1 p.m.
 2 p.m.

BARTONVILLE
 Good for one continuous ride from
 HAMILTON to BARTONVILLE via
 Ham. St Ry. and H.R.E.Ry. subject
 to conditions on the back

A.M. 198901 P.M.
 Sherman Ave. ★ Barton

1 ★ 10 ★ 20 ★ 30 ★ 40 ★
 2 ★ 10 ★ 20 ★ 30 ★ 40 ★
 3 ★ 10 ★ 20 ★ 30 ★ 40 ★
 4 ★ 10 ★ 20 ★ 30 ★ 40 ★
 5 ★ 10 ★ 20 ★ 30 ★ 40 ★
 6 ★ 10 ★ 20 ★ 30 ★ 40 ★
 7 ★ 10 ★ 20 ★ 30 ★ 40 ★
 8 ★ 10 ★ 20 ★ 30 ★ 40 ★
 9 ★ 10 ★ 20 ★ 30 ★ 40 ★
 10 ★ 10 ★ 20 ★ 30 ★ 40 ★
 11 ★ 10 ★ 20 ★ 30 ★ 40 ★
 12 ★ 10 ★ 20 ★ 30 ★ 40 ★

JAN. FEB. MCH.
 JULY AUG. SEP.
 1 2 3 4
 9 10 11 12
 17 18 19
 25 26 27

No 10256
A.M. | .P.M.

1 10 20 30 40 50
 2 10 20 30 40 50
 3 10 20 30 40 50
 4 10 20 30 40 50
 5 10 20 30 40 50
 6 10 20 30 40 50
 7 10 20 30 40 50
 8 10 20 30 40 50
 9 10 20 30 40 50
 10 10 20 30 40 50
 11 10 20 30 40 50
 12 10 20 30 40 50

TRANSFER
 Valid for a cont
 within city

Hamilton Street Ry.
 H. G. & B. Electric

Jan. Feb. Mar.
 July Aug. Sept.
 1 2 3 4 5 6
 12 13 14 15 16
 22 23 24 25 26

P. M. 10
HAMILTON STREET RAILWAY

A.M. 10 ISSUED FROM
 ROUTE No.

JAN. JULY 1 6 11 16
 FEB. AUG. 2 7 12 17
 MAR. SEPT. 3 8 13 18
 APR. OCT. 4 9 14 19
 MAY NOV. 5 10 15 20
 JUNE DEC. 11 12 13 14 15 16 17 18 19 20

115227 BUS
 SPECIAL
 RE-ISSUE

CONDITIONS ON REVERSE SIDE

0 10 20 30 40 50
 0 10 20

4980
HAMILTON
 St. Ry. Co.
 H. E. L. & O. P. CO.
EMPLOYEES'
TICKET
Geo. E. Mallen
 Gen'l Mgr.

BRANTFORD AND HAMILTON ELECTRIC RAILWAY

WEST BOUND		Daily		Daily		Daily	Daily	Daily	Daily	Daily		Sun.	Daily	
		Ex. Sun.	A.M.	Ex. Sun.	Daily					Daily	P.M.		Ex. Sun.	Only Ex. Sun
Hamilton Ter.	Lv.	6.45	7.45	9.45	11.45	1.45	3.45	5.45	7.45	9.45	10.10	11.10		
Hamilton	Jas. St.	6.47	7.47	9.47	11.47	1.47	3.47	5.47	7.47	9.47	10.12	11.12		
Garth St.		6.57	7.57	9.58	11.53	1.58	3.58	5.58	7.58	9.58	10.22	11.22		
Station 3		7.13	8.03	10.04	12.04	2.04	4.04	6.04	8.04	10.04	10.28	11.28		
Ancaster		7.09	8.09	10.11	12.11	2.11	4.11	6.11	8.11	10.11	10.35	11.35		
Summit		7.15	8.15	10.15	12.18	2.18	4.18	6.18	8.18	10.18	10.41	11.41		
Alberton		7.21	8.21	10.25	12.25	2.25	4.25	6.25	8.25	10.25	10.46	11.46		
Langford		7.25	8.25	10.30	12.30	2.30	4.30	6.30	8.30	10.30	10.50	11.50		
Cainsville		7.35	8.35	10.40	12.40	2.40	4.40	6.40	8.40	10.40	11.00	12.00		
Brantford	Arr.	7.45	8.45	10.50	12.50	2.50	4.50	6.50	8.50	10.50	11.10	12.10		

