

[Page 12 - Remembering the "Judique Flyer"](#)

ISSUE : [Issue 19](#)

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SOUTHBOU'D TRAINS SUPERIOR DIRECTION 158 A 3.25 s 3.20 s 3.12 L 2.50 156 !  
 5 . STATIONS ' " 1 n POINT TUPPER A|0.45| !  
 s 10.40 1.5 1 INVERNESS JUNCTION s 10..M 2.8 1,10.17, ,2 A 10.12, J-  
 10.02i 10.3 s 9.49- 14.2 F 9.32 s 9.13 F 9.00 s 8.45 s 8.25 s 7.58 s 7.48  
 s 7.22 i. 7.05 18.4 24.6 29.1 34.0 387 46.0 48 9 .58.1 62.4 PORT HAVVKESBURY  
 PORT HASTINGS w.c.Y. CREIGNISH w. ca.gm'ore JUDIQUÉ M.RVVLM, PORT  
 HOOD w. GLENCOE v. MABOU BLACK RIVER w. STRATHLORNE  
 NORTHBOUND TRAINS INFERIOR DIRECTION L FV BV N G D HO B ??3 52 14 72 5  
 25 4 33 6 44 31 157 { 155 L 3.45 L 11.25 s 3.50 s 3.55 A 4.08 L 4.13 F 4.25 s  
 4.38 s 4.50 s 5.05 F 5.18 A 5.33 L 5.38 s 5.53 22s 6.16 y's 6.28 15 s 6.48 26ls  
 7.00 INVERNESS vv.c.T. mi263a 7.10 The foUowine signs on the time table  
 indicate: A B "S" Stop. "W" Water. s 11.30 s 11.36 A  
 11.55 TRAIN DISPATCHER. "L" Lea've "Y" Wve DISPATCHING  
 OFFICE AT INVERNESS. "A" Arrive. "T" Turntable. TELEGRAPH  
 CALL "G. 0." Time Table No. '0, January 6th. 1924; the wreckage of the train at Long  
 Point; below that. Canadian Northern 4-6-0 Number 79 at Inverness .just after the  
 wreck at Glendyer; Station Crews at Judique, in the '30s: Left. Dan MacLellan (Danny  
 Donald the Piper), Angus MacEachern, Suncan MacInnis (foreman). Hughie T.  
 MacDonnel; Right, Dan MacLellan. Dan MacDonald (baggage master), Neil MacLean.  
 Archie Morrison (driver). Freddy Smith (brakesman), Paul MacNeil (fireman), Angus  
 MacEachern (sectionman). Conductor?. A vessel loading coal from Inverness, at the  
 pier at Port Hastings.