EAST BOUND		Daily		Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		Ex. Sun.	A.M.	Ex. Sun.	Daily									
Brantford	Lv.	6.30	7.50	9.10	11.10	1.10	3.10	5.10	7.10	9.10	11.10			
Cainsville		6.41	8.00	9.20	11.20	1.20	3.20	5.20	7.20	9.20	11.20			
Langford		6.51	8.10	9.30	11.30	1.30	3.30	5.30	7.30	9.30	11.30			
Alberton		6.55	8.14	9.34	11.34	1.34	3.34	5.34	7.34	9.34	11.34			
Summit		7.02	8.21	9.41	11.41	1.41	3.41	5.41	7.41	9.41	11.41			
Ancaster		7.07	8.26	9.46	11.46	1.46	3.46	5.46	7.46	9.46	11.46			
Station 3		7.12	8.31	9.52	11.52	1.52	3.52	5.52	7.52	9.52	11.52			
Garth St.		7.13	8.37	9.58	11.58	1.58	3.58	5.58	7.58	9.58	11.58			
Hamilton	Jas. St.	7.23	8.47	10.08	12.08	2.08	4.08	6.08	8.08	10.08	12.08			
Hamilton Ter.	Arr.	7.30	8.50	10.10	12.10	2.10	4.10	6.10	8.10	10.10	12.10			

For co-ordinated motor coach service see Brantford, Hamilton, St. Catharines, Niagara Falls and Buffalo Motor Coach service on page 4.

HAMILTON, GRIMSBY AND BEAMSVILLE ELECTRIC RAILWAY

EAST BOUND	Daily		Daily		Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily
	Ex.	Sun.	Ex.	Sun.				Ex.	Sun.				
	A.M.		P.M.					P.M.					
Hamilton	Lv.	6.00	7.00	8.10	10.10	12.10	2.10	4.10	5.10	5.10	8.10	10.10	11.10
Bartonville		6.15	7.15	8.30	10.30	12.30	2.30	4.30	5.30	6.30	8.30	10.30	11.30
Stoney Creek		6.26	7.26	8.40	10.40	12.40	2.40	4.40	5.40	6.40	8.40	10.40	11.40
Fruitland		6.35	7.35	8.49	10.49	12.49	2.49	4.49	5.49	5.49	8.49	10.49	11.49
Smith's		6.39	7.39	8.53	10.53	12.53	2.53	4.53	5.53	6.53	8.53	10.53	11.53
Winona		6.43	7.43	8.57	10.57	12.57	2.57	4.57	5.57	6.57	8.57	10.57	11.57
Pattison's		6.50	7.50	9.04	11.04	1.04	3.04	5.04	7.04	9.04	11.04	12.04	12.04
Grimsby		6.59	7.59	9.13	11.13	1.13	3.13	5.13	7.13	9.13	11.13	12.13	12.13
Grimsby East		7.05	8.05	9.19	11.19	1.19	3.19	5.19	7.19	9.19	11.19	12.19	12.19
Beamsville	Arr.	7.15	8.15	9.30	11.30	1.30	3.30	5.30	7.30	9.30	11.30	12.30	12.30
WEST BOUND	Daily		Daily		Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily
	Ex.	Sun.	Ex.	Sun.				Ex.	Sun.				
	A.M.		P.M.					P.M.					
Beamsville	Lv.	6.20	7.20	8.20	10.20	12.20	2.20	3.30	4.20	...	6.20	8.20	10.20
Grimsby East		6.35	7.35	8.35	10.35	12.35	2.35	3.45	4.35	...	6.35	8.35	10.35
Grimsby		6.41	7.41	8.41	10.41	12.41	2.41	3.51	4.41	...	6.41	8.41	10.41
Pattison's		6.50	7.50	8.50	10.50	12.50	2.50	4.00	4.50	...	6.50	8.50	10.50
Winona		6.57	7.57	8.57	10.57	12.57	2.57	4.08	4.57	6.05	6.57	8.57	10.57
Smith's		6.00	7.00	8.00	10.00	1.00	3.00	4.11	5.00	6.08	7.00	9.00	11.00
Fruitland		6.05	7.05	8.05	10.05	1.05	3.05	4.16	5.05	6.13	7.05	9.05	11.05
Stoney Creek		6.11	7.11	8.11	10.11	1.11	3.11	4.24	5.11	6.19	7.11	9.11	11.11
Bartonville		6.20	7.20	8.20	10.20	1.20	3.20	4.35	5.20	6.28	7.20	9.20	11.20
Hamilton	Arr.	6.40	7.40	8.40	10.40	1.40	3.40	4.50	5.40	6.50	7.40	9.40	11.40

For co-ordinated motor coach service see Brantford, Hamilton, St. Catharines, Niagara Falls and Buffalo Motor Coach service on page 4.